



NVTC COMMISSION MEETING

THURSDAY, OCTOBER 2, 2008

NVTC CONFERENCE ROOM

8:00 P.M.

AGENDA

Note: A buffet supper will be provided for attendees.

1. Minutes of the NVTC Meeting of September 4, 2008.

Recommended Action: Approval.

2. VRE Items.

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

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

Following a competitive request for proposals, interviews and best and final offers, NVTC's executive director is recommending award of contract.

Recommended Action: Authorize NVTC's executive director to execute a contract with the top-rated firm and issue notice to proceed.



4. Testimony for the Commonwealth Transportation Board's Fall Public Hearing.

CTB will conduct a public hearing in Northern Virginia on its six-year program. The draft testimony includes a list of projects and services that are now impossible due to the failure of the General Assembly to provide adequate funding.

Recommended Action: Authorize NVTC's chairman or his designees to present NVTC's statement at the hearing.

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

NVTC would seek professional assistance in exploring options for the commission's office lease.

Recommended Action: Authorize NVTC's executive director to issue a RFP with award of contract anticipated at the commission's November 6, 2008 meeting.

6. Metro Items.

- A. Monthly Metrorail Ridership in Northern Virginia.
- B. Performance Indicators.
- C. Independent Review of Metro Access.
- D. Ten-Year Capital Needs of \$11 Billion.

Information Item.

7. Legislative Items.

A progress report will be provided on state and federal issues.

Discussion Item.

8. Draft Annual Transit Ridership in Northern Virginia in FY 2008.

NVTC staff has compiled the draft results from eight individual transit systems but the results for Metrobus require further investigation.

Information Item.

9. Regional Transportation Studies and Research.

- A. MWCOG's 2007 State of the Commute Report.
- B. A Better Way to Go: Meeting America's 21st Century Transportation Challenges with Modern Public Transportation.
- C. I-95/395 HOT Lanes.
- D. DRPT's State Transit Plan.
- E. DRPT's Transit/TDM Grantee Workshop.
- F. Relationship of Motor Fuels Prices to Driving Behavior and Transit Use.
- G. National Awards for Virginia's Public-Private Transportation Partnerships.

Information Item.

10. NVTC Financial Reports for August, 2008.

Information Item.

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



Agenda Item #1

MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 4, 2008
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 8:18 P.M.

Members Present

Charles Badger
Sharon Bulova
Kelly Burk
Gerald Connolly
Adam Ebbin
William D. Euille
Jay Fisette
Jeffrey Greenfield
Mark R. Herring
Catherine Hudgins
Jeffrey McKay
Thomas Rust
Paul Smedberg
David F. Snyder
Christopher Zimmerman

Members Absent

David Albo
Pat Herrity
Mary Hynes
Joe May
Mary Margaret Whipple

Staff Present

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



Minutes of the July 3, 2008 NVTC Meeting

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve the minutes.

Mr. McKay stated that although he was not at last month's meeting, the minutes should be changed to clarify (on page 7) that the Fairfax County Board of Supervisors created a special subcommittee to deal with "I-95/495 HOT Lane" issues.

The commission then voted on the amended minutes and the motion passed. The vote in favor was cast by commissioners Badger, Bulova, Burk, Connolly, Ebbin, Euille, Greenfield, Herring, McKay, Smedberg, Snyder and Zimmerman.

Metropolitan Area Transportation Operations Coordination Program Steering Committee

Mr. Snyder stated that this effort really started two weeks after the terrorist attacks of September 11, 2001. Congressman Moran procured a \$2 million start-up grant for this committee. Mr. Snyder stated that it is important for transportation agencies to support this entity to provide regional cooperation in the event of a natural or man-made catastrophe. He welcomed Mr. Dick Steed, the chair of the Metropolitan Area Transportation Operations Coordination Program Steering Committee (MATOC), who gave a presentation on the committee's work, with emphasis on public transit emergency response.

Mrs. Hudgins arrived at 8:19 P.M.

Mr. Steed recapped the history of MATOC. In response to a question from Mr. Connolly, Mr. Steed stated that MATOC's vision is to ensure that travel in the National Capital Region (NCR) is the safest and most efficient in the nation through effective information dissemination and regional coordination. MATOC's mission is to provide situational awareness of transportation operations in the National Capital Region through the communication of consistent and reliable information to enable the traveling public and operating agencies to make effective and timely decisions; and to develop the tools and processes needed to facilitate coordinated operating agency response.

Mr. Steed explained that the Regional Integrated Transportation Information System (RTIS) and agency systems will be used to share timely, accurate transportation systems condition information across the region.

Mr. Fisette arrived at 8:25 P.M.

Mr. Steed reviewed MATOC's objectives, which include:

- 1) To provide for the quick and reliable exchange of transportation system information among operating agencies in the NCR.

- 2) To provide accurate and timely information on transportation system conditions to the public, taking advantage of a wide variety of public and private dissemination means.
- 3) To enable agency operations staffs to more effectively and reliably coordinate with each other when a major incident or emergency has occurred.
- 4) To continually improve regional preparedness for effectively managing the transportation system in response to major incidents or emergencies on critical transportation system links.
- 5) To continually improve the region's ability to inform the public and coordinate management of the transportation system.
- 6) To continually improve the performance of agency operations personnel in coordinating with their peers in other agencies in the region.

Mr. Steed stated that time is of the essence. It is the committee's intent to deploy proof of concept in December, 2008 with full implementation expected by July, 2009. He then reviewed the "to do" list of those items that still need to be accomplished.

Mr. Zimmerman asked how this effort will matter to the individual commuter. Mr. Steed responded that it will matter because there can be a quicker and more appropriate outreach to the public to get the information out when there is a major incident. Mr. Steed used a recent incident in Springfield as an example.

Delegate Ebbin asked if any other state or multi-state region is doing anything similar. Mr. Steed stated that initiatives are being done in other areas but not to the same extent.

Mr. Connolly asked why it is taking so long if time is of the essence and the \$2 million was awarded back in 2005, and yet it won't be implemented until July, 2009. Mr. Steed stated that this is a legitimate question. It has taken this long to work out the agreement and process. Many of the people working on this committee have other full time jobs. There have also been legal issues that have had to be dealt with before proceeding.

Mr. Snyder asked that Mr. Steed be invited to return in December or January to provide a status report on MATOC.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mr. Zehner reported that ridership was up 10 percent in August compared to the same time last year. On-time performance for August was 92 percent systemwide (94 percent on the Fredericksburg Line and 91 percent on the Manassas Line). The new Burke garage opened in July and is now 50 percent filled. The new Manassas garage opened last week and is at 90 percent capacity. He also announced that the last five railcars of the

50-car option will be delivered in two weeks. VRE sold the 13 Kawasaki railcars in August.

Delegate Rust joined the discussion at 8:36 P.M.

Mr. Connolly asked if VRE has been negatively impacted by the failure of the General Assembly to pass a substitute transportation bill in light of what happened to HB 3202. Mr. Zehner replied that VRE has been impacted. Mr. Connolly suggested that staff compile a list of all the projects that are not going to happen because of that failure. Mr. Connolly stated that the list could be very instructive for General Assembly members to see and to educate the public on what are the consequences for not receiving funding.

Referral of Preliminary VRE Operating and Capital Budget for FY 2010. Mrs. Bulova reported that VRE ridership is up, but costs, especially fuel, are also up. VRE is struggling with a projected deficit for FY 2010. VRE staff recommends fare increases to be effective January, 2009 and again in July, 2009. VRE is currently holding public hearings on the proposed fare increase.

Mrs. Bulova stated that if the General Assembly had fixed HB 3202, VRE would be receiving \$25 million annually and adding service, but instead is looking at service reductions and fare increases.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2114, which would forward the preliminary VRE budget for review and comment to the VRE participating and contributing jurisdictions that are NVTC members. (A copy of the resolution is attached.)

In response to a question from Mr. Connolly, Mrs. Bulova stated that the Operations Board is not attempting to increase jurisdictional subsidies.

Mrs. Bulova stated that VRE staff put together a two-page explanation of the current situation and why VRE has proposed a fare increase. She suggested that the paragraph on page two explaining the loss of the HB 3202 funding be moved to the first page as the first bullet point. In addition, VRE could list the projects that would have been funded. Mr. Zimmerman stated that it is important to get this information out to the public. He suggested "punching it up" and directed NVTC staff to work with VRE staff so that it grabs people's attention. Mr. Connolly suggested also doing something similar for Metro and NVTA to get all the information out there. He suggested using very little narrative and listing the projects that are on hold because the HB 3202 funding was not replaced. He stated that it is ironic when ridership on VRE and Metro is at an all time high.

The commission then voted on the resolution and it passed. The vote in favor was cast by commissioners Badger, Bulova, Burk, Connolly, Ebbin, Euille, Fiset, Greenfield, Herring, Hudgins, McKay, Rust, Smedberg, Snyder and Zimmerman.

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

Mr. Taube reported that NVTC is managing this federally funded project for the city of Alexandria. The system will permit customers to learn the precise arrival times of buses at each specific bus stop. It will also provide helpful information to transit system managers. When designed and tested this system has the potential to be applied throughout the region through integration with WMATA's and local bus systems' databases. Six teams of consultants responded to the RFP. A committee of technical experts from Alexandria, Alexandria DASH, WMATA and DRPT ranked the proposals and conducted oral interviews. The technical selection committee completed earlier today the best and final offers from three firms. The top ranked firm is Strategic Mapping, Inc of Toronto, Ontario. Mr. Smedberg explained that the commission is not being asked to award a contract, just directing staff to negotiate with the top-ranked firm. The commission will be asked at its October 2nd meeting to authorize award of the contract and to issue the notice to proceed.

Mr. Connolly moved, with a second by Mr. Zimmerman, to authorize NVTC's executive director to negotiate with the top ranked firm (and, if not successful, with the remaining firms in order) to agree on an acceptable contract. The vote in favor was cast by commissioners Badger, Bulova, Burk, Connolly, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, McKay, Rust, Smedberg, Snyder and Zimmerman.

NVTC's Preliminary Administrative Budget for FY 2010

Mr. Taube reported that for FY 2010, NVTC staff is proposing a budget that would hold constant total local contributions at \$310,000. The requested contributions from each individual jurisdiction are based on the relative shares of financial assistance received from NVTC. This procedure is set in the Code of Virginia. He further explained that total expenditures would rise by 3.1 percent (exactly half of the 6.2 percent increase in the Consumer Price Index in the last year). Local staffs have reviewed the preliminary budget and their comments have been considered and incorporated.

Mr. Zimmerman moved, with a second by Mr. Connolly, to authorize NVTC's executive director to forward the preliminary budget to the member jurisdictions. The commission will be asked to approve the final NVTC budget in January or February of 2009.

Mr. Connolly expressed his appreciation for keeping local governments' contributions capped. Fairfax County is anticipating its school board and county board budgets combined will have a deficit of \$430 million. The county is going to have to look at freezing or reducing subsidies and dues the county is paying to various organizations.

Mr. Taube also stated that the budget contains financial and project management objectives that provide a means to measure NVTC's performance. While most objectives were met for FY 2008, there is room for improvement in some and

management will focus on these areas (e.g. use of NVTC's website as a public information tool).

Chairman Euille noticed that the line item for commissioners' per diem has changed. Mr. Taube explained that NVTC had been optimistically carrying enough funds in that line item for all commissioners to receive a \$200 per diem. General Assembly members receive \$200 but other commissioners receive \$50. After failing to even have legislation introduced, NVTC staff decided to drop the additional funds from the budget. It is presumed that General Assembly members will continue to receive a higher per diem than other commission members.

Mr. Zimmerman stated that the per diem issue needs to be equalized somehow. He does not care about the amount, but he expressed his opinion that members of the General Assembly ought to be ashamed that they are collecting four times what other members are getting. He suggested that NVTC budget for one level, assuming there is legislative action to correct this embarrassing situation. Otherwise, General Assembly members should consider giving back some of their per diem. He will propose something when the commission is asked to approve the budget if there is not a legislative solution to this disparity.

Mr. Smedberg asked about NVTC's health insurance costs and asked if consideration has been given to joining in with one of the jurisdiction's health plans to save money. Mr. Taube stated that periodically NVTC staff surveys the jurisdictions and can take another look at it.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Bulova, Burk, Connolly, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, McKay, Rust, Smedberg, Snyder and Zimmerman.

Try Transit Week

Mr. Taube reported that DRPT is enthusiastically promoting Try Transit Week, to be conducted September 22-25, 2008. Many Northern Virginia transit systems are participating, although some are experiencing serious capacity constraints. Resolution #2115 would endorse Try Transit Week in support of DRPT's statewide initiative.

Mr. Connolly moved, with a second by Mr. Greenfield, to approve the resolution (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Burk, Connolly, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, McKay, Rust, Smedberg, Snyder and Zimmerman.

Legislative Items

State. Mr. Taube reported that Governor Kaine has announced a sharp deterioration in projected state revenues and cautioned that he may be forced to proposed cutbacks in state programs including education and transportation. Governor

Kaine has ruled out asking for tax increases to meet the impending deficit, which may reach \$1 billion.

Federal. Mr. Taube reported that several important bills are pending in Congress that would reauthorize Amtrak, provide funding for Metro, increase Metrochek monthly limits, and provide more funding for transit via energy and climate change bills. Another major task for the next Congress will be the reauthorization of the six-year highway programs, which expire a year from now. Many are suggesting that rather than the usual fine-tuning of existing programs, a major restructuring is overdue. NVTC's Legislative Committee will look at this issue when they meet to discuss NVTC's Legislative Agenda. Mr. Snyder stated that the Transportation Planning Board is also engaged in a similar process of putting together a set of principles regarding the federal reauthorization and suggested NVTC and TPB could work in tandem.

Department of Rail and Public Transportation Policies and Programs

Mr. Badger stated that to save time he will not give his full presentation, but commissioners were provided with a copy of the PowerPoint presentation. He explained that DRPT has responded to NVTC's earlier comments on the draft policy document. The final version of the policy is expected to go the Commonwealth Transportation Board for action in October, 2008. Mr. Taube stated that DRPT has scheduled a workshop in Northern Virginia on September 16th and Mr. Badger stated that NVTC can discuss in more length its comments and concerns at that meeting.

Mr. Connolly stated that it is gratifying to have DRPT listen and to respond to NVTC's comments and concerns. He reaffirmed NVTC's appreciation to Mr. Tucker and his staff and asked Mr. Badger to again convey NVTC's appreciation.

Metro Items

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

New Parking Garage Opens at Huntington Station. A new \$31 million parking structure opened in mid-August with 1,424 spaces (replacing a 924-space surface lot). The new structure is part of a mixed use project on a 60-acre parcel.

Metrorail to Dulles. Mr. Connolly announced that FTA granted permission to begin construction in Tysons Corner. Route 7 is now under construction and the foretold congestion nightmares have not materialized. Traffic is moving. Secretary of Transportation Peters has expressed her hope that the full funding agreement will be completed while she is still in office. This is all good news for the region.

Regional Transportation Items

I-95/395 HOT Lanes. In response to a question from Mr. McKay, Chairman Euille stated that NVTC has not received a response from its June, 2008 letter to Secretary Homer. He will personally call Secretary Homer to discuss this issue.

US PIRG Report: Squandering the Stimulus. An analysis by U.S. Public Interest group shows that the average U.S. family with two parents and a child has spent more than \$1,500 since February, 2008 on gasoline. This matches the standard stimulus rebate check. The average weekly cost per household for gasoline has risen to almost \$100 from \$60. The rebate program is reported to cost \$168 billion. On the other hand, the federal government is spending only about \$6.6 billion over four years to support new public transit projects. Transit saved 3.4 billion gallons of motor fuel as of 2006, or about \$13.6 billion at today's prices.

Joe Alexander Selected to APTA's Hall of Fame. Chairman Euille reported that former NVTC commissioner Joe Alexander will be honored at the annual meeting of the American Public Transportation Association in early October in San Diego.

Governor Kaine's Expanded Telework Policies. Governor Kaine has announced a new initiative for 120 employees in the Cabinet and Governor's office as well as an expanded policy that directs all staff agencies to consider ways to "improve and expand agency telework and alternative work schedule programs."

Relationship of Gas Prices to Highway Deaths. Researchers Michael Morrissey and David Grabowski have found that over the period 1985-2006, a 10 percent increase in gasoline prices was associated with a 2.3 percent reduction in highway deaths. The impact was more pronounced among younger drivers. The National Safety Council has reported a nine percent decline in highway fatalities in January through May, 2008 compared to the same period a year earlier. During the same period, gas prices are up sharply while highway vehicle miles traveled are down significantly.

Mr. Connolly stated that these findings are dramatic. He stated it has always been an unanswered question of what would be the price point of gasoline as to when behavior would change. It turned out to be \$4. He asked staff to do a literature search documenting behavior changes from increases fuel costs. In response to a question from Mr. Fisette, Mr. Taube explained that NVTC's fuels tax data have a lag of about two months.

New NVTC Website Design

Ms. Rodgers gave a presentation on the new website, which has improved its design and functionality. Commissioners were shown the changes to the website, including an introductory flash movie built around NVTC's mission. Mr. Fisette observed that the dated photographs of early NVTC history do not set the right tone. Staff might also want to look at changing the background music.

NVTC Financial Items for June and July, 2008

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

Adjournment

Chairman Euille stated that the closed session will be deferred to the October 2nd meeting.

On a motion by Mr. Greenfield and a second by Mr. Zimmerman, the commission unanimously voted to adjourn. Chairman Euille adjourned the meeting at 9:10 P.M.

Approved this second day of October, 2008.

William D. Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2114

SUBJECT: Preliminary VRE Operating and Capital Budget for FY 2010.

WHEREAS: The VRE Master Agreement requires that the commissions be presented with a preliminary fiscal year budget for their consideration at their respective September meetings prior to the commencement of the subject fiscal year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2010 Operating and Capital Budget;

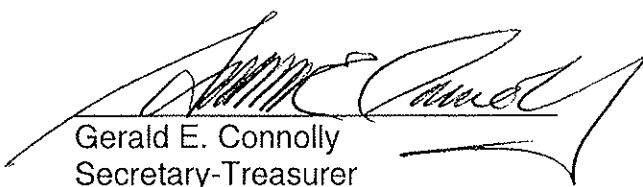
WHEREAS: Staff recommends a budget built on 16,000 average daily riders; and

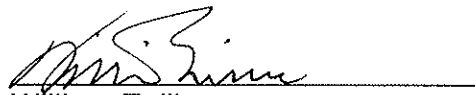
WHEREAS: Subject to the direction provided by the Operations Board, the budget will be updated with additional ridership and cost data and further refined through the CAO Budget Task Force review during the fall of 2008.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission refers the preliminary FY 2010 VRE Operating and Capital Budget to the VRE participating and contributing jurisdictions for review and comment.

BE IT FURTHER RESOLVED that VRE staff is directed to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at the December, 2008 meeting for consideration and referral to the commissions for adoption in January, 2009.

Approved this fourth day of September, 2008


Gerald E. Connolly
Secretary-Treasurer


William Euille
Chairman





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.

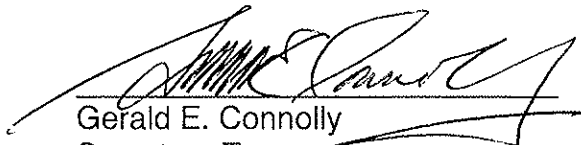


Res. #2115 Cont'd

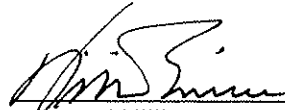
NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby proclaims its support of the First Annual Statewide Try Transit Week in Virginia taking place September 22-25, 2008.

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.



Gerald E. Connolly
Secretary-Treasurer



William Eulle
Chairman



Agenda Item #2

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 2008
SUBJECT: VRE Items

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



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Item #2

Report from VRE's Operations Board and Chief Executive Officer

Attached is a copy of the minutes of the Operations Board's September 19, 2008 meeting. Also provided are copies of the ridership and on-time performance reports. VRE achieved its highest ridership day in history on September 9th by providing 16,933 trips. The previous high was 16,806 on December 5, 2005. Then, on September 11th, VRE provided a new all-time record of 17,612 trips.



CHIEF EXECUTIVE OFFICER'S REPORT

September 2008

MONTHLY DELAY SUMMARY

	May	June	July	August
System wide				
Total delays	123	163	120	48
Average length of delay (mins.)	17	20	16	16
Number over 30 minutes	20	35	15	3
Days with Heat Restrictions/Total days	0/21	5/21	3/22	0/21
On-Time Performance	80.9%	73.2%	81.2%	92.1%
Fredericksburg Line				
Total delays	67	84	57	17
Average length of delay (mins.)	18	17	17	18
Number over 30 minutes	9	13	7	1
On-Time Performance	76.8%	69.2%	80.1%	93.7%
Manassas Line				
Total delays	56	79	63	31
Average length of delay (mins.)	17	23	14	15
Number over 30 minutes	11	22	8	2
On-Time Performance	84.4%	76.5%	82.2%	90.7%

SYSTEM RIDERSHIP

Average ridership in August was over 15,200 - the highest August ever. August is traditionally the second lowest ridership month, after December, which makes this accomplishment all the more impressive. August ridership in 2008 was 10% higher than in August 2007. We had 4 days above 16,000 riders and 12 days above 15,000 riders. On Tuesday, August 12, VRE ridership peaked with the 2nd highest ridership day ever with 16,801 riders, only 6 riders less than the previous record (which was since broken on September 9, 2008 when we hit 16,933 trips). Early indications show that September will be a record breaking month with two days, so far, close to 17,000 riders.

SYSTEM ON TIME PERFORMANCE

System wide on-time performance (OTP) was 92.1% in August, with an OTP of 93.7% on the Fredericksburg Line and 90.7% on the Manassas Line. We had a total of only 48 delays out of 609 trains. The Manassas Line had seven days in August with 100% on-time performance. The Fredericksburg Line had ten days with 100% on-time performance. All told, we had five days of 100% on-time performance on the overall system.

BURKE CENTRE DIRECT MAIL POSTCARD

VRE conducted a community outreach direct mail campaign surrounding the Burke Centre VRE station letting people know that the garage was open and had available parking. Two free rides were offered if customers redeemed their postcards at the Burke Centre station on August 20th. VRE staff was on hand to collect the post cards and show new passengers how to validate their free ride tickets. We had 110 people redeem the postcards that day - 47 of which were first-time riders. A follow up campaign was conducted with each new rider to see how they enjoyed their trip. Feedback was very positive and many said that they would continue to ride VRE. We plan to do the same thing in Manassas now that the garage is open.

MANASSAS PARKING GARAGE OPENS FOR BUSINESS

The Manassas Parking Garage passed all inspections and was opened for use on Tuesday, September 2. To-date, the garage is 92% full with 237 out of a possible 300 spaces being used by commuters on the first day.

VRE Riders still need to obtain a FREE commuter parking permit in order to park in the VRE portion of the new garage. They do not need to be a Manassas City resident in order to obtain a permit.

EMERGENCY RESPONSE DRILL, SATURDAY, SEPTEMBER 20th

On Saturday, September 20th, VRE will hold its annual emergency drill at the Crossroads yard in Spotsylvania. We are seeking volunteers (age 13 and over) to act as "victims" on the train. The drill will run from 8 a.m. until approximately 12:00 p.m. Participants should expect a realistic simulation, as it makes the drills most effective.

VRE PATHFINDER SIGNS

VRE has been working with VDOT to improve directional guidance signs at all of the stations. After several meetings, a plan was developed which will install 120 new path finder signs, change out faded and out-dated signs, and add several signs on the Interstate highways. VDOT has informed us that the Richmond facility is currently producing the signs and work orders for installation in the next few weeks has been initiated.

NEW RAIL CARS

The last five new Gallery cars are scheduled to arrive on Thursday, September 18th. The cars will be placed on the Fredericksburg line, leaving only one train set per line made up of the older Gallery railcars.

PUBLIC HEARINGS SCHEDULED

We are proposing to seek comment on a FY 2009 mid-year fare increase of an amount not to exceed 15% and a FY 2010 fare increase of an amount not to exceed 10%, plus potential service reductions in FY 2010. Information is posted on the VRE website and an email was sent to all passengers on Friday, August 29th. The following dates and times of the meetings were advertised in local newspapers.

DATE	LOCATION	TIME
September 11, 2008 Thursday	Stafford County Govt Center Board Chambers 1300 Courthouse Road Stafford, VA 22554	7:00-9:00 P.M.
September 16, 2008 Tuesday	Crystal City Marriott Crystal Club Room 1999 Jefferson Davis Highway Arlington, VA 22202	12:00-2:00 P.M.
September 17, 2008 Wednesday	Fredericksburg City Hall Council Chambers 715 Princess Anne Street Fredericksburg, VA 22401	7:00-9:00 P.M.
September 22, 2008 Monday	Holiday Inn [L 'Enfant] Discovery 1 Ballroom 550 C. Street S.W. Washington, DC 20024	12:00-2:00 P.M.
September 24, 2008 Wednesday	P.R.T.C. Board Room, 2 nd Floor 14700 Potomac Mills Road Woodbridge, VA 22192	7:00-9:00 P.M.
September 29, 2008 Monday	Burke Centre Conservancy "The Ponds" Community Center 9837 Burke Pond Lane Burke, VA 22015	7:00-9:00 P.M.
September 30, 2008 Tuesday	Manassas City Hall City Council Chamber Room 9027 Center Street Manassas, VA 22110	7:00-9:00 P.M.

MONTHLY PERFORMANCE MEASURES – AUGUST 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
August Fredericksburg OTP Average	93.7%
August Manassas OTP Average	90.7%
VRE AUGUST OVERALL OTP AVERAGE	92.1%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	657,813
VRE FY 2008 Passenger Totals	609,068
PERCENTAGE CHANGE	10.5% Normalized

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
AUGUST 2008	319,222
AUGUST 2007	317,035
PERCENTAGE CHANGE	10.3% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	21/23

Monthly Ridership and OTP: August 2008

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fredburg AM	Fredburg PM	Fredburg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	3,016	3,051	6,067	94%	3,834	3,932	7,766	85%	13,833	90%
2										
3										
4	3,635	3,590	7,225	75%	4,054	4,356	8,410	92%	15,635	83%
5	3,715	3,680	7,395	94%	4,156	4,444	8,600	92%	15,995	93%
6	3,776	3,698	7,474	88%	4,234	4,320	8,554	85%	16,028	86%
7	3,624	3,480	7,104	88%	4,254	4,545	8,799	100%	15,903	93%
8	2,983	2,889	5,882	100%	3,589	3,715	7,304	100%	13,186	100%
9										
10										
11	3,608	3,438	7,046	94%	4,079	4,384	8,463	100%	15,509	97%
12	3,903	3,715	7,618	100%	4,397	4,786	9,183	100%	16,801	100%
13	3,713	3,695	7,408	83%	4,212	4,584	8,796	85%	16,204	72%
14	3,662	3,544	7,206	75%	3,877	4,169	8,046	92%	15,252	83%
15	2,949	2,912	5,861	88%	3,525	3,307	6,832	92%	12,693	90%
16										
17										
18	3,552	3,484	7,036	100%	4,227	4,462	8,689	100%	15,725	100%
19	3,676	3,782	7,458	94%	4,276	4,658	8,934	100%	16,392	97%
20	3,681	3,571	7,252	94%	4,353	4,361	8,714	100%	15,966	97%
21	3,441	3,511	6,952	100%	4,234	4,247	8,481	100%	15,433	100%
22	2,746	2,926	5,672	94%	3,408	3,798	7,206	100%	12,878	97%
23										
24										
25	3,667	3,434	7,101	100%	4,154	4,372	8,526	100%	15,627	100%
26	3,678	3,582	7,260	100%	4,243	4,457	8,700	92%	15,960	97%
27	3,521	3,647	7,168	88%	4,153	4,281	8,434	77%	15,602	83%
28	3,546	3,506	7,052	81%	4,047	4,136	8,183	85%	15,235	83%
29	2,616	2,707	5,323	100%	3,077	3,356	6,433	92%	11,756	97%
30										
31	72,718	71,842	144,560	91%	84,383	88,670	173,053	94%	317,613	92%
	Adjusted total:		144,593		Adjusted Total:		174,629	Adjusted Total:	319,222	

# of Service Days:	21	Total Trips This Month:	319,222	Adjusted Total:	319,222
Manassas Daily Avg. Trips:	6,884	Prior Total FY-2009:	338,591		
Fredburg Daily Avg. Trips:	8,241	Total Trips FY-2009:	657,813		
Total Avg. Daily Trips:	15,124	Total Prior Years:	40,598,336		
		Grand Total:	41,256,149		

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

Monthly Ridership Changes: Fiscal Year 2008 vs. 2009

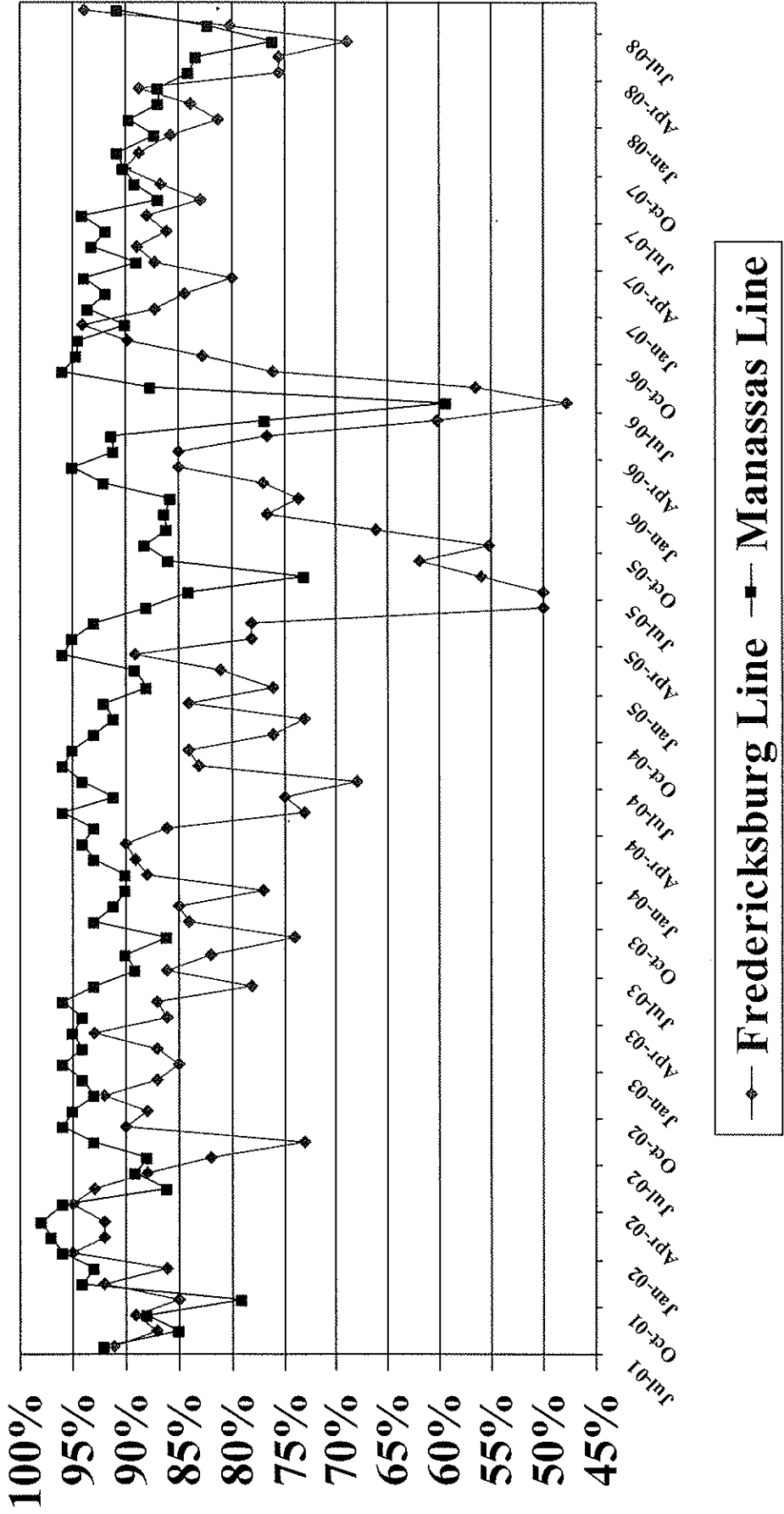
Current Month	MANASSAS			FREDERICKSBURG		
	Avg Daily FY2008	Avg Daily FY2009	% change	Avg Daily FY2008	Avg Daily FY2009	% change
July	6513	7003	7.52%	7393	8388	13.46%
August	6405	6885	7.49%	7379	8316	12.70%
September	6847			7652		
October	6973			7754		
November	6894			7707		
December	6081			7235		
January	6978			8148		
February	6842			8018		
March	6812			8050		
April	6988			8324		
May	6832			8094		
June	7123			8504		
Average growth			7.51%			13.08%
						10.48%

*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.

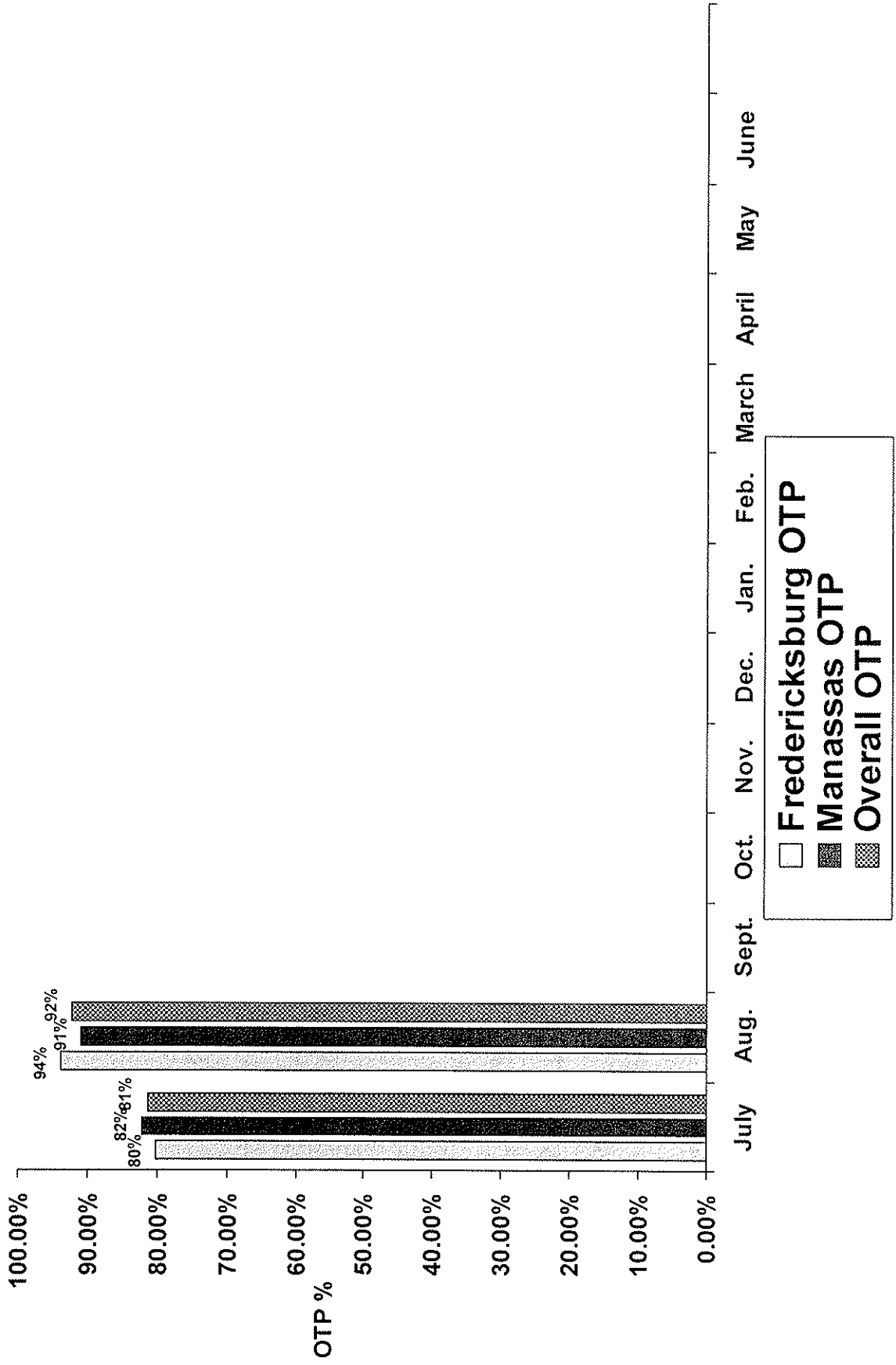
On-Time Performance

July 2001 – August 2008



Average On-Time Performance

FY-2009



FINANCIAL STATISTICS FOR AUGUST 2008

Copies of the August 2008 Operating Budget Report are attached.

Fare income for the month of August 2008 was \$42,444 above the budget – a favorable variance of 2.24%. The cumulative variance for the year is 8.27% or \$314,193 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 two months of FY 2009 is up 14.6% over FY 2008.

A summary of the financial results (unaudited) as of August 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%	76%	↑
Budgeted Revenue	65,263,822			
Budgeted Revenue YTD	16,713,648			
Actual Revenue YTD	16,818,711			
Cumulative Variance	105,063		105,063	↑
Percent Collected FY 07 YTD		25.61%	25.77%	
Budgeted Expenses	65,263,822			
Budgeted Expenses YTD	13,379,421			
Operating Expenses YTD	12,527,125			
Cumulative Variance	852,296		852,296	↑
Percent Collected FY 07 YTD		20.50%	19.19%	
Net Income (Loss) from Operations			957,359	↑

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2009 Operating Budget Report
August 31, 2008

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%	TOTAL FY09 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	1,941,220	1,898,776	4,111,745	3,797,552	314,193	8.3%	21,490,692
Equipment Rental and Other	15,811	13,388	25,687	26,771	(1,084)	-4.0%	151,500
Subtotal Operating Revenue	1,957,031	1,912,161	4,137,432	3,824,323	313,109	8.2%	21,642,192
Jurisdictional Subsidy (1)	-	-	8,784,054	8,784,054	-	0.0%	16,361,819
Federal/State/Other Jurisdictional Subsidy	1,873,003	2,037,174	3,871,343	4,074,348	(203,005)	-5.0%	27,049,811
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	11,929	15,462	25,882	30,924	(5,042)	-16.3%	210,000
Total Operating Revenue	3,841,963	3,964,797	16,818,711	16,713,648	105,063	0.6%	65,263,822
OPERATING EXPENSES							
Departmental Operating Expenses	3,745,495	3,840,332	6,834,797	7,680,663	845,866	11.0%	43,974,778
Debt Service	958,466	926,879	1,843,828	1,853,758	9,930	0.5%	15,022,547
Insurance	-	-	3,845,000	3,845,000	-	0.0%	5,275,000
Other Non-Departmental Expenses	2,000	-	3,500	-	(3,500)	-	991,497
Total Operating Expenses	4,705,961	4,767,211	12,527,125	13,379,421	852,296	6.4%	65,263,822
NET INCOME (LOSS) FROM OPERATIONS	(863,998)	(802,413)	4,291,586	3,334,227	957,359		
CALCULATED OPERATING RATIO							
						76%	

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



MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA SEPTEMBER 19, 2008

**VIRGINIA RAILWAY
EXPRESS**

BOARD MEMBERS

JOHN JENKINS
CHAIRMAN

SHARON BULOVA
VICE-CHAIRMAN

CHRIS ZIMMERMAN
TREASURER

PAUL MILDE
SECRETARY

MAUREEN CADDIGAN
WALLY COVINGTON
PATRICK HERRITY
FRANK JONES
MATT KELLY
KEVIN PAGE
GEORGE SCHWARTZ
PAUL SMEDBERG
JONATHAN WAY

ALTERNATES

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

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

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

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
Wally Covington (PRTC)	Prince William County
Patrick Herrity (NVTC)*	Fairfax County
John D. Jenkins (PRTC)	Prince William County
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
Frank C. Jones (PRTC)	City of Manassas Park

ALTERNATES PRESENT	JURISDICTION

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

STAFF AND GENERAL PUBLIC	
George Billmyer – citizen	April Maguigad – VRE
John Duque – VRE	Peyton Onks – Sup. Herrity's office
Anna Gotthardt – VRE	Dick Peacock – citizen
Kelly Hannon – Free Lance-Star	Mark Roeber – VRE
Al Harf – PRTC staff	Mike Schaller – citizen
Christine Hoeffner – VRE	Jennifer Straub – VRE
Ann King – VRE	Rick Taube – NVTC staff
Mike Lake – Fairfax County	Dale Zehner – VRE
Steve MacIsaac – VRE counsel	

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

Chairman Jenkins called the meeting to order at 9:35 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Chairman Jenkins stated that since some Board Members have other obligations and have to leave early, he asked that the agenda be changed to discuss action items first. There were no objections.

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

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

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

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

Authorization to Issue a Request for Proposals for Operations and Services Contract – 8A

Chairman Jenkins stated that Resolution #8A-09-2008 would authorize the Chief Executive Officer to issue a RFP for VRE's Operating and Services Contract. VRE's current contract with Amtrak will expire on June 30, 2010. The RFP will solicit proposals from a single third party to assume full responsibility for VRE's train operations, locomotives and railcar equipment maintenance/repair, yard operations, and warehouse management. The RFP is planned to be published by March 2009, with proposals due in October 2009. The contract is expected to be awarded by January 2010, allowing for a six month transition period if necessary, if the contract is awarded to a proposer other than Amtrak. Board Members had no questions.

Mr. Kelly moved, with a second by Ms. Bulova, to approve Resolution #8A-09-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Approve a Task Order for the Installation of Locomotive Maintenance Equipment at the Crossroads Yard – 8B

Chairman Jenkins reported that the Operations Board is being asked to authorize VRE's CEO to execute a task order with STV, Inc. for the installation of locomotive maintenance equipment in the new engine house at the VRE Crossroads Yard in an

amount not to exceed \$86,000. Resolution #8B-09-2008 would accomplish this. There was no discussion.

Mr. Covington moved, with a second by Mr. Smedberg, 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 Amend a Task Order for Railcar Camera Modifications – 8C

Mr. Zehner stated that Resolution #8C-09-2008 would authorize him to amend a task order with STV, Inc. for the installation of cameras on the 11 base order Gallery cars purchased from Sumitomo Corporation of America by \$45,595, for a total amount not to exceed \$83,728. He explained that following the production of the 11 base railcar order, but prior to the production of the 50 option order, VRE determined that adding front-viewing cameras and engineer monitors to all cab cars would enhance passenger safety. These cameras will provide the locomotive engineers with forward views of a blind spot immediately in front of the cab cars. This is especially critical in Manassas and Quantico where VRE stops at stations with grade crossings where passengers cross the tracks. There were no questions from Board Members.

Mr. Milde 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 Exercise the First Option Year of the Locomotive Lube Oil Contract – 8D

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to execute the first option year of a contract with Quarles Petroleum for the provision on lube oil delivery services at both VRE yards in an amount not to exceed \$400,000. Resolution #8D-09-2008 would accomplish this. There were no questions from Board Members.

Mr. Kelly 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.

Chairman's Comments – 5

Chairman Jenkins announced that September has been a record breaking month for VRE ridership. On September 9th VRE carried 16,933 passenger trips and on September 11th had 17,612 passenger trips. The September 11th dedication of the Pentagon Memorial contributed to this day's increase, but overall highway conditions are worsening and VRE is seeing continual ridership growth. Improved on-time

performance is also a factor. VRE achieved over 90 percent on-time performance in August on both rail lines.

[Mr. Herrity joined the discussion at 9:42 A.M.]

Chairman Jenkins stated that the 10th and final set of new railcars arrived on September 18th and will be placed into service next week. Once in service, each line will have only one train consist of old railcars, which will be replaced with new equipment within 18 months. The option for the 50 railcars was completed on-time and on-budget. He extended the Board's appreciation to staff for their hard work on this procurement.

Chairman Jenkins also announced that the annual Master Agreement Survey is scheduled for October 1st. The results of the survey are used to determine the jurisdictional subsidy allocation.

Chief Executive Officer's Report – 6

Mr. Zehner reported that ridership is tracking 10 percent higher compared to the same time last year during the months of July and August. He also stated that VRE has held three public hearings on the proposed fare increase. There has been fairly low attendance (Stafford-one person, Crystal City – no one, and Fredericksburg – 12-14 people). At the Fredericksburg hearing, VRE staff and participants discussed fares as well as other issues. Most of the comments received are that passengers understand the need for the fare increase, but there is concern about how high it will increase. There are four more public hearings (Woodbridge, L'Enfant, Manassas and Burke Centre). Mr. Zehner also reported that Donna Boxer went to Richmond to discuss other funding possibilities.

Mr. Zehner reported that the new Burke Centre parking garage is about 40 percent full and continues to increase daily. The new Manassas garage is almost 100 percent full. Brooke parking lot is at 80-85 percent capacity following the restriping project completed this past summer. The environmental analysis for Leeland Road and Brooke is on track and staff expects to report back to the Board sometime next spring.

Mr. Milde stated that 93.7 percent on-time performance on the Fredericksburg Line is amazing. VRE is meeting the immediate challenge of taking more people off the roads, but also meeting long-term goals of VRE. The Brooke restriping project has been good for Stafford County. There is a correlation between passengers understanding the need for a fare increase and being happy with the improved on-time performance. He reported that Stafford County did agree to extend the lease for the Leeland parking lot extension for another 2-3 years.

Mr. Kelly also expressed his pleasure in the improved on-time performance. He asked if Board Members could be provided with more specific details about each delay (train number, reason for delay, length of delay, etc.). Mr. Zehner stated that VRE's website includes a "daily download" section that posts the previous day's delays.

Ms. Bulova stated that it is great news that the Burke Centre parking garage is open and operational. She stated that the EZ buses were used during construction. Fairfax County will be evaluating the EZ Bus service to see how many people are still using it. In response to a question from Ms. Bulova, Mike Lake, Fairfax County DOT staff member, stated that Fairfax County decided to wait until after Labor Day to conduct the evaluation. Currently there is a strike underway with EZ Bus employees, but the County expects the results of the evaluation to be finished by the end of September.

Ms. Caddigan stated that she received some negative comments from the Base Commander about the proposed third track project at Quantico Station, because it is federal government property. She asked if VRE staff has had any contact with the Quantico Base Commander about this issue. Mr. Zehner replied that VRE sent a letter to the individual handling this project, but will send another letter to the Base Commander and speak with him about these concerns. Ms. Caddigan thanked staff and asked them to keep her informed about this issue since Prince William County has other dealings with the Base on other projects.

Mr. Covington observed that VRE seems to be doing more advertising on the radio and newspapers and asked if it is having an effect. Mr. Zehner explained that traditionally VRE has found that September and July are good months to run advertising. VRE did see a bump in ridership after the ad campaign began. This recent campaign is focusing on customer communication. He stated that it is important to keep name and brand recognition out there to keep your place in the market. It will pay off in the end. Since VRE has a natural turnover rate of 20-30 percent because of the transient nature of this region, VRE is constantly looking for new riders. Mr. Covington stated that VRE advertising has a "pour over" value for the community. He commended those that worked on the ad campaign. Chairman Jenkins stated that it is important to continue to inform the public on how to contact VRE, as well as how and when the service is available.

Mr. Roeber explained that VRE was to be featured on ABC's "Good Morning America" show this morning at the King Street Station in Alexandria. Unfortunately, there were satellite feed problems, but ABC hopes to return when they are back in the area. Chairman Jenkins reported that two national publications are developing stories about VRE. Mr. Roeber stated that VRE will be highlighted in articles in the U.S. Business News and Metro Magazines.

Mr. Milde reported that Stafford County has passed its legislative agenda, which includes non-member jurisdictions' (specifically Spotsylvania County) liability be borne by the state. It is his understanding that FAMPO is expected to take similar action. He suggested that when looking at the benefits for other counties to join VRE, track miles versus actual trips be analyzed. This could make it a more compelling argument and provide a different perspective.

Mr. Way asked, in regards to safety issues, if the priority or urgency of VRE's capital project for a two-way radio system had been impacted by the recent Metrolink train collision in California. Mr. Zehner stated that in terms of safety, he does not view the project as critical. In terms of service to customers on a disabled train, it is critical

because it would speed the response time to communicate to riders. This project should be completed by the end of 2008. The most critical project is cab control, which currently ends in Arlington County. The state has agreed to provide 70 percent of the funding to extend it into the District of Columbia. CSX will provide the 30 percent match for the \$1 million project. This will provide full cab control on the CSX rail line from Richmond to Washington, D.C., and should be completed within the next several months.

Mr. Smedberg stated that following the tragedy in California, cell phone/PDA usage is being banned in California. He asked if VRE has similar regulations. Mr. Zehner responded that all three railroads (Amtrak, CSX and Norfolk Southern) have regulations on the use of cell phones, which are not to be used when operating the trains. VRE supplies cell phones to engineers and conductors and their billings are monitored. In regards to banning cell phones, Mr. Zehner expressed his concern that in cases of emergencies, when cell phones are available first responders can get there faster. Using train dispatching can result in up to a 15 minute delay. He stated that in his opinion, if they are banned it would be a disservice to VRE's passengers and their safety. A cell phone is a great device but it needs to be controlled.

Mr. Page reported that on September 18th the Commonwealth Transportation Board approved \$26.6 million of rail enhancement funds to be applied to ten rail projects in the Commonwealth. Of the \$26.6 million, \$10.68 million represents enhancements for commuter rail projects in Virginia, which is 40 percent of the total allocation. Five of the projects can be defined as projects that will enhance VRE service, including the Gainesville-Haymarket Extension Phase II & Cherry Hill Third Track Phase II. Norfolk Southern has agreed to provide a significant portion of the local match requirement for the Gainesville-Haymarket Extension Phase II project. Also, Norfolk Southern has submitted an application for a six-year program to make improvements to the Alexandria to Manassas rail line section.

Mr. Page also stated that in light of the train accident in California, there is discussion about filling current gaps in safety systems. Chairman Jenkins thanked Mr. Page for his report, which is good news in a fiscally trying time.

Mr. Herryty reminded the Operations Board that there are still some black holes in cell phone coverage along the VRE system. Clifton Road is one of these areas where coverage is spotty and the grade crossing can be dangerous.

VRE Riders' and Public Comment – 7

George Billmyer stated that fare increases can be recognized as needed because of increased costs, such as fuel, but to implement service cuts undermines the entire system. Everyone wants more service. Throughout the country, rail systems that can afford it are adding more service. Chicago's Metra is taking out saloon cars and replacing them with cab cars, as well as reducing the number of toilets on trains to add more seating capacity. Mr. Billmyer expressed his opinion that service cuts tell passengers that VRE does not care about its customers.

Mr. Billmyer stated that although the accident in California was tragic, one positive thing that can come out of it is a wake-up call to implement true automatic train controls. He stated that insurance rates could possibly be reduced if such a system was installed. APTA may be able to help with this on a legislative level. Possibly the Federal Railroad Administration could finance it, since it is a safety issue.

Dick Peacock thanked Mr. Billmyer for his comments. He stated that VRE has an outstanding safety record and this should be conveyed to the General Assembly.

Closed Session – 9

Ms. Bulova moved, with a second by Mr. Zimmerman, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of discussing one legal matter requiring consultation with counsel concerning the scope and applicability of the VRE Liability Plan and one legal matter requiring consultation with counsel concerning the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail.

The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

The Board entered into Closed Session at 10:20 A.M. Board Members Bulova, Herrity and Smedberg left during the Closed Session. The Board returned to Open Session at 11:02 A.M.

Mr. Zimmerman moved, with a second by Ms. Caddigan, the following certification:

The VRE Operations Board 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 Chapter 37, Title 2.2 of the Code of Virginia were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Caddigan, Covington, Jenkins, Kelly, Milde, Page, Schwartz, Way and Zimmerman.

Chairman Jenkins reported that the VRE Chief Executive Officer has been directed to send a letter to the County Executive of Spotsylvania County following Board Members input on the letter.

Adjournment

Without objection, Chairman Jenkins adjourned the meeting at 11:03 A.M.

Approved this 17th day of October, 2008.

JOHN D. JENKINS
Chairman

PAUL MILDE
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the September 19, 2008 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest



Agenda Item #3

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: September 25, 2008
SUBJECT: Award of Contract for Alexandria Real-Time Bus Status System

At its September 4, 2008 meeting, the commission authorized NVTC's executive director 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. The contract document is being negotiated and will be reviewed by legal counsel of the city of Alexandria. Contingent on that legal review, the commission will be asked to authorize execution of the agreement and issuing the notice to proceed by NVTC's executive director.



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Agenda Item #4

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 2008
SUBJECT: Testimony for the Commonwealth Transportation Board's Fall Public Hearing

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 attached 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 a failure of the General Assembly to provide adequate statewide funding and restore regional funding. Local transit systems' staff cooperated in compiling this list of projects.

The commission is asked to authorize Chairman Euille (or his designee) to deliver the testimony.





Commonwealth Transportation Board

Public Hearing on Six-Year Transportation Plan

(date), 2008

(time)

(location)

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

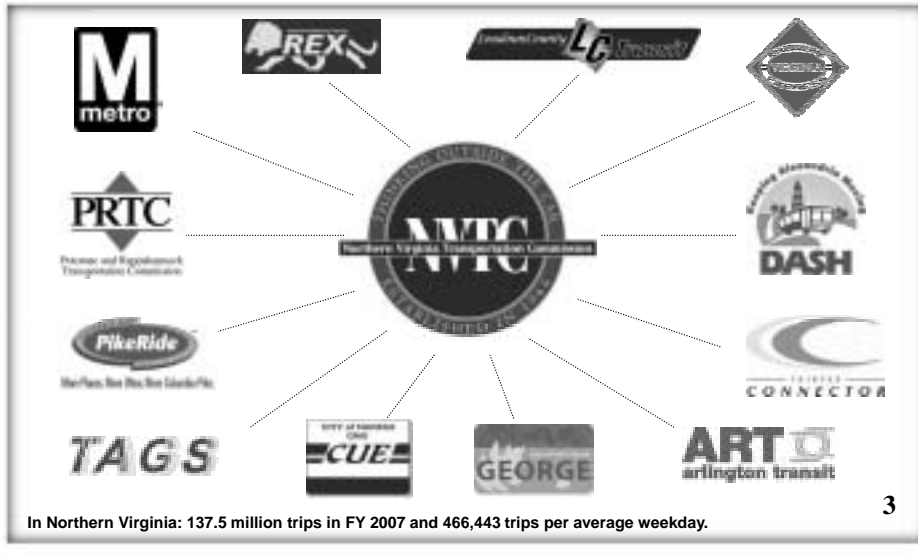


Summary

- Transit has been performing exceptionally well in Northern Virginia despite severe financial constraints.
- Unfortunately, a “perfect storm” of adverse events is threatening that success.
- The public must be informed about the specific projects and services that are not being provided due to a failure of the General Assembly to provide needed funding.
- The Commonwealth Transportation Board should give top priority to this region’s transportation needs.



Northern Virginia's Interconnected Transit Systems



3

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 Transit was up 19 percent.
- 75% of Virginia's transit ridership is here.
- Northern Virginia's 2.1 million residents took 65 transit trips per capita in FY 2007, while in NVTC's WMATA jurisdictions residents took 96 (the statewide average was 24).
- Transit and ridesharing carry two-thirds of commuters in our major corridors in peak periods.



4



Local Level of Effort



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



5



The Perfect Storm: The Bleak Outlook for Transit without New State Funding



- Loss in February, 2008 of over \$300 million annually of HB 3202 regional funding (and bonding opportunities for leverage);
- Loss of 10% of state transit funding announced in June, 2008;
- More losses of state aid threatened given a possible budget shortfall of \$3 billion over the next two years;
- Accelerating transit fuel costs, aging transit infrastructure, over-crowded trains and buses;
- Threatened loss of federal funding for Dulles Rail (now apparently resolved) but funds must be found to maintain WMATA in a state of good repair prior to FTA full funding grant agreement;
- Declining local property tax revenues;

6



The Perfect Storm: The Bleak Outlook for Transit without New State Funding (continued)



- Sharp fare increases and/or transit service reductions already in place or actively considered for the near future;
- Near collapse of the U.S. (and world's) finance system threatens borrowing for transit investment and cash flow management for transit operations;
- Job losses and economic decline eventually will hurt ridership;
- Huge capital and operating budget shortfalls loom for FY 2009 and beyond at WMATA and VRE among others;
- This situation produces a tragic irony: Transit is forced to cut back at the same time high gas prices and concern for the environment are sending commuters to transit in record numbers.

7



Needed Public Transit Investments



- Approved NVTA TransAction 2030 plan sets multimodal priorities.
- \$700 million more funding is needed each year (in 2005 dollars) for the next 23 years to implement the plan. New regional funds, forecast to yield about \$300 million, would have fallen far short and have now been revoked.
- As announced in June, 2008, of a \$97 million reduction in statewide transit funding over the next six years, over \$71 million will be lost to Northern Virginia.
- Metro needs new railcars, new buses and many other enhancements costing over \$11 billion from FY 2010 through 2020 to keep the system in a state of good repair and attract new riders. Annual capital expenditures would need to double.

8



Needed Public Transit Investments



- WMATA lost \$50 million in HB 3202 annual dedicated regional funding in Northern Virginia at the same time Congress is considering \$150 million annually for WMATA, contingent on Virginia's dedicated funds.
- VRE is especially hard hit:
 - Its preliminary FY 2010 budget is over \$8 million in the red necessitating drastic fare increases (possibly three in FY 2009 alone totaling up to 40 percent) and/or service reductions (such as elimination of mid-day trains) at a time ridership is growing at a rate of 10 percent;
 - Up to 10 new locomotives are needed (costing over \$40 million) to maintain reliable service but without HB 3202 funding cannot be ordered (there is a two-year period required from initial order to delivery);
 - VRE needs parking (\$30 million) and platform extensions (\$20 million), etc., plus VRE must restore the balance of its insurance trust fund.
 - It will soon qualify to run two additional trains on the CSX line but can't afford to operate them.
 - It lost \$25 million of HB 3202 annual regional funding.

9



Needed Public Transit Investments



- Other regional transit projects cancelled or significantly delayed due to loss of funding:
 - Crystal City/Potomac Yard Transitway
 - Columbia Pike street car
 - Richmond Highway transit in Fairfax and Prince William counties
 - Unfunded Metro Matters needs for rail cars, buses and station improvements
 - Other immediate WMATA needs of over \$500 million in the next two years for safety, efficiency and maintenance
 - DASH bus replacement in Alexandria
 - Ballston-MU Metrorail station west entrance in Arlington
 - Bus shelters in the city of Falls Church

10



Additional Public Transportation Challenges

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

11



What can CTB do to Help Weather the Storm?

1. Give top priority for transit projects in Northern Virginia because this region has the greatest use of transit and greatest per capita local effort to invest in transit.
2. Encourage the General Assembly and Governor Kaine to increase statewide transit funding and restore regional funding immediately.
3. Maintain flexibility in administering DRPT programs in light of the enormous funding pressures faced by local transit systems.
4. Consider carefully Northern Virginia’s concerns with the I-95/395 HOT lanes project to protect levels of service and safety on the existing transit/HOV facility.

12

In Closing

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



13

APPENDIX



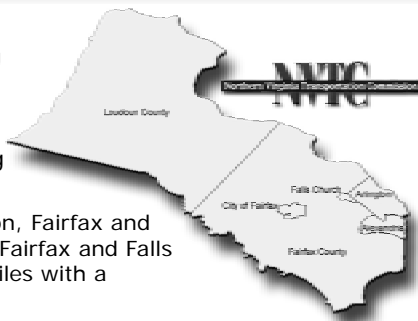
14



NVTC is...



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



15



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
Metrobus (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
City of Fairfax CUE Bus	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346
Arlington Transit	397,001	674,806	788,854	926,574	1,060,441	1,225,427
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 Decreased 17% since 2003

*Preliminary.

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



* Northern Virginia Transit Systems for 2006 include DASH, Fairfax Connector, CUE, VRE, FRTC, COMSTAR and SoundBus, Loudoun County Transit, and Arlington Transit (ART). Previous years may include data from 1983, Tappan's Shuttle, Crystal City Shuttle, and Loudoun County Connector Service. WMATA Metrolink and Metrolink is data not included. CUE began service in FY 81. Data does not include WMATA's commuter rail service such as the GEORGETOWN, RDC, Silver Line, or TADs.



Agenda Item #5

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: September 25, 2008

SUBJECT: Authorization to Issue a Request for Proposals for Tenants' Agent

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 is asked to authorize release of the attached RFP. The intention will be to return the commission with a recommended award of contract at the November 6, 2008 NVTC meeting. As agents are paid by landlords upon completion of a deal, it is likely that NVTC would incur no costs for such a contract.





REQUEST FOR PROPOSALS #09-01

TENANTS' AGENT FOR NVTC's
OFFICE LEASE

DRAFT:
September 25, 2008



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

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
4350 N. Fairfax Drive, #720
Arlington, VA 22203
703-524-3322 x105
rick@nvtdc.org



Agenda Item #6

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 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 two months).

B. Performance Indicators.

The attachment shows several indicators of performance for Metrorail, Metrobus and MetroAccess. Areas include on-time performance, safety and security, escalator availability, mean distance between bus failures, among others. As examples, Metrorail achieved 95% on-time performance on its Orange Line, MetroAccess maintained 92% on-time performance with a 16% increase in ridership over the past year, escalator availability systemwide was over 94% (up from 91%), and the probability of being a victim of a crime in the Metro system is 2.48 per million customers.

Systemwide, WMATA's Metrorail ridership was up 3% in June, 2008 compared to the previous year, and 4% for the Fiscal Year 2008 through June. Metrobus ridership was up 2% and 1%, respectively. Parking revenue, however, was down 9% in June, 2008 from the previous year and 1.3% so far in FY 2008.



C. Independent Review of MetroAccess

MWCOG has ongoing a review of WMATA's transportation system for persons with disabilities. A meeting co-chaired by Cathy Hudgins and Tim Lovain was convened on September 16, 2008 to consider preliminary findings and to rank a list of 14 recommendations.

Overall, 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."

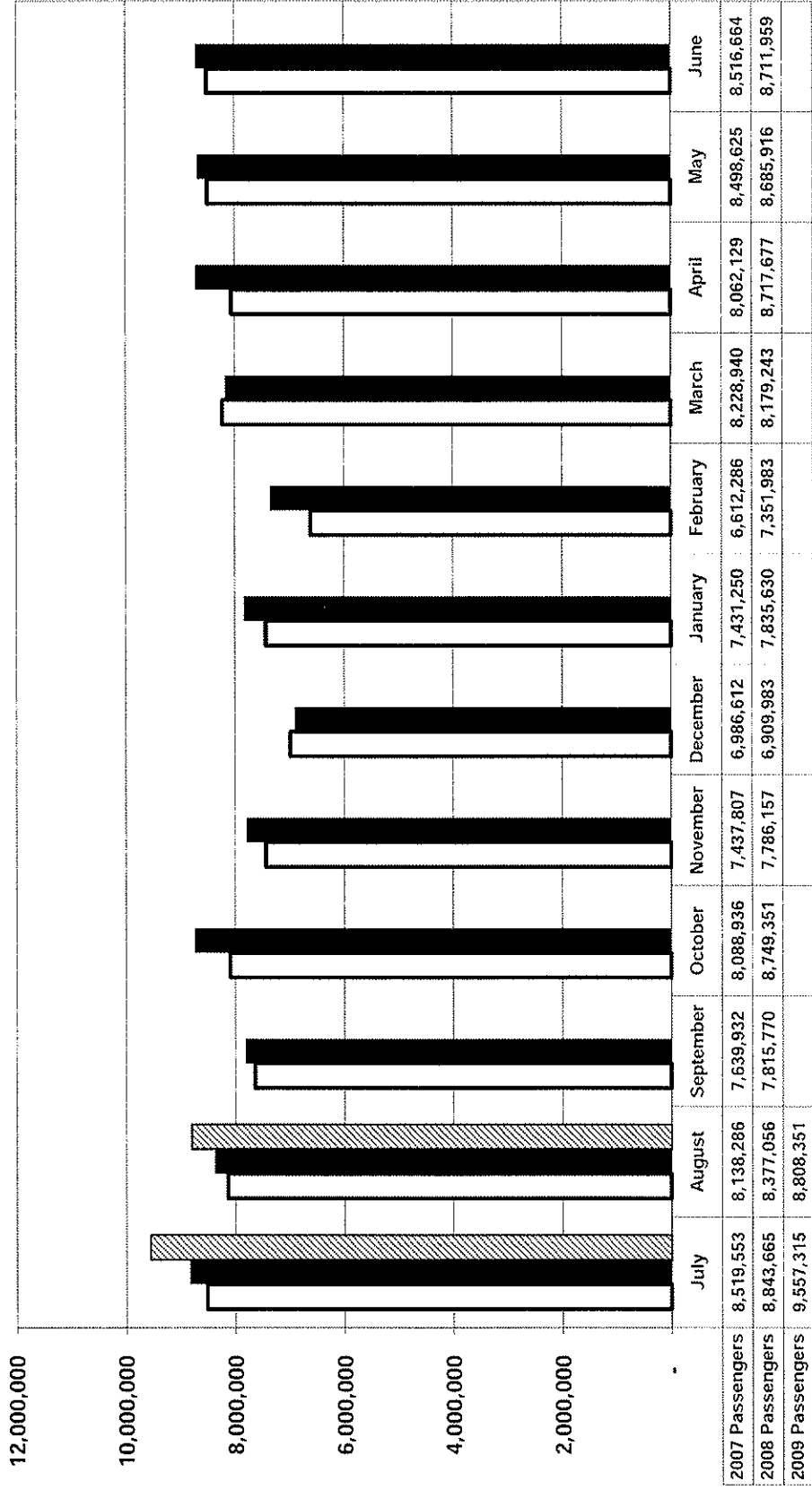
The target is to present a revised final report to the TPB on November 19, 2008. Please contact NVTC staff if you would like more details.

D. Ten-Year Capital Needs of \$11 Billion.

The attachments describe Metro's staff estimates of capital needs between 2010 and 2020, including inflation. 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. 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. To fully fund these needs would more than double WMATA's current annual capital spending.

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



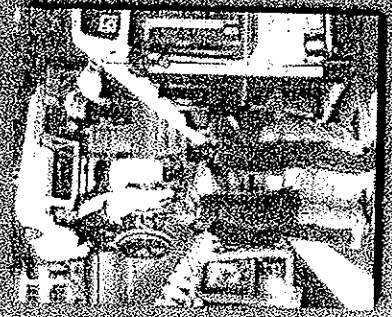
2007 Passengers
 2008 Passengers
 2009 Passengers



Operational Performance

Presented to the Board of Directors:
**Customer Service, Operations, and Safety
Committee**

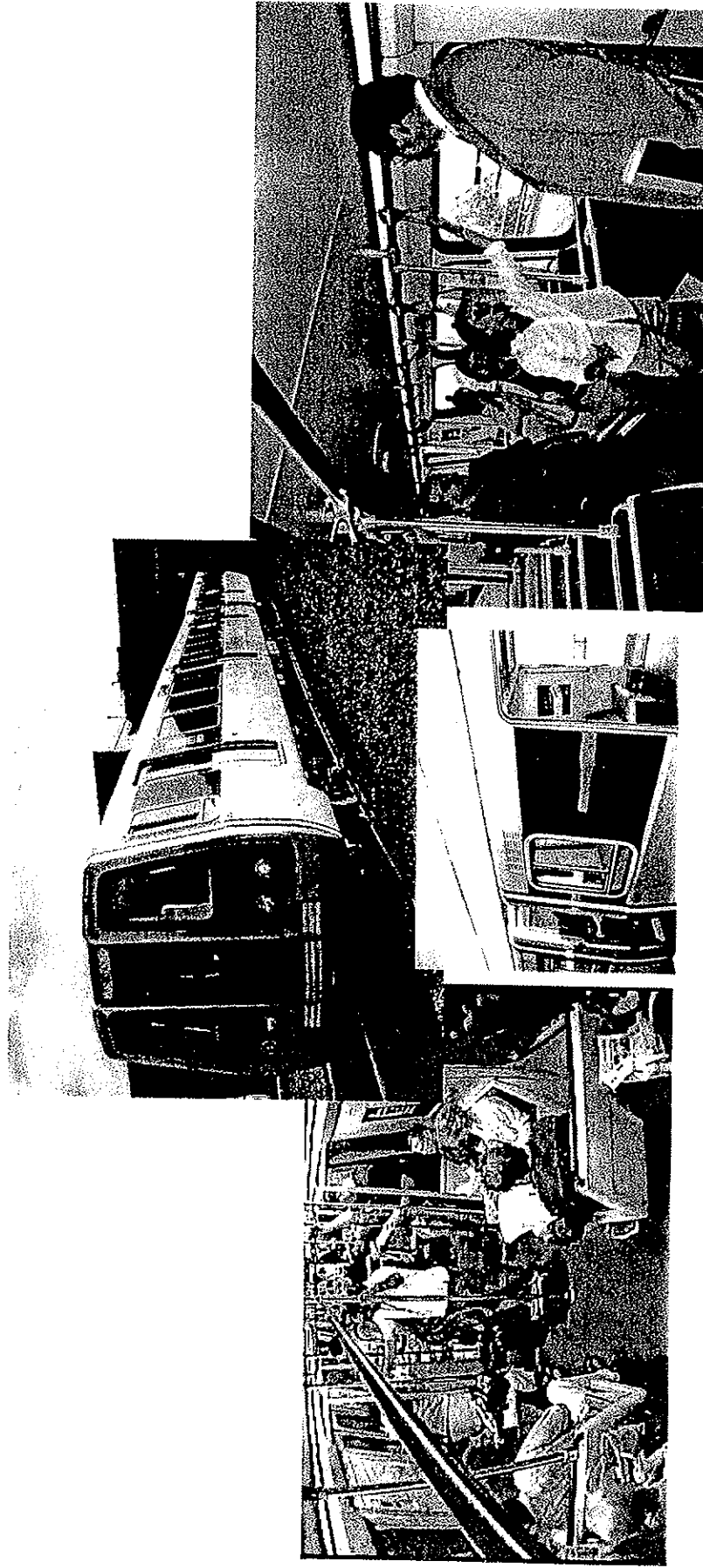
September 11, 2008





Operations Year End Review - RAIL

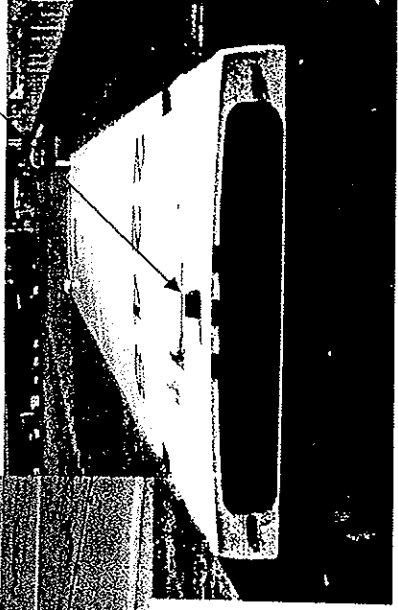
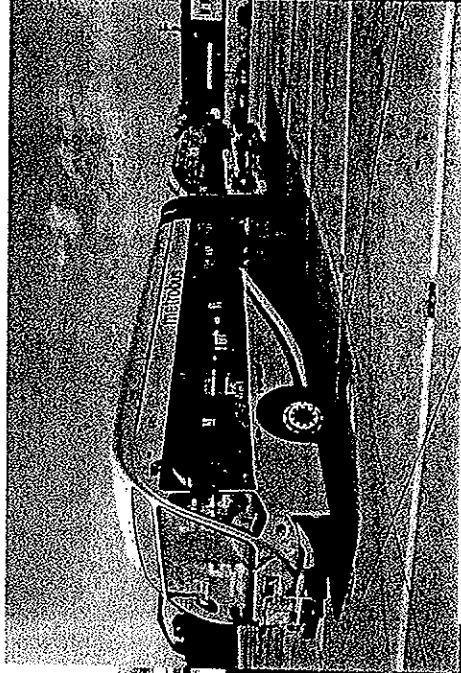
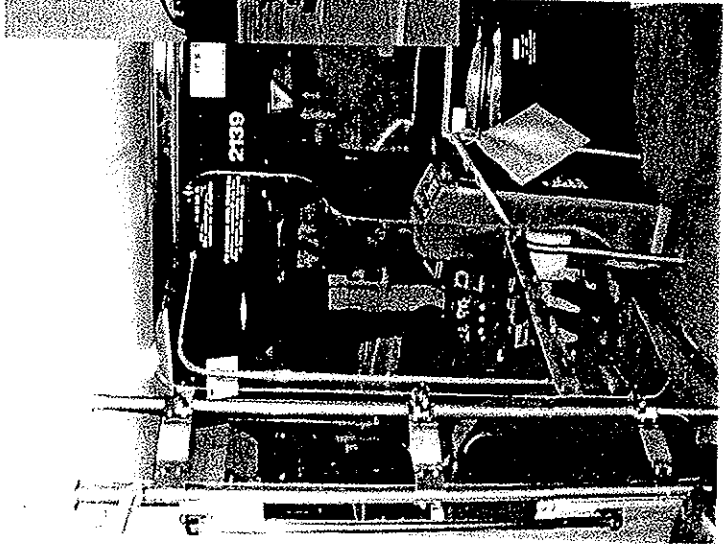
- Achieved Rail on-time performance goal of 95% on two Metrorail Lines: Red and Orange
- Accepted and received 182 of the 6000 series rail cars
- Completed 338 of the 364 2/3K rehabilitations
- Revised maintenance scheduling to minimize impact to customers & ensure maximum use of track
- Installing grab handles in 6000 series rail cars
- Implemented cleaning program significantly reducing debris fires





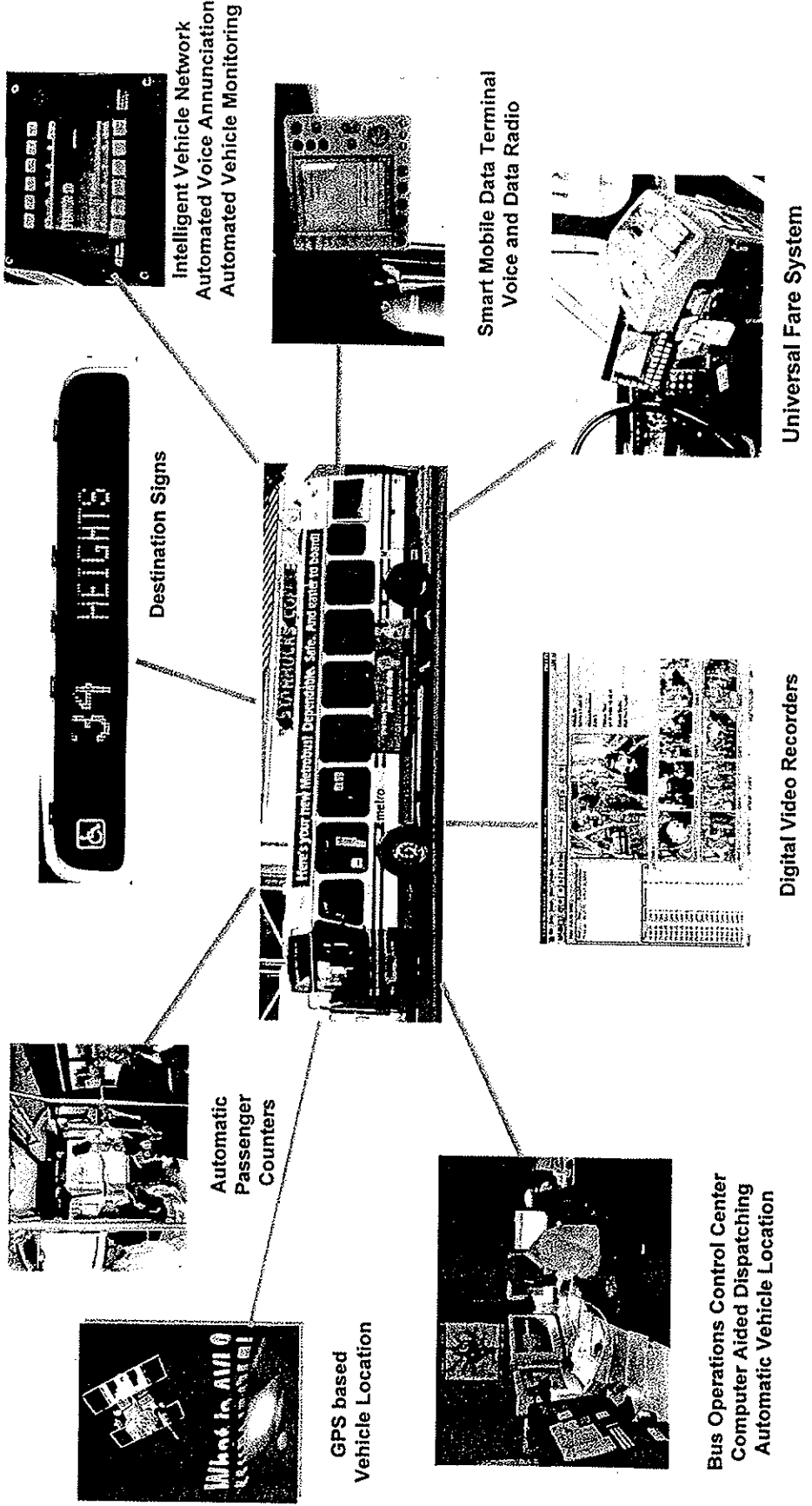
Operations Year End Review - BUS

- Achieved Mean Distance Between Failures of 6,326 exceeding the goal of 6,300
- Completed integration of all components for Bus on-time performance
- Awarded 5-year procurement; designed new color scheme; commenced delivery of Nabi Articulated Buses
- Installed operator enclosures pilot program for review and evaluation to increase operator safety
- Relocated 114 buses and personnel from Southeast garage with no service interruption





Building Blocks to Metro's On-Time Performance

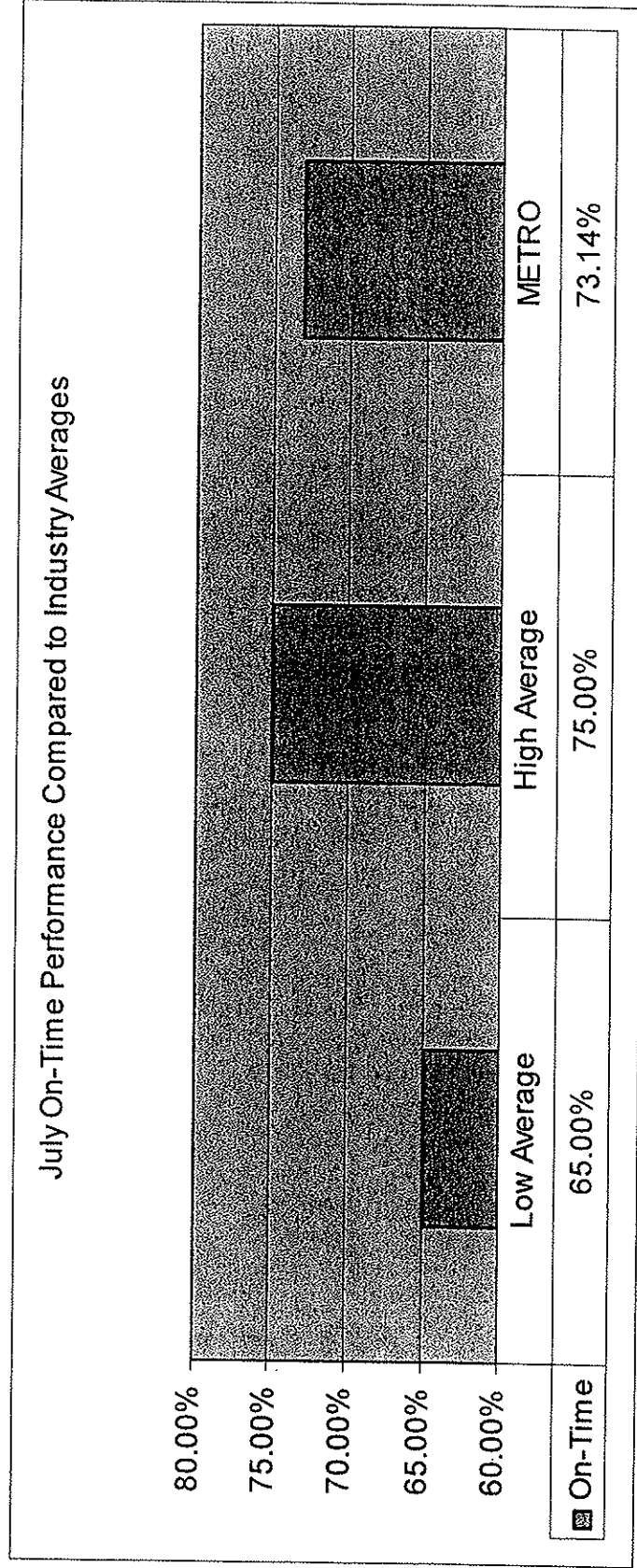




Bus On Time Performance Comparison Chart

DEFINITION – Measurement of time throughout the day (from beginning to end of service) for all routes by capturing the data recorded by the CAD/AVL whenever a bus encounters a timepoint. Parameters used by other agencies have a broad range and use selected time points vs WMATA using all time points.

CALCULATION – Difference between scheduled time and actual time arriving at a timepoint based on 2 minutes early and 7 minutes late parameters.



Impact Delays:

- Traffic congestion – 2nd in the nation according to the Texas Transportation Institute
- Incidents (assaults, police activity)



Bus Improvement Measures

- Restructuring Bus Operations to increase accountability
- Strengthen coordination with Division and Street Supervision on low performing lines to resolve delay issues
- Work with planning to verify schedules and make any necessary adjustments
- Implement process to improve yard pull out timeliness
- Assign Communication Specialist to track and monitor real-time on lowest performing lines



Operations Year End Review - MetroAccess

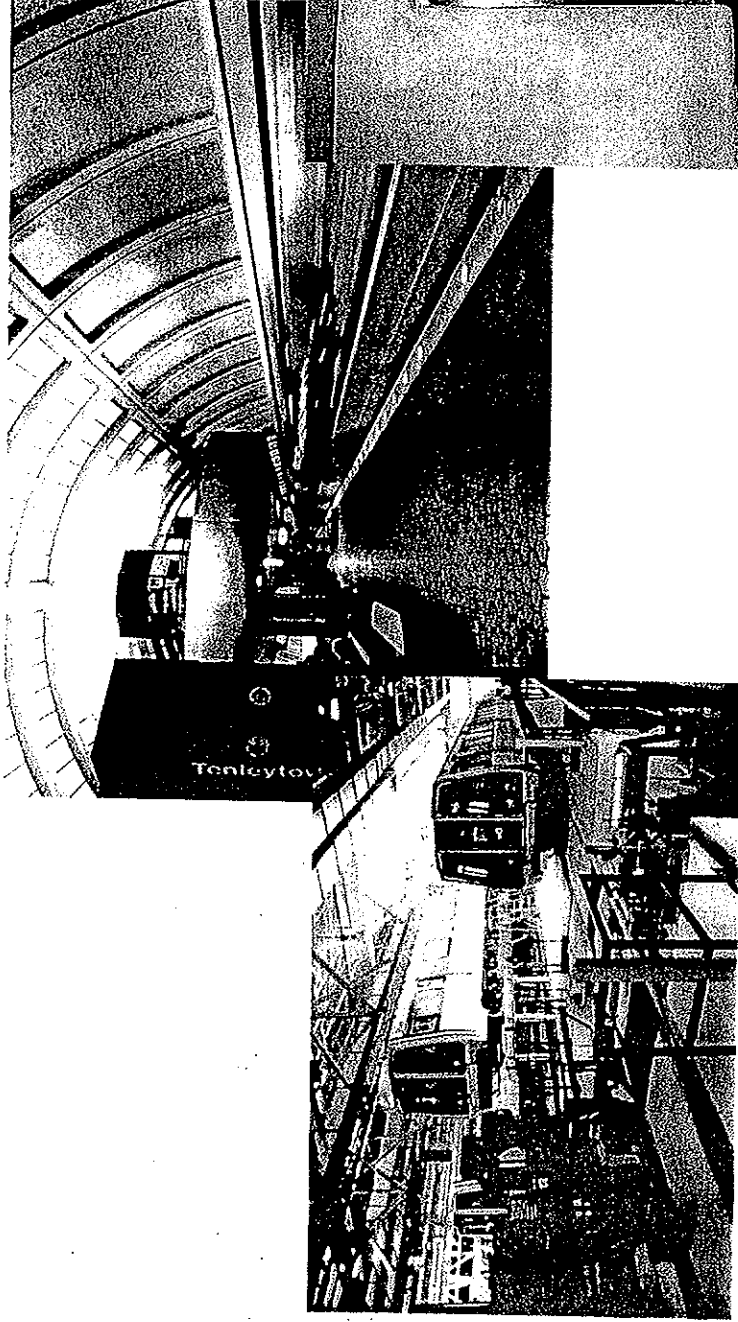
- Maintained a 91.9% on-time performance with a 16% increase in overall ridership, delivering 1.5M passenger trips
- Received and placed into service, 65 new vehicles
- Implemented Door-to-Door Service
- Established Web-based reservation system
- Published new Customer Guide





Operations Year End Review – Operation Services

- Achieved 94.1% escalator availability exceeding the goal of 93%
- Improved the appearance of 19 Metrorail stations with the completion of station enhancements
- Completed Navy Yard Station Entrance prior to National's Opening Day
- Completed Metro Matters Yard Expansions
- Completed rehabilitation of 14 elevators and 6 escalators



PERFORMANCE FY07 vs. FY08

MEASUREMENT	FY07	FY08	FY08 Target
RAIL			
On-Time Performance (end-to-end)	93%	92%	95%
Safety and Security			
Part 1 Crimes, Excluding Parking	399	494	
Part 1 Crimes in Parking	890	961	
Customer Satisfaction: Metrorail			
Customer Satisfaction Survey	87%	85%	89%
Avg Weekday Ridership	701,110	730,143	711,245
BUS			
Mean Distance Between Failures	6,267	6,326	6,300
Safety and Security			
Part 1 Crimes	103	117	
Customer Satisfaction: Metrobus			
Customer Satisfaction Survey	81%	78%	81%
Avg Weekday Ridership	441,221	444,519	445,054
VERTICAL TRANSPORTATION			
Escalator System Availability	91.3%	94.1%	93%
Elevator System Availability	95.2%	96.7%	97.5%
Customer Satisfaction Measure:			
Customer Satisfaction Survey - Escalator	63%	68%	64%
Customer Satisfaction Survey - Elevator	74%	74%	78%
METROACCESS			
On-time Performance	93.2%	91.9%	93.5%
Percent of Missed/Excessively Late Trips (30 mins beyond the scheduled pick-up window)	1.9	1.6	1.9
Average Weekday Ridership (for comparison only)	4,669	4,965	4,850



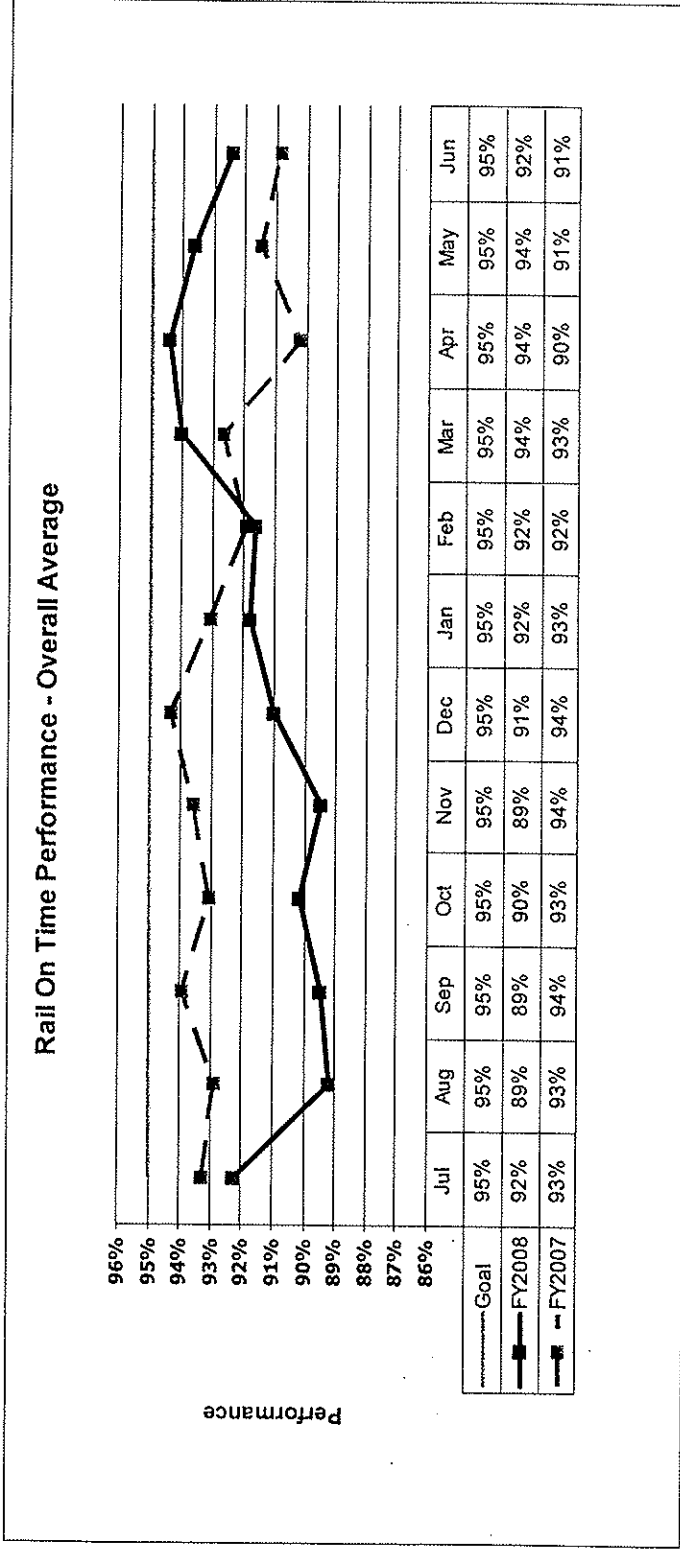
APPENDIX



Rail On-Time Performance Summary

DEFINITION – Measured during peak service (morning, evening), identifying percentage of trains on each line **end-to-end** within a 2 minute headway deviation and measured mid day and late night within a 50% headway deviation. This measures how well we are providing service.

CALCULATION – (Number of Metrorail station arrivals – number of headways with > 2 minute deviation or 50% headway deviation) / number of Metrorail station arrivals = Metrorail On Time Performance End to End.



Year to Date Average

2007 - 93%

2008 - 92%

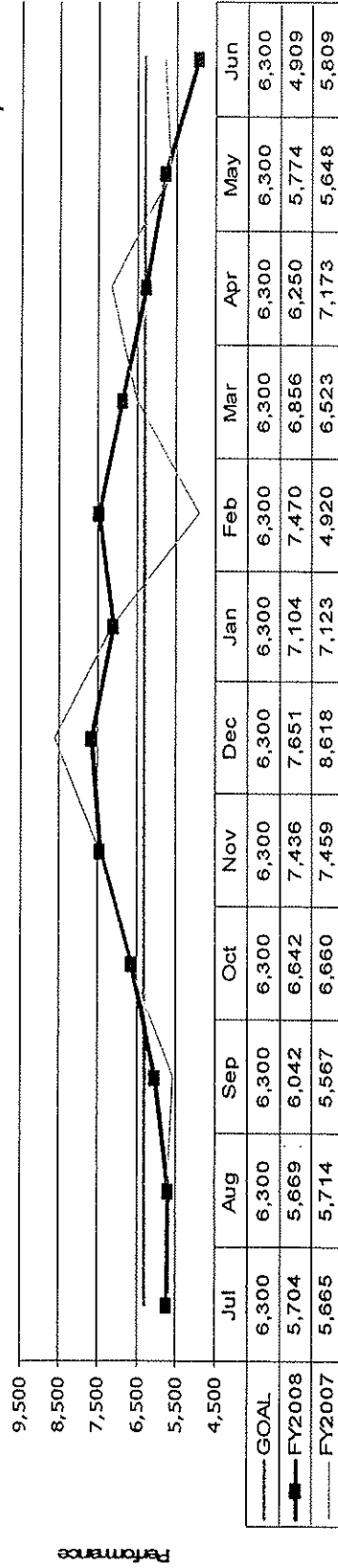


Bus Mean Distance Between Failures

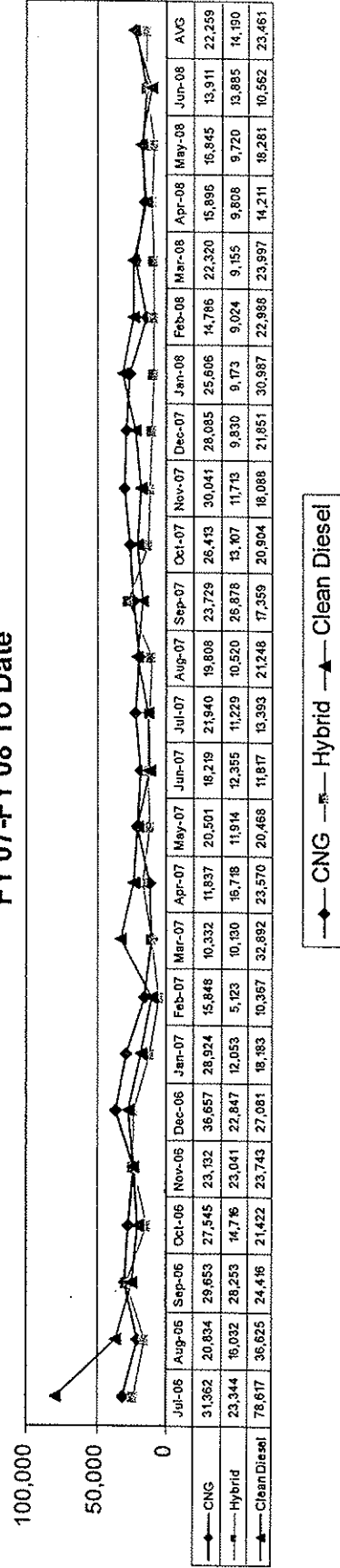
DEFINITION – This measure identifies the number of miles traveled before a mechanical breakdown for the entire bus fleet

BUS - Mean Distance Between Failures

FY 2008 – 6,326



**Bus - MDBF by Fleet
FY'07-FY'08 To Date**

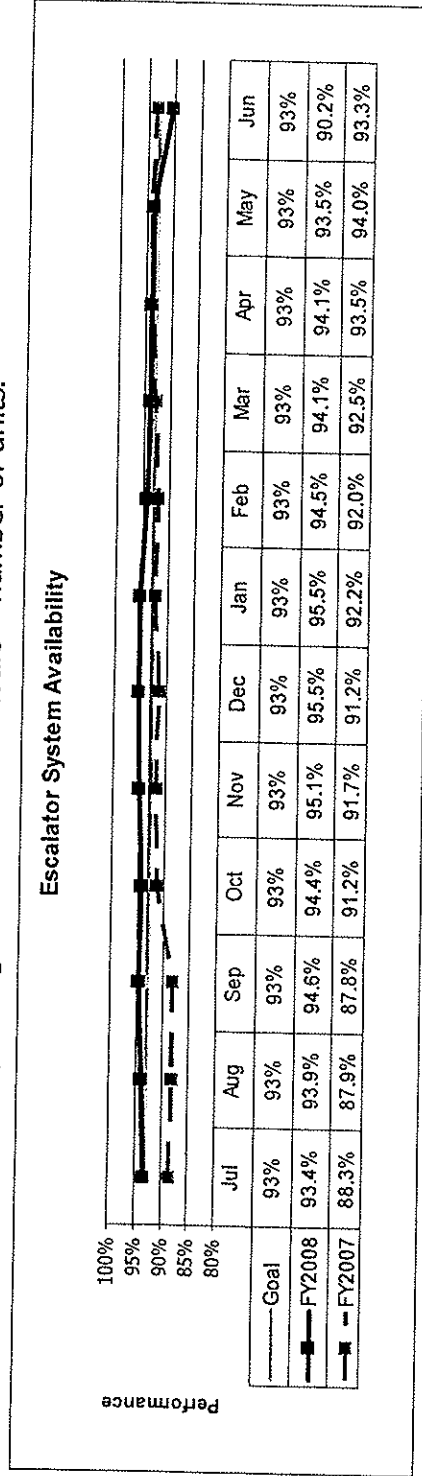


**Data includes FY04 and newer Fleets.



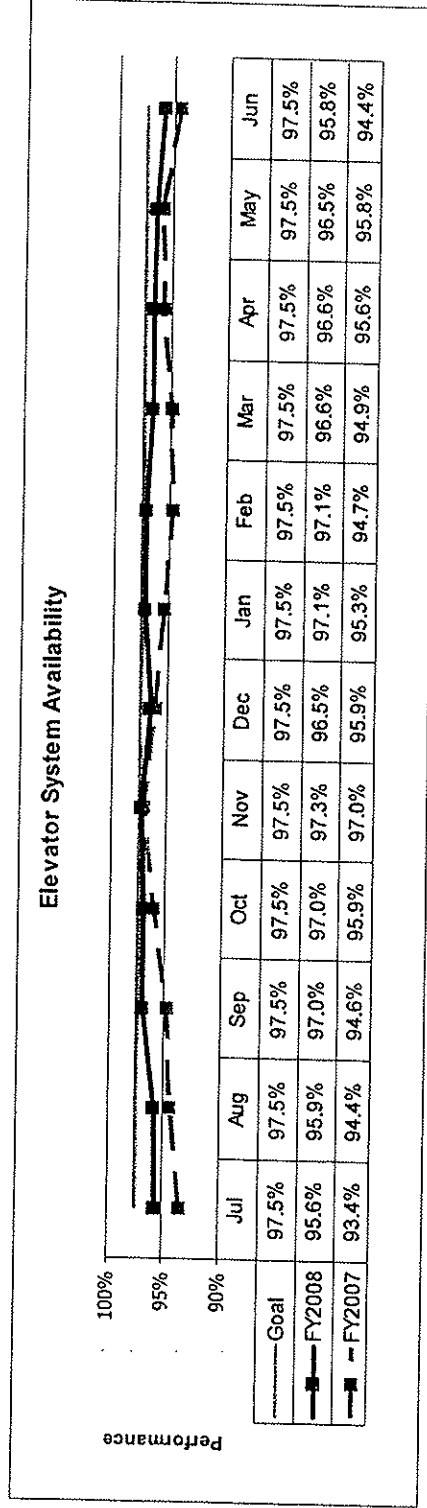
Escalators and Elevators Reliability

DEFINITION – Percentage of time that the escalator or elevator system is available for service.
CALCULATION – Hours achieved divided by operating hours. Hours achieved = operating hours - (hours out of service both scheduled and unscheduled). Operating hours = revenue hours * number of units.



FY07 - 91.3%

FY08 - 94.1%



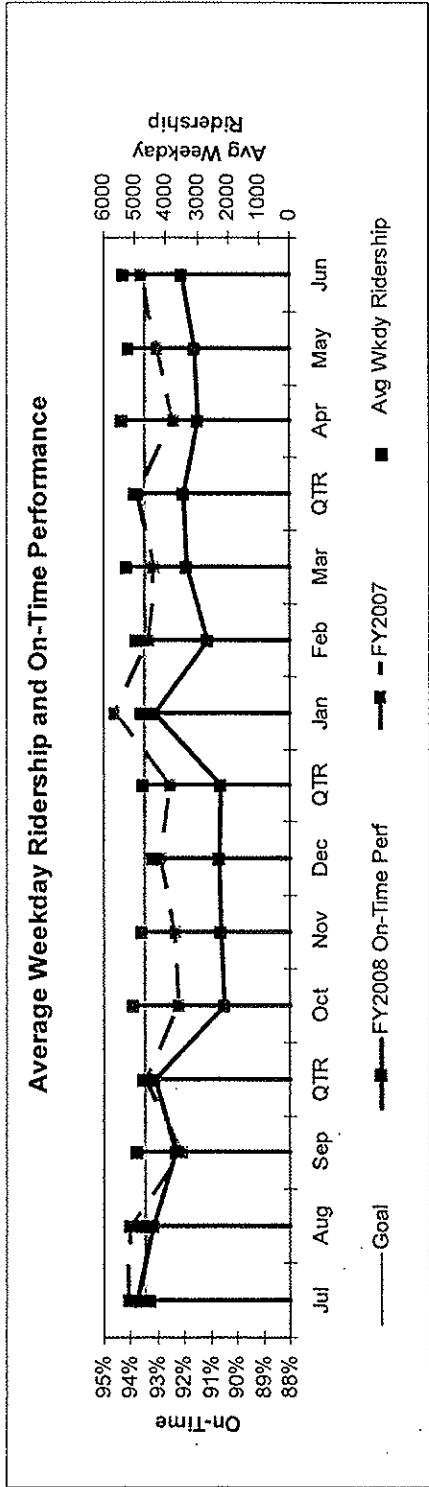
FY07 - 95.2%

FY08 - 96.6%



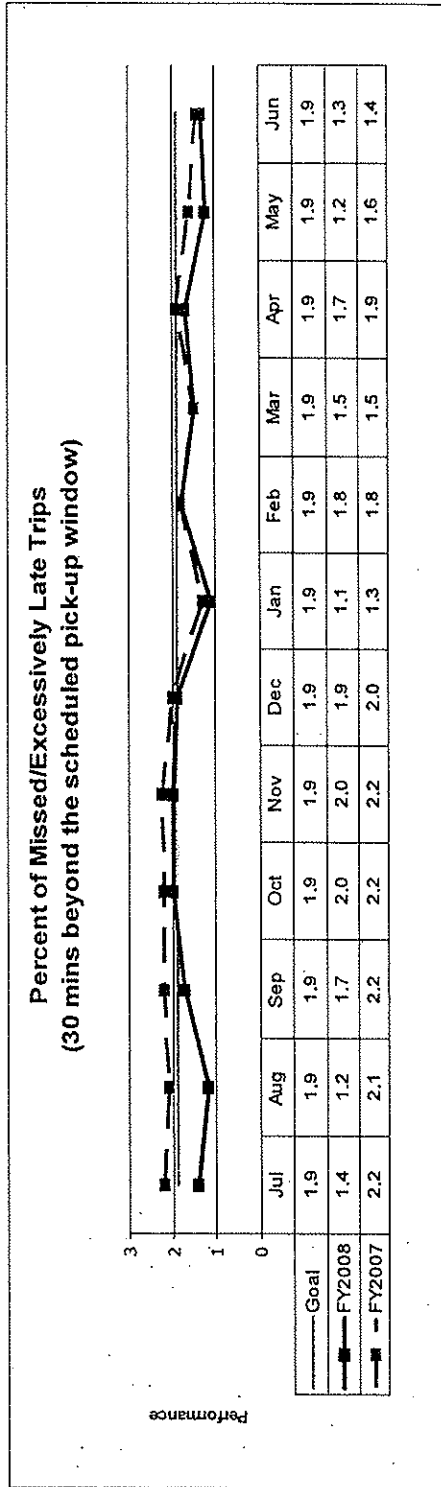
MetroAccess

DEFINITION – Percentage of on-time pickup within a 30-minute window (15 minutes before or after scheduled pickup time).
CALCULATION – (Total on-time trips including “no shows” to which were initially on-time /sum of total completed trips (including “no shows” to which we were initially late) and missed trips = MetroAccess On Time Performance.



FY07 - 93.2%

FY08 - 91.9%



DEFINITION - Percentage of missed/excessively late trips (beyond 30 minutes).

CALCULATION - Number of completed trips with a >30 minute deviation from the scheduled arrival time/Completed trips = MetroAccess Percentage of Missed/Excessively Late Trips.



Metro Transit Police Crime Report Calendar Year 2003 - 2008

Part I Crime	2003	2004	2005	2006	2007	2008 YTD (July 31)
Aggravated Assault	98	89	91	101	93	55
Burglary	0	0	2	1	1	2
Homicide	1	0	0	0	0	0
Larceny	568	580	482	554	688	456
Motor Vehicle Theft	354	277	248	259	279	145
Rape	0	5	0	2	0	0
Robbery	238	290	322	352	414	328
Total	1,259	1,241	1,145	1,270	1,475	986

Ratio of Parking Lot Related Crime Per Vehicles Parked Through August 15, 2008

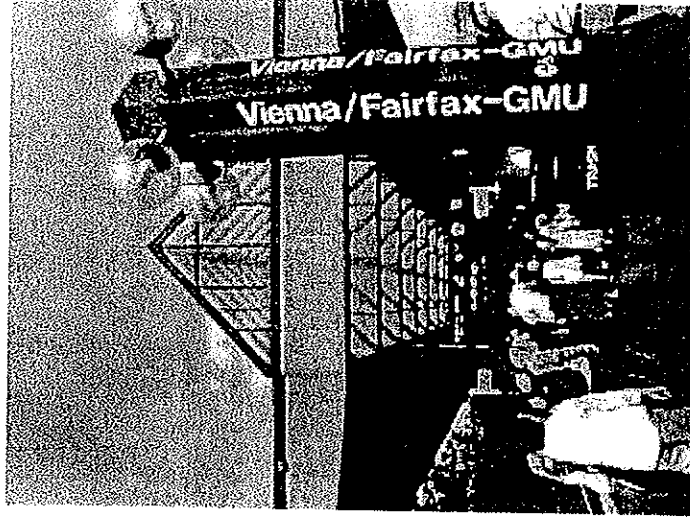


Station	Correlation – Vehicles Parked to Crimes Committed
Addison Road	1 Crime per every 4,639 vehicles parked
Suitland	1 Crime per every 5,062 vehicles parked
Southern Avenue	1 Crime per every 6,600 vehicles parked
Largo Town Center	1 Crime per every 7,500 vehicles parked
College Park	1 Crime per every 7,800 vehicles parked
New Carrollton	1 Crime per every 9,100 vehicles parked
Shady Grove	1 Crime per every 14,857 vehicles parked
Greenbelt	1 Crime per every 17,581 vehicles parked
Vienna	1 Crime per every 18,910 vehicles parked
Franconia Springfield	1 Crime per every 29,244 vehicles parked



2008 YTD Top Ten Virginia Metrorail Stations Ranked by Part 1 Crime

1. Vienna (36)
2. Franconia-Springfield (25)
3. West Falls Church (16)
4. Huntington (8)
5. Dunn Loring (7)
6. King Street (6)
7. Braddock Road (4)
8. East Falls Church (4)
9. Rosslyn (3)
10. Pentagon City (3)



Vienna Metrorail station



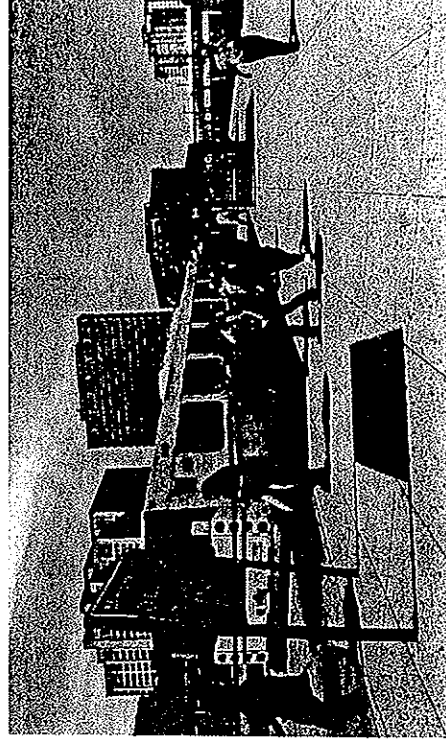
Significant Facts

- In 2008, the MTPD received 34,876 calls for service, made 1,026 arrests, issued 3,728 criminal/civil citations and wrote 1,746 fare evasion citations.
- The probability of being a victim of a Part I crime in the Metro system is 2.48 per million customers.



Significant Events

- September 11, 2008
 - Pentagon Memorial Dedication
 - Montgomery County 9/11 Transportation Security Detail
 - MTPD High Visibility Detail (September 10 – September 12)
- Army 10 Miler
 - October 5, 2008
- Marine Corps Marathon
 - October 26, 2008
- Presidential Election
 - November 4, 2008
- Presidential Inauguration
 - January 20, 2009
- March for Life Rally
 - January 21, 2009





Washington Metropolitan Area Transit Authority

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For immediate release: September 22, 2008

Metro outlines \$11 billion in capital needs over 10 years

Metro needs more than \$11 billion over 10 years to maintain, expand and improve rail, bus and paratransit service, the agency's top manager said Monday.

"The Metro system is aging. It requires rehabilitation at a time when we are trying to meet growing ridership demands. Additionally, capital improvements are necessary to address customer concerns," said Metro General Manager John Catoe. "We need a significant amount of funding in the next decade to protect a transit system that is critical to maintaining the vitality of our region, and one that is used by federal workers, who make up about 40 percent of Metrorail's rush hour riders."

For the first time, Metro's top managers outlined the agency's capital needs between 2010 and 2020, which total \$11.3 billion. The inventory does not include money for rail expansions. Over half of the needs are focused on the Authority's aging infrastructure and are necessary to maintain the system's performance; about 30 percent is focused on ridership growth and 6 percent is focused on customer-oriented improvements.

"Our crowded house is over 32 years old, and our needs go far beyond a spring cleaning and a fresh coat of paint," said Catoe. "We have a wet basement, rusting pipes, cracked tiles, old wiring and the equivalent of a 1976 model car in a 100-year-old garage. Now we need to prioritize what gets fixed first."

Metro needs more than \$7 billion to maintain the current bus, rail and paratransit system and deliver safe and reliable service. The needs include repairing tunnels that leak and crumbling platforms, fixing escalators, replacing about 100 buses every year, restoring old garages, one that is a 100-years-old, and updating critical software. Metro also needs to replace one-third of the rail car fleet, including some trains that are more than 30-years-old and near the end of their lifecycle.

Nearly \$3.5 billion would be used to address the growing ridership demands on Metro's bus, rail and paratransit system during the next decade. Between 2010 and 2020, Metrorail ridership is expected to grow 22 percent to about one million trips a day, and Metrobus ridership is expected to grow 9 percent to nearly 600,000 trips a day. To move all those new riders, the transit agency needs power upgrades to run longer trains on all lines during rush and non-rush hours; pedestrian tunnels between rail stations; more than 300 new buses for expansion and more MetroAccess vehicles. Demand for the service that transports people with disabilities is expected to double to 4.5 million trips a year by 2020. The paratransit service has grown 16 percent in the last year.

Lastly, more than \$700 million would focus directly on improvements for customers, such as additional security lighting, improved station signs and allowing for more payment with credit cards at Metro parking facilities.

"Capital improvements are critical to respond to customer concerns and

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improve the cost efficiency of daily business. For example, software upgrades and improved fare collection machines can save customers time and lower Metro's processing and maintenance costs," Catoe said.

Metro officials spent the past several months conducting a detailed capital needs inventory because the agency's current regional capital funding agreement, which paid for 122 rail cars, nearly 670 buses and other critical investments over six years, expires in 2010. Federal transportation funding legislation also ends next September. Metro managers say a long-term capital plan also is needed to buy trains, which must be ordered five years in advance of their actual arrival.

"This inventory is the first step in working with our federal, state and local governments to prioritize and fund a 10-year capital improvement plan," Catoe said.

Capital needs are funded by the federal, state and local governments that are served by Metro in the District of Columbia, Northern Virginia and Maryland. Metro is the only major transit system in the country that does not currently receive a significant source of dedicated capital funding.

Metro hopes to have a funding agreement in place by July 2010.



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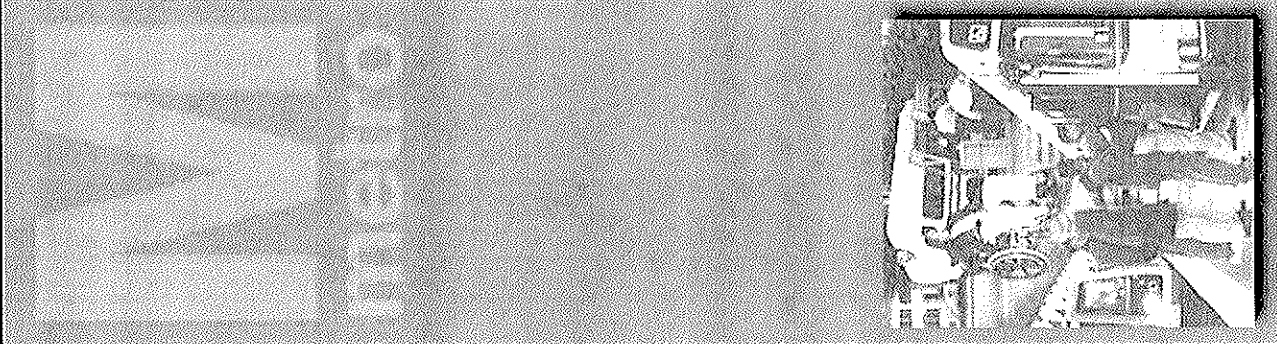
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FY 2011 – FY 2020 Capital Needs Inventory

Presented to the Board of Directors:

Planning, Development and Real Estate Committee

September 25, 2008



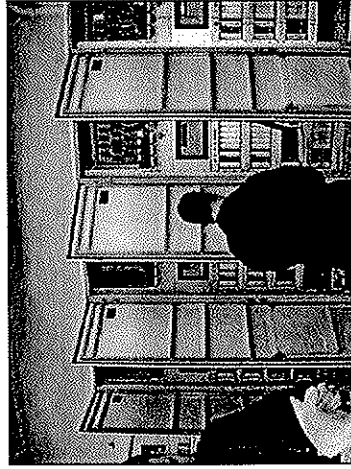
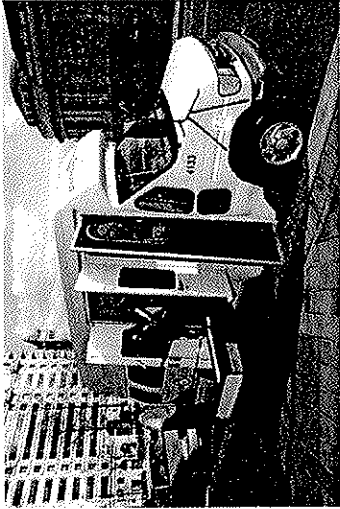
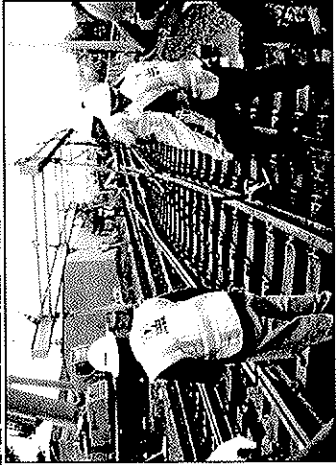
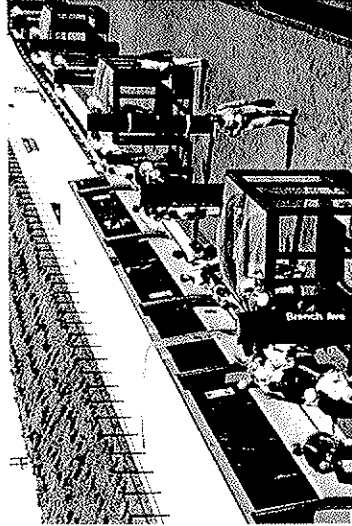
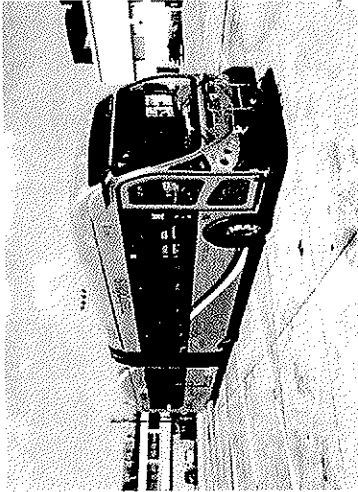
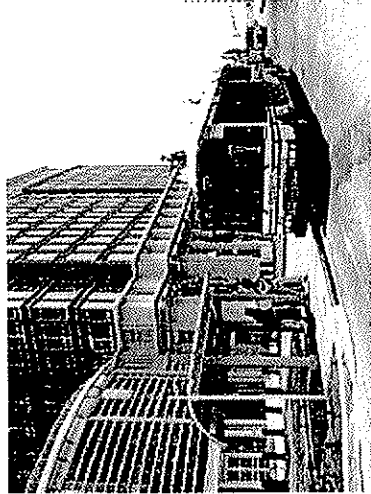
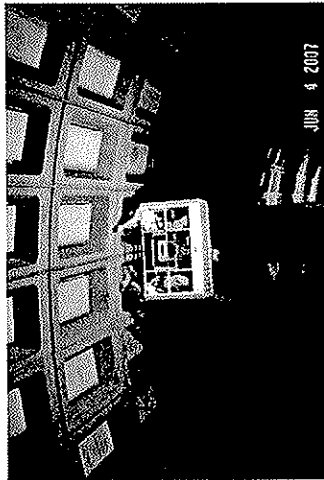


Purpose

To present a comprehensive inventory of Metro's capital improvement needs that will serve as the foundation for future capital programming and support the development of a regional funding strategy for Metro.



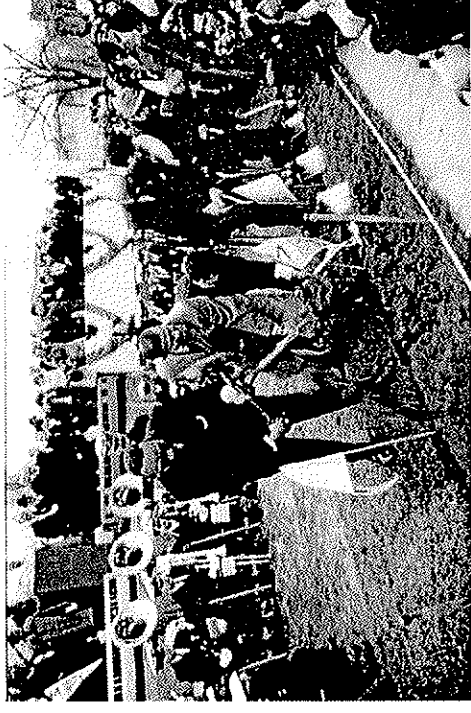
Metro's Capital Assets





Introduction – Metro and the Region

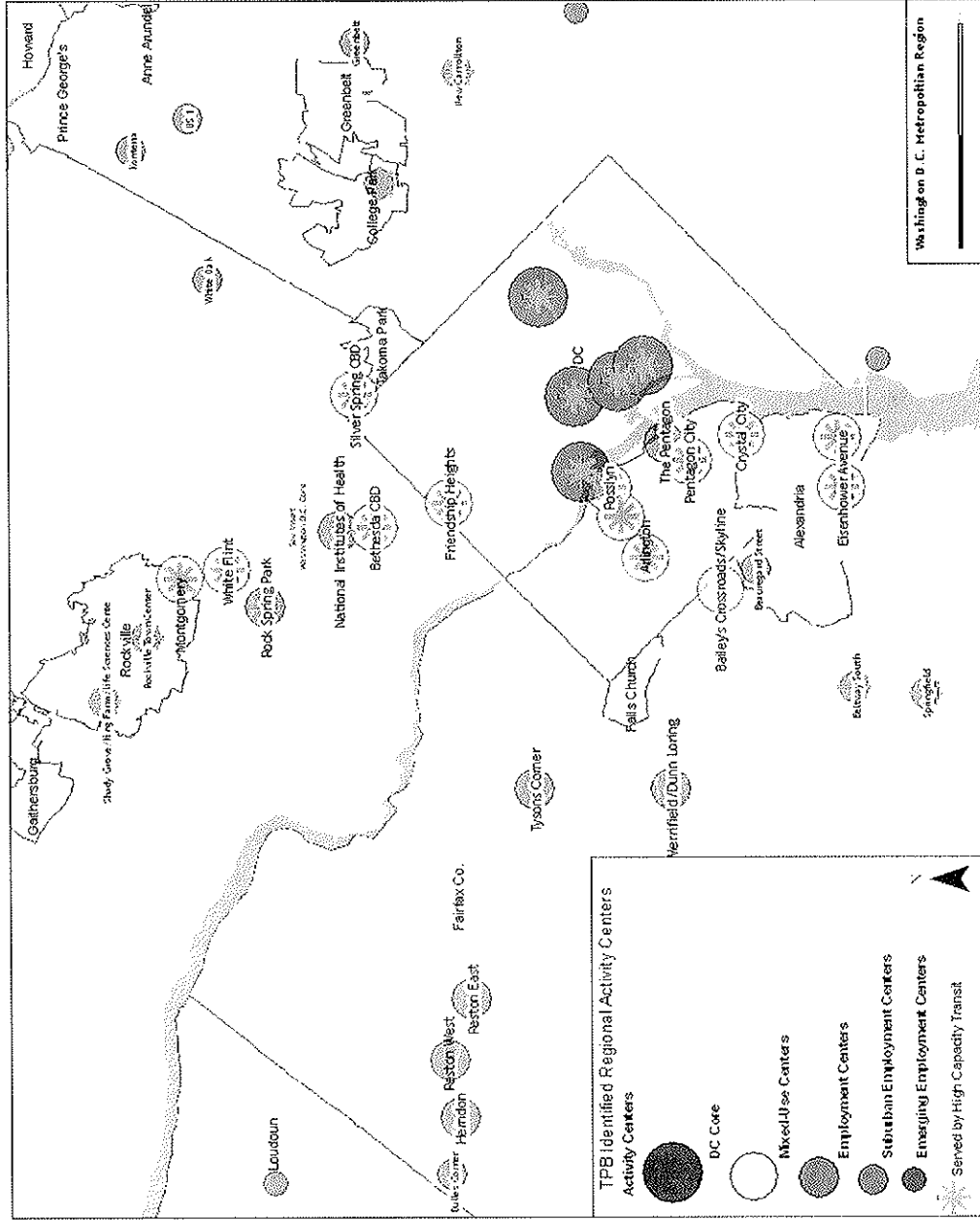
- Metro system is at a critical juncture – system’s infrastructure requires rehabilitation at a time of surging ridership
- How do we maintain our world-class system and meet the growing transit needs of the region in the future?



**Metrorail
Groundbreaking –
December 1969**



The Region's Development Plans Depend on Metro



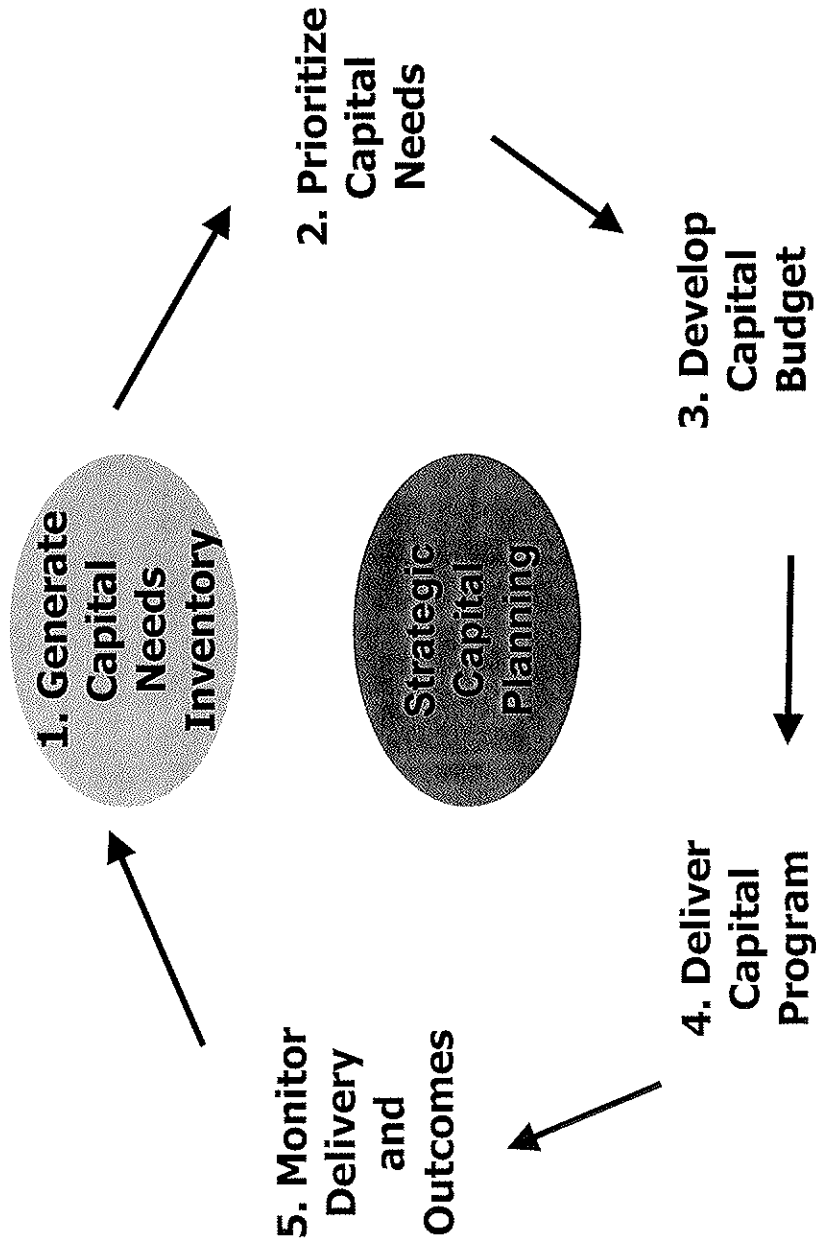


Metro's Contribution to the Region

- **Congestion Relief**
 - Metro removes cars from congested corridors
 - Metrorail carries 32% of rush hour trips to core
- **Mobility Choice**
 - Washington region has 2nd highest share of commuting trips on transit
 - Transit users on average save \$820 in fuel per year
- **Environmental Impacts**
 - Taking transit to work can eliminate 4,800 pounds of greenhouse gas CO₂ per year; with 345 million trips on Metro annually, this totals 380 million tons per year.
- **Economic Generator**
 - Transit supports development investment – over \$25 billion in development has been built near Metrorail



Strategic Capital Planning Process





Why Develop a Capital Needs Inventory?

- **Establish a baseline of capital needs**
- **Support development of regional funding strategy**
 - Metro Matters Funding Agreement ends July 2010
 - SAFETEA-LU expires in September 2009
 - Optimal schedule for multi-year rail and bus vehicle procurements
- **Foundation for a strategic capital planning process**
 - Guidance for prioritizing investment decisions
 - Framework for capital budgeting and program management
 - Benchmark for performance evaluation



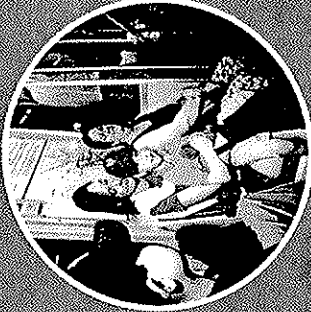
Capital Needs Overview

- **Conducted capital needs inventory**
 - 10-years (FY 2011 to FY 2020)
 - Full inventory of needs (not limited by funding availability)
 - Outreach with each department
 - Based on life-cycle replacements, current conditions, and future demand
- **What's not included in the capital needs inventory:**
 - System expansion projects (entrances, stations, new rail lines)
 - Transit projects to be funded or implemented entirely by the jurisdictions
 - Debt repayment costs




Capital Needs Focus Areas

Customer



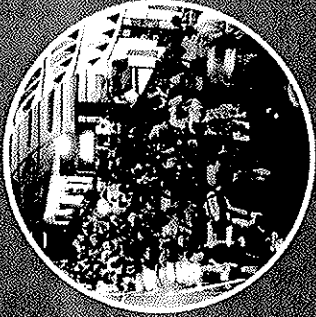
A circular inset image showing a family of four (two adults and two children) sitting on a train bench, looking towards the camera.

Performance



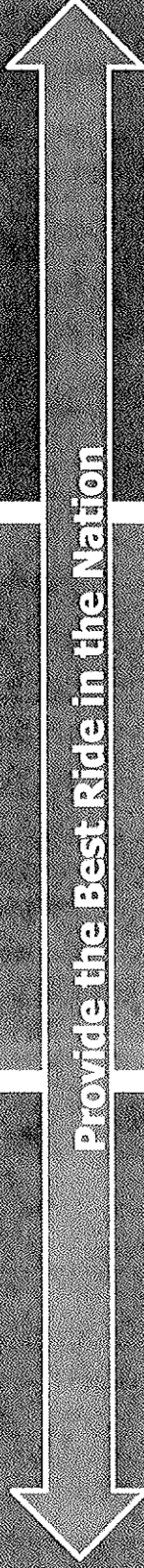
A circular inset image showing a train conductor in uniform interacting with passengers on a train platform.

Demand



A circular inset image showing a train at a station platform with people waiting.

Provide the Best Ride in the Nation





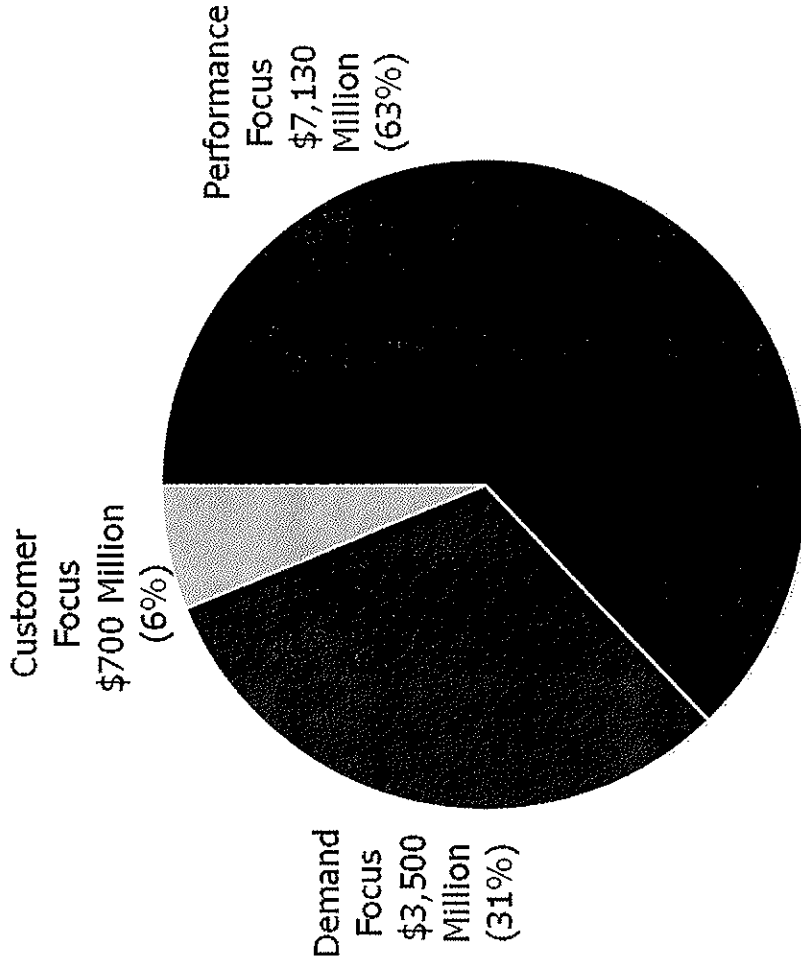
Capital Needs: Categories

Category	Definition	Examples
Performance Focus	Investments to maintain existing system in a "State of Good Repair" and deliver safe and reliable service	<ul style="list-style-type: none"> • Mid-life rehabilitation of Metrobuses to extend useful life to 15 years • Metrorail segment based rehabilitation program • Maintenance yard and equipment rehabilitation • Information technology software, security, data centers
Demand Focus	Investments to expand system capacity to meet growing demand	<ul style="list-style-type: none"> • Metrorail, Metrobus, MetroAccess fleet expansion • Rail station pedestrian connections • Expansion of information technology capabilities and linkages
Customer Focus	Investments to improve infrastructure, service and business practices to provide more cost-effective, quality service	<ul style="list-style-type: none"> • Station platform and entrance canopies • Security lighting and cameras on buses and stations • Fare card system improvements • Improved station signage and real-time passenger information



Capital Improvement Needs: FY 2011 – FY 2020

Metro's total capital needs for FY 2011- FY 2020 are \$11.3 billion, or roughly \$1.1 billion per year



Capital Needs in 2008 dollars: \$9.2 billion

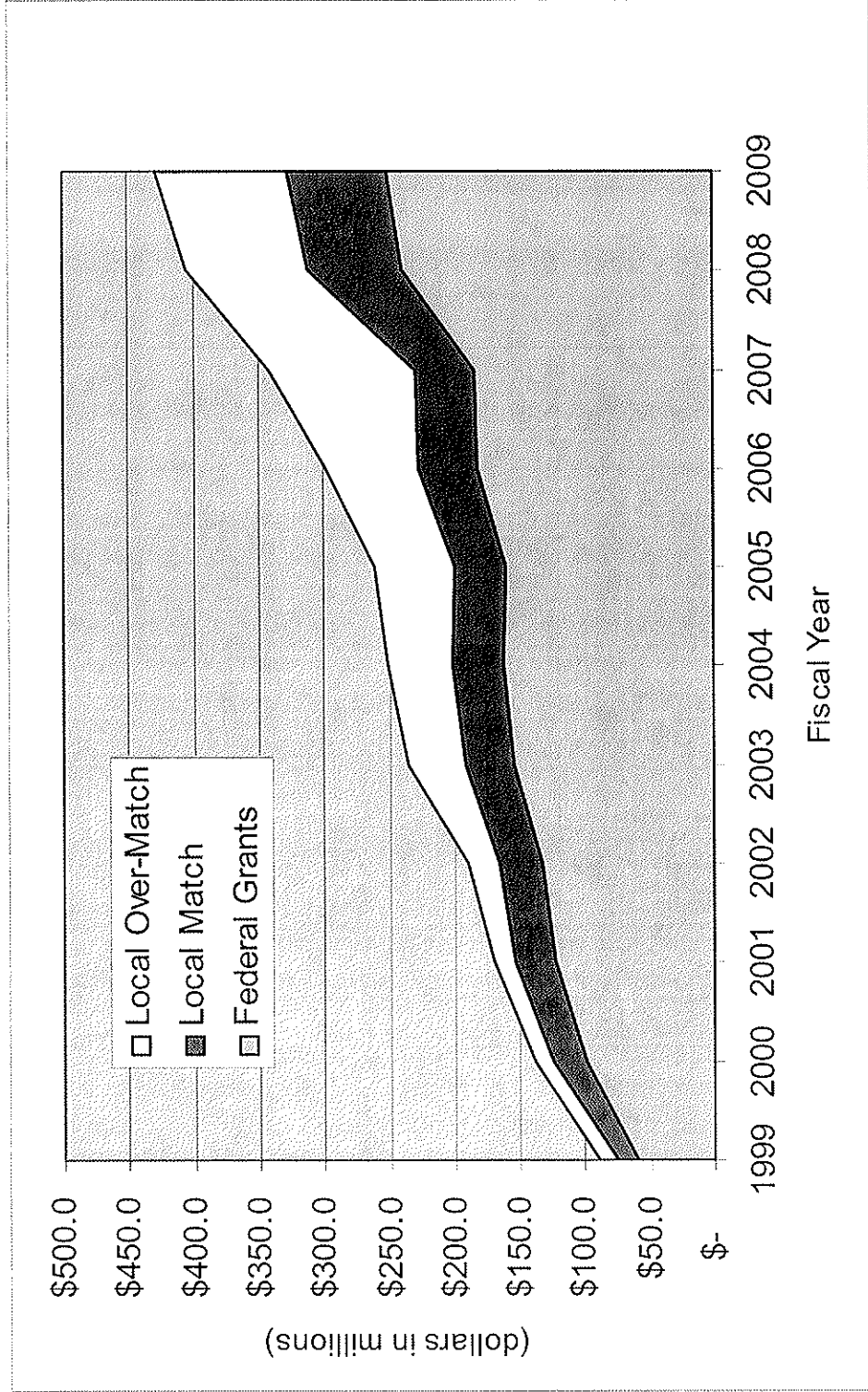


Context for Capital Needs

- The FY 2011 – FY 2020 capital needs are driven by several key factors:
 - Many system components were built when system opened , have reached end of lifecycle, must be replaced
 - For the first time, Metro is faced with the replacement of a series of railcars
 - Capital program IT and MetroAccess capital costs are being included in overall capital budget
 - Construction and material costs are rapidly increasing
 - Includes deferred needs

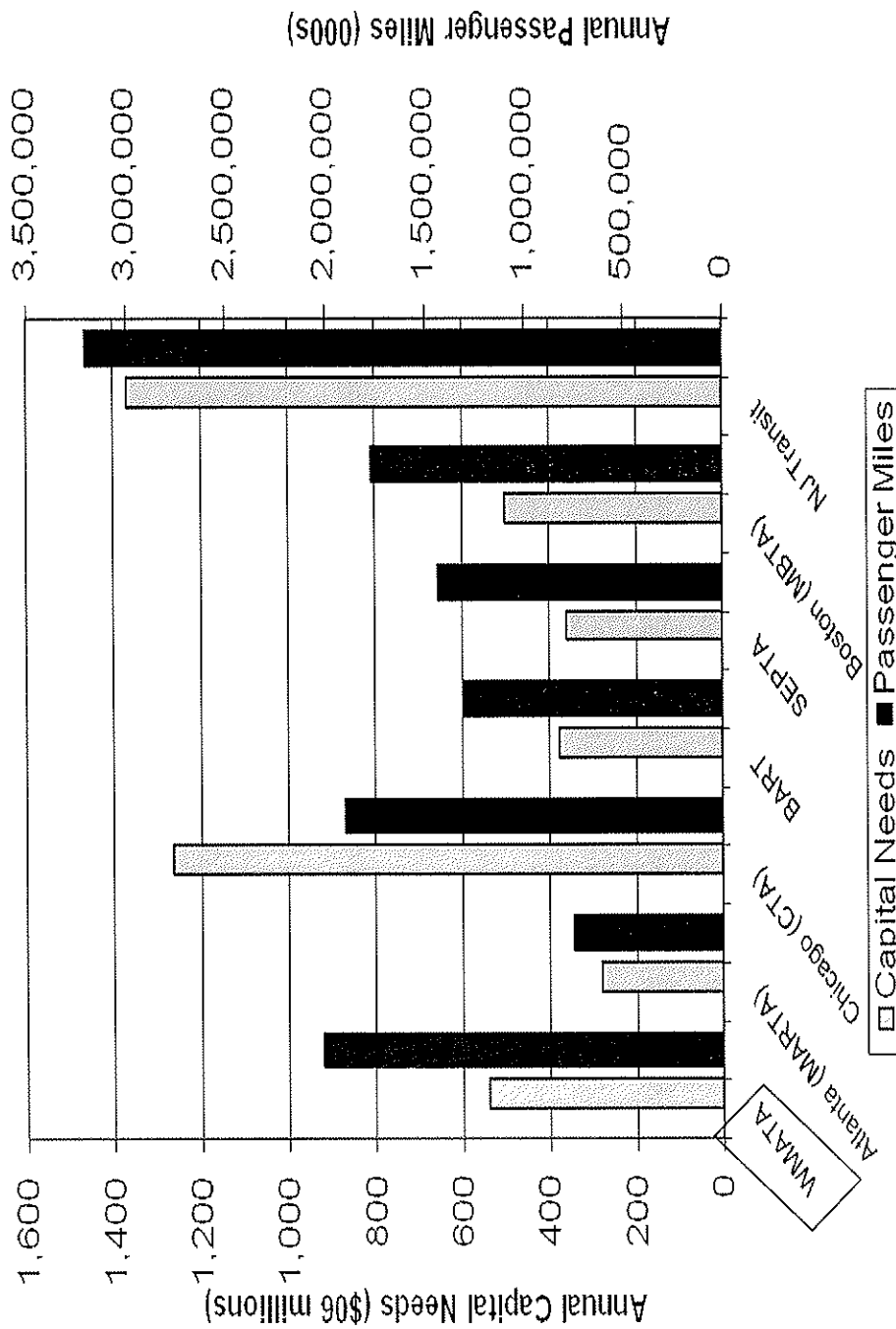


Metro Capital Funding by Year 1999-2009





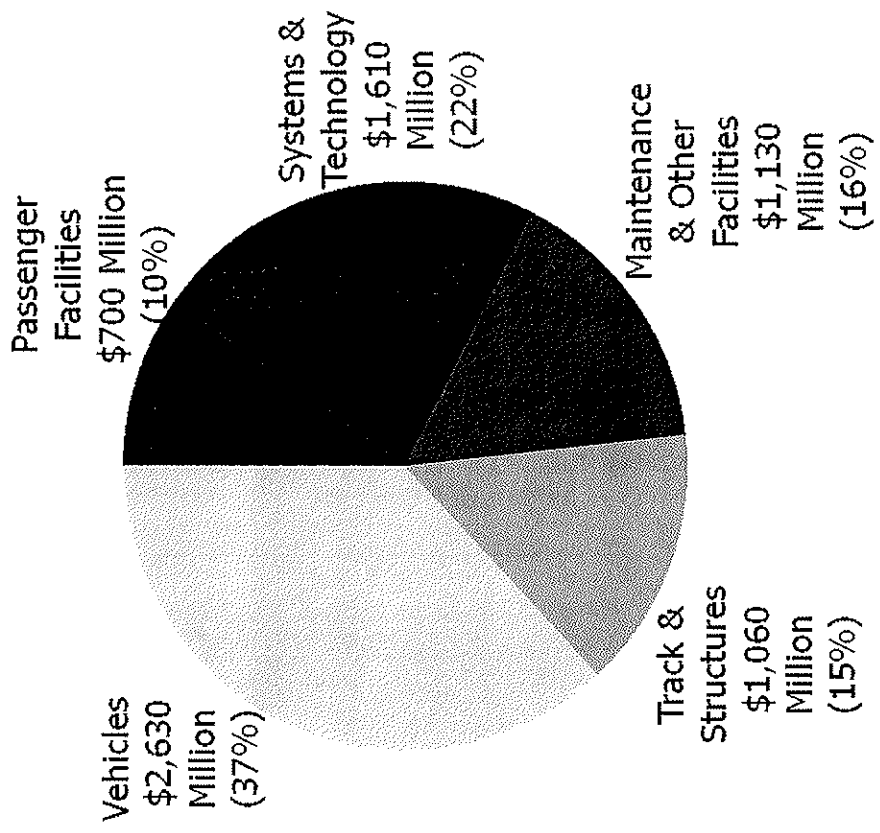
Average Annual Capital Needs for State of Good Repair





Performance Focus Needs

- **Purpose:** Maintain the existing system in a state of good repair and delivering safe and reliable service
- **Why?** Limiting capital investment → frequent breakdowns, delays, unsafe conditions
- **FY 2011-FY 2020 Needs:** \$7.1 billion



Performance Focus Needs in 2008 dollars: \$5.8 billion



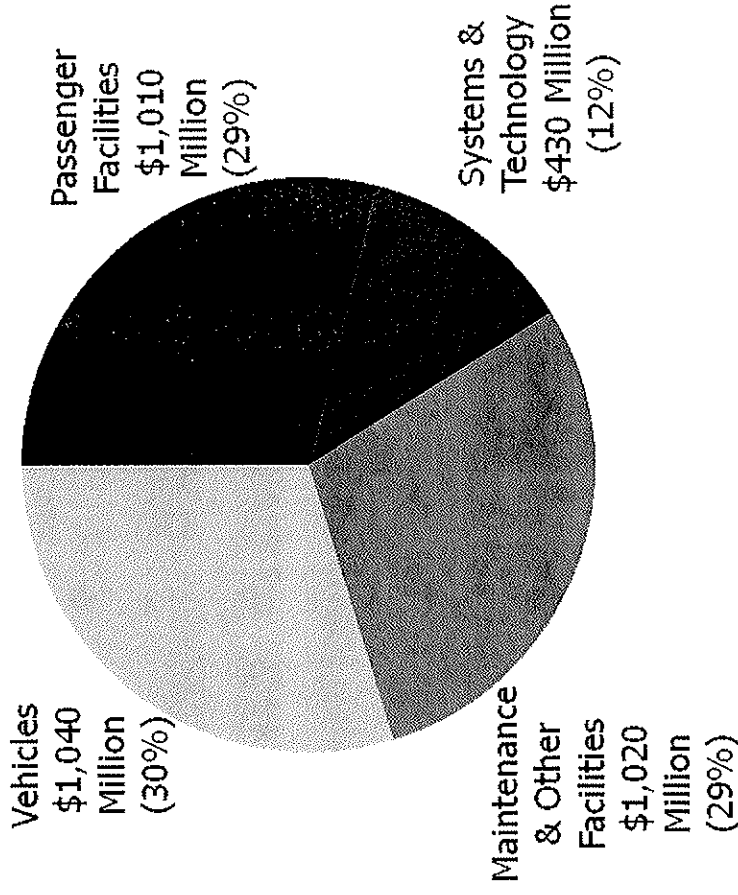
Performance Focus - Highlights

- Replace 300 1000-Series Cars and perform mid-life rehabilitation to extend average age of all rail cars
- Replace older buses (100 per year) and perform mid-life rehabilitation to maintain an average fleet age of 7.5 years
- Replace of paratransit fleet to achieve an average fleet age of 4 years
- Replace turnouts, running rail, fasteners, cross ties, and insulators to maintain safe track conditions
- Rebuild Northern, Royal , Western and Southern bus garages
- Replace aging AC/DC circuit breakers and switchgear
- Rehabilitate escalators and elevators to maintain availability and reliability
- Upgrade Information Technology software, security and data centers
- Implement the System Infrastructure Rehabilitation Contract approach presented to the Board in August 2008



Demand Focus Needs

- **Purpose:** Expand system capacity to meet growing demand
- **Why?** Limiting capital investment → decrease in service quality and Metro's benefits to the region
- **FY 2011- FY 2020 Needs:** \$3.5 billion

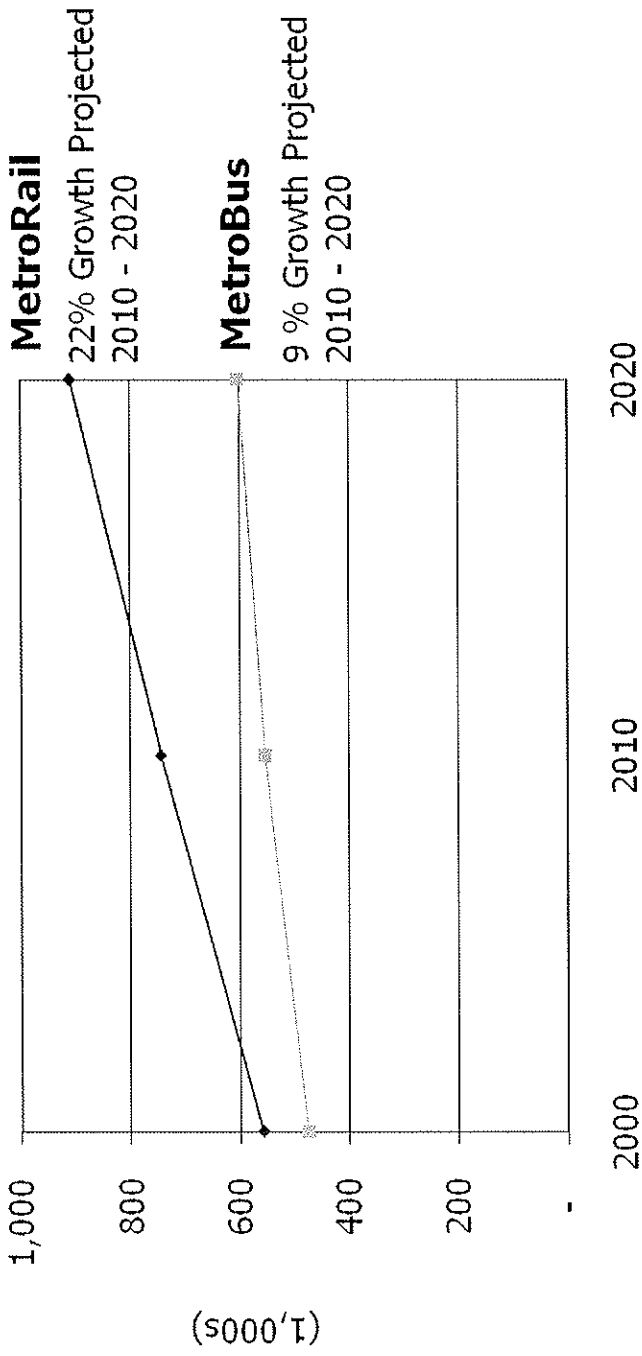


Demand Focus Needs in 2008 dollars: : \$2.8 billion



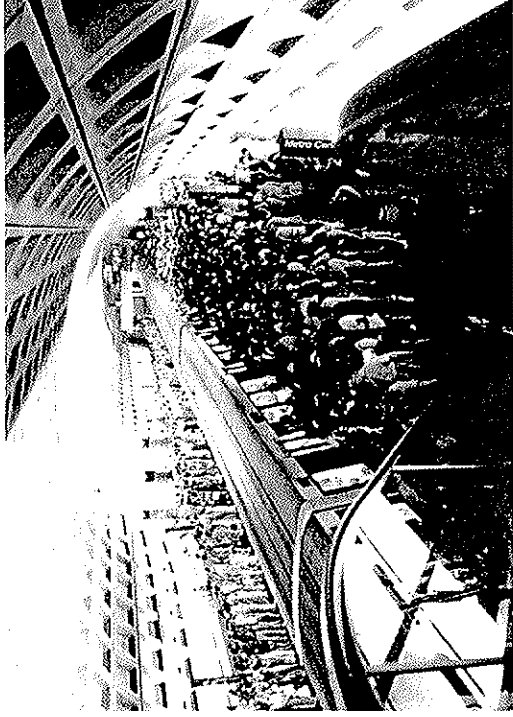
Ridership Growth Trends

Average Weekly Daily Ridership





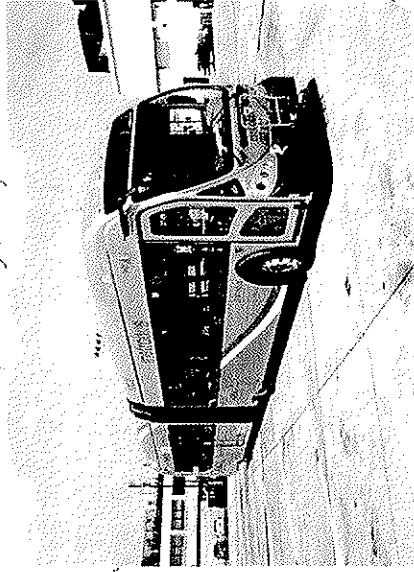
Demand Focus– Rail Highlights



- 100% 8-Car Trains
 - Purchase of 220 railcars
 - Power upgrades to support this capacity
- Capacity enhancements to core Metrorail stations
- Two congestion-relieving pedestrian tunnels
- Maintenance and storage capacity enhancements at 4 rail yards
- Parking garage expansion is not included in the CIP



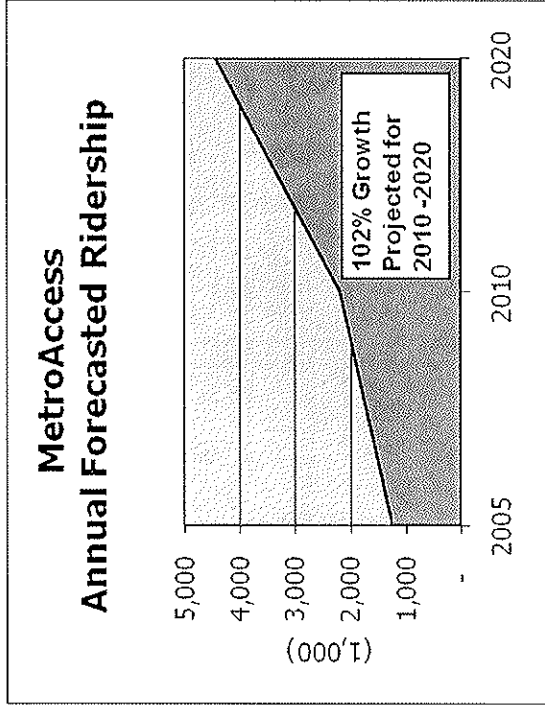
Demand Focus– Bus Highlights



- Construction of two expansion bus garages
- Addition of over 300 new buses to the fleet, to address impact of traffic congestion and service expansion
- Implementation of priority bus treatments including transit signal priority implementation, queue jumpers, and bus bulbs
- Improvements to bus stops and shelters to improve safety and provide real-time information to passengers



Demand Focus– MetroAccess Highlights

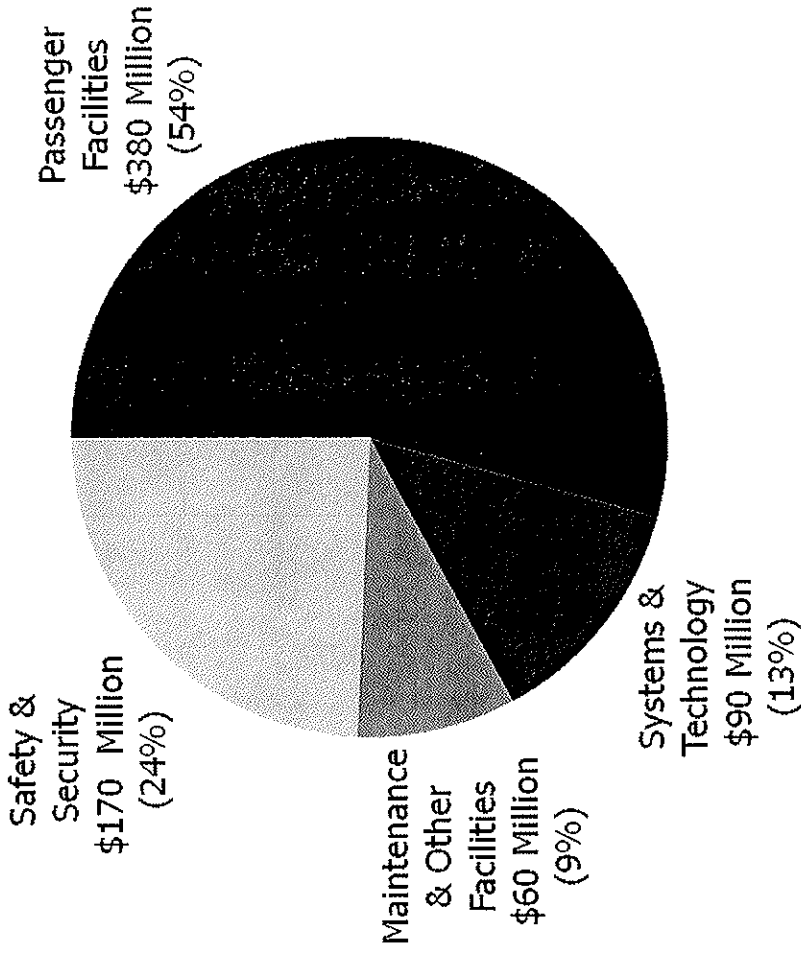


- MetroAccess fleet expansion to provide federally mandated service
- Development of dual elevators at key transfer stations
- Improvement of existing Metro properties to provide paratransit operating garages
- Paratransit data support software to process information from vehicles



Customer Focus Needs

- **Purpose:** improve infrastructure, service and business practices to provide more cost effective, accessible, quality service
- **Why?** Customers are the foundation of everything we do
- **FY 2011- FY 2020 Needs:** \$700 million



Customer Focus Needs in 2008 dollars: \$600 million



Customer Focus - Highlights

- Camera installation program - install camera systems on all revenue buses to increase safety and security
- Extension of platform canopies – provide coverage for full length of platform at all above ground stations
- SmartTrip dispenser conversion – enable an additional 500 machines to distribute SmartCards
- Next generation web portal – enhance portals navigation features, add security protection and improve translation capabilities.
- Additional Metrorail station signage in stations – improve pedestrian flow and safety within Metrorail stations



Next Steps

- Fall / Winter 2008
 - Document FY 2011 – FY 2020 Capital Needs Inventory
 - Identify criteria linked to Authority goals to prioritize the capital needs inventory
 - Evaluate impact of various funding scenarios
- Spring 2009– Board review of prioritized capital needs
- Remainder of 2009 – Work with regional partners to finalize our next funding agreement, effective July 1, 2010
- Develop annual capital improvement program based on strategic planning framework



Agenda Item #7

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 2008
SUBJECT: Legislative Items

Several pending federal legislative actions are of particular interest:

First, the rescue plans for various financial institutions are proceeding. NVTC's investments are primarily with Virginia's Local Government Investment Pool (LGIP). LGIP does not own any Lehman, AIG or AIG affiliates' debt. Apparently, WMATA does own some Lehman debt and the implications are being sorted out by WMATA's finance staff.

In response to the tragic accident near Los Angeles involving a Metrolink passenger train and a freight train, Congress is moving fast to adopt a bill requiring Positive Train Control. Such a system would automatically slow or stop a train whose crew was speeding or not complying with signals. Currently the Senate version would compel PTC to be operational by 2012 and the House version by 2014. The freight railroad industry (Association of American Railroads) says the earliest possible date is 2016, assuming the federal governments pays for it (billions of dollars are needed). Hurdles include not only cost but also the lack of a proven standard technology.

VRE has automatic train control (ATC) covering most of its CSX route. DRPT has agreed to pay 70% of the cost of completing ATC from Richmond to Union Station in D.C., with CSX to pay the remaining 30%. VRE has not developed a cost estimate to provide PTC on the Norfolk Southern route.

The American Public Transit Association has polled its commuter rail members and estimates costs of installing PTC would range from over \$750 million to \$1.3 billion. A test installation on the Alaska Railroad is costing \$500,000 per mile. At that rate the national figure would be \$1.7 billion and VRE's total for the Norfolk Southern segment might be over \$18 million.



Congress has passed HR 6532 that immediately shifts \$8 billion of General Funds to the Highway Trust Fund. USDOT had warned that aid to states would be affected soon as the Trust Fund balance had dipped alarmingly. Drivers reduced vehicle miles traveled and reduced gas purchases, thereby cutting gas tax revenues flowing to the fund.

A comprehensive energy package (HR 6899) passed the House on September 16, 2008. It authorizes \$1.7 billion for public transit for FY 2008 and 2009 subject to appropriation. No local match would be required. On the Senate side, Senator Clinton has introduced S 3380 with similar provisions.

Senate and House leaders are considering a proposal to add \$1.3 billion for capital investments in transit to an economic stimulus package. Another \$400 million over the next two years would be authorized for investment in "green" transit vehicles.

Staff will provide relevant updates at the October 2nd NVTC meeting.



Agenda Item #8

TO: Chairman Eulle and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 2008
SUBJECT: Draft Annual Transit Ridership in Northern Virginia in FY 2008

Attached for your information is a chart showing annual transit ridership in Northern Virginia for FY 2008. Almost all systems are up substantially.

The two exceptions are special cases. The city of Fairfax's CUE has switched to electronic fareboxes and has precise counts for FY 2008 compared to a sampling method with plus or minus 10% accuracy used previously. Metrobus has some anomalies for September, 2007 that NVTC staff is working with WMATA to investigate.

Consequently, the chart is preliminary and will be revised if more accurate Metrobus numbers can be collected. In the meantime, it is clear that Northern Virginia's systems collectively experienced ridership gains of at least 3.3 percent during FY 2008.



Annual Passenger Trips FY2007-2008

	<u>Fairfax Connector</u>	<u>Omni Ride</u>	<u>Omni Link</u>	<u>Virginia Railway Express (VRE)</u>	<u>Alexandria DASH</u>	<u>City of Fairfax CUE</u>	<u>Arlington Transit (ART)</u>	<u>Loudoun County Transit</u>	<u>Metrobus (Northern Virginia)</u>	<u>Metrorail (Northern Virginia)</u>	Total
FY 2007	9,717,392	1,738,556	944,917	3,453,561	3,743,449	1,135,758	1,060,441	652,347	21,011,434	94,161,091	137,618,946
FY 2008	9,810,228	1,840,722	1,008,626	3,628,563	3,978,773	1,047,346	1,225,427	777,273	20,870,898	97,964,390	142,152,246
%Change	1%	6%	7%	5%	6%	-8%	16%	19%	-1%	4%	3%

Note: For the City of Fairfax CUE bus, electronic registering fareboxes were used to track passenger trips starting in FY 2008. FY 2007 trips were derived from an estimate based on an alternative sampling plan. The sampling plan produces estimates within +/-10%. This may account for the negative change in trips.

A discrepancy in September, 2007 Mebtobus ridership is being investigated.



Agenda Item #9

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 2008
SUBJECT: Regional Transportation Studies and Research

A. 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 is to document trends in commuting behavior and attitudes. The survey also helps measure the effectiveness of commuter assistance programs and measures to improve air quality. A minimum of 600 telephone surveys were completed in each of 10 jurisdictions, totaling 6,610.

Among the highlights:

- 28 percent of respondents said there is a HOV lane along their route to work. About 27 percent of those use them (7.5 percent of all respondents), thereby saving about 21 minutes per one-way trip.
- About 7.5 percent of respondents use park and ride lots.
- About 26 percent of respondents were aware of the Guaranteed Ride Home program, down from 59 percent in 2004. Only two percent used or registered for GRH in the past two years.
- Advertising themes that persuade respondents to consider using alternative commute modes include "saving the environment" (23 percent) and "saving money," "less stress," "use the bus or Metrorail," and "Guaranteed Ride Home" (25 percent each).
- 54 percent said their employers offer alternative mode incentives (85 percent of federal employees) and those with incentives were less likely to drive alone (62 percent versus 78 percent).



- 65 percent receive free parking and of those, 83 percent drive alone versus 48 percent without free parking.
- 18.7 percent of respondents who are regional commuters stated that they telecommute at least occasionally, up from 12.8 percent in 2004. Among federal employees, the shares are 16, 12 and 7 percent respectively in 2008, 2004 and 2001. The average telecommute was 1.5 days per week, up from 1.3 days in 2004 and 1.2 days in 2001. Factors directly related to the likelihood of telecommuting are income, commute distance, and residence/work location in Virginia.
- 14 percent of those driving alone would try carpooling in exchange for a \$25 monthly gift card; 19 percent would do so for a \$50 monthly gift card.
- 27 percent of commuters rated their commutes more difficult (mostly more congested) than a year ago, while 14 percent said it was easier.
- 28 percent of those using an alternative mode drove alone to the meeting spot (an average of 3.1 miles).
- 71 percent of weekly commute trips were made by driving alone, down from 74.1 percent in 2004. Train use grew to 13.5 percent from 12.8, bus use grew to 5.2 percent from 4.7, carpool/vanpool use grew to 7.6 percent from 6.1, and bike/walk grew to 2.7 percent from 2.3.

B. 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, authored by Phineas Baxandall and others. Copies are available at www.uspirg.org.

Among the interesting facts:

- Over a lifetime a person using transit saves \$5,500 in medical costs from walking associated with transit.
- Also, deaths in 2006 from auto accidents totaled 43,000 versus 185 on transit.
- Commercial parking lots cover 2-3,000 square miles in the U.S. (bigger than Delaware) and paved roads cover 20,000 square miles.
- In 2006, transit saved the equivalent of 3.4 billion gallons of gas (used by 5.8 million cars for a year) with the gas costing \$9 billion.
- In the DC/MD/VA metro area, 254 million gallons of gas costing \$666 million are saved each year due to transit, the bulk (239 million gallons @ \$626 million) due to Metrorail. WMATA also saves 1.85 million tons of CO₂ 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 CO₂.

- Transit saves 25.8 million metric tons of CO₂ annually (the amount generated by 4.9 million cars in a year) when land use consequences and less polluting power sources in the Northeast--where transit use is heaviest-- are taken into account.
- Valuing CO₂ saved due to transit use at \$25 per ton (Europe's trading rate) the annual savings are \$575 million as of 2006 in the U.S.
- Additional transit benefits include reduced road expenditures of \$8 billion annually, parking of \$12.1 billion and accidents of \$5.6 billion with a grand total of transit benefits of \$60.1 billion per year.
- Total transit expenditures were \$30.1 billion in 2005, so the ratio of benefits to costs is 2 to 1.

C. I-95/395 HOT Lanes.

A meeting has been scheduled for October 2, 2008 to review the Halcrow safety study, bus-only lane study and other information. Staff will provide a report.

D. DRPT's State Transit Plan.

DRPT has begun regular monthly briefings on progress for NVTC's Management Advisory Committee (MAC) consisting of local and regional staff. At the September 16th briefing, the MAC group received a draft scope of work.

NVTC staff submitted comments for further discussion at the next MAC meeting. A copy is attached for your information.

E. DRPT's Transit/TDM Grantee Workshop.

DRPT convened the workshop on September 16, 2008. 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. Participants actively provided feedback on these new initiatives.

A copy is attached for your information of NVTC staff comments on DRPT's 120-page program application guidance, together with a copy of the PowerPoint presentation describing the guidance. Also attached is a copy of the draft CTB policy statement. DRPT staff agreed to amend the policy statement prior to CTB action to clarify that the local maintenance of effort requirements do not apply when state aid is reduced.

F. Relationship of Motor Fuel Prices to Driving Behavior and Transit Use.

Commissioners requested an analysis on the results of sharp spikes in gasoline prices. At issue is whether a tipping point was reached that fundamentally altered commuting behavior (to reduce driving and increase transit). NVTC staff is developing a paper that evaluates this concept based on available research. It will be provided at the November NVTC meeting.

Ed Tennyson has provided the attached letter on the subject.

G. National Awards for Virginia's Public-Private Transportation Partnerships.

The attached news release from Governor Kaine's office describes 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.



Comments on:
Statewide Transit Plan
Proposed Scope of Work
Revised July 18, 2008

DRAFT:
September 25, 2008



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The following comments are provided by staff of NVTC in response to an invitation of staff of DRPT. These comments have not been reviewed or formally approved by NVTC's board. As always, NVTC staff appreciates the opportunity to comment.

General Comments and Questions:

- The scope is elaborate with several tasks requiring detailed reporting and analysis for each of Virginia's transit systems. For such work to be accurate and meaningful, it will require contributions of significant time and effort on the part of transit system representatives. In light of many other ongoing DRPT initiatives also imposing burdens on transit system staff, DRPT should consider trimming this scope to essential elements.
- For some of the tasks there is an implication that DRPT is searching for weak links and underperforming areas to which it can direct more state resources. However, it must be kept in mind that Northern Virginia generates a disproportionate share of state revenues and has by far the highest per capita investment of local resources in transit (10 times the next highest district). DRPT should establish regional equity as an overarching goal as opposed to diverting resources from the areas making the greatest local effort.
- Given the elaborate scope of work, would DRPT please provide a copy of the consultant cost estimates for each of the tasks. This would allow an opportunity to weigh the anticipated benefits against the consulting costs. Further, DRPT should include estimates of the value of staff time of transit systems required to allow the consultants to complete their work with acceptable accuracy.
- The scope refers to a statewide review team. Please provide a list of its members.

Specific Comments and Questions:

- Memo #1
 - Which six MPO's will be selected?
 - What are the selection criteria?
 - How is "comfort level" defined and measured?
- Memo #2
 - As mentioned above, will regions with poor planning receive scarce state resources at the expense of regions devoting more local resources to effective planning?
 - Compiling details for each of the many factors for each transit system seems overwhelming.

- Land use impacts depend on local land use policies which are diverse and complex.
- What criteria will be used to select “key state corridors?”
- Memo #3
 - What does “SWOT” stand for?
 - What criteria will be used for “best performing?”
- Task 2A
 - What four regions of Virginia are Northern Virginia’s peers? NoVA is unique.
 - For level of service analysis, be certain to evaluate only areas in which transit is available. Dividing large area populations with no transit services to determine per capita transit factors would be misleading.
 - Why not also consider passenger miles and vehicle miles traveled?
- Task 2B
 - What is it about Northern Virginia transit that “needs to be examined?” Is DRPT aware of particular problems with operations or planning other than lack of sustainable funding?
 - Explain the reference to “induced demand.”
 - Since VRE has completed a recent strategic plan specifying rolling stock needs, why would DRPT pay another consultant to do the same?
- Memo #4
 - Will this memo examine the lack of state funding as well as relative local effort among Virginia’s localities?
- Task 2C
 - The two focus areas listed are neither all inclusive nor mutually exclusive.
 - The four additional areas are of great concern. Three of the four are not exclusive to Northern Virginia. The one issue that is focused on Northern Virginia is fraught with political ramifications. Northern Virginia has developed its current transit structure for very good reasons well known to staff and elected officials here. If DRPT receives questions on this subject, DRPT should ask Northern Virginia officials or refer the questions here. Approximately 10 years ago the region undertook a detailed examination of possible consolidation of some transit agencies and decided to retain the current structure, even though the consultant (Aecom) recommended a change. To revisit this controversy is unwise and will prove to be a distraction from the overall mission of completing a statewide transit plan. Because Northern Virginia’s local governments and passengers provide two-thirds of the funding for their transit systems, it seems presumptuous for DRPT to hire an outside firm to tell those localities what is best for them.

- Task 3
 - A goal can be an action that should be taken, not only one that has been taken.
 - For the sign off referred to in objective #2, who will sign and what happens if they don't?

- Task 4
 - An editor should examine especially this task description: "How to Fill Services Gaps -- the first step in addressing service gaps are (sic) transit developed plans that identify unmet transit need (sic), service approaches to meeting those needs, and identifying the resources required to meeting (sic) those needs."
 - Is the reference to "Blackstone Transit" a new Virginia system or is this Blacksburg?

- Task 6
 - Another activity could be to chart the financial burden of DRPT developing and local transit systems complying with DRPT's many new regulations/processes.

- Schedule
 - Has the work begun as indicated on the schedule?



Comments of the Northern Virginia Transportation Commission
on the
Virginia Department of Rail and Public Transportation's
DRAFT
Public Transportation and Commuter Assistance
Grant Program Application Guidance

--September, 2008—

Draft: 9/9/08



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NVTC staff has proposed these comments to be shared with DRPT staff. The comments have not been formally approved by the commission.

In general the document is thorough and clear. NVTC staff appreciates changes made to the “Transit Sustainability and Investment Policy” in response to NVTC’s earlier comments.

The following comments are meant to offer suggestions for further improvements in the document.

General Comments

- Overall, there are several instances in which General Assembly language, Executive Orders and other state initiatives directed at state agencies are cited as the motivation for DRPT’s policy and program regulations directed at individual transit systems. Where that is the case, DRPT should exercise care to distinguish what is and what is not the responsibility of the transit systems vs. DRPT. Where transit systems are expected to adhere to the state guidance, DRPT should specify how and why the transit systems should comply, with regard for due process. For example, if a 40 percent goal is mandated for DRPT as a target for procurements from small, woman and minority-owned businesses, and DRPT in turn chooses to require that target for each transit system and all of the contractors of those transit systems, DRPT should provide advance notice with an opportunity to comment so that the goals adopted by the transit systems can conform to those mandated by DRPT.
- There is a great need for flexibility in all of DRPT’s programs, especially with respect to the Washington Metropolitan Area Transit Authority. With annual budgets far in excess of \$1 billion, 10,000 employees and assets owned jointly by jurisdictions in Maryland and the District of Columbia as well as Virginia, WMATA is DRPT’s largest and most complex client. WMATA has developed its own policies, procedures and practices over several decades, often requiring extensive negotiations and memorialized in binding legal agreements. DRPT’s well-meaning statewide pronouncements may not always be heeded by WMATA without extensive notice and discussions. NVTC and local jurisdiction staff also do not have the power to dictate to WMATA.
- Another area in which flexibility is needed is in using DRPT’s electronic systems such as OLGA. If and when the DRPT computer software generates an inefficient result, DRPT’s standard response should not be: “Wait until next year so we can try to fix the problem. For now, because software is set up this way, there is nothing we can do.” Instead, when such circumstances arise, DRPT should tackle the problem as soon as possible and this guide should establish that prompt and flexible response as a DRPT policy.

- While some progress reports can be useful for grant managers, DRPT may wish to carefully evaluate the volume and frequency of such reports as they are received to ensure they are actually worth the effort of those who must prepare and submit them as well as the DRPT employees who must analyze and act on them.
- For each of the several grant programs described in this guidance document, DRPT could provide a link to a completed application that it believes could serve as an example of a well-done application. This would be helpful to applicants.
- Some of the DRPT's programs have a set dollar amount available for allocation in a given year (e.g. MTCF) at a set matching ratio. DRPT exercises its discretion in selecting applicants and those projects that are not selected receive no funding from those programs.

In other DRPT programs, apparently CTB has some discretion to adjust the amount of funding available for allocation to match the demand (e.g. the Special Projects Fund is used for intern grants, technical assistance and ITS, and TEIF also funds TDM grants). But here too, the matching ratios are fixed at the maximum allowed, either 95%, 80% or 50%.

For DRPT's biggest programs, however (those funded from the MTTF), statutes require DRPT to accept all applicants and therefore the matching ratio is driven well below the statutory target.

It would be useful to specify this information for each of the DRPT programs. Although several of the programs include the statement "Applications are typically funded at the maximum state ratio of __%," DRPT does not specify the extent to which applicants may be rejected in order to allow successful applicants to receive the maximum.

Specific Comments

- Page 5

The statement about statutory matching ratios has the wrong emphasis. Stressing that the defined ratios are maximums suggests that DRPT's role is to be sure that state aid does not exceed these statutory "limits". A better approach is to view the statutory ratios as targets; DRPT's role is then to advocate for sufficient funding to reach the maximum.

NVTC shines a spotlight on the shortfalls of state funding each year in order to alert the public and General Assembly. It's not NVTC's intention to embarrass DRPT by pointing out that matching ratios fall short of the

targets. DRPT should be an ally in this effort and not appear to be defensive.

Also, as the actual ratios for transit programs are listed in the Guidance it should be pointed out that actual ratios for state and federal-funded highway programs are much higher. The divergence of actual ratios can create a bias in local decision-making in choosing appropriate investments.

- Page 8

The policy goals listed are apparently (based on DRPT's response to NVTC's earlier comments) those that apply to DRPT and CTB, not necessarily to each individual transit system (e.g. 3% annual ridership growth). This should be clarified, as NVTC believes statewide targets should not be applied to individual transit systems given their widely divergent circumstances.

- Page 9

While projects are not considered ready by DRPT unless funds can be "obligated" within one year of the award date, it should be noted that DRPT will not reimburse a grantee until the expenses are actually paid.

- Page 10

Typo in line 9: "It" should be "If."

Line 11: The term "currently operated" should be defined more exactly (e.g. as of the February 1st grant submission date or in the adopted budget for the current fiscal year).

Regarding the maintenance of effort requirement, is it reasonable to cut back state aid if the reason a local transit system is reducing its route miles is due to a drop in anticipated state aid? That would create a downward spiral that could be alleviated by adding an exception to the requirement in such cases. Presumably the General Assembly's reference to local maintenance of effort contemplated preventing local governments from cutting back in response to increased state aid. In cases in which state aid decreases such a requirement is not reasonable. Fixing that inequity should be consistent with the General Assembly's language.

- Page 13

Section 5.1.3- Eligible Expenses

The second sentence of this section explaining how financial assistance is distributed should be deleted. This is discussed under “Operating Assistance Formula Calculation” on page 15. Including this sentence may confuse the reader into thinking that financial assistance is distributed on eligible expenses, as opposed to total expenses, which includes ineligible expenses.

A new section should be added to define and give examples of “ineligible expense”. This includes certain wages, but what else? Some may consider depreciation an ineligible expense, but under DRPT’s formula, depreciation is excluded from all expenses, as are capital reserve funds and expenses for planning projects (language from the Certification of Operating Expenses form). What about items purchased and included in inventory. Section 5.1.3 states these are “not eligible” expenses. Is this the same as “ineligible expenses” used to describe certain wages?

- Page 14

“These items are only eligible if consumed.” Specify during what time period since items starting in inventory are eventually consumed, some within the current fiscal year.

Again, the emphasis on the “maximum” state matching ratio is misplaced.

Defining “local revenues” to exclude fares perpetuates the incorrect perception that fares and local subsidies are determined independently within local transit systems’ budgets.

- Page 15

Do existing transit systems have to follow those detailed “New Starts/New Systems” instructions for each new route?

- Page 16

If the maximum eligibility calculation results in a reduction in allocated operating assistance, what happens to the reduction? Is it recycled to other systems to increase their allocated amounts?

- Page 17

As a positive example of improved flexibility, NVTC applauds the new provision allowing transit systems to qualify for increased operating assistance as a result of plans to increase service (route miles up by more than 5% during the grant year). This is to be accomplished by adjusting the audited operating expenses from the previous year to reflect these changed circumstances. Under the current practice these systems would have to wait for two years to qualify for increased assistance.

- Page 18

Certification of operating expenses is now required to be signed by the CFO, where previously DRPT asked for the signature of an “authorized official.” CFO’s of large organizations may have little familiarity with the details and another authorized official may be a more appropriate signatory in some cases.

- Page 19

Again, the emphasis on the maximum matching ratio should be changed. Also, simply determining the likely transit needs over a period of time will not by itself lead to “a more predictable match ratio for applicants” since the ratios also depend on the amount of state funding actually provided for the programs.

- Page 20

Does the statutory description of the Mass Transit Capital Fund permit DRPT to exercise discretion in picking and choosing among capital projects using the criteria listed here?

Do the commonwealth’s goals and objectives applied to those programs include regional equity when matching fund allocations to the needs (extent of transit ridership and relative costs, per capita investments of local resources and shares paid of state revenue sources)?

There is no explanation of what criteria will be used in assigning capital projects to the MTTF versus the MTCF. Given divergent matching ratios this choice has serious financial consequences for grantees and the criteria should be spelled out.

Regarding the Application Evaluation Process, its applicability to WMATA is in question. WMATA does not submit its preliminary draft budget until sometime in January. It seems unlikely that an elaborate translation can

be accomplished by DRPT's February 1st deadline when WMATA's Board will not agree on its final budget until sometime in June. Further, it is questionable whether WMATA will ever be in position to fully participate in the Asset Management System. What provisions can be made for WMATA, which is clearly a special case requiring special considerations?

- Page 21

When does the requirement go into effect for existing systems to submit Transit Development Plans?

Will the output of the Public Benefit Model be available for all applicants to review so that the basis for DRPT's decisions can be transparent?

- Page 28

The requirements for the intern program appear to be especially useful, including the written report and the orientation session in Richmond.

- Page 41

What allows the application deadline for section 5303 federal metropolitan planning grants to be set on May 1st for July 1st funding when other DRPT program applicants must meet a February 1st deadline?

- Page 70

Typo in title: "Commisions" should be "Commissions"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

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CTB POLICY STATEMENT

Transit Sustainability and Investment Policy

Purpose

The purpose of this policy is to provide guidance regarding the allocation of transit funds.

Policy

The CTB supports the efficient operation and improvement of transit service throughout Virginia, including transit initiatives that are responsive to market needs, provide the highest and best use of funds, increase transit usage, and improve the environment and quality of life for Virginians. Accordingly, the CTB shall consider the following goals and principles of transit sustainability, asset management, local maintenance of effort and public benefit in the allocation of public funds for transit.

- Policy Goals:
 - Increase transit ridership per capita by at least 3% annually
 - Maintain existing transit assets as the first funding priority
 - Support improved land use, protect the environment and maximize the use of available funding
- Core Principles:
 - Develop a financially sustainable transit program
 - Match new investments with quantifiable service needs and local commitments
 - Improve transportation system integration and efficiency
 - Improve quality of life for Virginians
- Asset Management:
 - The asset management system shall support the development of a statewide transit and human service capital replacement and improvement program. Beginning in FY2010, DRPT shall submit a report to the CTB on asset management in the early development stages of the annual Six-Year Improvement Program.

- Service Design Guidelines:
 - Service design guidelines shall provide guidance on the actions and conditions necessary to effectively implement and operate various modes of transit service. Accordingly, service design guidelines shall be used to evaluate proposals to implement new transit services. Guidelines shall focus on matching transportation needs with project proposals, with emphasis on a number of key criteria that help ensure success for the proposed mode. Guidelines shall help to determine if the proposed mode is the most feasible and appropriate mode for the market and operational environment, and if the proposed mode is the most cost effective option.

- Capital Project Programming and Evaluation Process:
 - All proposed transit projects shall include sufficient justification for funding and shall clearly address an identified transit need. Proposed projects shall include an implementation plan that adequately addresses the need for any necessary clearances and approvals. Proposed projects shall be advanced to a state of readiness for implementation in the target year indicated in the grant application. A project shall be considered ready if grants for the project can be obligated and the project can be initiated within one year of the award date, or in the case of larger construction or procurement projects, obligated according to an accepted implementation schedule.
 - To be eligible for replacement or rehabilitation, transit assets shall have reached the end of their useful life or the appropriate rehabilitation interval as specified by the Federal Transit Administration. Exceptions may be considered if unforeseen circumstances result in irreparable damage to a transit asset, if a grantee has secured approval by the Federal Transit Administration or, in the case of projects that do not receive federal funds, if the transit operator provides sufficient justification in terms of safety, security or financial rationale.
 - All project requests submitted for transit capital funding shall be categorized by project category in accordance with DRPT's allocation process, which is detailed in program guidance.
 - All new projects exceeding \$2 million and/or that involve construction of transit facilities to include fixed guideway systems shall conform to threshold requirements detailed in program guidance before the project may be considered eligible for state funding.

- Transit Operating Maintenance of Effort Requirement:
 - The maintenance of effort requirement is intended to ensure that total public investment in each transit system in Virginia is either maintained or expanded each year in accordance with the level of transit service operated.
 - This requirement will be evaluated based on a two-tiered evaluation process.
 - The first tier will examine the miles of revenue service that will be operated by the transit system based on their proposed budget. If the number of proposed revenue miles is the same or greater than the number of revenue miles currently operated, the maintenance of effort requirement will have been met.

- If the number of proposed revenue miles is less than the number currently operated by the transit system, a second tier evaluation will be conducted. This evaluation will establish if local funding for a transit system has been maintained from the previous year. The sum of anticipated operating revenues and local subsidy for the upcoming grant year will be compared to the same calculation for the current year. If the sum of anticipated operating revenues and local subsidy for the upcoming grant year is greater than the same calculation for the current year, the maintenance of effort requirement will have been met.
- If both of these requirements are unmet, then the operator's funding allocation will be reduced until local funding levels as calculated in the second tier evaluation are maintained.
- Program Guidance:
 - DRPT shall develop and maintain program guidance that explains and supports this policy for each federal and state transit financial assistance program administered by DRPT. These guidelines shall be made available to all existing recipients of state transit funding and to the general public.
- Public Benefit:
 - DRPT shall evaluate the public benefits of major transit capital projects considered to be new starts for transit service.
 - DRPT shall evaluate the public benefits of the entire transit program on an annual basis to demonstrate the return on investment for transit.
- The Chairman has the right to exercise discretion in the implementation of this policy.

Effective Date

The effective date of this policy is immediately upon passage by the CTB.

Program Application Guidance and Evaluation

Corey Hill,
Chief of Public Transportation

Contents

- Purpose of Program Application Guidance
- Overview of Grant Programs Administered by DRPT
- Six Year Improvement Program
- Grant Program Calendar
- Transit Sustainability and Investment Policy
- State Grant Programs
- Federal Grant Programs
- Next Steps

Purpose of Program Application Guidance

- Support Item 449.E of the 2008 Appropriations Act – incorporate principles of local maintenance of effort, transit sustainability, public benefit, and asset management into all public transportation programs
- Improve application process by providing information on program eligibility requirements, funding, evaluation process and application procedure
- Inform stakeholders of changes to programs
- Document the grant application process to improve transparency, efficiency and effectiveness

Overview of Grant Programs

- Grant funds administered by DRPT support capital, operating or planning expenses.
- Capital expenses - long-term assets such as vehicles, transit facilities and infrastructure, machinery or heavy equipment.
- Operating expenses - transit operations, maintenance, repairs, and administrative costs.
- Planning expenses - studies of public transportation improvements such as service expansions.

Overview of Grant Programs

Federal Programs

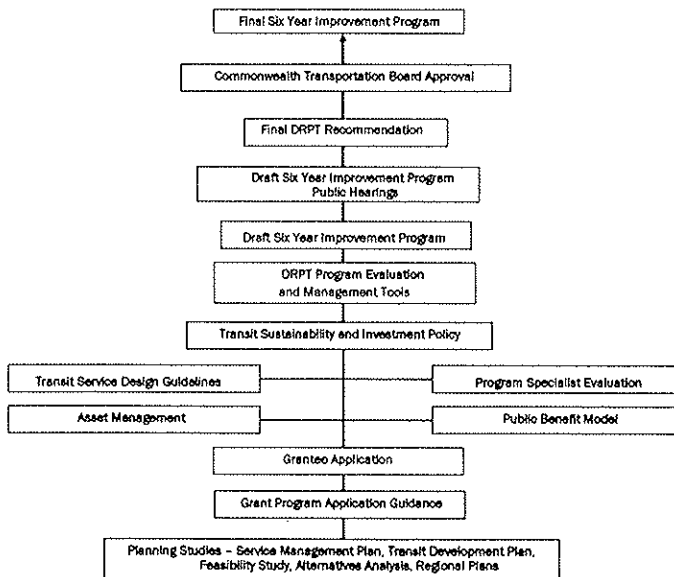
- FTA Section 5303 Metropolitan Planning
- FTA Section 5304 Statewide Planning
- FTA Section 5307 Small Urban Areas Program
- FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities
- FTA Section 5311 Rural and Small Urban Areas
- FTA Section 5316 Jobs Access and Reverse Commute Program (JARC)
- FTA Section 5317 New Freedom Program

State Programs

- Operating Assistance
- Capital Assistance
- Intelligent Transportation Systems (ITS) Technology and Safety and Security
- Technical Assistance
- Public Transportation Intern Program
- TDM /Commuter Assistance
- Transportation Efficiency Improvement Funds (TEIF)
- Senior Transportation Program



Six Year Improvement Program



Grant Program Calendar

Grant Application Period (Except FTA 5303)	December - February 1
Review, Analysis & Evaluation of Applications	February – early March
Development of Draft SYIP	Late Feb. – early March
Draft SYIP Hearings	March – May
CTB Approval of Final SYIP	June
Execution of Grant Agreements	Beginning July 1 for state programs and October 1 for federal programs



Transit Sustainability and Investment Policy

- Transit Sustainability and Investment Policy (TSIP)
 - provides a framework for the efficient and effective expenditure of transit funds and for realizing the highest return on investment
 - intended to assist the Board, local policy-makers, and stakeholders in their reviews and decision making processes for funding requests submitted to DRPT through the use of evaluation tools
- Anticipate approval by CTB on October 16, 2008



TSIP Evaluation Tools

- Asset Management
 - Strategic and systematic process of operating, maintaining, and expanding physical assets effectively through their life cycle
- Transit Service Design Guidelines
 - Provide guidance on the actions and conditions necessary to effectively implement and operate new transit service
- Capital Project Programming and Evaluation Process
 - The process that DRPT utilizes to determine the funding allocation recommendations to the Board
- Operating Maintenance of Effort
 - Require that local spending on transit operations is maintained from year to year; not reduced by increased state aid.
- Program Guidance
 - Shall develop, maintain, and distribute program guidance for all transit programs administered by DRPT.

Program Application Guidance State Programs

- Operating Assistance
- Capital Assistance
- Intelligent Transportation Systems (ITS) Technology and Safety and Security
- Technical Assistance
- Public Transportation Intern Program
- TDM /Commuter Assistance
- Transportation Efficiency Improvement Funds (TEIF)
- Senior Transportation Program

Operating Assistance

- ❑ Formally known as “Formula” program
- ❑ State match ratio – typically 40-50% of eligible expenses
- ❑ Evaluation process - DRPT validates expenses and revenues, determines eligibility, reviews data submitted for previous year and any audited financial statements.
- ❑ Allocation based upon formula – using certified expense data, maximum eligibility test and maintenance of effort test
- ❑ Funding available for new transit service – application must address Transit Service Design Guidelines and planning requirements. Percentage adjustment made to certified expenses based upon increase in revenue miles (no adjustment if less than 5%)

FY10 Operating Assistance Calculation - Adjustment for Significant Service Expansion

Example Transit System

Revenue Miles Operated in FY08:	950,000
Revenue Miles Proposed to be Operated in FY10:	1,026,000
Percentage Increase:	8.00%
FY08 Certified Operating Expenses:	\$ 6,500,000
Formula Calculation of FY10 Grant:	\$ 6,500,000 X 20.40% = \$1,326,000
8.00%	
FY08 Certified Operating Expenses - Adjusted:	\$ 7,020,000
Formula Calculation of FY10 Grant - Adjusted:	\$ 7,020,000 X 20.39% = \$1,431,378
Net Increase in FY10 Grant:	\$ 105,378

Capital Assistance

- State match ratio – varies, FY08 and FY09 approximately 65%
- Eligible expenses – Preventative maintenance is not eligible
- Evaluation criteria – baseline criteria for all projects includes:
 - **Project Justification** – explanation of need/problem (consistency w/ Asset Mgmt.)
 - **Planning** – documentation that sufficient planning conducted
 - **Project Scope** – approach to addressing need/problem
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of project management team, ability to execute
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** – ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** – applicant's approach to measuring performance and evaluating the results of the capital project(s) (ex. Service reliability)

Replacement/Rehabilitation of existing equipment – evaluated against baseline criteria + asset management + capital budgeting

Transit New Starts – evaluated against baseline criteria + transit service design guidelines + public benefit model



Capital Assistance

- Allocation process - FY10 hierarchy of criteria for capital funds:
 - **Tier 1: Replacement/Rehabilitation of equipment and facilities** - Encompasses fully equipped vehicles (including fareboxes, radios, etc.). Does not include service vehicles used for agency purposes.
 - **Tier 2: New facilities, new service or service expansions** – New capital assets to be procured.
 - **Tier 3: Discretionary programs** – All other activities based upon available funding, needs and program guidelines.

State match ratio is calculated based upon amount of funding available divided by amount needed to support non-federal share of all eligible projects. DRPT will use other available funds (federal and bond money) to increase the match ratio using hierarchy of criteria and funding eligibility.



ITS, Safety and Security

- ❑ Formally known as "Demonstration/Experimental"
- ❑ Maximum state match ratio – 95%
- ❑ Eligible expenses – administrative, capital costs for equipment and materials, operating costs, planning
- ❑ Evaluation criteria:
 - **Project Justification** – explanation of need/problem
 - **Planning** – documentation that sufficient planning conducted (not necessary if application is for conducting a plan)
 - **Project Scope** – approach to addressing the need/problem
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of project management team, ability to execute
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** - ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** - applicant's approach to measuring performance and evaluating the results of the project/plan (ex. Service delivery)

Technical Assistance

- ❑ Maximum state match ratio – 50%
- ❑ Eligible expenses:
 - Capital and/or Operating Financial Plans
 - Comprehensive Operations Analysis
 - Management and Performance Evaluations
 - Procurement Reviews
 - Transit Development Plans
 - Transportation Demand Management Plans
 - Public Transportation or Commuter Assistance Related Services
 - Equipment Purchases
 - Industry Peer Reviews
 - Marketing Plans/Programs
 - Project Assessments
 - Strategic Plans
 - Feasibility Studies
- ❑ Evaluation criteria:
 - **Project Justification** – explanation of need/problem
 - **Planning** – documentation that sufficient planning conducted (not necessary if application is for conducting a plan)
 - **Project Scope** – approach to addressing the need/problem
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of project management team, ability to execute
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** - ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** - applicant's approach to measuring performance and evaluating the results of the project/plan (ex. Service improvements)

Public Transportation Intern

- Maximum state match ratio – 95%
- New area of emphasis: Bring in new professionals to the industry. Not to be used for filling vacant positions.
- New Requirement - intern must provide written report to DRPT documenting internship experience
- Evaluation criteria:
 - **Project Scope** – definition of intern program and agency functions intern will be involved in
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of intern coordinator responsible for supervising intern
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** – ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** – approach to measuring performance and evaluating the results of the internship (ex. Taking job in Public Transportation)

Transportation Demand Management/ Commuter Assistance

- Maximum state match ratio – 80%
- Evaluation criteria:
 - **Program Scope** – approach to implementing annual work program
 - **Program Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of program management team, ability to execute
 - **Program Budget** – ability to execute scope within program budget
 - **Program Schedule** – ability to execute scope within program schedule
 - **Monitoring and Evaluation Plan** – approach to measuring performance and evaluating the results of the program (ex. VMT reduction)

DRPT also validates expenses and revenues, determines eligibility of expenses, reviews data submitted for the previous year and any audited financial statements.

Transportation Efficiency Improvement Fund (TEIF) Projects

- Maximum state match ratio – 80%
- Evaluation criteria:
 - **Project Justification** – explanation of need/problem
 - **Planning** – documentation that sufficient planning conducted (not necessary if application is for conducting a plan)
 - **Project Scope** – approach to addressing the need/problem
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of project management team, ability to execute
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** - ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** - applicant's approach to measuring performance and evaluating the results of the project (ex. VMT reduction)



Senior Transportation Program

- New program - supports operating expenses for new transportation services for adults 60 years of age and older. Objective is to increase quality and quantity of coordinated transportation services for older adults.
- Maximum state match ratio – 95% (projects between \$5K - \$10K)
- Eligible expenses – voucher programs, volunteer driver, travel training, new and/or expanded coordinated transportation services for older adults
- Evaluation criteria:
 - **Project Justification** – explanation of need/problem
 - **Planning** – documentation that sufficient planning conducted (not necessary if application is for conducting a plan)
 - **Project Scope** – approach to addressing the need/problem
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of project management team, ability to execute
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** - ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** - applicant's approach to measuring performance and evaluating the results of the project/program (ex. New riders)



Program Application Guidance Federal Programs

- FTA Section 5303 - Metropolitan Planning
- FTA Section 5304 - Statewide Planning
- FTA Section 5307 - Small Urban Areas Program
- FTA Section 5310 - Transportation for Elderly Persons and Persons with Disabilities
- FTA Section 5311 - Rural Areas
- FTA Section 5316 - Jobs Access and Reverse Commute Program (JARC)
- FTA Section 5317 - New Freedom Program

FTA Section 5303 Metropolitan Planning

- Maximum federal match ratio – 80%
- Maximum state match ratio – 10%
- New areas of emphasis - **Transit Development Plans, Comprehensive Operations Analysis** and **Long Term Vision Plans** for public transportation operators and **Long Term Plans** for commuter assistance agencies.
- Evaluation criteria:
 - **Project Justification** – explanation of need/problem
 - **Planning** – documentation that sufficient planning conducted (not necessary if application is for conducting a plan)
 - **Project Scope** – approach to addressing the need/problem
 - **Project Readiness** – ability to initiate and advance project in FY funds requested
 - **Technical Capacity** – identification of project management team, ability to execute
 - **Project Budget** – ability to execute project scope within project budget
 - **Project Schedule** - ability to execute project scope within project schedule
 - **Monitoring and Evaluation Plan** - applicant's approach to measuring performance and evaluating the results of the plan (ex. Service improvements)

FTA Section 5304 Statewide Planning

- Maximum federal match ratio – 80%
- Maximum state match ratio – 10%
- New areas of emphasis - **Transit Development Plans, Comprehensive Operations Analysis** and **Long Term Vision Plans** for public transportation operators in rural and small urban areas.
- Evaluation criteria – program does not require an application. DRPT will evaluate projects based upon criteria from program the project originally applied to

FTA Section 5307 Small Urban Areas Program

- Maximum federal match ratio - 50 percent for net operating expenses
- Evaluation criteria – program does not require an application. DRPT will evaluate Operating Assistance applications submitted by small urban public transportation providers to determine allocations for the 5307 program.

FTA Section 5310 Transportation for Elderly Persons and Persons with Disabilities

- Maximum federal match ratio – 80%
- Evaluation criteria:
 - Request for replacement vehicle evaluated on age, condition and mileage. DRPT is extremely reluctant to replace vehicles before end of useful life (minimum 4 years or 100,000 miles).
 - Service area has documented need for transportation for elderly and persons with disabilities.
 - Service plan includes a maximum utilization of vehicles for transporting transit dependent elderly and/or passengers with disabilities in the area, ridership projections, and trip purposes.
 - Creation of service coordination partnerships among transportation providers and/or organizations.
 - Implementation of a sound comprehensive service management plan.
 - Financial and management capabilities, particularly in assuring capital match and operating funds.
- Applications evaluated against point system. Applications with score of at least 70% of maximum possible total score considered for funding.
- Applications forwarded to State Interagency Transportation Council (Departments of Rehabilitative Services; Aging; Blind and Vision Impaired; Medical Assistance Services; Mental Health, Mental Retardation and Substance Abuse Services; Social Services; Health; Office of Community Integration (Olmstead Initiative) and the Virginia Board for People with Disabilities) for review and comment.



FTA 5311 Rural Areas

- Maximum federal match ratio – 50% of net operating expenses. 80% of eligible capital expenses after operating costs are funded.
- Evaluation criteria – operating expenses evaluated against same criteria as state Operating Assistance program. Capital expenses evaluated against same criteria as state Capital Assistance program.



FTA 5316 JARC

- Maximum federal match ratio – 50% for operating assistance projects. 80% for capital equipment projects and capital planning/mobility projects.
- Historically, all funds have gone towards operating.
- Evaluation criteria - operating expenses evaluated against same criteria as state Operating Assistance program.



FTA 5317 New Freedom

- Maximum federal match ratio - 50% for operating assistance projects. 80% for capital equipment projects and capital planning/mobility projects.
- Maximum state match ratio – 45% for non-federal share for operating and capital
- Emphasis areas:
 - **First Priority** - Operating assistance to current Section 5311 recipients.
 - **Second Priority** - Capital projects for existing systems. Prioritized on the following basis:
 - Replacement of worn-out or unsafe revenue vehicles
 - Purchase of additional vehicles to meet demonstrated capacity problems on current routes
 - Purchase of vehicles for the expansion of existing services
 - Purchase of miscellaneous capital equipment
 - **Third Priority** - Operating and capital for new rural systems
- Evaluation criteria: operating expenses evaluated against same criteria as state Operating Assistance program. Capital expenses evaluated against same criteria as state Capital Assistance program.



Next Steps

- Comments on Draft Program Application Guidance Due October 10th
- Final Program Application Guidance November 14th



Questions?



(F)

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SEP 10 2008

EDSON L. TENNYSON

Registered Professional Engineer
2233 Abbotsford Drive, RFD 55
Vienna, VA. 22181-3220

September 5, 2008

Executive Director Richard K. Taube,
Northern Virginia Transportation Commission
4350 North Fairfax Drive, suite 720
Arlington, VA. 22203

Dear Rick:

Fairfax Count Chairman Connolly has asked for data on the impact of \$ 4 a gallon gasoline on public transit. This is a most interesting and useful issue, but I wish to suggest that it is far too narrow to cope with our problems. More important than the price of gasoline is the quality and efficiency of the transit service. Chairman Connolly may not want more than he asked for, but he may not know what he is missing. Few people today realize what an enormous impact MetroRail has had on our region. Support for Dulles Rail may need to know just how well MetroRail has served our region.

After gasoline rationing ended in 1946, 1948 was the last full year of full Capital Transit street car service. Capital Transit cars and buses, plus WB&A, WV&M, WM&A and a few commuter trains moved 1.77 Billion passenger-miles in 1948. In 1949 street car elimination began. By 1975, despite Shirley BusWay, transit use was down 70 % to only 531,366,960 passenger-miles. The City was hurting. Even Arlington lost some population. Nationally, transit use was down 62.6 % since rail systems in Boston, Chicago, New York and Philadelphia did not lose as much as most bus systems did.

In 1976, MetroRail began to move and we now have 2.4 Billion annual passenger-miles, including other supplementary bus systems and commuter rail lines, a gain of 350 %, not 35.% but 350 %. Unheard of elsewhere. Not only that, but MetroRail and VRE move people for 40 cents per passenger-mile, whereas buses cost almost a dollar. Nationally in that same time frame, transit ridership is 54 % below 1948. Everyone is out of step but us and be thankful for it.

At Vienna, on 1986, transit use jumped almost 850% when MetroRail replaced the express buses on I-66. In Springfield, in 1997, MetroRail brought almost 600 % more riders to transit with very little operating budget impact. Buses were not replaced.

It looks like MetroRail was up 8.1% in July over 2007 because of high gasoline prices but over three months, it was up only 4.2 % which is not bad at all. July had 22 weekdays.

MetroRail gives us funding headaches but it is saving us \$ 2 billion per year so we better fund it. We are saving 129 gallons per capita per year on motor fuel consumption which is worth \$ 1.5 Billion in the Metro service area. The lower cost of

Metro Rail compared to bus or downtown parking is worth another \$ 500 million annually.

Your Agenda Item #10F from APTA listed Washington eighth on annual per capita savings for transit users but this is not comparable to the \$ 2 Billion above which is for everyone. To achieve MetroRail's truly exceptional 75 % Revenue-to-Cost ratio, we have mileage fares unlike anyone else but BARTD in San Francisco and commuter trains. That means less personal savings on a Vienna to Arlington trip, but far more taxpayer savings. People should pay as much as possible for what they get. That is why we need a motor fuel tax hike so urgently. The Governor should not drop the matter. It is too vital.

Many of you may question why I use passenger-miles instead of passengers to tabulate our experience . There are two reasons. Passenger counts include transfers so there is some double counting. More important, there is no way to compare the value of a commuter rail trip with a transit trip by counting passengers. Traffic engineers use VMT = vehicle miles travelled. We must use the same type of data which is passenger-miles. We can not meaningfully compare a shuttle bus trip with a commute from Burke Center to Crystal City unless it is by passenger-miles.

Chairman Connolly did not ask me about this. He asked you. Everything herein is public information. Feel free to use any or none of it without attribution if you see it as helpful. If you want citations or have questions, feel free to ask. Call (703) 281-7533

Respectfully suggested





Rick Taube

From: Kala Quintana
Sent: Wednesday, September 17, 2008 3:09 PM
To: Rick Taube
Subject: FW: Governor's News Release

FYI

From: Governors Update Mailing List [mailto:govupdate@governor.virginia.gov]
Sent: Wednesday, September 17, 2008 2:15 PM
To: GovernorsUpdate mailing list
Subject: Governor's News Release

COMMONWEALTH OF VIRGINIA
Office of the Governor

Timothy M. Kaine
 Governor

FOR IMMEDIATE RELEASE
 September 17, 2008

Contact: Gordon Hickey
Phone: (804) 225-4260
Cell Phone: (804) 291-8977
Internet: www.governor.virginia.gov

**GOVERNOR KAINE ANNOUNCES NATIONAL AWARDS FOR
 VIRGINIA'S PUBLIC-PRIVATE PARTNERSHIPS IN
 TRANSPORTATION**

*~ Virginia Department of Transportation, Secretary of Transportation, and Deputy
 Secretary honored by ARTBA ~*

RICHMOND – Governor Timothy M. Kaine today announced that the American Road and Transportation Builders Association has honored the Virginia Department of Transportation (VDOT), Secretary of Transportation Pierce R. Homer, and Deputy Secretary of Transportation Barbara W. Reese for their outstanding work on Virginia's nationally recognized public-private partnerships (P3s). The three honorees were recognized Monday at the ARTBA's 20th Annual Conference on Public-Private Ventures in Transportation.

“Virginia is recognized by Forbes.com as the best place to do business in the U.S. and as the best managed state in the U.S. by Governing Magazine,” said Governor Kaine. “I think we can now safely add that Virginia has the best P3 program in the U.S., thanks to leaders like Secretary Homer and Deputy Secretary Reese, and the hard working men and women of VDOT.”

According to the ARTBA, these three were honored “for their outstanding advocacy and leadership in promoting the ‘practice, use and adoption’ of public-private partnerships on transportation improvement projects.” Since 1995, the Commonwealth's Public-Private Transportation Act has

delivered approximately \$9 billion in transportation projects.

“Virginia has consistently led the P3 revolution in the U.S. and these awards from their peers recognize the Virginia leadership role,” said Jim Weinstein, ARTBA Public-Private Ventures Division Chairman. “ARTBA is proud of the past, present and future work of the Commonwealth in the P3 arena.”

Secretary Homer was the 2008 recipient of the ARTBA Public Sector Entrepreneur of the Year award. During his service as Secretary and Deputy Secretary of Transportation, he has been instrumental in the development of Virginia’s P3 program, working to ensure competition and accountability.

Deputy Secretary Reese was honored as a “Champion” for her “exemplary work in advancing the practice, use and adoption of P3s in transportation in the United States.” The ARTBA says that Reese has “set the standard” for the implementation of P3s, citing projects such as Dulles Rail, the Capital Beltway HOT Lanes, and the Pocahontas Parkway. Reese’s expertise is a valuable asset to senior-level federal officials, and local and state officials seeking to implement their own P3s.

VDOT was also honored as a “Champion” for its 13 years of commitment to P3s, demonstrated by the dedication of resources to major P3 projects including the Capital Beltway and I-95 HOT Lanes, Pocahontas Parkway in Richmond, Route 28 in Northern Virginia, the Coalfields Expressway in Southwest Virginia, and Route 460 and Midtown Tunnel projects in Hampton Roads. Thomas W. Pelnik III, VDOT director of innovative project delivery, and Deborah Brown, VDOT director of innovative finance were specifically recognized for their work.

###

NVTC

Northern Virginia Transportation Commission

Agenda Item #10

TO: Chairman Eulle and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: September 25, 2008
SUBJECT: NVTC Financial Items for August, 2008

Attached for your information are NVTC financial reports for August 2008.



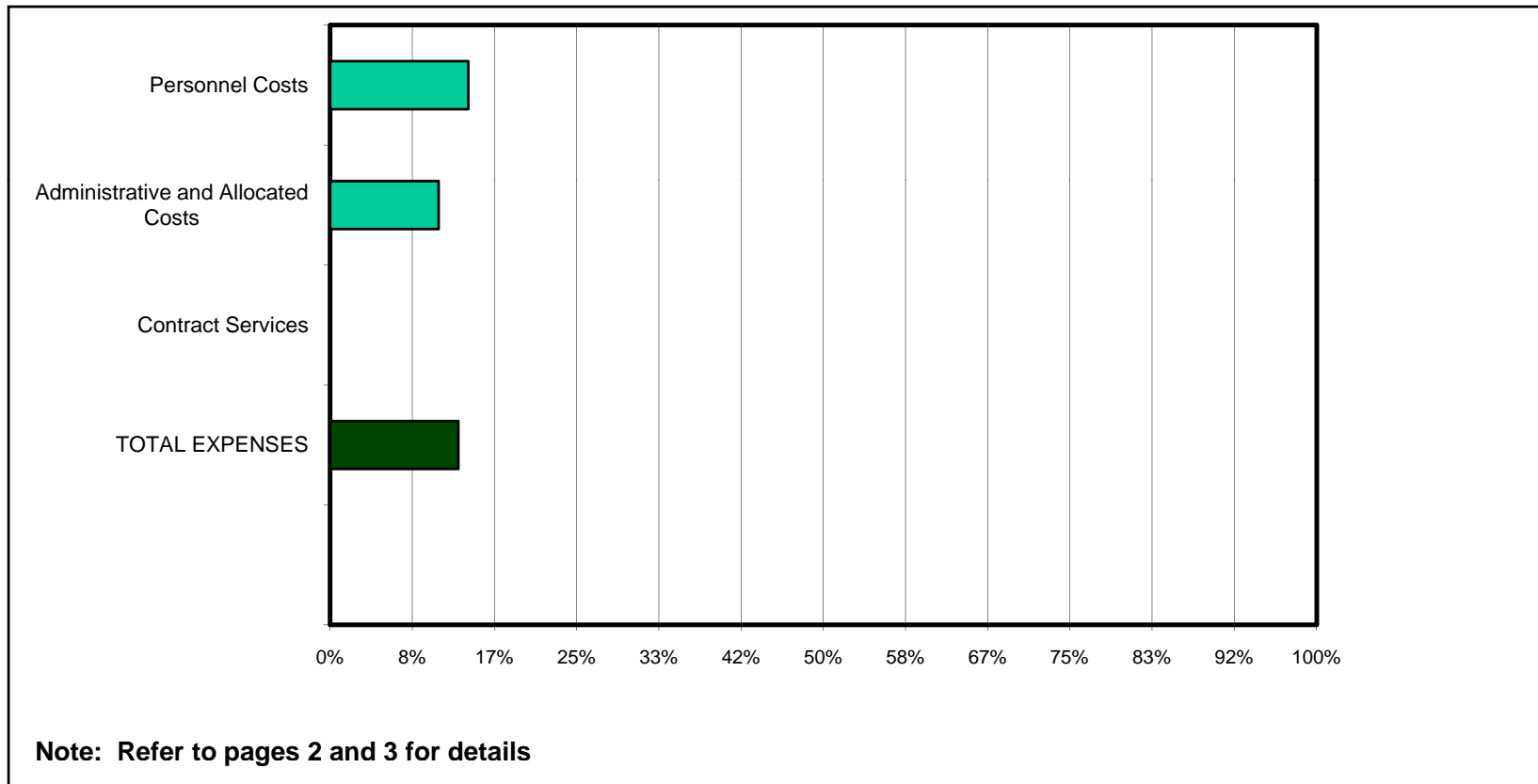
4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

August, 2008

Percentage of FY 2009 NVTC Administrative Budget Used
August, 2008
(Target 16.67% or less)



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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 47,346.50	\$ 100,218.44	\$ 700,900.00	\$ 600,681.56	85.7%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	47,346.50	100,218.44	701,900.00	601,681.56	85.7%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,646.71	7,480.79	47,400.00	39,919.21	84.2%
Group Health Insurance	3,985.51	7,309.14	62,900.00	55,590.86	88.4%
Retirement	4,716.00	9,432.00	57,600.00	48,168.00	83.6%
Workmans & Unemployment Compensation	95.00	190.00	3,200.00	3,010.00	94.1%
Life Insurance	525.10	525.10	4,100.00	3,574.90	87.2%
Long Term Disability Insurance	534.22	534.22	4,400.00	3,865.78	87.9%
Total Benefit Costs	13,502.54	25,471.25	179,600.00	154,128.75	85.8%
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	850.00	42,000.00	41,150.00	98.0%
<i>Rents:</i>					
Office Rent	15,192.40	30,384.80	188,730.00	158,345.20	83.9%
Parking	14,534.40	29,068.80	176,780.00	147,711.20	83.6%
	658.00	1,316.00	11,950.00	10,634.00	89.0%
<i>Insurance:</i>					
Public Official Bonds	-	400.00	4,500.00	4,000.00	88.9%
Liability and Property	-	400.00	2,600.00	2,200.00	84.6%
	-	-	1,800.00	1,800.00	100.0%
<i>Travel:</i>					
Conference Registration	90.23	467.20	16,700.00	16,232.80	97.2%
Conference Travel	-	-	2,100.00	2,100.00	100.0%
Local Meetings & Related Expenses	-	112.10	4,700.00	4,587.90	97.6%
Training & Professional Development	90.23	355.10	6,400.00	6,044.90	94.5%
	-	-	3,500.00	3,500.00	100.0%
<i>Communication:</i>					
Postage	482.29	740.01	11,950.00	11,209.99	93.8%
Telephone - LD	11.96	29.54	4,700.00	4,670.46	99.4%
Telephone - Local	87.21	87.21	1,350.00	1,262.79	93.5%
	383.12	623.26	5,900.00	5,276.74	89.4%
<i>Publications & Supplies</i>					
Office Supplies	650.02	1,308.02	23,900.00	22,591.98	94.5%
Duplication	-	7.98	4,200.00	4,192.02	99.8%
Public Information	650.02	1,300.04	9,700.00	8,399.96	86.6%
	-	-	10,000.00	10,000.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	79.95	546.90	25,650.00	25,103.10	97.9%
Furniture and Equipment	-	-	13,150.00	13,150.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	79.95	546.90	11,500.00	10,953.10	95.2%
 <i>Other General and Administrative</i>	 597.78	 1,087.54	 6,950.00	 5,862.46	 84.4%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	72.43	344.86	1,800.00	1,455.14	80.8%
Fees and Miscellaneous	303.88	521.21	2,950.00	2,428.79	82.3%
Advertising (Personnel/Procurement)	221.47	221.47	1,800.00	1,578.53	87.7%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>17,942.67</u>	<u>35,784.47</u>	<u>320,380.00</u>	<u>284,495.53</u>	<u>88.8%</u>
	<u>Contracting Services</u>				
Auditing	-	-	18,000.00	18,000.00	100.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>-</u>	<u>-</u>	<u>20,000.00</u>	<u>20,000.00</u>	<u>100.0%</u>
 Total Gross G&A Expenses	 <u>\$ 78,791.71</u>	 <u>\$ 161,474.16</u>	 <u>\$ 1,221,880.00</u>	 <u>\$ 1,060,305.84</u>	 <u>86.8%</u>

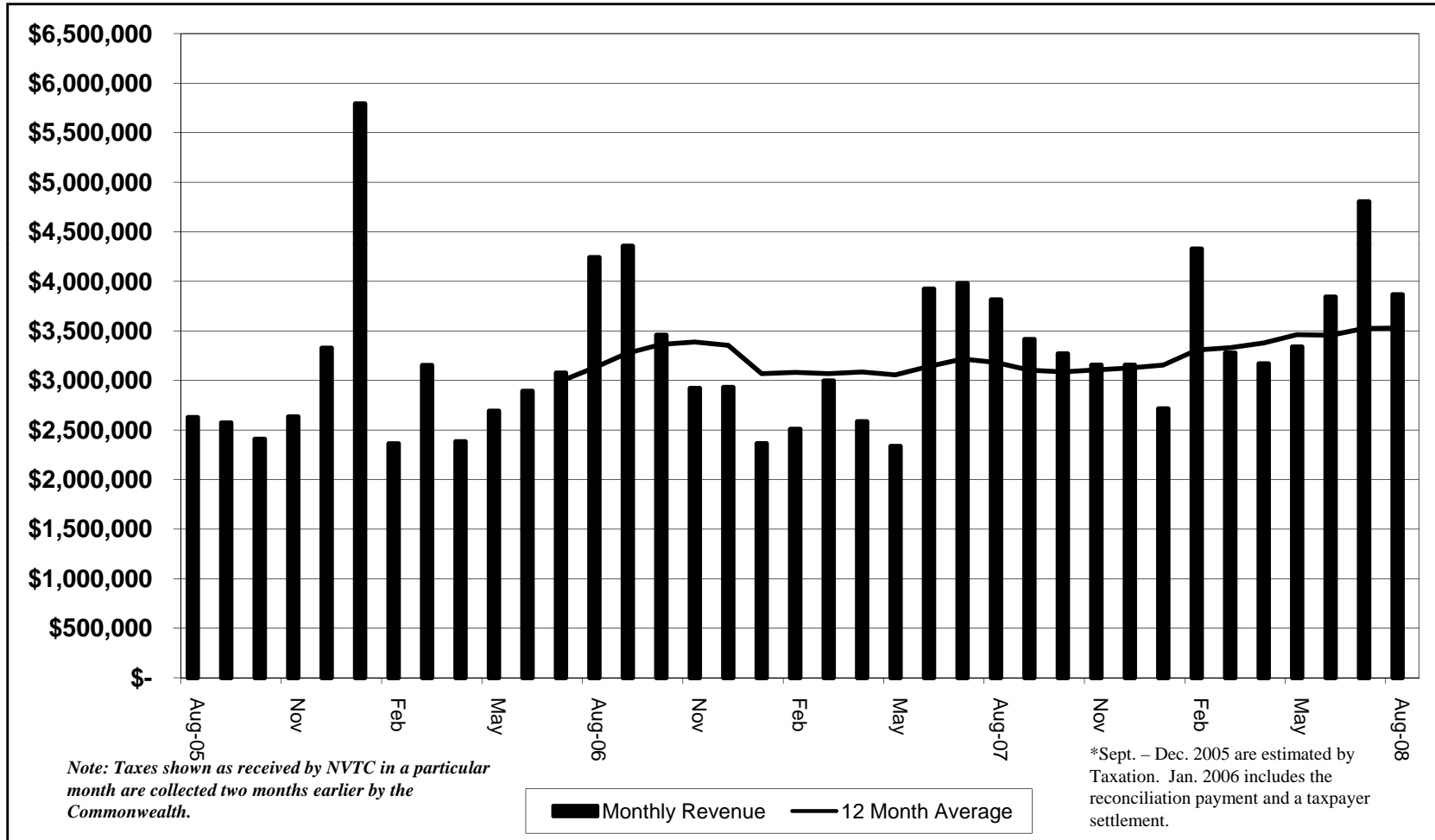
**NVTC
RECEIPTS and DISBURSEMENTS
August, 2008**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
1	DRPT	Capital grants receipts				\$ 573,483.00
4	DRPT	Capital grants receipts				92,400.00
8	VRE	Staff support		6,717.15		
8	Staff	Reimbursement of expenses		7.74		
15	City of Fairfax	G&A contribution		3,604.50		
15	Staff	Reimbursement of expenses		8.02		
15	Dept. of Taxation	Motor Vehicle Fuels Sales tax revenue				3,867,302.65
15	DRPT	Capital grants receipts				1,424,169.00
21	DRPT	FTM/Admin grants receipts			723,380.00	12,793,641.00
31	Banks	August interest		170.83	831.64	207,853.91
			<u>-</u>	<u>10,508.24</u>	<u>724,211.64</u>	<u>18,958,849.56</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(81,298.97)			
12	DRPT	State Grant Revenue - HFI project	(6,318.00)			
15	City of Fairfax	Other operating				(173,805.00)
15	Fairfax County	Other capital				(10,833.35)
22	Stantec	Consulting - Bus Dta	(17,924.35)			
31	Wachovia Bank	August service fees	(115.32)			
			<u>(105,656.64)</u>	<u>-</u>	<u>-</u>	<u>(184,638.35)</u>
TRANSFERS						
1	Transfer	From savings to checking	60,000.00	(60,000.00)		
22	Transfer	From savings to checking	75,000.00	(75,000.00)		
28	Transfer	From LGIP to LGIP (Bus Data project)			17,924.35	(17,924.35)
			<u>135,000.00</u>	<u>(135,000.00)</u>	<u>17,924.35</u>	<u>(17,924.35)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 29,343.36</u>	<u>\$ (124,491.76)</u>	<u>\$ 742,135.99</u>	<u>\$ 18,756,286.86</u>

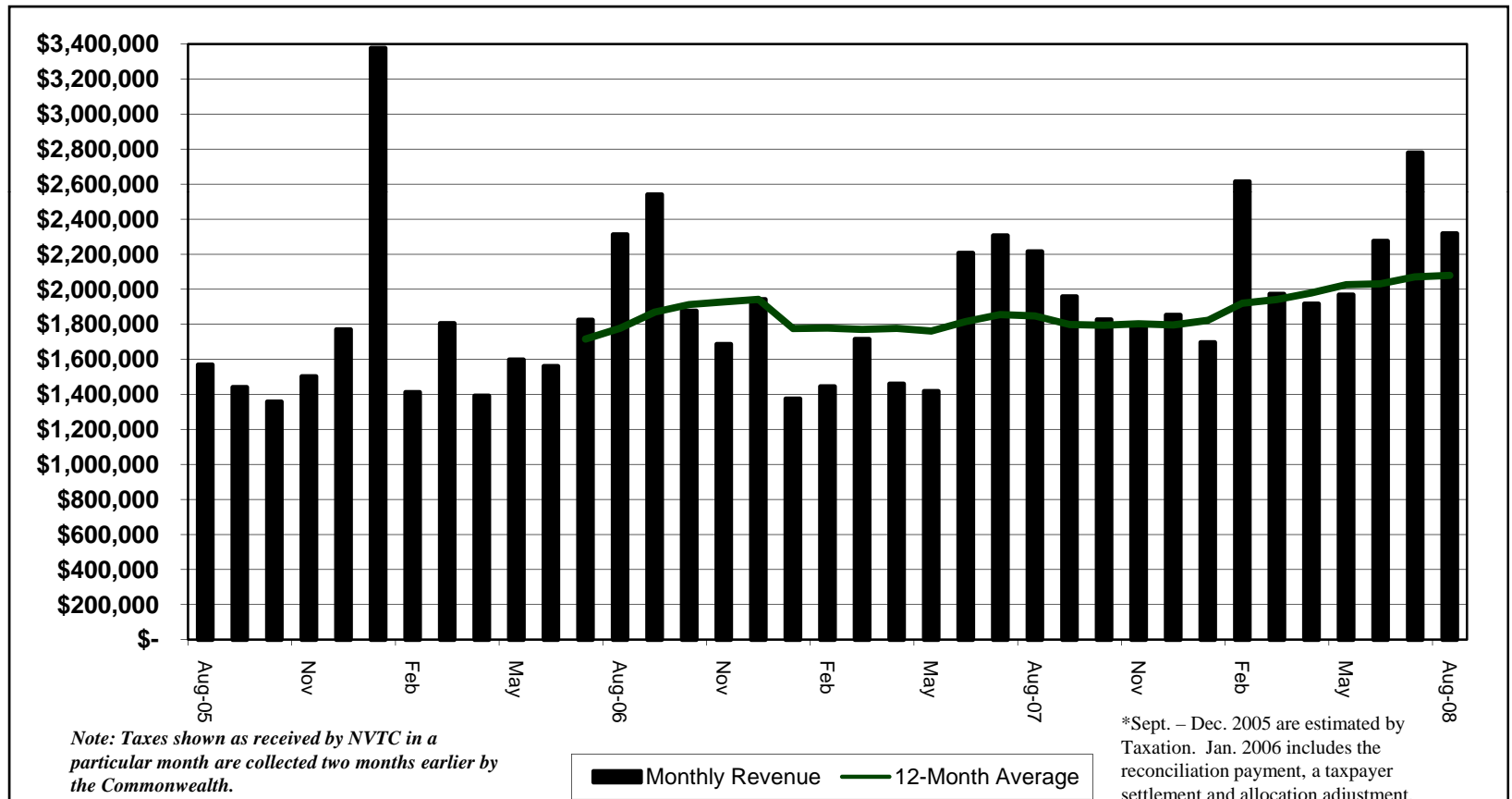
**NVTC
INVESTMENT REPORT
August, 2008**

<u>Type</u>	<u>Rate</u>	<u>Balance 7/31/2008</u>	<u>Increase (Decrease)</u>	<u>Balance 8/31/2008</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 34,158.37	\$ 29,343.36	\$ 63,501.73	\$ 63,501.73	\$ -	\$ -
Wachovia: NVTC Savings	1.05%	282,009.45	(124,491.76)	157,517.69	157,517.69	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	2.52%	89,643,437.63	19,498,422.85	109,141,860.48	874,454.13	86,998,237.25	21,269,169.10
		<u>\$ 89,959,605.45</u>	<u>\$ 20,145,410.44</u>	<u>\$ 109,362,879.90</u>	<u>\$ 1,095,473.55</u>	<u>\$ 86,998,237.25</u>	<u>\$ 21,269,169.10</u>

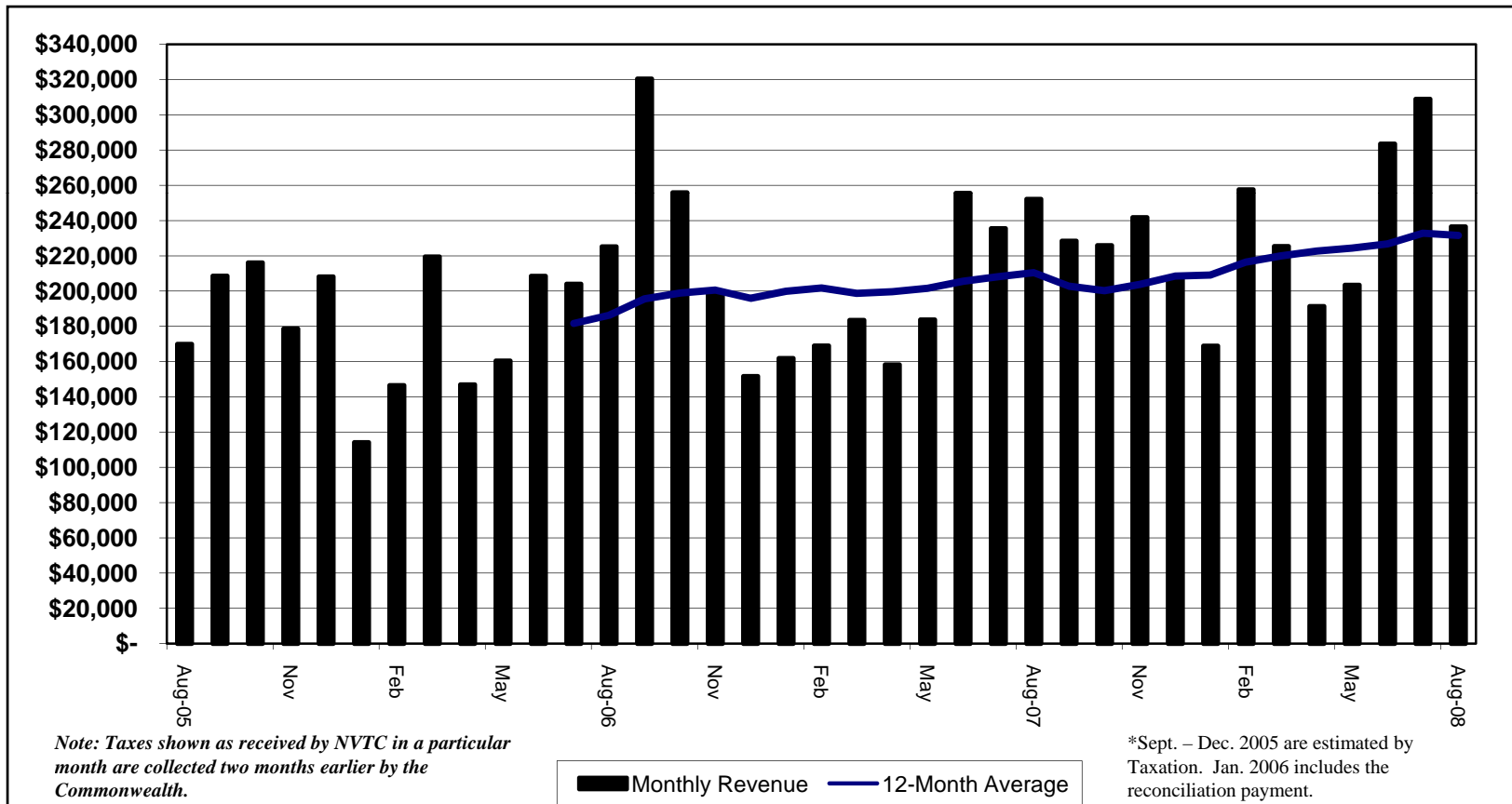
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2006-2009



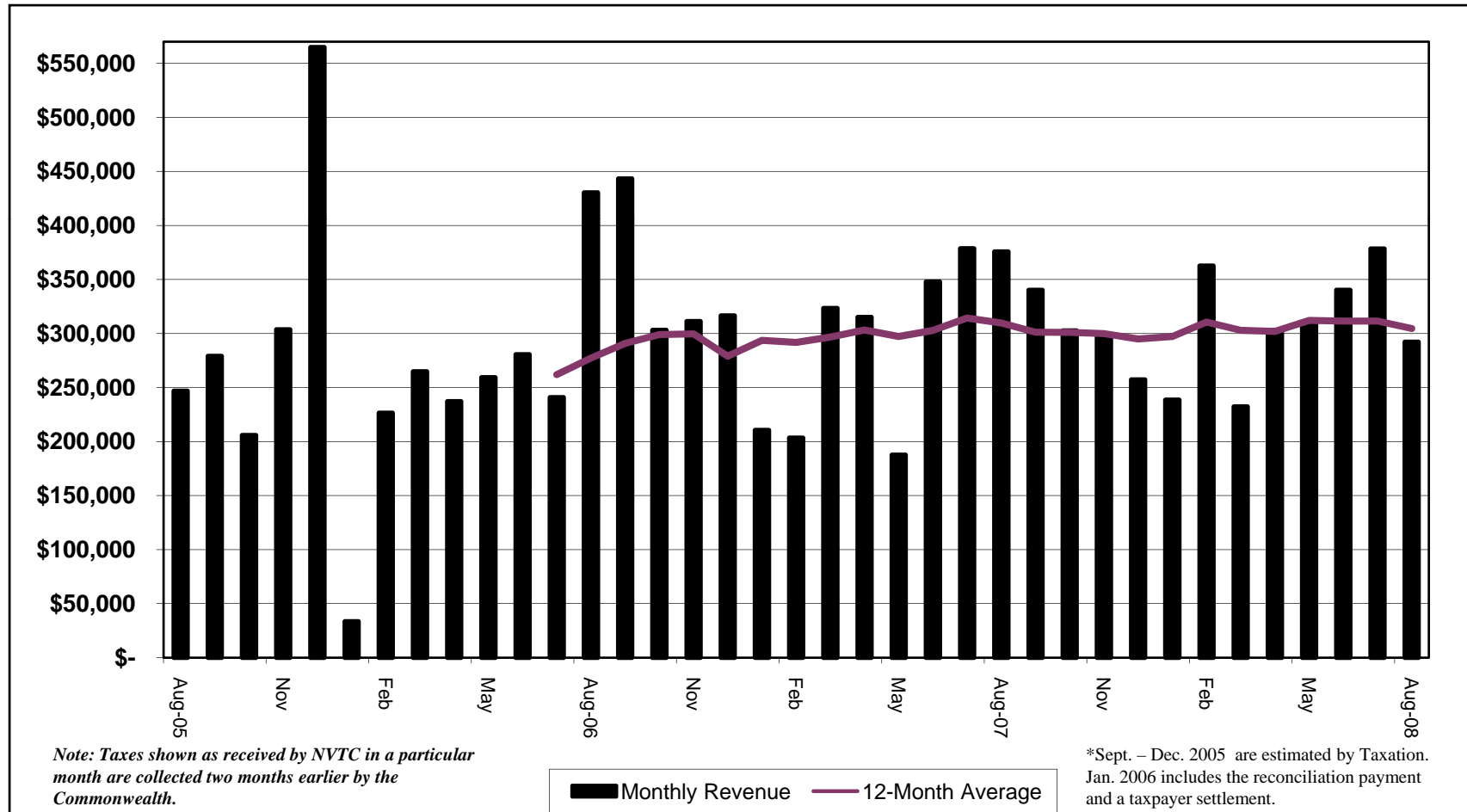
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2006-2009



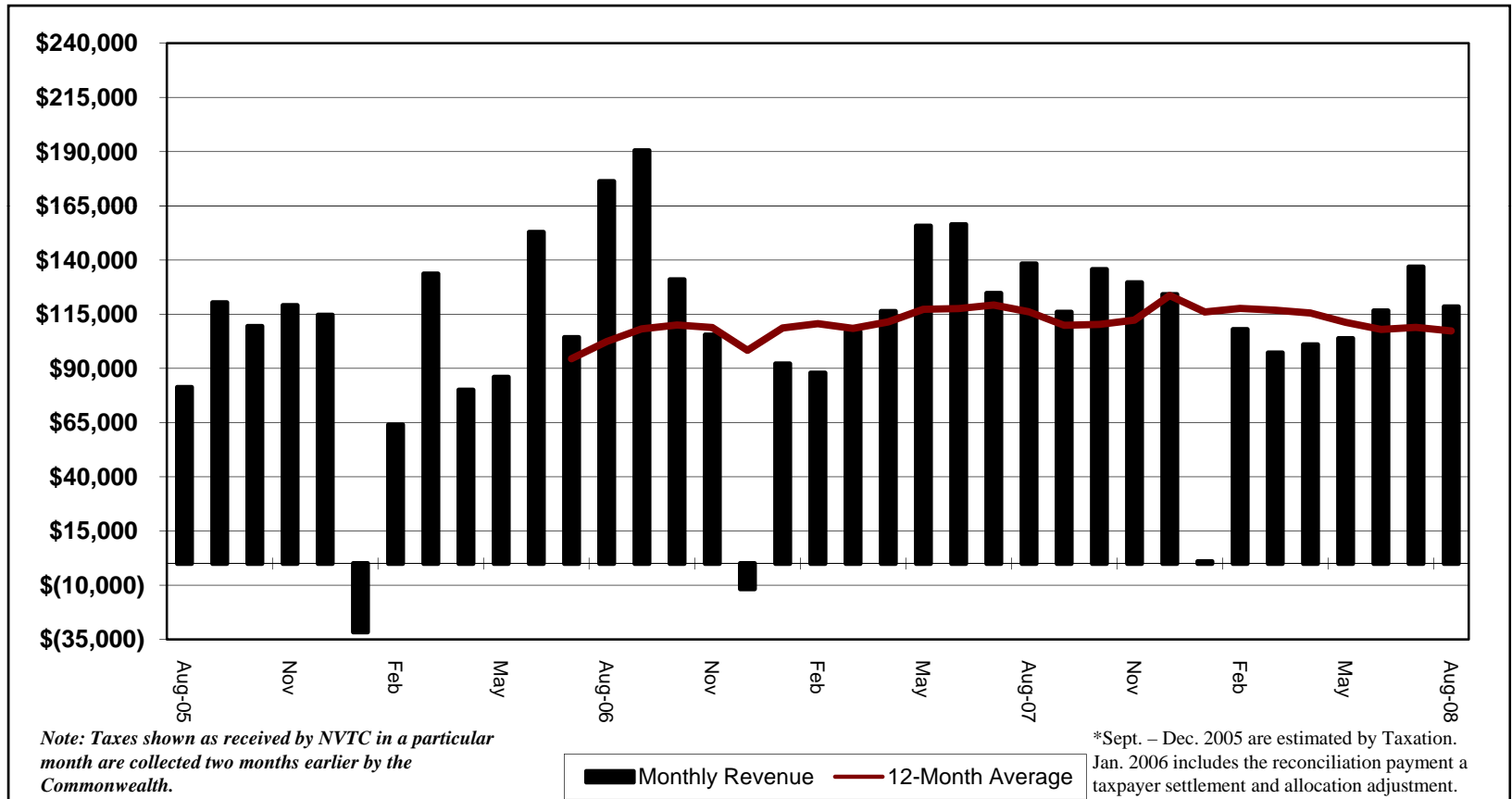
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2006-2009



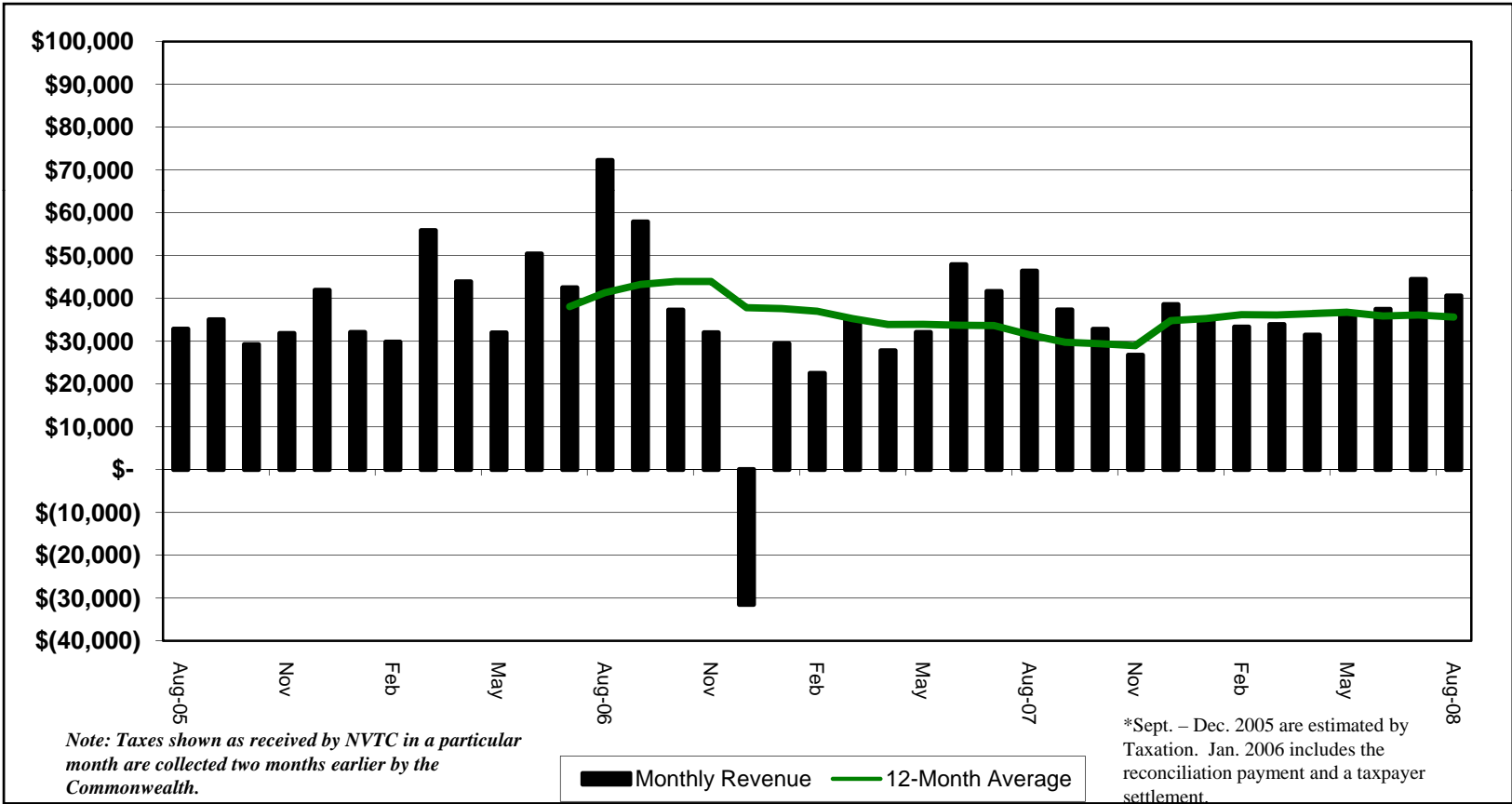
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2006-2009



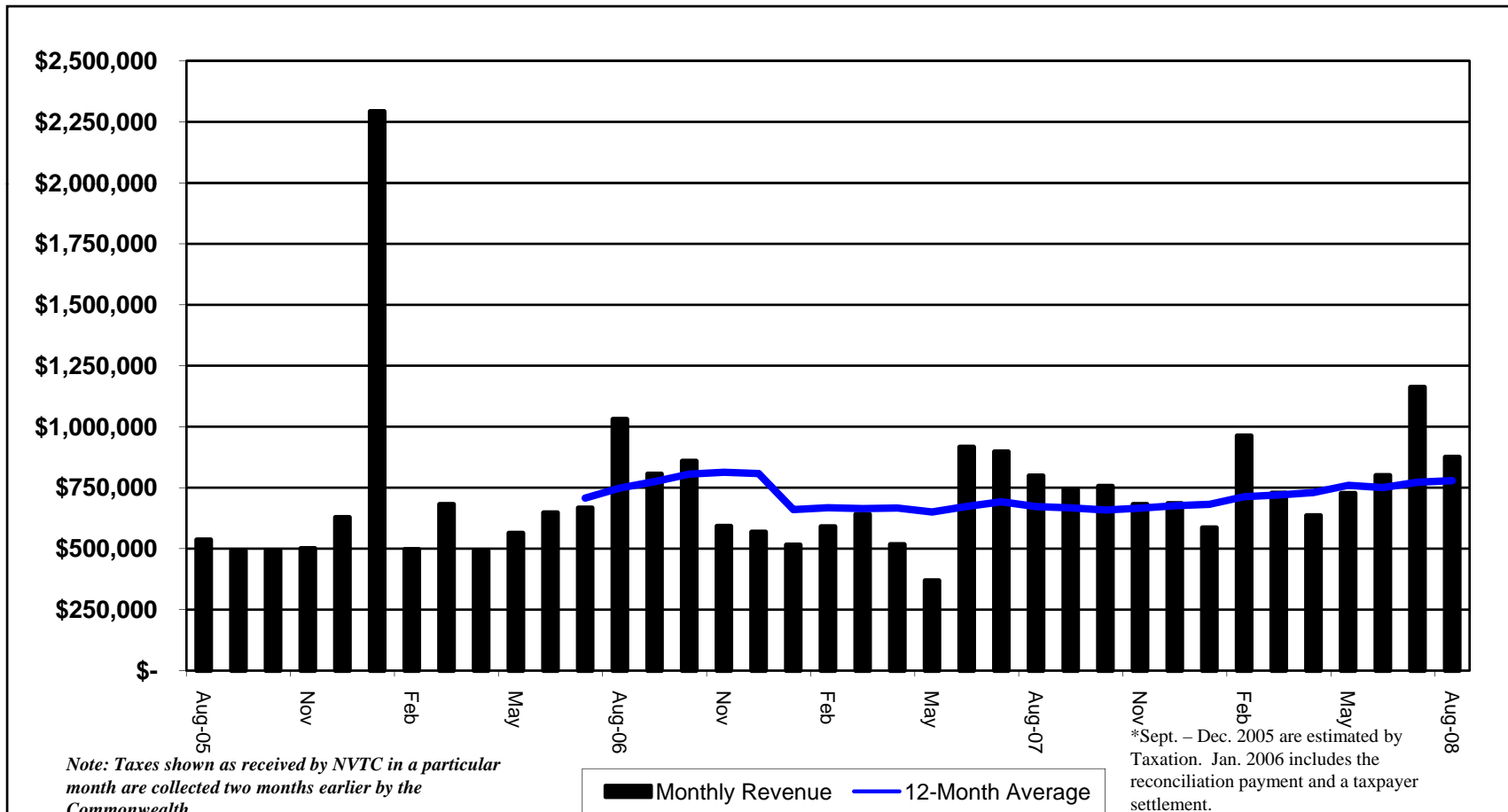
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2006-2009



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2006-2009



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2006-2009





AGENDA ITEM #11

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: September 25, 2008
SUBJECT: Closed Session for Personnel Item

NVTC's Executive Committee may be ready to discuss with commissioners the committee's recommendation for the annual performance review of NVTC's executive director.

To enter closed session:

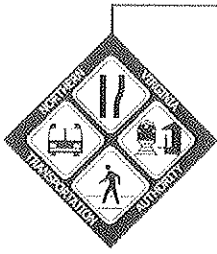
Pursuant to the Virginia Freedom of Information Act (Sections 2.2.-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel item, pertaining to the annual performance review of NVTC's executive director.

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.





The Authority
for Transportation in Northern Virginia

The Northern Virginia Transportation Authority

4031 UNIVERSITY DRIVE ♦ SUITE 200 ♦ FAIRFAX, VA 2203

TEL: 703-766-4650 ♦ FAX: 703-766-4654

WWW.THE-NVTA.AUTHORITY.ORG

RECEIVED

SEP 18 2008

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 NVTVA with refund activities and other on-going activities after the Court decision, including efforts to restore NVTVA's funding;

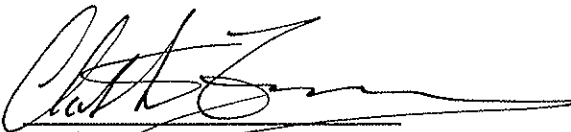
WHEREAS, the Authority recognizes that, without the extraordinary support from jurisdictional and agency staffs, guided by outstanding staff leadership, it would have been impossible for the Authority to have achieved the progress it has to date;


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 NVTVA'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