Northern Virginia Transportation Commission

NVTC COMMISSION MEETING

WEDNESDAY, NOVEMBER 5, 2008

NVTC CONFERENCE ROOM

8:30 P.M.

AGENDA

Note: Special date and starting time. No executive committee meeting. Dessert will be provided for attendees.

1. **Minutes of the NVTC Meeting of October 2, 2008.**

   Recommended Action: Approval.

2. **VRE Items.**

   A. Report from VRE's Operations Board and Chief Executive Officer – Information Item.
   B. Renewal of Banking Services -- Action Item/Resolution #2116.
   C. Mid-year FY 2009 Fare Increase -- Action Item/Resolution #2117.

3. **Final Report on Mode Shares of Peak Commuters on I-95 Outside the Beltway.**

   Each year VDOT directs MWCOG in preparing a report for NVTC showing peak period morning commuting shares in major corridors. In fall of 2007 data were collected at a screenline just outside the Beltway stretching from just west of I-95

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to the Potomac River. Again, transit /rideshare mode shares were solid (about half) compared to single-occupant vehicles.

Presentation Item: Without objection, staff will issue a media release describing the results and post the report on NVTC's website.

4. Final Report on NVTC's Real Time Bus Arrival Demonstration in Falls Church.

Results of the "MARTHA" project will be reviewed with commissioners.

Presentation Item: Authorize NVTC staff to post the report on NVTC's website and provide the software, documentation and source code to DRPT.

5. Authorization to Award a Contract for a Tenants' Agent.

In response to NVTC's Request for Proposals, staff has ranked the respondents using the criteria in the RFP.

Recommended Action: Authorize NVTC's executive director to negotiate and execute a contract with the top-ranked firm (and if unsuccessful, with the remaining firms in rank order), and to issue the notice to proceed.

6. First Quarter FY 2009 Transit Ridership in Northern Virginia.

At the same time gas prices spiked upward, transit systems are experiencing record ridership.

Recommended Action: Without objection, staff will issue a media release and post the results on NVTC's website.

7. Metro Items.

A. Monthly Metrorail Ridership at Virginia Stations.
B. Possible Relocation of WMATA Headquarters.
C. Customer Satisfaction Survey.
D. Credit Crisis Affects Metro.

Discussion Item.

8. Legislative Items.

NVTC's Legislative Committee will meet in November and recommend a state and federal legislative agenda for action by NVTC at its December 4th meeting. Topics for consideration of the committee are invited.

Discussion Item.

9. Regional Transportation Items.

A. Great Transit Systems to Work For -- Alexandria's DASH.
B. The Effect of Higher Gasoline Prices on Driving and Transit Ridership—Have We Reached a Tipping Point?
C. How Northern Virginia Transit Systems are Organized.
D. Communications from the Public.
E. Try Transit Week.
F. Prince William County HOT Lane Action.

Information Item.

10. NVTC Financial Items for September, 2008.

Information Item**.**

11. Personnel Item (Section 2.2-3711 A (1) of the Code of Virginia).

Closed Session.

Agenda Item #1

MINUTES
NVTC COMMISSION MEETING – OCTOBER 2, 2008
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 8:12 P.M.

Members Present
David Albo
Charles Badger
Sharon Bulova
Adam Ebbin
William D. Euille
Jay Fisette
Mark R. Herring
Pat Herrity
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Thomas Rust
David F. Snyder
Christopher Zimmerman

Members Absent
Kelly Burk
Gerald Connolly
Jeffrey Greenfield
Joe May
Paul Smedberg
Mary Margaret Whipple

Staff Present
Rhonda Gilchrest
Scott Kalkwarf
Greg McFarland
Adam McGavock
Kala Quintana
Rick Taube
Dale Zehner (VRE)

Minutes of the September 4, 2008 NVTC Meeting

Mr. Zimmerman moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by commissioners Badger, Bulova, Euille, Fisette, Herring, Herrity, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mrs. Bulova stated that there are no VRE actions items. She encouraged commissioners to read the VRE Operations Board minutes of September 19, 2008. Mr. Zehner reported that ridership achieved its highest ridership day in history on September 11th by carrying 17,612 passenger trips. He also reported that the Commonwealth has provided $3.9 million in federal bonus obligation funds that will allow VRE to make an initial purchase of five locomotives (instead of two), which will result in approximately $1 million in savings. Also, Governor Kaine announced some corridor improvements, which include three-miles of third track in Fredericksburg. Mr. Taube stated that for those commissioners who want to trace the history of VRE, NVTC staff has compiled and updated a VRE Chronology, which was distributed to commissioners.

Award of Contract for Alexandria's Real-Time Bus Status System

Mr. Taube reminded commissioners that at the September 4, 2008 meeting, commissioners authorized him to negotiate with the top-ranked firm (Strategic Mapping, Inc. of Toronto, Ontario) and if not successful with the remaining firms in the order in which they were ranked. He reported that the contract negotiations with Strategic Mapping should be finalized within several days. Notice to proceed would not be given until the contract has been reviewed by Alexandria's legal counsel. Chairman Euille stated that Alexandria's attorney has agreed to this arrangement.

Mr. Zimmerman moved, with a second by Delegate Rust, to authorize the execution of the contract and issuing the notice to proceed by NVTC's Executive Director. The vote in favor was cast by commissioners Badger, Bulova, Euille, Fisette, Herring, Herrity, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Testimony for the Commonwealth Transportation Board's Fall Public Hearing

Mr. Taube reported that CTB will conduct a public hearing on its six-year transportation program in Northern Virginia on a date to be determined (most likely in November). This year NVTC's jurisdictions' transit systems face even greater challenges due to tax revenue shortfalls threatening state and local subsidies, much higher fuel costs, and soaring ridership stretching capacity to (and beyond) its limits. The draft testimony emphasizes these challenges and features a list of key transit (and highway) projects and services that have fallen by the wayside due to the failure of the

General Assembly to provide adequate statewide funding and restore regional funding. Local staff helped compile the list of projects.

In response to a question from Mr. Zimmerman, Mr. Taube stated that the testimony does not need to be approved tonight and could be deferred to the November NVTC meeting. Mr. Zimmerman stated that there is a lot of good information in the testimony, but as a presentation he suggested that it needs to be more to the point to be effective. Commissioners discussed ways to improve the testimony.

Delegate Albo arrived at 8:19 P.M.

Mr. Fisette moved, with a second by Mrs. Hudgins, to authorize NVTC's chairman or his designee to provide the testimony at the CTB hearing. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Fisette, Herring, Herrity, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Authorization to Issue a Request for Proposals for a Tenant's Agent

Mr. Taube explained that NVTC's current lease expires at the end of December, 2010. Staff believes that the current market for office space is "soft" and it would likely be advantageous to employ a tenant's agent to perform a market analysis and assist the commission in either acquiring new space or extending the current lease on favorable terms. As agents are paid by landlords upon completion of a deal, it is likely that NVTC would incur no costs for such a contract. The intention will be to return to the commission with a recommended award of contract at the November NVTC meeting.

Mr. Zimmerman moved, with a second by Mr. McKay, to authorize the release of a RFP for a Tenant's Agent. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Fisette, Herring, Herrity, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

Metro Items

Ridership at Virginia's Metrorail Stations. Metrorail ridership remains very strong in Northern Virginia as well as throughout the entire system with many record days of ridership achieved during the last two months.

Transit Performance Indicators. Metro achieved 95 percent on-time performance on its Orange Line; MetroAccess maintained 92 percent on-time performance with a 16 percent increase in ridership over the past year; escalator availability systemwide was over 94 percent (up from 91 percent); and the probability of being a victim of crime in the Metro system is 2.48 per million customers. Systemwide, Metrorail ridership was up four percent for FY 2008 compared to the previous year. Metrobus ridership was up one percent for FY 2008.

Independent Review of MetroAccess. The independent review found that "significant progress has been made by WMATA in addressing many of the issues raised by the TPB and the community in 2006 regarding MetroAccess service quality and management." A revised final report is expected to be presented to the Transportation Planning Board on November 19, 2008.

Ten-Year Capital Needs. Chairman Euille reported that Metro staff has estimated capital needs between 2010 and 2020, including inflation, to be $11 billion. No funds for rail expansions (including Dulles) are included. Over $7 billion is needed just to maintain the current system and $3.5 billion to meet growing ridership. The current capital funding program known as Metro Matters expires in 2010. WMATA General Manager John Catoe called this inventory of needs a first step in developing priorities for a new 10-year capital improvement program. The target is to have a new funding agreement in place by July, 2010.

Federal Legislation for Funding Metro. Mr. Zimmerman reported that legislation (HR 2095) passed yesterday by Congress authorizes $1.5 billion for WMATA over a decade. It is a big step but there is still a long road ahead. WMATA's Compact must be amended quickly to meet the terms of the legislation. Also, Virginia must identify a source of dedicated funding to match the new federal investments. Mr. Snyder suggested NVTC send a letter of appreciation to Northern Virginia's congressional delegation and to remind them what still needs to be done.

Mr. Zimmerman moved, with a second by Mr. Snyder, to authorize NVTC's chairman to send a letter to Northern Virginia legislators concerning this issue. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Fisette, Herring, Herrity, Hudgins, Hynes, McKay, Rust, Snyder and Zimmerman.

WMATA Headquarters Relocation Proposal. Mr. McKay reported that at its last meeting the WMATA Board deferred discussion of the proposal to relocate Metro headquarters. A recommendation may be presented at the next Board meeting. Mr. McKay stated that he is opposed to it, especially during a time when Metro needs more funding for trains and buses. It is projected that relocation and construction of a new building would cost approximately $70 million. He stated that NVTC may want to take a position on this issue.

Mr. Fisette asked if the sole reason to oppose it would be financial reasons. Mr. McKay stated that there are other reasons too. He expressed his opinion that from a strategic standpoint, it does not look good when a region is asking for federal funding for unfunded capital needs, but is spending $70 million on a new building. Also, it is not Metro's role to be a redevelopment organization. The proposal calls for moving Metro's headquarters to Anacostia to jump start redevelopment activity. Mr. Fisette stated that some public facilities and buildings can be legitimate use for economic development but it should not be the only reason. Mrs. Hudgins stated that it would be helpful to provide Metro's report on this issue at the next NVTC meeting. She stated that the point is that Metro should not be caught up in the District of Columbia's particular jurisdictional issues that are solely their issues and needs. Metro decisions should be based on what is best for Metro. Mr. Zimmerman stated that he is sympathetic to the notion that, when all things are equal, it is a good thing to promote transit oriented development. In

response to a question from Mr. Fisette, Mr. Zimmerman stated that this is not a WMATA-driven proposal; the District of Columbia is pushing it forward. Mr. McKay stated that Metro staff does not need this distraction right now. He cautioned that if it is not dealt with now, it could keep coming back for future consideration.

Legislative Items

Mr. Taube stated that as reported earlier HR 2095, which authorizes $1.5 billion in new federal funding to support WMATA, is waiting for the President's signature. Delegate Albo stated that he will send copies of the legislation to Virginia General Assembly members. He observed that unless the General Assembly takes action and provides a dedicated funding source, it would effectively be leaving $50 million on the table every year. Chairman Euille suggested NVTC send letters to the Northern Virginia General Assembly delegation formally transmitting the bill. Mr. Fisette stated that any letter should include a message. It was decided that Delegate Albo would send out copies of the bill to General Assembly members.

Draft Annual Transit Ridership in Northern Virginia in FY 2008

Annual transit ridership in Northern Virginia for FY 2008 shows that almost all systems are up substantially. The two exceptions are special cases. The city of Fairfax's CUE has switched to electronic fareboxes with precise counts for FY 2008 compared to a sampling method with plus or minus 10 percent accuracy as previously used. Metrobus has some anomalies for September, 2007 that NVTC staff is working with WMATA to investigate. It is clear that Northern Virginia's systems collectively experienced ridership gains of at least 3.3 percent during FY 2008.

Mr. McKay stated that it is important to make sure Metro includes in its ridership data express bus routes, such as REX, which Metro operates but are not part of the Metrobus system. Mr. Herrity asked for cost comparisons between 2007 and 2008.

Regional Transportation Items

2007 State of the Commute Report. MWCOG's Commuter Connections program has published the results of its periodic surveys of employed persons in the Washington metropolitan region. The purpose of the survey is to document trends in commuting behavior and attitudes. It also measures the effectiveness of commuter assistance programs and improvements to air quality.

A Better Way to Go: Meeting America's 21st Century Transportation Challenges with Modern Public Transit. The U.S. Public Interest Research Group's Education Fund has published a compendium of arguments in favor of improved public transit. In the Washington metropolitan area, 254 million gallons of gas costing $666 million are saved each year due to transit, the bulk (239 million gallons at $626 million) due to Metrorail. WMATA also saves 1.85 million tons of CO_2 annually out of transit's metropolitan (DC/VA/MD) total of 1.9 million tons. VRE saves 6.8 million gallons of gas valued at

$17.8 million annually and reduces 52.7 thousand tons of CO_2. Transit benefits in general include reduced road expenditures of $8 billion annually, parking ($12.1 billion) and accidents ($5.6 billion) with a grand total of transit benefits of $60.1 billion per year.

I-95/395 HOT Lanes. Mr. Taube reported that the safety study and the bus-only lane analysis have been provided to NVTC. Commissioners were provided with copies of the reports. Mr. Snyder stated that in regard to the safety study, there needs to be more work done. Mr. Zimmerman stated that he would not limit it to safety issues; there are many questions that still remain. Mrs. Hudgins stated that for the bus-only lane study, it is important to emphasize that there was a commitment made to transit. Parking lots (5,000-6,000 spaces) are already being built that will bring more transit users to the corridor. She expressed her fear that it will be paralyzing to the region if the transit piece is not included.

DRPT's State Transit Plan. DRPT has begun regular monthly briefings on progress for NVTC's Management Advisory Committee (MAC). At the September 16th meeting, the MAC group received a draft scope of work.

DRPT's Transit/TDM Grantee Workshop. On September 16th DRPT staff provided briefings on new program application guidance, capital budgeting, dashboard performance data, the state program on Small, Women and Minority Owned (SWAM) business targets, performance review program and various state plans. NVTC staff has provided comments on these new initiatives.

National Award for Virginia's Public-Private Transportation Partnerships. Governor Kaine's office issued a press release describing the awards for VDOT Secretary of Transportation Pierce Homer and Deputy Secretary of Transportation Barbara Reese. The awards were given by the American Road and Transportation Builders Association.

NVTC Financial Items for August, 2008

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

Mr. Ebbin arrived at 8:40 P.M.

NVTC's November Meeting

Chairman Euille explained that at his request, staff has surveyed commissioners to determine if the November NVTC meeting could be changed, since Alexandria members have a conflict. Commissioners discussed November 5th and 13th as alternate dates. It was agreed that staff would poll commissioners again and a new meeting date would be determined by majority consensus. Staff will notify commissioners of the new meeting date.

Adjournment

Chairman Euille stated that the closed session will be deferred to the November meeting.

On a motion by Mr. Zimmerman and a second by Mrs. Hynes, the commission unanimously voted to adjourn. Chairman Euille adjourned the meeting at 8:45 P.M.

Approved this 5th day of November, 2008.

_____
William D. Euille
Chairman

_____
Gerald E. Connolly
Secretary-Treasurer

Northern Virginia Transportation Commission

NVTC

Agenda Item #2

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: VRE Items

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

B. Renewal of Banking Services – Action Item/Resolution #2116.

C. Mid-Year FY 2009 Fare Increase -- Action Item/Resolution #2117.

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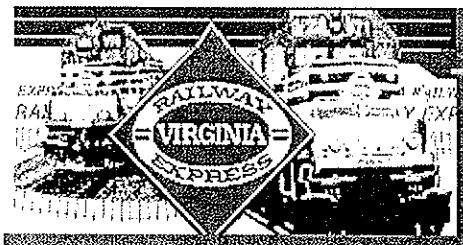
Item #2A

Report from VRE's Operations Board and Chief Executive Officer

Attached is a copy of the minutes of the Operations Board's October 17, 2008 meeting. Also provided are copies of the ridership and on-time performance reports and relevant news articles.



Virginia Railway Express

CHIEF EXECUTIVE OFFICER'S REPORT

October 2008

MONTHLY DELAY SUMMARY

	June	July	August	September
System wide				
Total delays	163	120	48	55
Average length of delay (mins.)	20	16	16	13
Number over 30 minutes	35	15	3	2
Days with Heat Restrictions/Total days	5/21	3/22	0/21	0/21
On-Time Performance	73.2%	81.2%	92.1%	90.9%
Fredericksburg Line				
Total delays	84	57	17	29
Average length of delay (mins.)	17	17	18	16
Number over 30 minutes	13	7	1	2
On-Time Performance	69.2%	80.1%	93.7%	89.4%
Manassas Line				
Total delays	79	63	31	26
Average length of delay (mins.)	23	14	15	11
Number over 30 minutes	22	8	2	2
On-Time Performance	76.5%	82.2%	90.7%	92.3%

SYSTEM RIDERSHIP

Average daily ridership in September was 16,215 - the highest ever. September ridership in 2008 was 11.8% higher than in September 2007. We had 16 days above 16,000 riders and 2 days above 17,000 riders. On September 11th, VRE ridership peaked with the highest ridership day ever with over 17,600 riders. Overall, seven of our top ten ridership days were in September. In addition, the ridership for the first three months of FY 2009 is 12.9% higher than the same period in FY 2008.

SYSTEM ON TIME PERFORMANCE

System wide on-time performance (OTP) was 90.9% in September, with an OTP of 89.4% on the Fredericksburg Line and 92.3% on the Manassas Line. We had a total of only 55 delays out of 609 trains. The Manassas Line had seven days in September with 100% on-time performance. The Fredericksburg Line had eight days with 100% on-time performance.

INCREASED LOCOMOTIVE FUNDING

The Virginia Department of Rail and Public Transportation applied for and received $3.8 million of bonus obligation funds (federal STP funding not used by other states) for VRE to use toward the locomotive purchase. With these funds, we will be able to increase our initial

purchase of locomotives from two to five. Because of the larger initial purchase, we will save more than $1 million on the cost of the first five vehicles.

SECOND PUBLIC WORKSHOP FOR GAINESVILLE-HAYMARKET STUDY

VRE is conducting a yearlong Feasibility Study/Alternatives Analysis of a proposed extension from the existing VRE Manassas Station to the Town of Haymarket in western Prince William County. A second public workshop to discuss transportation alternatives and for VRE to hear the public's insights, thoughts and concerns regarding the proposed project will take place on Wednesday, October 22, 2008, at Battlefield High School, located at: 15000 Graduation Drive, Haymarket, VA 20169. The schedule of events follows:

6:30-7:00 p.m. Open House
7:00 p.m. Presentation & Public Discussion
9:00 p.m. Close

For more information contact VRE at 703.684.1001, gotrains@vre.org, or check the VRE web site at www.vre.org.

MASTER AGREEMENT SURVEY

The VRE Master Agreement Survey took place on Wednesday, October 1st. This survey is conducted once a year to determine the number of riders originating from each participating jurisdiction and to determine the subsidy that each jurisdiction pays. Staff from both PRTC, VRE and the local jurisdictions were on-board trains or at stations to assist with the survey. Results will be tabulated and available in November.

EXPANDED RAIL SERVICE IN THE COMMONWEALTH

On Tuesday, September 30th, Governor Kaine, in conjunction with US DOT Secretary Mary Peters, announced a new partnership for expanded rail service in the Commonwealth. The partnership is focused on intercity rail rather than commuter rail, though the benefits to both were highlighted. They announced initial funding totaling $13.5 million ($2 million FRA and $11.5M state funding) will be used to make track improvements to 3.1 miles of third track south of Fredericksburg and provide design of track and interlocking improvements in Richmond (between Main Street Station and Staples Mills station).

From VRE's standpoint this improvement project advances one of our MOU projects with CSX - the third track on the Fredericksburg line. Additionally, this project is critical for establishing a VRE station in Spotsylvania County.

CLIFTON DAY

Once again, VRE provided train service for Clifton Day on Sunday, October 12th from 9:00 am – 5:00 pm. The Town of Clifton paid for the excursion rides in advance and sold their own tickets. The festivities included fine arts, crafts, and a flea market in the historic town of Clifton.

MONTHLY PERFORMANCE MEASURES – SEPTEMBER 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
September Fredericksburg OTP Average	89.4%
September Manassas OTP Average	92.3%
VRE SEPTEMBER OVERALL OTP AVERAGE	90.9%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	998,329
VRE FY 2008 Passenger Totals	884,554
PERCENTAGE CHANGE	12.9%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
SEPTEMBER 2008	340,516
SEPTEMBER 2007	275,476
PERCENTAGE CHANGE	11.8% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	21 / 19

Monthly Ridership Changes:
Fiscal Year 2008 vs. 2009

	MANASSAS			FREDERICKSBURG				
Current Month	Avg Daily FY2008	Avg Daily FY2009	% change	Avg Daily FY2008	Avg Daily FY2009	% change	Current Total	% change
July	6513	7003	7.52%	7393	8388	13.46%	15391	10.68%
August	6405	6885	7.49%	7379	8316	12.70%	15201	10.28%
September	6847	7495	9.46%	7652	8720	13.96%	16215	11.84%
October	6973			7754			0	
November	6894			7707			0	
December	6081			7235			0	
January	6978			8148			0	
February	6842			8018			0	
March	6812			8050			0	
April	6988			8324			0	
May	6832			8094			0	
June	7123			8504			0	
Average growth			8.16%			13.37%		10.93%

*Ridership figures are shown in passenger trips. Includes Amtrak cross honor train riders.
**Average daily ridership for May 2008 does not include 5/30/08 due to planned service disruption.

Monthly Ridership and OTP: September 2008

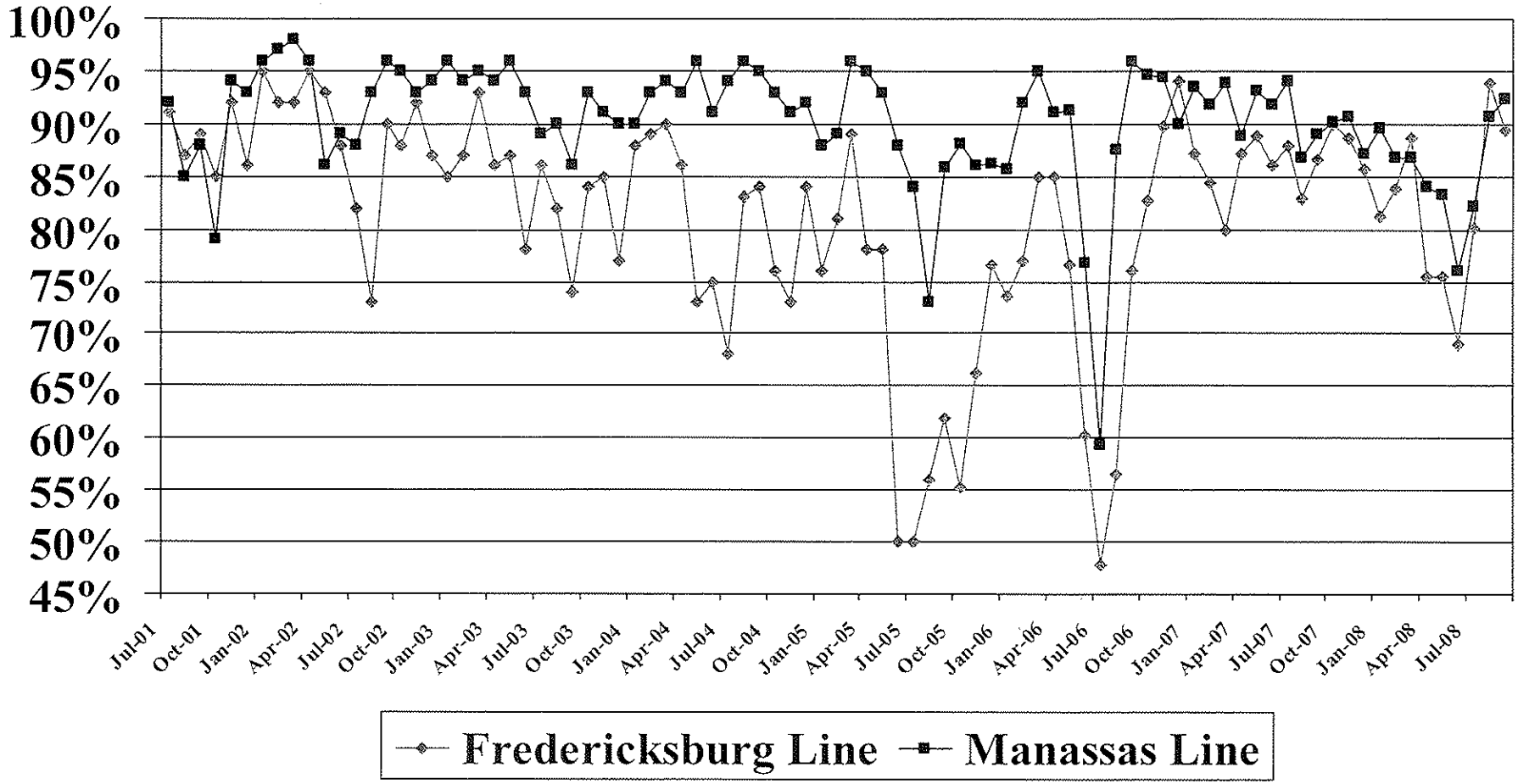
Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2	3,594	3,677	7,271	100%	4,120	4,181	8,301	100%	15,572	100%
3	3,604	3,999	7,603	81%	4,463	4,432	8,895	69%	16,498	76%
4	3,627	3,838	7,465	94%	4,469	4,573	9,042	77%	16,507	86%
5	3,349	3,087	6,436	88%	3,678	4,045	7,723	69%	14,159	79%
6										
7										
8	3,772	3,884	7,656	100%	4,377	4,428	8,805	77%	16,461	90%
9	4,011	3,969	7,980	94%	4,320	4,633	8,953	100%	16,933	97%
10	3,977	3,920	7,897	100%	4,506	4,526	9,032	77%	16,929	90%
11	3,961	4,078	8,039	94%	4,651	4,922	9,573	100%	17,612	97%
12	3,231	3,198	6,429	94%	3,721	3,976	7,697	92%	14,126	93%
13										
14										
15	3,801	3,821	7,622	81%	4,338	4,622	8,960	85%	16,582	83%
16	3,980	3,905	7,885	100%	4,530	4,478	9,008	100%	16,893	100%
17	3,977	3,849	7,826	88%	4,535	4,591	9,126	100%	16,952	93%
18	3,831	3,827	7,658	88%	4,204	4,372	8,576	100%	16,234	93%
19	3,178	3,243	6,421	100%	3,537	3,841	7,378	92%	13,799	97%
20										
21										
22	3,870	3,811	7,681	100%	4,244	4,498	8,742	100%	16,423	100%
23	3,974	3,912	7,886	94%	4,443	4,873	9,316	92%	17,202	93%
24	3,985	4,012	7,997	69%	4,397	4,476	8,873	77%	16,870	72%
25	3,951	3,751	7,702	94%	4,337	4,315	8,652	92%	16,354	93%
26	3,212	3,232	6,444	88%	3,715	4,020	7,735	92%	14,179	90%
27										
28										
29	3,874	3,749	7,623	100%	4,211	4,468	8,679	85%	16,302	93%
30	3,967	3,867	7,834	94%	4,218	4,557	8,775	100%	16,609	97%
	78,726	78,629	157,355	92%	89,014	92,827	181,841	89%	339,196	91%
		Adjusted total:	157,395			Adjusted Total:	183,121	Adjusted Total:	340,516	

# of Service Days:	21			Total Trips This Month:	340,516	Adjusted Total:	340,516
Manassas Daily Avg. Trips:	7,493	Adjusted Avg.:	7495	Prior Total FY-2009:	657,813		
Fred'burg Daily Avg. Trips:	8,659	Adjusted Avg.:	8720	Total Trips FY-2009	998,329		
Total Avg. Daily Trips:	16,152	Adjusted Avg.:	16,215	Total Prior Years:	40,598,336		
				Grand Total:	41,596,665		

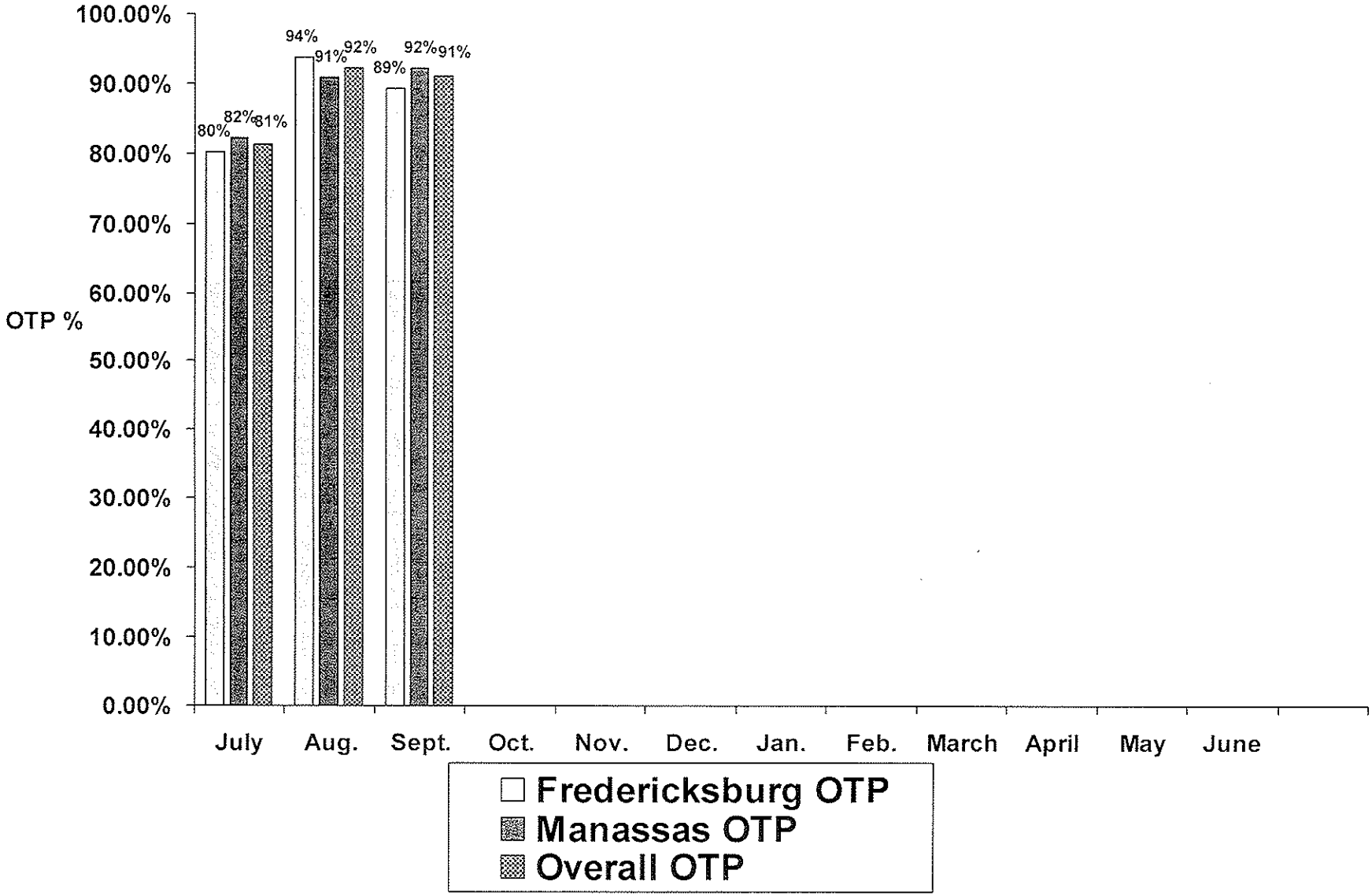
Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days.
" designates "S" schedule day

On-Time Performance

July 2001 – September 2008



Average On-Time Performance
FY-2009



FINANCIAL STATISTICS FOR SEPTEMBER 2008

Copies of the September 2008 Operating Budget Report are attached.

Fare income for the month of September 2008 was $465,089 above the budget – a favorable variance of 28.36%. The cumulative variance for the year is 14.33% or $779,282 above the budget. This positive variance is the result of a substantial increase in ridership, which can be attributed to a number of factors, including higher fuel prices and increased OTP. Revenue in the first three months of FY 2009 is up 18.3% over FY 2008.

A summary of the financial results (unaudited) as of September 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%	70%	⬆
Budgeted Revenue	65,263,822			
Budgeted Revenue YTD	20,441,503			
Actual Revenue YTD	21,170,699			
Cumulative Variance	729,196		729,196	⬆
Percent Collected FY 07 YTD		31.32%	32.44%	
Budgeted Expenses	65,263,822			
Budgeted Expenses YTD	17,507,910			
Operating Expenses YTD	16,744,144			
Cumulative Variance	763,766		763,766	⬆
Percent Collected FY 07 YTD		26.83%	25.66%	
Net Income (Loss) from Operations			1,492,962	⬆

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS

FY 2009 Operating Budget Report

September 30, 2008

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE $	YTD VARIANCE %	TOTAL FY09 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,104,941	1,639,852	6,216,686	5,437,404	779,282	14.3%	21,490,692
Equipment Rental and Other	4,016	11,560	29,703	38,331	(8,628)	-22.5%	151,500
Subtotal Operating Revenue	2,108,957	1,651,412	6,246,389	5,475,735	770,654	14.1%	21,642,192
Jurisdictional Subsidy (1)	-	-	8,784,054	8,784,054	-	0.0%	16,361,819
Federal/State/Other Jurisdictional Subsidy	2,233,421	2,063,090	6,104,764	6,137,437	(32,673)	-0.5%	27,049,811
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	9,610	13,353	35,492	44,277	(8,785)	-19.8%	210,000
Total Operating Revenue	4,351,988	3,727,855	21,170,699	20,441,503	729,196	3.6%	65,263,822
OPERATING EXPENSES							
Departmental Operating Expenses	3,448,784	3,357,937	10,283,581	11,038,601	755,020	6.8%	43,974,778
Debt Service	763,242	766,059	2,607,070	2,619,817	12,747	0.5%	15,022,547
Insurance	4,493	4,493	3,849,493	3,849,493	-	0.0%	5,275,000
Other Non-Departmental Expenses	500	-	4,000	-	(4,000)		991,497
Total Operating Expenses	4,217,019	4,128,489	16,744,144	17,507,910	763,766	4.4%	65,263,822
NET INCOME (LOSS) FROM OPERATIONS	134,969	(400,634)	4,426,555	2,933,593	1,492,962		-
CALCULATED OPERATING RATIO			70%				

(1) Total jurisdictional subsidy is $17,275,500. Portion shown is attributed to Operating Fund only.

Alexandria, VA (October 10, 2008) – Dale Zehner, VRE Chief Executive Officer, announced today that first quarter ridership nearly surpassed 1 million passenger trips. The continuing trend of rapid growth puts VRE on pace for potentially 4 million trips this fiscal year, which would be a first for the system.

Zehner noted that improved on-time performance, the addition of 61 new railcars, continued improvement of the locomotive maintenance and improved conditions with freight railroad infrastructure have all lent themselves to luring people to the train. "I think people today rely on VRE far more than in past years because it's a viable alternative to the car and our performance is such that people are very confident in the riding experience once they try us," said Zehner.

VRE posted 998,329 passenger trips for the first three months of FY 2009 (July-Aug-Sept). That is 113,775 more trips than the same time last year, which saw VRE make 884,554 trips during those same months.

"It's hard to argue with the numbers when you see ridership growing by 12.9%," said VRE Operations Board Chairman John Jenkins. "When we envisioned VRE this is exactly what we thought we could do to help our communities have viable transportation options. We are proof positive that when you put a great product out there, people will embrace it."

Overall the ridership increase translates to nearly 37,925 more trips per month. That equates to a huge positive impact on a highway network already crushed under the weight of over burdened automobile demand.

"We've come full circle from the little engine that could, to the transit partner making a huge impact in all of our communities. It's so great to see what VRE is doing to make a difference," said Jenkins.

With 7 of the top 10 ridership days ever occurring in September 2008, VRE believes that riders are here to stay as long as trains continue to meet their expectations. That is something that Zehner has committed himself to doing no matter what it takes. "We have worked very, very hard to make improvements in our service and I will do everything in my power to ensure that the reliability of VRE remains," noted Zehner.

Today VRE operates 30 trains on the Fredericksburg and Manassas lines, servicing the Core Business District in the mornings and returning to the suburbs in the evening. Since its inception VRE has made over 41.5 million passenger trips.

For further information regarding VRE ridership and/or its operation, please email Mark Roeber, Manager of Public Affairs and Government Relations, at mroeber@vre.org or call him directly at (703) 838-5416.

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Return to story

STAFFORD, CITY OFFICIALS WANT TO SEE SPOTSYLVANIA JOIN VRE VRE talks heat up in Spotsylvania, but votes still short

September 26, 2008 12:16 am

By DAN TELVOCK

The owners of industrial property near a Virginia Railway Express rail yard are ready to make a deal to bring Spotsylvania County its first station.

George Lester and Fitz Johnson of Crossroads Associates own 752 acres where Benchmark Road meets the U.S. 17 Bypass. Johnson said there have been discussions with VRE and supervisors about the property since Lester bought it in 1996, and those talks have recently heated up.

"We'd very much like to get a station there," he said. "It would be a great economic development tool for Spotsylvania County in terms of creating high quality jobs."

Yet, their willingness to bargain hasn't gained much attention from a majority of county supervisors. A bloc of three pro-VRE supervisors--Gary Skinner, Hap Connors and Benjamin Pitts--is making little leeway in convincing at least one other member that joining the commuter rail service would benefit the county.

"I am not hearing anything that is persuading me to move forward with VRE," said Supervisor Gary Jackson, who is a swing vote on the VRE issue along with Supervisor Jerry Logan.

The Board of Supervisors met behind closed doors Tuesday night to discuss the investment of public funds that involves bargaining, and possible membership in VRE. County Attorney Jacob Stroman said supervisors only discussed bargaining options with the VRE contract and sought his legal advice on state laws related to taxes on fuel.

VRE spokesman Mark Roeber said there is not much wiggle room with VRE's agreement so supervisors likely discussed bargaining with Lester and Johnson.

"I can only assume that the Board of Supervisors is looking at this and trying to assess what they may be able to secure in proffers or partnerships that might mitigate any or all of the costs they might incur," he said. "There really isn't any negotiating with us."

Tricord Co. wants to rezone about 1,000 acres near the rail yard for a mixed-use project called Summit

Crossing. Tricord officials say the project will create at least 9,500 professional jobs. CSX rail tracks that VRE uses split Tricord's land and the Lester-Johnson tract.

Tricord spokesman Hart Rutherford said the company did not include any VRE-related proffers in its rezoning package because Spotsylvania is not a member of the commuter rail service. But he said a train station in that area is critical if supervisors want to attract high-paying professional jobs.

"We did design our Summit Crossing project around the future placement of a train station if the county did join and we designed our road network to accommodate a train station," he said. "While Tricord has not been formally asked to contribute to establishing VRE service, we would be happy to discuss it."

If it joins VRE, Spotsylvania would have to enact a 2 percent gas tax.

VRE Chief Executive Officer Dale Zehner said the tax would raise $4.7 million a year in Spotsylvania, with $1.5 million of that going to VRE operations. The rest must be used for local transportation projects.

VRE officials estimate it would cost $29.5 million to build a station, parking lot and a third track in the county. According to Fredericksburg Area Metropolitan Planning Organization staff, grants are available that would require the county to match between 10 and 20 percent of the costs.

Supervisor Skinner said he believes he can persuade one more board member that joining VRE has benefits.

"I feel very positive that if people just give me a chance to present my case, I think they may see it in a positive manner," he said. "With the economical conditions we are in right now, the money we would get from joining VRE would be very, very helpful."

Dan Telvock: 540/374-5438
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VIRGINIA RAILWAY EXPRESS

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DALE ZEHNER
CHIEF EXECUTIVE OFFICER

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M I N U T E S

VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
OCTOBER 17, 2008

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
Wally Covington (PRTC)*	Prince William County
John D. Jenkins (PRTC)	Prince William County
Matthew Kelly (PRTC)	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Kevin Page	DRPT
George H. Schwartz (PRTC)	Stafford County
Paul Smedberg (NVTC)*	City of Alexandria
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Patrick Herrity (NVTC)	Fairfax County
Frank C. Jones (PRTC)	City of Manassas Park

ALTERNATES PRESENT	JURISDICTION
Matthew Tucker*	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Jay Fisette (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

STAFF AND GENERAL PUBLIC	
James Adams – Channel 4 News	Bob Leibbrandt – Prince William County
Tracy Bell – Stafford Sun	Steve MacIsaac – VRE counsel
George Billmyer – citizen	April Maguigad – VRE
Donna Boxer – VRE	Betsie Massie – PRTC staff
Jennifer Buske – Washington Post	Sirel Mouchantaf – VRE
Otto Clemente – Fairfax County	Peyton Onks – Sup. Herrity's office
Anna Gotthardt – VRE	Dick Peacock – citizen
Kelly Hannon – Free Lance-Star	Mark Roeber – VRE
Al Harf – PRTC staff	Sharmila Samarasinghe – VRE
Christine Hoeffner – VRE	Mike Schaller – citizen
Ann King – VRE	Brett Shorter – VRE
Uriah A. Kiser – Inside NOVA	Jennifer Straub – VRE
Mike Lake – Fairfax County	RickTaube – NVTC staff
Trinh Lam – VRE	Dale Zehner – VRE

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

Chairman Jenkins called the meeting to order at 9:36 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Mr. Kelly requested that Agenda Item #9I "Discussion Regarding Spotsylvania County Joining VRE" be added to the agenda. There were no objections.

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

Minutes of the September 19, 2008, VRE Operations Board Meeting – 4

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

Chairman's Comments – 5

Chairman Jenkins announced that VRE has had a very good month. For the first quarter of FY 2009, VRE has experienced record ridership of 998,329 total passenger trips during July, August and September, which is 12.9 percent higher than the same period last year. He also reported that the second public workshop for the Gainesville-Haymarket Extension project is scheduled for October 22nd at Battlefield High School in Gainesville. An open house will start at 6:30 P.M. and the workshop will follow at 7:30 P.M. Chairman Jenkins reported that Sunday, October 12th was the 41st Annual Clifton Day festival. VRE ran 12 train trips that carried approximately 1,700 passengers.

Chairman Jenkins stated that at its September 11, 2008 meeting, the Northern Virginia Transportation Authority (NVTA) passed a resolution commending VRE staff members for their outstanding support and service to NVTA. A special thanks was expressed to Donna Boxer, Christine Hoeffner, Jennifer Straub and Dale Zehner.

[Mr. Smedberg arrived at 9:42 A.M.]

Chief Executive Officer's Report – 6

Mr. Zehner reported that VRE has had record on-time performance during the first quarter of FY 2009, with on-time performance for September at 91 percent systemwide. VRE is currently running 89 percent for October. VRE has made some significant improvements that will sustain on-time performance, including the third track at L'Enfant and Slater's Lane, new railcars, Quantico Bridge, AF Interlocking and CSX dispatching moving to Baltimore. A new engine house and car washer have been built and are

currently being tested at the Crossroads Yard. This will allow VRE to do more of its own equipment maintenance. Design work at the Broad Run Yard is also underway. Mr. Zehner also reported that staff and crew attended training on October 13th for customer service issues, particularly on how to deal with disgruntled passengers.

[Mr. Covington arrived at 9:46 A.M.]

VRE Riders' and Public Comment – 7

George Billmyer expressed his opinion that VRE needs to limit the fare increase to seven percent. VRE has many new riders and the price of gasoline has dipped down and he would hate to see riders scared off the trains. Mr. Billmyer stated that service cuts are a bad move. Also, VRE needs more powerful locomotives. He suggested multi-decking the Rolling Road parking lot.

Dick Peacock stated that he supports a reasonable fare increase of seven percent rather than service cuts. He stated that he hopes the Board will approve the locomotive purchase in Agenda Item #9A.

[Mr. Zimmerman arrived at 9:51 A.M.]

Consent Agenda – 8

Ms. Caddigan moved, with a second by Mr. Milde, to approve the following Consent Agenda items:

Resolution #8A-10-2008: Authorization to Amend the Task Order for Track Maintenance and Inspections

Resolution #8B-10-2008: Authorization to Amend the Task Order for On-Call Engineering Services

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

Authorization to Modify the Contract for New Locomotive Purchase – 9A

Mr. Zehner reported that the Operations Board is being asked to authorize him to modify the contract with Motive Power, Inc., for the purchase of locomotives so that the base order is increased from two to five locomotives, increasing the contract value to $18,474,610, plus a 10 percent contingency of $1,847,461, for a total amount not to exceed $20,322,071. Resolution #9A-10-2008 would accomplish this.

Mr. Zehner explained that at the time of the initial locomotive order, VRE was unable to exercise more than the base due to the loss of matching funds expected from HB 3202. In the interim, additional funding sources have been made available which allow VRE to increase the base order from two to five locomotives. The contract is structured so that the unit price decreases when additional units are added to the base order. Consequently, the original price per unit, when ordering two locomotives, was $4,379,271. If VRE increases the base order to five locomotives, the unit price is $3,694,922. Board members had no questions or comments.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #9A-10-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Issue a Task Order for Locomotive Top Deck Rebuild Work – 9B

Mr. Zehner stated that Resolution #9B-10-2008 would authorize him to issue a task order to Transportation Technologies, Inc. (TTI) to perform top deck rebuild work on three locomotives in an amount not to exceed $810,000, plus a contingency of $81,000, for a total of $891,000. These are the last three locomotives that need rebuild work.

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

Authorization to Issue a Task Order for Construction Engineering and Inspection Services for the Purchase and Manufacture of Passenger Railcars – 9C

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to issue a task order to STV, Inc., under the MEC IV contract, for construction engineering and inspection services for the purchase and manufacture of passenger railcars in the amount not to exceed $1,009,956. Resolution #9C-10-2008 would accomplish this.

Mr. Zehner explained that back in August 2008, VRE awarded a contract to Sumitomo Corporation of America for the manufacture of 10 passenger railcars to replace the Kawasaki railcars sold to Maryland. VRE needs construction engineering support and is required to provide on-site inspection services for the duration of the construction period. STV will also be responsible for the acceptance of each car before it is put into service.

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

[Mr. Tucker joined the discussion at 9:56 A.M.]

Authorization to Award a Contract for Security Services – 9D

Mr. Zehner stated that the current contract for security services for VRE expires on November 30, 2008. Following a competitive bid process, the technical evaluation team recommends that the contract be awarded to New Horizons Security Services, Inc., of Woodbridge. Resolution #9D-10-2008 would authorize the Chief Executive Officer to enter into a contract with New Horizons Security Services, Inc. for security services for VRE rail yards as well as selected VRE station locations. The amount of the contract will not exceed $250,000 per year, for a period of five years, for a total amount not to exceed $1.25 million. There was no discussion from Board Members.

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

Authorization to Award a Contract for Exterior Washing of the VRE Fleet – 9E

Mr. Zehner stated that the current contract for exterior fleet washing expires in November 2008. A procurement was issued for a new contract and VRE received two proposals. The contract award is being recommended to East Coast Power Washing of Kill Devil Hills, North Carolina. Resolution #9E-10-2008 would authorize the CEO to enter into a contract with this firm for the exterior washing of the VRE fleet in the amount of $450,000 over a three year period.

In response to a question from Mr. Smedberg, Mr. Zehner replied that the firm has a very good environmental record. In response to a question from Mr. Zimmerman, Mr. Zehner explained that fleet washing usually occurs on the weekends so contracting with an out of state firm is not an issue.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #9E-10-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Approve the 2008 Legislative Agenda – 9F

Mr. Zehner reviewed the proposed VRE Legislative Agenda. Congress has already started examining alternatives for reauthorization of SAFETEA-LU's transportation bill for next year. VRE will continue to pursue funding for all elements on VRE's reauthorization package, which has the support of Governor Kaine and the Northern Virginia General Assembly delegation. It includes seeking funding for 15 new locomotives, the Gainesville-Haymarket extension, parking expansion and platform extensions/additions, for a total of $375 million. Mr. Zimmerman observed that APTA adopted a set of principles regarding the reauthorization and asked if VRE should endorse the APTA position. He suggested using the term authorization instead of reauthorization.

Mr. Schwartz observed that VRE has a state legislative initiative to encourage the Commonwealth to meet the statutory goal of 95 percent funding for eligible transit capital and operating costs from the Mass Transit Fund. Mr. Zehner stated that VRE has never been reimbursed 95 percent from the state. Currently, VRE receives approximately 50 percent of the eligible amount. This legislative initiative has been in VRE's Legislative Agenda for several years.

Mr. Schwartz also noted that his suggestions from the last meeting are not included in the Legislative Agenda. Ms. Straub asked if he could be referring to the discussion at the last PRTC meeting since VRE did not have a legislative item on its last month's agenda. Mr. Harf explained that at the October PRTC meeting, the PRTC Board directed its staff to prepare PRTC's Legislative Agenda and to include support for state participation at the 95 percent eligibility level, but with the realities of the current financial situation, to include a provision to move a step in that direction if 95 percent was not attainable. In that context, Stafford County suggested encouraging the General Assembly to supplement state assistance to make VRE and its members whole for the absence of Fauquier, Spotsylvania and Caroline counties' participation in VRE. Mr. Harf stated that PRTC's Legislative Agenda will capture this sentiment. Chairman Jenkins stated that this could be included in VRE's Legislative Agenda. In response to a question from Chairman Jenkins, Mr. Taube stated that NVTC's Legislative Committee will meet in November to prepare NVTC's Legislative Agenda and if VRE and/or PRTC adopt certain legislative initiatives, NVTC would consider them as well.

Mr. Milde observed that it was not necessarily a Stafford initiative, but it originated from FAMPO. Mr. Schwartz stated that Fredericksburg City Council also supports it. Mr. Kelly stated that when the Master Agreement was rewritten, in exchange for dropping jurisdictions' request for impact fees, VRE agreed to assist Fredericksburg and Stafford County with certain projects for parking and station improvements. He stated that this is an opportunity for VRE to request specific funding for these projects in its Legislative Agenda.

In response to a question from Mr. Way, Mr. Zehner explained that VRE will seek to enact a legislative remedy to amend the Virginia Code to allow for increased fines and penalties to an individual deliberately trying to defraud VRE when boarding VRE trains by using a counterfeit ticket. Currently, the Code only addresses invalid or no ticket violations. Within the last six months, VRE has found three fraudulent tickets and it is becoming a more widespread problem throughout the industry. Mr. MacIsaac explained that VRE is seeking to make using a counterfeit ticket or a VRE ticket which has been altered in any way, a low level felony that would result in a higher monetary fine (with no jail time).

Mr. Page stated that as a state employee, he will abstain from voting on the Legislative Agenda.

Mr. Covington moved, with a second by Ms. Caddigan, to recommend the VRE 2008 Legislative Agenda, as amended, to the Commissions and to authorize VRE's CEO to actively pursue its elements. Mr. Milde asked for clarification if the amended version includes improvements at Brooke, Leeland and Fredericksburg. Mr. Zehner stated that

it is his understanding that it includes the projects Mr. Kelly mentioned that were part of the Master Agreement amendments. Mr. Zehner reported that the environmental work for Brooke and Leeland should be completed in early spring, 2009.

Mr. Taube observed that VRE is seeking a Code change to allow VRE to choose an independent third party administrator. He asked if VRE staff expects the Commonwealth to support or oppose this legislative change. Mr. Tucker stated that DRPT has not taken a position yet. It is important to have further discussions to come to a mutual understanding of the options. This issue should be resolved within a month.

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

Authorization to Award a Contract for Banking Services and Line of Credit – 9G

Mr. Zehner reported that Resolution #9G-10-2008 would recommend that the Commissions authorize him to enter into a contract for banking services with SunTrust Bank for a period of three years, with an option to extend for up to two additional years. The contract includes a provision for a $1 million line of credit. The total contract value for banking services will not exceed $60,000 over the five year period. Ms. Bulova observed that VRE has previously had this service.

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

Update and Recommendation on FY 2009 Mid-Year Fare Increase -- 9H

Mr. Zehner explained that due to a budget shortfall for FY 2009 of $1.6 million and a projected deficit of about $8.6 million in the FY 2010 budget, the Board discussed potential fare increases at its last meeting. VRE solicited public comment via e-mail, public hearings, letters and faxes on a mid-year FY 2009 fare increase of up to 15 percent and a FY 2010 fare increase of up to 10 percent.

Mr. Zehner stated that the good news is that ridership, fares and on-time performance are all up; fuel prices are down; all 61 new railcars are in operation; two new parking garages are open; and customer satisfaction is high, based on a recent VRE survey.

Mr. Zehner explained that the FY 2009 budget shortfall can be addressed with a seven percent fare increase in January 2009, rather than up to 15 percent as advertised during the public hearings. The FY 2010 budget deficit has been reduced to less than $1 million and VRE staff expects to eliminate the remaining shortfall before the December Board meeting. Assuming another seven percent fare increase mid-year, fare revenue will exceed the budget by $2.8 million, which could be used to replenish operating

reserves which were nearly depleted in FY 2007 and 2008, mainly because of rising fuel prices.

In response to a question from Mr. Kelly, Mr. Zehner stated that ridership may dip following the fare increase in January, but it is hard to predict because VRE has never had a fare increase greater than six percent. Mr. Kelly observed that fuel prices have gone down and asked if this could also be a factor in potential ridership loss. Mr. Zehner stated that fuel prices are still volatile and probably will increase. Also, roads are still congested. Chairman Jenkins stated that VRE is taking 17,000 trips off the roads each day. Commuters who were forced out of their cars because of fuel prices, love VRE. In response to a question from Mr. Milde, Mr. Zehner stated that VRE's budget projections are based on a slight drop in ridership resulting from the fare increase.

Ms. Bulova observed that riders seem willing to accept an increase in fares as long as there are no service cuts. She stated that the second fare increase would help replenish VRE's operating reserve and she is supportive of this approach. It is important to replenish these funds. Chairman Jenkins stated that it is VRE's goal to keep the reserve at $10 million, but due to the recent fuel expenditures, it has dropped dangerously low. Ms. Caddigan reported that she has heard wonderful comments about VRE service from riders. She also stated that local jurisdictions are having to make cuts in their budgets during these difficult financial times, so they are not in the position to have their subsidies increased. Therefore, a seven percent fare increase is reasonable.

In response to a question from Mr. Zimmerman, Mr. Zehner stated that a second fare increase of up to 10 percent was also presented at the public hearings for the FY 2010 budget. Mr. Zimmerman observed that there could be three fare increases over a 13 month period. He asked what is staff's assumption on price elasticity as it impacts ridership. Mr. Zehner stated that the best guess is that VRE would lose 500 trips per day with a 15 percent fare increase and only 150-200 trips per day with a seven percent increase. Mr. Zimmerman stated that it does not seem that VRE has any choice but to initiate a fare increase and the public seems to understand. However, it is important to let the public know that there will be a fare increase again in another six months. Mr. Kelly agreed that it is important to let the public know this is the first of two fare increases. He does not want to be faced with a possible subsidy increase in 2010. Fredericksburg cannot afford an increase in its subsidy. VRE needs to be as honest and upfront as possible with the public. He agreed that a seven percent fare increase is reasonable.

Mr. Kelly observed that without the second fare increase there would be a potential deficit of $2-3 million in FY 2010. Mr. Zehner stated that jurisdictional staff has made it very clear that there must be no subsidy increase. Mr. Milde stated that Stafford County experienced an almost doubling of its subsidy when the Master Agreement was changed, which was fair; however, his Board will revolt against any subsidy increase. He supports the seven percent fare increase. Mr. Covington also expressed his support for the motion. He stated that VRE's growth pains are difficult. VRE has future opportunities, such as the Gainesville-Haymarket extension, which is an area with

different demographics. As VRE expands its service, it will make it more attractive for other jurisdictions to join VRE.

Ms. Bulova suggested that the resolution should reflect the discussion about local subsidies. After some discussion, Board Members agreed to amend the resolution to add the following wording: "Whereas VRE recognizes that local governments cannot support an increase in the FY 2010 subsidy."

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

Discussion Regarding Spotsylvania County Joining VRE – 9I

In response to a recent newspaper article, Mr. Kelly stated that he was not aware that the VRE Operations Board has made a policy decision regarding negotiating with potential members. He suggested that the Board may want to have a Closed Session in the near future to address this and come up with a plan on how VRE will approach Spotsylvania County. Mr. Milde stated that some aspects of the Master Agreement are not negotiable but there are other issues that may be. VRE needs to convey the message that VRE wants Spotsylvania to join VRE. Chairman Jenkins stated that the door has always been open to Spotsylvania County and other jurisdictions. He has already asked VRE staff to informally send the County a list of requirements for membership.

Mr. Milde expressed his interest in seeing VRE's next press release include a quote from Chairman Jenkins stating that VRE is ready and willing to negotiate with Spotsylvania County. Chairman Jenkins stated that VRE wants the county to join VRE. The two percent motor fuels tax can also be used for many other improvements, which will benefit the county and its residents. Mr. Zehner stated that VRE has reached out to Spotsylvania County and he has had discussions with the county executive. DRPT has also met with them to discuss funding issues.

Mr. Kelly concluded that VRE's official position is that VRE is waiting for Spotsylvania County to come and VRE is looking forward to negotiating their entry into VRE. There were no objections to this position.

[Board Members Kelly and Smedberg left the meeting at 10:55 A.M.]

DRPT Presentation on the Recommended Passenger Rail Plan for Virginia – 10

Mr. Tucker gave a presentation on the proposed Passenger Rail Plan for Virginia. He reviewed the plan's vision, which includes:

- Doubling intercity passenger rail in the Commonwealth by 2015 and tripling passenger rail ridership by 2030 to over 1.4 million riders;

- Increasing mobility throughout the Commonwealth to Washington, D.C., as well as New York and Boston by providing connectivity to destinations along the I-95 Urban Crescent Corridor and the US 29 TransDominion Express Corridor;

- Utilizing intercity passenger rail service as express trains by having limited stops that provide dual mobility for commuter service;

- Adding capacity to VRE on a marginal basis, supporting high-end targeted ridership in the I-95 and US 29 corridors;

- Increasing land-use and multi-modal connectivity by encouraging increased density and mixed-use transit oriented development; and

- Minimizing ongoing operating costs by leveraging current and future capital investments with current operating advantages of Amtrak operations.

Mr. Tucker stated that a key issue that will come back to the VRE Operations Board for action in November is that DRPT will ask VRE to make certain modifications to the MOU agreements related to two train slots operated along the I-95 and Route 29 corridors. The Commonwealth wants to use these rail time slots for intercity rail service, with the commitment that they would be returned back to VRE as additional MOU projects are completed. VRE does not currently have funding to use these slots. The Commonwealth has invested $100 million in rail corridor improvements and it is important to show that the investment of public funds are being fully utilized. DRPT is planning to contract with Amtrak to operate one round-trip between Richmond and Washington and one round-trip between the Lynchburg and Washington.

In response to a question from Ms. Bulova, Mr. Zehner stated that he has requested that the Lynchburg-Washington train stop in Manassas in the late morning, with another stop at the Burke Centre station. For the Richmond-Washington Corridor, an early morning train is preferred with stops at Fredericksburg, Quantico and Woodbridge. VRE riders would pay the same amount as a VRE fare to ride these trains.

Mr. Covington asked if this project will take funding away from key VRE expansion, such as the Gainesville-Haymarket extension. He also asked if the Commonwealth plans to build stations in other jurisdictions, such as Fauquier or Spotsylvania Counties, which would take away the incentive to join VRE. Mr. Tucker replied that jurisdictions would be responsible for funding stations. He stated that the intercity rail plan

harmonizes with VRE plans. Mr. Way asked how many unused slots does VRE have. Mr. Zehner stated that a slot is considered a round-trip slot and VRE has two unused slots with two more coming available when additional capital projects are finished. Mr. Way asked if the reliability of the schedule for longer haul rail blends well with commuter rail traffic or if it is negatively impacted by more trains running in the corridor. Mr. Zehner stated that this is a challenge. Mr. Tucker stated that the difference is that trains will be originating within the Commonwealth and not out of state which provides more schedule control. The key is to harmonize everything in the corridor to meet both local and intercity rail needs.

In response to a question from Mr. Harf, Mr. Tucker explained that eventually it is anticipated that five intercity trains would run in the corridor, but initially it would be just one train. Mr. Harf stated that VRE and the commissions are hopeful that the intercity train subsidies will not end up being a qualifying expense for the mass transit account, because it would dilute a finite amount of funding that would be stretched even further. Mr. Tucker stated that a new source of funding is being sought for intercity rail. Mr. Covington stated that he hopes that there are operational funds for VRE to make VRE whole from those jurisdictions not participating in VRE. Mr. Milde stated that it is important for DRPT and the Commonwealth to intervene and resolve the insurance issue with the railroads, which will also affect intercity rail service.

Other VRE Item

Chairman Jenkins reported that Prince William County's Chief of Police, Charlie Dean, has noted that there may be some space available at VRE's Woodbridge station for a patrol post. Chairman Jenkins asked staff to contact Chief Dean concerning this issue. There were no objections.

Adjournment

Without objection, Chairman Jenkins adjourned the meeting at 11:26 A.M.

Approved this 21st day of November, 2008.

_____
JOHN D. JENKINS
Chairman

_____
PAUL MILDE
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the October 17, 2008 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Item #2B

Renewal of Banking Services

The VRE Operations Board recommends approval of Resolution #2116. This resolution authorizes VRE's Chief Executive Officer to execute a contract with Sun Trust Bank for three years, with an option for two additional years. The cost of banking services will not exceed $60,000 over the entire five-year period ($12,000 per year). The contract also includes a $1 million line of credit. Sun Trust was selected from five competitive proposals. Sun Trust currently provides banking services for VRE and PRTC.

Northern Virginia Transportation Commission

RESOLUTION #2116

SUBJECT: Renewal of Banking Services.

WHEREAS: The VRE Operations Board authorized VRE staff to solicit proposals for banking services;

WHEREAS: Five proposals were received and the proposal from SunTrust Bank was deemed the most advantageous by the VRE Operations Board.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract for banking services with SunTrust bank for a period of three years, with an option to extend for up to two additional years, for an amount not to exceed $60,000 over the five year period.

BE IT FURTHER RESOLVED THAT NVTC authorizes the Chief Executive Officer to sign associated banking documents.

BE IT FURTHER RESOLVED THAT as part of the banking services contract, a $1 million line of credit will be available.

BE IT FURTHER RESOLVED THAT the following are designated as authorized signatories for VRE's accounts:

- VRE Chief Executive Officer
- VRE Deputy Chief Executive Officer
- VRE Chief Financial Officer

Approved this fifth day of November, 2008.

_____
William Euille
Chairman

_____
Gerald E. Connolly
Secretary-Treasurer

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Virginia Railway Express Operations Board

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AGENDA ITEM 9-G
CONSENT ITEM

TO: CHAIRMAN JENKINS AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 17, 2008

RE: AUTHORIZATION TO AWARD CONTRACT FOR BANKING SERVICES AND LINE OF CREDIT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into a contract for banking services with SunTrust Bank for a period of three years, with an option to extend for up to two additional years. The contract includes a provision for a $1 million line of credit. The total contract value for banking services will not exceed $60,000 over the five year period.

BACKGROUND:

On June 30, 2008, VRE issued a solicitation for banking services for VRE and PRTC, and proposals were due on July 31, 2008. Five proposals were received and a selection committee composed of staff from VRE and PRTC recommended the selection of SunTrust Bank. SunTrust is the current provider of banking services to both organizations.

The contract with SunTrust Bank will be for a period of three years, with an option to extend for up to two additional years. The solicitation also requested information on the bank's purchasing card program, as an optional service that VRE may choose to implement in the future.

The line of credit is not used unless absolutely necessary. Along with VRE's own operating reserve, these funds can be used to act as a financial bridge during delays in

receipt of grant funds. The $1 million line of credit is subject to annual renewal by SunTrust and each advance will be considered by the bank on a case by case basis.

SunTrust Bank is a major provider of banking services in the Mid-Atlantic and Southeast regions. Their long and short-term debt is rated comparably to other financial institutions in the region and their recent declines in stock price have been among the least precipitous. The government money market funds they offer for overnight investment of idle cash are rated at the highest level for such investments.

Each year of the contract will be executed in an amount not to exceed $12,000. VRE is requesting authorization for the total five-year term of the contract, with the VRE CEO exercising the option years and the annual renewal of the line of credit at his discretion. As the procurement was structured to provide separate contracts for VRE and PRTC, this action awards a contract to VRE only and seeks Commission approval for the CEO to execute this contract and sign all associated documents.

FISCAL IMPACT:

Funds are allocated in the FY 2009 budget based upon estimated costs. In most instances, bank fees are paid as a deduction from interest earnings.

Item #2C

Mid-Year FY 2009 Fare Increase

The VRE Operations Board recommends approval of Resolution #2117. This resolution authorizes VRE's Chief Executive Officer to implement a seven percent fare increase effective January 1, 2009.

VRE has conducted extensive public hearings. The details of the proposal are described in the attachment.

A briefing of the status of the FY 2010 budget is also attached. Currently a 10% fare increase is assumed for July, 2009. That would result in a 20% total increase in about a year (5% in July, 2008; 10% in January, 2009; and 10% in July, 2009). VRE staff intends to hold local subsidies constant at $17.3 million for FY 2010 if at all possible.

Northern Virginia Transportation Commission

RESOLUTION #2117

SUBJECT: Mid-Year FY 2009 Fare Increase.

WHEREAS: A review of the FY 2009 budget in conjunction with FY 2010 preliminary projections indicates the need for a mid-year fare adjustment in the current year to cover increasing costs;

WHEREAS: The VRE Operations Board authorized a fare increase of up to 15% on which public hearings were held;

WHEREAS: Passengers and interested parties commented via e-mail, letter, fax, and in person at public hearings;

WHEREAS: Local government subsidies cannot be increased in the coming year; and

WHEREAS: The VRE Operations Board recommends a mid-year fare increase of 7% built on an average daily ridership of 15,400 average daily riders.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to implement a 7% mid-year fare increase for FY 2009, effective January 1, 2009.

Approved this fifth day of November, 2008.

_____
William Euille
Chairman

_____
Gerald E. Connolly
Secretary-Treasurer

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AGENDA ITEM 9-H
ACTION ITEM

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

FROM: **DALE ZEHNER**

DATE: **OCTOBER 17, 2008**

SUBJECT: **UPDATE AND RECOMMENDATION ON FY 2009 MID-YEAR FARE INCREASE**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to implement a 7% mid-year fare increase for FY 2009, effective January 1, 2009.

A presentation will be made at the Operations Board meeting on the details behind this recommendation and impact on FY 2010 budget.

DISCUSSION:

In August, VRE staff presented a FY 2009 budget update and preliminary FY 2010 budget to the Operations Board. As a result of material shortages in the budget for fuel, Amtrak labor settlement expenses, and increased locomotive maintenance costs the net shortfall for FY 2009 was estimated at $1.6 million and the initial need for funds in FY 2010 was estimated at $8.6 million, including the potential one-time mobilization cost to employ a new service provider.

After extensive discussion at the Operations Board meeting, VRE solicited public comment via e-mail, public hearings, letters and faxes on a mid-year FY 2009 fare increase of up to 15% and a FY 2010 fare increase of up to 10%. The comment period began on August 29th and concluded on October 8, 2008. VRE received 296 e-mails, 44 people attended the public hearings, and 1 individual made his comments by phone. In addition to comments regarding the change in fares and possible service cuts, passengers also took the opportunity to relay opinions regarding on-time performance, elimination of the discount for seniors, elimination of the FRC program vs. fare increase, and adding more service/capacity. A summary of the comments received is shown below:

Summary of Comments	Number of Comments
Positive comments on a reasonable increase to fares	78
Commented that the need to increase fares was understandable	37
Negative comments on proposed fare increases	107
Opposed possible service cuts to mid-day trains	196
Preferred service cuts over fare increase	15
Disagrees with VRE having to pay Amtrak Settlement Costs	5
Commented that VRE needs to improve overall service	10

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

During the period since the August meeting, VRE staff has further refined the projections for FY 2009. Revisions to the FY 2009 budget as presented in August are as follows:

- Fuel costs were originally projected to exceed budget by approximately $3 million in FY 2009. Current fuel prices have caused the shortfall to be projected at $2.8 million. This estimate will continue to be reviewed over the next several months.
- Because of increased ridership systemwide, fare revenue is expected to exceed budget by approximately $2.8 million. This estimate is based on a revised average daily ridership projection of approximately 15,400 riders and a 7% fare increase effective January 1, 2009. Ridership projections will continue to be monitored.

- Staff recommends a 7% fare increase, based on analysis of the estimated relationship between fare rates, ridership, and revenue, as indicated in the table below and from the public comment. The analysis indicates that a fare increase above 7% reduces ridership significantly and thus minimizes the incremental fare revenue.

Scenario	Estimated Ridership	Estimated Revenue
Adopted budget	14,700	21,500,000
No mid-year increase	15,550	23,700,000
Mid-year increase of 7%	15,400	24,300,000
Mid-year increase of 15%	14,900	24,400,000

- The one-time reduction in insurance premium costs of $700,000 in the current year has been reflected in the FY 2009 estimate. These funds will be used to defray the costs of the retroactive wages that will be owed as part of the Amtrak labor settlement.
- The federal funds that were originally programmed for debt service costs for the Kawasaki railcars have been shifted to the purchase of locomotives.
- All other projections have remained substantially the same

FISCAL IMPACT:

The net impact of these changes is $1.27 million to reestablish VRE's operating reserve which was depleted in FY 2008 with the rapid increase in diesel fuel prices from $2.13 to $3.26 per gallon. Given the uncertainty and volatility of the fuel, insurance, and maintenance costs, the operating reserve must be restored to the FY 2005 level to insure a financial safeguard during this uncertain financial period.

TO: **CHAIRMAN JENKINS AND THE VRE OPERATIONS BOARD**
FROM: **DALE ZEHNER**
DATE: **OCTOBER 17, 2008**
RE: **UPDATE AND RECOMMENDATION ON FY 2009 MID-YEAR FARE INCREASE**

RESOLUTION
9H-10-2008
OF THE
VIRGINIA RAILWAY EXPRESS
BOARD OF DIRECTORS

WHEREAS, a review of the FY 2009 budget in conjunction with the FY 2010 preliminary projections indicates the need for a mid-year fare adjustment in the current year to cover increasing costs; and,

WHEREAS, the VRE Operations Board authorized a fare increase of up to 15% on which public hearings were held; and,

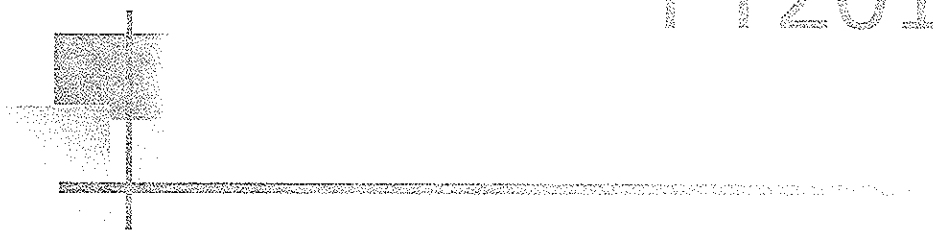
WHEREAS, passengers and interested parties commented via e-mail, letter, fax, and in person at public hearings; and,

WHEREAS, staff recommends a mid-year fare increase of 7% built on an average daily ridership of 15,400 average daily riders; and,

WHEREAS, VRE recognizes that local governments cannot support an increase in the FY 2010 local subsidy.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board recommends that the Commissions authorize the Chief Executive Officer to implement a 7% mid-year fare increase for FY 2009, effective January 1, 2009.

FY 2009 Mid-Year Fare Increase Proposal and Update on FY2010 Budget



Dale Zehner

October 17, 2008

Status

- In August, presented budget shortfalls:
  - $1.6M in FY 2009
  - $8.6M in FY 2010
- Held 7 public hearings
- Today, a proposal will be made regarding the FY 2009 mid-year fare increase
- Provide update on FY 2010 budget

The Good News!

- Ridership is up!
- Revenue is up!
- Fuel is down!
- On-time performance is up!
- All new cars are in service!
- Manassas and Burke garages are open!
- Customer Satisfaction survey results are up!

Working to Improve Situation

- Budget shortfall for FY 2009 can be addressed with 7% fare increase, rather than 15% as advertised in hearings
- FY 2010 shortfall has been reduced to less than $1M
- VRE will eliminate the remaining shortfall before December meeting
- Maintain commitment to keep local subsidy level the same as last year

FY 2009 Revisions

- Fuel costs originally projected to exceed budget by $3M - revised to $2.8M and will continue to review
- Assuming a 7% mid-year fare increase, fare revenue will exceed budget by $2.8M
- Provides $1.3M increase to operating reserve depleted in FY 2007 and 2008

Why not 15%?

- Must sustain ridership levels and fare revenue
- A 15% increase reduces ridership with minimal incremental fare revenue
- Recovering from service issues in 2005 and 2006
  - Prior highest ridership month was May 2005 – 15,476
  - Not hit again until June 2008 – 15,626
- September 2008 – Our highest month ever at *16,215*

Public Hearings

- Largest public comment turnout since 2005
  - 296 emails
  - 44 attended hearings
- Greatest number of comments opposed mid-day train elimination
- Second greatest number opposed magnitude of fare increase

Preliminary FY 2010 Budget

- In August, budget had $8.6M shortfall
- Current shortfall is under $1M
- Many unknowns still exist
  - Fuel – declining but do not know FY 2010 number
  - State Funding - capital match estimated at 30% and operating formula funding estimated at $10.0M
  - Amtrak labor settlement – amount unknown

Work Underway

- Over the next two months, the shortfall will be eliminated and local subsidy kept at FY 2009 level - $17.3M
- Do not want to rush decision due to volatility of the unknowns

Next Steps

- Recommend Board and Commissions approve 7% fare increase, effective January 2009
- Continue working to reduce FY 2010 shortfall with CAO Budget Task Force
- Presentation will be made to Operations Board in December regarding FY 2010 budget


Questions?

Northern Virginia Transportation Commission

NVTC

Agenda Item #3

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: Final Report on Mode Shares of Peak Commuters on I-95 Outside the Beltway

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Each year VDOT directs MWCOG in preparing a report for NVTC showing peak period morning commuting mode shares in major corridors. In fall of 2007 data on inbound traffic were collected at a screenline just outside the Beltway stretching from just west of I-95 all the way to the Potomac River. As can be seen in the attached report, transit and ridesharing carry just about as many people as single-occupant vehicles in this broad corridor.

The attached draft media release summarizes the results and compares studies completed in earlier years of other major commuting corridors in Northern Virginia, all of which showed very high transit/ridesharing results.

Without objection, NVTC staff will issue the media release and post the final report on the commission's website.

Early in October, 2008, NVTC coordinated transit ridership counts for a MWCOG mode share study on I-66 outside the Beltway. That is the fourth in the series of mode share studies.

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MEDIA RELEASE

For Immediate Release
November 6, 2008

Contact: Kala Quintana
703/ 524-3322 ext 104
kala@nvtdc.org

NORTHERN VIRGINIA TRANSIT AND RIDESHARING MATCH SINGLE-OCCUPANT VEHICLES IN MORNING COMMUTES ON I-95 OUTSIDE THE BELTWAY

Arlington, VA— The Northern Virginia Transportation Commission (NVTC) has released a new report on morning commuting in one of the region's major corridors—I-95 just outside the Beltway. The report shows that nearly half of all commuters in this corridor are ridesharing or using transit.

With funding from the Virginia Department of Transportation (VDOT), staff of the Metropolitan Washington Council of Governments (MWCOG) counted traffic crossing a screen line stretching from just west of I-95 all the way to the Potomac River in the fall of 2007. The traffic counts also included bus and rail passengers.

Nearly half (47%) of the persons traveling during the peak hours of the morning commute (6:00 am – 9:00 am) across a screen line were using transit or ridesharing. The remaining travelers were driving alone.

Previous studies by MWCOG for VDOT and NVTC found significant shares of commuters were using transit and ridesharing. In the I-395 corridor in fall of 2006, inside the Beltway at a Glebe Road screen line (stretching from the George Washington Parkway in the east to Columbia Pike west of I-395), 34% of persons traveling inbound during the morning peak period used transit and another 31% were ridesharing. Only 35% drove alone.

Similarly, in the I-66 corridor at a 2005 screen line inside the Beltway at Glebe Road (stretching from Route 29 to the north to Route 50 to the south), during the inbound morning peak period, transit carried 37% and ridesharing comprised another 26%. Only 36% drove alone.

In the newly released report on the I-95 screen line, rail and bus passengers comprised 19% of the total and persons who were ridesharing totaled 28%.

Many people assume that there is little use of transit in areas outside the region's core employment locations. However, the screen line for this study was 10 miles away from the central employment area. Therefore it is particularly noteworthy that nearly half of the inbound morning peak travelers were not driving alone but in fact were either ridesharing or using bus and rail while crossing the screen line, indicating that both suburban and ex-urban commuters traveling in this corridor are relying heavily on ridesharing and transit.

Another significant finding was that the two I-95 HOV lanes carried an average of 3,500 persons per lane per hour during the 6:00 to 9:00 A.M. peak -- more than twice as many persons per lane per hour than those using the four northbound unrestricted lanes.

The full 40-page report contains detailed tables of data from the fall of 2007. It is available on NVTC's website at www.thinkoutsidethecar.org.

MWCOG recently completed another count in early October, 2008 at a screen line crossing I-66 just outside the Beltway. This information is now being compiled and analyzed.

NVTC is *the* leading source of information about public transportation issues in Northern Virginia. NVTC is a regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks. NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million. The agency manages up to $200 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing**. For more information please visit www.thinkoutsidethecar.org or call 703-524-3322.**

NVTC

Final
10-27-08

Analysis of AM Peak Period Travel In Northern Virginia's I-95 Corridor Outside the Beltway in the Fall of 2007

A National Capital Region Transportation Planning Board
Technical Assistance Project conducted for the
Virginia Department of Transportation

October, 2008

10-27-08

Analysis of AM Peak Period Travel
In
Northern Virginia's I-95 Corridor Outside the Beltway

Summary

About half (47%) of the 101,300 inbound AM peak period travelers in Northern Virginia's I-95 corridor observed crossing a traffic counting screen line located just outside the Capital Beltway in the fall of 2007 were in multiple occupant carpool and vanpools or on bus and rail transit vehicles. The remaining AM peak period travelers (53%) were in single occupant vehicles (SOVs). Whereas a relatively high share of transit and HOV use would be expected at a screen line near the regional core, it is significant that in this corridor about half the inbound AM peak period travel is in high occupancy modes at a traffic screen line located more than 10 miles away from the region's central employment area.

Rail transit, including both Metrorail and the Virginia Railways Express (VRE), carried a total of 16,500 persons traveling inbound across this traffic counting screen line during the 6:00AM to 9:00AM peak period. Riders on Metrorail's Yellow and Blue lines accounted for more than 12,900 of this total and ridership on VRE's Fredericksburg line accounted for a little more than 3,500 of these rail transit users. Inbound AM peak period bus ridership in this corridor, including PRTC OmniRide and Metro Direct, WMATA Metrobus, Fairfax Connector, City of Alexandria DASH, and private commuter buses totaled approximately 3,100 riders. Together, this rail and bus ridership totaled about 19,500 riders and constituted a 19% share of all inbound AM peak period travelers in the I-95 corridor at the Beltway screen line.

A total of 28,100 or 28% of the inbound AM peak period travelers in the I-95 corridor at the Beltway screen line were in carpools or vanpools. The majority of these carpoolers and vanpoolers were counted on the multi-modal I-95 facility where more than 16,000 persons were observed traveling in the I-95 HOV lanes in vehicles with 3 or more occupants. It is particularly noteworthy that the two I-95 HOV lanes carried an average of 3,500 persons per lane per hour during the 6:00AM to 9:00AM time period when the I-95/I-395 HOV3+ use restrictions are in effect. This average was more than twice the number of persons moved per lane per hour on I-95's four non-restricted general purpose lanes in this same 3-hour time period.

Approximately 53% of the inbound AM peak period travelers in Northern Virginia's I-95 corridor at the Capital Beltway were observed traveling in single occupancy autos or on motorcycles. The greatest amount of AM peak period SOV travel was seen on the general purpose lanes of I-95. During the 3-hour 6:00AM to 9:00AM restricted use period, SOV travel on these four general purpose lanes totaled approximately 17,400 persons.

These findings are based on two-day traffic and transit passenger counts conducted in mid-September and October, 2007 by staff from the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE), the City of Alexandria transit system (DASH), the Fairfax Connector bus system and the Potomac and Rappahannock Transportation Commission (PRTC). This project was sponsored by the Virginia Department of Transportation (VDOT) in response to a request by the Northern Virginia Transportation Commission (NVTC) and was carried out as a VDOT Technical Assistance project in the TPB's Fiscal Year 2008 Unified Planning Work Program (UPWP).

Study Background

One of NVTC's goals is to monitor and track peak period transit ridership relative to peak period auto travel in Northern Virginia's major commuting corridors. In pursuit of this goal, NVTC asked VDOT to include an I-95 Corridor Count project in its TPB Technical Assistance work program. VDOT agreed to this request and programmed some of its FY 2008 UPWP Technical Assistance funds for multi-day traffic counts in this corridor at selected locations along a screen line just outside the Capital Beltway (Figure 1) (See Appendix A for locations).

This study complements similar corridor count projects requested by NVTC and funded by VDOT in FY 2006 and FY 2007 to analyze peak period transit ridership and auto travel at screen lines inside the Beltway in the I-66 and I-395 corridors. These corridor count projects are designed to measure the overall volume of vehicle, person and passenger movements at a specific location within a major travel corridor in Northern Virginia. This study represents the first such corridor examined outside the Capital Beltway. The I-66 and Dulles Toll Road corridors outside the Beltway will be examined in the coming years.

In order to obtain accurate counts in the I-95 corridor, the screen line was located just outside of Old Keene Mill/Franconia Road, and stretched from Backlick Road, just west of I-95, to the GW Parkway at the Belle Haven Marina (Figure 1). It may be noted that this screen line does not include Braddock Road, which is sometimes considered to be in the I-95/395 corridor. Braddock Road will be included in the I-66 corridor outside the Beltway screen line analysis, which is currently being scheduled.

Total Person Travel

The traffic and transit passenger counts for this study were taken on two "typical weekdays" and averaged together to compute a statistically dependable estimate of the 3-hour AM peak period inbound person travel across the screen line. A "typical weekday" for the purposes of this study was defined as a non-holiday Tuesday, Wednesday, or Thursday on which there were no special events or major traffic incidents that would affect typical travel patterns on these days. The count data collected in this study, presented in Table 1, show this 3-hour AM peak period for person travel to be from 6:00AM to 9:00AM when 101,300 persons are traveling inbound on the major

Figure 1
Northern Virginia I-95 Corridor Beltway Screen Line

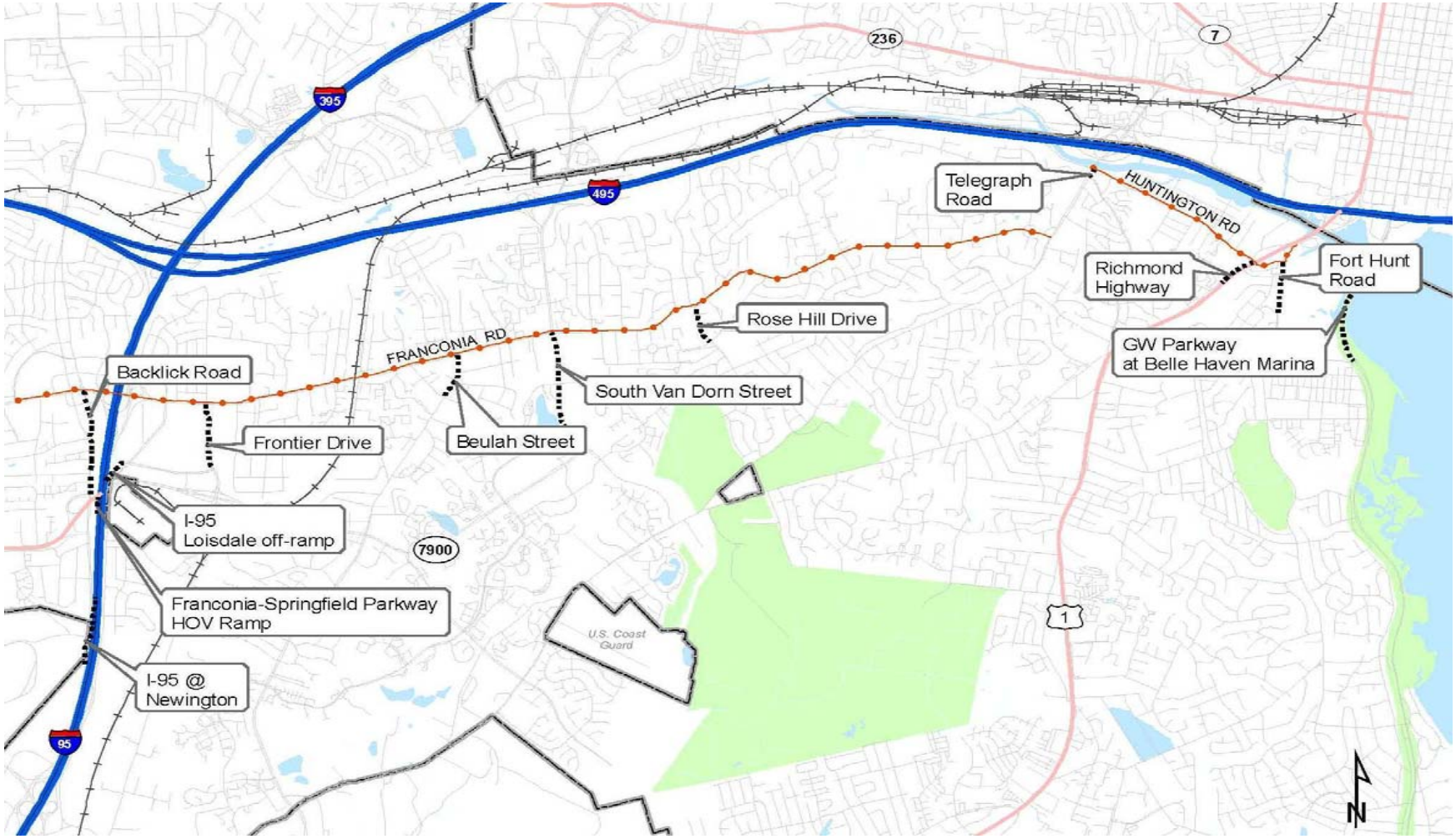

Table 1
AM Peak Period Travel in the I-95 Corridor
Total Inbound Person Trips at the Beltway Screen Line

Time Period	Persons Total AVG	Persons Auto AVG	Persons Transit AVG	Persons Percent Transit	Persons Car/Van Pool AVG	Persons Percent Car/Van Pool	Persons SOV AVG	Persons Percent SOV
5:30 - 5:45 AM	4,641	4,116	526	11%	608	13%	3,508	76%
5:45 - 6:00 AM	5,568	4,814	755	14%	743	13%	4,071	73%
6:00 - 6:15 AM	7,743	6,082	1,661	21%	2,028	26%	4,054	52%
6:15 - 6:30 AM	8,124	6,867	1,257	15%	2,954	36%	3,913	48%
6:30 - 6:45 AM	8,526	6,735	1,791	21%	2,583	30%	4,152	49%
6:45 - 7:00 AM	9,018	7,393	1,625	18%	2,654	29%	4,739	53%
7:00 - 7:15 AM	9,883	7,732	2,151	22%	2,974	30%	4,758	48%
7:15 - 7:30 AM	9,903	7,808	2,095	21%	2,706	27%	5,102	52%
7:30 - 7:45 AM	8,937	7,628	1,310	15%	2,874	32%	4,754	53%
7:45 - 8:00 AM	9,049	7,236	1,813	20%	2,224	25%	5,012	55%
8:00 - 8:15 AM	8,889	6,949	1,940	22%	2,049	23%	4,901	55%
8:15 - 8:30 AM	7,825	6,410	1,415	18%	1,780	23%	4,630	59%
8:30 - 8:45 AM	7,155	5,820	1,335	19%	1,735	24%	4,086	57%
8:45 - 9:00 AM	5,960	5,165	795	13%	1,498	25%	3,667	62%
9:00 - 9:15 AM	5,844	5,319	525	9%	1,485	25%	3,834	66%
9:15 - 9:30 AM	5,065	4,635	431	8%	966	19%	3,669	72%
9:30 - 9:45 AM	4,897	4,634	263	5%	1,076	22%	3,558	73%
9:45 - 10:00 AM	4,727	4,438	289	6%	1,151	24%	3,288	70%
Total (5:30-10:00 AM)	131,750	109,776	21,974	17%	34,085	26%	75,692	57%
Standard Weekday Variation	1,309	755	554		4,762		4,007	
Percent Variation (CV)	1%	1%	3%		14%		5%	
AM Peak Period (6:00-9:00 AM)	101,338	81,822	19,516	19%	28,057	28%	53,765	53%
Standard Weekday Variation	1,462	1,223	239		3,793		2,570	
Percent Variation (CV)	1%	1%	1%		14%		5%	
AM Peak Hour (7:00-8:00 AM)	37,937	30,403	7,534	20%	10,778	28%	19,625	52%
Standard Weekday Variation	962	943	19		340		602	
Percent Variation (CV)	3%	3%	0%		3%		3%	

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September and October, 2007. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%

roads and transit routes approaching the Capital Beltway. This 3-hour AM peak period was 15 minutes earlier than the 3-hour 6:15AM to 9:15 AM peak observed at the inner area Glebe Road screen line for this travel corridor.

Table 1 further reveals that the standard weekday variation for travel during this AM peak period is 1,500 persons or a little more than 1% of the total inbound AM peak period person travel across this screen line. This indicates little day-to-day variation in total weekday inbound AM peak period person travel across this screen line. Most of the day-to-day variation in total inbound AM peak period weekday travel was seen in carpool/vanpool travel that was measured at 3,800 persons or 14%. The standard weekday variation for AM peak period SOV travel was 5% and the standard weekday variation for AM peak period transit travel was 1%. The pattern of day-to-day variation suggests some day-to-day mode switching between the carpool and SOV modes.

The data in Table 1 also show the morning peak 1-hour for inbound total person travel across the I-95 corridor Beltway screen line to be from 7:00AM to 8:00AM. The 37,900 peak hour travelers crossing this screen line represented approximately 37% of persons crossing this screen line during the 3-hour 6:00AM to 9:00AM morning peak period. Day-to-day variation for AM peak hour travel was more than for AM peak period total person travel, slightly less for the transit and SOV modes, but significantly less for carpool/vanpool mode. The 1-hour AM peak period at the Beltway screen line was also one-half hour earlier than the 7:30AM to 8:30AM peak hour observed at the inner area Glebe Road screen line for this travel corridor.

Modal Shares

The data presented in Table 1 show that the SOV share of total AM peak period person travel observed in this study was 53%. This was followed by travel by carpooling/vanpooling mode that accounted for another 28% share of the person movements. Travel by transit accounted for the remaining of 19% share of these movements.

The modal share of person travel by SOV, carpooling/vanpooling and transit for the 7:00AM to 8:00AM peak hour is about the same as for the entire 3-hour AM peak period. The SOV mode accounted for 52% of the total person movements, carpooling/vanpooling accounted for 28% and transit accounted for 20%.

Travel by Transit

Approximately 19,500 people traveled by transit in the AM peak period across the I-95 corridor screen line**.** Approximately 12,900 of the transit trips counted were on Metrorail. The data in Table 2 show that travel by Metrorail accounts for about two-thirds of the total inbound AM peak period transit ridership at this screen line. The detailed Metrorail passenger counts received from WMATA showed that 6,500 of these Metrorail riders were on Blue Lines trains leaving the Franconia-Springfield station and 6,400 were on Yellow Line trains leaving the Huntington station.

The data presented in Table 2 also show that on a typical weekday AM peak period PRTC OmniRide and Metro Direct bus riders account for 1,400 of the total person

Table 2
AM Peak Period Travel in the I-95 Corridor
Total Inbound Transit Passengers at the Beltway Screen Line

Time Period	TOTAL TRANSIT	DASH BUS	FFX CONN BUS	WMATA BUS	WMATA RAIL	VRE RAIL	PRTC BUS
5:30 - 5:45 AM	526	0	0	0	287	0	239
5:45 - 6:00 AM	755	5	10	10	521	0	210
6:00 - 6:15 AM	1,661	2	47	45	575	702	291
6:15 - 6:30 AM	1,257	0	36	76	978	0	168
6:30 - 6:45 AM	1,791	1	40	62	821	719	150
6:45 - 7:00 AM	1,625	4	40	78	1,324	0	180
7:00 - 7:15 AM	2,151	0	61	86	1,153	666	186
7:15 - 7:30 AM	2,095	0	39	76	1,329	543	108
7:30 - 7:45 AM	1,310	1	41	90	1,059	0	119
7:45 - 8:00 AM	1,813	5	48	62	1,613	0	87
8:00 - 8:15 AM	1,940	0	67	67	1,164	566	76
8:15 - 8:30 AM	1,415	1	33	81	1,242	0	60
8:30 - 8:45 AM	1,335	1	28	31	950	326	0
8:45 - 9:00 AM	795	0	31	34	731	0	0
9:00 - 9:15 AM	525	0	18	5	469	0	34
9:15 - 9:30 AM	431	0	9	22	400	0	0
9:30 - 9:45 AM	263	0	4	0	259	0	0
9:45 - 10:00 AM	289	0	11	17	262	0	0
Total (5:30-10:00 AM)	21,974	19	559	838	15,132	3,521	1,906
Standard Weekday Variation	554	2	6	1	554	124	117
Percent Variation (CV)	3%	11%	1%	0%	4%	4%	6%
AM Peak Period (6:00-9:00 AM)	19,516*	14	508	785	12,936	3,521	1,423
Standard Weekday Variation	239	1	1	28	328	124	185
Percent Variation (CV)	1%	10%	0%	4%	3%	4%	13%
AM Peak Hour (7:00-8:00 AM)	7,534*	6	189	313	5,154	1,209	500
Standard Weekday Variation	19	1	11	2	95	70	35
Percent Variation (CV)	0%	13%	6%	1%	2%	6%	7%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September and October, 2007. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

*****Transit counts were taken for bus services inside the NVTC and PRTC areas. Additional peak period bus transit trips from Stafford and Spotsylvania counties were estimated by applying a load factor to scheduled buses in the corridor, and were included in the total transit trips.

movements at the I-95 corridor Beltway screen line. Ridership on WMATA Metrobus, Fairfax Connector and City of Alexandria DASH buses combined account for another 1,300 of these person movements. Peak period bus transit trips estimated from Stafford and Spotsylvania counties accounted for 330 trips. Overall, bus transit trips accounted for 16% of the transit travel across the screen line.

The Virginia Railway Express (VRE) runs 6 of its inbound Fredericksburg line trains across the Beltway screen line during the AM peak period. The data in Table 2 show that the 3,500 riders on these VRE Fredericksburg line trains accounted for 18% of the total inbound AM peak period transit ridership at this screen line.

Travel by Carpool/Vanpool

Approximately 28,100 people traveled by carpool in the I-95 corridor across the Beltway screen line (Table 3 and 4**).** This study found 9,100 persons traveling in passenger vehicles with two occupants (HOV2) for their inbound AM peak period trip. Of this total 16% were observed on Telegraph Road, 14% of the persons were on Richmond Highway, and 14% were on the four I-95 general purpose lanes. Each of the remaining roadway facilities counted had less than 10% of the total HOV2 trips.

Persons traveling in passenger vehicles with three or more occupants (HOV3+) during the AM peak period totaled about 19,000 (Table 4). As the I-95 HOV lanes are restricted to HOV3+ vehicles, it is not surprising that 85% of this HOV3+ travel was on the I-95 HOV lanes. Use of I-95's inbound HOV lanes between 6:00AM and 9:00AM is restricted to HOV3+-person vehicles, transit vehicles, motorcycles, and single occupant vehicles that have "clean fuel" license tags or are law enforcement vehicles.

Percent day-to-day variation in AM peak period person travel by HOV3+ carpools and vanpools in the I-95 corridor is high, averaging 17% overall and was 13% on the I-95 HOV facility. This high day-to-day variation in HOV3+ person travel on the I-95 HOV lanes may be related to the high incidence of daily informal carpooling known as "slugging" in this corridor. On some days when the I-95 facility is very congested, many usual SOVs drivers cruise by carpools lots or bus stops to pick up riders so that they can use the I-95 HOV lanes. On days when the I-95 facility is less congested, there is less travel time-saving incentive for SOV drivers to stop and pick up riders.

The effectiveness of the I-95 HOV3+ lanes in encouraging the use of car and vanpooling and their efficiency in moving large numbers of people per lane of roadway is clearly seen in the count data collected in this study. During the three-hour period when the I-95 HOV3+ use restrictions are in effect, the two inbound I-95 HOV lanes at the Beltway carry an average of 3,100 auto persons per lane per hour compared to an average of just 1,600 auto persons per lane per hour on the four I-95 non-restricted general purpose lanes. If transit riders on buses are included in the persons moved per lane per hour statistic, then the average number of persons moved per lane per hour on the I-95 HOV lanes increases to approximately 3,500. Thus, in the 6:00AM to 9:00AM period, the I-95 HOV lanes move roughly two times more persons per lane per hour than the highway's non-restricted general purpose lanes.

Approximately 400 “likely” vanpools travel inbound across the Beltway screen line in this corridor on a typical weekday during the AM peak period and 261 of these “likely” vanpools were observed on the I-95 HOV lanes. These vanpools are termed “likely” because they are counted based on the visual characteristics of the vehicle rather than characteristics of passengers traveling in these vehicles. It cannot be known with certainty how many of these “likely” vanpools are actual vanpools carrying daily commuters. Some of these “likely” vanpools could be employer shuttles or vans operated by community organizations for non-commuting purposes. Nonetheless, given that most of these “likely” vanpools were observed traveling inbound during the AM peak period, the time period with the greatest share of commuting travel, it is reasonable to assume that most of these “likely” vanpools were in fact commuter vanpools. It is further estimated from survey data that commuter vanpools have an average of occupancy of 12 persons. Thus, if all 400 of the “likely” vanpools are in fact commuter vanpools, then these vanpools would be carrying approximately 4,800 persons across the Beltway screen line in this corridor.

Travel by Single Occupant Vehicles

The results of the two-day traffic counts conducted for this study presented in Table 5 show that on a typical weekday approximately 53,800 inbound AM peak period travelers cross the I-95 Beltway screen line in single occupancy autos and motorcycles (SOVs). The greatest amount of AM peak period SOV travel was seen on the general purpose lanes of I-95. During the 3-hour 6:00AM to 9:00AM peak period, SOV travel on these four general purpose lanes totaled approximately 17,400 persons. Another 2100 SOVs were counted on the I-95 HOV lanes. The majority of the SOVs counted in the HOV lanes appeared to be vehicles with clean fuel license tags that exempt them from the HOV3+ requirement.

Persons in SOVs traveling inbound across the Beltway screen line in the AM peak period totaled about 6,000 on Telegraph Road, 5,700 on Backlick Road, 5,500 on Richmond Highway, 5,200 on the George Washington Memorial Parkway, 3,600 on South Van Dorn St, 3,300 on Frontier Drive, 2,400 on Fort Hunt Road, 1,700 on Beulah Street, and 900 on Rose Hill Drive.

Passenger Vehicle Counts (autos, vans, motorcycles)

An inbound AM peak period passenger vehicle flow of approximately 63,300 vehicles was counted at the Beltway screen line in the I-95 corridor, as shown in Table 6. Passenger vehicles include autos, vans and motorcycles. The greatest number of these AM peak period vehicle movements was seen on the general purpose lanes of the I-95 facility. An inbound passenger vehicle flow of 18,100 vehicles was seen on the four general purposes lanes on this facility and an inbound flow of about 6,800 vehicles was seen on the two I-95 HOV lanes. Inbound AM peak period passenger vehicle movements totaled approximately 6,800 on Telegraph Road, 6,300 on Backlick Road, 6,300 on Richmond Highway, 5,600 on the George Washington Memorial Parkway, about 4,100 on South Van Dorn St, 3,800 on Frontier Drive, 2,700 on Fort Hunt Road, 1,900 on Beulah Street, and 1,100 on Rose Hill Drive.

Table 3
AM Peak Period Travel in the I-95 Corridor
Total Inbound Persons in HOV2 Vehicles at the Beltway Screen Line

Time Period	Total HOV2 Persons	HOV2 Persons by I-95 Corridor Roadway Facility										
		Backlick Road	I-95 GP GP	I-95 HOV	Frontier Drive	Beulah Street	Van Dorn Street	Rose Hill Drive	Telegraph Road	Richmond Hwy	Fort Hunt Road	GWMP Pkwy
5:30 - 5:45 AM	318	10	9	126	7	7	6	9	100	42	2	0
5:45 - 6:00 AM	285	18	2	92	4	7	4	9	91	57	1	0
6:00 - 6:15 AM	390	27	74	88	9	15	19	8	93	52	4	1
6:15 - 6:30 AM	395	41	68	81	10	16	24	11	60	62	21	1
6:30 - 6:45 AM	522	36	86	10	48	23	50	19	120	94	30	6
6:45 - 7:00 AM	678	91	111	6	66	44	66	19	89	135	40	11
7:00 - 7:15 AM	961	101	45	20	101	64	142	113	151	154	38	32
7:15 - 7:30 AM	1,010	112	81	36	77	47	148	51	163	118	71	106
7:30 - 7:45 AM	1,059	137	101	25	84	47	89	11	189	115	96	165
7:45 - 8:00 AM	824	140	75	47	54	43	31	6	171	119	32	106
8:00 - 8:15 AM	849	146	111	55	68	35	40	13	143	96	21	121
8:15 - 8:30 AM	833	142	154	35	84	44	50	9	121	102	32	60
8:30 - 8:45 AM	810	87	201	30	75	68	42	23	110	106	19	49
8:45 - 9:00 AM	723	67	181	5	66	45	58	23	97	85	43	53
9:00 - 9:15 AM	794	55	230	74	69	32	58	21	90	81	48	36
9:15 - 9:30 AM	812	62	223	111	71	33	32	23	101	108	26	22
9:30 - 9:45 AM	844	60	242	140	65	28	36	16	95	96	28	38
9:45 - 10:00 AM	860	61	268	107	72	35	28	19	87	114	40	29
Total (5:30-10:00 AM)	13,310	1,404	2,266	1,199	1,036	639	926	409	2,200	1,799	596	836
Standard Weekday Variation	845	152	365	246	294	9	47	45	298	92	18	119
Percent Variation (CV)	6%	11%	16%	21%	28%	1%	5%	11%	14%	5%	3%	14%
AM Peak Period (6:00-9:00 AM)	9,054	1,127	1,288	438	742	491	759	306	1,507	1,238	447	711
Standard Weekday Variation	475	137	209	232	288	27	13	62	151	57	52	132
Percent Variation (CV)	5%	12%	16%	53%	39%	5%	2%	20%	10%	5%	12%	18%
AM Peak Hour (7:00-8:00 AM)	3,854	490	302	128	316	201	410	181	674	506	237	409
Standard Weekday Variation	201	62	48	25	130	7	3	47	45	28	35	69
Percent Variation (CV)	5%	13%	16%	20%	41%	4%	1%	26%	7%	6%	15%	17%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September and October, 2007. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%

Table 4
AM Peak Period Travel in the I-95 Corridor
Total Inbound Persons in HOV3+ Vehicles at the Beltway Screen Line

Time Period	Total HOV3+ Persons	HOV3+ Persons by I-95 Corridor Roadway Facility										
		Backlick Road	I-95 GP GP	I-95 HOV	Frontier Drive	Beulah Street	Van Dorn Street	Rose Hill Drive	Telegraph Road	Richmond Hwy	Fort Hunt Road	GWMP Pkwy
5:30 - 5:45 AM	290	0	6	241	0	6	0	2	20	16	0	0
5:45 - 6:00 AM	458	0	0	366	6	8	0	2	16	56	6	0
6:00 - 6:15 AM	1,638	2	9	1,570	8	0	6	0	17	21	6	0
6:15 - 6:30 AM	2,559	2	0	2,482	20	0	10	5	20	16	6	0
6:30 - 6:45 AM	2,061	8	0	1,846	24	16	18	6	34	87	24	0
6:45 - 7:00 AM	1,976	2	6	1,747	20	2	17	8	28	136	0	12
7:00 - 7:15 AM	2,013	6	30	1,698	38	5	23	55	27	96	23	14
7:15 - 7:30 AM	1,696	8	8	1,428	25	19	41	7	35	63	34	32
7:30 - 7:45 AM	1,815	21	0	1,491	98	18	20	7	36	60	25	40
7:45 - 8:00 AM	1,400	23	15	1,161	53	4	15	2	37	59	11	23
8:00 - 8:15 AM	1,200	30	11	1,011	38	3	38	4	29	19	2	17
8:15 - 8:30 AM	947	47	6	672	69	8	46	0	27	32	11	30
8:30 - 8:45 AM	925	25	20	601	96	27	72	2	27	34	18	6
8:45 - 9:00 AM	775	3	8	437	94	11	77	3	32	92	20	2
9:00 - 9:15 AM	691	10	27	451	74	11	24	0	15	62	17	2
9:15 - 9:30 AM	154	6	8	62	17	5	3	2	9	30	14	0
9:30 - 9:45 AM	232	3	8	78	29	5	12	3	7	66	3	20
9:45 - 10:00 AM	291	9	9	96	12	21	2	4	12	81	29	18
Total (5:30-10:00 AM)	21,497	204	168	17,728	728	167	420	109	443	1,067	252	214
Standard Weekday Variation	4,106	40	174	2,709	228	4	232	64	171	541	65	35
Percent Variation (CV)	19%	20%	104%	15%	31%	2%	55%	59%	39%	51%	26%	17%
AM Peak Period (6:00-9:00 AM)	19,003	176	111	16,140	581	111	380	97	346	711	177	175
Standard Weekday Variation	3,318	40	119	2,107	255	16	226	63	176	417	14	35
Percent Variation (CV)	17%	22%	107%	13%	44%	15%	59%	65%	51%	59%	8%	20%
AM Peak Hour (7:00-8:00 AM)	6,924	58	53	5,776	214	45	98	71	133	277	92	109
Standard Weekday Variation	541	4	57	783	18	16	11	46	54	132	10	62
Percent Variation (CV)	8%	7%	109%	14%	8%	35%	12%	65%	40%	48%	11%	57%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September and October, 2007. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%

Table 5
AM Peak Period Travel in the I-95 Corridor
Total Inbound Persons in SOV Vehicles at the Beltway Screen Line

Time Period	Total SOV Persons	SOV Persons by I-95 Corridor Roadway Facility										
		Backlick Road	I-95 GP	I-95 HOV	Frontier Drive	Beulah Street	Van Dorn Street	Rose Hill Drive	Telegraph Road	Richmond Hwy	Fort Hunt Road	GWMP Pkwy
5:30 - 5:45 AM	3,528	86	1,460	939	66	44	103	40	187	358	53	173
5:45 - 6:00 AM	4,071	180	1,655	901	122	50	145	42	252	384	113	231
6:00 - 6:15 AM	4,054	295	1,783	424	143	59	209	45	312	436	109	241
6:15 - 6:30 AM	3,913	347	1,485	158	176	110	313	68	422	448	141	249
6:30 - 6:45 AM	4,152	513	1,283	164	210	133	327	57	489	474	174	330
6:45 - 7:00 AM	4,739	525	1,502	168	252	137	394	83	560	472	201	449
7:00 - 7:15 AM	4,758	485	1,450	185	298	165	380	92	514	537	213	441
7:15 - 7:30 AM	5,102	505	1,591	182	331	154	374	92	544	517	300	515
7:30 - 7:45 AM	4,754	541	1,420	162	347	151	266	83	471	495	291	530
7:45 - 8:00 AM	5,012	529	1,663	165	348	159	297	86	493	498	250	527
8:00 - 8:15 AM	4,901	528	1,563	155	339	146	266	74	622	472	224	515
8:15 - 8:30 AM	4,630	541	1,441	98	301	184	294	79	607	427	149	511
8:30 - 8:45 AM	4,086	457	1,249	111	275	143	266	85	516	369	160	457
8:45 - 9:00 AM	3,667	428	964	87	270	114	262	79	460	400	193	414
9:00 - 9:15 AM	3,834	349	1,002	553	213	112	219	66	425	321	194	383
9:15 - 9:30 AM	3,669	325	1,065	672	205	88	162	55	343	262	183	310
9:30 - 9:45 AM	3,558	288	1,273	617	199	80	155	50	292	254	146	206
9:45 - 10:00 AM	3,288	257	1,214	487	218	81	152	52	261	232	142	195
Total (5:30-10:00 AM)	79,815	7,283	26,234	7,794	4,362	2,154	4,697	1,251	8,041	7,763	3,330	6,907
Standard Weekday Variation	7,075	189	2,649	2,355	79	76	173	68	442	678	625	358
Percent Variation (CV)	9%	3%	10%	30%	2%	4%	4%	5%	5%	9%	19%	5%
AM Peak Period (6:00-9:00 AM)	53,765	5,691	17,392	2,055	3,286	1,652	3,644	919	6,007	5,542	2,402	5,177
Standard Weekday Variation	2,570	171	1,433	352	11	45	120	40	168	300	566	117
Percent Variation (CV)	5%	3%	8%	17%	0%	3%	3%	4%	3%	5%	24%	2%
AM Peak Hour (7:00-8:00 AM)	19,625	2,060	6,123	693	1,323	628	1,316	352	2,022	2,046	1,053	2,013
Standard Weekday Variation	602	59	503	21	29	35	67	30	197	53	205	175
Percent Variation (CV)	3%	3%	8%	3%	2%	6%	5%	8%	10%	3%	19%	9%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September and October, 2007. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%

Table 6
AM Peak Period Travel in the I-95 Corridor
Total Inbound Passenger Vehicles at the Beltway Screen Line

Time Period	Total Vehicles	Passenger Vehicles by I-95 Corridor Roadway Facility										
		Backlick Road	I-95 GP	I-95 HOV	Frontier Drive	Beulah Street	Van Dorn Street	Rose Hill Drive	Telegraph Road	Richmond Hwy	Fort Hunt Road	GWMP Pkwy
5:30 - 5:45 AM	3,705	91	1,465	1,033	70	48	106	45	241	381	54	173
5:45 - 6:00 AM	4,280	189	1,656	1,000	125	54	147	47	302	418	114	231
6:00 - 6:15 AM	4,625	309	1,822	834	148	67	219	49	363	465	111	242
6:15 - 6:30 AM	4,643	368	1,519	718	183	118	326	75	455	483	152	250
6:30 - 6:45 AM	4,922	532	1,326	650	236	147	354	68	556	532	191	333
6:45 - 7:00 AM	5,617	571	1,558	679	287	160	429	95	610	555	221	455
7:00 - 7:15 AM	5,821	538	1,475	718	353	199	458	165	598	626	235	459
7:15 - 7:30 AM	6,107	564	1,632	644	373	180	459	120	636	586	344	571
7:30 - 7:45 AM	5,825	616	1,470	657	400	177	315	91	577	561	344	618
7:45 - 8:00 AM	5,844	606	1,703	566	381	181	317	89	589	564	268	583
8:00 - 8:15 AM	5,670	608	1,622	490	379	164	290	81	701	524	235	579
8:15 - 8:30 AM	5,302	621	1,520	323	356	209	325	84	672	483	167	544
8:30 - 8:45 AM	4,748	506	1,356	315	336	186	295	97	578	427	172	482
8:45 - 9:00 AM	4,225	462	1,057	226	327	140	300	91	513	452	217	441
9:00 - 9:15 AM	4,419	379	1,126	732	261	131	252	77	473	369	220	402
9:15 - 9:30 AM	4,115	358	1,179	746	243	106	179	67	397	322	199	321
9:30 - 9:45 AM	4,027	319	1,397	705	238	96	176	59	342	310	161	227
9:45 - 10:00 AM	3,762	290	1,351	556	256	101	166	63	307	298	165	211
Total (5:30-10:00 AM)	91,426	8,021	27,377	12,869	4,982	2,505	5,217	1,484	9,213	8,782	3,655	7,324
Standard Weekday Variation	5,945	227	2,454	1,819	225	72	161	104	437	677	620	355
Percent Variation (CV)	7%	3%	9%	14%	5%	3%	3%	7%	5%	8%	17%	5%
AM Peak Period (6:00-9:00 AM)	63,344	6,297	18,058	6,815	3,758	1,924	4,084	1,101	6,846	6,256	2,655	5,553
Standard Weekday Variation	1,467	232	1,305	176	204	37	151	91	50	226	590	187
Percent Variation (CV)	2%	4%	7%	3%	5%	2%	4%	8%	1%	4%	22%	3%
AM Peak Hour (7:00-8:00 AM)	23,596	2,323	6,280	2,583	1,506	737	1,549	464	2,400	2,336	1,191	2,230
Standard Weekday Variation	682	88	473	204	34	43	76	67	204	25	218	134
Percent Variation (CV)	3%	4%	8%	8%	2%	6%	5%	14%	9%	1%	18%	6%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September and October, 2007. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%

Average Passenger Vehicle Occupancies

A total of 81,800 persons in 63,300 passenger vehicles were observed traveling inbound across the Beltway screen line during the 3-hour AM peak period. The persons in these passenger vehicles accounted for about 81% of all of the inbound AM peak person travel across this screen line. These passenger vehicle totals and the average vehicle occupancies shown in Table 7, by definition, do not include buses or bus ridership.

The data in Table 7 also show that the total number inbound AM peak period passenger vehicle flows on the four I-95 general purpose lanes exceeded the number of passenger vehicles on the two I-95 HOV lanes by 11,200 vehicles, but the number of persons in passenger vehicles on the I-95 general purpose lanes exceeds the number of persons in passenger vehicles on the I-95 HOV lanes by only 200 persons. Thus, on a typical weekday, inbound AM peak period passenger vehicles on two I-95 HOV lanes carry about the same number of persons in 11,200 fewer vehicles than on four I-95 general purpose lanes.

The average passenger vehicle occupancies for inbound AM peak period vehicles on the I-95 HOV lanes are more than double those found on the other major roadways in this corridor. Typical weekday AM peak period inbound passenger vehicle occupancies on I-95 HOV lanes averaged 2.73 persons per vehicle. Comparable passenger vehicle occupancies for the other roadway facilities are 1.04 person per vehicle on the I-95 general purpose lanes, 1.23 persons per vehicle on Frontier Drive, 1.20 on Rose Hill Drive and Richmond Highway, 1.17 on Beulah Street and South Van Dorn Street, 1.15 on Telegraph Road, 1.14 on Fort Hunt Road, 1.11 on Backlick Road, and 1.09 on the George Washington Memorial Parkway.

The data in tables 8 and 9 present the number and percentage distribution of vehicle occupancies classified by the number of persons in the vehicle for inbound AM peak period passenger vehicle flows across the I-95 corridor Beltway screen line, respectively. These tables show 90% or more of the inbound AM peak period passenger vehicles on the I-95 general purpose lanes, the George Washington Memorial Parkway, Backlick Road, and Fort Hunt Road were in one-person autos. On Rose Hill Drive, Beulah Street, Telegraph Road, Frontier Drive, and Richmond Highway, 10% or more of the total inbound AM peak period passenger vehicle travel was in autos carrying two persons. On the I-95 HOV facility about 63% of the total inbound AM peak period passenger vehicle travel was in autos carrying 3 or more persons and 4% of this vehicle travel was in passenger vans.

Statistical Confidence Levels for AM Peak Period Modal Share Estimates

One of the intended purposes of this study was to develop a statistically reliable estimate of the transit mode share of inbound AM peak period travel in Northern Virginia's I-95 corridor. Based on the statistical analysis of the two-day auto occupancy and transit passenger counts conducted at the Beltway screen line, transit's share of inbound AM peak period travel in this corridor is estimated to be 19% plus or minus 0.5% percentage points at the 90% confidence level. This means that, statistically, one can be 90% confident that the actual share of AM peak period travel in the I-95 corridor by transit would be found in the range from 18.5% to 19.5%, if

Table 7
AM Peak Period Travel in the I-95Corridor
Average Inbound Passenger Vehicle Occupancies
at the Beltway Screen Line
3-Hour AM Peak Period - (6:00 AM to 9:00 AM)

Roadway Facility	Number of Inbound Lanes[1]	Passenger Vehicles			Persons Per Lane Per Hour
		Person Count	Vehicle Count	Average Occupancy	
Backlick Road	2	6,994	6,297	1.11	1,166
I-95 (General Purpose Lanes)	4	18,791	18,058	1.04	1,566
I-95 (HOV Lanes)	2	18,633	6,815	2.73	3,106
Frontier Drive	2	4,609	3,758	1.23	768
Beulah Street	2	2,254	1,924	1.17	376
South Van Dorn St	2	4,783	4,084	1.17	797
Rose Hill Drive	2	1,321	1,101	1.20	220
Telegraph Road	3	7,860	6,846	1.15	873
Richmond Highway	3	7,491	6,256	1.20	832
Fort Hunt Road	1	3,026	2,655	1.14	1,009
GW Memorial Parkway	2	6,063	5,553	1.09	1,010
TOTAL	**25**	**81,822**	**63,344**	**1.29**	**1,049**

[1] In some cases where turning lanes were present at intersections, not all lanes were counted.

Table 8
AM Peak Period Travel in the I-95 Corridor
Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle
at the Beltway Screen Line
3-Hour AM Peak Period - (6:00 AM to 9:00 AM)

Roadway Facility	1-Person Autos	2-Person Autos	3+-Person Autos	Passenger Vans	Motorcycles	Total Passenger Vehicles
Backlick Road	5,679	564	39	4	12	6,297
I-95 (General Purpose Lanes)	17,379	644	17	5	13	18,058
I-95 (HOV Lanes)	1,732	219	4,280	261	324	6,815
Frontier Drive	3,262	371	71	30	24	3,758
Beulah Street	1,646	246	24	3	6	1,924
South Van Dorn St	3,636	380	39	21	8	4,084
Rose Hill Drive	916	153	29	0	3	1,101
Telegraph Road	5,979	754	77	8	28	6,846
Richmond Highway	5,530	619	49	46	12	6,256
Fort Hunt Road	2,394	224	21	9	8	2,655
GW Memorial Parkway	5,155	356	9	12	22	5,553
Corridor Total	**53,307**	**4,527**	**4,654**	**398**	**459**	**63,344**

Table 9
AM Peak Period Travel in the I-95/I-395 Corridor
Distribution of Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle at the Beltway Screen Line
3-Hour AM Peak Period - (6:00 AM to 9:00 AM)

Roadway Facility	1-Person Autos	2-Person Autos	3+-Person Autos	Passenger Vans	Motorcycles	Total Passenger Vehicles
Backlick Road	90%	9%	1%	0%	0%	**100%**
I-95 (General Purpose Lanes)	96%	4%	0%	0%	0%	**100%**
I-95 (HOV Lanes)	25%	3%	63%	4%	5%	**100%**
Frontier Drive	87%	10%	2%	1%	1%	**100%**
Beulah Street	86%	13%	1%	0%	0%	**100%**
South Van Dorn St	89%	9%	1%	1%	0%	**100%**
Rose Hill Drive	83%	14%	3%	0%	0%	**100%**
Telegraph Road	87%	11%	1%	0%	0%	**100%**
Richmond Highway	88%	10%	1%	1%	0%	**100%**
Fort Hunt Road	90%	8%	1%	0%	0%	**100%**
GW Memorial Parkway	93%	6%	0%	0%	0%	**100%**
Corridor Total	84%	7%	7%	1%	1%	**100%**

these counts had been taken on every typical weekday between Tuesday, September 19, 2007 and Tuesday, October 30, 2007.

The car/vanpool person share of inbound AM peak period travel on a typical weekday at the Beltway screen line is estimated to be 27.8% plus or minus 2.7 percentage points at the 90% confidence level. The share of SOV travel at this same screen line is estimated to be 53.2% plus or minus 2.1 percentage points at the 90% confidence level.

The study design and scope of work recommended by TPB staff for this corridor count study specified only two days of traffic counting. The rationale for this recommendation was that for most traffic counting purposes two-day counts are generally adequate and provide a reasonable confidence interval for estimated average traffic volumes across a screen line that includes several major roads in a travel corridor.

Major Findings and Conclusions[1]

- Analysis of two-day auto occupancy and transit passenger counts conducted on typical weekdays in mid-September and October, 2007 show about half of the 101,300 inbound AM peak period travelers in Northern Virginia's I-95 corridor at a traffic counting screen line located just outside the Capital Beltway on bus and rail transit vehicles or in multiple occupant carpool and vanpools.

- A total of 19,500 persons were counted traveling across the I-95 Beltway screen line on Metrorail, on the Virginia Railways Express (VRE) train, or on an OmniRide, Metrobus, Fairfax Connector, DASH or private commuter bus. Combined rail and bus travel during the 6:00AM to 9:00AM peak period accounted for a 19% share of the total inbound AM peak period person travel across this screen line.

- Approximately 12,900 of the inbound AM peak period travelers counted at the Beltway screen line in the I-95 corridor were on Metrorail. About half of these Metrorail riders were on the Metrorail Blue Line and half were on the Metrorail Yellow Lines.

- Virginia Railway Express (VRE) trains were observed to be carrying 3,500 persons across the I-95 Beltway screen line. Ridership on these VRE Fredericksburg Line trains accounted for slightly more than 3% of the total inbound AM peak period person travel across the Beltway screen line in this travel corridor.

- Approximately 2,700 of the AM peak period inbound travelers counted at the Beltway screen line in the I-95 corridor were on public transportation buses. Riders on PRTC OmniRide and Metro Direct buses accounted for 1,400 of this total. Ridership on WMATA Metrobus, Fairfax Connector and City of Alexandria DASH buses collectively accounted for 1,300 bus transit person movements. Private commuter buses were estimated to carry 330 additional bus transit trips.

[1] The major findings presented in this section of the report are for the 6:00AM to 9:00AM 3-hour AM peak period unless otherwise stated.

- About 28,100 or 28% of the inbound AM peak period travelers in the I-95 corridor at the Beltway screen line were in carpools or vanpools. A total of 16,600 of these carpoolers and vanpoolers used the multi-modal I-95 facility for this inbound travel and more than 16,100 of these persons were traveling in the I-95 HOV lanes in vehicles with 3 or more occupants.

- More than half of the 101,300 inbound AM peak period travelers in Northern Virginia's I-95 corridor at the Capital Beltway travel in single occupant vehicles (SOVs). The greatest amount of AM peak period SOV travel was seen on the general purpose lanes of I-95. During the 3-hour 6:00AM to 9:00AM restricted use period, SOV travel on these four general purpose lanes totaled approximately 17,400 persons.

- The effectiveness of the I-95 HOV lanes in moving a greater number of people per lane per hour is clearly seen in the count data collected in study. During the three-hour time period when the I-95/I-395 HOV3+ restrictions are in effect, the two inbound I-95 HOV lanes carry an average of 3,100 auto persons per lane per hour compared to an average of just 1,600 auto persons per lane per hour on the four I-95 non-restricted general purpose lanes. If transit riders on buses are included in the persons moved per lane per hour statistic, then the average number of persons moved per lane per hour on the I-95 HOV lanes increases to 3,500 and is thus double the average number of persons per lane than on the four non-restricted general purpose lanes.

- Vehicle occupancies for inbound vehicles on the I-95 HOV lanes at the Beltway screen line during the 6:00AM to 9:00AM peak period averaged 2.73 persons per vehicle. Average vehicle occupancies for inbound vehicles on other roadway facilities in the corridor ranged to 1.04 to 1.23 persons per vehicle.

Appendix A
I-95 Corridor Beltway Screen Line Counting Stations

I-95 Corridor Facility/Service	Counting Location	Counting Dates
Roadway		
Backlick Road	N of Franconia-Springfield Pky	Tue 10/02/07 Wed 10/03/07
I-95 (General Purpose Lanes)	N of Newington & @Loisdale Rd off-ramp	Wed 10/10/07 Thu 10/11/07
I-95 (HOV Lanes)	N of Newington & @Franconia-Springfield HOV ramp	Wed 10/10/07 Thu 10/11/07
Frontier Drive	N of Franconia-Springfield Parkway	Wed 9/26/07 Thu 9/27/07
Beulah Street	S of Franconia Road	Thu 9/20/07 Tue 9/25/07
South Van Dorn St	S of Franconia Road	Thu 9/20/07 Tue 9/25/07
Rose Hill Drive	S of Franconia Road	Wed 9/19/07 Thu 9/20/07
Telegraph Road	S of Huntington Avenue	Tue 9/18/07 Wed 9/19/07
Richmond Highway	S of Fort Hunt Road	Tue 9/18/07 Wed 9/19/07
Fort Hunt Road	S of Richmond Highway	Tue 9/18/07 Wed 9/19/07
GW Memorial Parkway	N of Belle Haven Road	Wed 10/17/07 Thu 10/18/07
Metrorail		
Yellow Line - Northbound	Huntington Station	Tue 10/30/07 Wed 10/31/07
Blue Line - Northbound	Franconia-Springfield Station	Tue 10/30/07 Wed 10/31/07
Fairfax Connector Routes		
109,231,321,322	Van Dorn Station	Tue 9/25/07 Wed 10/3/07
380	Pentagon Station	Tue 9/25/07 Thu 10/4/07
Metrobus Routes		
10A, 10B, 11Y	S. Washington St. @ Church St.	Tue 9/18/07 Wed 9/19/07
18E	Backlick Rd @ Hechingers Drive	Tue 9/25/07 Wed 9/26/07
18G, 18H, 18P	Old Keene Mill Rd @ Spring Rd.	Wed 9/26/07 Thu 9/26/07
REX	Eisenhower @ Swamp Fox	Tue 9/25/07 Wed 9/26/07
DASH Routes		
AT3	S. Washington St. @ Huntington Towers	Tue 9/25/07 Wed 9/26/07
PRTC Routes		
L,RT1	Rt123 & I95 Commuter Lot	Tue 9/25/07 Wed 9/26/07
D,NR1	Horner Rd Commuter Lot	Tue 9/25/07 Wed 9/26/07
MC,RS	Rt1 & Rt.234 Commuter Lot	Tue 9/25/07 Wed 9/26/07
C	Rt123 & Old Bridge Commuter Lot	Tue 9/25/07 Wed 9/26/07
Virginia Railway Express		
Fredericksburg Line	Franconia/Springfield Station	Wed 9/26/07 Thu 9/26/07
Martz and Quicks Commuter Bus		Load factor of 33 pass/bus
10 runs scheduled across screen line During 6-9 AM peak period		(per 2007 MWCOG report)

Northern Virginia Transportation Commission

NVTC

Agenda Item #4

MEMORANDUM

TO: Chairman Euille and NVTC Commissioners

FROM: Adam McGavock

DATE: November 5, 2008

SUBJECT: Final Report on NVTC's Real Time Bus Arrival Demonstration in Falls Church

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The MARTHA system was conceived as an inexpensive means of providing real time bus arrival information to passengers of suburban, small urban, and rural transit systems. MARTHA utilizes open, non-proprietary software, inexpensive, off-the-shelf equipment, and proven technology. With a $199,000 grant from DRPT, the MARTHA system was developed and tested using the Falls Church GEORGE bus system as a "test bed". The successful demonstration period ended in October of 2008.

NVTC staff has completed the final report for the MARTHA project, which is included in your packet. The report provides a brief overview and history of the project, an evaluation of the MARTHA system's performance, responses from the pilot test group, and recommendations for how DRPT should handle the MARTHA system in the future.

The commission is asked to authorize staff to release the final report, and provide the software, documentation, and source code to DRPT.

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Northern Virginia Transportation Commission

NVTC

MARTHA Project
Final Report

November 5, 2008

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MARTHA Project -- Final Report

Background

In 2005, the Northern Virginia Transportation Commission obtained a grant of $199,500 from the Virginia Department of Rail and Public Transportation to design a bus information system to inform bus customers of expected wait times at their specific bus stop. The project is known as MARTHA, which stands for Multi-user Application of Real Time Harmonic Algorithm. The GEORGE Bus system in Falls Church was chosen as the test site for the new system.

The MARTHA project was conceived as a low-cost alternative to the status quo of real-time bus information systems available to the transit community. Real-time bus information systems are expensive. Most systems require thousands of dollars in equipment for each vehicle, thousands more for each display sign at the bus stops, and several hundred thousand dollars for the central computer system and associated software. For example, Montgomery County, Maryland spent three years and approximately $3 million to install a stand-alone automated vehicle locator system on the 236 vehicles in their Ride-On fleet (about $12,500 per vehicle), and that system didn't even provide information to customers! Some systems even require the siting of a transmitter on a rooftop or on top of a radio tower for communications, which is both expensive and cumbersome. In addition, there are annual licensing and user fees, which can add up to tens of thousands of dollars in costs each year just to run the real-time bus information system. If a small or medium-sized transit system wants to provide bus arrival information for passengers, they are looking at a very steep investment, somewhere between $500,000 to $1,000,000.

Worse still, most if not all existing real-time bus information systems utilize proprietary equipment, interfaces, and software. This means that once an agency purchases a real-time bus information system, their choices for other equipment are limited to devices that can be integrated with their proprietary real-time bus information system. And if they decide that they do not like the bus information system, for whatever reason, the on-

board equipment that they purchased will not work with anyone else's system. That leaves the agency with a lot of very expensive, but ultimately useless junk.

The MARTHA system is designed to be inexpensive to purchase. The only equipment required for each vehicle was a consumer-grade, GPS-enabled cell phone, which can be had for as little as $50. The MARTHA system uses cellular phone networks for communication, which means there are no expensive transmitters to install, and no sunken costs if the system is shut down. For its central computer, the MARTHA system uses a standard desktop PC running Windows XP. For a transit system with 25 buses, that translates into an upfront equipment cost of about $3,000 - $5,000. Rather than using expensive display signs at the bus stops, the MARTHA system utilizes an interactive voice-response (IVR) system to disseminate information to customers. Users simply dial 1-877-MARTHA9, enter a bus stop number, and hear estimated arrival times for buses at that stop. The IVR costs approximately $1,500 per year.

The MARTHA system is also designed to open standards, with no proprietary software, interfaces, or devices. The MARTHA system can be configured to work with any cell phone network, and with a huge variety of devices. And if, for whatever reason, a transit system decides that it does not wish to continue using the MARTHA system, there is no obsolete equipment to deal with. The cell phones can be used as phones, and the central computer can be used as a desktop computer or a server. The IVR system can simply be shut down, with no sunken costs or obsolete equipment.

The system architecture of the MARTHA system is simple and straightforward. GPS-enabled cellular phones are mounted on the buses. These phones provide location data for each bus to the MARTHA central computer, via the cell phone network. The MARTHA central computer logs this location data in a large database. Customers call into the Interactive Voice Response system, which prompts them to enter a bus stop number. The central computer then determines where the nearest bus that serves that stop is currently located. Once it has that determination, it looks at historical data for buses traveling that route, and estimates how long it will take for the bus to reach that stop. That estimate of wait time is then communicated to the customer.

One other very important difference between the MARTHA system and the vast majority of real-time bus information systems available is the fact that the Commonwealth of Virginia **owns** the MARTHA source code. The Virginia Department of Rail and Public Transportation can provide the MARTHA system free of charge to any agency it wishes, without ever paying a licensing fee. DRPT is also free to add additional features and/or enhancements to the system as it sees fit.

Project Budget

Funding Sources

DRPT Demonstration Grant	$199,500
NVTC In-Kind Services	$10,500

Project Expenditures

Four GPS-enabled mobile phones @ $100 each	$400
Computer to host AVL application	$1,500
Initial set-up and programming of IVR system	$3,000
Annual network time for GPS phones @ $50/phone/month	$2,400
Annual cost for IVR system hosting @ $125/month	$1,500
NVTC In-kind services	$10,500
Development and testing costs for AVL software	$190,700
Total	$210,000

The estimated cost to install and deploy the MARTHA system varies according to the size of the transit system in question. The following table provides cost estimates based on a range of sizes:

	5 bus system	**20 bus system**	**50 bus system**
On-board communication devices	$2,500	$10,000	$25,000
Central Computer	$1,500	$2,000	$3,500
Additional System Programming	$23,000	$23,000	$30,000
IVR Setup and Programming	$3,000	$3,000	$3,000
Annual Airtime for Devices	$750	$3,000	$7,500
Annual IVR Costs	$2,500	$10,000	$25,000
Total Up-front Expenses	$29,500	$38,000	$58,500
Total Annual Expenses	$2,250	$13,000	$32,500

The higher additional programming cost for the 50 bus system reflects additional changes that would need to be made to accommodate a larger system, such as an additional device management screen. It should be noted that the additional programming costs listed in the table above would only need to be paid **once**, and when the first system (or DRPT) has paid to reprogram the system for different devices, or improved functionality, **every** system using MARTHA receives that upgrade free of charge.

Development

After a competitive bidding process, NVTC's project technical advisory committee recommended the IBI Group to design and develop the MARTHA system. The value of the contract awarded by NVTC was $199,500. This budget would cover the development of the MARTHA software, the purchase of a central computer, the purchase of the phones for the vehicles, the IVR initial setup and programming, and airtime costs for the six-month demonstration period.

The subsequent design review meetings produced two significant changes to the system: First, the system must not require any driver interaction; buses must be logged on to their route automatically, or via dispatcher action. Second, the system should also provide a "manager screen" that allows agency supervisors to quickly locate their fleet vehicles. These features and functions were added by the IBI group without any impact on the contract price.

The Falls Church GEORGE bus system was chosen as a demonstration site for the development of the MARTHA system for two primary reasons: The first is its proximity to NVTC and IBI offices, which allows for easy access during testing. The second is that its small fleet size (four vehicles) and simple route network (three routes) would keep the cost of the demonstration low.

The final system design was approved by NVTC in May of 2006, after extensive review and comment from the technical advisory team. The final design document is included as an appendix to this report. System development began in the summer of 2006. The

development period took significantly longer than expected, due primarily to the changes requested by the technical advisory team. Configuring the system to automatically log in vehicles based on location data (without driver interaction) proved to be a complex task for the contractor. The development of the "management screens" also required significant additional programming time.

Challenges

The development of the system was completed in September of 2007, and bench-testing began in October of 2007. The bench-testing period lasted six months, and revealed two needed improvements for the MARTHA system.

The first improvement needed is to upgrade the consumer grade cellular phones that the MARTHA system uses for transmitting GPS data from the buses. The original system design used standard, consumer grade cell phones because they were inexpensive, and in the event that the system was abandoned, they could easily be converted for use as cellular phones. Unfortunately, even though they were mounted unobtrusively, and required no interaction from the drivers, the phones simply were not able to fully withstand the rigors of the transit vehicle environment. In addition, when the vehicle power was disconnected (during scheduled preventive maintenance) the phones needed to be reset, in order to load the MARTHA application. These phone failures resulted in a number of untracked trips for GEORGE buses, where prediction data were not available.

The project team recommends that future installations of the MARTHA system utilize a commercial grade, hardwired "GPS appliance", rather than a cellular phone. These GPS devices are more robust, and designed to withstand a transit operations environment. They also connect directly to the bus wiring harness, eliminating the need for someone to power up the device and re-load applications. These devices typically cost between $250 and $500, depending on features. There would also be additional programming required, to integrate the protocols of the new on-board devices into the source code for MARTHA. This programming is estimated to cost between $23,000-$30,000, depending on the size of the transit agency, and could be accomplished by IBI or a comparable contractor. As stated above, the new programming would only need to be accomplished

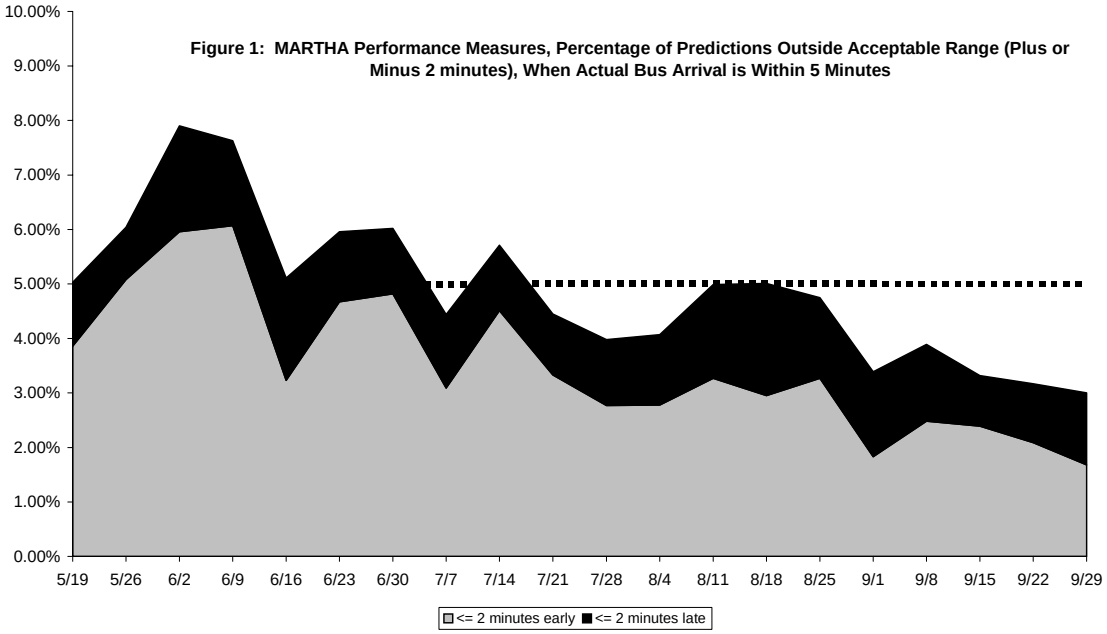
once, and would then be shared free of charge by all previous and subsequent transit systems using MARTHA.

The other issue uncovered during bench testing was the inadequacy of the central computer hardware chosen for the MARTHA system. The original system design utilized a standard, desktop PC running Windows XP software. The desktop PC was chosen because it was inexpensive (approximately $600) and in the event that the system was abandoned, it could be re-used as a desktop PC. Testing indicated that the capabilities of a standard desktop PC were just sufficient to handle the simultaneous demands of collecting location data, processing, and handling calls to the IVR system for a four-bus system like GEORGE. The project team recommends that for any system with a fleet size greater than five vehicles, a server grade PC with dual processors and at least two hard drives should be utilized for the central computer of the MARTHA system. This will cost between $1,500-$3,500 depending on the size of the transit agency and add slightly to the cost of deployment. If the system is abandoned, the central computer could be used as a very powerful desktop PC, or as a server for a local network.

In-Service Testing

The in-service testing and demonstration period began in May of 2008 and lasted until November of 2008. NVTC staff recruited a small focus group of regular GEORGE bus riders to assist with testing and provide qualitative feedback. In addition, the contractor monitored the prediction accuracy of the MARTHA system according to the WMATA real-time bus information performance standards. Those standards require that 95% of the system predictions be within plus or minus two minutes of actual arrival time at a given stop, when the bus is less than five minutes from arriving at the stop, and within plus or minus three minutes of actual arrival time at a given stop, when the bus is less than ten minutes from arriving at the stop. The MARTHA system generates arrival time predictions for every bus stop every two minutes. During the demonstration period, the contractor logged all of the predictions, and compared them with actual arrival times. The contractor provided weekly reports of the MARTHA system's effectiveness in meeting the prediction accuracy standards.

Figures 1 and 2 show the MARTHA system's performance for the 5-minute and 10-minute standards over the course of the demonstration period. The shaded areas indicate the percentage of predictions that fell outside the performance standards, and the dotted line indicates the level (five percent) below which the erroneous predictions need to fall. As one can see, the MARTHA system did not meet the 5-minute standards during the early weeks of the demonstration, but as the system collected more data, and the prediction software had more historical location data to work with, the system consistently met the 5-minute standard. For the 10-minute standard, one can see the same effect as the demonstration period progressed. The improvement of the prediction accuracy was also a result of the contractor making small adjustments to the prediction algorithm, based on performance data.



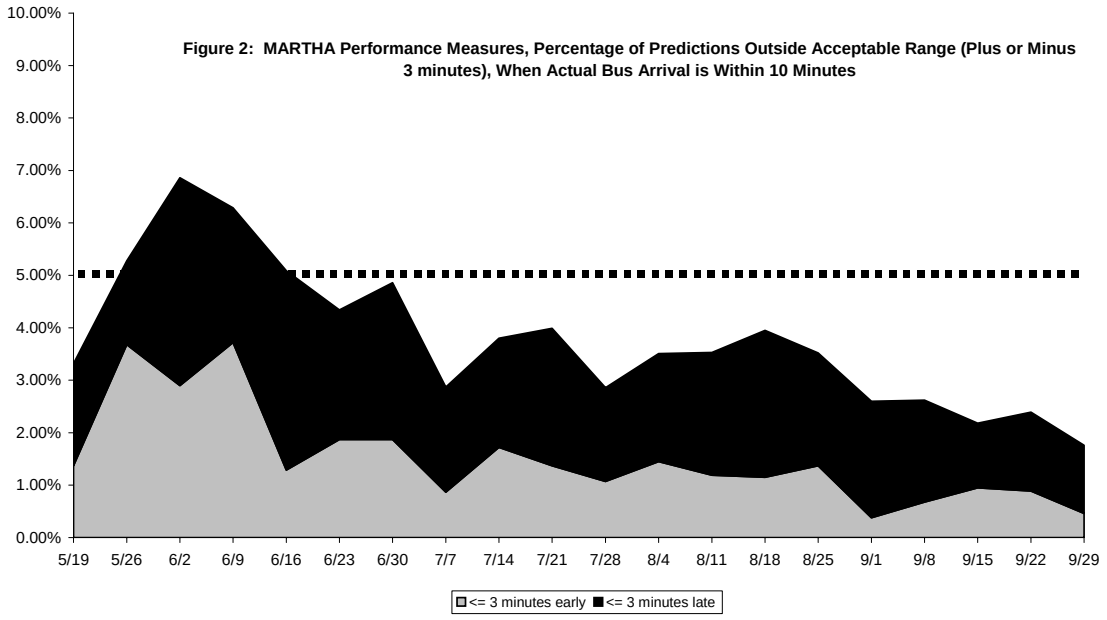
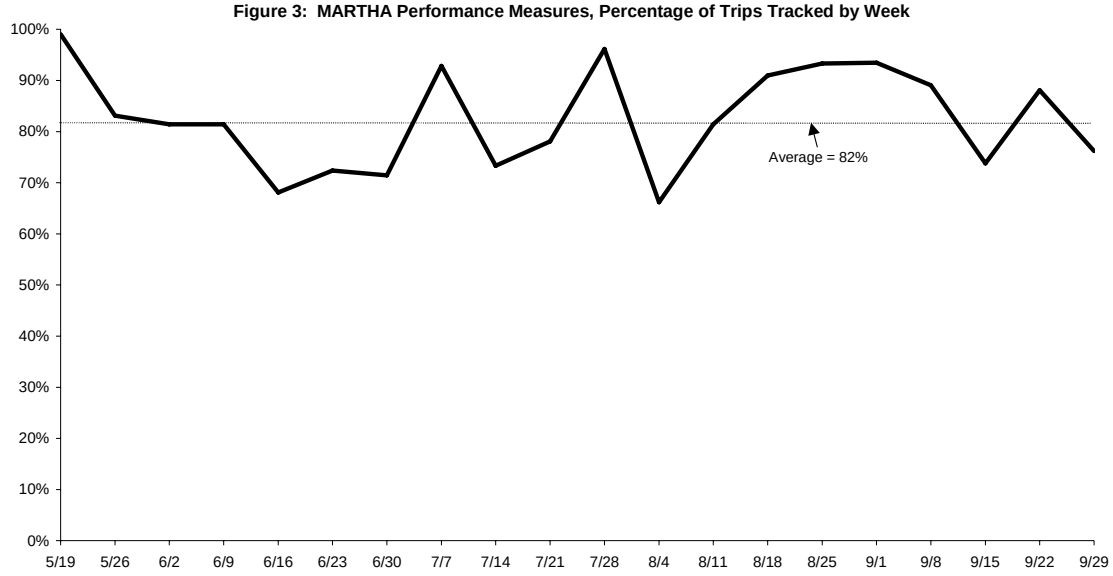


Figure 3 shows the percentage of trips that were tracked by the MARTHA system for each week of the demonstration period. The erratic and at times poor performance is a clear illustration of the device issues uncovered during the bench testing of the system. Despite the best efforts of the contractor to isolate and protect them, the consumer grade cellular phones utilized for vehicle tracking are simply unable to withstand the

Figure 3: MARTHA Performance Measures, Percentage of Trips Tracked by Week



rigors of a transit environment. Over the course of the six-month demonstration, the contractor had to install five replacement phones on the four GEORGE buses. In addition, having to reset the phone every time a bus undergoes service invites problems. Although there are no firm data, the contractor estimates that nearly half of the untracked trips were simply the result of a phone needing to be reset. A system availability average of 82% is simply not acceptable. The project team strongly recommends that future deployments of the MARTHA system utilize robust, hard-wired, GPS tracking devices that are built to withstand the transit operational environment.

Pilot Group Responses

In spite of the unreliability of the on-board devices, when questioned about their experience with the MARTHA system, the responses from the pilot group of four members were almost universally positive. All responded that the MARTHA system provided a definite improvement to their experience on the GEORGE buses, and some asked when they would see the MARTHA system implemented on other buses. All of the respondents felt that the predictions were accurate and reliable. One participant had this to say about the MARTHA system:

> The trick with being on time for anything when taking a bus is being able to catch the right one, and if you miss it, be able to make a quick decision with Plan B. With MARTHA, if I was running late, I could check to see if the bus was too; or, if I was waiting a while and wondered if I missed it and should start walking, catch another bus line, etc, I could call to figure that all out promptly. If this system goes away, I would miss it a great deal.

When asked for suggestions on how to improve the MARTHA system, one respondent suggested shortening the opening message that callers hear when they connect to the IVR system, or provide an option to bypass it. Another suggestion was to improve the reliability and availability of the system to at least 98%, which we feel is an excellent goal for future deployments.

Next Steps

The bench testing and in-service demonstration period have proven the capabilities of the MARTHA software, while also showing the need for hardware improvements. The software, documentation, and manuals will now be provided to the Virginia Department of Rail and Public Transportation (DRPT). As the sole owner of this software and code, DRPT may use, modify, and distribute the software as it sees fit. The original plan was for DRPT to provide this software free of charge to suburban, small urban, and rural transit agencies in Virginia. These agencies would then have an inexpensive means of providing real-time bus information to their passengers. The project team would add the following recommendations:

Before the MARTHA system is deployed at any transit agency, the software should be reprogrammed to work with dedicated GPS tracking devices, such as the Starfinder AVL 110, the Enfora MT-UL 900, or the Trim Trac Worldtracker AVL. The cost of the reprogramming is estimated at approximately $23,000-$30,000. This cost could be borne by the agency wishing to deploy MARTHA, or by DRPT.

In addition to making the software available to transit agencies in Virginia, DRPT should make the software available to the entire transit community worldwide, via an open source software website such as sourceforge. The MARTHA software would be distributed under a standard GNU public licensing agreement, which would allow any

transit agency to deploy the software and make modifications and/or improvements, so long as those modifications and improvements are provided back to DRPT, who would then include the improvements and enhancements with the MARTHA software package. For example, if an agency in Iowa downloaded the MARTHA software, and hired a programmer to add a support feature for bus arrival notifications via SMS text message, the revised code would be provided back to DRPT, and this feature would then become available to **everyone** using the MARTHA system. Over time, the MARTHA system would be improved and expanded at no cost to DRPT, and to the benefit of transit agencies in Virginia, and throughout the world.

The project team also recommends that DRPT initiate a technical support services contract for the MARTHA software. While the software has been designed and documented specifically to allow agencies to install and configure MARTHA on their own, there will inevitably be questions, issues, and problems associated with MARTHA installations. It would be helpful to have technical experts available to answer these questions. The technical services contract could also cover the maintenance and bug tracking of the MARTHA software, and the administration of the distribution and open source licensing. The contractor would be responsible for evaluating new features and determining if these features would be included in the MARTHA software, as well as enforcing the license agreement.

For further information, please contact:

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Email: adam@nvtdc.org

Northern Virginia Transportation Commission

NVTC

Agenda Item #5

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: October 30, 2008

SUBJECT: Authorization to Award a Contract for a Tenants' Agent

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NVTC's current office lease expires at the end of December, 2010. Staff believes that the current market for office space is "soft" and it would likely be advantageous to employ a tenants' agent to perform a market analysis and assist the commission in either acquiring new space or extending the current lease on favorable terms.

Accordingly, the commission authorized release of a Request for Proposals for a tenants' agent (attached). In response to NVTC's RFP, four firms submitted proposals by the October 24, 2008 deadline and were interviewed on October 29th. NVTC staff will recommend the most responsive and responsible proposer at the commission's meeting with a blue sheet memorandum.

The commission will be asked to authorize its executive director to execute a contract with the top-ranked firm, and if not successful, to negotiate with the other firms in rank order until successful, and at that point to issue the notice to proceed. NVTC will incur no direct expense as landlords compensate tenants' agents upon completion of a new lease.

NVTC staff expects to return to the commission with a report on available locations within the next few months. Following a ranking of those locations, staff and tenants' agent would then negotiate a lease and return to the commission for authorization to execute it.

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REQUEST FOR PROPOSALS #09-01

TENANTS' AGENT FOR NVTC's
OFFICE LEASE

October 3, 2008

BACKGROUND

The Northern Virginia Transportation Commission is a regional government agency currently employing nine persons with a board of directors consisting of 20 local and state elected officials. NVTC is primarily engaged in funding, promoting, planning and demonstrating public transportation in its district. The district covers over a thousand square miles with a population of 1.6 million. Member jurisdictions are Arlington, Fairfax and Loudoun counties and the cities of Alexandria, Falls Church and Fairfax.

NVTC maintains a detailed website at www.thinkoutsidethecar.org.

NVTC's current offices consist of 4,516 square feet located in the Ellipse in Ballston, at 4350 N. Fairfax Drive, Suite #720, Arlington, VA 22203. The current lease expires at the end of December, 2010.

NVTC wishes to examine alternative office space (as explained in detail below) with the objective of negotiating and executing a 10-year lease agreement in the next few months, either at its current location, or an equivalent location in Northern Virginia.

CURRENT LEASE

NVTC has been at its current location since 1990. It leases 4,516 square feet. Base rent is currently $35.05 per square foot (escalating at 3% annually) plus actual shared operating expenses and real estate taxes determined retroactively ($2.50 as of 2007) for an approximate current total rent of under $38 per square foot. The total is forecast to increase to under $42 in 2010.

Parking is available beneath the building at a current monthly cost of $95 per space for a maximum of eight employee spaces and a daily maximum fee of $9.00 for visitors.

Copies of the current lease are available on NVTC's website at www.thinkoutsidethecar.org.

REQUIRED PROCEDURES

To respond to this Request for Proposals, please deliver three paper copies and a disk with an electronic version of the response to NVTC's office at 4350 N. Fairfax Drive, Suite #720, Arlington, VA 22203 by 4:00 P.M. on October 24, 2008. The required format and content of the responses are described below.

NVTC intends to select the most responsive and responsible proposers and invite them for interviews during the week of October 27, 2008. Specifically, proposers should hold October 29th as the mostly likely day for interviews.

NVTC must adhere to state and federal procurement regulations. Those are described on NVTC's website at www.thinkoutsidethecar.org.

Each response should address the following:

1. Name and address of firm and principal point of contact.
2. Description of firm's size, experience and approach to representing tenants similar to NVTC.
3. A list of relevant clients with contact information.
4. Understanding of NVTC's needs.
5. Approach to accomplishing the scope of work.
6. Schedule for completing each of the tasks listed in the scope of work.
7. Anticipated hours of NVTC staff time required to assist the firm in understanding NVTC's needs and completing the scope of work.
8. Individuals to be assigned to work with NVTC and their relevant experience.
9. At least three references for each of the individuals assigned to NVTC, with contact information.
10. Additional material considered helpful to NVTC in making its selection.
11. Detailed explanation of compensation expectations (e.g., will NVTC be expected to cover any of the tenants' agents' fees and/or expenses, whether or not NVTC ultimately executes a new lease agreement).
12. Copy of standard contractual terms anticipated if NVTC retains the firm.
13. Documentation of small, women and minority-owned business status. NVTC has a state-mandated target of 40 percent of its contract expenditures and will award extra points to proposals with such certification.
14. Acknowledgement that the firm will adhere to all relevant state and federal procurement requirements for this project as listed on NVTC's website at www.thinkoutsidethecar.org.

SCOPE OF WORK

NVTC desires the following assistance, subject to negotiation with the firm selected:

1. Assistance negotiating a new lease for approximately 10 years at an initial rate consistent with NVTC's current rent of about $40 per square foot.
2. Market analysis of suitable office locations of up to 5,000 square feet for NVTC in Northern Virginia, centrally located in NVTC's district within

walking distance of a Metrorail station, with adequate employee and guest parking and at least one conference room of at least 660 square feet.
3. Analysis of possible lease terms for NVTC's current building (Suite #720 or another location in the Ellipse building).
4. Assistance in ranking the most cost effective locations (new or current location).
5. Presentation to NVTC board of directors leading to approval of ranking of locations.
6. Assistance in negotiating a lease at the location selected by NVTC with top-ranked location or the next-ranked location, etc).
7. Presentation to NVTC's board of directors leading to approval of lease.
8. After execution of a new lease, assistance in accomplishing office upgrades within the tenant's allowance agreed upon with the landlord.

EXAMPLES OF DESIRED SPECIAL LEASE PROVISIONS

Whether NVTC stays in its current location or moves to an equivalent location, several provisions are important to the commission's success:

1. Occasional night meetings require HVAC and parking garage attendant services.
2. Having experienced the aftermath of a fire in the office above NVTC's, which led to many months of disruption as water damage was repaired, the commission would like greater protection guaranteeing reasonable access to a quiet and orderly work space.
3. NVTC's current conference room (approximately 660 square feet) is currently in need of upgraded HVAC services, as additional capacity installed previously is not operating correctly and is installed in another tenant's space thereby restricting access for repairs.
4. The current conference room also needs technological upgrades for audio/visual presentations.
5. It would be desirable to have access to a larger conference room on a shared basis within the building.

CRITERIA FOR SELECTION

NVTC will consider the following factors in selecting the most responsive and responsible firm based on the information requested above:

1. Understanding of NVTC's needs (25 percent).
2. Approach to performing the scope of work (25 percent).
3. Experience and references of the firm and principals assigned to work with NVTC (25 percent).
4. Clarity of written materials and oral presentations (if any) (15 percent).

5. Acknowledgement of adherence to relevant state and federal procurement regulations for this project (5 percent).
6. Certification of small, women and minority-owned business status (5 percent).

The selected firm will have provided written proposals by the October 24, 2008 deadline and most likely been notified by close of business on October 27th of the opportunity for an oral presentation on October 29th. NVTC expects to consider the award of a contract at its November 6th meeting. Upon successful negotiation with its selected firm, the notice to proceed would be issued, likely by mid-November, 2008.

For further information, contact:

Rick Taube
Executive Director
Northern Virginia Transportation Commission
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Arlington, VA 22203
703-524-3322 x105
rick@nvtdc.org

Northern Virginia Transportation Commission

Agenda Item #6

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: First Quarter FY 2009 Transit Ridership in Northern Virginia

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Attached for your information is a draft DRPT chart showing transit ridership in Northern Virginia and the rest of the commonwealth for September 2008 and the first quarter of FY 2009. Almost all systems are up substantially compared to FY 2008.

The draft statewide transit ridership chart does not include data for Metrorail. As can be seen statewide, ridership without Metrorail in September, 2008 was 22% above September, 2007. For the first quarter of FY 2009, ridership was 16% above the same quarter of FY 2008. Including Metrorail, those totals are 12.1% for September and 10.5% for the first quarter.

A draft media release is attached. Without objection, NVTC staff will provide it to the media and post the ridership results on the commission's website.

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MEDIA RELEASE

For Immediate Release
November 6, 2008

Contact: Kala Quintana
703/ 524-3322 ext 104
kala@nvtdc.org

TRANSIT RIDERSHIP SOARS IN NORTHERN VIRGINIA FROM JULY THROUGH SEPTEMBER, 2008

Arlington, VA—The Northern Virginia Transportation Commission (NVTC) has released ridership results for the first quarter of FY 2009, including the months of July through September, 2008.

During that period, ridership on Northern Virginia's bus and rail transit systems increased substantially by eight percent to 38.8 million trips from 36.0 million trips during the same period last year.

Among the transit systems with the strongest growth were Arlington Transit (ART) at 32%, Loudoun County Transit at 26% and the Virginia Railway Express at 13%.

In FY 2008, combined ridership on all public transit systems (bus and rail) serving Northern Virginia increased by over three percent.

"We are pleased but not surprised by the upswing in transit ridership in Northern Virginia. Every transit trip reduces congestion and saves energy while reducing air pollution and greenhouse gases," said NVTC chairman William Euille (Mayor, City of Alexandria).

Mayor Euille went on to say that "Severe traffic congestion and higher fuel prices are among the factors that may be motivating more Northern Virginians to look at transportation alternatives like bus and rail."

Northern Virginia's increase in transit ridership mirrors a nationwide trend. According to the most recent available information from the American Public Transportation Association, transit ridership increased 5.2% in April through June of 2008.

One-Way Passenger Trips on Transit Systems Serving Northern Virginia

	July-Sept 2008	July-Sept 2007	Percent Change
Alexandria Transit (DASH)	1,084,930	1,044,078	4
Arlington Transit (ART)	378,118	287,505	32
City of Fairfax (CUE)	284,737	267,667	6
Fairfax Connector	2,641,149	2,486,568	6
Loudoun County Transit (LCT)	236,501	187,027	26
PRTC Omni Ride/Omni Link	786,591	702,746,	12
Virginia Railway Express	998,329	884,554	13
WMATA Virginia Metrobus	6,032,126	5,116,443	18
WMATA Virginia Metrorail	26,365,862	25,036,491	5
Total	**38,808,343**	**36,013,079**	**8%**

Source: Northern Virginia transit systems compiled by NVTC.

NVTC is *the* leading source of information about public transportation issues in Northern Virginia. NVTC is a regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks. NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million. The agency manages up to $200 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing**. For more information please visit www.thinkoutsidethecar.org or call 703-524-3322.**

NVTC

September Ridership

Operator	Total Ridership September 2008	Total Ridership September 2007	Percent Change	Fiscal Year-to-Date 2009 (July-Sept. 2008)	Fiscal Year-to-Date 2008 (July-Sept. 2007)	Percent Change
INTERCITY PASSENGER RAIL						
Amtrak (Virginia only)	72,883	70,139	4%	283,614	251,063	13%
ON-TIME PERFORMANCE	**Percent On-Time Performance September 2008**	**Percent On-Time Performance September 2007**		**FYTD 2009 (July-Sept. 2008)**	**FYTD 2008 (July-Sept. 2007)**	
Virginia Railway Express	91%	88%		88%	88%	
Amtrak*						
BRISTOL DISTRICT						
AASC / Four County Transit	18,248	18,177	0%	48,141	47,774	1%
City of Bristol Virginia	6,408	4,275	50%	20,165	14,698	37%
District Three Public Transit	17,630	21,774	-19%	61,295	60,940	1%
Junction Center for Independent Living	135	242	-44%	692	733	-6%
Mount Rogers Community Services Board	2,021	1,517	33%	5,166	4,028	28%
Mountain Empire Older Citizens, Inc.	6,287	4,325	45%	17,968	12,646	30%
Town of Bluefield-Graham Transit	3,705	2,754	35%	10,571	9,838	7%
Total Bristol District Ridership	**54,434**	**53,064**	**3%**	**163,998**	**150,657**	**9%**
CULPEPER DISTRICT						
Charlottesville Transit Service	173,688	151,154	15%	479,239	399,551	20%
Greene County Transit, Inc.	4,628	4,897	-5%	12,312	12,617	-2%
JAUNT, Inc.	24,445	21,075	16%	69,304	64,527	7%
Rappahannock Area Community Services Board	11,077	8,080	37%	27,200	25,051	9%
Rappahannock-Rapidan CSB-AAA	2,277	2,331	-2%	8,538	6,993	22%
Virginia Regional Transit - Culpeper County	425	283	50%	1,172	1,008	16%
Virginia Regional Transit - Fauquier/Warrenton	3,425	3,065	12%	7,194	6,866	5%
Virginia Regional Transit - Town of Culpeper	5,601	4,683	20%	18,071	15,927	13%
Virginia Regional Transit - Town of Orange	2,284	3,114	-27%	7,692	7,865	-2%
Total Culpeper District Ridership	**227,850**	**198,682**	**15%**	**630,722**	**540,405**	**17%**

September Ridership

Operator	Total Ridership September 2008	Total Ridership September 2007	Percent Change	Fiscal Year-to-Date 2009 (July-Sept. 2008)	Fiscal Year-to-Date 2008 (July-Sept. 2007)	Percent Change
FREDERICKSBURG DISTRICT						
Bay Aging	11,439	10,175	12%	38,877	37,545	4%
Bay Aging/Colonial Beach Transit	857	927	-8%	3,212	3,186	1%
FRED - Caroline County	715	448	60%	2,210	1,534	44%
FRED - King George	1,847	961	92%	5,682	3,453	65%
Fredericksburg Regional Transit	44,835	29,195	54%	131,916	89,088	48%
Total Fredericksburg District Ridership	**59,693**	**41,706**	**43%**	**181,897**	**134,806**	**35%**
HAMPTON ROADS DISTRICT						
Chesapeake Service Systems	358	272	32%	1,090	1,035	5%
Eastern Shore Community Services Board	2,420	2,724	-11%	8,380	8,324	1%
Endependence Center, Inc	3	15	-80%	10	28	-64%
ESAAA/CAA	1,047	1,054	-1%	2,838	2,829	0%
Hampton Roads Transit	1,795,570	1,293,814	39%	5,424,036	4,064,019	33%
Historic Triangle Senior Center	624	476	31%	1,780	1,470	21%
Hope House Foundation						
Senior Services of Southeastern Virginia	1,314	2,026	-35%	4,880	6,113	-20%
STAR Transit			#DIV/0!			#DIV/0!
Sussex-Greenville-Emporia Adult Activity Services, Inc	1,853	1,630	14%	5,630	5,366	5%
Town of Chincoteague	144	554	-74%	11,088	11,875	-7%
Western Tidewater Community Service Board			#DIV/0!			#DIV/0!
Williamsburg Area Transport	258,414	281,338	-8%	1,090,257	1,091,443	0%
Total Hampton Roads District Ridership	**2,058,966**	**1,580,892**	**30%**	**6,540,509**	**5,183,115**	**26%**

September Ridership

Operator	Total Ridership September 2008	Total Ridership September 2007	Percent Change	Fiscal Year-to-Date 2009 (July-Sept. 2008)	Fiscal Year-to-Date 2008 (July-Sept. 2007)	Percent Change
LYNCHBURG DISTRICT						
Blackstone Area Bus / Piedmont Area Transit	802	544	47%	2,307	1,707	35%
Central Virginia Area Agency on Aging	2,899	2,307	26%	9,020	7,463	21%
Danville City's Parks, Recreation, And Tourism; Stonewall Therapeutic Recreation Center	71	73	-3%	235	249	-6%
Danville Transit System	22,233	18,352	21%	66,733	55,608	20%
Farmville Area Bus	16,323	11,774	39%	27,534	22,412	23%
Greater Lynchburg Transit Company	416,060	310,540	34%	765,941	581,617	32%
JAUNT Buckingham	667	660	1%	2,125	2,127	0%
Lake Area Bus / Halifax Area Rural Transit	584	514	14%	1,938	1,499	29%
Southside Community Services Board	1,264	1,752	-28%	5,622	4,428	27%
STEPS, Inc	1,394	1,070	30%	3,738	3,028	23%
Total Lynchburg District Ridership	**462,297**	**347,586**	**33%**	**885,193**	**680,138**	**30%**
NORTHERN VIRGINIA DISTRICT						
Alexandria Transit Company	352,385	326,798	8%	1,084,930	1,044,078	4%
Arlington County	126,820	93,556	36%	378,118	287,505	32%
City of Alexandria-King Street Trolley			n/a			n/a
City of Fairfax	106,202	96,208	10%	284,737	267,667	6%
ECHO, Inc	3,958	3,019	31%	11,579	9,848	18%
Fairfax County	780,225	767,643	2%	2,641,149	2,486,568	6%
Jewish Community Center of Northern Virginia						
Loudoun County Office of Transportation Services	80,589	59,165	36%	236,501	187,027	26%
WMATA Metrorail (Virginia only)			#DIV/0!			#DIV/0!
WMATA Metrobus (Virginia only)	2,033,280	1,534,273	33%	6,032,126	5,116,443	18%
PRTC-OmniRide	284,177	218,320	30%	786,591	702,746	12%
The Arc of Greater Prince William	5,568	4,647	20%	14,375	15,658	-8%
Virginia Railway Express	340,516	275,476	24%	998,329	884,554	13%
Virginia Regional Transit - Loudoun	48,542	36,987	31%	144,128	111,548	29%
Virginia Regional Transit - Town of Purcellville	1,508	1,418	6%	5,728	6,113	-6%
Total Northern Virginia District Ridership	**4,163,770**	**3,417,510**	**22%**	**12,618,291**	**11,119,755**	**13%**

September Ridership

Operator	Total Ridership September 2008	Total Ridership September 2007	Percent Change	Fiscal Year-to-Date 2009 (July-Sept. 2008)	Fiscal Year-to-Date 2008 (July-Sept. 2007)	Percent Change
RICHMOND DISTRICT						
A Grace Place Adult Care Center	524	440	19%	1,531	1,483	3%
American Red Cross		809			2,610	
Bay Aging/NewKent/Charles City	996	871	14%	2,963	3,282	-10%
Beth Shalom Home	309	280	10%	930	900	3%
Blackstone Area Bus	1,714	1,266	35%	5,533	3,863	43%
Blackstone Area Bus / Town and County Transit	300	288	4%	855	743	15%
Blackstone Area Bus - Brunswick Express	464	308	51%	903	777	16%
Chesterfield Community Service Board	1,732	1,556	11%	4,751	5,121	-7%
City of Petersburg	51,893	46,396	12%	154,705	140,277	10%
Crater District Area Agency On Aging	3,742	3,809	-2%	10,644	11,721	-9%
Daily Planet	27	n/a	n/a	48	n/a	n/a
ElderHomes Corporation		75	-100%		256	#DIV/0!
Goochland Free Clinic and Family Services			#DIV/0!			#DIV/0!
Greater Richmond Transit Company	966,318	840,833	15%	2,718,395	2,501,937	9%
Lake Area Bus	1,762	1,751	1%	5,205	5,488	-5%
Weinstein Jewish Community Center	107	87	23%	335	352	-5%
Total Richmond District Ridership	**1,029,364**	**897,433**	**9%**	**2,904,932**	**2,674,365**	**9%**
SALEM DISTRICT						
Blacksburg Transit	449,940	400,212	12%	671,394	674,487	0%
Goodwill Industries of the Valleys	226	n/a	n/a	226	n/a	n/a
Greater Roanoke Transit Company	223,936	188,509	19%	672,461	581,516	16%
New River Valley Community Services	1,977	1,987	-1%	5,753	6,185	-7%
Piedmont Community Services	541	512	6%	1,641	1,638	0%
Pulaski Area Transit	4,757	2,813	69%	10,144	8,898	14%
RADAR/Roanoke			#DIV/0!			#DIV/0!
Southern Area Agency On Aging	5,578	4,625	21%	13,836	12,733	9%
Stepping Stones, Inc	38	38	0%	108	102	6%
Total Salem District Ridership	**686,993**	**598,696**	**15%**	**1,375,455**	**1,285,457**	**7%**

September Ridership

Operator	Total Ridership September 2008	Total Ridership September 2007	Percent Change	Fiscal Year-to-Date 2009 (July-Sept. 2008)	Fiscal Year-to-Date 2008 (July-Sept. 2007)	Percent Change
STAUNTON DISTRICT						
City of Harrisonburg Dept. of Public Transportation	252,261	216,216	17%	351,848	303,378	16%
City of Winchester	12,720	11,237	13%	39,346	34,366	14%
Friendship Industries	945	1,060	-11%	2,433	3,589	-32%
Grafton, Inc	1,422	1,894	-25%	4,965	5,682	-13%
Northwestern Community Services	1,385	1,500	-8%	4,155	4,440	-6%
Pleasant View, Inc	6,220	n/a	n/a	12,720	n/a	n/a
RADAR/Covington & Clifton Forge			#DIV/0!			#DIV/0!
Rockbridge Area CSB		920	-100%		2,760	-100%
Rockbridge Area Occupational Center	610	500	22%	2,068	1,727	20%
Rockbridge Area Transportation System	831	471	76%	2,190	1,413	55%
Shenandoah Area Agency on Aging	2,438	2,215	10%	7,337	7,192	2%
The Arc of Harrisonburg/Rockingham	2,350	1,893	24%	7,145	6,783	5%
Unified Human Services	1,144	826	38%	5,213	2,904	80%
Valley Program for Aging Services	2,521	2,037	24%	7,094	6677	6%
Virginia Regional Transit - CATS Coordinated Area Transportation	3,847	2,868	34%	11,033	9,415	17%
Virginia Regional Transit - City of Staunton	9,013	8,878	2%	30,093	29,499	2%
Virginia Regional Transit - Clarke County	164	153	7%	436	495	-12%
Virginia Regional Transit - Page County	691	549	26%	2,164	1,811	19%
Virginia Regional Transit - Shenandoah Blue Ridge Service	6,336	2,807	126%	11,250	5,653	99%
Virginia Regional Transit - Town of Front Royal	1,187	1,327	-11%	3,149	2,661	18%
Total Staunton District Ridership	**306,085**	**257,351**	**19%**	**504,639**	**430,445**	**17%**
TOTAL STATEWIDE RIDERSHIP	**Total Statewide Ridership September 2008**	**Total Statewide Ridership September 2007**	**Percent Change**	**FYTD 2009**	**FYTD 2008**	**Percent Change**
	9,049,452	**7,392,920**	**22%**	**25,805,636**	**22,199,143**	**16%**

September Ridership

CALENDAR COMPARISON	September 2008	September 2007	Percent Change		FYTD 2009 (July-Sept. 2008)	FYTD 2008 (July-Sept. 2007)	Percent Change
Number of Weekdays	21	19	11%		64	63	2%
Number of Saturdays	4	5	-20%		13	13	0%
Number of Sundays/Holidays	5	6	-17%		15	16	-6%

*Amtrak on-time performance will be available monthly beginning in November 2008

NOTES:

•Transit ridership is impacted by a number of factors to include: land use, population density, seasonal changes, service changes, number of days in a particular month, weather, fuel price, economic conditions and fare adjustments. The best method for comparison is current month's performance compared to the previous year's performance for that month.

•Over time, this report will become more detailed as DRPT collects and analyzes, in a more comprehensive manner, factors that impact ridership such as economic conditions and fare policy.

•Comparisons between regions or transit operators should be avoided without detailed analysis and understanding of local goals that support investment in public transportation.

•The Washington Metropolitan Area Transit Authority (WMATA) is the nation's second largest rail operator and fifth largest bus operator. WMATA reports only Virginia ridership (trips that begin and/or end in the Commonwealth) for DRPT's Dashboard.

Northern Virginia Transportation Commission

Agenda Item #7

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: Metro Items

A. Ridership at Virginia's Metrorail Stations.

Another in the monthly series of ridership charts is provided for your information. As can be seen, Metrorail ridership remains very strong in Northern Virginia (and indeed throughout the entire system with many record days of ridership achieved during the last few months).

B. Possible Relocation of WMATA Headquarters.

At the October 2nd NVTC meeting, commissioners discussed the proposal by the District of Columbia to relocate WMATA's headquarters. WMATA's consultant determined this move would cost $30 to $70 million. A copy of the report is attached.

C. WMATA Customer Satisfaction Survey.

The most recent in WMATA's customer satisfaction surveys (reported September 29, 2008) reveals that 85 percent of Metrorail riders and 78 percent of Metrobus riders are satisfied with the service. Results are based on monthly telephone surveys of 200 riders.

Most Metro riders have access to automobiles, including 98 percent of Metrorail riders and 81 percent of Metrobus riders.

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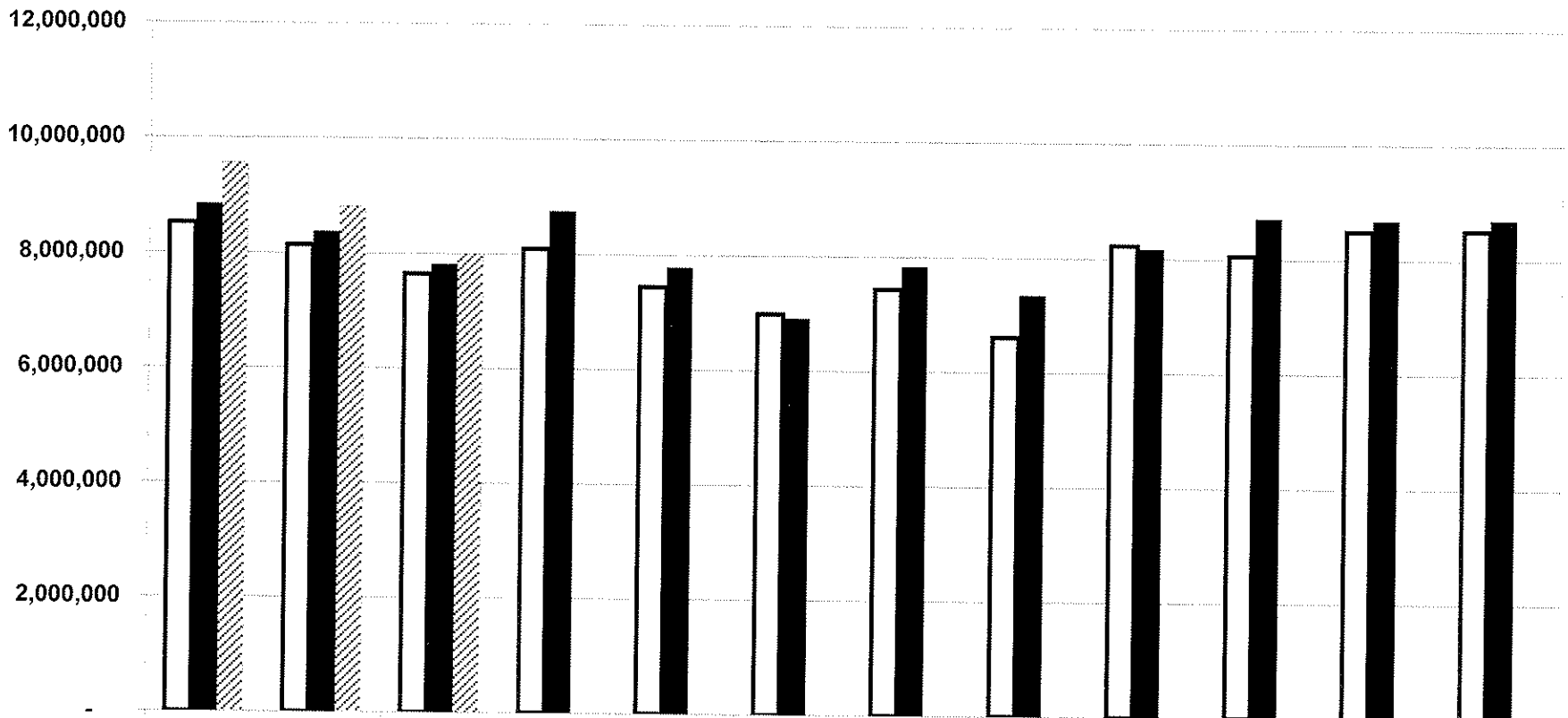
D. Credit Crisis Affects Metro.

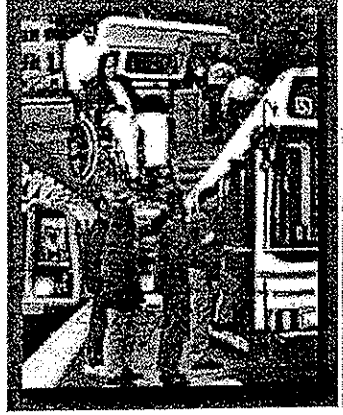
As explained in the attached article, WMATA, like many other large U.S. transit systems, is facing uncertainty over past tax-advantaged leveraged lease transactions. Help has been requested from the U.S. Treasury.

Figure 9: Metrorail Monthly Northern Virginia Passenger Trips, FY2007 - FY2009



	July	August	September	October	November	December	January	February	March	April	May	June
2007 Passengers	8,519,553	8,138,286	7,639,932	8,088,936	7,437,807	6,986,612	7,431,250	6,612,286	8,228,940	8,062,129	8,498,625	8,516,664
2008 Passengers	8,843,665	8,377,056	7,815,770	8,749,351	7,786,157	6,909,983	7,835,630	7,351,983	8,179,243	8,717,677	8,685,916	8,711,959
2009 Passengers	9,557,315	8,808,351	8,000,196									

A



Possible Relocation of WMATA's Headquarters

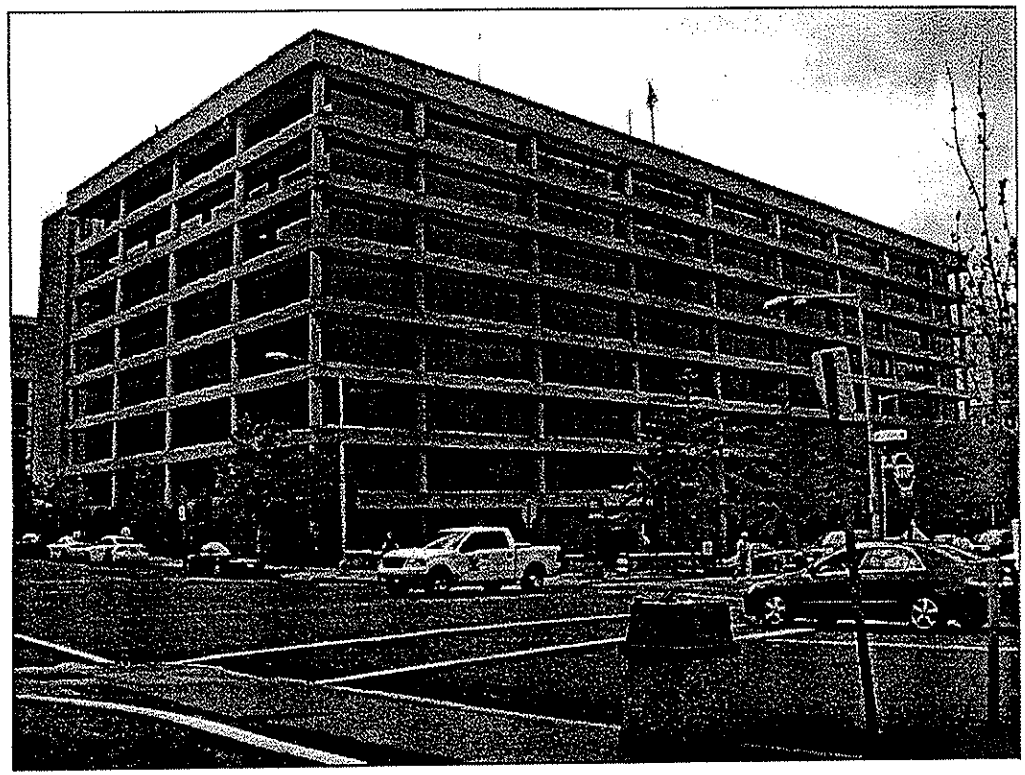
Presented to the Board of Directors:

Planning, Development and Real Estate Committee

October 16, 2008

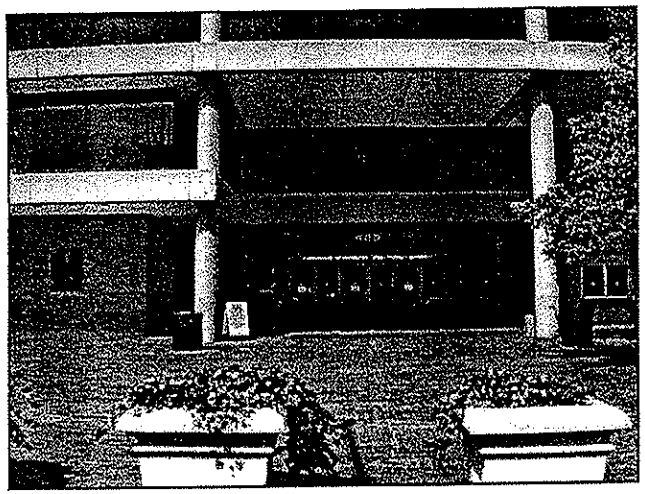
Purpose

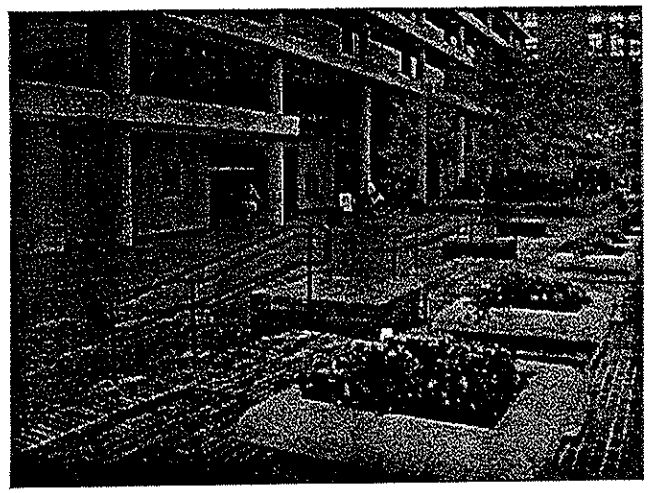
Obtain Board direction as basis for further staff action.



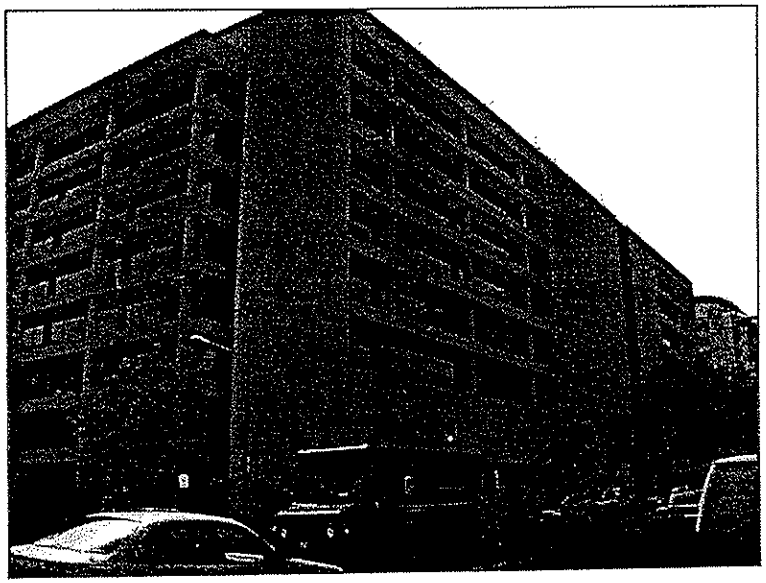
History

- For the past five years, WMATA staff have been researching the possibility of relocating WMATA's headquarters to a Metrorail station property
- At the request of the Board, WMATA solicited Compact jurisdictions for proposals, hired a consultant to analyze the economics of relocation, and made several presentations to the Board and individual Board members
- On June 12, 2008, Bolan Smart Associates made a detailed presentation to the Planning, Development and Real Estate Committee



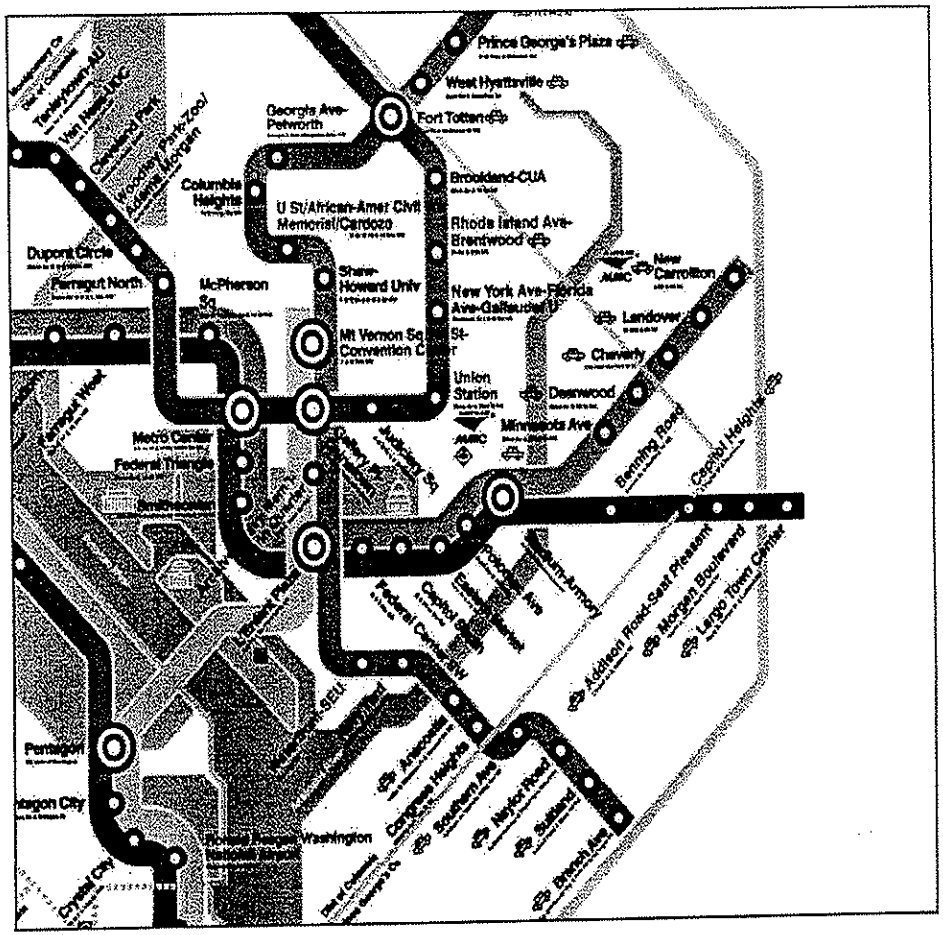


Relocation Considerations



- New building would conform to current standards of office building design
- New building would allow for more efficient use of space
- Relocation could anchor revitalization in a newly developing area of the region – interest expressed in Anacostia and New Carrollton
- Relocation would promote continued expansion of Gallery Place Business and Entertainment District

Relocation Considerations
(continued)



- Relocation would remove HQ from hub of Metrorail system
- Access to relocated headquarters could be more cumbersome for WMATA stakeholders, business partners, customers, field employees, and customers
- Headquarters relocation planning would distract management from its top priority of providing service to its customers at a critical point in Metro's history
- Net value of relocation costs range from ($30 million) to ($70 million)

Conclusion

Unless directed otherwise by Board, staff will not pursue this further.

C

NEWS RELEASE

For Immediate Release
September 29, 2008

Contact:
Cathy Asato or
Lisa Farbstein
202-962-1051

Metro riders largely satisfied with rail and bus service

Metro's Customer Satisfaction Measure (CSM) finds the vast majority riders like Metrorail and Metrobus, and almost all would recommend Metro to a friend or relative.

The CSM finds that 85 percent of Metrorail riders and 78 percent of Metrobus riders are satisfied with Metro service. The numbers have remained consistent since 2004 when Metro started the customer satisfaction survey. In addition, 95 percent of Metrobus riders and 98 percent of Metrorail riders said they would recommend Metro to a friend or relative.

The CSM, an ongoing survey of Metrobus and Metrorail riders, measures the satisfaction of riders. Two hundred Metro riders each month are surveyed by telephone.

The survey also found that 54 percent of customers go to Metro's Web site for information and 76 percent are satisfied with communications from Metro.

The CSM also collects demographic data about Metro riders. The data shows that 60 percent of Metrobus and 53 percent of Metrorail riders are female, 56 percent of Metrobus and 83 percent of Metrorail riders have college degrees, and about 80 percent of both bus and rail riders are employed. Also, most Metro riders have access to automobiles—81 percent of bus riders and 98 percent of rail riders have one or more cars in their households.

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Washington Metropolitan Area Transit Authority

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Credit Crisis May Force Metro to Pay Millions

By Lena H. Sun and Binyamin Appelbaum
Washington Post Staff Writers
Friday, October 24, 2008; A01

Metro and 30 other transit agencies across the country may have to pay billions of dollars to large banks as years-old financing deals unravel, potentially hurting service for millions of bus and train riders, transit officials said yesterday.

The problems are an unexpected consequence of the credit crisis, triggered indirectly by the collapse of American International Group, the insurance giant that U.S. taxpayers recently rescued from bankruptcy, officials said.

AIG had guaranteed deals between transit agencies and banks under which the banks made upfront payments that the agencies agreed to repay over time. But AIG's financial problems have invalidated the company's guarantees, putting the deals in technical default and allowing the banks to ask for all their money at once.

In Metro's case, the regional transit agency could face up to $400 million in payments, the system's chief financial officer, Carol Kissal, said in an interview yesterday. One bank, KBC Group of Belgium, has told Metro that it needs to pay $43 million by next week. Metro officials confirmed the details but declined to name the bank.

Transit agencies have met with the Treasury Department to request federal help. The government could back the deals instead of AIG, or it could change tax policy to help the banks and keep them from demanding payments.

Treasury spokesman Jennifer Zuccarelli declined to comment, except to say, "Treasury is aware of this situation."

Metro officials said they are prepared to fight the demands in court, forestalling an immediate effect. But they say suing one bank could impair the agency's ability to borrow money from other banks for much-needed capital improvements. Metro has said it needs more than $11 billion over 10 years to maintain, expand and improve train, bus and paratransit service. In the Washington region, more than 1.2 million trips are taken on Metrorail and Metrobus on an average weekday.

In addition to Metro, affected agencies include transit systems in Los Angeles, San Francisco, Atlanta and Chicago.

The deals in question are vestiges of an elaborate tax-avoidance plan that the IRS has since ended. It involves government agencies, such as Metro, helping private companies to avoid federal taxes.

Profit-making businesses are allowed to shelter income from taxes based on the declining value -- or depreciation -- of such equipment as rail cars. But transit agencies don't pay federal taxes, so they sold their rail cars and other equipment to banks, allowing the banks to shelter income while "their" rail cars depreciated. Then the transit agencies leased the cars back from the banks at a discount that effectively split the value of the tax break with the bank. Metro said it used the money for capital improvements, including buying rail cars.

Metro made 16 such deals, primarily with U.S. banks, between 1997 and 2003, selling 600 rail cars worth more than $1.6 billion and

making $100 million.

All of the deals were approved by the Federal Transit Administration. Transit officials say they were encouraged by the government to pursue the tax deals.

In most cases, the transactions were guaranteed by a third party. In many of those, the third party was AIG. But as AIG's financial health deteriorated in recent months, its credit rating was downgraded, reflecting the increased risk that the company could not meet its obligations. The terms of the transit deals required AIG to maintain a high credit rating. Because of that, the banks now say the deals are in default, allowing them to force the agencies to pay millions of dollars in termination fees immediately.

The banks are motivated in part because the IRS has offered amnesty to any company that gives up its tax shelters by the end of the year.

Kissal said federal intervention would ease the crisis. "We would be able to satisfy the technicality so the banks would not be looking to take their greed out unnecessarily on public transit," she said.

Officials said that at the same time the Treasury Department is working to prop up large banks with taxpayer support, some of the same banks are trying to profit on the backs of public transit agencies.

Rob Healy, vice president for government affairs at the American Public Transportation Association, an industry group, said that investors, mostly banks, "are coming after the transit agencies" and that the affected agencies might face "a couple billion dollars of exposure." Some transit agencies are being forced to cut service or raise fares to pay for the increased cost of fuel, he said.

Metro says it is making its regular lease payments and therefore should not have to make payments to the banks. The agency said it is working with banks to get waivers and extensions until another solution can be found. SunTrust, an Atlanta-based bank, has agreed to terminate one of the deals without demanding further payment from Metro.

"If everyone acted like SunTrust, we might be able to work our way through this," Metro's Kissal said. A spokesman for SunTrust declined to comment.

KBC, by contrast, notified Metro that it expects payment by next week, and the agency fears other banks will make similar demands.

KBC did not return a call to its New York offices or an e-mail to its corporate headquarters in Brussels.

The company is one of the largest retail banks in Belgium and has a large presence in central and eastern European countries, including Poland. The company had avoided major losses during the credit crisis until last week, when it told investors that it would lose $1.2 billion in the third quarter, in part because some of its U.S. investments were wiped out. Banks worldwide are responding to similar losses by squeezing customers and scraping for available savings.

Other transit agencies are bracing for similar problems. In Los Angeles, "the worst-case scenario is that we could end up having to come up with $100 million to $300 million overnight," said Marc Littman, spokesman for the Los Angeles County Metropolitan Transportation Authority. "That would be a tough nut to swallow." Cutting service would be an option, he said, but a last resort. "Our board is looking at different options right now."

The Los Angeles authority participated in 10 deals, eight of which were insured by AIG, he said.

Staff writer David Cho contributed to this report.

Northern Virginia Transportation Commission

NVTC

Agenda Item #8

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: Legislative Items

NVTC's Legislative Committee will meet in November, chaired by Gerry Connolly. Other members include Bill Euille, Dave Snyder, Jeff Greenfield, Kelly Burk, Mary Margaret Whipple and Dave Albo. Arlington County is not currently represented and Chairman Euille will announce an appointment representing that jurisdiction.

Commissioners are invited to suggest topics for NVTC's 2009 state and federal legislative agenda. The Legislative Committee will consider these topics in preparing its recommended agenda. The commission will be asked to adopt the agenda at its December 4, 2008 meeting, together with a VRE legislative agenda recommended by the VRE Operations Board (attached.)

Attached is a tentative list of possible legislative positions prepared by NVTC staff. This list is provided for discussion and includes VRE's recommended items.

NVTC's Chairman Euille wrote to the commission's congressional delegation to thank the members for their success in passing the $1.5 billion WMATA authorization and reminding them that more work is needed before the new funds can begin to flow.

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Northern Virginia Transportation Commission

October 9, 2008

The Honorable James Webb
United States Senate
204 Russell Senate Office Building
Washington, DC 20510

Dear Senator Webb:

I am writing on behalf of the Northern Virginia Transportation Commission to thank you for your success in achieving new federal funding to support the Washington Metropolitan Area Transit Authority. We applaud the fact that Congress has approved legislation authorizing $1.5 billion for WMATA over a decade. This legislation will be of enormous benefit to our entire region, as well as facilitating the effectiveness of the federal workforce here. As you know, the federal government is heavily reliant on WMATA.

While we are grateful for this new funding source, much work remains to be accomplished. WMATA's Compact must be amended quickly to meet the terms of the legislation. The new federal funds must be appropriated. Virginia must identify a source of funding to match the new federal investments. And all of our transit systems in this region as well as their customers must cope with much higher fuels costs, more congested highways and increasingly crowded transit vehicles.

We commend you for accomplishing this vital new funding and look forward to working with you in meeting the remaining challenges.

Sincerely,

William D. Euille
Chairman

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State Transportation Revenues and Reductions Update

Revenue Reforecast

The Commonwealth's Highway Maintenance and Operations Fund (HMOF) and Transportation Trust Fund (TTF) are supported by federal funds and five major state revenue sources: motor fuels taxes, motor vehicle sales taxes, motor vehicle registration fees; retail sales taxes and insurance premium taxes. On October 15, 2008, Secretary of Transportation Pierce Homer and the Commonwealth's Chief Economist John Layman, presented revised revenue estimates to the Commonwealth Transportation Board (CTB). With the exception of vehicle registration fees which were raised in HB 3202 (2007), all of these revenue sources are below projections for FY 2009. As a result, the state is recalculating revenues in the Six Year Program. The net result is $2.1 to $2.6 billion less revenue than is included in the current Six Year Program adopted in June 2008. Secretary Homer indicated the state will follow existing policy goals in determining how remaining funding is spent (complete project phases; bridges; multimodal; congestion relief; and maximizing funding from partners).

Regarding federal funds, last month Congress transferred $8 billion in general funds to the federal Transportation Trust Fund to address anticipated revenue shortfalls this fiscal year. FY2009 is the final year of authorization for the current federal surface transportation program. Congress will begin work on a new authorization in January; however, the last authorization bill took about two years to complete. Rather than reauthorize existing programs, it appears that there will be a more comprehensive review this time. Most importantly, the issue of transportation revenues will need to be addressed. The current federal Transportation Trust Fund is funded approximately 80 percent by motor fuels taxes which have been declining. Uncertainty about the federal authorization process creates uncertainty at the state level as well.

Projected Budget Reductions

Highways

VDOT Commissioner David Ekern told the CTB that VDOT is developing a response to address the declining revenue forecasts. This response will involve organization/staffing changes; service and program changes; and Six Year Program changes. VDOT will be eliminating 1,800 full-time and temporary vacancies. In addition, VDOT will reduce salaried staff by 1,200+ positions and wages and temporary workers by 700 positions. VDOT will also be evaluating all contract spending (70 percent of its budget), maintenance levels, emergency reserves, interagency transfers and will eliminate one traffic operations center. In addition, VDOT's construction program will become "episodic," focusing first on safety. Commissioner Ekern indicated that services will be reduced throughout the Commonwealth and system conditions will probably not be "as good as they are today."

After the elimination of positions and evaluation of contracts and maintenance levels, it appears that a reduction of approximately $1.1 billion may be needed in VDOT's Six Year Program. This amount is similar to the reduction that resulted in a 44 percent reduction in Primary, Secondary and Urban highway system funding in June 2008.

VDOT will be evaluating each of the areas mentioned above in November and December 2008 and the CTB may be asked to take action on a revised Six Year Program in January 2009.

Transit

Department of Rail and Public Transportation Director Matthew Tucker told the CTB that transit specific revenues are approximately $110 million below projections over the six year period or an average of about $18 million per year. For FY 2009, revenues are $14.7 million below projections. A large portion of transit capital funding comes from the $3 billion in state bonds authorized by HB 3202; however, with revenues declining the Commonwealth may not be able to issue all the bonds that were anticipated. He also said that DRPT is working on a plan to address the revenue shortfall in FY 2009 in a way that minimizes the impact on transit service. Additional details will be available in the next several months.

Northern Virginia Transportation Commission

DISCUSSION TOPICS FOR

2009 NVTC STATE AND FEDERAL LEGISLATIVE AGENDA

--DRAFT: October 9, 2008--

--Revised: October 20, 2008--

--Revised: October 30, 2008--

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STATE LEGISLATIVE DISCUSSION TOPICS

1. State transportation revenues are not keeping up with inflation because most revenues come from a fixed fee per gallon of fuel and from new car licenses; both fuel purchases and car registrations are falling. Sources of revenue that would keep pace with inflation include sales taxes and indexed motor fuel taxes as well as ad valorem taxes such as NVTC's two percent motor fuels tax. New sources such as these should be considered for statewide and regional transit funding.

2. Ensure that any new state and regional funding for transit is consistent with the eight principles adopted by the Northern Virginia Transportation Authority, its local governments and other agencies such as NVTC.

   Those principles speak to:

   - State responsibility for funding transportation;
   - Coordination with Northern Virginia local governments and other regions;
   - The need for at least $700 million of additional annual funding to meet 2030 plan targets in Northern Virginia;
   - Stable, reliable and permanent funding sources;
   - Achieving regional goals as well as local priorities;
   - Northern Virginia receiving at least its current share in any new statewide funding programs;
   - State responsibility to match federal interstate and primary earmarks;
   - Providing an ongoing revenue stream of new capital funding for WMATA with no sunset.

3. If the General Assembly provides new regional funding sources for transit, the fees should be imposed entirely by the state, or at least a mixture of state and locally imposed fees should be used.

4. Increase transit's share to 25 percent of any new statewide funding for transportation, whether or not it is directed to the Transportation Trust Fund (currently a 14.7 percent share for transit). This change was incorporated in SB 6009 that passed the Senate 21 to 16 in the 2008 Special Session.

5. In adopting legislation to boost energy conservation, improve air quality or mitigate climate change, up to 20 percent of new funds should be devoted to transit projects that offer demonstrated benefits in those respective areas.

6. Even if no new state or regional revenues are provided for transit, state priorities should be set to shift flexible transportation funds to those transit projects and services that would yield immediate and long-term benefits (job access, clean air, energy savings, emergency response and climate protection), that are ready to build and that may have partial federal funding requiring a state match. Examples include 15 new VRE locomotives, expansion of VRE to Gainesville-Haymarket, additional capacity via a third main line in the Washington, D.C.–Fredericksburg corridor, and replenishing VRE's insurance trust fund reserve balance.

7. Governor Kaine has announced his intensions to make greater use of bonds to fill a budget shortfall in FY 2009 (about $250 million more bonds). Rather than reserve such bonding for fiscal emergencies, the commonwealth should routinely issue more bonds to support transit projects that yield significant benefits over the life of the bonds. Given Virginia's conservative bonding practices in the past, additional capacity should be available without jeopardizing the commonwealth's vital AAA rating.

8. Downstate legislators now have mostly empty roads and no direct incentive to support funding for other regions because maintenance funding comes off the top of available state Transportation Trust Fund revenues. If that approach were eliminated, all parts of the state would share the consequences of inadequate funding via either unfilled potholes or congestion, or both. There may then be more incentives for the entire General Assembly to recognize and fix the transportation funding shortfall. Similarly, NVTC supports legislation that would alter highway allocation formulas to favor Northern Virginia and that would provide protections from diversion of Transportation Trust Fund revenues.

9. Promptly enact language agreed to by Virginia, Maryland and the District of Columbia to amend the Washington Metropolitan Area Transit Authority's Interstate Compact and thereby qualify the metropolitan region to receive $1.5 billion in new federal funding for WMATA over the next decade.

10. Direct the Virginia Secretary of Transportation to guarantee that in contracts with the private sector involving conversion of existing High Occupancy Vehicle facilities to High Occupancy Toll facilities, no significant deterioration in safety and performance of transit services provided on those facilities will be allowed

and transit systems will be protected against claims arising from those conversions.

11. Fair terms of public passenger rail access should be required for any state funding provided for the benefit of freight railroads.

12. Amend Title 18 of the Virginia Code to provide increased fines and penalties as a low-level felony for individuals deliberately defrauding VRE when boarding VRE trains. Penalties for boarding without a ticket would remain unchanged.

13. Amend Title 46 of the Virginia Code to prohibit pedestrians from crossing public thoroughfares when trains are present. At least 20 other states have similar laws.

14. Amend Title 56 of the Virginia Code to allow VRE to enter into a contract to secure liability insurance for commuter rail operations utilizing an independent third party, rather than the Virginia Division of Risk Management, to manage claims processing and oversee the VRE Insurance Trust Fund.

15. Amend Title 56 of the Virginia Code to include third party claims in the liability cap for commuter rail operations since the existing cap excludes third party claims.

16. Adopt legislation excluding VRE from the CSX and Norfolk Southern- imposed requirement to purchase terrorism insurance coverage.

17. As the commonwealth seeks to provide more revenue to meet its statutory target of 95 percent of the eligible non-federal transit operating and capital expenses, VRE's jurisdictions should be made whole for unpaid subsidies from outlying jurisdictions whose residents use VRE without their local jurisdictions contributing to VRE's success.

18. Legislation should specify that as the commonwealth initiates new intercity passenger rail service, ongoing operating and capital expenses should not come from the existing Mass Transit Fund and new intercity trains should not disrupt schedules of existing commuter trains.

19. Enact legislation to authorize NVTC to choose to provide equal per diem payments for its board members who are elected officials. Currently, NVTC is required by state law to pay General Assembly members $200 per meeting and other elected officials no more than $50 per meeting.

FEDERAL LEGISLATIVE DISCUSSION TOPICS

1. Promptly appropriate new annual funding for WMATA of $150 million annually as previously authorized by Congress.

2. Promptly enact amendments to the WMATA Compact identical to those to be previously enacted in Virginia, Maryland and the District of Columbia.

3. Increase tax-free monthly transit benefits to $220 from $115 to match the benefits currently available for parking.

4. The federal cap on commuter rail liability should be broadened at a level no greater than $200 million per occurrence to include third party protection for freight railroads on which commuter systems operate.

5. Additional federal funding should be provided to commuter rail systems to meet new federal Positive Train Control mandates.

6. Congress should recognize the ability of public transit systems to conserve energy, enhance clean air, mitigate climate change, provide access to jobs, stimulate the economy, and respond to emergencies and disasters. Accordingly, any new spending measures to accomplish those goals should include a significant portion for transit.

7. The current multi-year authorization of federal surface transportation programs (SAFETEA-LU) expires at the end of FY 2009. Many organizations have offered detailed recommendations for a major restructuring rather than fine-tuning existing programs. Among the primary reasons for this view are shortfalls in gasoline tax revenues flowing to the Highway Trust Fund, proliferation of separate programs with complex eligibility criteria and rampant earmarking, all without a unifying policy focus.

   NVTC supports the policy principles adopted by the National Capital Region Transportation Planning Board and those of the American Public Transportation Association. Among the revisions with greatest benefit to NVTC's members are:

   - Recognizing that federal fixed per gallon taxes on motor fuels are no longer reliable sources of funding, new methods must be identified that will grow along with the need to maintain existing facilities and support improvements and system expansions. Temporary transfers of General

Funds or raiding the Transit Trust Fund are not worthwhile strategies to resolve this long-term structural imbalance.

- Fees for highway use that vary with numbers of auto occupants, types of vehicle miles driven and times and places driven can all reduce congestion as well as providing revenues. New technologies make such variable pricing feasible.
- Leverage available federal funds with national infrastructure banks and bonding programs.
- Simplified, consolidated and streamlined federal transportation programs are highly desirable with uniform, rigorous and comprehensive benefit/cost analyses across all modes.
- Urban mobility (and hence support for public transit) is a vital federal responsibility, in cooperation with states, local governments and regional Metropolitan Planning Organizations through intergovernmental partnerships.

8. As part of the reauthorization process, provide funding for important regional transit projects, including 15 new locomotives for VRE costing $65 million, expansion of VRE to Gainesville-Haymarket at $250 million, VRE parking expansion at $35 million and VRE platform extensions at $25 million.

AGENDA ITEM 9-F
ACTION ITEM

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

FROM: **DALE ZEHNER**

DATE: **OCTOBER 17, 2008**

RE: **AUTHORIZATION TO APPROVE THE 2008 LEGISLATIVE AGENDA**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions approve the VRE 2008 Legislative Agenda and authorize the Chief Executive Officer to actively pursue its elements.

BACKGROUND:

The VRE legislative agenda is formulated to complement the work set forth in the ratified VRE Strategic Plan (2004), which includes capital needs for rolling stock, long-term capital infrastructure and security and safety. Additional advocacy positions related to specific federal and state legislature are also presented.

FEDERAL

1. Authorization of Transportation Legislation

Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expires in 2009. As such, Congress has already started examining legislative alternatives for authorization of a new transportation bill for next year. Congress has set January as a beginning date for Congressional Committees to start drafting proposals and VRE intends to ensure that the Congressional delegation is aware of our needs. As such, VRE would continue to pursue funding for all elements of our previous package, which has the support of the Governor and Northern Virginia Congressional delegation.

- 15 new tier-two locomotives $65 Million
- Expansion of commuter rail service to Gainesville-Haymarket $250 Million
- Parking Expansion $35 Million
- Platform Extensions/Additions $25 Million

TOTAL REQUEST: $375 MILLION

VRE will also support the advocacy efforts of APTA during the FY 2009 Authorization process.

2. Federal Participation

VRE continues to work Capitol Hill to explore and expand legislative opportunities such as the $5 million grant already received from Senator Webb for new locomotives. Additionally, VRE intends to continue discussions with the appropriate Congressional staff about issues of concern or interest to VRE, such as positive traction control mandates and increased federal mandates by the Federal Transit Administration and the Federal Railroad Administration.

VRE also plans to continue conversations with Congresswoman Eleanor Holmes Norton regarding possible inclusion in the DC appropriations legislation for economic stimulus given the growth and user demand at L'Enfant Plaza.

3. Federal Liability Cap

On the federal level, VRE will continue to advocate for the amendment of the United States Code to cap liability insurance for commuter rail operations. CSX and NS continue to request liability insurance of $500 million per incident as an element of the new access agreements. VRE will promote amending the current federal liability cap of $200 million to include third party claims.

4. Corridor Improvements

Over two years ago, the late Congresswoman Davis helped facilitate a working group of the Federal Railroad Administration, CSX and Amtrak to adopt a comprehensive plan for systematic corridor improvements along the Fredericksburg line. Proposed projects were required to have an immediate benefit to Fredericksburg line on-time performance. The following project, estimated to cost $20.2 million, will be submitted for consideration in the FY 2010 appropriations and is now supported by Congressman Wittman. The project includes construction of several 600 foot long passenger second platforms and canopies as well as associated pedestrian stairs, bridges, and elevators. Locations include Lorton, Rippon, Brooke and Leeland. These platforms would provide VRE additional flexibility and capacity by permitting passenger operations on both main lines.

STATE

1. Legislative

Several important issues have been identified for advancement by VRE during the upcoming legislative session in the General Assembly:

- Enact a legislative remedy to amend the Virginia Code to allow for increased fines and penalties to an individual deliberately trying to defraud VRE when boarding VRE trains (i.e. through the use of a counterfeit ticket).
- Amend the Virginia Code to prohibit pedestrians from crossing public thoroughfares when trains are present. VRE has been working with CSX and NS to get legislation in the Code to match the nearly 20 other states who have similar laws.
- Amend the Virginia Code to allow VRE to, at its choice, utilize an independent third party or the Virginia Division of Risk Management (DRM) to manage the liability insurance plan and oversee the VRE Insurance Trust Fund.
- Amend the Virginia Code to cap liability for commuter rail operations since the existing cap enacted in a prior session excludes third party claims. VRE will also seek exemption for freight railroads and VRE from liability for terrorism.

2. Funding Requests

Additionally, VRE is recommending continued advancement of the following positions and/or earmark requests:

- Locomotives - VRE will continue to seek funding for the acquisition of additional locomotives. This project has been supported by Governor Kaine and the General Assembly and VRE will again seek a one-time earmark to counter the loss of dedicated funding that would have been used to purchase additional locomotives.
- Gainesville-Haymarket Extension - VRE will continue to seek funding to support the expansion of commuter rail service in

Western Prince William County. This project is a top transportation project for Prince William County. VRE will also support the efforts of the City of Manassas to obtain funding for grade-separation projects related to the Gainesville-Haymarket extension.

- Third Main Line Track - VRE will continue to seek funding to add additional capacity on the Fredericksburg line through the construction of a third main line track from Washington to Fredericksburg.
- Insurance Trust Fund - due to rapidly increasing insurance costs, VRE has been unable to fully maintain the Insurance Trust Fund to the level desired by the Virginia Division of Risk Management. Due to rising insurance costs and decreasing reserves, annual payments have risen from $1.5 million to just under $5 million per year. VRE will pursue a one-time request for assistance from the General Assembly to replenish the Insurance Trust Fund.

VRE will also partner with local jurisdictional staff and the Virginia Transit Association to:

- Advocate the continued growth of state funding for transit and encourage the continued payment of rail access fees for VRE.
- Encourage the Commonwealth to meet the statutory goal of funding 95 percent of eligible transit capital and operating costs from the Mass Transit Fund.
- Advocate the provision of annual funding to offset operational costs attributable to persons using VRE from non-member jurisdictions.

FISCAL IMPACT:

There is no funding requirement necessary to implement the FY 2008 VRE Legislative Program. Based on the success of federal and/or state appropriations, some local match may be required.

TO: CHAIRMAN JENKINS AND THE VRE OPERATIONS BOARD
FROM: DALE ZEHNER
DATE: OCTOBER 17, 2008
RE: AUTHORIZATION TO APPROVE THE 2008 LEGISLATIVE AGENDA

RESOLUTION
9F-10-2008
OF THE
VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

WHEREAS, VRE is an essential part of traffic mitigation for the Northern Virginia and DC Metropolitan region; and,

WHEREAS, the VRE Strategic Plan has identified certain critical needs for VRE to meet projected ridership growth; and,

WHEREAS, the capital cost associated with these needs can best be met through obtaining additional discretionary federal and state capital funding; and,

WHEREAS, VRE has advocated positions with Congress and the Virginia General Assembly that are supportive of the transportation philosophy of the Northern Virginia region; and,

WHEREAS, VRE shall seek to promote its legislative positions during the upcoming calendar year on both the state and federal level.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board recommends that the Commissions approve the VRE 2008 Legislative Agenda and authorize the Chief Executive Officer to actively

pursue its elements in coordination with the local jurisdictional and Commission staffs.

The Authority
for Transportation in Northern Virginia

The Eight Principles

The Northern Virginia Transportation Authority (NVTA) appreciates the significant efforts made by the Governor and the General Assembly in their 2007 provision of a dedicated funding source 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 for delegating 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 is 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. Any regional/local funding effort should include a broad array of options for choosing among a number of revenue sources;
2. NVTA is comfortable 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, exclusive Northern Virginia revenues in the range of $300 million annually, as well as Northern Virginia's portion of additional statewide revenues, are needed.
4. Any legislation must provide significant increases in transportation funding for all modes from a stable, reliable, and permanent source (s).
5. NVTA appreciates the importance of "buy-in" from all jurisdictions – large and small – to achieve regionally agreed 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. Continue to match federal interstate and primary road earmarks with state funds, not shift this responsibility to Northern Virginia regional funds.
8. 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.

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.

Sign the Eight Principles petition to show your support:
http://www.ipetitions.com/petition/8principles/

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News Highlights
Press Releases
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Issue Briefs
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TPB Votes to Adopt Policy Principles for the 2009 Authorization of Federal Surface Transportation

The National Capital Region Transportation Planning Board (TPB) voted today to adopt a set of policy principles calling for a substantial increase in federal transportation funding and major changes in how those funds are administered.

The principles outline what the TPB believes should be included in the next federal transportation funding package which Congress is beginning to develop. The current federal surface transportation act, SAFETEA-LU, (the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users), was authorized in 2005 and expires on September 30, 2009.

Current legislation allocates funding for highways based on different formulas and procedures than it uses for transit. Due in large part to the well-publicized increase in gasoline prices this summer, transit agencies across the country have seen their ridership records shattered. Phil Mendelson, TPB Chair and District of Columbia Councilmember, said it was his belief that "the resolution before us includes clear goals" and addresses the need for uniform evaluation procedures for highway and transit projects. TPB Member and Alexandria City Council Member Tim Lovain said that "the time to act on this matter is now."

The principles approved by the TPB state that fundamental changes are needed in the current structure and funding of federal surface transportation programs, due to cumbersome and inefficient program structures and inadequate funding levels that have resulted in serious under-investment in transportation.

The policies approved also call for a more comprehensive examination of transportation investments, regardless of mode, which includes analysis of economic, social, and environmental costs and benefits. An increased federal focus on the issue of congestion in metropolitan areas, such as the National Capital Region, was also a key point of the approved principles.

Also addressed was the manner in which substantial increases in federal funding should be obtained. A combination of increased fuel taxes and user fees, variable pricing strategies, and national infrastructure banks were identified as prospective sources. An amendment proposed by TPB member Rick Rybeck of the District Department of Transportation added the auction of emissions allowances to the list of potential funding sources.

Ron Kirby, Director of the Department of Transportation Planning at the Metropolitan Washington Council of Governments, said that the relief legislation signed on Monday by President Bush restoring $8 billion to the Highway Trust Fund from the Treasury's general fund highlights the importance of the TPB taking a proactive approach toward the next federal transportation authorization. Mr. Kirby explained that federal transportation spending is occurring at a much greater pace than can be sustained by current funding structures, noting that the recent $8 billion infusion was a "one-time fix." Absent substantial increases in funding, the same dire shortfalls will occur in future fiscal years.

The TPB is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and members of the Maryland and Virginia General Assemblies.

Release Date: Sep 17, 2008
Contact: Lewis Miller
Phone: 202-962-3209

TPB R6-2009
September 17, 2008

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO APPROVE
POLICY PRINCIPLES FOR THE 2009 AUTHORIZATION OF
FEDERAL SURFACE TRANSPORTATION PROGRAMS

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, since 2000 the TPB has been calling attention to the region's long-term transportation funding shortfall, and has documented its unmet preservation, rehabilitation and capacity expansion needs for the region's highway and transit systems; and

WHEREAS, while the federal SAFETEA-LU legislation in 2005 provided a significant increase in funding for the region's highway and transit systems, these funding increases have been partly offset by rapid inflation in construction and energy costs; and

WHEREAS, the Washington region continues to face the challenges of accommodating growth in people and employment, more pervasive congestion on highways and transit systems, and delays in completing critical rehabilitation needs and key expansion projects; and

WHEREAS, the SAFETEA-LU legislation expires on September 30, 2009, and a number of current study and legislative proposals are providing recommendations for the program structure and funding for a new 2009 authorization of the federal surface transportation programs; and

WHEREAS, on July 16, 2008, the TPB was briefed on the report of the most prominent of these study and legislative efforts, the National Surface Transportation Policy and Revenue Study Commission, and on a number of common themes concerning the restructuring of federal transportation programs in the Policy and Revenue Study Commission report and several other proposals including:

- Interim Report of the National Surface Transportation Infrastructure Financing Commission,
- Proposed Infrastructure Banking Legislation,

- Proposed Climate Change Legislation.
- U.S. Department of Transportation Proposals,
- TPB staff Testimony of April 9, 2008 to House Transportation and Infrastructure Committee, Panel on Transportation Challenges in Metropolitan Areas,
- Metropolitan Mobility Caucus announced on July 8, 2008; and

WHEREAS, at the July 17 meeting, the TPB asked staff to develop a set of potential responses to these various proposals that Board members might use as they participate in the extensive discussions and debate over the 2009 authorization that will take place over the coming year; and

WHEREAS, on September 5, 2008 the TPB Technical Committee received a briefing and commented on draft proposed policy principles based on the common themes identified in the July 16 briefing to the TPB; and

WHEREAS, at the September 17, 2008 meeting, the TPB received an update on current study and legislative proposals for the 2009 authorization of the federal surface transportation programs;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the attached Policy Principles for the 2009 Authorization of Federal Surface Transportation Programs.

Adopted by the Transportation Planning Board at its regular meeting on September 17, 2008

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Policy Principles for the 2009 Authorization of
Federal Surface Transportation Programs

1. Fundamental changes are needed in the current structure and funding of federal surface transportation programs: current planning, programming, and environmental processes are overly cumbersome and inefficient, and inadequate funding levels are resulting in serious under-investment in transportation.

2. An explicit program focus is needed to put and keep the nation's transportation infrastructure in a state of good repair, and to ensure that it is operated efficiently and safely.

3. Decisions on investment in new transportation capacity should be based on a rigorous and comprehensive analysis of economic, social and environmental benefits and costs, which assesses all modal and intermodal options with uniform evaluation procedures and criteria.

4. Federal transportation policy should provide for increased federal funding focused on metropolitan congestion and other metropolitan transportation challenges, with stronger partnerships between federal, state, regional and local transportation officials.

5. A substantial increase in federal transportation funding will be needed to address the current under-investment in the nation's transportation system, and should be sought from:

    - Increases in federal fuel taxes or other user-based taxes and fees;
    - Pricing strategies enabled by emerging technology for all modes of travel, including rates that vary by time of day, type of vehicle, level of emissions, and specific infrastructure segments used;
    - Inclusion of major transportation investments in legislation to create national infrastructure banks or bonding programs; and
    - Auction of pollution emissions allowances.

Approved September 17, 2008

APTA Recommendations on Federal Public Transportation Authorizing Law

Post SAFETEA-LU – Transportation for the Future

Approved by the
American Public Transportation Association
Board of Directors

October 5, 2008

AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

Table of Contents

STATEMENT OF NATIONAL PURPOSE
A Vision for Public Transportation

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

APTA TransitVision 2050

APTA's vision is that America will lead the world in supporting and sustaining a pre-eminent transportation system. To that end, the federal government must continue to play its key investment role in our nation's transportation infrastructure – as it has done when needed since the early days of the nation.

APTA's TransitVision 2050 initiative foresees current trends leading to an extensive multimodal transportation system. Over time, integration of transportation policy with energy and environmental policy has caused transportation decisions to become more focused on outcomes such as sustainability, quality of life, and long-term economic health and competitiveness.

On the national level, public transportation supports America's goals and policies, including spurring economic activity, enhancing competitiveness in the global marketplace, reducing dependence on foreign oil, reducing climate-changing greenhouse gases, and providing critical responses in emergencies. On an individual level, public transportation saves money, reduces the carbon footprint of households, and provides people with choices, freedom, and opportunities.

Authorization of federal surface transportation programs should be directed by two overarching issues, the federal role and purpose in transportation and a vision that can direct transportation policy for the coming decades. For its part, public transportation needs to be viewed and understood based on its contribution to meeting these stated national goals. For the federal purpose we need look no further than our Constitution. Among its fundamental duties the federal government is directed to promote both commerce and the common good of its residents. These same two purposes are the core functions of our surface transportation system.

CHOICE, FREEDOM, MOBILITY OPTIONS AND INDEPENDENCE

Americans make their travel choices on the basis of smart and logical decision-making. In places where accessible, high quality public transportation services exist, a high percentage of the traveling public uses the service. When it doesn't, they don't.

In 2007, people took more than 10 billion trips on public transportation, the highest ridership level in 50 years. Much of this growth is attributable to the transportation infrastructure investments provided in the three most recent federal surface transportation bills, ISTEA (1991), TEA 21 (1998), and SAFETEA-LU (2005).

But many Americans do not have adequate transportation choices. A recent survey conducted by the U.S. Department of Housing and Urban Development and the U.S. Census Bureau, found that only 54 percent of American households have access to public transportation of any kind.

While America continues to boast the world's best overall transportation system, the system is showing signs of severe stress, so making investments in our nation's physical infrastructure will be critical to our ability to sustain strong economic growth in future years.

To ensure that Americans have the public transportation choices they want – and need – and to ensure that they can access the range of educational, vocational, social, and recreational opportunities awaiting them, a national transportation policy for the future must recognize several irrefutable facts. Public transportation benefits everyone- both riders and non riders.

Public transportation is an essential partner in our national strategy for energy independence and climate change. New research calculates that current levels of public transportation service reduce petroleum consumption directly and indirectly by 4.2 billion gallons of gasoline each year. This is the equivalent of 900,000 automobile fill-ups each day. Currently, there are more than 6,400 providers of public and community transportation offering Americans freedom, opportunity, and the choice to travel by means other than a car, but most only offer minimal service.

Public transportation contributes to the growth of a strong economy. It is estimated that every $10 million in capital investment in public transportation yields $30 million in increased business sales, and that every $10 million in operating investment in public transportation yields $32 million in increased business sales. Further, every $1 taxpayers invest in public transportation generates $6 in economic returns.

Public transportation dramatically reduces traffic congestion. Simply put, congestion results in lost time and wasted fuel. According to a 2007 Texas Transportation Institute report, congestion costs America $78 billion in lost time and productivity. Public transportation saved 541 million hours in travel time and 340 million gallons of fuel. Without public transportation, congestion costs would have been an additional $10.2 billion.

Public transportation should be part of our central strategy for ensuring clean air and the health of our residents. Reduced air pollutants and improved personal health and fitness are core American goals – and public transportation provides key contributions to making these goals a reality. A new APTA study prepared by Science Applications International Corporation (SAIC) found, for example, that it takes just one commuter switching from daily driving to using public transportation to reduce the household carbon footprint by 10 percent. If that household driver gives up the second car and switches to public transportation for all solo travel, the household can reduce its carbon emissions up to 30 percent, which is a greater reduction than if the household gave up use of all electricity.

Public transportation delivers essential health and human services to people from all walks of life. Public transportation helps older Americans and persons with disabilities improve mobility, plus it provides lifelines to public transportation-dependent persons in urban, suburban, and rural areas. In many areas there is a need for more service. African-Americans, Latinos, Asian-Americans, and households with no cars are more heavily affected by inadequate transportation options than other groups. Public transportation service is available to only 54 percent of American households.

Public transportation provides mobility for our aging society. Over the next two decades, America's baby boomers will reach retirement age, with the U.S. Census Bureau projecting the number of Americans age 65 or older to double to more than 70 million by 2030. In a 2005 White House Conference on Aging, mobility for older Americans was ranked the third most important issue on a 73-

item list – ahead of Medicare reform. While the dimensions of this shift have been widely discussed, America remains ill-prepared to address the mobility needs of older Americans.

More than 50 percent of non-drivers age 65 and older stay home on any given day partially because they lack public transportation options. Older non-drivers have a decreased ability to participate in the community and the economy, making 15 percent fewer trips to the doctor, 59 percent fewer shopping trips and restaurant visits, and 65 percent fewer trips for social, family and religious activities. Public transportation can enable individuals to age in place, thus allowing them the prolonged fulfillment and satisfaction of living in their own homes while at the same time requiring only one-fourth as many resources than if they were living in an institution.

Public transportation investments are critical to America's homeland security and civil defense. The interstate highway system was begun by President Eisenhower in 1956 in part as a national defense program. Today, public transportation systems often provide an important way to avoid or flee from potentially catastrophic events. Public transportation regularly provides critical support to first responders by delivering emergency equipment and supplies, ferrying emergency response personnel, and controlling access to and from disaster sites. A prime example of this occurred on September 11, 2001, when public transportation in New York City, New Jersey, and Washington, D.C. helped evacuate residents to safety.

Public transportation promotes sustainability. Public transportation promotes the practices and principles of livable communities and sustainable development. As our urban areas continue to grow it is important to realize that public transportation acts as a catalyst for promoting compact, connected and mixed-use development. These things make the provision of all transportation, and public services and facilities more efficient and effective while simultaneously helping achieve energy and environmental goals. At the household level use of public transportation is one of the most significant things individuals can do to reduce their own carbon footprint.

AMERICA'S TRANSPORTATION FUTURE

America's population is growing at an unprecedented rate. A 2006 cover story in USA Today that asks: "Where will everybody live?" noted that the U.S. added 100 million people in the past 39 years, and by 2040, will add another 100 million, producing a population total of over 400 million.

If we Americans are to have true transportation choices that accommodate this extraordinary growth we must design a long term investment and policy strategy to provide transportation choices. APTA's vision? Nothing less than this:

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

To achieve this goal, partnerships are critical. In conjunction with revenues from passenger fares, public transportation programs are funded by federal, state and local governments, partnerships that have successfully helped expand public transportation and make a positive difference throughout the country.

Public policy needs to fully recognize the benefits of public transportation – so that all Americans can have the access, mobility, and quality of life public transportation provides in the years ahead.

As we have seen, among its many benefits, public transportation:

- Reduces our dependence on insecure and expensive foreign oil – public transportation use saves the equivalent of 900,000 automobile fill-ups each day.
- Improves public health and helps the environment – public transportation fosters a more active lifestyle, encouraging more people to walk, bike, and jog to public transportation stops.
- Promotes affordable travel – a two-adult household that gives up 1 car to utilize public transportation saves $9,596.
- Improves safety – using public transportation is 25 times safer than travelling by car.

INVESTMENT STRATEGIES

America must expand the number of communities with light rail and streetcar service, commuter rail, bus rapid transit, fixed route bus service, and paratransit services. We can improve the quality of rail systems struggling with system delay due to aging infrastructure and heavy passenger loads, and we can enhance the quality of bus systems in numerous communities. We can ensure that people in rural communities receive public transportation service, service that often serves as a lifeline for those without access to an automobile. In both rural and metropolitan areas, mobility services come in a variety of forms, and the full array of travel options must be known and understood by the public. In short, we can – and we must – provide the public with a quality system that provides real choices.

For example, in the Portland, Oregon metropolitan area, officials invested in changes that made high-quality public transportation options widely available. As a result, Portlanders' per capita use of public transportation today is over 50% higher since the investments began 25 years ago.

When the federal government invests in public transportation funding it receives a 6-fold return on its investment, in both public and private benefits.

CONCLUSION

Experience has shown that investing in our nation's transportation infrastructure is vital to maintaining our mobility, our quality of life, and our economic competitiveness.

Future generations will salute our foresight in discussing, planning, and investing in public transportation just as we benefitted from investments made by earlier generations.

The decisions we make about our transportation system must of necessity be bold and forward thinking, very much like those 50 years ago that led to the national interstate system.

The American Public Transportation Association therefore strongly promotes these overarching ideas:

- By 2015, high capacity, high quality, energy efficient, environmentally responsible public transportation systems should be in place in every metropolitan region in America, and a choice of travel options should be available for all Americans in all areas.

- Investment in public transportation should provide the capacity and availability to enable public transportation ridership to more than double in the next 20 years to over 20 billion trips annually and to reach at least 50 billion by 2050.

- Public transportation should be an integral element of any national strategy to promote energy independence, improve air quality, address climate change, and provide mobility choices. The public transportation industry should lead the world in the use of green, sustainable technologies.

- Public transportation should continue its role as a strong national defense partner in providing for our homeland security through providing emergency mobility options and a means of reducing our dependence on foreign oil and the consequent money sent to unstable parts of the world.

As we look to the future, to a strong, healthy, prosperous America, we see that vital, capable, comprehensive public transportation systems are – and must remain – an integral part of our country's mobility strategy.

Such systems contribute to an enhanced quality of American life – from conservation of energy and resources, to improved air quality and health, to critical support during emergencies and disasters, to helping address the climate crisis.

The TransitVision 2050 initiative sees each federal surface transportation bill as a step toward a new, long-term direction. Future generations will feel indebted that the new direction launched in 2009 crafted a blueprint for a better, stronger nation.

Public transportation is on the move in the 21st century. More and more people each day move with it, discovering the many diverse benefits of traveling on the nation's public buses, trains, subways, trolleys, ferries, and vans.

Principles to Guide APTA's
Recommendations for the Next
Highway and Public Transportation Authorization Bill

Public transportation can help to ensure a secure and sustainable future for America. For the last half century, America's national transportation vision focused on building a system of interstate roads to connect the geography of the nation. The next 50 years need to focus on travel options which connect people and enable prosperity in America's bustling economic growth centers. Just as the interstate highway system resulted from federal policy and participation, future transportation options will also require the continuation of that leadership.

The federal public transportation program should promote increased public transportation ridership and provide the necessary resources to achieve national goals to reduce greenhouse gas emissions and conserve limited energy resources. It should also offer increased investment in sustainable practices within the public transportation industry. By promoting energy efficient public transportation vehicles and facilities and encouraging efficient land use near public transportation routes, Congress can enhance the environmental and fuel conservation benefits that result from public transportation, and help individuals, and therefore the nation, reduce their carbon footprints.

1) Congress should authorize a significant increase in the federal public transportation program, with a total investment of no less than $123 billion over the six year authorization period, with a goal of meeting at least 50% of the estimated $60 billion in annual capital needs by the end of the authorization period and to support a projected doubling of ridership over the next 20 years.

2) Public transportation funding guarantees should be strengthened to ensure that authorized funds are appropriated each year to allow for the long-range planning, financing, and leveraging needed to advance necessary investment in public transportation capital projects and preserve and maintain the existing public transportation infrastructure in a "state of good repair."

3) Congress should take necessary steps to restore, maintain and increase the purchasing power of the federal motor fuels user fee to support a significant increase in the federal investment for the public transportation program.

4) Congress should promote the development of revenue generated from innovative financing mechanisms, such as public private partnerships, tolling and congestion pricing to supplement current revenue streams. Future federal energy and climate change legislation should be used to supplement – not substitute – funding provided through the federal highway and public transportation authorization legislation.

5) The federal public transportation program should retain no less than an 80% federal match ratio for all capital public transportation projects, including the New Starts program.

6) Congress should preserve a "needs based" approach to the distribution of funds under the federal public transportation program which builds on the current program structure and begins to address unmet program needs.

7) Congress should create incentives to increase state and local investment levels in public transportation.

8) Federal authorizing legislation for federal highway and public transportation investment should ensure that public transportation programs receive no less than 20% of all federal funds invested in surface transportation infrastructure.

9) Congress should simplify and streamline the current federal grant approval process to speed project delivery and reduce costs.

10) The federal public transportation program should recognize the cost of compliance with federal requirements and provide capital and operating assistance to meet those requirements and to help public transportation providers address costs which are beyond their ability to control. Federal law should also encourage state, local and private sector support for such expenses.

11) The federal public transportation program should support greater investment in research and development programs that will enhance service delivery, promote "best practices" through technical standards, and increase the operational efficiency of transportation systems.

12) The federal public transportation program should provide program funding to promote workforce development and career opportunities in the public transportation industry.

13) Federal authorizing law should ensure the consideration of public transportation alternatives within a multimodal regional and statewide transportation planning process, which is designed to achieve sustainable outcomes in plans, programs, and projects. There should be a balance of environmental (including greenhouse gas and climate change considerations), economic and social equity objectives in the process.

FUNDING AND FINANCE RECOMMENDATIONS
for the Next Highway and Public Transportation Authorization Bill

"In 2050 America's energy efficient, multi-modal, environmentally sustainable transportation system powers the greatest nation on earth."

Public transportation provides mobility that significantly contributes to national goals and policies in support of global economic competitiveness, energy independence, environmental sustainability, congestion mitigation and emergency preparedness. On an individual user basis, public transportation saves money, reduces the carbon footprint of households and provides people with choices, freedom, and opportunities. To sustain public transportation's many contributions at the national and local levels, and to accommodate a doubling of public transportation ridership over the next twenty-year period to address the aforementioned national goals and policies, the American Public Transportation Association (APTA) recommends a minimum federal public transportation investment level of $123 billion over the next six-year authorization period. To address this minimum federal investment level, APTA has adopted the following Funding and Finance Authorization Principles.

- Authorize guaranteed investment levels for the federal public transportation program of at least $123 billion over 6 years so that by the final year of the next authorization bill finance no less than 50 percent of the total unaddressed costs of bringing existing public transportation capital assets into a state of good repair.

- Maintain and strengthen the federal public transportation program funding guarantees.

- Authorize guaranteed investment levels for the federal public transportation program that support at least a doubling of public transportation ridership over the next 20 years (3.5% annual compounded growth).

- Preserve the current 80 percent federal match shares on all public transportation capital investment (and higher federal match ratios under existing incentive programs) and increase the actual share to the 80 percent level in appropriations.

- Ensure stable and reliable investments in public transportation supported from federal, state and local governments, from public transportation-generated revenues, and from public-private partnerships.

- To streamline the project approval process, speed project delivery and reduce costs, convert the federal public transportation program from a "grant-based" program to a locally-driven federally-assisted program where routine activities can receive advanced federal funding approval.

EXISTING PROGRAM FUNDING
Background

Federal public transportation programs are currently funded from two sources: the Mass Transit Account (MTA) of the Highway Trust Fund (HTF) and from General Revenues of the Treasury -- also called General Funds. Until fiscal year (FY) 1983 all public transportation funding was provided from General Revenues. The Surface Transportation Assistance Act of 1982 (STAA) created the MTA as a

separate account in the HTF for accrual of a portion of revenues from the federal motor fuel tax for public transportation uses. The 1982 STAA increased the federal motor fuel tax on gasoline from 4 cents per gallon to 9 cents per gallon and specified that 1 cent of the 5 cents per gallon increase would be deposited in the newly created MTA. Since then, 20 percent of each subsequent increase in the motor fuel tax has been deposited in the MTA. In 2008 a total of 2.86 cents per gallon is credited to the MTA. Currently, 15.5 percent of the total per gallon tax on gasoline and 11.7 percent of the total per gallon tax on diesel fuel are dedicated to the MTA.

In addition, until FY 1999, unexpended balances in the MTA drew interest revenue. Unexpended balances are created when the FTA obligates funds, that is, commits to fund an eligible public transportation project such as a bus garage, but does not actually pay for the project until it is completed. TEA 21 eliminated the accrued interest revenue for both the MTA and the Highway Account (HA) beginning in FY 1999.

Existing Program Funding Principles

- Continue to credit the MTA with, at minimum 20 percent of each future increase in the motor fuel (or successor) tax.

- Preserve, at minimum the current 20 percent general fund contribution necessary to support the federal public transportation program.

- At a minimum, restore the purchasing power of dedicated revenue for public transportation and other surface transportation investment to 1993 levels (when federal motor fuels taxes were last raised) and those revenue sources should be indexed to account for future inflation of construction costs.

- Establish clearly that revenues used to support federal surface transportation programs will be used only for purposes set forth under authorizing law.

- Ensure that the HTF is appropriately credited for ethanol motor fuels and other new and/or currently exempt alternative fuels.

- Restore the earning of interest income to the HTF/MTA.

NEW PROGRAM FUNDING

Background

According to the National Surface Transportation Policy and Revenue Study Commission, existing MTA revenues are inadequate to support existing commitments and required investment levels. According to the Commission, much more should be invested in public transportation infrastructure annually. This chronic underinvestment in America's transportation infrastructure has put our nation at a competitive disadvantage in the global economy. China currently spends 9 percent of its gross domestic product (GDP) on infrastructure and India budgets 3.5 percent while aiming to increase its allocation to 8 percent. By comparison, the United States budgets less than one percent (0.93) of its GDP, and sidesteps the reality of a ballooning $1.6 trillion infrastructure deficit identified by the American Society of Civil Engineers (ASCE) for necessary upgrades over the next five years. Absent significant additional

federal investment, the condition of our nation's transportation infrastructure will only continue to decline. To reverse this trend new and diversified revenue sources will be required. Current and projected trust fund receipts are inadequate to support required program growth. Over the next six-year period the MTA is expected to generate only $33 billion in new resources to support a recommended federal investment level of $123 billion. In addition, the most recent Congressional Budget Office (CBO) report on MTA revenues projects that the MTA cash balance will be negative (insolvent) by the end of FY 2012 absent federal intervention. Failure to address the revenue imbalance of the MTA will result in continued inadequate investment levels that will result in lost jobs, reduced economic competitiveness, more congestion and limitations on personal mobility. To address the need for an enhanced and diversified portfolio of revenues to support the MTA, APTA recommends the following funding options to supplement the existing motor fuel tax and general fund contributions that support the federal public transportation program:

New Program Funding Options

- Include a new defined revenue source to pay debt service on bonds for large scale highway/public transportation core capacity/expansion improvements.

- Support longer-term efforts to transition the trust fund from motor fuel taxes/fees to a vehicle mileage tax and/or a vehicle weight/mile tax.

- Dedicate a portion of a new national sales tax or similar consumption-based tax to support and expand the MTA.

- Examine the longer-term viability of innovative financing techniques, including: public-private partnerships, federal loan guarantees, tax exempt/tax credit bonds, tolling and congestion pricing, value capture increment financing, and other mechanisms that consider changes in energy use and reduce state and regional carbon footprints.

SPECIFIC PROGRAM STRUCTURE RECOMMENDATIONS
Recommendations for the Next Highway and Public Transportation Authorization Bill

BUS & BUS FACILITIES PROGRAM

1) **New Bus Program Proposal - Modify the current Bus and Bus Facilities Program to create two categories of funding. Fifty percent of the funds will be distributed under a new "Bus Formula Program." The remaining fifty percent will continue to be distributed as a discretionary program. Funds distributed under both categories will continue to be eligible for any of the purposes contained in the original Bus and Bus Facilities Program.**

   Under the proposed Bus Program:

   - 50% of funds would be used to create a new "Bus Formula Program" which would remain separate from current formula programs. Funds would be distributed proportionately under the urban and rural formula programs based on the bus formula factors of the urban formula (Section 5307) and the rural formula factors (Section 5311).
   - 50% of funds would be used for a discretionary "Bus Facilities" program which would distribute grants for bus and bus facilities projects eligible under the current Section 5309 program. Funds would be distributed through Congressional direction or under a competitive grants process administered by the Federal Transit Administration. Projects selected must be eligible for funding under the existing Bus and Bus Facilities program.
   - Funds would not be eligible for operations or preventative maintenance.
   - Time limit to obligate bus funds would be extended to 4 years, including the year in which the amount is made available or appropriated.

2) **Provide up to 100% federal share for funding the incremental cost of purchasing alternative fuel buses.** Based upon local considerations of a public transportation system, federal share for the incremental cost for the purchase of alternative fuel buses (including hybrid electric and alternatives fuels other than clean diesel) could be funded with 100% federal share (no local match required for the incremental costs).

CLEAN FUELS AGING BUS REPLACEMENT PROGRAM

Create a new program that would direct funds to transit agencies to replace aging buses in their fleets with new, clean fuel vehicles. This program would address two top priorities for transit agencies. It would provide needed funds to help transit agencies to replace vehicles in their fleets that have exceeded the Federal Transit Administration's (FTA) standard for replacement, and accelerate the replacement of existing diesel vehicles with new, fuel efficient vehicles.

Under the proposed Clean Fuels Aging Bus Replacement Program:

- This new program should replace the existing "Clean Fuel Bus Program" (49 U.S.C. §5308).
- $100,000,000 should be provided in the first year of program, and then grow annually at a proportion equal to the growth of federal transit program overall.
- Funds provided would be in addition to those made available for the Bus and Bus Facilities program. The program should be funded from amounts that would have otherwise been

made available under the Clean Fuel Bus program and new funds made available under the federal transit program overall.

- Federal share for the incremental cost of purchasing clean fuel vehicles under this program should be 100%. No local match is required for the incremental cost of purchasing a clean fuel vehicle.
- Funds should be apportioned by formula to designated recipients in urbanized areas over 200,000 and to states for distribution to grant recipients in urbanized areas less than 200,000 and rural areas.
- Funds should be apportioned to designated recipients and states under a formula that is based on the relative share of the total cost to replace vehicles within the urbanized area or state that exceed 125% of the FTA standard for replacement. Funds should not be made available to transit agencies that do not have vehicles that exceed 125% of the FTA standard for replacement.
- Grant recipients would be required to purchase clean fuel vehicles, which include vehicles powered by:
    - Compressed natural gas;
    - Liquefied natural gas;
    - Biodiesel fuels;
    - Batteries;
    - Alcohol based fuels;
    - Hybrid electric; and
    - Fuel cells

FIXED GUIDEWAY MODERNIZATION PROGRAM

1) **Fixed Guideway Modernization Program**

Assumptions

- Program funding will double (overall and in each category)
- Program elements should be simple.
- Program should be needs based
- Use current National Transit Database statistics
- Maintain and guarantee a 40/40/20 split between Fixed Guideway/New Starts/Bus
- New elements should be based on rational justifiable factors

New Formula Proposal

- Replace seven current tiers with a simpler two-tier fixed guideway modernization formula distribution that at a minimum holds all current recipients harmless.
- The existing apportionment tiers would be used to determine the base amount for a new Tier 1. All areas that receive funding in FY 2009 would be part of this tier. Under Tier 1, the FY 2009 Section 5309 apportionments would be increased by 50 percent of the overall growth in the program. This calculation would be repeated annually.
- The remaining 50 percent of annual growth of the program will be distributed under Tier 2 using the Section 5307 rail tier formula (including the incentive tier) for all fixed guideway properties/line segments that meet a seven year minimum age requirement.

2) **Fixed guideway funds must be provided equitably to all projects.** There should not be a population threshold for fixed guideway modernization funds.

NEW STARTS and SMALL STARTS PROGRAM

The New Starts Program (Section 5309) is a critical component in ensuring continued investment in public transportation essential to enhancing our nation's mobility, accessibility and economic prosperity while promoting energy conservation and environmental quality. Congress should continue this discretionary program based on eligibility requirements, evaluation criteria and oversight requirements established in statute, administered by FTA, and funded through congressional appropriations. Eligibility of Bus Rapid Transit projects for New Starts/Small Starts funding should be retained.

Recommendations:

1) **Create a simplified and streamlined rating process for all Small Starts** that promotes expedited project delivery, with FTA oversight proportional to the federal contribution. In addition, the $75 million and $250 million thresholds established for Small Starts in SAFETEA-LU should be escalated annually over the life of the bill.

2) **Re-establish an exempt project category as part of the New Starts/Small Starts program** for projects that require a modest amount of Section 5309 funding. The $25 million threshold established in previous surface transportation authorization bills should be increased to reflect inflation since the threshold was established and it should be escalated annually over the life of the bill to reflect future inflation.

3) **Streamline and simplify the New Starts review and approval process to expedite project delivery**:

   - Replace the current Section 5309(d)(5)(A) requirement that FTA approve the advancement of a New Starts project into Preliminary Engineering with a requirement that FTA approve a project into the New Starts Program. Approval to enter the New Starts Program would convey FTA's intent to recommend a project for funding, provided the project continues to meet certain broad criteria and satisfies NEPA and other project development conditions.
   - Eliminate the Section 5309(d)(5)(a) requirement that FTA approve advancement of a New Starts project into Final Design.
   - Advance the concept of Project Development Agreements (PDA) as a management tool to minimize uncertainties and reduce risks, with flexibility built in to make changes to the agreement as the project evolves. The PDA should include schedules and roles for both FTA and the grantee and should define the criteria and conditions a project must meet to streamline and expedite overall project delivery and could be the basis for an Early System Work Agreement once the National Environmental Policy Act (NEPA) process is completed with a Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

- Expedite New Starts project delivery by expanding pre-award authority at the time of the NEPA finding beyond just property acquisition to include preliminary engineering, final design, and any early construction activities that are advanced with local funds.
- Expand the opportunity for advance property acquisition by developing a class of acquisition for willing sellers or friendly condemnation at fair market value. Provided no alterations are made to the property prior to completion of NEPA, this change in property ownership will not prejudice the NEPA process.

4) **Reinforce the full range of factors that Congress has set forth in the statute for the New Starts Rating Process.**

- Clarify that in addition to considering cost effectiveness, FTA must consider both transit supportive land use and economic development in a way that simplifies and does not make the New Starts rating process more complicated.
- Recognize environmental benefits of a project, including reductions in greenhouse gases and increased energy efficiency.
- Base the cost effectiveness index on the Federal Section 5309 share and the mandatory 20 percent local match that go to the project costs, excluding funding from other sources including private investment.
- Allow local project sponsors increased flexibility to define the New Starts Baseline in a manner that is more reflective of and responsive to local conditions and priorities.

5) **Re-establish the Program of Interrelated Projects provision of ISTEA.**

- Allow the individual projects in a program of interrelated fixed guideway projects to move forward simultaneously, in order to capture the inflation and overhead savings that can result.
- Allow some projects within the program of interrelated projects to be funded entirely with local funds, and other projects in such a program to be funded with a share of federal New Starts funds.
- Allow a higher New Starts share for individual projects using some federal funds, without prejudice to a project's financial rating, where the federal New Starts share for the entire program of interrelated projects is 20% or less.
- Require Federal procedures only for those projects/elements utilizing Federal dollars.

FORMULA PROGRAMS

1) **Public transportation systems in urbanized areas of more than 200,000 population which operate less than 100 buses in peak operation should be authorized to use FTA Section 5307 formula funds for operating purposes.**

2) **Grow Small Transit Intensive Cities Program at Incremental Rate.** Continue and expand the Small Transit Intensive Cities Program (STIC) (Section 5336) which provides supplemental formula funds to smaller public transportation systems on the basis of performance in six qualifying performance areas and provide that the value of qualifying in each of the six areas shall be increased by the same percentage as the increase in the overall formula program each year of the authorization.

3) **Modify the current Job Access and Reverse Commute (JARC), New Freedom, and Elderly and Disabled Formula Programs.** Create a new program, the **Coordinated Mobility Initiative,** with the objective of developing a sustainable intermodal program that addresses growing and evolving mobility needs. It is intended to bring together an array of non-traditional connections to public transportation in order to form a broader system that integrates the family of services but recognizes public transportation works within and between communities.

The Coordinated Mobility Initiative would encompass the funding and constituent focus of FTA's current Elderly and Disabled program (Section 5310), Job Access and Reverse Commute program (Section 5316), and the New Freedom Initiative (Section 5317). Use of these funds must conform to an enhanced and expanded locally developed coordination plan. This planning process should be consistent with the regional planning requirements contained within SAFETEA-LU.

Funding for these programs shall be consistent with the growth called for in APTA's overall proposal. Programs should be allowed to be more flexible to meet local needs, rather than adhere to rigid categorical allocations. Make clear that recipients under the new program can use funds for "capital cost of contracting." Incentives for use of non-DOT federal funds for program activities and implementation of local coordinated plans should be maintained.

The new program should:

- Include new funding for the section 5310(a)(1) program for public agencies as well as ongoing and increased funding for the section 5310(a)(2) program to cover the full array of mobility needs for the elderly and persons with disabilities.
- Provide incentives for the planning and development of regional transportation services which connect multiple jurisdictions. Funding should be equitable across urban and non-urban areas.
- Change reporting requirements to allow local agencies to report all FTA funds received under this program in a single, consistent reporting format.
- Use models of best practices to link public health and transportation planning in the new federal program, such as the existing State of Washington and Wasatch Regional Council processes which combine fund sources to meet the human service transportation needs of their diverse populations.

Coordinated Mobility Initiative Program Features

- The new program shall combine funds available under the Elderly and Disabled Program, Job Access and Reverse Commute Program (JARC) and New Freedom Initiative (NFI) into one program. This would eliminate the three distinct programs and create one "Coordinated Mobility Initiative" formula program.
- Funding levels shall be consistent with combined amounts made available under the JARC , NFI and Elderly and Disabled programs under SAFETEA-LU, and grow at a rate consistent with the growth of the federal transit program overall.

- Funds will be distributed to designated recipients consistent with the JARC and NFI model contained in SAFETEA-LU— 60% distributed directly to designated recipients in large urbanized areas, and the remaining 40% distributed to the states, with half (20% total) reserved for small urbanized areas (population 50,000 to 200,000) and half (20% total) reserved for rural areas.
- The formula for determining amounts to be distributed to designated recipients shall take the following factors into consideration: population of elderly people, population of disabled people, and Temporary Assistance for Needy Families (TANF) eligible population.
- Eligible uses of the funds will include all of the activities eligible under the current Elderly & Disabled, JARC and NFI programs, including the amended eligible use of NFI funds recommended below.
- Designated recipients shall have the flexibility to distribute funds to public and private non-profit program operators to carry out any of the eligible activities described above, in a manner that best meets local needs.
- Designated recipients will be responsible for distributing funds to public or private non-profit organizations through a competitive grant process. Eligible projects must continue to be selected from the locally developed coordinated human services transportation plan.
- The maximum federal share for activities under this program shall be 80% for capital expenses and 50% for operating expenses.

4) **New Freedom Eligibility**. The new Coordinated Mobility initiative which addresses goals of the existing New Freedom program should permit funding for projects and programs that are new or which serve people with disabilities and address needs beyond the requirements of current ADA regulations.

5) **Workforce Development – Continue current training and create new training programs and initiatives to support public transportation/labor management workforce development in both the public and private sectors.** Provide funding sufficient to support on-going and new programs. Increase funding for workforce development programs consistent with overall growth of the federal public transportation program.

- Continue and expand existing programs.
- Make training a permissible use of federal urbanized area 5307 formula funds and federal rural area 5311 formula funds at levels determined by individual public transportation systems. Funds would be eligible to develop and deliver training and development programs or to attend off-site training programs, including related travel expenses.
- Continue and expand programs for organizations such as the Transportation Learning Center, the National Training Institute (NTI) at Rutgers University, and continue to promote and develop public transportation agency/community college/college and university consortium partnership models.
- Provide $15 million in new funding for industry-led, directed, and managed nationwide comprehensive studies, assessments, outreach, partnerships, and development initiatives to identity critical skill gaps, development of new training resources, tools,

forums, partnerships, and programs which address the needs of the current and next generation workforce at all levels.

- Provide $10 million in year one and to grow annually at the same rate as the overall public transportation program to support funding to create labor/management regional training consortium partnerships that provide advanced public transportation specific skills training for operators and maintainers.

6) **Program to leverage state and local investment** – Develop an incentive program to encourage states and local regions to create and expand dedicated funding sources for public transportation that can be used for either capital or operating expenses.

SPECIFIC POLICY RECOMMENDATIONS

Recommendations for the Next Highway and Public Transportation Authorization Bill

COORDINATION AND INTERMODALISM

- Extend coordination requirements for federally-funded agency transportation programs to require the development of consistent administrative policies and procedures for highway and public transportation projects.
- Provide incentives for the planning and development of regional transportation services which connect multiple jurisdictions.
- Incentivize the implementation of the concept of mobility management to plan and deliver a diversified package of services addressing multiple diverse mobility needs.
- Federal authorizing laws for human services transportation, including non-emergency medical transportation, should be amended to require coordination among and cost sharing for service delivery with public transportation providers. Such language should be included in transportation, health and human services, and Medicare-Medicaid authorization law.

ENERGY/ENVIRONMENT/CLIMATE CHANGE

- Develop and implement incentives that will facilitate the adoption of new clean fuel technologies, and enhancements to existing technologies that are readily available to improve fuel economy and emissions performance of public transportation equipment, enabling public transportation to continue to reduce its carbon footprint.
- Provide incentives for Americans to take full advantage of the range of mobility products offered by the public transportation industry to assist individuals to take less-polluting travel alternatives in order to reduce their own carbon footprint.

FLEXIBLE FUNDING PROGRAMS

- Preserve and enhance the transferability provisions between Title 23 and 49, including Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP), and other programs at the same rate of growth as the overall FHWA program
- Specify that significant capital improvements to public transportation facilities, including improvements to intermodal connections, in non-attainment areas are eligible for CMAQ funding. Particularly in areas with high public transportation mode share, these investments help ensure that VMT does not increase in the long term and help retain the existing public transportation mode share.
- Eliminate current three year limit on use of funds for operating costs for CMAQ programs.

PLANNING

1) **Strengthen the public transportation role in regional decision making.** Planning at the regional level is crucial for public transportation agency plans and programs. Regional planning establishes the demographic and land use projections, the social equity objectives, the economic development objectives and the environmental stewardship objectives for the

region into which the public transportation development program must fit. It also provides for the development of improved planning tools and forecasting models that can support public transportation agency planners. Public transportation agency involvement in all of those regional planning efforts ensures the region does not lose sight of public transportation needs and considerations.

- The new authorization should include language stipulating that the FTA/FHWA regulations on Statewide and Metropolitan Transportation Planning require fair and equitable voting representation of the region's public transportation operating agency or agencies on the policy board and technical committees of the Metropolitan Planning Organizations (or other regional transportation planning bodies), regardless of whether the body is newly-formed or existing, no matter the size of the urban region.
- The new authorization should encourage regional transportation investment choices be multimodal in nature, including:
    - Provision for multimodal corridor planning that looks at public transportation, highway and combination options, and avoids competing facilities occurring simply because they draw upon different funding programs or resources, which are governed by different regulations.
    - Public transportation megaprojects should be eligible under the FHWA high priority projects program in order for it to be administered and operated as a fully functioning, multi-modal program.
    - Expands the use of flexible funding in making regional transportation investments for all modes.
- The new authorization should allow the planning and decision-making framework to streamline and shorten planning and project development time for projects that have been identified and approved under the statewide and metropolitan planning process.
    - **Fiscal Constraint.** Fiscal constraint should be achieved as expeditiously as possible. The TIP is a program management tool used by the MPO to demonstrate funds exist for a set of projects. A formal TIP amendment should not be required every time there is a change in cost, schedule, fund source, or when an actual appropriation differs from the projected appropriations. These adjustments are required on a regular basis, particularly in large multi-jurisdictional MPOs.
        - A demonstration of fiscal constraint should be based on all available fund sources, not just federal funds.
        - A change in fund source for a project already on the TIP should not trigger a formal amendment, provided fiscal constraint is maintained. An administrative modification should be sufficient.
    - **Categorical Exclusions.** Direct the Secretary of Transportation to expand the use of categorical exclusions for public transportation projects to the greatest extent allowed by law. This will help expedite project delivery.
        - For example, extend the same flexibility in administering categorical exclusions that has been afforded to state Departments of Transportation to regional transit providers.
        - For example, adding transit station rehabilitations to the list of findings under 23 CFR 771.113(c) would align this type of transit project with the

analogous highway projects included under (c) 12, "improvements to existing rest areas and truck weigh stations."
        - In general, as noted in 771.113 (e), "where a pattern emerges of granting Categorical Exclusion (CE) status for a particular type of action, this type of action should be added to the list of categorical exclusions in paragraph (c) or (d) of this section, as appropriate."
    - **Clean Air Act Exemptions.** Add public transportation projects that enhance capacity, convenience and/or reliability to the exempt project list for Clean Air Act purposes. In markets with high public transportation mode share, these types of improvements will help ensure that riders continue to use public transportation:
        - Fleet Procurement
        - Rail System Improvements, such as:
            - Increased line throughput (e.g., train control, signalization)
            - Improved operational flexibility (e.g., crossovers)
            - Increased passenger throughput capacity (e.g., fare collection, circulation improvements)
        - Station Improvements
        - Access to station (e.g., additional parking, shuttle buses and shuttle ferries)
    - **Public Transportation Expansion.** In the event of a conformity lapse, projects that expand public transportation capacity in order to meet current demand should be allowed to proceed.
- The new authorization should reaffirm and continue the existing requirements established under ISTEA and SAFETEA-LU for public outreach and public involvement in the metropolitan transportation decision-making process.

2) **Include public transportation in congestion pricing plans.** The next authorization of the surface transportation programs should unleash the potential for congestion pricing, while protecting public transportation's interests. The legislation should establish a coherent policy framework through which pricing proposals and associated public transportation may be considered and developed. Even with congestion pricing as a potential new source of revenue, there will remain a need for a robust Federal programs supporting investments in public transportation. To ensure that area-wide congestion pricing does not become a new unfunded mandate for public transportation, the policy framework established in new authorizing legislation should:

- Remove constraints to congestion pricing, moving from the current construct of pilot projects to a more blanket approach to pricing as a means to manage auto use, promote public transportation ridership and mode shifts away from single occupant vehicles, and generate revenue;
- Require that congestion pricing proposals be developed jointly with public transportation agencies;
- Require that congestion pricing proposals examine the impact on public transportation ridership and the cost of accommodating this ridership on public transportation;
- Require that congestion pricing proposals include an expenditure plan that shows how any increased costs to public transportation will be met;

- Permit the revenues generated by congestion pricing to be made available for increased public transportation capital and operating costs within the same general corridor or service area;
- Make the capital cost and initial start up operating costs of congestion pricing projects eligible for Federal funds;
- Require that additional federal funds (not formula) be made available to allow public transportation agencies to ramp up service in preparation for the ridership increase before pricing revenues start to flow;
- Given the likelihood that multiple agencies will be involved in carrying out a congestion pricing program, provide flexibility in the eligible uses for public transportation recipients of any Federal funds provided;
- Offer a streamlined environmental process for congestion pricing projects that have a substantial public transportation component;
- Exempt congestion pricing projects from the conformity requirements of the Clean Air Act if they have a substantial public transportation component; and
- Promote a comprehensive post-implementation evaluation of pricing projects – including an assessment of effectiveness in managing auto use, promoting public transportation ridership and mode shifts away from single occupant vehicles, and generating revenue – and identifying any necessary remedial actions, including those to address impacts on low income and disadvantaged groups.
- Recognize that implementation of congestion pricing should not result in future reduction of federal aid.

3) **Access and land use.** Federal policy should encourage and support pedestrian and bicycle access to public transportation, public transportation supportive urban design, and the complete streets concept to improve community livability, environmental quality and economic health. Coordinated Mobility in its broadest context focuses on the entire trip and the interaction of transportation modes with community design to create a truly seamless and integrated transportation experience both on and off vehicles.

REGULATORY

- The transparency provision in 49 U.S.C. 5334(l) regarding "binding obligations" should be clarified to ensure that it applies to <u>any</u> pronouncement from anywhere in DOT (including OST and modal administrations such as FHWA), not just FTA.
- The transparency provision in 49 U.S.C. 5334(l) should be expanded to require the creation of a structured and ongoing advisory group to review and provide input and guidance to DOT (including OST and modal administrations such as FHWA and FTA) prior to the publishing or release of any NPRM or guidance on any items relating to ADA issues, service, design, or interpretation. The advisory group should be made up of representatives from the FTA, the public transportation providers, and the disability community.
- Any regulatory proposals by non-DOT federal agencies that affect Non-Emergency Medical Transportation or any other human service transportation programs should be brought to the inter-agency Coordinating Council on Accessibility and Mobility (CCAM) for discussion about their coordination impacts <u>before</u> such proposals are submitted to OMB for review or released to the public for comment.

- The Department of Health and Human Service, Veterans Administration, and other federal agencies that provide wheelchairs and other mobility devices (or funding for such) to/for clients should be encouraged to include "informed consent" in their criteria for determining the "most appropriate device," and a concept akin to a human services version of life-cycle costing (e.g., taking into account the financial and quality of life impacts, rather than merely looking at only the initial cost of procurement) in determining "low cost" for purchasing and prescribing such devices.

RESEARCH & DEVELOPMENT

- Increase investment in research and development programs that will enhance service delivery, promote "best practices" through technical standards, and increase the operational efficiency of transportation systems.
- Increase investment in research and development for new technologies such as clean fuels, ITS enhancements, interoperable wireless communication, etc.
- Continue to support University Transit Centers, Project Action, NTI, TCRP, and FTA's national research program. These programs provide support to the public transportation industry; percentage needs to grow at the same rate as the overall program.
- Encourage federal Department of Transportation, Department of Energy, and Environmental Protection Agency to work with each other and with public transportation systems and businesses to develop and implement a new federal research and technology program to enable America's public transportation systems to become world leaders in innovation and sustainability, particularly with respect to strategies that rationalize commercialization and deployment of new technologies.

PUBLIC – PRIVATE PARTNERSHIPS

Public Private Partnerships should be used to supplement – not substitute – funding provided through the federal highway and public transportation authorization legislation.

1) **Provide Incentives for using Public-Private Partnerships in the Project Development Process.**
   - Incentivize projects that conduct feasibility analysis regarding alternative operations methods, including contracting, franchising, etc. in the project development process (alternatives analysis / preliminary engineering.) This could include consideration in determining local match, or in evaluating projects overall.
   - Encourage use of private sector operations and maintenance (O&M) strategies as well as other public-private partnership models in the project development process. This must be optional, not prescriptive.

2) **Clarify and Expand Public-Private Partnership Programs.** Clarify the purpose and strengthen the Public-Private Partnership Pilot Program (Penta-P) beyond its current application, possibly to become a supplemental option for finance and project delivery.

3) **Identify Innovative Operations & Maintenance (O&M) Service Delivery Models.** Congress should authorize and fund a study of the possible wider application of international and

North American private sector finance, project delivery and O&M approaches in the U.S. public transportation market.

4) **Improve Project Delivery Procedures.** Establish a process at FTA to consider public-private solutions to enhanced project delivery, which could include FHWA's SEP-15 program in FTA.

5) **Streamline Procurement and Contracting Guidelines.** Propose specific ways to expedite public projects, which could include importing FHWA contracting concepts into FTA.

TAX CODE CHANGES

1) **Tax credit for alternative fuel consumption.** The current 50 cent per gasoline gallon equivalent (gge) tax credit for compressed natural gas (CNG) should be made permanent. New law should make clear that all vehicles used by public transportation systems, including staff and other agency vehicles are eligible for the tax credit.

2) **Equalize the federal tax benefits for public transportation and parking.** Increase the federal employee commute benefit for public transportation to the same level provided for parking. Amend federal tax law to increase the public transportation commute benefit from the $115 per month level to the $220 per month level authorized for parking.

3) **Amend the federal tax code to provide a tax credit for employers who pay for the cost of public transportation passes, up to the authorized monthly limit, for employees.**

4) **Make clear that public transportation paratransit operations and public transportation operators that use vans are eligible for the same exemptions from federal excise taxes on motor fuels that are provided to public transportation operators of fixed route public transportation buses.**

FUEL PRIORITY FOR TRANSIT SYSTEMS

Fuel priority. Provide statutory language to ensure that public transportation systems receive priority access to fuel when fuel resources are scarce.

POPULATION DATA FOR FORMULA PROGRAMS

Population data between decennial census. Congress should study ways to ensure that population data used in the apportionment of transit formula funds reflects most recent population shifts in areas.

APTA Recommendations on Federal Public Transportation Authorizing Law
Funding Table

Program	FY 2009 (Thousands)	FY 2010 (Thousands)	FY 2011 (Thousands)	FY 2012 (Thousands)	FY 2013 (Thousands)	FY 2014 (Thousands)	FY 2015 (Thousands)	Six Years 2010-2015 (Thousands)
Total All Programs	10,338,065	12,405,678	14,886,814	17,864,176	21,437,012	25,724,414	30,869,297	123,187,390
Formula Programs Total	8,360,565	10,075,092	12,086,725	14,504,070	17,404,884	20,885,861	25,063,033	100,019,664
§ 5307 Urbanized Area	4,160,365	4,966,877	5,967,468	7,160,962	8,593,154	10,311,785	12,374,142	49,374,386
§ 5340 Growing States and High Density States	465,000	555,143	666,978	800,374	960,449	1,152,538	1,383,046	5,518,528
§ 5311 Rural Area	465,000	555,143	666,978	800,374	960,449	1,152,538	1,383,046	5,518,528
§ 5310 Elderly and Disabled	133,500	---	---	---	---	---	---	---
Coordinated Mobility Initiative	---	466,201	560,118	672,142	806,570	967,884	1,161,461	4,634,377
§ 5317 New Freedom	92,500	---	---	---	---	---	---	---
§ 5308 Clean Fuels Formula	51,500	---	---	---	---	---	---	---
§ 3038 Over-the Road Bus	8,800	10,506	12,622	15,147	18,176	21,811	26,174	104,437
§ 5309(m)(2)(B) Fixed-Guideway Modernization	1,666,500	2,129,720	2,558,758	3,070,509	3,684,611	4,421,533	5,305,840	21,170,971
§ 5309(m)(2)(I) Bus Formula	984,000	532,430	639,689	767,627	921,153	1,105,383	1,326,460	5,292,743
§ 5309(m)(2)(II) Bus Facilities	---	532,430	639,689	767,627	921,153	1,105,383	1,326,460	5,292,743
Clean Fuels Aging Bus Replacement Program	---	100,000	120,145	144,174	173,009	207,611	249,133	994,073
§ 5305 Planning	113,500	135,503	162,800	195,360	234,432	281,318	337,582	1,346,995
§ 5316 Job Access and Reverse Commute	164,500	---	---	---	---	---	---	---
§ 5320 Alternative Transportation in Parks	26,900	32,115	38,584	46,301	55,561	66,674	80,008	319,244
Workforce Development Research	---	15,000	---	---	---	---	---	15,000
Workforce Development Training	---	10,000	12,015	14,417	17,301	20,761	24,913	99,407
§ 5335 Reports and Audits	3,500	4,178	5,020	6,024	7,229	8,675	10,410	41,537
§ 5339 Alternatives Analysis	25,000	29,846	35,859	43,031	51,637	61,964	74,357	296,695
§ 5309(m)(2)(A) New Starts	1,809,250	2,129,720	2,558,758	3,070,509	3,684,611	4,421,533	5,305,840	21,170,971
Research Total	69,750	83,271	100,047	120,056	144,067	172,881	207,457	827,779
§ 5313(a) TCRP	10,000	11,939	14,344	17,212	20,655	24,786	29,743	118,678
§ 5315 National Transit Inst.	4,300	5,134	6,168	7,401	8,882	10,658	12,789	51,032
§ 5314 National Research	48,450	57,842	69,495	83,394	100,073	120,087	144,104	574,995
§ 5506 University Centers	7,000	8,357	10,041	12,049	14,458	17,350	20,820	83,075
FTA Operations	98,500	117,595	141,285	169,542	203,450	244,140	292,968	1,168,978

Northern Virginia Transportation Commission

NVTC

Agenda Item #9

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: Regional Transportation Items

A. Great Transit Systems to Work For – Alexandria's DASH.

As shown in the attachment, Metro Magazine has honored DASH as one of the 10 great transit systems to work for.

B. The Effect of Higher Gasoline Prices on Driving and Transit Ridership – Have We Reached a Tipping Point?

The attached materials examine the question raised by commissioners at previous NVTC meetings. Many factors are listed that influence the issue but no firm conclusion can be reached. While gas prices soared and driving (vehicle miles traveled) fell and transit ridership jumped, all in the past few months, there are other facts that suggest that gas prices may not be the greatest determinant. Among these are the inflation-adjusted price of gas at $4 is not much higher than gas prices in the early 1980's. Also, transit ridership has been trending up since the early 1990's and VMT started down a few months before gas prices began to soar.

C. How Northern Virginia Transit Systems are Organized.

Attached for your information is a PowerPoint outline that describes the complex inter-relationships in Northern Virginia among the agencies that operate, plan and fund public transit. The presentation illustrates that transit here performs efficiently and attracts increasing ridership with a local level of funding effort that far exceeds any other district in Virginia. The reasons for the current structure are explained. Examples are

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provided of how the many agencies work effectively together to plan and operate interconnected routes, coordinate fares and introduce new shared technologies and customer service innovations. An appendix provides details on governance, performance and funding for each of the transit agencies.

Without objection, this document will be posted on NVTC's website.

D. Communications from the Public.

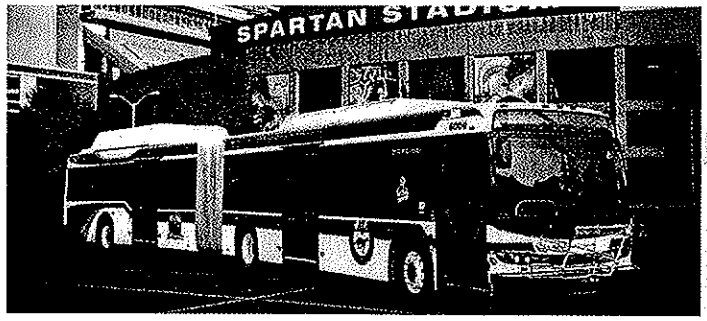
A letter from Ed Tennyson on fuel savings from transit is attached.

E. Try Transit Week.

Information from DRPT is attached about the results of its first annual Try Transit Week from September 22 through 25, 2008. NVTC supported the effort (see attached resolution). A total of 1,710 pledges to try transit were received, almost 1,000 from Northern Virginia, including 362 from Woodbridge.

F. Prince William County HOT Lane Action.

As explained in the attached news article with an accompanying Prince William County resolution, the County Board has gone on record unanimously to demand an appearance by VDOT and Transurban (a "foreign corporation") to answer tough questions and copies of all correspondence pertaining to the project.



10 GREAT Systems to

Open-door policies, a family atmosphere and opportunities for growth and advancement help to keep transit employees happy. But each of the 10 transit systems profiled in this article has its own special way of making sure that employee satisfaction is part of its mission.

>BY STEVE HIRANO

WHAT MAKES A PUBLIC TRANSIT SYSTEM A GREAT place to work? The answer is complicated, depending on the needs, desires and expectations of each employee and the unique situation of the transit system. Certainly, competitive salaries and benefits are a good starting point, but most employers need to offer much more than money and perks to maintain a fully engaged workforce. Being a great employer is as much art as it is science.

That said, *Metro* launched an effort this summer to identify 10 of the top transit agency employers in the U.S. and Canada. A scoring system was created that weighs a 750-word statement prepared by the transit agency and the results of a confidential employee survey (see Methodology sidebar). Thirty-seven transit agencies participated in the project.

The effort was not fully comprehensive, in that we did not attempt to contact every transit system in North America. Unfortunately, that undertaking would be prohibitively time-consuming and beyond the scope of any one organization. Now that we have published this report, however, perhaps a sequel can include all transit systems within range of this magazine, its Website and e-mail newsletters.

DIVERSE SIZE AND GEOGRAPHY

The 10 transit systems profiled in this report range in size from nine to 1,999 employees. All of them are U.S. properties, although one Canadian transit system did make it to the final twenty. Three of them are in California, two in Virginia and one each in six other states — Connecticut, Illinois, Michigan, Nevada, Ohio and Virginia.

Here is the full list of Great Transit Systems to Work For (in alphabetical order):

Alexandria Transit Company (DASH) - Alexandria, Va.
Capital Area Transit Authority - Lansing, Mich.
Champaign-Urbana Mass Transit District - Urbana, Ill.
Greater Dayton Regional Transit Authority - Dayton, Ohio
Greater Hartford Transit District - Hartford, Conn.
GRTC Transit System - Richmond, Va.
Orange County Transportation Authority - Orange, Calif.
Regional Transportation Commission of Southern Nevada - Las Vegas, Nev.
Riverside Transit Agency - Riverside, Calif.
SunLine Transit Agency - Thousand Palms, Calif.

Transit Work For

SHARED ATTRIBUTES OF THE TOP 10

As you might expect, the top 10 employers shared many common attributes. For example, each of them possessed some or all of the following characteristics, based on open-ended survey responses from employees:

- An open-door policy among managers;
- Relaxed, family atmosphere;
- Work-schedule flexibility;
- Strong employee recognition practices;
- Approachable senior executives;
- Strong sense of community service;
- Opportunities for advancement;
- Lack of micro-management;
- Encouraging, supportive environment.

In almost all cases, a large majority of employees at the 10 transit systems said they would be "likely" or "very likely" to recommend their place of employment to their friends. This is a significant finding and a key differentiator. At one agency that did not make the final 10, only 63 percent of the employees who responded to the confidential survey said they would be likely or very likely to refer a friend, while the top 10 agencies averaged more than 92 percent, a difference of nearly 30 percent.

MAKING THE FUTURE EVEN BRIGHTER

The ability of transit systems to attract, hire and retain top candidates to their organization hinges on their willingness and desire to become employers of choice in their communities. The transit agencies profiled in this report already have much to offer job seekers, but, even in their own estimation, still have areas where they can improve. Says **Jacob Snow**, general manager of the **Regional Transportation Commission of Southern Nevada** in Las Vegas: "When we stop trying to improve, we'll inevitably fail. There are several areas that we're currently emphasizing, including succession planning, project management and in-house training. By improving in these areas, we'll be in an even better position as an agency."

Methodology

An invitation to participate in the project was e-mailed to the general managers, CEOs and executive directors of more than 200 small, medium and large transit systems in the U.S. and Canada. Thirty-seven systems agreed to participate and prepared a 750-word statement describing how they create a great workplace environment and culture for all employees. As a guideline, the participants were told they might want to consider the following subject areas in their statement:

- Innovative practices in maintaining high employee morale
- Employee development, education and training programs
- Employee recognition programs
- Empowerment of employees to make key decisions
- Recruiting and retention practices
- Reductions in turnover rate
- Encouragement of employee work-life balance
- Leadership provided by general manager/CEO/president/executive director
- If applicable, relationship with organized labor
- Traditional and untraditional employee benefits
- Working relationship between board and staff
- Using HR metrics to reduce costs
- Stability of funding source as it applies to job security and wage increases
- Employee participation in corporate charity and fundraising activities

Each statement was judged by **Steve Hirano**, president of **TransitTalent.com**. He assigned a score of 1 to 100 to each statement based on its effectiveness in describing a workplace where employees could thrive both professionally and personally based on many of the factors mentioned above. The top 20 finishers were selected as finalists.

These 20 transit systems then took part in a confidential employee survey. The 22-question survey was designed to gauge employee satisfaction in a variety of areas, such as salary, benefits, workload, training, employee recognition programs, agency leadership and overall morale. Key questions included "How satisfied are you with your job?" and "How likely would you be to refer a friend to your agency as a place to work?"

The 20 finalists were pared down to 10 using the results of the survey (50 percent) and the original statement (50 percent).

Congratulations to all of the participants, many of whom found it to be a useful exercise to put together the statement.

10 GREAT Transit Systems to Work For

ALEXANDRIA, VA.

Alexandria Transit Company (DASH)

DASH prides itself on providing the highest level of customer service to its riders and employees. Twenty-year veterans from the agency's 20th anniversary in 2004 (above).

Alexandria Transit Company (DASH) prides itself on providing the highest level of customer service possible to its riders and its employees. "Our management philosophy is that if we treat our employees like kings and queens, with respect and appreciation, then they are more likely to treat our external customers with that same respect and appreciation," says General Manager **Sandy Modell**. "This philosophy has worked and is the basis of the great work environment and culture that exists at all levels."

DASH started in 1984, with 17 buses and 35 employees. Today, DASH has 62 buses and 138 employees. Annual ridership has grown from 923,000 to four million riders today. Modell says the success of the DASH system is due to its employees, whose dedication, hard work and high morale has helped to attract and retain new customers. DASH has built its reputation on strong customer and community service. "We get many recognition letters from customers, community members and city officials about our wonderful, professional, safe and courteous employees," she says.

Employee recognition plays a key role in highlighting outstanding performance, focusing on reinforcing and recognizing excellent performance. DASH posts a monthly honor roll of operators who had outstanding performance in safety, attendance and customer relations. It also has an annual, well-attended employee awards banquet at a hotel, complete with dinner and dancing. The ceremony recognizes outstanding employees and recognizes all levels of transportation, maintenance and administration employees, including the coveted "DASH Difference" Award.

Throughout the year, the organization provides many opportunities to bring employees together in social settings. These activities include holiday and special event luncheons, monthly birthdays, company picnics, fish frys and cook-outs. Quarterly, DASH hosts pool tournaments, ice cream socials and a "Breakfast Bowl" at the bowling alley with awards for the highest scores. Each Christmas employees receive a holiday turkey or grocery gift card.

Key Employment Data

Total number of employees:	138
Female employees:	32
Male employees:	106
Turnover rate for 2007:	1.4%

Three years ago, DASH created operator work assignments that include two-week schedules to provide operators every other weekend off. The result was a 25 percent drop in call-offs on weekends. Also, operators are eligible to select these assignments within their first six months of employment, which helps with employee retention.

DASH has an excellent employee benefit package that includes a number of wellness programs along with the traditional package. Even with the rising cost of health insurance, employees are still provided with 100 percent company-paid single-coverage health insurance. In addition, employees are given a free YMCA membership and DASH recently began a Weight Watchers At-Work Program. In the first session, DASH employees lost a collective 85 pounds.

Although serious work is always at the core of DASH, it supports family and encourages fun. "As the general manager for 18 years, it has been my goal and pleasure to provide a workplace where people want to come to work," Modell says. "We have done extensive supervisory training to provide the right mindset on how to communicate and treat employees. Our board of directors has been extremely supportive and our chairman of 22 years, **Bill Hurd**, who retired at 90, was a great mentor."

A stable funding source has helped to create a secure environment for DASH employees. "In fact, just last month we held a groundbreaking ceremony for our new DASH facility, which will allow us to double the size of our fleet and our company in the near future," Modell says.

For more information about DASH, visit *www.dashbus.com*.

Perspective

"We're a family really. We work together and we enjoy personal time together as well. The team is a diverse group with people from different ethnic backgrounds, skill sets, ages, etc. There aren't many places to work where folks still care about quality of work and life of employees."

RELATIONSHIPS OF MOTOR FUELS PRICES TO DRIVING BEHAVIOR AND TRANSIT USE

--HAVE WE REACHED A TIPPING POINT AT $4 PER GALLON?--

-- OCTOBER 30, 2008--

Summary

- Is $4 gas a tipping point that will permanently alter the balance in favor of transit use at the expense of single-occupant drivers?
- Examine the patterns of Vehicle Miles Traveled (VMT), transit ridership and gasoline prices.
- Consider possible explanations for the patterns.
- Conclusion: No definitive research but it seems unlikely that $4 gas alone would accomplish such a permanent change in consumer behavior.

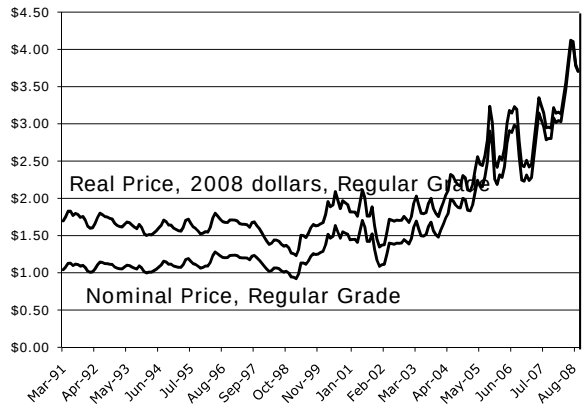
2

Patterns

- After rising steadily through the 1990's Vehicle Miles Traveled (VMT) began to drop in November 2007.
- Gas prices were relatively steady through the 1990's but began to rise in 2004 and peaked in July, 2008 at over $4 per gallon.
- Transit use dropped in the early 1990's and began a steady climb in 1995, with many systems setting ridership records in the first quarter of FY 2009.

3

Gas Prices Since 1991 Nominal and Real



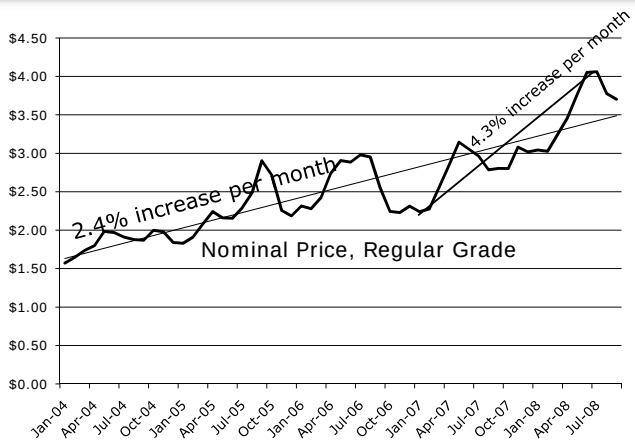
In Jan. 2004 gas cost $1.57/gal.

In the summer of 2008 gas cost over $4.00/gal.

Source: U.S. Department of Energy
http://www.eia.doe.gov/emeu/steo/pub/fsheets/real_prices.html

4

Gas Prices from Jan. 2004 to Sept. 2008



Gas price trend line increased by 119% from Jan. 2004 – Sept. 2008, or 2.4% per month.

Gas prices increased by 81% from Jan. 2007 – July 2008, or 4.3% per month.

Source: U.S. Department of Energy
http://www.eia.doe.gov/emeu/steo/pub/fsheets/real_prices.html

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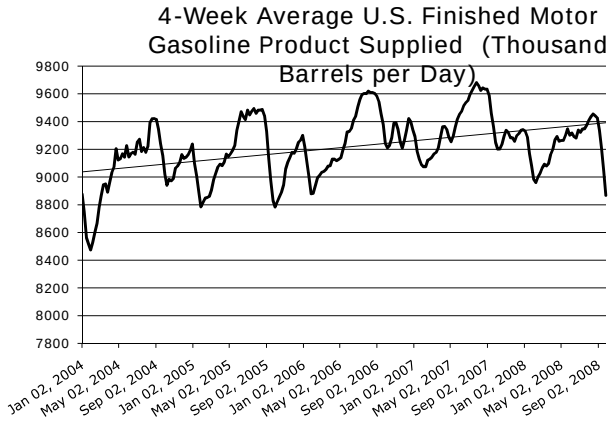
Gas Consumption from Jan. 2004 to Sept. 2008



Gas consumption trend line rose by 4.2% from Jan. 2004 – Sept. 2008, or a 0.07% monthly increase.

Some of this rise is attributable to population growth.

Source: U.S. Department of Energy
http://tonto.eia.doe.gov/dnav/pet/pet_cons_wpsup_k_w.htm

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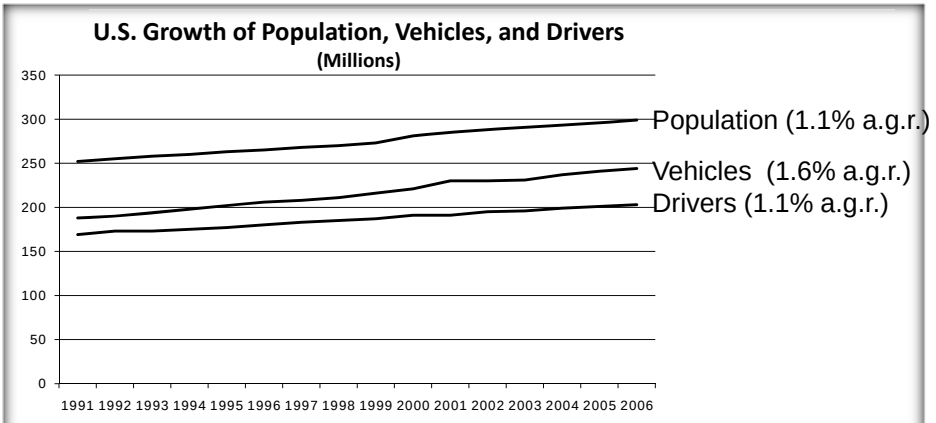
U. S. Demographic Growth Rates



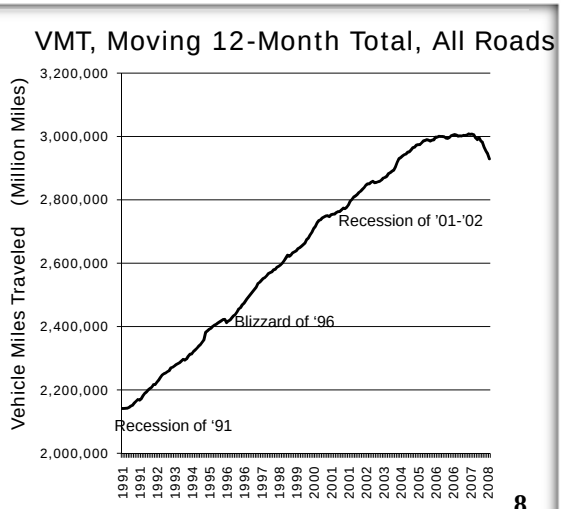
Source: U.S. Federal Highway Administration
http://www.fhwa.dot.gov/policy/ohim/hs06/driver_licensing.htm

7

Vehicle Miles of Travel (VMT) 1991 - 2008

VMT rose from 2.1 trillion miles in 1991 to 3.0 trillion miles in 2007.

This is a 53 billion mile average annual increase in VMT.



Source: : U.S. Federal Highway Administration
http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm

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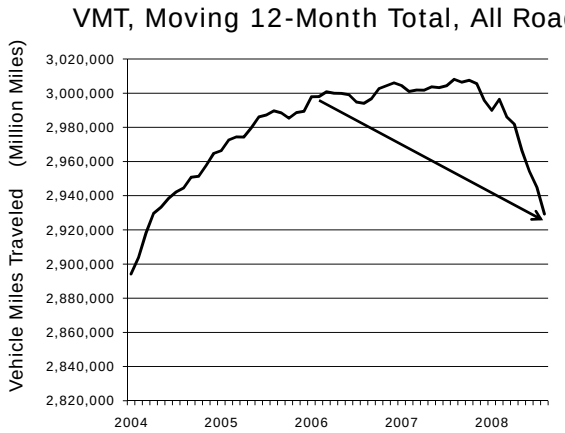
Vehicle Miles of Travel (VMT) 2004 - 2008



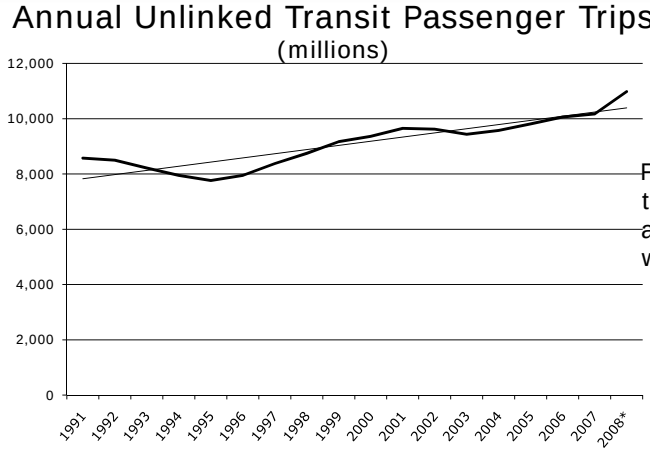
VMT fell by 68 billion miles from Jan. 2006 to Aug. 2008, while gas prices rose 76%.

This is a 2.3% decrease in VMT.

Source: : U.S. Federal Highway Administration
http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm

9

Annual Unlinked Passenger Trips 1991 - 2008



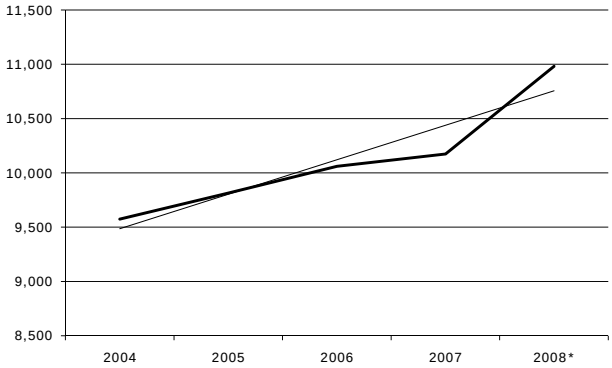
From 1991 to 2008*, the transit trips annual growth rate was 1.9%.

* 2008 data is estimated by doubling the Jan. - June 2008 trips.
http://www.apta.com/research/stats/factbook/documents08/2008_fact_book_final_part_2.pdf

10

Annual Unlinked Passenger Trips 2004 - 2008

Annual Unlinked Transit Passenger Trips
(millions)



From 2004 to 2008*, the transit trips annual growth rate was 3.7%.

* 2008 data is estimated by doubling the Jan. - June 2008 trips.
http://www.apta.com/research/stats/factbook/documents08/2008_fact_book_final_part_2.pdf

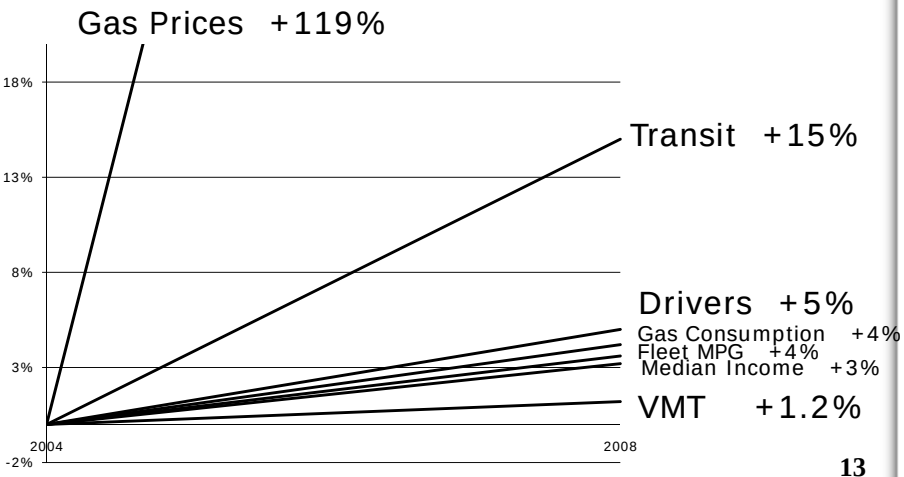
11

Explanations

- For a short period in mid-2008, gas prices were moving up rapidly along with transit ridership while VMT dropped.
- Other factors influence VMT and transit ridership besides gas prices, including:
  - Population, licensed drivers, and other demographics
  - Strength of economy
  - Median incomes
  - Vehicle fuel economy
  - Seasonal changes
  - Environmental concerns
  - Land use including Transit Oriented Development
  - Auto purchase costs
  - Driving Speeds
  - Parking, tolls, insurance, registration, and other costs of owning/operating a vehicle
  - Traffic congestion
  - Trip type
  - Trip distance
  - Routes and trip chaining
  - Times driven
  - Available alternate modes
  - Short term vs. long term
  - Expectations of change

12

Putting it all together:
Comparisons of Rates of Change



13

Explanations

- With so many possible causal factors bouncing around it is difficult to isolate the role of gas prices.
- Past research on elasticities (responsiveness of gas consumption, driving and transit use to changes in gas prices and other factors) suggests that in the short run higher gas prices do not reduce in proportion gas consumption, autos owned or miles driven. Nor do they increase transit use much. In the long run there is more of an impact, but still quite modest.
- All of those categories are much more responsive to changes in median income.
- On the other hand, miles traveled by auto are responsive to total auto operating costs (fuel is only about a fifth to a quarter of that total).

14

Selected Long-Run Elasticity Estimates

With respect to:

Change In:	Fuel Price	Income	Total Auto Operating Cost
Autos owned	-0.1	1.0	-
Fuel consumed	-0.7	1.2	-
Miles driven	-0.3	1.2	-
Transit use	0.1	0.7	0.4

In general with respect to fuel price, fuel consumption elasticities are greater than those of VMT by a factor of 1.5 to two, long run elasticities are greater than short run by a factor of two to three, and income elasticities are greater than price by a factor of 1.5 to three.

Source: Todd Litman, Transportation Elasticities (July, 2008) at 11 ff.

15

Conclusion

- Without definitive research (holding all other relevant factors constant) it is hard to argue that $4 gas in 2008 by itself would cause a lasting shift to transit use at the expense of single occupant auto driving.
- VMT growth has been declining with each successive decade while gas prices and transit use fluctuated up and down.
- Inflation-adjusted gas prices per mile of travel are lower now with $4 per gallon gas (16.8 cents per mile) than in the 1980's at 18.8 cents per mile.
- $4 per gallon gas now comprises about six percent of current median disposable income versus eight percent in 1980 with inflation-adjusted gas prices of about $3.
- Fuel comprises at most a quarter of the total cost of driving.

16

References

Rising Fuel Costs: Impacts on Transit Ridership and Agency Operations--Survey Results, American Public Transportation Association (September, 2008).

Transportation Elasticities—How Prices and Other Factors Affect Travel Behavior, Todd Litman, Victoria Transit Policy Institute (July 26, 2008).

"Impact of Higher Energy Costs on Future Travel Behavior--$4 Gas Is Not the Tipping Point," Alan Pisarski for Northern Virginia Transportation Alliance (October 9, 2008).

17

For Further Information

Go to: www.thinkoutsidethecar.org

Contact:

Northern Virginia Transportation Commission

4350 N. Fairfax Drive, Suite 720

Arlington, VA 22201

18

Northern Virginia Transportation Commission

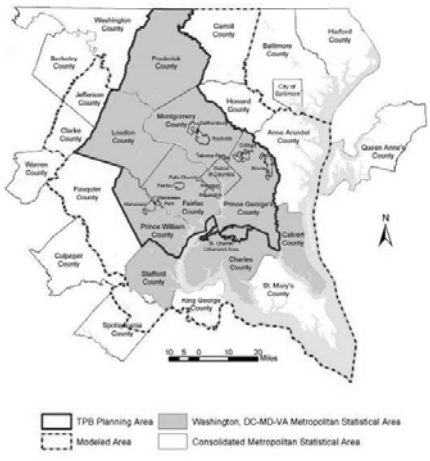
NVTC

Thinking Outside the Car Since 1964

HOW PUBLIC TRANSPORTATION IS ORGANIZED IN NORTHERN VIRGINIA

DRAFT: OCTOBER 17, 2008
REVISED: OCTOBER 30, 2008

Map of Washington Metropolitan Region



2

Summary

- Public transit in Northern Virginia is coordinated and performs exceptionally well.
- Routes do not overlap, services are not duplicated, and systems do not compete.
- The institutions providing, planning and funding transit in Northern Virginia are many and their interrelationships are complex, but they have evolved for good reasons, function effectively and have well-defined individual responsibilities.
- In general those entities providing the most funding exercise the most control.
- While all participants continue to strive for improvements, there is no compelling need to alter the current institutional structure.



3

Northern Virginia's Interconnected Transit Systems

4

In Northern Virginia: 142 million trips in FY 2008

New Ridership Data for FY 2008 Show Continued Positive Regional Transit Performance

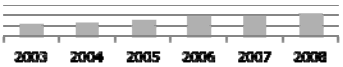
Strong transit performance in Northern Virginia:

- Preliminary FY 2008 results show over 142 million trips, up 3.3 percent compared to FY 2007.
- 17% ridership growth here since 2003.
- Metrorail was up 4 percent in FY 2008, VRE was up 5 percent, Arlington Transit was up 16 percent and Loudoun County Transit was up 19 percent.
- 75% of Virginia's transit ridership is in Northern Virginia.
- 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.

5

Total Transit Ridership Growth NoVA FY 2003-2008

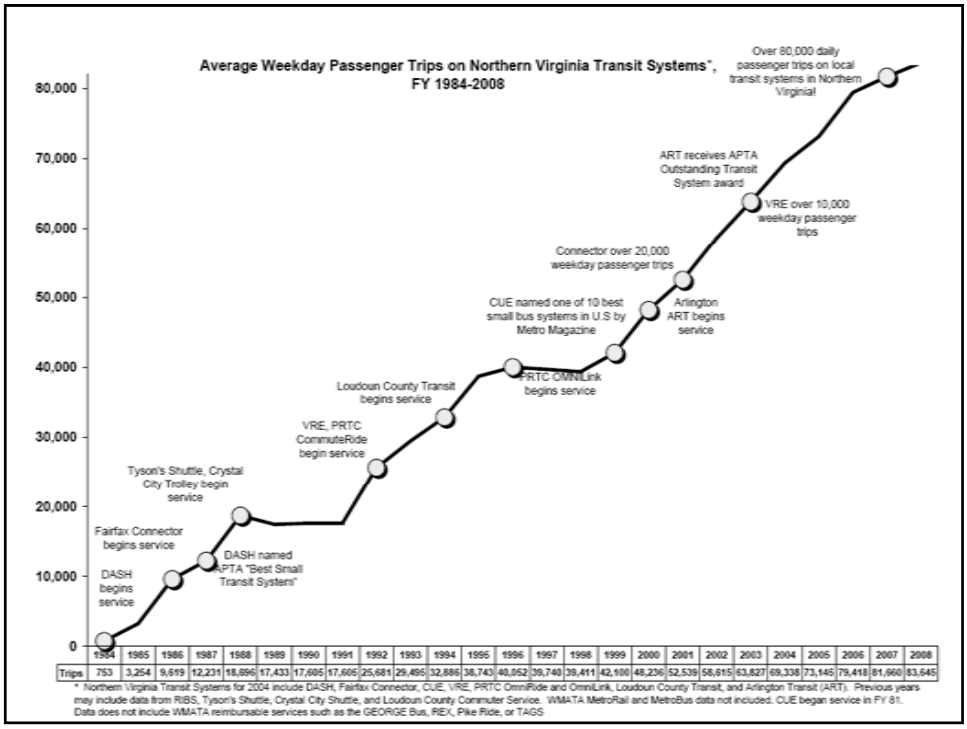
Transit Provider	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips	FY 2008 Passenger Trips
Metrorail (Northern Virginia)	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091	97,964,390
Mertrobus (Northern Virginia)	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434	20,870,898*
Fairfax Connector	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392	9,810,228
Alexandria DASH Bus	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449	3,978,773
Virginia Railway Express	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561	3,628,563
PRTC OMNI Ride Bus	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556	1,840,722
Arlington Transit	397,001	674,806	788,854	926,574	1,060,441	1,225,427
City of Fairfax CUE Bus	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346
PRTC OMNI Link Bus	649,405	604,586	694,367	843,407	870,206	1,008,626
Loudoun County Transit	281,829	392,901	513,766	602,333	652,347	777,273
Total	121,583,356	125,685,507	128,945,194	137,341,911	137,544,235	142,152,246



Annual Transit Ridership in NoVA has Increased 17% since 2003

*Preliminary.

6



Average Weekday Passenger Trips

Northern Virginia Local Transit Systems

FY	DASH	Connector	CUE	VRE	PRTC	ART	LCT
1984	753						
1985	3,254						
1986	4,599	3,350	1,450				
1987	4,352	5,719	2,000				
1988	4,320	8,765	2,442				
1989	4,680	9,051	2,470				
1990	5,100	8,550	2,780				
1991	5,100	8,550	2,780				
1992	5,456	8,550	3,400				
1993	6,900	9,610	3,100	5,597	2,730		
1994	7,604	10,605	3,305	7,170	2,864		
1995	7,604	16,465	3,552	7,361	2,964		
1996	7,815	16,700	3,380	7,670	3,174		
1997	7,751	17,000	3,191	7,150	3,671		
1998	7,963	17,499	3,131	6,081	3,695		
1999	8,354	17,636	3,100	7,078	3,857	420	648
2000	8,689	20,494	3,435	8,414	5,350	714	710
2001	9,172	22,537	3,423	9,877	5,083	588	730
2002	9,330	24,765	3,250	11,467	6,153	837	838
2003	10,235	27,765	3,282	13,291	7,186	976	1,152
2004	10,864	28,590	3,438	14,540	7,635	2,640	1,642
2005	11,288	29,775	3,739	15,115	8,076	2,992	2,189
2006	12,178	33,154	3,831	14,785	9,611	3,528	2,449
2007	12,785	33,877	3,988	13,982	10,610	3,812	2,606
2008	13,647	32,576	4,227	14,662	11,218	4,243	3,072

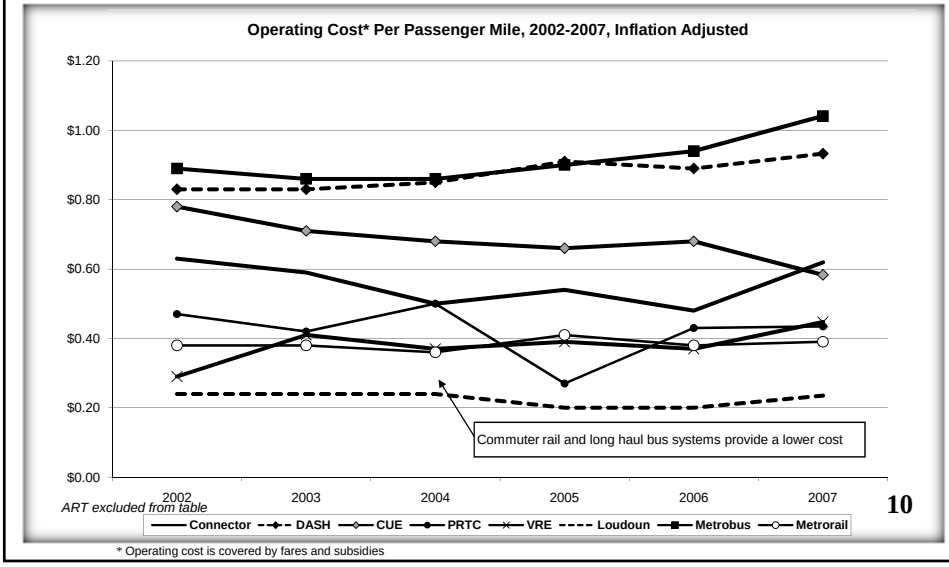
8

Costs of Operation

- All of Northern Virginia's transit systems have held their inflation-adjusted operating costs relatively steady over the past few years.
- Bus systems serving short passenger trips have lower costs per trip than bus and rail systems serving primarily long distance trips.
- Conversely, bus and rail systems with long distance customers have lower costs per passenger mile.
- Similarly, operating costs recovered from passenger fares vary with type of service offered. Short-haul feeder routes to rail stations recover much lower percentages than express bus routes and rail services. For example, VRE recovers over 50% and Metrorail over 70% while Metrobus recovers 33%.

9

Cost of Operation

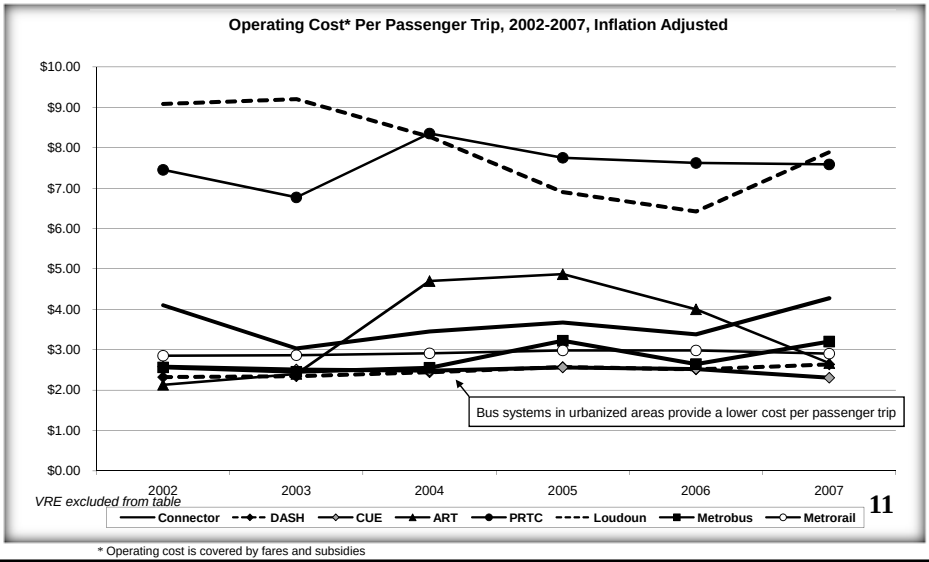


ART excluded from table

10

* Operating cost is covered by fares and subsidies

Cost of Operation



VRE excluded from table

11

* Operating cost is covered by fares and subsidies

Local Level of Effort

- It now costs over $622 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.
- The latest available data show that, 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.

12

Many Separate Institutions, Each with Well-Defined Responsibilities

- As shown on the following chart and in the appendix, there are 10 distinct agencies providing public transit regionally and locally in Northern Virginia.
- There are seven additional regional and state agencies with some role in planning transit in Northern Virginia.
- Most of these local, regional, and state agencies, as well as federal agencies such as Federal Transit Administration, Federal Highway Administration and Federal Railroad Administration have a role in funding transit.

13

Summary of Agencies Planning, Operating and Funding Public Transit

Organization	Primary Responsibilities
Federal Transit Administration (FTA)	Federal formula and discretionary funding and safety regulation.
Federal Highway Administration (FHWA)	Flexible federal funding available for transit.
Federal Railroad Administration (FRA)	Federal loans and grants for passenger rail systems and safety regulation.
Department of Rail and Public Transportation (DRPT)	State transit formula and discretionary grants, statewide planning, technical assistance.
Virginia Department of Transportation (VDOT)	State funding and in Northern Virginia-planning, technical assistance and ITS architecture.

14

Summary of Agencies Planning, Operating and Funding Public Transit

Funding and Planning:

Organization	Primary Responsibilities
Metropolitan Washington Airports Authority (MWAA)	Manage Dulles Rail Extension and Dulles Toll Road as well as Dulles and Reagan airports.
Metropolitan Washington Council of Governments (MWCOG)	Modeling, transportation and air quality data collection, vision and constrained planning.
Transportation Planning Board (TPB)	Metropolitan Planning Organization, Transportation Improvement Program, regionwide priorities. Federal statutory responsibility for constrained long-range plan and period calculation of available funding resources.
Northern Virginia Transportation Authority (NVTA)	Northern Virginia multi-modal unconstrained transportation plan, funding priorities, legislative advocacy, project implementing.
Northern Virginia Transportation Commission (NVTC)	Collect and manage 2% gas tax for Metro, coordinated state grant applications, co-own VRE, demonstrations of innovative technologies, appoint Metro Board members, legislative advocacy

15

Summary of Agencies Planning, Operating and Funding Public Transit

Transit Operators:

Organization	Primary Responsibilities
Washington Metropolitan Area Transit Authority (WMATA)	Major regional transit provider of rail, bus and paratransit service.
Potomac & Rappahannock Transportation Commission (PRTC)	Co-own VRE, 2% gas tax for members' transportation, coordinate VRE's federal grants, operate Omni Ride (commuter bus) and Omni Link (demand-responsive local bus).
Virginia Railway Express (VRE)	Transit Provider of regional commuter rail service.
Virginia Regional Transit	Transit Provider of regional rural and local bus service.
Fairfax Connector	Transit Provider of local, BRT, commuter, circulator, and feeder bus service.
Loudoun County Transit (LCT)	Transit Provider of long distance commuter bus service.
Arlington Transit (ART)	Transit Provider of local and circulator bus service.
Falls Church GEORGE	Transit Provider of circulator bus service.
Alexandria DASH	Transit Provider of local bus service.
City of Fairfax CUE	Transit Provider of circulator bus service.

16

What Factors Contribute to Effective Coordination of Public Transit in Northern Virginia?

- While there are many individual agencies, each has a well-established historic role. Agency staffs interact regularly and frequently in many venues and share information.
- Many of the same local and state elected officials serve on agency and transit system boards, providing the opportunity for learning and coordination.
- In general, the region has organized its transit systems according to the principle that those sponsors providing the most funding should exercise the most control. Local sources of funding (property tax, passenger fares, regional 2% gas tax) cover about two-thirds of total transit costs, with state and federal aid covering the remainder.

17

What Factors Contribute to Effective Coordination of Public Transit in Northern Virginia?

- Because local funds cover such a large proportion of Northern Virginia's transit costs, not only are these systems responsive to the needs of customers, but they also maintain tight controls on spending.
- In fact, Northern Virginia has by far the greatest per capita transit ridership, per capita local funding effort and overall transit efficiency of any district in Virginia. Northern Virginia recognizes transit's importance and therefore focuses on effective coordination.
- In general, regional agencies (TPB, WMATA, NVTA, NVTC, PRTC) help coordinate these local services to be certain their combined operations offer an integrated system.

18

Why Do Most Northern Virginia Localities Operate Separate Transit Systems?

- Local systems were created to provide service at least as effective as WMATA at lower cost.
- WMATA had more costly labor agreements than those available to new local systems. Also, new transit systems hired new drivers who started at the low end of longevity-based pay scales.
- WMATA was less flexible (requiring consensus among three "states" and extensive public hearings). Also, most local bus systems did not use federal funding and thereby avoided costly rules and regulations.

19

Why Do Most Northern Virginia Localities Operate Separate Transit Systems?

- Local bus systems generally took over low density feeder routes from Metrobus, thereby improving service quality and overall efficiency. Metrobus concentrated on long-distance, multi-jurisdictional routes.
- Local bus systems can better reflect local conditions, values and goals and are an aid to local development and a source of civic pride.

20

Why Do Most Northern Virginia Localities Operate Separate Transit Systems?

- When NVTC wished to initiate new commuter rail service, local governments within and outside NVTC considered the relative benefits of expanding NVTC and chose instead to create a contiguous district (known as the Potomac and Rappahannock Transportation Commission). This allowed the new 2% motor fuels tax to be used for VRE and other transportation in the new district while retaining NVTC's focus on WMATA. NVTC and PRTC have never voted differently on significant VRE issues and VRE is achieving unprecedented ridership gains.

21

Examples of Effective Regional Transit Coordination

Route Planning and Service Integration:

- NVTC conducted a region-wide analysis of transit services to identify gaps and overlapping services. The study led to new services operated by Fairfax Connector and other local systems to fill the gaps.
- NVTC managed a study of transit opportunities in the Route 1 corridor of Fairfax and Prince William counties. The Fairfax Connector and PRTC now have added (and continue to add) new services there, including the unique REX service which is functionally equivalent to Bus Rapid Transit (BRT).
- DRPT conducted a consulting study of how to expand transit services in the I-95/395 corridor as HOT lanes are added, stretching from Spotsylvania County to the Pentagon. All of the affected jurisdictions and transit systems participated.
- NVTA introduced a unique method of describing corridor specific transit improvements in its 2030 transportation plan, as well as generating unprecedented levels of public involvement using innovative techniques.

22

Examples of Effective Regional Transit Coordination

Route Planning and Service Integration:

- WMATA operates a core network of regional bus routes in which Maryland, Virginia, and D.C. share subsidies. Its non-regional routes are operated at the request of individual jurisdictions with subsidies paid by the requesting jurisdictions. WMATA has recently completed its Metrobus Priority Corridor Network Plan which reflects a strategy for improving its travel times, reliability, capacity, productivity and system access. It is consistent with WMATA's Regional Transportation Vision, Regional Bus Study, Core Capacity Study and APTA Peer Review.
- Service provided by local bus systems is integrated with that of Metrobus wherever possible. For example, REX on Route 1 in Fairfax County operates at 15 minute intervals at limited stops while Fairfax Connector service is provided every 30 minutes to more stops. In combination they provide 10 minute headways.
- MWCOG/TPB's Regional Bus Subcommittee meets regularly to identify top priority bus system integration projects for the entire metropolitan area.

23

Examples of Effective Regional Transit Coordination

Performance Measurement:

- Each year VDOT's Northern Virginia District directs MWCOG staff to conduct traffic studies in major commuting corridors for NVTC. The studies measure the performance of various commuting modes (transit and ridesharing provide from a half to three-quarters of peak period trips in major corridors).

- NVTC provides consulting assistance to its local bus systems to complete annual National Transit Database reports, thereby earning an additional $6 million annually in federal funds for WMATA.

24

Examples of Effective Regional Transit Coordination

Agency Cooperation:

- MWAA has taken over management of the vital rail extension to Dulles Airport. Fairfax Connector operates BRT service in the corridor as a precursor to rail.
- NVTA has operated very successfully for several years in planning and setting priorities despite a lack of funding and no staff. Only extensive cooperation among jurisdictions and agencies volunteering their staffs makes that possible.
- Northern Virginia's transit systems also actively participate in the Virginia Transit Association, which provides a forum for statewide advocacy and coordination. Most also are members of the American Public Transportation Association for coordination with U.S. and Canadian transit systems.

25

Examples of Effective Regional Transit Coordination

Fare Integration:

- With DRPT's funding and NVTC's leadership, each of Northern Virginia's regional and local bus systems uses the same SmarTrip fareboxes and regional clearinghouse. Also these systems offer SmartBenefits (access to monthly tax-free employer-provided transit passes up to $115). Pass products and the ability to have funds automatically transferred to SmarTrip cards is planned for 2009.
- NVTC, using federal funding provided through NVTA and DRPT, directs a cooperative program of free bus fares in Northern Virginia on days forecast by MWCOG to have very bad air quality (Code Red). All bus transit systems participate.
- Fare systems are very similar. For example, the Fairfax Connector has acted to mirror the structure of Metrobus.

26

Examples of Effective Regional Transit Coordination

Emergency Response:

- After September 11, 2001, NVTC assembled all of the region's transit operators together with first responders (police, fire, EMT), and developed emergency response plans for WMATA's key Metrorail stations in Northern Virginia, including designated alternative routes and staging areas. A region-wide transit operators group is now extending this work to the entire metropolitan area under the auspices of WMATA.

27

More Examples of Effective Regional Transit Coordination

Cooperative Customer Service:

- Customers using WMATA's trip planning tools (on-line or by telephone) and NVTC's e-schedules receive up-to-date information on local bus systems as well as Metrorail and Metrobus.

- Most jurisdictions operate transit stores at which fare media of Northern Virginia's transit systems are available together with schedules and other information.

28

More Examples of Effective Regional Transit Coordination

Technologies:

- NVTC initiated a demonstration of new diesel engine filters that led to the creation of the Falls Church GEORGE bus system.
- NVTC is developing two new real-time bus arrival information systems. One, successfully tested on Falls Church's GEORGE, is a low-cost, non-proprietary system. Customers call a telephone number with their bus stop location and are told the arrival time of the next bus. The second system will be more sophisticated and is being developed for Alexandria. This system may be expanded to the entire region if it is successfully tested.
- WMATA is testing a single log-in by drivers using Smartcards that will integrate access on each Metrobus to SmartTrip fareboxes; Clever Devices maintenance monitoring, voice annunciators and automatic passenger counters; GE digital video cameras; Motorola radios; Orbital GPS devices; and Luminator destination signs.

29

Conclusions

- Public transit performs exceptionally well in Northern Virginia overall and especially compared to other districts of Virginia.
- The institutions governing the provision of transit service and its planning and funding are many and seemingly complex, but they have evolved for good reasons, have well-defined individual responsibilities, and support the principle of providing the greatest control to those providing the most funding.
- From the transit customer's perspective, services are seamless. They share common customer information, e-schedules, SmarTrip fare collection and trip planning. Customers care about reliability of service, not the logo on the side of bus.
- All participants continue to strive for more efficiency, interconnections and coordination, and there is always room for improvement. That is why there are several forums with regular meetings to identify and resolve any problems, including those of TPB, WMATA,NVTA, and NVTC among others.

30

Appendix: Individual Agencies Providing Transit Planning, Operations and/or Funding in Northern Virginia

31

Federal Transit Administration

Role:

- Administers federal formula and discretionary grants for transit through a regional office in Philadelphia and headquarters in Washington D.C.
- For FY 2008, expected about $115 million in federal funds, or 18.5% of the total $622 million spent on transit operations and capital in Northern Virginia.
- Enforces and audits extensive rules on planning, labor protection, procurement, U.S. manufacturing of transit vehicles, charters, safety and grant requirements.

32

Federal Highway Administration

Role:

- Provides flexible funding for such transit sources as Congestion Mitigation and Air Quality. Northern Virginia's process for such funding calls for initial requests from transit operators with their board's approval, prioritization by the Jurisdictional and Agency Coordinating Committee (JACC) of NVTA, approval by NVTA, approval by TPB and approval by CTB, provision of funds by FHWA to VDOT, and contracting with DRPT.
- While the above process is lengthy, it ensures regional priorities are met and is accomplished routinely within a set schedule each year.

33

Federal Railroad Administration

Role:

- Administers limited grant programs and more extensive loans for passenger rail service (utilized by VRE to purchase railcars).
- Requires adherence to safety programs and regulations by freight and passenger rail operators.

34

Virginia Department of Rail and Public Transportation

Role:

- Created July 1, 1992 (formerly a division of VDOT).
- Provides formula and discretionary funding for transit through Richmond and Northern Virginia offices.
- For FY 2008, expected funding for NVTC, VRE and WMATA totaled $136 million or about 22% of the $622 million total.
- Audits compliance and performance of transit systems, developing an on-line asset management system, requires six-year capital improvement programs from each transit system.
- Completing a statewide transit plan due in spring, 2009 and also completing a state rail plan and transit ITS plan.
- Conducts corridor transit studies such as Route 29, BRT (SJR 122) and I-95/395 HOT lanes.
- Member of TPB, NVTA, NVTC, PRTC and VRE boards.
- Member of Commonwealth Transportation Board (which allocates funds available from the state).

35

Northern Virginia District of Virginia Department of Transportation

Role:

- Provides funding for regional planning efforts through MWCOG and has its own modeling staff emphasizing multi-modal involvement.
- Funds annual mode share corridor studies including transit.
- Maintains regional ITS architecture.
- With headquarters office maintains Northern Virginia's TIP and statewide STIP (necessary to qualify for federal funding).
- Manages HOV lanes used by transit systems.
- Serves as a member of CTB, TPB and NVTA.

36

Metropolitan Washington Airports Authority

Role:

- Governed by a Board of appointees from Maryland, D.C., Virginia, Congress and the U.S. President, it manages Virginia's Reagan National and Dulles airports under a long-term lease with congressional review.
- Now responsible for managing the extension of rail in the Dulles Corridor and using Dulles Toll Road revenues to help fund the project.

37

Metropolitan Washington Council of Governments

Role:

- Serves as policy forum for suburban Maryland, Virginia and D.C. on issues such as transportation and air quality.
- Provides modeling and databases for population, employment and transportation forecasts.
- Operates Ride Finders Network (carpooling/vanpooling).
- In 1966 recognized by the federal government as the agency responsible for comprehensive regional planning and agreed with TPB to use that agency as its Transportation Policy committee.

38

Transportation Planning Board of the National Capital Region

Role:

- Serves as the Metropolitan Planning Organization (MPO) for the region as defined in federal transportation planning regulations.
- Now includes representatives of 17 cities and counties, plus several state and regional transportation agencies.
- MWCOG's Director of Transportation is lead staff of TPB.
- Produces long-range plans (constrained, vision) with statutory responsibility for the constrained long range plan and for periodic assessments of available funding resources.
- Approves and updates 6-year Transportation Improvement Program (TIP).
- Provides air quality analyses.
- Maintains technical and other committees (including regional bus operators).
- Providing transportation input to the Metropolitan Washington Air Quality Committee which produces the region's clean air plans and conformance strategies. Violations would jeopardize federal transportation funds.

39

Northern Virginia Regional Commission

Role:

- One of Virginia's planning district commissions, it is responsible for state planning reviews (A-95) with coordinated comments on federally funded projects.
- Provides a forum for resolution of land use and environmental issues.
- A 1971 contract with MWCOG recognizes TPB's official transportation responsibilities and avoids duplication of effort with other regional bodies.

40

Northern Virginia Transportation Authority

Role:

- Created by Virginia General Assembly in 2001 and consists of 16 members, including one local government official from each of its nine localities.
- Completes and updates Northern Virginia's unconstrained multi-modal transportation plan, the most recent through 2030.
- Sets priorities for Northern Virginia's desired transportation projects and regional funding (e.g. CMAQ). Forwards Virginia's portion of each year's TIP to TPB for approval.
- Legislative advocacy.
- Implementation of projects.
- Currently no external funding and staff. It relies entirely on volunteer work by its member jurisdictions.

41

Northern Virginia Transportation Commission

Role:

- Created in 1964 by Virginia's General Assembly.
- 20-member board of state and local elected officials.
- Allocates up to $200 million annually of transit assistance to its six member jurisdictions (covering 1,000 square miles with a population of 1.6 million).
- Collects and manages regional 2% gas tax dedicated to WMATA.
- Serves as a forum for resolving transit issues and coordinating services.
- Co-owner of VRE and issues bonds for VRE.
- Appoints WMATA's two voting and two alternate members of WMATA.
- Conducts transit demonstration projects.
- Manages state and federal grant-funded projects.
- Coordinates transit services.

42

Washington Metropolitan Area Transit Authority

Governance:

- Created in 1968 by interstate compact. Amendments to compact require identical language by Maryland's Legislature, District of Columbia's Council, Virginia's General Assembly and the U.S. Congress. Metro's board has six voting members, two from each of Maryland, D.C. and Virginia (recent federal legislation would add two federal voting members).
- No action passes the board without at least one affirmative vote from each of the three jurisdictions.
- In Virginia, NVTC's original five members are compact signatories (Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church). Loudoun County, as a member of NVTC in 1990, is also part of the transit zone but isn't required to fund Metro as it currently is not served.
- Metro operates subway and regional bus service with 10,000 employees and an operating budget of about $1.2 billion annually.

43

Washington Metropolitan Area Transit Authority

Performance:

Metrorail--

215.1 million trips as of FY 2008, of which 98.0 million were in Virginia.

Second largest rail transit system in the U.S.

Cost recover of over 79%.

Metrobus--

132.8 million trips as of FY 2008, of which 20.9 million were in Virginia.

Tenth largest bus transit system in the U.S.

Cost recovery of less than 33% (since many routes feed Metrorail)

Metro Access--

1.7 million trips as of 2008 system-wide, up 556% from 262,367 in 1998.

44

WMATA

Funding:

In FY 2008, system-wide budget of $1.2 billion for operations and $674 million for capital. Within Virginia, NVTC's WMATA jurisdictions used $71.2 million of local funds to meet a total bill of $419.3 million. Other sources were fares ($181.1 million), NVTC's 2% gas tax ($29.1 million), federal aid ($64.0 million) and state aid ($73.9 million). Thus, combined local sources (local, 2% gas tax and fares) met 67% of the total Virginia bill.

45

Potomac and Rappahannock Transportation Commission's Omni Ride and Omni Link

Governance:

- Created in 1986. Governed by a board of appointees from its five member jurisdictions (Prince William and Stafford counties and the cities of Fredericksburg, Manassas and Manassas Park).
- Co-owns VRE and collects regional 2% motor fuels tax available to its members for any transportation purpose.
- Operates Omni Ride long-distance commuter bus service and Omni Link which is local, demand responsive service.

Performance:

As of FY 1993, provided 2,730 average weekday trips. By FY 2007, the total is 10, 610.

Annual totals for FY 2008: Omni Ride= 1,840,722; Omni Link= 1,008,626.

Funding:

In FY 2008, PRC budgeted about $28.3 million for operations and capital, consisting of $18.1 million of local contributions and fares (64%), $4.1 million of state aid (14.4%), $4.3 million of federal aid (15.1%), and $1.8 million from other sources including carryover funding (6.4%).

46

Virginia Railway Express

Governance:

- Created in 1988 by Master Agreement and co-owned by NVTC and PRTC.
- Recently expanded its board structure to offer a greater role for all of its members based on relative ridership.
- The commissions employ a Chief Executive Officer to oversee the VRE staff and delegate most spending decisions within approved budgets to the VRE Board.
- Major policy decisions remain the responsibility of NVTC and PRTC.
- Amtrak employees operate the trains.
- Rights-of-way owned by VRE with CSXT, NS and Amtrak.

Performance:

As of FY 1993, provided 5,597 average weekday trips and 1.404,961 annually. By FY 2008, the weekday average was 14,662, and the annual total was 3,628,563. In September, 2008, the average weekday total exceeded 16,200.

Funding:

- In FY 2008, VRE budgeted about $90.4 million for operations and capital, consisting of $35.0 million of local contributions and fares (38.7%), $15.9 million of state aid (17.6%) and $39.5 million of federal aid (43.7%).

47

Virginia Regional Transit

Governance:

A 501(c)(3) non-profit organization headquartered in Purcellville (Loudoun County). Began service in August, 1990. Serves 15 jurisdictions in 10 Virginia counties. Each jurisdiction names the services (e.g. Front Royal Area Transit, Town of Orange Transit). Operates several routes in the Town of Leesburg and within Loudoun County.

Performance:

FY 1997= 24,000 trips.

FY 2008= 900,000 trips.

Funding:

FY 2008 operating budget of $6 million, of which $2 million is federal, $1 million state, $1.5 million local and the remainder from private sources.

48

Alexandria DASH

Governance:

Alexandria Transit Company (ATC) created by city and hires a private management company. Drivers work for ATC.

Buses owned by city.

Created in 1984.

Performance:

FY 1984 ridership= 753 average weekday.

FY 2007 ridership= 12,785 average weekday.

FY 2008 annual ridership= 3,978,773.

Funding:

In FY 2008, Alexandria provided $15.0 million from local funds and another $2.4 million in gas tax funds for WMATA (out of $39.8 million billed). For DASH, $2.9 million of local funds were used out of a total bill of $10.7 million.

49

Arlington Transit (ART)

Governance:

Owned by Arlington County. All buses are natural gas powered. Operated under contract to a private management company employing drivers. Created in 1999.

Performance:

As of FY 1999, ART provided 420 trips on an average weekday.

By FY 2007, ART carried 3,812.

FY 2008 annual ridership= 1,225,427.

Funding:

In FY 2008, Arlington provided $26.3 million from local funds and another $3.6 million from regional gas tax for WMATA to meet total bills of $70.1 million. For ART, Arlington used $5.0 million of local funds to help meet a $19.0 million bill.

50

City of Fairfax CUE

Governance:

Owned and operated by the city of Fairfax using their own employees. George Mason University makes a substantial contribution so their students ride free. Began service in FY 1981.

Performance:

As of FY 1986 carried 1,450 average weekday trips. By FY 2007, that measure increased to 3,988.

FY 2008 annual ridership= 1,047,346.

Funding:

The city used $1.3 million of regional gas tax proceeds to cover the local portion of a $1.9 million WMATA bill in FY 2008. For CUE, the city spent $4.1 million of local funds to help meet a $5.2 million total bill.

51

City of Falls Church GEORGE

Governance:

Owned by the city using buses obtained by NVTC. Operated under contract with WMATA.

Performance:

Ridership is included in Virginia's Metrobus totals.

Funding:

The city spent $0.2 million of local funds plus $1.0 million of regional gas tax proceeds to meet a FY 2008 WMATA bill of $2.8 million. For GEORGE, the city used $0.2 million of local funds for a bill of $1.0 million.

52

Fairfax Connector

Governance:

Owned by the county. Organized into two divisions. Operated under contract by private management companies. Drivers work for the private companies. Began in 1986.

Performance:

FY 1986 average weekday ridership= 3,550.

FY 2007 average weekday ridership= 33,877.

FY 2008 annual ridership= 9,810,228.

Funding:

The county used $30.4 million of local funds and another $20.8 million of regional gas tax to help meet FY 2008 obligations to WMATA of $123.6 million. For Connector, $24.5 million of local funds were used for bills of $54.0 million.

53

Loudoun County Transit

Governance:

Owned by the county. Operated under contract to a private management company. Drivers work for the private company. Began in its present form in FY 1999.

Performance:

FY 1999 average weekday ridership=648.

FY 2007 average weekday ridership= 2,606.

FY 2008 annual ridership= 777,273.

Funding:

Net transit payments for FY 2008 were $5.8 million.

54

Other Branded Services

REX:

BRT-like service with distinctive purple livery and yellow lion logo. Operated in Route 1 corridor by WMATA under contract to Fairfax County. Limited stops.

TAGS:

Transportation Association of Greater Springfield owns the buses and contracts with WMATA to operate neighborhood feeder services to businesses and the Franconia-Springfield Transportation Center (Metrorail).

PikeRide:

Enhanced regional Metrobus service along Columbia Pike partially funded by Arlington County. Very frequent service. Distinctive logo, bus stops and passenger information displays.

55

For More Information

Go to: www.thinkoutsidethecar.org

Northern Virginia Transportation Commission
4350 N. Fairfax Drive, #720
Arlington, VA 22203

703-524-3322

56

OCT 2 : 2008

(D)

E. L. TENNYSON

Registered Professional Engineer
2233 Abbotsford Drive, RFD 55
Vienna, VA. 22181-3220

October 16, 2008

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

Dear Rick:

At the October 2, 2008 meeting, you distributed my letter which included my belief that our MetroRail system, supplemented by VRE and MARC, is saving 129 gallons of motor fuel per capita per year, based on Professors Kenworthy and Newman's study published in the American Planning Association JOURNAL in 1989.

At that same meeting, Scott Kalkwarf gave me graphs on recent sales tax collections on motor fuel and average motor fuel price per month. Using that data as shown on the attached, it now appears that MetroRail and its connections are saving 161 gallons of motor fuel per capita per year.

The increased saving since 1989 is logical as MetroRail and MARC have expanded, VRE has been introduced and the national average motor fuel consumption per capita has increased. District of Columbia consumption at 343 annual gallons per capita is a direct reference from source material, not my derivation. New York State at 349 likewise. New York City is Kenworthy and Newman's finding, increased by the national rate of change since 1989. That may slightly overstate New York's consumption but it does not change the fact that metropolitan areas well served by electric transit are saving huge quantities of imported motor fuel.

Not shown on the graph enclosed is Wyoming at 1,225 gallons per capita, the most voracious there is, probably due to very low population and long haul traffic on I-80 across the state. The state data comes from The World Almanac. It is disconcerting that poor states like Alabama and Mississippi consume so much fuel because of poor transit.

With 3,600,000 people in the MetroRail served Counties and cities, it appears we are saving almost 580 million gallons of motor fuel per year worth $ 1.74 Billion per year in the National Capital area. Our Congressmen should be educated about this. Oftimes, these savings are calculated by consumption by passenger-miles but that does not work because of savings brought about by Transit Oriented Development. This method captures all of the savings.

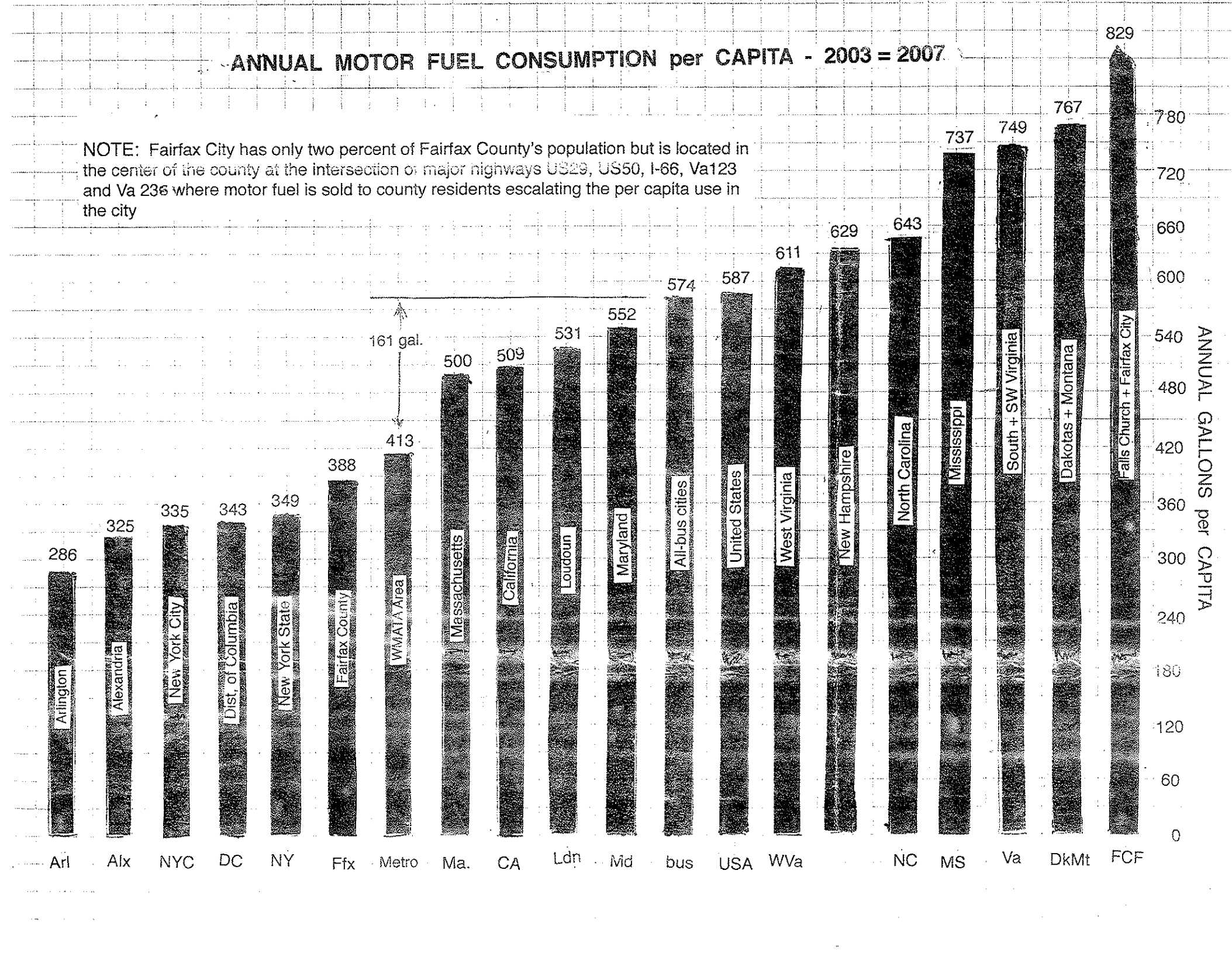
I sincerely thank Scott and NVTC for their valuable work.

Respectfully suggested,

E. L. Tennyson

ANNUAL MOTOR FUEL CONSUMPTION per CAPITA - 2003 = 2007

NOTE: Fairfax City has only two percent of Fairfax County's population but is located in the center of the county at the intersection of major highways US29, US50, I-66, Va123 and Va 236 where motor fuel is sold to county residents escalating the per capita use in the city



NORTHERN VIRGINIA MOTOR FUEL CONSUMPTION - 2007

MONTH	2% TAX	SALES	PRICE / GALLON	GALLONS
August 2008	$ 4,500,000	$ 225,000,000	$ 4.15	54,216,887
July 2008	4,300,000	215,000,000	3.95	54,430,379
June 2008	4,000,000	200,000,000	3.50	57,142,857
May 2008	3,750,000	187,500,000	3.35	55,970,149
April 2008	3,250,000	162,500,000	3.15	51,587,301
March 2008	3,400,000	170,000,000	3.20	53,125,000
February 2008	3,500,000	175,000,000	3.15	55,555,555
January 2008	3,450,000	172,500,000	3.15	54,761,904
December 2007	3,335,000	166,750,000	2.90	57,500,000
November 2007	3,200,000	160,000,000	2.90	55,172,413
October 2007	3,335,000	166,750,000	2.93	56,911,262
Seprember 2007	3,450,000	172,500,000	3.00	57,500,000
Twelve Months		$ 2,173,500,000	$ 3.27	663,873,707

SOURCE: Northern Virginia Transportation Commission

JURISDICTION	POPULATION		GALLONS	GALLONS per CAPITA
Alexandria	136,974	6.7 %	44,594,510	325
Arlington	199,776	8.5 %	57,124,537	286
Fairfax City	22,422	3.1 %	20,591,608	918*
Fairfax County	1.010,443	59.6 %	391,908,544	388
Falls Church	10,799	1.1 %	6,841,728	633
Loudoun	268,817	21.5 %	142,812,780	531
NVTC AREA	1,649,231	100 %	663,873,707	402
MetroRail Area	1,380,414	83.7 %	521,060,927	377
Virginia	7,642,884	100 %	4,998,446,100	654
Northern Virginia	1,649,231	21.6 %	663,873,707	402
South + S.W. VA.	5,993,653	78.4 %	4,334,572,393	723
All VA except Metro counties	6,262,470	81.9 %	4,477,385,173	715

* NOTE * = Fairfax City is at the center of Fairfax County so sells motor fuel to county
City + County = 399 gallons per capita

STATE SOURCE: World Almanac 2008

E

DRPT
Virginia Department of Rail and Public Transportation

Try Transit Day

Event Summary

Overview

- Try Transit Day began in 2005 to promote the use of public transportation or any other alternative to single occupant vehicle travel in Richmond.
- This year, the Virginia Department of Rail and Public Transportation (DRPT) expanded the Try Transit Day concept to a week-long promotional event to generate greater awareness of existing transit services and increase transit ridership in the Commonwealth.

Details

- Try Transit Week took place from September 22-25, 2008.
- Leading up to the event, transit operators across the Commonwealth promoted Try Transit Week to increase awareness of the event and the transit options available in specific areas.
- Virginians were encouraged to visit www.trytransitweek.com to pledge to try transit in their area and enter to win a year's free pass to a transit provider of their choice.
- The total number of pledges was also counted to determine the locality with the highest participation rate.
- The deadline for pledging was September 21 by 11:00 p.m.; however, those interested in pledging to try transit after the deadline were still able to pledge. Their entries were not eligible for the transit pass or participation contest.

Results

- As of September 24, 1,710 pledges to try transit were received.
- 1,630 pledges were received in time to be considered for the free transit pass and ridership contest.
- Prince William County won the 2008 Try Transit Week Local Participation Award for the highest participation rate. Twenty percent (362 pledges) of the eligible pledges were received from Woodbridge.
- Ms. Fritzi Brocklebank of Ashburn was randomly selected to win the one year free transit pass. She has chosen to receive the pass to Loudoun County Transit.

Locality	Total Pledges	Locality	Total Pledges	Locality	Total Pledges	Locality	Total Pledges
Aldie	9	falls church	10	Montclair	21	The Plains	1
Alexandria	23	Fort Valley	1	Moseley	1	Toms Brook	1
Arlington	47	Fredericksburg	23	newportnews	35	triangle	9
Ashburn		FRONTROYAL	13	Nokesville	3	Upper Marlboro	2
Ashburn	72	Gainesville	11	NOROLFK	105	va	2
Austin	1	Glen Allen	7	Oak Hill	1	vabch	2
Basye	1	Goochland	1	Oakton	1	Vienna	5
Bentonville	1	Goode	1	Occoquan	2	Virginia Beach	95
Berryville	3	great falls	1	oxon hill	1	Warrenton	8
Boones Mill	1	Gretna	1	Petersburg	2	Washington	8
Brambleton	2	Hagerstwon	2	Petersburg	1	Waterford	1
Bristow	17	Hamilton	4	Philomont	1	Weems	1
Broadlands	2	Hampton	39	Portsmouth	14	white post	1
Brookeville	1	Harpers Ferry	3	Potomac Falls	7	WILLIAMSBURG	6
Burke	1	Haymarket	8	Purcellville	13	Winchester	10
carrollton	1	Henrico	1	Quantico	1	Woodbridge	362
Catharpin	2	Herndon	3	Ranson	1	woodstock	2
Catlett	1	Highland Springs	3	Reston	10	Yorktown	1
Centreville	1	King George	1	Rhoadesville	1	Write-in from Lynchburg	1
Chantilly	6	Lake Ridge	16	Richmond	79		
Chesapeake,	37	Leesburg	57	Roanoke,	23		
Chester	2	Linden	3	Round Hill	4		
chesterfiled	6	Lo	1	Saint Louis	1		
Christiansburg	2	Locust Grove	2	Salem	1		
Claysburg	1	Lorton	9	Smithfield	1		
Clear Brook	1	Lynchburg	12	South Riding	4		
Cross Junction	1	Manassas	95	Southbridge	1		
CULPEPER	3	Manassas Park	3	spotsylvania	2		
DALE CITY	32	Maple Shade	1	Springfield	5		
Dulles	2	Marlboro	1	Stafford	17		
Dumfries	69	Marshall	1	Stephens City	2		

edinburg	1	Martinsburg	1	Sterling	17		
Elkton	1	McLean	1	Stone Ridge	7		
Fairfax	7	Midlothian	18	Strasburg	1	**TOTAL**	**1630**
Fairfax Station	1	Millwood	1	Suffolk	14	**NOVA**	**958**

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2115

SUBJECT: A Proclamation of Support for the First Annual Statewide Try Transit Week from September 22-25, 2008.

WHEREAS: The Northern Virginia Transportation Commission is committed to supporting the use of transit options throughout Virginia by providing and promoting transit service;

WHEREAS: Try Transit Week is an event designed to encourage Virginians to avoid single occupant vehicle travel and try available transit options such as bus or rail service as well as carpools, vanpools or telework;

WHEREAS: Transit operators across the commonwealth are supporting Try Transit Week as a statewide event and promoting the event to increase participation;

WHEREAS: Transit use has been shown to save money as the American Public Transportation Association has found that households that use public transportation save $1,399 worth of gas each year;

WHEREAS: Transit use has been shown to help reduce congestion on the highways as the Virginia Transit Association has found that each bus can remove up to 40 cars from traffic and each passenger railcar can remove up to 125 cars from highways;

WHEREAS: Transit use has been shown to reduce U.S. dependence on oil as the American Public Transportation Association has found that each year, transit use in the U.S. saves 1.4 billion gallons of fuel, or almost four million gallons of fuel per day;

WHEREAS: Transit use has been shown to reduce carbon emissions in the environment as the American Public Transportation Association has found that transit reduces the nation's carbon emissions by 37 million metric tons annually; and

WHEREAS: Transit is an important part of Northern Virginia's transportation system and provides residents with options other than driving a car.

AWARD WINNER NVTC APTA 1996

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Res. #2115 Cont'd

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby proclaims its support of the First Annual Statewide Try Transit Week in Virginia taking place September 22-25, 2008.

BE IT FURTHER RESOLVED that NVTC encourages Northern Virginia's residents to try a form of transit available here, including WMATA's Metrorail and Metrobus, the Virginia Railway Express, local bus systems ART, CUE, DASH, Fairfax Connector, GEORGE, and Loudoun County Transit as well as PRTC's OmniRide and OmniLink.

Approved this fourth day of September, 2008.

William Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer

Article from: www.thenewspaper.com/news/25/2573.asp

10/22/2008

Virginia County Revolts Over HOT Lane Deal

Prince William County, Virginia County Executive leads the charge against potential for financial bailouts in proposed HOT lane deal.

Virginia's second-largest county yesterday fired the first shot in what is likely to be an ongoing revolt over a state plan to toll existing lanes on an interstate freeway. The Prince William County Board of Supervisors voted 7-0, with one abstention, to approve an ordinance demanding that the Virginia Department of Transportation (VDOT) answer a series of tough questions regarding its proposed transfer of the Interstate 95/395 High Occupancy Vehicle (HOV) lanes to Transurban for the purposes of converting them into toll lanes.

"Frankly, I think that it's incumbent upon us, since so many of our residents are dependent on the HOV lanes in the morning and in the evening, that we request that VDOT and representatives of Transurban appear," Board of Supervisors Chairman Corey A. Stewart said.

The ordinance enumerated the board's concerns which centered on the potential situations where Virginia taxpayers would be forced to provide a financial "bailout" for the Australian tolling company if the HOT lane concept does not perform as promised. Stewart pointed to the warning of Fitch Ratings, which in August downgraded its assessment of the credit risks associated with tolling to "negative." VDOT's proposed deal would be binding on the residents of Virginia for the next eighty years, during which time economic conditions could change dramatically.

Stewart also compared Transurban to Fannie Mae and Freddie Mac by pointing out the multi-million dollar compensation packages and golden parachutes that the company's top executives enjoy. Just like the failed mortgage giants, Transurban is highly leveraged and uses campaign donations to shape public policy. In Transurban's case, the illegal contributions to the governor and members of the General Assembly were returned.

"The whole point of this is, we cannot trust Transurban," Stewart said. "We should, at a minimum, exercise some due diligence here and make them accountable to the government whose residents will be tremendously and I think negatively affected."

Stewart condemned VDOT's lack of candor about the many complicated aspects of the project which will change the way commuters travel to and from work each day. According to the ordinance, this problem is compounded by the process under which the proposal is being implemented.

"There will be no vote by the current General Assembly, nor by any other elected official or body directly accountable to the people of the Commonwealth of Virginia to approve the project," the ordinance states.

The resolution also calls on VDOT to produce documents, including all of its correspondence with Transurban and the governor's office, regarding the HOT lane project. Representatives from VDOT and Transurban are asked to appear before a special public meeting no later than February 2009. A copy of the resolution is attached in a 250k PDF file at the source link below.

Source: I-95/395 HOT Lane Resolution (Prince William County, Virginia, 10/21/2008)

MOTION: MAY

SECOND: STIRRUP

October 21, 2008
Regular Meeting
Res. No. 08-1012

RE: **VIRGINIA DEPARTMENT OF TRANSPORTATION AND TRANSURBAN REPRESENTATIVES APPEAR BEFORE PRINCE WILLIAM BOARD OF COUNTY SUPERVISORS TO ANSWER CONCERNS REGARDING HOT LANES PROJECT**

ACTION: **APPROVED**

WHEREAS, the Prince William Board of County Supervisors wishes to review the Interstate 395 HOT Lane toll road project conceived by the Virginia Department of Transportation (VDOT) and Transurban, a foreign corporation, with little input from those most affected. The Prince William Board of County Supervisors wishes to protect residents against the possibility that they may be called upon to bail out a foreign corporation before the expiration of a lease that will last eighty years; and

WHEREAS, Prince William County commuters stand to either pay the most in tolls under the plan or suffer the longest delays from provisions designed to limit improvements to competing free lanes; and

WHEREAS, the Interstate 395 HOT lane toll road project has not reached financial closure; and

WHEREAS, Fitch Ratings issued a report in August downgrading its outlook on the financial viability of toll road projects to "Negative"; and

WHEREAS, Fitch Ratings warned that "frequent toll increases will be likely" for toll projects due to an unexpected increase in the price of gasoline; and

WHEREAS, the right-of-way of the Interstate 95/395 corridor is a tangible and valuable property asset belonging to the people of the Commonwealth of Virginia; and

WHEREAS, there will be no vote by the current General Assembly, nor by any other elected official or body directly accountable to the people of the Commonwealth of Virginia to approve this project; and

WHEREAS, financial conditions are likely to change significantly in the course of eighty years; and

WHEREAS, VDOT is handing effective ownership of this tangible property asset to a consortium 90% owned by Transurban, a foreign corporation, with Flour controlling the remaining 10%; and

WHEREAS, Transurban, a foreign corporation, is not under the full oversight of the U. S. Government or Commonwealth of Virginia; and

WHEREAS, Transurban, a foreign corporation, is a highly-leveraged firm with an accumulated debt of $3.8 billion; and

WHEREAS, Transurban, a foreign corporation, posted an operating loss of $117 million last year; and

WHEREAS, Transurban, a foreign corporation, has adopted the practices of failed corporations like Fannie Mae and Freddie Mac in paying its former chief executive officer $15,316,553 in compensation last year, more than was collected in tolls and fees ($13.7 million) on the Pocahontas Parkway; and

WHEREAS, Transurban, a foreign corporation, has adopted the practices of failed corporations like Fannie Mae and Freddie Mac in paying a total compensation of $28,973,707 to a handful of top managers at the company; and

WHEREAS, Transurban, a foreign corporation, only added $349 million of its own capital to the Interstate 495 HOT lane project, leaving federal taxpayers and the Commonwealth of Virginia responsible for raising the remaining $1.6 billion; and

WHEREAS, there has been no detailed public discussion of how the Interstate 495 HOT lane plan will affect the residents of Prince William County; and

WHEREAS, there has been no discussion of the bailout payments the Commonwealth of Virginia will make to Transurban if the number of carpoolers exceeds the pre-determined threshold set in the contract between Transurban and VDOT; and

WHEREAS, there has been no discussion of the bailout payments the Commonwealth of Virginia must make to Transurban in the event that VDOT decides at any time before the year 2087 to expand the free lanes on 395 or reduce congestion on other nearby, free routes; and

WHEREAS, there is no clarity on whether "pre-registration" and approval of carpools will be necessary for high-occupancy vehicle lane use as is the case in Interstate 95 HOT lane project in South Florida; and

WHEREAS, Transurban, a foreign corporation, admits to have made $177,000 in illegal donations to the Governor, and members of the House of Delegates and Senate of Virginia;

NOW, THEREFORE, BE IT RESOLVED that Prince William County demands that representatives of VDOT and representatives of Transurban shall appear before this Board to answer these concerns of the Board and the residents of Prince William County as soon as is feasible, but no later than February 1, 2009;

BE IT FURTHER RESOLVED that prior to such an appearance, the Prince William Board of County Supervisors requests from VDOT and Office of the Governor, copies of any and all correspondence, written and electronic, between these offices and Transurban, Flour and any other corporation, subsidiary or consortium involved in the I-95/395/495 HOT lane project.

Votes:
Ayes: Caddigan, Covington, May, Nohe, Principi, Stewart, Stirrup
Nays: None
Abstain from Vote: Jenkins
Absent from Vote: None
Absent from Meeting: None

CERTIFIED COPY Phillips J. Campbell
Clerk to the Board

Northern Virginia Transportation Commission

NVTC

Agenda Item #10

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: October 30, 2008

SUBJECT: NVTC Financial Items for August, 2008

Attached for your information are NVTC financial reports for September, 2008.

AWARD WINNER NVTC APTA 1995

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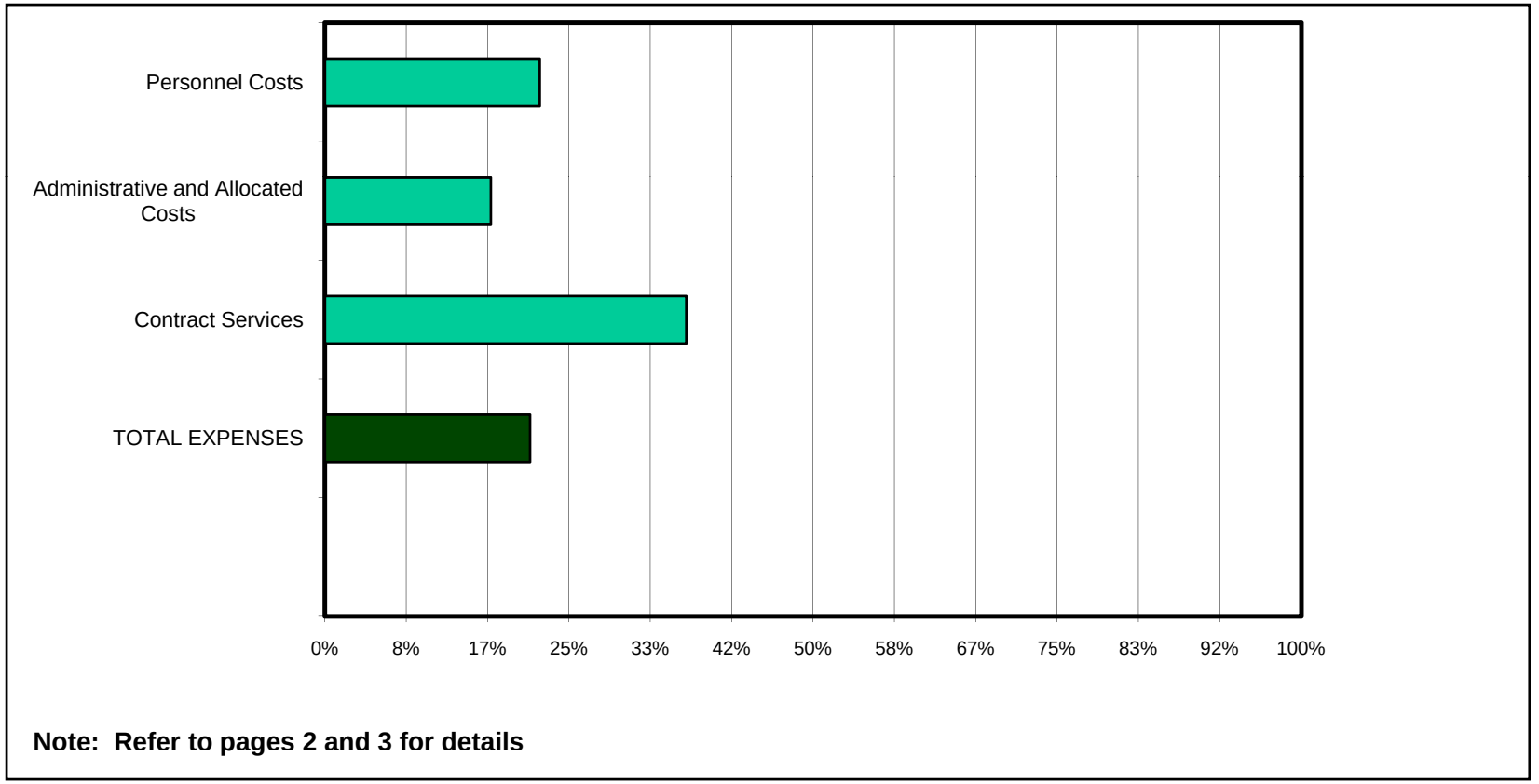
Northern Virginia Transportation Commission

Financial Reports

September, 2008

Percentage of FY 2009 NVTC Administrative Budget Used
September, 2008
(Target 25% or less)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 58,584.21	$ 158,802.65	$ 700,900.00	$ 542,097.35	77.3%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	58,584.21	158,802.65	701,900.00	543,097.35	77.4%
Benefits					
Employer's Contributions:					
FICA	5,103.76	12,584.55	47,400.00	34,815.45	73.5%
Group Health Insurance	4,142.63	11,451.77	62,900.00	51,448.23	81.8%
Retirement	4,716.00	14,148.00	57,600.00	43,452.00	75.4%
Workmans & Unemployment Compensation	111.46	301.46	3,200.00	2,898.54	90.6%
Life Insurance	117.40	642.50	4,100.00	3,457.50	84.3%
Long Term Disability Insurance	267.11	801.33	4,400.00	3,598.67	81.8%
Total Benefit Costs	14,458.36	39,929.61	179,600.00	139,670.39	77.8%
Administrative Costs					
Commissioners Per Diem	1,550.00	2,400.00	42,000.00	39,600.00	94.3%
Rents:	*15,858.40*	*46,243.20*	*188,730.00*	*142,486.80*	*75.5%*
Office Rent	14,534.40	43,603.20	176,780.00	133,176.80	75.3%
Parking	1,324.00	2,640.00	11,950.00	9,310.00	77.9%
Insurance:	*100.00*	*500.00*	*4,500.00*	*3,900.00*	*86.7%*
Public Official Bonds	100.00	500.00	2,600.00	2,100.00	80.8%
Liability and Property	-	-	1,800.00	1,800.00	100.0%
Travel:	*241.65*	*708.85*	*16,700.00*	*15,991.15*	*95.8%*
Conference Registration	-	-	2,100.00	2,100.00	100.0%
Conference Travel	-	112.10	4,700.00	4,587.90	97.6%
Local Meetings & Related Expenses	241.65	596.75	6,400.00	5,803.25	90.7%
Training & Professional Development	-	-	3,500.00	3,500.00	100.0%
Communication:	*1,213.24*	*1,953.25*	*11,950.00*	*9,996.75*	*83.7%*
Postage	597.30	626.84	4,700.00	4,073.16	86.7%
Telephone - LD	193.41	280.62	1,350.00	1,069.38	79.2%
Telephone - Local	422.53	1,045.79	5,900.00	4,854.21	82.3%
Publications & Supplies	*828.08*	*2,136.10*	*23,900.00*	*21,763.90*	*91.1%*
Office Supplies	439.06	447.04	4,200.00	3,752.96	89.4%
Duplication	389.02	1,689.06	9,700.00	8,010.94	82.6%
Public Information	-	-	10,000.00	10,000.00	100.0%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*394.95*	*941.85*	*25,650.00*	*24,708.15*	*96.3%*
Furniture and Equipment	-	-	13,150.00	13,150.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	394.95	941.85	11,500.00	10,558.15	91.8%
Other General and Administrative	*827.92*	*1,915.46*	*6,950.00*	*5,034.54*	*72.4%*
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	72.43	417.29	1,800.00	1,382.71	76.8%
Fees and Miscellaneous	200.49	721.70	2,950.00	2,228.30	75.5%
Advertising (Personnel/Procurement)	555.00	776.47	1,800.00	1,023.53	56.9%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	21,014.24	56,798.71	320,380.00	263,481.29	82.2%
Contracting Services					
Auditing	7,500.00	7,500.00	18,000.00	10,500.00	58.3%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	7,500.00	7,500.00	20,000.00	12,500.00	62.5%
Total Gross G&A Expenses	$ 101,556.81	$ 263,030.97	$ 1,221,880.00	$ 958,749.03	78.5%

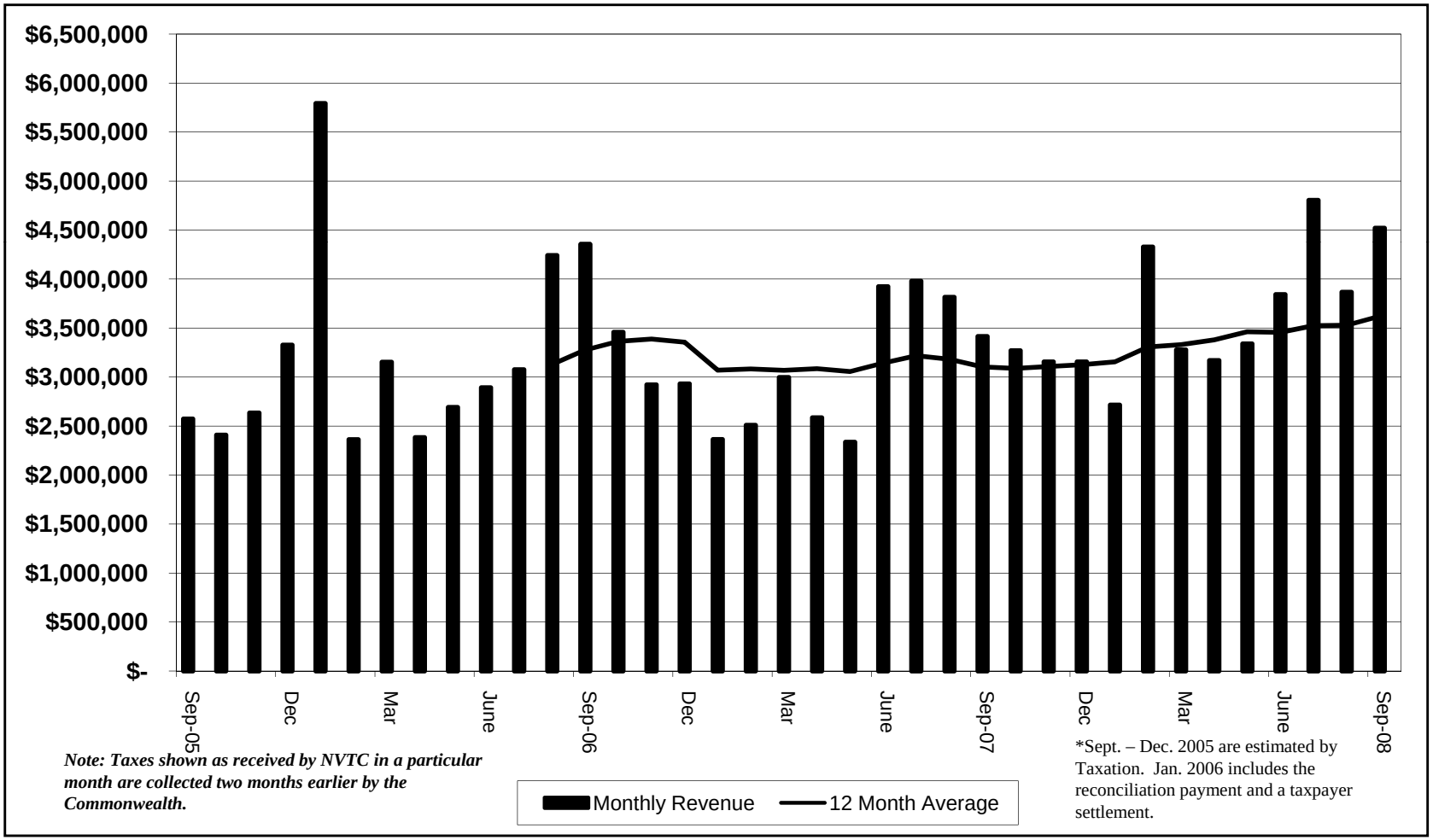
NVTC
RECEIPTS and DISBURSEMENTS
September, 2008

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
2	DRPT	Code Red grant receipt			$ 112,775.00	
3	DRPT	Capital grants receipts				1,029,688.00
10	DRPT	Code Red grant receipt			204,184.00	
15	VRE	Reimbursement for staff support		6,157.42		
15	Staff	Reimbursement of expenses		30.37		
17	DRPT	FTM/Admin grant receipt				5,247,696.00
18	Old Line Life	Premium refunds		145.15		
22	Arlington County	G&A contribution		15,182.00		
22	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				4,520,689.53
22	DRPT	FTM/Admin grants receipts				5,050,230.00
26	DRPT	Capital grants receipts				5,840,926.00
30	Staff	Reimbursement of expenses		17.21		
30	Banks	September interest		149.86	1,762.83	239,737.04
			-	21,682.01	318,721.83	21,928,966.57
	DISBURSEMENTS					
1-30	Various	NVTC project and administration	(104,054.28)			
2	Loudoun County	Code Red costs incurred			(17,305.00)	
2	Arlington county	Code Red costs incurred			(5,695.00)	
2	PRTC	Code Red costs incurred			(34,053.00)	
2	City of Fairfax	Code Red costs incurred			(1,326.00)	
2	Fairfax County	Code Red costs incurred			(25,711.00)	
2	WMATA	Code Red costs incurred			(28,685.00)	
10	Loudoun County	Code Red costs incurred			(14,882.00)	
10	City of Alexandria	Code Red costs incurred			(7,427.00)	
10	Arlington county	Code Red costs incurred			(4,694.00)	
10	PRTC	Code Red costs incurred			(30,737.00)	
10	City of Fairfax	Code Red costs incurred			(1,414.00)	
10	Fairfax County	Code Red costs incurred			(23,882.00)	
10	WMATA	Code Red costs incurred			(121,148.00)	
22	Stantec	Consulting - bus data	(9,212.44)			
30	Wachovia Bank	September service fees	(26.94)			
			(113,293.66)	-	(316,959.00)	-
	TRANSFERS					
22	Transfer	From LGIP to checking	138,000.00		(138,000.00)	
22	Transfer	From LGIP to LGIP (Bus Data project)			9,212.44	(9,212.44)
			138,000.00	-	(128,787.56)	(9,212.44)
	NET INCREASE (DECREASE) FOR MONTH		$ 24,706.34	$ 21,682.01	$ (127,024.73)	$ 21,919,754.13

NVTC
INVESTMENT REPORT
September, 2008

Type	Rate	Balance 8/31/2008	Increase (Decrease)	Balance 9/30/2008	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 63,501.73	$ 24,706.34	$ 88,208.07	$ 88,208.07	$ -	$ -
Wachovia: NVTC Savings	1.05%	157,517.69	21,682.01	179,199.70	179,199.70	-	-
Investments - State Pool							
Nations Bank - LGIP	2.53%	109,141,860.48	21,792,729.40	130,934,589.88	747,429.40	107,811,064.85	22,376,095.63
		$ 109,362,879.90	$ 21,712,093.02	$ 131,201,997.65	$ 1,014,837.17	$ 107,811,064.85	$ 22,376,095.63

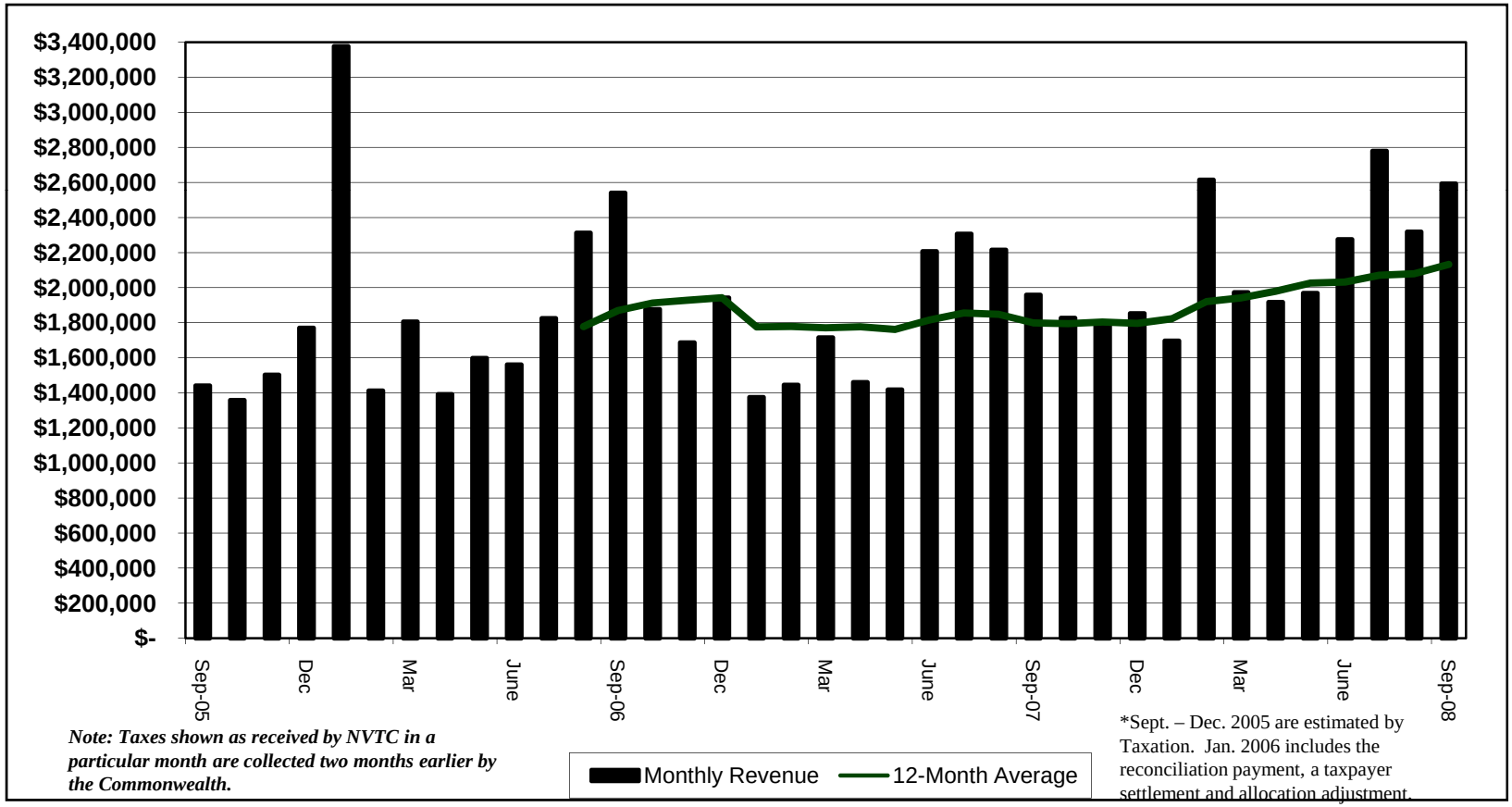
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2006-2009



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

*Sept. – Dec. 2005 are estimated by Taxation. Jan. 2006 includes the reconciliation payment and a taxpayer settlement.

NVTC MONTHLY GAS TAX REVENUE
FAIRFAX COUNTY
FISCAL YEARS 2006-2009



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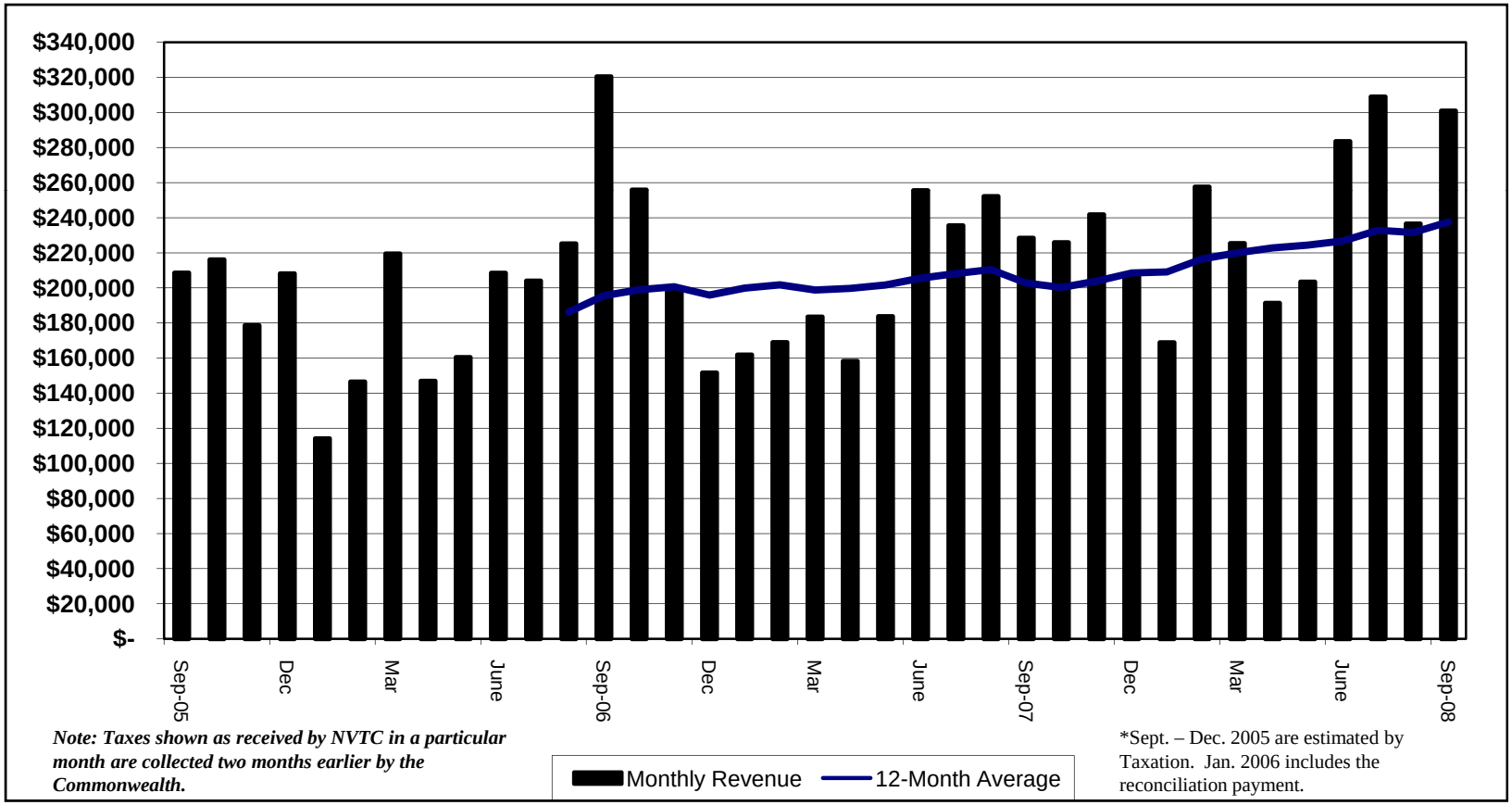
NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2006-2009



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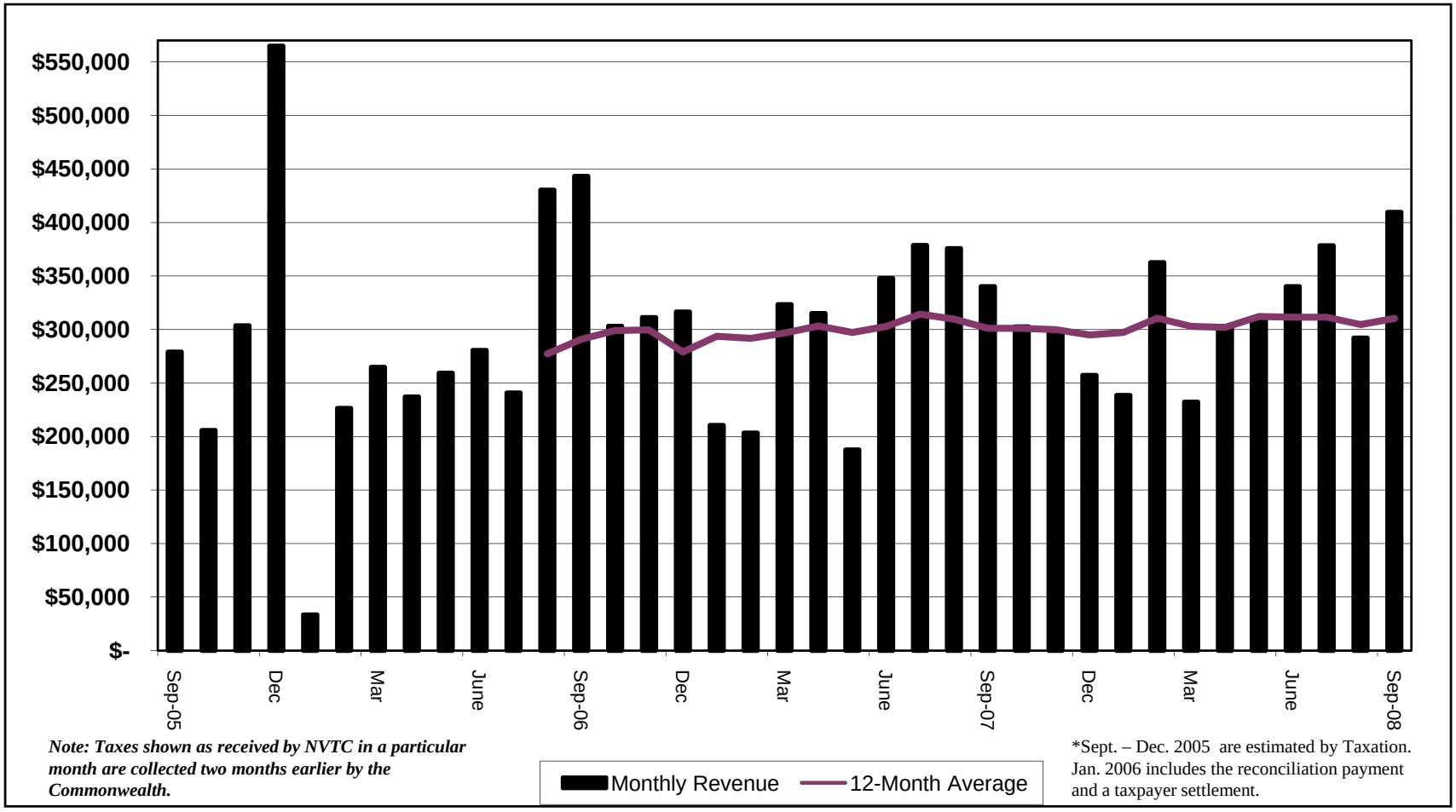
NVTC MONTHLY GAS TAX REVENUE
ARLINGTON COUNTY
FISCAL YEARS 2006-2009



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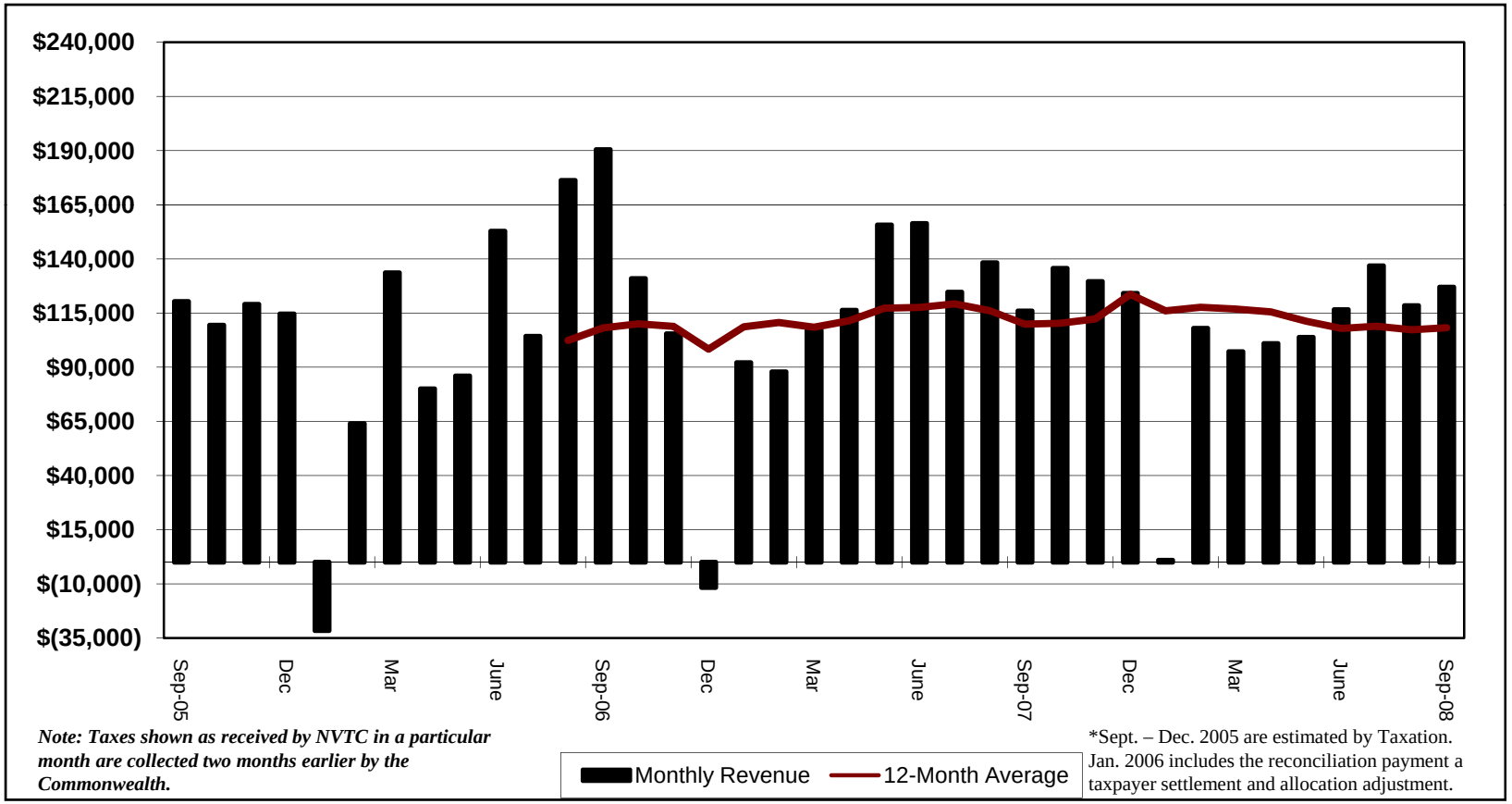
NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2006-2009



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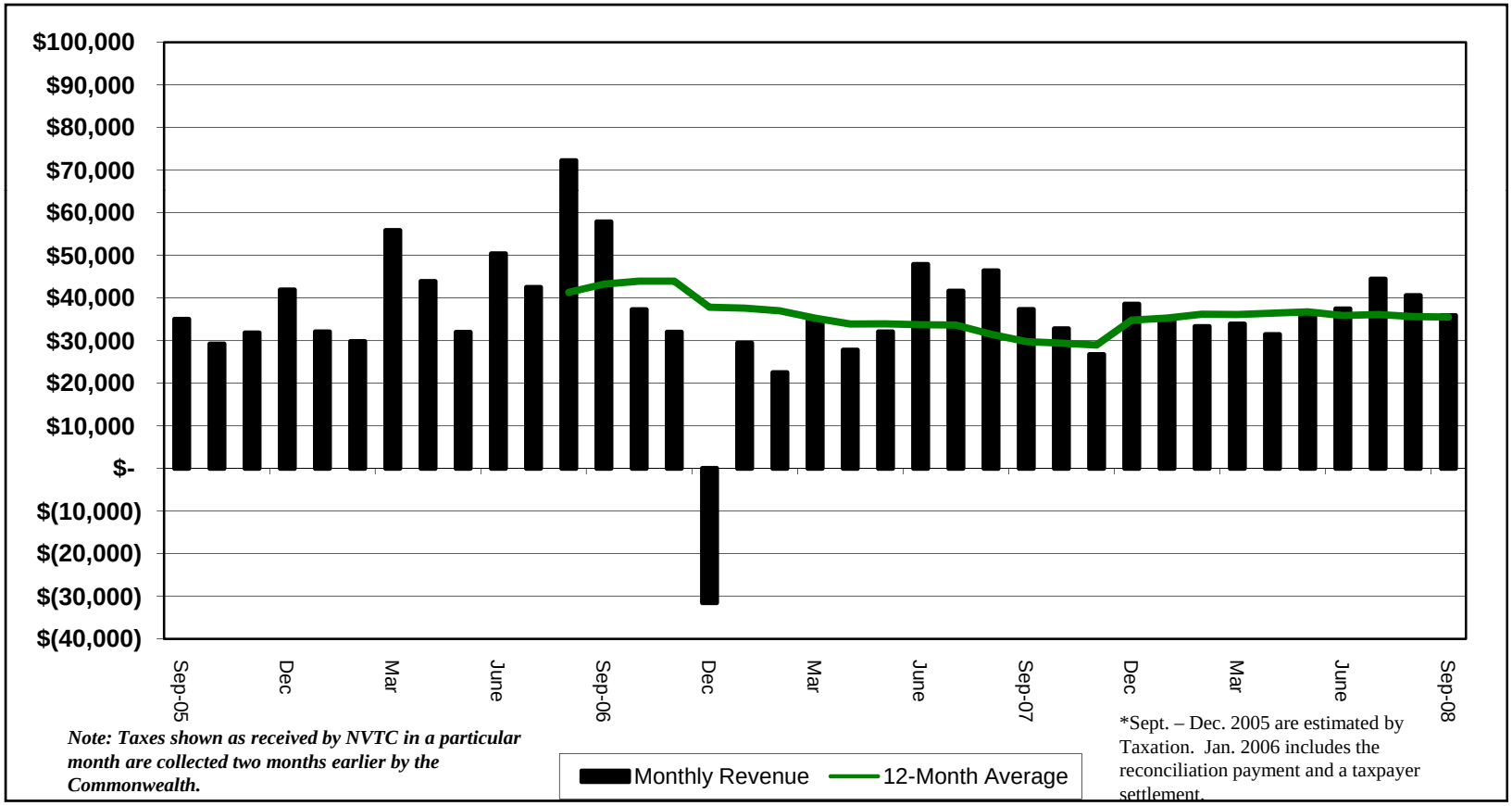
NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2006-2009



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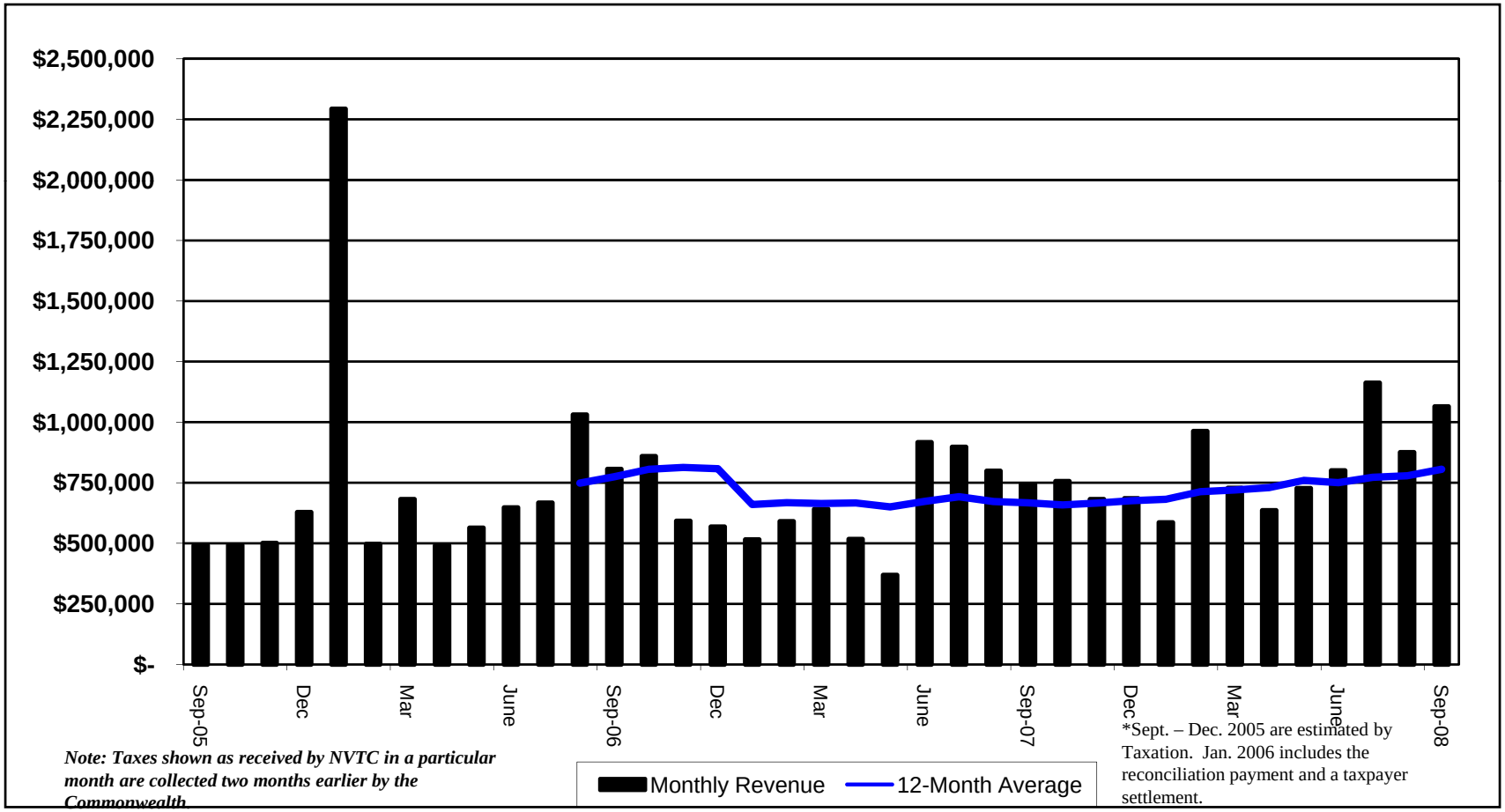
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2006-2009



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Northern Virginia Transportation Commission

AGENDA ITEM #11

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 30, 2008

SUBJECT: Closed Session for Personnel Item

NVTC's Executive Committee is ready to discuss with commissioners the committee's recommendation for the annual performance review of NVTC's executive director.

To enter closed session:

> Pursuant to the Virginia Freedom of Information Act (Sections 2.2.-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel item, pertaining to the annual performance review of NVTC's executive director.

Following the closed session:

> The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:
>
> 1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed ; and
>
> 2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

AWARD WINNER NVTC APTA 1996

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The Authority
for Transportation in Northern Virginia

September 15, 2008

The Honorable William Euille, Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, Virginia 22203

Dear Chairman Euille:

At its meeting of September 11, 2008, the Northern Virginia Transportation Authority (NVTA) approved the enclosed resolution expressing its appreciation for the outstanding support provided by the many state and regional agencies and the jurisdictions of Northern Virginia over the last several years. The NVTA is particularly grateful for the increased level of support it received as it worked to implement HB 3202 after its approval in 2007.

Through the years with no dedicated funding and then this year's experience with dedicated funding ruled unconstitutional, the NVTC staff has provided extraordinary support and advice that has been critical to our operation. Especially noteworthy has been the staff support from:

- Rick Taube, who provided considerable assistance in selecting NVTA's office space and many of the Organizational Working Group's activities;
- Kala Quintana, who has served as our director of public outreach and provided creative and innovative approaches to NVTA's outreach efforts;
- Scott Kalkwarf, who has served as NVTA's accountant, providing critical financial management advice and maintaining our accounts; and
- Elizabeth Rodgers, who has been invaluable in developing and maintaining our web site.

All while accomplishing their primary support to NVTC!

Please extend NVTA's appreciation to all the NVTC staff who have been so helpful.

Sincerely,

Christopher Zimmerman
Chairman

Enclosure: as

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

- RESOLUTION 09-03 -

APPRECIATION FOR JURISDICTIONAL AND AGENCY SUPPORT

WHEREAS, the Northern Virginia Transportation Authority ("NVTA") was created by the General Assembly in 2002, to among other things, prepare a regional transportation plan for Northern Virginia; construct or acquire the transportation facilities included in the transportation plan; set regional transportation policies and priorities for regional transportation projects; provide general oversight of regional mass transit and congestion mitigation programs and regional transportation issues; develop regional transportation priorities and policies to improve air quality; advocate for the transportation needs of Northern Virginia; and collect taxes and fees authorized by law; and,

WHEREAS, from 2002 to 2007, there was limited funding authorized to support the activities that NVTA was directed to accomplish and therefore the local jurisdictions and regional transportation planning and operating agencies of Northern Virginia, along with state transportation agencies, agreed to support the activities of the NVTA by contributing staff resources from their jurisdictions and agencies; and,

WHEREAS, the significant progress made by NVTA from 2002 to 2007 was underpinned by the extraordinary professional support from jurisdictional and agency staffs that resulted in annual coordination of regional transportation priorities and recommendations to the National Capital Region Transportation Planning Board, the Commonwealth Transportation Board and the General Assembly; completion of *TransAction 2030* – a long range transportation plan for Northern Virginia; coordination of allocations for discretionary funding; coordination of legislative and advocacy issues; coordination of comments and action on major transportation projects affecting Northern Virginia ;and many other routine NVTA activities and actions; and,

WHEREAS, with the authorization of dedicated funding for NVTA by the General Assembly in 2007, the jurisdictional and agency staffs increased their contributed support to plan the plethora of actions necessary to establish an operating organization and immediately implement the authorized regional taxes and fees, coordinate an initial package of projects within a Six Year Plan, and design a major bond initiative;

WHEREAS, this increased effort involved staff from many non-transportation related disciplines, including law, finance, accounting, tax administration, debt management, public works, public affairs, legislative, purchasing and human resources; and

WHEREAS, on February 29, 2008, the Virginia Supreme Court ruled that the General Assembly did not have the authority under the Virginia Constitution to delegate its taxing powers to the NVTA; and,

WHEREAS, this staff continued to provide assistance to NVTA with refund activities and other on-going activities after the Court decision, including efforts to restore NVTA's funding;

WHEREAS, the Authority recognizes that, without the extraordinary support from jurisdictional and agency staffs, guided by outstanding staff leadership, it would have been impossible for the Authority to have achieved the progress it has to date;

NOW, THEREFORE, BE IT RESOLVED, THAT the Northern Virginia Transportation Authority extends its appreciation to the counties of Arlington, Fairfax, Loudoun, and Prince William, and to the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park, and to the the towns of Dumfries, Herndon, Leesburg, Purcellville, and Vienna as well as to the Northern Virginia Transportation Commission, the Northern Virginia Regional Commission, the Potomac and Rappahannock Transportation Commission, the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, Department of Motor Vehicles, Department of Taxation, State Police, Clerks of the Court, the Motor Vehicle Dealer Board, and the staffs of the Secretary of Finance and Transportation, for their extraordinary support to the Authority over the past six years;

BE IT FURTHER RESOLVED THAT this expression of NVTA's appreciation be sent to the chief administrative officer in each of Northern Virginia's jurisdictions and to the executive directors of the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission, the Northern Virginia Regional Commission, the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, and the Northern Virginia Regional Commission; the Virginia Department of Transportation Commissioner; and the Directors of the Virginia Department of Rail and Public Transportation; the Virginia Tax Commissioner and the Virginia Department of Motor Vehicles Commissioner; the Clerks of the Court; Town Managers; State Police; Motor Vehicle Dealer Board; and the Secretaries of Transportation and Finance;

BE IT FURTHER RESOLVED THAT letters of appreciation signed by the chairman be forwarded to the key staff members who have provided the leadership that ensured the achievement of the Authority's progress to date.

Approved by the Northern Virginia Transportation Authority on this 11th day of September 2008.

By: _____
Chairman

Attest: _____
Vice Chairman