



NVTC COMMISSION MEETING

THURSDAY, SEPTEMBER 4, 2008

NVTC CONFERENCE ROOM

8:00 P.M.

AGENDA

Note: A buffet supper will be available for attendees.

1. Minutes of the NVTC Meeting of July 3, 2008.

Recommended Action: Approval.

2. Metropolitan Area Transportation Operations Coordination Program Steering Committee.

The chair of this MWCOG committee will be present to describe the committee's work, with emphasis on public transit emergency response.

Presentation/ Discussion Item.

3. VRE Items

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

B. Referral of Preliminary VRE Operating and Capital Budget for FY 2010—Action Item/ Resolution #2114.



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

Following a competitive request for proposals, the technical team is recommending award of contract.

Recommended Action: Authorize NVTC's executive director to execute the contract and issue the notice to proceed.

5. NVTC's Preliminary Administrative Budget for FY 2010.

NVTC staff has prepared a preliminary budget that holds total local contributions to \$310,000 and increases total spending slightly. The budget includes performance measures.

Recommended Action: Authorize NVTC's executive director to forward the preliminary FY 2010 NVTC administrative budget to the commission's local jurisdictions for use in preparing their draft budgets. NVTC will act on its final FY 2010 budget in January or February, 2009.

6. Try Transit Week.

DRPT is urging statewide participation in a campaign to promote transit use during September 22 through 25, 2008.

Recommended Action: Approve Resolution #2115 that endorses DRPT's efforts and encourages Northern Virginia's residents to try transit.

7. Legislative Items.

A. State.

The status of the state's anticipated revenues will be reviewed.

B. Federal.

Issues pertaining to the federal reauthorization of surface transportation programs will be presented.

Discussion Item.

8. Department of Rail and Public Transportation Policies and Programs.

DRPT has requested an opportunity to share information with the commission about a draft policy document on which NVTC commented. Also attached are unofficial NVTC staff comments on DRPT's state rail plan submitted in August to meet the department's deadline.

Discussion Item.

9. Metro Items.

- A. Ridership at Virginia's Metrorail Stations.
- B. New Parking Garage Opens at Huntington Station.

Information Item.

10. Regional Transportation Items.

- A. I-95/395 Hot Lanes.
- B. US PIRG Report: Squandering the Stimulus.
- C. Joe Alexander Selected to APTA's Hall of Fame.
- D. Governor Kaine's Expanded Telework Policies.
- E. Relationship of Gas Prices to Highway Deaths.

Information Item.

11. New NVTC Website Design.

NVTC staff has developed a new look for the website designed for customer convenience and to boost traffic to the site.

Information Item.

12. NVTC Financial Items for June and July, 2008.

Information Item.

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



Agenda Item #1

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

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 6:45 P.M.

Members Present

David Albo
Charles Badger
Sharon Bulova
Gerald Connolly
William D. Euille
Jeffrey Greenfield
Mark R. Herring
Catherine Hudgins
Mary Hynes
Dan Maller (alternate, city of Falls Church)
Thomas Rust
David F. Snyder
Christopher Zimmerman

Members Absent

Kelly Burk
Adam Ebbin
Jay Fisette
Pat Herrity
Joe May
Jeffrey McKay
Paul Smedberg
Mary Margaret Whipple

Staff Present

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



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New NVTC Commissioner

Chairman Euille welcomed Jeffrey Greenfield, who has replaced Scott Silverthorne from the city of Fairfax. Chairman Euille stated that the oath of office was administered to Mr. Greenfield when he joined NVTC as Mr. Silverthorne's alternate. Commissioners welcomed Mr. Greenfield to NVTC.

Minutes of the June 5, 2008 NVTC Meeting

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

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mr. Zehner reported that ridership is growing approximately five percent each year. VRE saw a definite spike in ridership in June and experienced the seventh highest ridership day during that month. There are now standees on some peak trains; however, VRE is adding equipment where it can to address this issue. On-time performance in the morning is very good, but has slipped in the afternoon. VRE continues to work on this issue.

Mr. Connolly joined the discussion at 6:46 P.M.

Mrs. Bulova reported that last weekend was the grand opening of the Burke Centre parking facility, which adds 1300 spaces, plus surface parking. There was a great deal of initial opposition from the community, but VRE and Fairfax County got the public involved in the process and it has turned into a very successful project. Mr. Connolly stated that this project is a great example of political leadership with Mrs. Bulova's efforts to get the community to buy-in to the project. The community is now excited about the facility. Mrs. Bulova thanked VRE staff for making the grand opening event so festive.

Extend Operating/Access Agreements with CSXT and Norfolk Southern. Chairman Euille handed the gavel over to Mr. Connolly for these action items, since he will exempt himself from the discussion and abstain from any vote.

Mrs. Bulova explained that the VRE Operations Board recommends commission approval of Resolution #2109 (CSXT) and #2110 (Norfolk Southern) which would extend the operating agreements to January 31, 2009. The most recent extensions expire on July 31, 2008. The parties have been unable to agree on liability issues and negotiations continue.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolutions #2109 and #2110 (copies attached). The commission then voted on the motion and it

passed. The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Greenfield, Herring, Hudgins, Hynes, Rust, Snyder and Zimmerman. Mr. Euille abstained.

Mr. Connolly returned the gavel to Chairman Euille.

Sale of 13 Kawasaki Railcars and Purchase of 10 Gallery Cars. Mrs. Bulova stated that the VRE Operations Board is recommending approval of Resolution #2111, which would authorize VRE's CEO to undertake several actions in order to:

- 1) Sell VRE's 13 Kawasaki rail cars to the Maryland Department of Transportation for \$22 million;
- 2) Purchase 10 new Gallery railcars from Sumitomo Corporation for \$25 million, including contingency and construction oversight;
- 3) Use \$14.3 million of the \$22 million Kawasaki sale proceeds to defease the outstanding 1997 bonds used by VRE originally to purchase those cars;
- 4) Borrow an additional \$17,280,000 from the Federal Railroad Administration from a previously approved loan, which together with the remaining \$7,700,000 of the Kawasaki sale proceeds will cover the \$25 million for the new Sumitomo cars;
- 5) Contact VRE's participating and contributing jurisdictions to urge them to approve the debt transactions prior to August 31, 2008.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #2111 (copy attached). The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Greenfield, Herring, Hudgins, Hynes, Rust, Snyder and Zimmerman.

Memorandum of Understanding with Manassas for Operation of a Parking Facility. Mrs. Bulova explained that Resolution #2112 would authorize VRE's CEO to execute a memorandum of understanding with the city of Manassas for joint ownership and operation of a parking garage, following approval by VRE's attorney. Manassas and VRE jointly funded construction of the 532-space facility. In response to a question from Mr. Connolly, Mrs. Bulova explained that VRE will own 60 percent and will be responsible for 60 percent of maintenance costs. The city of Manassas will own and be responsible for 40 percent. Mr. Zehner stated that this is consistent with previous discussions of jurisdictions' financial participation in joint projects.

On a motion by Mrs. Bulova and a second by Mr. Zimmerman, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Greenfield, Herring, Hudgins, Hynes, Rust, Snyder and Zimmerman.

Contract Award for National Transit Database Consulting Assistance

Mr. Taube explained that NVTC retained a consultant, George Hoyt and Associates, Inc. (now Stantec Consulting Services, Inc.), for the past five years to help its local jurisdictions compile performance data for their local bus systems to be submitted to the Federal Transit Administration's National Transit Database. Submitting those annual reports results in approximately \$6 million additional funding for WMATA from FTA's formula programs.

Mr. Taube stated that the contract term has expired and NVTC staff issued a Request for Proposals for a new term of three years with an option for two additional years. Two proposals were received and a team of state and local staff reviewed the proposals. The committee determined that the Stantec proposal was the stronger of the two proposals on technical merit, experience and personnel. They also had the lowest price. The estimate for the first year is \$204,000, \$159,000 for the second year and \$226,000 for the third year. Costs are covered entirely by NVTC's jurisdictions using funds held in trust at NVTC. Prior to starting work in FY 2009, the local bus systems will develop with Stantec a precise scope of work to match the needs of each system.

Chairman Euille asked if this firm is a local firm. Mr. Taube answered that the lead person from Stantec is local. Stantec is teamed with MCV Associates, Inc., Dr. Xuehao Chu and Brian McCollum. The entire team has been employed by NVTC for the past five years for NTD consulting services.

Mr. Connolly moved, with a second by Mr. Zimmerman, to authorize NVTC's executive director to execute a contract with Stantec, to issue a notice to proceed for FY 2009 and to execute the option at his discretion after conferring with local staff. The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Greenfield, Herring, Hudgins, Hynes, Rust, Snyder and Zimmerman.

Authorization to Apply for Federal Grant Funds for Fairfax County and Falls Church

Mr. Taube stated that the commission is asked to approve Resolution #2113, which would authorize him to apply for federal transit grant funds on behalf of Fairfax County to help cover its Metro Matters billings. The amount of the grant is \$1,318,000 federal plus \$300,000 state match. Also, the resolution would authorize NVTC's executive director to apply for federal funds for Falls Church for a multi-modal transportation center. Earmarks from FY 2006 through 2009 total \$2.085 million including state match. The resolution would also add those projects to NVTC's work program.

The Federal Transit Administration (FTA) requires certification by the Department of Labor that NVTC has a labor protection agreement that is satisfactory to organized labor (under Section 13(c) of the Urban Mass Transportation Act, as amended). Theoretically NVTC could be responsible for claims from employees that their conditions of employment have been worsened as a result of the activities funded by the grant, although such claims are exceedingly rare. Accordingly, jurisdiction staff at

NVTC's Management Advisory Committee developed the approach that is included in the resolution. The jurisdiction requesting that NVTC apply for the federal funds on its behalf will protect NVTC's other jurisdictions against 13(c) claims by agreeing to provide from state aid held by NVTC whatever claims and related costs may be incurred. Local jurisdiction attorneys have had the opportunity to review this approach and have offered no objections.

Mr. Zimmerman moved, with a second by Mr. Snyder, to approve Resolution #2113 (copy attached). Mr. Snyder requested several typographical corrections to the resolution. There were no objections. The commission then voted on the amended resolution and it passed. The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Greenfield, Herring, Hudgins, Hynes, Rust, Snyder and Zimmerman.

FY 2009 DRPT Transit Funding

Mr. Taube reported that the Commonwealth Transportation Board has approved the final FY 2009 DRPT transit assistance program. Prior to action on the final version by CTB, DRPT recognized NVTC's most significant concerns and proposed acceptable remedies. First, the maintenance of effort provision was clarified to include passenger revenue as part of local effort, among other modifications. The immediate result was to eliminate any loss of state aid for NVTC jurisdictions in FY 2009. Second, NVTC staff was able to clarify its grant application for complex Metro Matters items and as a result, DRPT will ask CTB during the next few months to provide an increased level of funding using lapsed grant funds. If sufficient funds are not available this year, DRPT will identify additional funding for this purpose next year. Prior to next year's grant application deadline, DRPT expects to provide written guidance so that NVTC and other applicants can be certain to provide all required information with the initial application. Third, DRPT reduced its off-the-top administrative deduction to 2.4 percent from 2.6 percent, thereby reducing the statewide amount to \$4.6 million from \$5.0 million. Finally DRPT is holding its draft policy document until sometime this fall before asking CTB to act on it. This will allow the development of more of its components and give DRPT the opportunity to respond further to comments from NVTC and others.

Mr. Zimmerman moved, with a second by Mrs. Bulova, to authorize NVTC's executive director to execute a standard grant agreement for FY 2009 with DRPT on behalf of NVTC's jurisdictions' local transit systems, WMATA and VRE, as well as to authorize Chairman Euille to send a letter to DRPT Administrator Tucker thanking him for his responsiveness and that of his staff. The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Greenfield, Herring, Hudgins, Hynes, Rust, Snyder and Zimmerman.

Mr. Badger requested time at the next meeting to make a presentation to provide more information about these issues.

Extend Agreement with Falls Church and WMATA

Mr. Taube stated that NVTC originally purchased the four buses used by WMATA to provide GEORGE bus service in the city of Falls Church. NVTC also helped pay operating costs during a demonstration period using grant funds. An agreement between Falls Church, WMATA and NVTC was effective in December, 2002 and has now expired as of June 30, 2008.

Mr. Taube explained that the commission is asked to authorize him to execute a modification to the original agreement that will allow WMATA to continue to provide GEORGE bus service for another year with funding provided entirely by Falls Church. NVTC would retain the right to repurchase the buses for \$1 each if WMATA ceases to operate this service. The modification clarifies that NVTC's role has changed since the original agreement was signed. It also specifies that WMATA and Falls Church will adhere to all federal grant requirements since NVTC purchased the buses originally with federal funds. The modification has been reviewed by local counsel for NVTC.

Mr. Snyder moved, with a second by Mr. Connolly, to authorize NVTC's executive director to execute a modification to the original agreement.

Mr. Connolly asked about the status of the GEORGE bus service. Mr. Snyder replied that it is doing well, but it is still in start-up mode. There is more and more demand for the service, especially with new development in the city.

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

Mr. Connolly observed that this type of bus service would be good for the town of Vienna.

Legislative Items

Chairman Euille reported that the General Assembly's Special Session began on June 23, 2008. He stated that several commissioners participated in a conference call with Governor Kaine and his staff and received a progress report on the status of legislation concerning transportation funding. He asked NVTC legislators to provide an update on actions being taken during the Special Session dealing with transportation funding. Delegate Albo predicted that a statewide package will not pass out of the House of Delegates. The legislation that he and Delegate Rust introduced has not been heard. He stated that an amended version of SB 6022 (Saslaw) passed the Senate on June 25th. Delegate Albo explained that the problem he has with this bill is that in order for Northern Virginia to receive \$60 million, it would have to pay \$140 million. Also, there are concerns with HB 6055 (Hamilton).

Mr. Connolly expressed his opinion that one of the things that is objectionable about HB 6055 is the difference in the approaches to Hampton Roads versus Northern

Virginia. It is blatantly and transparently biased. It violates every precept of what it means to be a member of the Commonwealth. He further stated that it is one thing for the General Assembly not to act, but another to treat these two regions so differently. Delegate Albo stated that he does not think that this legislation will survive.

Chairman Euille thanked NVTC's legislators for all their efforts. Delegate Albo acknowledged Tom Biesiadny for his help.

Delegate Albo explained that it is a rural versus urban conflict among caucus members. Delegate Rust stated that a statewide solution will not pass and a regional effort is "iffy." Senator Herring stated that while he understands the frustration, he encouraged everyone to remain optimistic. Mr. Connolly stated that it is important to raise the expectation that the General Assembly will respond to the transportation funding crisis throughout the Commonwealth. It is not just a Northern Virginia problem. Leaving it up to local governments to impose taxes is not the solution.

In response to a question from Delegate Albo, Mr. Connolly explained that the \$300 million that is needed to replace NVTA funding includes the dedicated funding for Metro.

Mid-Year Progress Report on NVTC's 2008 Work Program

Staff gave a PowerPoint presentation on the progress being made. Each staff member provided an overview on what tasks they have been working on and the progress made over the past six months.

In regards to the Code Red Day Program, Mr. Connolly reminded commissioners that a public policy goal is to drive people out of their cars onto transit. It is important to monitor the empirical data of what the net change is in ridership. There needs to be a positive net change. It does not make sense to subsidize people who would have used transit anyway.

Chairman Euille thanked staff for their hard work and stated that he is proud of their work at NVTC, as well as their work for NVTA. Mr. Connolly agreed and stated that the work at NVTC is highly professional and it has become a place to go for expertise on transportation issues.

Delegate Albo left the meeting at 7:32 P.M. and did not return.

I-95/395 HOT Lanes Project

Mr. Taube reported that NVTC has not received a response from Secretary of Transportation Homer concerning NVTC's concerns and questions. Chairman Euille offered to contact him.

Mr. Connolly stated that the Fairfax County Board of Supervisors has created a special subcommittee exclusively to deal with HOT Lanes issues. The subcommittee will be meeting two or three times a year with VDOT and Fluor Transurban. The subcommittee will share information with NVTC.

Metro Items

Monthly Ridership at Virginia's Metrorail Stations. Ridership was up again in May. Mr. Zimmerman reported that since April, Metrorail has had 12 out of its all time top 15 ridership days. Last Tuesday was the third highest ridership day.

Correspondence from a Citizen. Mr. Taube stated that NVTC has received a request from a citizen wishing to address NVTC and make a presentation advocating Metrorail extensions. Mr. Snyder stated that the right forum for this person to make comments would be at NVTC's public hearing conducted each year. He also observed that NVTa is holding a public hearing next week.

Responses to Emergencies. Mr. Snyder expressed his appreciation for the upcoming presentation on the MATOC committee. Emergency response continues to be an issue. It is a regional issue and cuts across many different agencies and organizations. Mr. Zimmerman stated that the WMATA Board has been focusing on these issues, including communication to the public, jurisdictions and internally at Metro. He agreed that it needs to be a coordinated effort.

Regional Transportation Items

Alexandria Trolley System. Chairman Eulle announced that the new trolley system in Alexandria is quite a success. There are approximately 17,000 riders per week using the system. It was created as part of the Waterfront Initiative to help tourists coming to and from National Harbor, but residents are also using it. It has been an economic boon for the city.

Transit Versus Auto Commuting Cost Calculations. Mr. Taube stated that staff compiled information on the costs of commuting. As the cost of gasoline skyrockets, the relative price advantage of transit continues to improve. There are several convenient on-line tools available to calculate the relative prices of commuting by transit versus auto. Mr. Snyder stated that it is important to get this information out to the public. He suggested including this information on NVTC's website. Mr. Taube suggested linking NVTC's website to WMATA's commuting calculator, which uses the General Services Administration's rates for owning and operating an automobile and includes parking for both the auto commuter and the comparative transit trip. Mr. Snyder suggested including with the link several scenarios or examples on NVTC's website.

Mr. Connolly stated that it would be helpful for NVTC to have a presentation on the status of the federal reauthorization legislation, especially concerning transit. In

light of the rising costs of fuel and other social costs of commuting, there might be a more positive federal approach to public transit funding. Mr. Taube stated that the next scheduled NVTC meeting is September 4th and staff will prepare a briefing.

NVTC Financial Items for May, 2008

Commissioners were provided with the financial reports for May, 2008. There were no questions or comments.

Adjournment

On a motion by Mrs. Bulova and a second by Mr. Zimmerman, the commission unanimously voted to adjourn. Chairman Euille adjourned the meeting at 7:55 P.M.

Approved this fourth day of September, 2008.

William D. Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2109

SUBJECT: Extend Operating/ Access Agreement with CSXT.

WHEREAS: The commissions currently have an amended Operating/ Access Agreement with CSXT relating to VRE operations in the Fredericksburg to Washington corridor, with said agreement extension ending on July 31, 2008;

WHEREAS: VRE staff is currently engaged in ongoing discussions with CSXT concerning a new agreement and does not anticipate conclusion of these discussions prior to the expiration of the Amended Operating/Access Agreement;

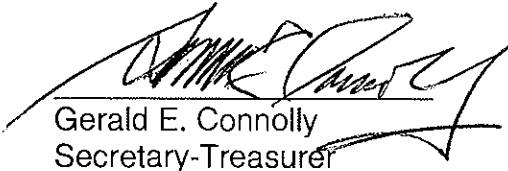
WHEREAS: A proposal to extend the existing agreement to January 31, 2009, without any changes to the current terms is expected from CSXT;

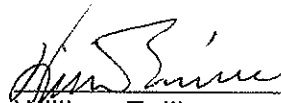
WHEREAS: The purpose of this extension is to allow time to negotiate and resolve the outstanding liability issues related to a new agreement; and

WHEREAS: Necessary funding has been incorporated into the FY 2009 VRE budget to allow VRE to continue its operations over CSXT tracks via this contract extension.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing Amended Operating/Access Agreement with CSXT to January 31, 2009.

Approved this third day of July, 2008.


Gerald E. Connolly
Secretary-Treasurer


William Euille
Chairman



NVTC Northern Virginia Transportation Commission

RESOLUTION #2110

SUBJECT: Extend Operating Access Agreement with Norfolk Southern.

WHEREAS: The commissions currently have an Operating/ Access Agreement with Norfolk Southern related to VRE operations in the Manassas to Washington corridor, with said agreement due to expire on July 31, 2008;

WHEREAS: VRE staff has reached an agreement in principle on many substantive items relating to a new agreement following detailed negotiation sessions with Norfolk Southern representatives;

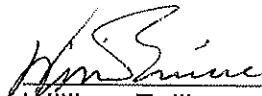
WHEREAS: A proposal to extend the existing agreement to January 31, 2009, without any changes to the existing agreement is expected from NS;

WHEREAS: The purpose of this extension is to allow time to negotiate and resolve the outstanding insurance issues relating to a new agreement; and

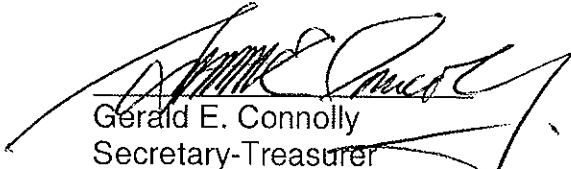
WHEREAS: Necessary funding has been incorporated into the FY 2009 VRE budget to allow VRE to continue its operation over Norfolk Southern tracks via this contract extension.

NOW, THEREFORE, BE IT RESOLVED THAT, the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the Amended Operating/Access Agreement with Norfolk Southern through January 31, 2009.

Approved this third day of July, 2008.



William Euille
Chairman



Gerald E. Connolly
Secretary-Treasurer





RESOLUTION #2111

SUBJECT: Sale of 13 Kawasaki Railcars and Purchase of 10 Gallery Cars.

WHEREAS: The Northern Virginia Transportation District Commission ("NVTC") and the Potomac and Rappahannock Transportation District Commission ("PRTC," and, together with NVTC, the "Commissions") jointly own and operate the Virginia Railway Express (the "VRE") commuter rail service in Northern Virginia and the District of Columbia pursuant to the "Master Agreement for Provision of Commuter Rail Services in Northern Virginia – Establishment of the Virginia Railway Express" dated as of October 3, 1989, as amended (the "Master Agreement"), among the Commissions and the Participating and Contributing Jurisdictions described in such Master Agreement;

WHEREAS: The Commissions have been presented with a unique market opportunity to sell the Kawasaki railcar fleet, which could standardize VRE's railcar fleet and reduce overall railcar maintenance costs;

WHEREAS: The requirements for VRE's fleet size can be sustained through the acquisition of ten more Gallery style railcars to replace the Kawasaki railcars;

WHEREAS: Through competitive advertising and solicitation, buyers and sellers have been identified and two separate, but linked transactions are recommended by VRE staff;

WHEREAS: The VRE Operations Board makes several recommendations regarding the sale of the Kawasaki railcars, purchase of the Gallery style railcars and method of financing such transactions in that certain Resolution 9J-06-2008 adopted on June 20, 2008, a copy of which is attached hereto;

WHEREAS: The Northern Virginia Transportation District Commission Commuter Rail Revenue Bond, Series 1997 (Virginia Railway Express Project) (the "1997 Bonds"), were issued on June 1, 1997 to finance the acquisition of the Kawasaki railcar fleet;

WHEREAS: NVTC has previously obtained financing for the acquisition of 50 Sumitomo railcars in the form of a Federal Railroad Administration Railroad Rehabilitation and Improvement Financing Program Loan (the "FRA Loan");



WHEREAS: The Master Agreement provides that the Commissions shall utilize reasonable debt financing to the extent that such financing is advantageous to the VRE and is in the interest of the parties to the Master Agreement, but requires that the Commissions not incur debt related to the VRE, other than the initial debt, without the consent of all Participating and Contributing Jurisdictions; and

WHEREAS: The Commissions have determined that the purchase of the Gallery style railcars can be financed advantageously through the sale of the Kawasaki railcars and certain incurrence of additional debt by NVTC by increasing the FRA Loan in an amount not to exceed \$17,350,000, for a term not to exceed 25 years, at an annual rate of interest not to exceed 4.74% and a credit risk premium of 1.88%.

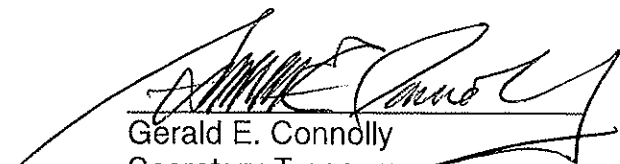
NOW, THEREFORE, BE IT RESOLVED BY NORTHERN VIRGINIA TRANSPORTATION DISTRICT COMMISSION, AS FOLLOWS:

1. The Commissions hereby authorize VRE's Chief Executive Officer to execute a sales agreement for the sale of thirteen Kawasaki railcars and associated spare parts to the Maryland Department of Transportation for \$22,000,000 and their assumption of the remaining federal interest.
2. The Commissions hereby authorize VRE's Chief Executive Officer to purchase ten new Gallery style railcars from Sumitomo Corporation of America for \$22,000,000 million, plus a contingency of \$660,000, for a total amount not to exceed \$22,660,000.
3. The Commissions hereby authorize an increase to the FRA loan in an amount not to exceed \$17,350,000, with a term not to exceed 25 years, an interest rate of 4.74%, and a credit risk premium of 1.88%.
4. The Commissions hereby authorize VRE's Chief Executive Officer to negotiate, complete, execute and deliver documents required to achieve an increase in the FRA Loan and pay any associated financing costs to a related payee.
5. The Chairman, Vice Chairman or Executive Director of NVTC is authorized to determine and approve the final details of the increase of the FRA Loan, including, without limitation, the aggregate principal amount of the FRA Loan, the interest rates on the FRA Loan, the dates (including payment dates) of the FRA Loan documents and the amounts and prices of any optional or mandatory prepayments, provided, however, that the aggregate principal amount of the FRA Loan shall not exceed \$17,350,000, its term shall not exceed 25 years, its annual rate of interest shall not exceed 4.74%, and its credit risk premium shall not exceed 1.88%. The increase in the FRA Loan may require that the Commissions grant the FRA security interests in the Gallery style railcars and/or the jurisdictional payments under the Master Agreement. The approval of the Chairman, Vice Chairman or Executive Director of NVTC of such details shall be

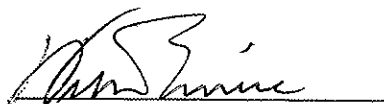
conclusively evidenced by the execution and delivery of the loan documents for the increase of the FRA Loan, which FRA Loan documents shall be prepared or reviewed by VRE's counsel. The increase of the FRA Loan shall be subject to the consent of the Participating and Contributing Jurisdictions as described in the recitals to this Resolution.

6. The Commissions authorize VRE's Chief Executive Officer to negotiate, complete, execute and deliver documents required for redemption and/or defeasance of the 1997 Bonds and pay any associated financing costs to a related payee.
7. The Chairman, Vice Chairman or Executive Director of NVTC is authorized to approve, execute and deliver on behalf of NVTC, and, if required, the Secretary or any Assistant Secretary of NVTC is authorized to affix and attest the seal of NVTC to, the FRA Loan documents described above, documents required for the redemption and/or defeasance of the 1997 Bonds, documents required to sell the Kawasaki railcars and purchase the Gallery style railcars, and such other documents, instruments or certificates as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to carry out the increase of the FRA Loan, redemption and/or defeasance of the 1997 Bonds, sale of the Kawasaki railcars and purchase of the Gallery style railcars as authorized by this resolution. The approval of the Chairman, Vice Chairman or Executive Director of NVTC shall be conclusively evidenced by the execution and delivery of such documents, instruments or certificates. Such officers of NVTC and the Executive Director are further authorized to do and perform such other things and acts as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to carry out the increase in the FRA Loan, redemption and/or defeasance of the 1997 Bonds, sale of the Kawasaki railcars and purchase of the Gallery style railcars as authorized by this resolution. All of the foregoing previously approved, executed, delivered, done or performed by such officers of NVTC or the Executive Director are in all respects hereby approved, ratified and confirmed.
8. This resolution shall take effect immediately upon its adoption.

Adopted this 3rd day of July, 2008.



Gerald E. Connolly
Secretary-Treasurer



William D. Euille
Chairman

NVTC

Northern Virginia Transportation Commission

RESOLUTION #2112

SUBJECT: Memorandum of Understanding with Manassas for Operation of a Parking Facility.

WHEREAS: Manassas and VRE opted to combine two parking facility projects into one garage;

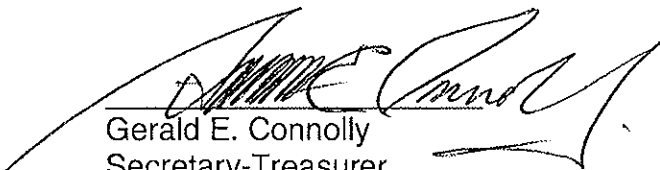
WHEREAS: The facility will be jointly owned and used; and

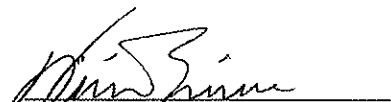
WHEREAS: A memorandum of Understanding (MOU) is required to outline understandings and responsibilities for each party to facilitate the operation and maintenance of the parking facility.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into an agreement, after approval by VRE's attorney, with the city of Manassas for the ownership and operation of a joint parking facility adjacent to the VRE Manassas station.

BE IT FURTHER RESOLVED THAT NVTC authorizes conveyance of ownership of 40% of the garage to Manassas once construction of the garage is complete.

Approved this third day of July, 2008.


Gerald E. Connolly
Secretary-Treasurer


William Euille
Chairman



NVTC Northern Virginia Transportation Commission

RESOLUTION #2113

- SUBJECT:** Authorization to Apply for Federal Grant Funds for Fairfax County and the City of Falls Church.
- WHEREAS:** The Northern Virginia Transportation Commission is eligible to apply for, receive and manage federal transit grants;
- WHEREAS:** NVTC, as a service to its member jurisdictions, can also apply for, receive and manage federal transit grants on behalf of those members;
- WHEREAS:** The Federal Transit Administration (FTA) requires grant recipients to comply with all grant requirements, including a certification from the Department of Labor regarding labor protection (Section 13(c)); and
- WHEREAS:** Staff of Fairfax County and the City of Falls Church have asked NVTC to apply for federal transit funds on their behalf and indicated that their jurisdictions are willing to protect NVTC against any and all 13(c) labor protection claims and related expenses using state transit assistance funds held in trust by NVTC.

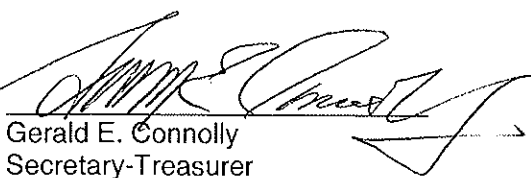
NOW, THEREFORE BE IT RESOLVED that NVTC authorizes its executive director to apply to FTA for CMAQ transit funding and complete all required certifications on behalf of Fairfax County in the amount of \$1,318,000 federal (plus \$300,000 state match) for Metro Matters.

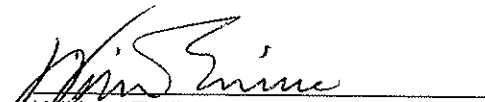
BE IT FURTHER RESOLVED that NVTC authorizes its executive director to apply to FTA for federal funds and complete all required certifications on behalf of the City of Falls Church in amounts up to \$2.085 million (including state match) for a inter-modal transportation center.

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

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

Approved this 3rd day of July, 2008


Gerald E. Connolly
Secretary-Treasurer


William Euille
Chairman



NVTC

Northern Virginia Transportation Commission

Agenda Item #2

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Greg McFarland

DATE: August 28, 2008

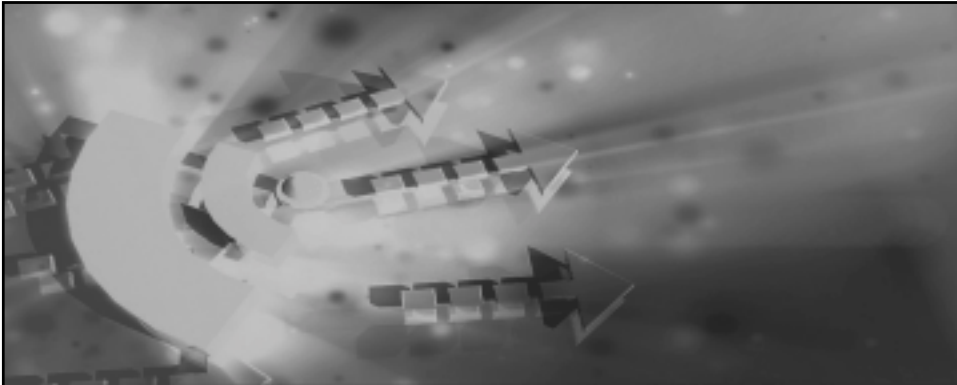
SUBJECT: Metropolitan Area Transportation Operations Coordination Program Steering Committee

Dick Steed, the chair of this MWCOC committee, will be present to describe the committee's work, with emphasis on public transit emergency response.

Some related materials are attached for your information, including a copy of Mr. Steed's presentation, a newspaper article about the committee, a list of actions by WMATA to improve emergency communications and materials from APTA's Passenger Transport describing a Transportation Research Board special report and including an essay by Dick White.

The Regional Transit Operations Group continues to meet monthly at WMATA. At a special meeting during the summer, WMATA's Deputy GM convened several top Metro managers to meet with local bus system representatives to examine coordinated responses to emergencies. NVTC's manual on coordinated regional transit responses to emergencies was reviewed at the meeting. The transit operators group will continue to wrestle with the best means of coordination. It was suggested that there is a need to emphasize: more involvement of senior managers; better training regarding when to reach out to others outside an organization; and greater focus on corridor-specific responses.





Metropolitan Area Transportation Operations Coordination (MATOC) Program

**Northern Virginia Transportation Commission Board Meeting
September 4, 2008**

Richard W Steeg, PE
MATOC Chair
VDOT Regional Operations Director

MATOC Program Re-Cap

2005 – TPB support, \$2.0 M SAFETEA-LU funding through Virginia Congressman Moran

2006 – Concept of Operation developed with assistance from the Volpe Center

2007 – MATOC documents developed and signed spring / summer: MOU, bylaws, funding agreement – independent entity of its “owners:” DDOT, MDOT, VDOT, WMATA

Early 2008 – Funding and Committee Appointment logistics finalized, Contract for consultant support awarded to Telvent, Election of Steering Committee Officers and adoption of bylaws

Spring 2008 – Vision, Mission, Goals and Objectives defined; Subcommittees formed

Continuing – Operational procedures being developed; Information sharing systems enhancements and technical support needs being defined; outreach plan being developed

MATOC Program

Vision:

To ensure that travel in the NCR is the safest and most efficient in the nation through effective information dissemination and regional coordination.

Mission:

Provide situational awareness of transportation operations in the NCR through the communication of consistent and reliable information to enable the traveling public and operating agencies to make effective and timely decisions.

Develop the tools and processes needed to facilitate coordinated operating agency response.

MATOC Guiding Principles

People

who will ensure regional coordination and communication for transportation operations

Processes

for developing and maintaining operational policies, procedures, and protocols to enable effective coordination and information sharing

Technology

using RITIS (Regional Integrated Transportation Information System) and agency systems to share timely, accurate transportation systems condition information across the region

MATOC Objectives

- To provide for the quick and reliable exchange of transportation system information among operating agencies in the NCR.**
- 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.**
- To enable agency operations staffs to more effectively and reliably coordinate with each other when a major incident or emergency has occurred.**
- To continually improve regional preparedness for effectively managing the transportation system in response to major incidents or emergencies on critical transportation system links.**
- To continually improve the region's ability to inform the public and coordinate management of the transportation system.**
- To continually improve the performance of agency operations personnel in coordinating with their peers in other agencies in the region.**

5

Metropolitan Area Transportation Operations Coordination

MATOC Development & Deployment Approach

- Acknowledge that time is of the essence**
- Deploy proof of concept in December, 2008**
- Conduct concurrent development and implementation process**
- Develop core standard operating procedures, practice, and protocols to support deployment of proof of concept**
- Engage appropriate stakeholders for input**
- Identify and monitor core performance metrics**
- Transition supporting technical systems (RITIS) to a stable 24/7 operating environment to enable proof of concept**
- Use proof of concept to guide further development / refinement of standard operating procedures and protocols, business and technical processes, and organization structure**

6

Metropolitan Area Transportation Operations Coordination

MATOC Strategies – “To Do” List

Develop standard procedures that define how agency operations staff will communicate and coordinate with each other

Launch proof of concept

Develop and support use of regional information sharing technology

Develop automated and personal communications channels to various public and private travel information dissemination methods

Develop regionally coordinated transportation management response plans

Conduct table-top exercises and post-incident reviews and identify improvements needed

Identify and provide the training needed to improve the performance of operations staffs relative to regional coordination

7

Metropolitan Area Transportation Operations Coordination

Questions



8

Metropolitan Area Transportation Operations Coordination



Local

D.C. region to coordinate on traffic, transit information

Taryn Luntz, The Examiner
2008-06-20 07:00:00.0
Current rank: # 55 of 7,670

WASHINGTON -

Washington's transportation leaders are preparing to unveil a system that would give Virginia, the District of Columbia, Maryland and Metro unprecedented access to each other's traffic and transit information, revolutionizing how the region communicates and responds to major disruptions.

"Almost every week we have new reminders that the region needs a more coordinated transportation response and public communication capability," said David Snyder, vice chairman of the Metropolitan Washington Council of Governments Transportation Planning Board, which is developing the new system.

Officials said they hoped to have the program running in some form by December and in full form by July 2009.

Commuters have been foiled by several incidents in the last month alone, including a Metro derailment, severe weather that splayed trees and power lines across major roadways and a massive downtown power outage that shut down traffic signals in the city's busiest hub.

While the state and local jurisdictions have strong informal working relationships, they have no standard procedure for communicating about such incidents and no centralized place for commuters to access up-to-the-minute, regional information.

"The local agency tends to be very focused on working with the local police to get the situation resolved, but they don't say, 'Geez, maybe we ought to be diverting traffic — what do we need to do, who do we have to call so that folks can make better decisions?' " said Richard Steeg, a Virginia Department of Transportation operations administrator and chairman of the COG committee.

Since 2006, COG has been working with representatives from the Maryland State Highway Administration, the Maryland, Virginia and D.C. departments of transportation and Metro to establish an independent group that would oversee transportation communication among the jurisdictions.

The program centers on a database, developed by the University of Maryland's Center for Advanced Transportation Technology in 2002, that is able to automatically collect and display the information that the transportation agencies enter into their respective systems.

Maryland, Virginia, D.C. and Metro's Operations Control Center now all have the required software, and Virginia and Maryland already are using the system to share information.

The agencies have yet to determine whether the database would be available for public viewing, but officials said it seemed likely.

"It makes sense if you think about it," Steeg said. "Anybody at anytime ought to be able to go to [the program] Web site and see what's going on in the region."

tluntz@dceaminer.com

Examiner

Washington, D.C., Monday, August 4, 2008

Volume 66, No. 31

 **PASSENGER
TRANSPORT**
The Weekly Newspaper of the Public Transportation Industry

TRB: Local Emergency Plans Poorly Integrate Transit

Although America's public transit systems play an important role in the nation's daily transportation needs, often these systems are not well integrated into emergency evacuation plans in their communities.

That was the finding of the Transportation Research Board in Special Report 294: *The Role of Transit in Emergency Evacuation*, released July 22. The full text of the report is accessible online at www.trb.org.

Transit systems could play a significant role in transporting special needs and carless populations in times of emer-



Public transit often has an important role in case of emergency evacuations, as when the Charlotte Area Transit System transported New Orleans residents in Charlotte, NC, in 2005, after their evacuation from Hurricane Katrina.

gency, TRB found, but many local emergency plans do not address these groups adequately and evacuating them could easily exceed limited transit resources.

Comments by Richard A. White, chair of the TRB committee that wrote the report, appear on page 2 in this issue of *Passenger Transport*.

The study, requested by Congress and funded by the Federal Transit Administration and the Transit Cooperative Research Program, explores

the capacity of transit systems serving the nation's 38 largest urbanized areas to accommodate the evacuation and movement of people to or from critical locations in times of emergency. The committee also conducted in-depth case studies of Chicago, Houston, Los Angeles, New York City/northern New Jersey, and Tampa, FL.

The five case studies illustrate the possible roles for transit in an evacuation, including transporting those without cars to area shelters or outside the affected area, bringing emergency responders and equipment to emergency incident sites, returning evacuees to their original destinations, and restoring service as

(EVACUATIONS continues on page 4)

expeditiously as possible.

The report quotes historical data showing that severe storms are the most prevalent presidentially declared disaster. Some hazards, such as tropical storms, may come with advance notice or recur with some regularity, while others, including earthquakes and terrorist attacks, strike without warning.

Local governments have the primary responsibility for responding to emergencies, which may include ordering evacuations. While police, fire, and emergency medical services lead these efforts, transportation and transit agencies only have a supporting role, the report states.

Representatives of three of the five regions provided comments on the TRB report as *Passenger Transport* went to press.

"Transit does play an important role in emergency evacuations but, as the report said, it is important that transit be included in the planning process," said Thomas C. Lambert, vice president/chief of police for Houston's Metropolitan Transit Authority of Harris County. "This was a good project and beneficial. I look forward to participating as the recommendations are considered for implementation."

Jennifer Martinez of the City of Chicago Office of Emergency Management and Communications noted that her office is currently working, in partnership with the Mayor's Office for People with Disabilities, to develop a voluntary registry for persons with disabilities and seniors to self-identify the types of assistance needed, including transportation, in the event of an evacuation or emergency.

"In addition to identifying individual types of assistance, another goal of the registry is to assist OEMC in its mass planning efforts," Martinez said. "While there is an emphasis on the central business district because of its density, OEMC also plans and drills around schools, in the neighborhoods, and at our airports. The city continually trains and conducts exercises with local, state and federal partners."

Martinez also pointed to her office's "key relationships with regional partners and business leaders...to increase unified

communications within our region."

"We have very strong working relationships with all the offices of emergency management and the regional transportation partners that we work with," said Aaron Donovan, deputy press secretary for New York's Metropolitan Transportation Authority. "We're glad to have had the opportunity to share that with the authors of the report."

both determine and incorporate a role for transit and other public transportation providers in meeting evacuation needs," the study says. Transit agencies and emergency managers both should have responsibility for making sure transit is part of the plan.

"Few urban areas have planned for a major disaster that could involve multiple jurisdictions or multiple states in a

public transportation providers. The report also calls on states to take the lead in overseeing the implementation of emergency plans, coordinating with appropriate regional entities.

The report also suggests that the federal government direct transportation funds to evacuation-related, capacity-enhancement projects to add redundancy to critical transit and highway infrastructure and to Intelligent Transportation Systems projects, to provide greater network resilience in an emergency.

Making Transit a Full Partner

The report recommends that transit agencies participate with emergency management agencies and DOTs in the development of evacuation plans, serving as full partners in the command structure established to handle emergency response and evacuation.

Becoming full partners in this process means new responsibilities for transit agencies, the report adds, so the agencies should be eligible for cost reimbursement with other first responders. Transit agency personnel should be considered essential personnel, along with representatives of police, fire, and emergency medical services, when asked to assume a major role in emergency evacuation, and the agencies should link their emergency operations centers with those of emergency management agencies.

TRB also notes the unique role of public transit in evacuating people without vehicles, the elderly, and persons with disabilities. "Evacuation of the carless and those with special needs must be an integral part of evacuation planning, operations, and funding. A public information campaign and sheltering strategy specifically targeting these populations should be developed," the report states.

The report concludes that, "emergency evacuation planning is everyone's responsibility." The majority of recommendations require local emergency managers and transit agencies to work together, but state emergency management agencies, DOTs, and departments of health also have critical roles in the process, as do federal agencies and Congress.

FTA Selects WMATA for Pilot Transit Emergency Management Program

The federal transit administration has selected the Washington Metropolitan Area Transit Authority to establish and pilot a Transit Emergency Management Program that eventually will serve as a model to be used by transit systems nationwide. The National Transit Institute will administer this program through a cooperative agreement from FTA.

"Our hope is that we will improve upon the emergency management plans we do have," said WMATA spokesperson Anne Smith. "The emergency management initiative will apply WMATA's industry and expertise with large-scale events such as the 2002 Bean Blossom Festival and the 2002 Winter WMATA will also draw on experience in responding to a wide range of incidents, such as bus or rail fires, derailments, and station or road closures because of police or other emergency activities."

Other transit programs are to minimize response time and delays to passengers, improve coordination among personnel who respond to various agency and non-force partnerships with local law enforcement and emergency response agencies.

As part of this program, WMATA will create an emergency management team and complete an emergency operations plan.

"This program is an emergency management will help us better protect ourselves, our customers and employees," said Metropolitan Police Chief Michael D. Kelly. "The program will help us better protect our transit operations, buses and rail service."

Incorporating Transit Into the Plan

A well-designed local emergency response and evacuation plan consists of four major elements—mitigation, preparedness, response, and recovery—and transit has a role in each of these areas. However, TRB found that the majority of plans they reviewed lack specificity on how to conduct a major evacuation, and few focus on the role of transit.

"Therefore, local emergency managers should focus greater attention on evacuation planning as an important element of overall emergency planning, and should

region and necessitate an evacuation of a large fraction of the population. Leadership is lacking because no one jurisdiction owns the problem," said White. The report shows the absence of clear regional emergency management protocols, and finds that the feasibility of evacuating major portions of large, highly developed, congested urban areas is also questionable.

To help fill the planning gap, TRB recommends guidance and funds from the U.S. Department of Homeland Security for state and local governments on regional evacuation planning that includes

Without Transit at the Table, Emergency Planning is a Nonstarter

By Richard A. White
Executive Vice President
DMJM Harris

Editor's Note: More information on the TRB study appears on page 1.



White

The renowned pragmatist John Dewey said, "Arriving at one point is the starting point to another." On July 22, the National Academies released a report, *The Role of Transit in Emergency Evacuation*, from a Transportation Research Board committee I chaired at the request of U.S. Rep. Bill Pascrell (D-NJ). To be succinct, that report arrived at one point that should get us all started.

We were tasked with determining the ability of our current transit systems to evacuate significant populations during an emergency. Our findings depicted where we are, as a nation, in terms of our transit systems' ability to perform a function for which they were not initially

designed. I won't sugarcoat it—much of the news was not good. Although some of it was good, our findings identified distinct gaps that need work.

I don't often quote myself. But this is what I said officially on releasing this

report:

"For transit systems to be successful partners in an evacuation, they need to be part of the emergency management planning process and command structure; have real-time communications capability with local emergency managers, other transit providers, and their customers; and participate in annual exercises and drills. To the extent transit agencies are asked to

take on a major role in an evacuation, they should be considered essential personnel and be eligible with other first

responders for cost reimbursement."

That's it in a nutshell. We must better incorporate transit system personnel into the emergency management plan-

If you're a transit agency, demand to be part of any regional emergency evacuation plan. If the plan is old, demand it be updated to include transit's input. Emergencies do not wait for any planning or approval process to catch up.

ning process. We must also provide them with necessary funding to execute this charge. But it is vital to remember that this report is not about blame, finger-pointing, or culpability. Of course, that doesn't mean transit agencies should just wait for change to happen. In fact, the opposite is true.

If they haven't already done so,

transit agencies should immediately familiarize themselves with existing regional emergency evacuation plans. Has transit been utilized well and practically in those plans? Has transit actively helped shape the plan?

Most striking in the research was the recognition that transit needs and deserves a seat at the planning table as an emergency responder, an equal partner. Don't wait for an invitation. If you're a transit agency, demand to be part of any regional emergency evacuation plan. If the plan is old, demand it be updated to include transit's input. Emergencies do not wait for any planning or approval process to catch up.

As I noted above, John Dewey said, "Arriving at one point is the starting point to another." This report can be our starting point as we work together to provide transit agencies with the funding and guidance they need to perform this vital function.

Richard A. White chaired the Committee on the Role of Public Transportation in Emergency Evacuation for TRB. He is a past general manager and chief executive officer of the Washington Metropolitan Area Transit Authority and a past chair of APTA.

If they haven't already done so, transit agencies should immediately familiarize themselves with existing regional emergency evacuation plans.

FTA Seeks Applications

The Federal Transit Administration's Office of Research, Demonstration and Innovation is seeking applications through Aug. 30 for research on two topics: rail capacity improvements and communications-based train control before/after cost effectiveness.

The rail capacity study would examine the current capacity and ridership of up to five of the largest U.S. rail transit systems to determine how close they are to capacity and to project when they will reach capacity. The study would also look at the cost and effectiveness of various infrastructure investments (CBTC, automated operation, additional vehicles, substations, energy storage technologies, track structure

improvements, etc.) to increase capacity and how long it would take to put them into place. Ultimately, the study will provide a road map for FTA and the Congress to address future transit needs.

The CBTC research project would study before-and-after comparisons of successful implementations of the technology, and would document the percent improvement on capacity, reliability, energy usage, and cost reduction.

The applications and more information on the two studies can be found online at www.grants.gov. More information is available from FTA's Terrell Williams at (202) 366-0232 or Terrell.Williams@dot.gov.

Rick Taube

From: Kala Quintana
Sent: Monday, June 30, 2008 10:28 AM
To: Rick Taube
Subject: FW: Metro makes series of emergency communication improvements

After our discussion the other day at MAC this is timely....

From: Candace E. Smith [mailto:cesmith@wmata.com]
Sent: Friday, June 27, 2008 12:03 PM
To: Smith, Candace E.
Subject: Metro makes series of emergency communication improvements

NEWS RELEASE

For Immediate Release

June 27, 2008

Contacts:

Candace Smith or
Lisa Farbstein
202-962-1051

Metro makes series of emergency communication improvements

Metro has implemented more than a dozen initiatives to improve communication with riders during emergencies, agency officials told the transit agency's Board Thursday.

"We've made many improvements over the last several months. And the major service disruptions this month have shown us more improvements can be made," said Metro Deputy General Manager Gerald Francis.

Agency officials say changes include distribution of evacuation maps, public address system upgrades, more frequent and widespread announcements and electronic notifications, and signs that can be placed on fare gates informing customers of major disruptions before they pay to enter.

"Other improvements such as providing wireless microphones to station managers during the papal visit and sporting events have proved helpful in directing and informing customers," Francis said.

Metro managers say they're striving for more frequent communication and coordination between personnel when there are disruptions. For example, additional personnel are sent to affected

7/16/2008

stations during disruptions to assist customers. The Downtown D.C. Business Improvement District and Golden Triangle Business Improvement District also have volunteered their personnel to inform Metro passengers of major delays when needed.

“We also need to give our customers a realistic expectation of how long they will be waiting for a ride. For example, they could be waiting a couple of hours before getting on a shuttle bus if there’s a major disruption to rail service. A train can carry 1,000 people compared to 50 on a bus, and buses get stuck in traffic,” Francis said.

The emergency communication improvements since October include:

- Electronic notification of bus disruptions to customers via the Web site and mobile devices in July.
- Making more frequent station announcements, more frequent and widespread electronic notification of delays through PDAs, electronic message boards in stations and Metro’s Web site.
- Producing magnetic signs on fare gates to inform customers of a closure or major disruptions before they pay to enter.
- Researching a standard location for passengers to board shuttle buses at stations during disruptions.
- Printing and distributing evacuation maps that provide bus route information, landmarks and points of interests in the vicinity each station. Station specific maps will be in stations by the end of July.
- Making announcements on train that inform riders if a train or bus makes an unscheduled stop of more than 30 seconds
- Upgrading the public address system in 38 underground stations by December.
- Having station managers use wireless microphones to communicate with customers inside stations.
- Having station managers monitor portable handheld radios for the most up-to-date developments.
- Providing station managers with emergency response training.

- Partnering with the Downtown DC Business Improvement District and Golden Triangle Business Improvement District personnel to Metro passengers of major delays when needed.
- Improving coordination with local government agencies.

NVTC

Northern Virginia Transportation Commission

Agenda Item #3

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

- A. Report from the VRE Operations Board and VRE's Chief Executive Officer – Information Item.
- B. Referral of Preliminary VRE Operating and Capital Budget for FY 2010 – Action Item/Resolution #2114.



Report from VRE's Operations Board and Chief Executive Officer

Attached is a copy of the minutes of the Operations Board's August 15, 2008 meeting. Also provided are copies of the ridership and on-time performance reports. Finally, a copy is provided of the results of VRE's 2008 on-board survey of customer satisfaction.



MINUTES

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

**VIRGINIA RAILWAY
EXPRESS**

BOARD MEMBERS

JOHN JENKINS
CHAIRMAN

SHARON BULOVA
VICE-CHAIRMAN

CHRIS ZIMMERMAN
TREASURER

PAUL MILDE
SECRETARY

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

ALTERNATES

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

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

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

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Wally Covington (PRTC)	Prince William County
Patrick Herrity (NVTC)*	Fairfax County
John D. Jenkins (PRTC)	Prince William County
Paul Milde (PRTC)*	Stafford County
George H. Schwartz (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
Marvin J. Dixon (PRTC)	City of Fredericksburg
Frank C. Jones (PRTC)	City of Manassas Park
Kevin Page	DRPT
Paul Smedberg (NVTC)	City of Alexandria

ALTERNATES PRESENT	JURISDICTION
Matthew Kelly (PRTC)	City of Fredericksburg

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Jay Fiset (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	Betsy Massie – PRTC staff
Donna Boxer – VRE	Sirel Mouchantaf – VRE
Anna Gotthardt – VRE	Peyton Onks – Sup. Herrity's office
Al Harf – PRTC staff	Dick Peacock – citizen
Christine Hoeffner – VRE	Mark Roeber – VRE
Ann King – VRE	Sharmila Samarasinghe – VRE
Mike Lake – Fairfax County	Brett Shorter – VRE
Trinh Lam – VRE	Jennifer Straub – VRE
Bob Leibbrandt – Prince William County	Rick Taube – NVTC staff
Taryn Luntz – Washington Examiner	Sara Wolfenden – Stafford County
Steve MacIsaac – VRE counsel	Dale Zehner – VRE

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

Chairman Jenkins called the meeting to order at 9:35 A.M. Following the Pledge of Allegiance, roll call was taken. Chairman Jenkins suggested that the Board go ahead with discussion of non-action items while waiting for a quorum. There were no objections.

Chairman's Comments – 5

Chairman Jenkins reported that VRE continues to break ridership records. Ridership is 10.7 percent higher than it was last July 2007 and has increased for 13 consecutive months. VRE hit 16,000 daily passenger trips eight separate times during the month of July. Three of VRE's Top Ten Ridership days (over 16,285) occurred during July and on August 12th VRE had 16,801 passenger trips, which is the second highest ridership day in VRE's history. This is even more impressive since August is traditionally a lower ridership month because of passengers' vacation schedules. This is a good indication of the public's confidence in the VRE system.

Chairman Jenkins stated that he attended a public workshop on the Gainesville-Haymarket extension held on July 30th at Stonewall Jackson High School in Manassas. The project will consider an 11-mile rail extension, with up to three new stations, from the existing Manassas Station to the Town of Haymarket on the Norfolk Southern "B" Line. The workshop was the first opportunity for the public to hear details about the project and approximately 50 people attended. There was good interaction between the public, VRE staff and the project management team. There will be another public workshop scheduled in the near future.

[Mr. Herrity joined the discussion at 9:40 A.M.]

Chairman Jenkins announced that the ninth set of new railcars was delivered on August 14th and should be put into service during the week of August 18th. The last shipment of railcars is expected in September.

Chief Executive Officer's Report – 6

Mr. Zehner introduced Sharmila Samarasinghe, VRE's new Manager of Transportation Services, Safety and Security. Since Sharmila is a former employee of DRPT and NVTC, she is very familiar with VRE issues.

[Mr. Zimmerman entered the room at 9:43 A.M.]

Mr. Zehner announced that on-time performance has improved to an average 81 percent system wide for July and 90 percent to-date for August.

Mr. Zehner stated that the Brooke parking lot was experiencing capacity issues, but the lot was restriped during the last weekend in July, which gained an additional 68 spaces. The lot now has a total of 499 spaces.

Mr. Zehner announced that VRE was recently notified that its FY 2007 financial report qualified for GFOA's Certificate of Achievement for Excellence in Financial Reporting (CAFR). This is the highest form of recognition in governmental accounting and financial reporting. VRE received this award on its first submission. He recognized Donna Boxer and her staff for their outstanding work on the financial report.

Mr. Zehner also announced that VRE has been named the first place winner of the 29th Annual APTA AdWheel award for VRE's emergency response video designed for fire and rescue personnel.

Mr. Zehner stated that VRE completed the Triennial Review and VRE received no deficiencies from the Federal Transit Administration (FTA). He also reported that he traveled to Chicago on August 2nd to attend a luncheon to recognize the completion of construction of the final set of 50 Gallery railcars.

Mr. Zehner explained that as a result of a recommendation made by Mr. Peacock, VRE will be installing at least 100 new VRE pathfinder signs, mostly in the Stafford and Fredericksburg area. These signs direct people to VRE stations. In addition, new VRE logos, which are easier to read, will be put on five signs along the I-95 corridor.

Chairman Jenkins introduced Jonathan Way, who has been appointed by the Manassas City Council to serve on the VRE Operations Board replacing Doug Waldron. Board Members welcomed Mr. Way. Mr. Way stated that it is an honor to serve on the Board. VRE is a great cornerstone of the City. VRE provides a wonderful service to the community and the new parking garage in Manassas is a real asset.

Approval of the Agenda – 3

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

Minutes of the June 20, 2008, VRE Operations Board Meeting – 4

Mr. Zimmerman stated that on page 3, paragraph 3, "seven of its top ridership days" should be changed to read "three of its top ridership days."

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

VRE Riders' and Public Comment – 7

George Billmyer observed that this is an interesting time because people are getting out of their cars and switching to transit. Transit ridership is significantly increasing across the country. Unfortunately there are capacity issues. Amtrak does not have the capacity and other commuter rail lines need more railcars. MARC is receiving a lot of bad press in the Baltimore Sun because of overcrowding issues. He stated that either the federal and/or state government need to provide funds for VRE to purchase more locomotives. He also stated that there is an interest in the auto insurance industry changing rates based on the number of miles driven. This would be another incentive for people to switch to transit. In conclusion, Mr. Billmyer stated that VRE needs more federal funding and should target the Department of Homeland Security and the Defense Department.

Dick Peacock agreed and stated that many of VRE riders work for the federal government, the military or their contractors, so VRE should contact these departments and seek funding. He does not understand why VRE has not received more federal funding for locomotives. VRE's ridership shows that it is a successful organization. He suggested contacting Senator Webb for his assistance. In response to a question from Mr. Peacock, Mr. Zehner stated that the Manassas Parking garage should be opening soon, most likely by the end of the month.

[Mr. Milde arrived at 9:55 A.M.]

Consent Agenda – 8

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

Resolution #8A-08-2008: Authorization to Issue a Request for Proposals for the Repair and Overhaul of Air Brake Equipment

Resolution #8B-08-2008: Authorization to Issue an IFB for the Construction of a Platform Extension at the Burke Centre Station

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

Referral of Preliminary FY 2010 VRE Operating and Capital Budget to the Commissions and Authorization to Solicit Comments for FY 2009 Mid-Year Fare Increase – 9A

Mr. Zehner reported that VRE has a budget shortfall of \$1.6 million for the FY 2009 budget and a potential shortfall for the FY 2010 budget. These are hard times, with increased costs, and VRE is getting hit hard by rising fuel costs. However, on the

positive side, VRE is experiencing its highest ridership levels and its infrastructure is at its best ever, including new equipment, increased parking and improved on-time performance, which all have contributed to 13 months of ridership growth.

Mr. Zehner stated that passengers want more service, so it is important not to take the riders for granted. VRE has found that if passengers leave VRE for whatever reason (i.e., cost, on-time performance, schedule) they do not usually come back. Therefore, it is important to realize that the budget decisions that the Operations Board makes now could affect service for years to come.

Mr. Zehner reviewed some of the factors that are affecting the budget, including fuel costs and Amtrak issues. Jurisdictional staff has made it clear that they do not want any subsidy increase. VRE staff proposes a fare increase in January 2009 of six percent. Jurisdictional staff proposed 10 percent. The last fare increase was three percent in July 2008. VRE has never gone over six percent in the past. VRE may have to initiate another fare increase in FY 2010. Resolution #9A-08-2008 would authorize the CEO to refer the Preliminary FY 2010 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment. It would also authorize a public hearing to solicit comments for a potential FY 2009 mid-year fare increase.

Mr. Zehner explained that two one-time sources of funds will be available in FY 2009 to help fill the budget shortfall gap, including a \$700,000 credit for past insurance premium costs; and \$1.3 million of lower debt service costs as the result of the potential sale of the Kawasaki railcars. With a fare increase and use of the one-time funds, it would result in no subsidy increase for FY 2009. Mr. Zehner explained that some of the one-time revenue from the sale of the Kawasaki railcars would be used to balance the FY 2009 budget and the rest used (approximately \$1 million) for the FY 2010 budget.

Mr. Zehner cautioned that in regards to a fare increase, there is a threshold point where riders will begin to leave VRE. They have already had a three percent fare increase in July 2008. If the fare increase is too high and VRE begins to lose riders, it would have a negative impact on the FY 2010 fare revenue. In response to a question from Mr. Zimmerman, Chairman Jenkins asked what would be the alternative to not having a fare increase. Mr. Zehner responded that the alternative would be to increase jurisdictional subsidies in FY 2010 or cut service.

Mr. Zehner stated that staff conducted a survey of what some of the other commuter rail systems are doing. CalTran is considering a 5.3 percent mid-year fare increase; MetroLink a 5.5 percent mid-year fare increase; and Tri-Rail, MTA and Long Island Rail Road have no fare increases scheduled.

Mr. Zehner stated that currently the Preliminary FY 2010 VRE budget is not balanced. Staff will continue to meet with the CAO Task Force to work on balancing the budget over the next few months. The Operations Board will hear a progress report at its October 2009 meeting. Currently, there is \$8.6 million unfunded in the FY 2010 budget, due to significant uncertainties, including fluctuating fuel costs and unknown state funding.

Mr. Zehner reported that VRE's contract with Amtrak expires June 30, 2010. He stated that it will be important to have a competitive bid process for a new service contractor for both crew and maintenance functions. The new contractor must be in place operating service by July 1, 2010. In order to make this happen, VRE will have to incur mobilization costs during FY 2010 to put a new contractor in place. It is estimated that it could cost up to \$4.8 million. If Amtrak is the winning vendor, there would be no start-up costs. There are 4-5 contractors that are interested in operating VRE service. VRE staff is looking at ways to finance these potential mobilization costs, including spreading costs over several years, financing it, including it in the contract, or deferring portions. Staff will analyze this issue with legal counsel.

Mr. Milde asked if these costs could be amortized into the contract. Mr. Zimmerman stated that presumably Amtrak will submit a bid, which could be less than other bids because Amtrak would not have mobilization costs. Mr. Zehner stated that by July 1, 2010, VRE could have a new service provider depending on contract negotiations, which could result in additional contract savings. He stated that a new operator would give VRE the opportunity to take its service to a new level. There will probably be costs associated with that, but staff will not know until bids are submitted.

Board members discussed that VRE is not in the position to finance up to \$4.8 million for mobilization costs; therefore, it is important to have these costs folded into the contract and be the responsibility of the vendor.

Mr. Milde asked that since VRE will need to procure a service provider, would VRE consider hiring its own crew and engineers to run the trains. Mr. Zehner stated that it has not been considered to date, but staff could look into it. Mr. Zimmerman observed that the Long Island Rail Road is operated by its own employees and the system carries 300,000 passengers a day. Mr. Zehner added that Metro North also owns its tracks, operates it, and maintains its own system.

Mr. Zehner stated that several other budget issues that need to be resolved are restoring levels of the Insurance Trust Fund, at the direction of the Division of Risk Management, as well as VRE's reserve fund, which is at an insufficient level to meet unexpected shortfalls.

Mr. Zehner stated that staff and the CAO Task Force will work on the budget over the next several months. Issues that will be looked at are a FY 2010 fare increase, program and service cuts, a moratorium on earmarks, and/or termination of parking leases. He stated that additional work needs to be done on the proposed fare increase to incorporate comments made at this meeting, so he would feel more comfortable having Board Members review it again (by e-mail) before he submits it for public hearing.

Ms. Bulova stated that it is important to explain to riders VRE's situation and why a fare increase is needed. VRE would not be in this situation if the \$25 million in HB3202 funding had been available. The public needs to see the impact of VRE not receiving this funding, including a potential fare increase and/or service cuts. She suggested providing an analysis of the different funding streams showing the affect of not receiving

the HB3202 funds, as well as what could be done if the General Assembly reconvenes and provides funding. She also stated that VRE needs to look at ways to raise revenues from other sources.

Mr. Way pointed out that as fuel prices fluctuate, similarly the fare increase percentage could change. Chairman Jenkins stated that in reviewing the resolution, it seems general enough to give direction to VRE's CEO.

Mr. Way stated that a substantial fare increase and service cuts are not going to retain ridership. He asked if service cuts will be presented at the public hearings. Mr. Zehner stated for FY 2009 only a fare increase is proposed, with no service cuts.

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

Mr. Zimmerman stated that although he does not agree with everything in the presentation, he still feels it is important to go to public hearings to let riders know VRE's critical situation. He does not like fare increases, but it is even worse to cut service. It is his opinion that the best thing to do is to subsidize it because the benefits the jurisdictions receive is much greater than perceived. VRE needs to look more closely at alternative revenues. He stated that using one-time revenues for budget shortfalls is a bad idea. Having three fare increases in one year is also not a good idea. He suggested that VRE should conduct one set of hearings. VRE could stagger fare increases incrementally. Communication to the public is very important. Riders need to understand the alternatives—if there is no fare increase, there may be service cuts. He suggested a press release to start the educational process. Board Members discussed the concerns of having potentially three fare increases in one year and the merits of providing a complete picture of VRE's FY 2009 and FY 2010 budget implications at the public hearing.

Mr. Milde stated that it is important to make the correlation between the rise in the revenues from the two percent gas tax and how it ties into this process.

Chairman Jenkins stated that it is his understanding that the consensus of the Board is that it is concerned about the estimated \$4.8 mobilization costs for a new service provider and that these costs should be included in any bidder's proposal and VRE should not bear these costs. Staff will also provide Board Members with an updated budget strategy based on comments made today before going to public hearing.

Mr. Harf stated that if there is going to be another round of review by Board Members, then some of what has been discussed should be suppressed to the Commissions. Chairman Jenkins observed that the discussion will be included in the minutes and will be part of the public record.

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

Authorization to Award Contract for the Interior Cleaning of Passenger Railcars – 9B

Mr. Zehner reported that the VRE Operations Board is being asked to authorize the VRE CEO to enter into a contract with Service Master Preferred Services of Woodbridge, Virginia, for the interior cleaning of the railcar fleet in the amount of \$325,000 per year, \$295,000 plus a contingency of \$30,000, for a total contract value not to exceed \$975,000 over a three year period. Resolution #9B-08-2008 would award the contract.

In response to a question from Mr. Way, Mr. Zehner explained that this solicitation was evaluated through a Request for Proposals process, which is not done on a straight lowest bid cost. This contractor is the current company providing this service to VRE. Mr. Covington asked if in the future this type of service could be done “in-house” as VRE continues to grow. Mr. Zehner replied yes.

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

Authorization to Execute a Force Account Agreement with CSX Transportation for the Woodbridge Station Expansion Project – 9C

Mr. Zehner explained that the construction contract was awarded to Costello Construction in April 2008. A force account agreement with CSX is needed as a portion of the project involves shifting tracks and constructing an inner-track fence between the platforms. This agreement will allow for cost reimbursement to CSX for track shifting, flagging services, construction engineering and inspection. The Kiss and Ride portion of the project will be constructed with the Route 1/123 interchange project. Access points from the planned Kiss and Ride to the new Route 123 ramp are still being finalized with Prince William County and VDOT. Once the design is complete, a separate IFB will be released for construction. Resolution #9C-08-2008 would authorize VRE’s CEO to execute a force account agreement with CSX Transportation for this project in the amount of \$756,994, plus a 15 percent contingency of \$113,549, for a total amount not to exceed \$870,543.

Mr. Covington moved, with a second by Mr. Kelly, to approve Resolution #9C-08-2008. The vote in favor was cast by Board Members Bulova, Covington, Herrity, Jenkins, Kelly, Milde, Schwartz, Way and Zimmerman.

Authorization to Amend a Task Order for Locomotive Diagnostic Work – 9D

Mr. Zehner explained that the Operations Board is being asked to authorize him to increase the authorization limit of a task order with Transportation Technologies, Inc. (TTI) for locomotive diagnostic work by \$125,000, for an amount not to exceed \$225,000. Resolution #9D-08-2008 would accomplish this.

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

Authorization to Amend the Current Option Year and Exercise the Fourth Option Year for Facilities Maintenance Services – 9E

Mr. Zehner reported that Resolution #9E-08-2008 would authorize the CEO to amend the current contract year of the facilities maintenance contract with NV Enterprises by \$200,000, for a total amount not to exceed \$2.2 million and exercise the fourth-year option in an amount not to exceed \$2.4 million. Since this maintenance contract draws from both operating and capital grant funds, several smaller grant funded projects are being pursued which require an increase to this year's contract value. These projects include L'Enfant storage track, two-way radio, and security lighting. The increase will not affect the current operating budget as funding is being drawn from grant funds, primarily from the Department of Homeland Security.

Mr. Zimmerman moved, with a second by Mr. Kelly, to approve Resolution #9E-08-2008. The vote in favor was cast by Board Members Bulova, Covington, Herrity, Jenkins, Kelly, Milde, Schwartz, Way and Zimmerman.

Authorization to Execute a Task Order with STV/RWA for Design Services for the Fredericksburg Station Infrastructure Repairs Project – 9F

Mr. Zehner explained that the Operations Board is being asked to authorize him to execute a task order with STV/RWA for design services for the Fredericksburg Station Infrastructure Repairs project in the amount of \$134,800, plus a ten percent contingency of \$13,480, for a total amount not to exceed \$148,280. Resolution #9F-08-2008 would accomplish this.

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

In response to a question from Mr. Zimmerman, Mr. Zehner explained that the original resolution mailed to Board Members prior to the meeting included a different amount that was increased by \$5,000.

In response to a question from Mr. Schwartz, Mr. Zehner explained that the station is owned by CSX and leased by VRE and services both VRE and Amtrak trains. CSX has maintained that the structure is safe and VRE has had engineers look at it and they

have determined it is safe. However, the structure supporting the platform has become a hazard for pedestrians walking below it due to falling debris. Over the years, track drainage has become clogged causing deterioration of concrete.

Mr. Zehner stated that VRE has received federal funding totaling approximately \$2.6 million for this effort. As adequate funding to perform a major rehabilitation does not exist, available grant funding will be used to reduce the risk of deteriorating concrete that may dislodge and fall on the station platforms and tracks. This effort will make safety improvements and modest architectural improvements which will address existing cosmetic and functional deficiencies.

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

Authorization to Execute a Lease Agreement for Leasing Roof Space for VHF Radio Communication System – 9G

Mr. Zehner reported that Resolution #9G-08-2008 would authorize the CEO to execute a five year lease agreement with 1600 Prince Street Condominiums in Alexandria, Virginia to support the two-way radio project in an amount not to exceed \$52,031. The system requires the utilization of three tower locations. Previously, the Board approved lease agreements for two of the three tower locations, which are Alexandria, Fairfax County and Leeland Road Station. VRE's contractor will install the necessary equipment at each location and once work is completed at all three locations, VRE will begin operation of the VHF two-way radio. The initial lease will last for a term of five years, with a monthly lease fee of \$850, with a one percent annual escalation for the initial term. Upon completion of the first lease term, VRE has the option to renew the lease for three additional periods of five years each. VRE will return to the Board after the initial lease term.

Chairman Jenkins observed that once the two towers are operational it should provide 95 percent coverage for VRE. The remaining five percent would come from the installation at the Leeland Road Station. The Operations Board has already given authorization to begin installation at that station.

Ms. Bulova moved, with a second by Mr. Kelly, to approve Resolution #9G-08-2008.

In response to a question from Ms. Bulova, Mr. Zehner stated that all the funding comes from a Department of Homeland Security grant.

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

Authorization to Implement Sale of 13 Kawasaki Railcars – 9H

Mr. Zehner stated that Resolution #9H-08-2008 would authorize him to implement the sale of 13 Kawasaki railcars to the Maryland Transit Authority. Back in June 2008, the Board authorized the sale of the Kawasaki cars and the purchase of ten new Gallery style railcars. Since that time, VRE and MTA staff has been working with FTA to complete the approval process of the sale. VRE has now received formal notice from FTA that the transfer of railcars has been approved. However, as part of this process, FTA requests a second resolution from VRE specifying the receiving grantee (MTA), a statement that the vehicles are no longer required by VRE, a list of the vehicles to be transferred including vehicle identification numbers and the remaining Federal interest that is transferred to the receiving grantee (MTA). The resolution fills the request. Mr. Maclsaac has reviewed the resolution and has determined that Commission approval is not necessary because they already approved the sale. In response to a question from Chairman Jenkins, Mr. Zehner stated that MTA is scheduled to take a final vote on the sale on August 21, 2008 and after that VRE could release the cars.

In response to a question from Mr. Way, Mr. Zehner explained that this sale will have no prejudicial implications for future federal funding for railcar purchases. Chairman Jenkins further explained that the Kawasaki railcars are not compatible with the rest of the VRE fleet. Mr. Milde also observed that it is not a net increase in costs when maintenance costs on the Kawasaki railcars are considered. This is a “win-win-win” situation.

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

Review of Customer Opinion Survey From May 2008 – 10

Mr. Zehner reported that VRE conducted its Annual Customer Opinion Survey on May 7, 2008. The survey measures the perceived strengths and weaknesses of service and programs. Overall, the results are fairly consistent with the 2006 survey. In 2007, the survey was conducted on-line as a pilot. Due to very low response, it was determined statistically invalid.

Mr. Zehner stated that the level of overall service quality is 71 percent, which is the highest it has been in five years. Nearly half of VRE riders noted that service has improved and only nine percent indicated that it had not. Riders continue to cite on-time performance as their primary concern, which was followed by cost and frequency of service. VRE’s train crews received high marks for their knowledge of VRE operations, being helpful and their professional appearance. They are the face of VRE.

Mr. Covington observed that more males ride VRE compared to females. He asked if it was a trend and if females are concerned about safety. Ms. Bulova stated that part of the reason could be that some women may feel the need to drive an automobile in case of emergency or other issues with their children. Traditionally, VRE has always had

more male riders than female riders. Mr. Covington suggested that future surveys could include a question about personal safety to see if it is an issue.

Adjournment

On a motion by Ms. Bulova, and a second by Mr. Covington, the Board unanimously voted to adjourn. Chairman Jenkins adjourned the meeting at 11:20 A.M.

Approved this 19th day of September, 2008.

JOHN D. JENKINS
Chairman

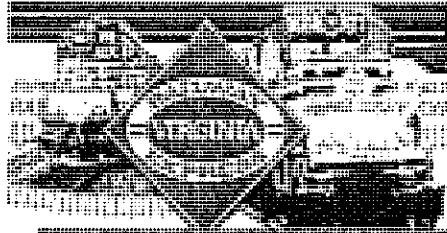
PAUL MILDE
Secretary

CERTIFICATION

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

Rhonda Gilchrest

Rhonda Gilchrest



CHIEF EXECUTIVE OFFICER'S REPORT

July 2008

MONTHLY DELAY SUMMARY

	March 08	April 08	May	June
System wide				
Total delays	75	126	123	163
Average length of delay (mins.)	16	14	17	20
Number over 30 minutes	6	11	20	35
Days with Heat Restrictions/Total days	0/21	0/22	0/21	5/21
On-Time Performance	87.7%	80.3%	80.9%	73.2%
Fredericksburg Line				
Total delays	31	70	67	84
Average length of delay (mins.)	18	12	18	17
Number over 30 minutes	4	0	9	13
On-Time Performance	88.6%	75.5%	76.8%	69.2%
Manassas Line				
Total delays	44	56	56	79
Average length of delay (mins.)	15	17	17	23
Number over 30 minutes	2	11	11	22
On-Time Performance	86.9%	84.1%	84.4%	76.5%

SYSTEM RIDERSHIP

Ridership has increased for twelve consecutive months. Seven of VRE's Top Ten Ridership Days (over 16,240) have been in June 2008. Ridership in June 2008 was 10.0% higher than in June 2007. In fact, the average daily ridership for June 2008 was the highest it has ever been at 15,626. Looking at the year as a whole, the cumulative ridership for this fiscal year has climbed to 3,628,563; a 5.1% increase over last fiscal year. In addition, VRE continues to receive an increasing amount of phone calls from new riders.

SYSTEM ON TIME PERFORMANCE

System wide on-time performance (OTP) dipped to 73.2% in June, with an OTP of 69.2% on the Fredericksburg Line and 76.5% on the Manassas Line. The major cause of delays was train interference and signal failures. We also had some weather related incidents with fallen trees on the tracks due to severe thunder storms. Only 2 delays out of the total 163 delays for June were due to mechanical issues. Although OTP is not where I want it to be, we continue to work on improving it. CSX dispatchers for our territory have relocated to Baltimore as of June 21, and I anticipate the dispatchers will gain a more intimate knowledge of the territory and VRE crews. Both will ensure more direct and personal dispatching – a direct benefit to CSX, VRE and Amtrak.

Since the beginning of July the OTP on both lines has been over 85%. I anticipate we should be able to sustain this level or higher as we proceed into August.

GAINESVILLE-HAYMARKET EXTENSION STUDY

The Gainesville-Haymarket Extension Feasibility Study and Alternatives Analysis began in April 2008 and will last 12 months. The study will evaluate the feasibility and desirability of adding this new branch of service, as well as address the requirements of the Federal Transit Administration (FTA) for potential project funding. Currently, the idea is to extend service from the existing VRE Manassas station in the City of Manassas to the Town of Haymarket, located in Prince William County, along the Norfolk Southern's "B" Line and may include up to three new stations/stops. The study will include:

- An alternatives analysis,
- An engineering feasibility analysis
- A preliminary environmental review
- An order of magnitude capital cost summary, and
- Potential locations for:
 - Stations/stops
 - Layover/maintenance facility
 - Supporting infrastructure improvements and/or expansion.

A public workshop is scheduled for July 30, 2008 from 6:30-9:00 pm at Stonewall Jackson High School in Manassas and will be the first opportunity for the general public to hear more about the study, ask questions, and provide input on their ideas for improving transportation in the Gainesville-Haymarket corridor.

BROOKE LOT TO GAIN MORE SPACES

The Brooke station parking lot is currently at capacity, and although expansion plans may come to fruition in the future, an immediate, short-term solution for adding 70 spaces is underway. Beginning on Friday, July 25 after evening service ends and continuing through Sunday, July 27, the entire lot will be re-striped. The re-striping will increase the number of parking spaces while also improving traffic flow and pedestrian circulation. There will be a center aisle for cars and pedestrians and the spaces will change from angled parking to perpendicular parking – causing each aisle to be two-way instead of one-way. Two spaces will also be added for motorcycle parking, and the number of ADA-accessible spaces near the station entrance will increase.

MEET THE MANAGEMENT

For the month of July, Meet the Management events will take place at Burke Centre, Rippon, Rolling Road, Woodbridge and Backlick Road. We will meet all morning trains with refreshments and answer any questions.

NEXT DELIVERY OF NEW RAIL CARS

The next five new Gallery cars (cars 35 through 40) are scheduled to arrive on Thursday, July 17th. The cars will be tested over the weekend and are scheduled to be in service the week of July 21st.

VRE FARE INCREASE

The approved 3% fare increase went into effect on June 30, 2008. Fare collection machines were reprogrammed and Fare and Schedule posters, Rider's Guides, and the web site were all updated with the new rates.

MONTHLY PERFORMANCE MEASURES – JUNE 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
June Fredericksburg OTP Average	69.2%
June Manassas OTP Average	76.5%
VRE JUNE OVERALL OTP AVERAGE	73.2%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2008 Passenger Totals	3,628,563
VRE FY 2007 Passenger Totals	3,453,561
PERCENTAGE CHANGE	5.1%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
JUNE 2008	328,153
JUNE 2007	298,345
PERCENTAGE CHANGE	10.0%
SERVICE DAYS (CURRENT/PRIOR)	21/21

Monthly Ridership and OTP: JUNE 2008

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2	3,654	3,758	7,412	88%	4,194	4,242	8,436	85%	15,848	86%
3	3,836	3,663	7,499	94%	4,432	4,474	8,906	92%	16,405	93%
4	3,724	2,853	6,577	50%	4,366	4,241	8,607	62%	15,184	55%
5	3,499	3,467	6,966	81%	4,154	4,203	8,357	85%	15,323	83%
6	2,863	2,881	5,744	69%	3,803	3,817	7,620	31%	13,364	52%
7										
8										
9	3,597	3,923	7,520	69%	3,951	4,432	8,383	46%	15,903	59%
10	3,997	3,992	7,989	75%	4,223	4,294	8,517	38%	16,506	59%
11	3,896	3,772	7,668	94%	4,031	4,398	8,429	92%	16,097	93%
12	3,914	3,766	7,680	69%	4,283	4,283	8,566	100%	16,246	83%
13	3,138	2,983	6,121	75%	3,685	3,848	7,533	92%	13,654	83%
14										
15										
16	3,796	3,729	7,525	56%	4,211	4,385	8,596	85%	16,121	69%
17	3,917	3,809	7,726	94%	4,451	4,570	9,021	77%	16,747	86%
18	3,668	4,054	7,722	56%	4,214	4,349	8,563	62%	16,285	59%
19	3,539	3,501	7,040	100%	4,368	4,444	8,812	62%	15,852	83%
20	3,244	2,925	6,169	75%	3,757	4,109	7,866	46%	14,035	62%
21										
22										
23	3,638	3,371	7,009	100%	4,048	4,432	8,480	77%	15,489	90%
24	3,690	3,663	7,353	50%	4,234	4,687	8,921	85%	16,274	66%
25	3,578	3,564	7,142	75%	4,169	4,446	8,615	62%	15,757	69%
26	3,734	3,775	7,509	50%	4,344	4,764	9,108	38%	16,617	45%
27	3,047	2,738	5,785	81%	3,564	3,846	7,410	46%	13,195	66%
28										
29										
30	3,630	3,761	7,391	94%	4,127	4,376	8,503	85%	15,894	90%
	75,599	73,948	149,547	76%	86,609	90,640	177,249	69%	326,796	73%
	Adjusted total:		149,577		Adjusted Total:		178,576	Adjusted Total:	328,153	

# of Service Days:	21	Total Trips This Month:	328,153	Adjusted Total:	328,153
Manassas Daily Avg. Trips:	7,121	Adjusted Avg.:	7123	Prior Total FY-2008:	3,300,410
Fred'burg Daily Avg. Trips:	8,440	Adjusted Avg.:	8504	Total Trips FY-2008	3,628,563
Total Avg. Daily Trips:	15,562	Adjusted Avg.:	15,626	Total Prior Years:	<u>36,969,773</u>
		Grand Total:	40,598,336		

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 2007 vs. 2008

Current Month	MANASSAS			FREDERICKSBURG			Current Total	% change
	Avg Daily FY2007	Avg Daily FY2008	% change	Avg Daily FY2007	Avg Daily FY2008	% change		
July	6310	6513	3.22%	7337	7393	0.76%	13906	1.90%
August	6319	6405	1.36%	7070	7379	4.37%	13784	2.95%
September	6451	6847	6.14%	7232	7652	5.81%	14499	5.96%
October	6820	6973	2.24%	7513	7754	3.21%	14727	2.75%
November	6695	6894	2.97%	7626	7707	1.06%	14601	1.96%
December	5823	6081	4.43%	6813	7235	6.19%	13316	5.38%
January	7158	6978	-2.51%	7862	8148	3.64%	15126	0.71%
February	6921	6842	-1.14%	7465	8018	7.41%	14860	3.29%
March	6842	6812	-0.44%	7218	8050	11.53%	14862	5.70%
April	6467	6988	8.06%	7259	8324	14.67%	15312	11.55%
May	6600	6832	3.52%	7493	8094	8.02%	14926	5.91%
June	6647	7123	7.16%	7560	8504	12.49%	15627	10.00%
Average growth			2.92%			6.60%		4.84%

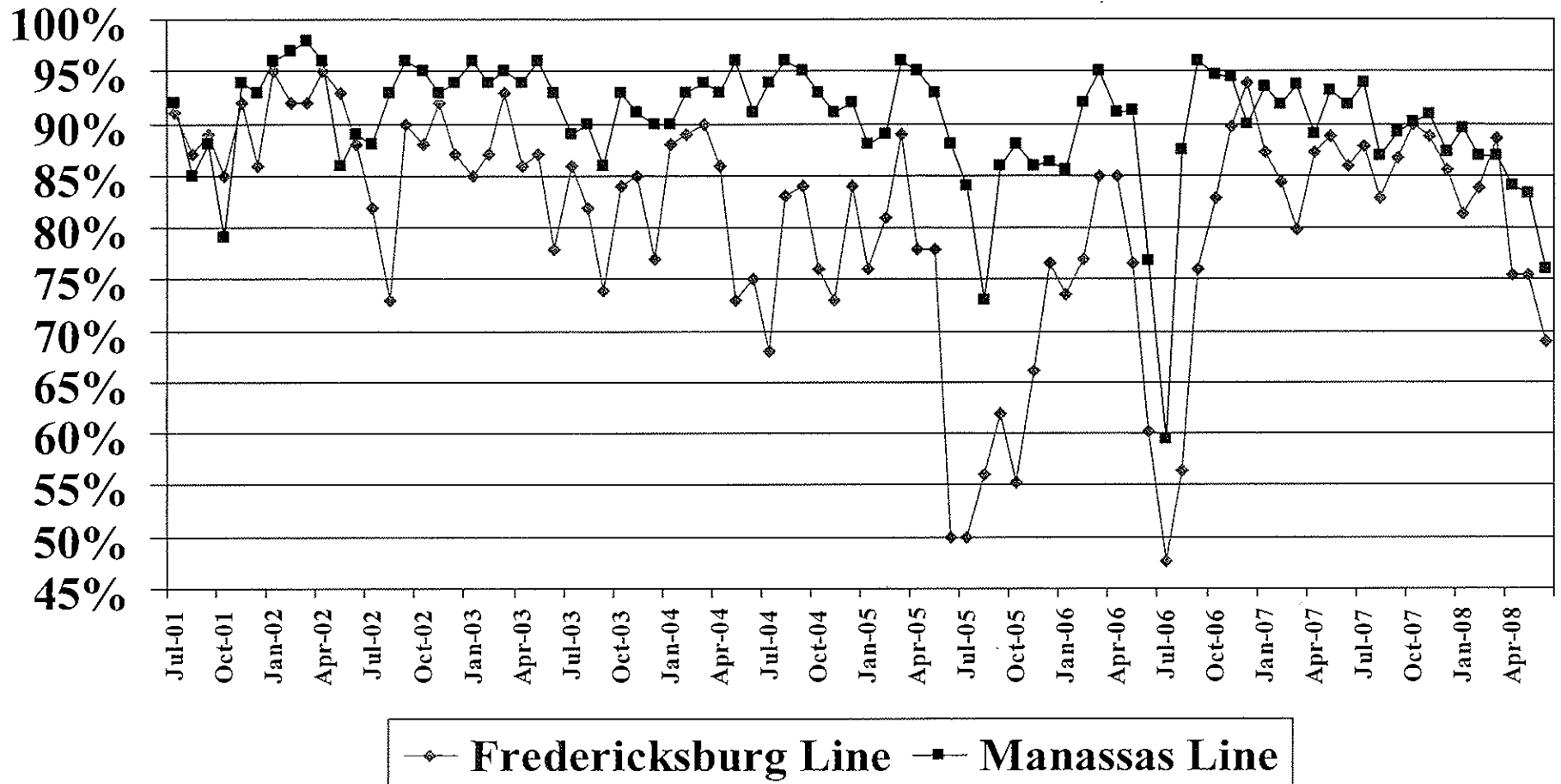
*Ridership figures are shown in passenger trips. Includes Amtrak cross honor train riders.

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

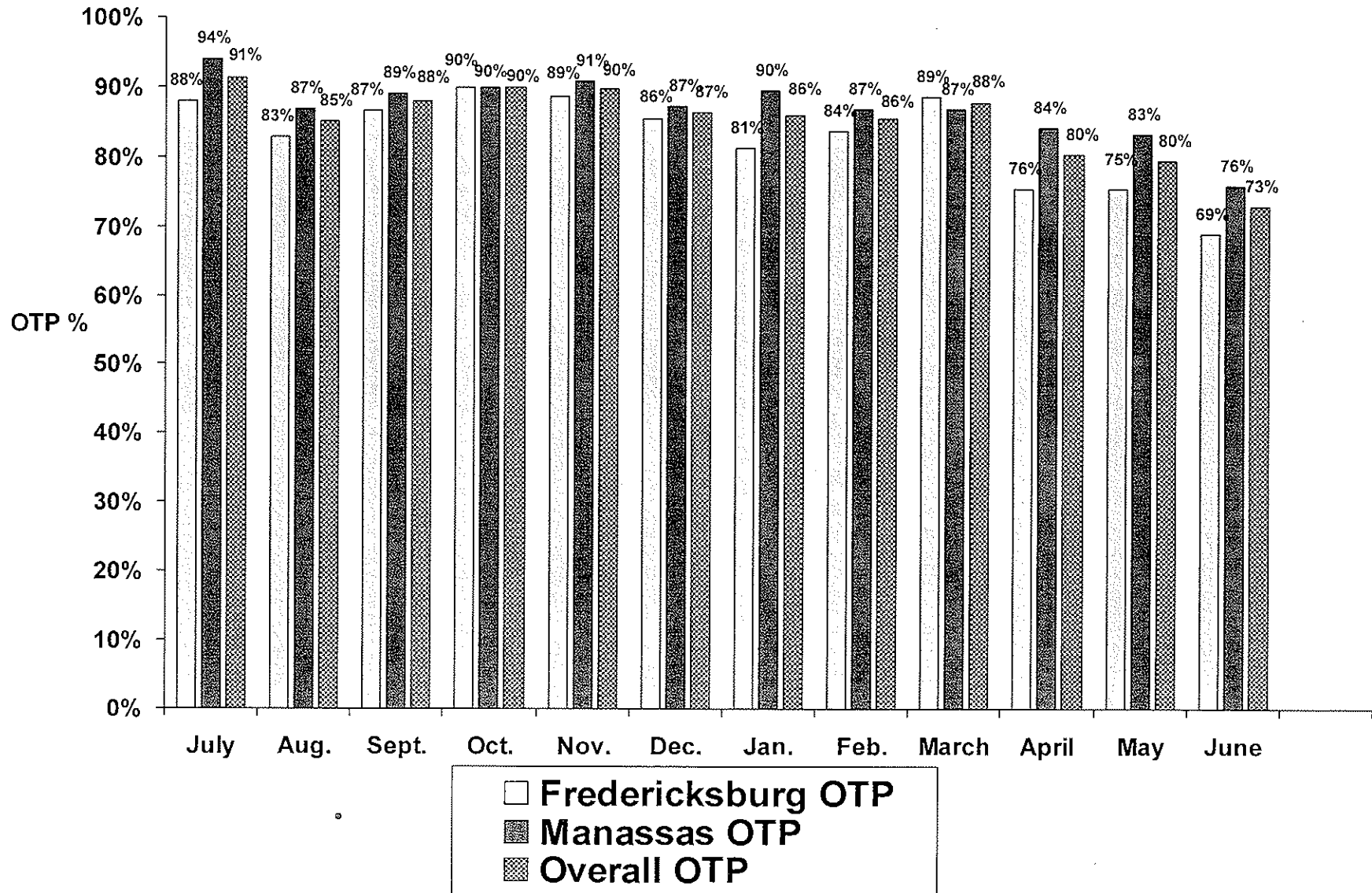
***Average daily ridership for May 2008 does not include 5/30/08 due to planned service disruption.

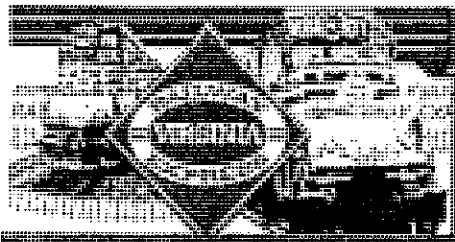
On-Time Performance

July 2001 – June 2008



Average On-Time Performance FY-2008





CHIEF EXECUTIVE OFFICER'S REPORT

August 2008

MONTHLY DELAY SUMMARY

	April	May	June	July
System wide				
Total delays	126	123	163	120
Average length of delay (mins.)	14	17	20	16
Number over 30 minutes	11	20	35	15
Days with Heat Restrictions/Total days	0/22	0/21	5/21	3/22
On-Time Performance	80.3%	80.9%	73.2%	81.2%
Fredericksburg Line				
Total delays	70	67	84	57
Average length of delay (mins.)	12	18	17	17
Number over 30 minutes	0	9	13	7
On-Time Performance	75.5%	76.8%	69.2%	80.1%
Manassas Line				
Total delays	56	56	79	63
Average length of delay (mins.)	17	17	23	14
Number over 30 minutes	11	11	22	8
On-Time Performance	84.1%	84.4%	76.5%	82.2%

SYSTEM RIDERSHIP

Ridership has increased for thirteen consecutive months. Three of VRE's Top Ten Ridership Days (over 16,285) occurred in July 2008. Normally, ridership declines slightly in July and August as riders take their summer vacations. Therefore, having three of our top ridership days in the month of July is quite an accomplishment. Ridership in July 2008 was 10.7% higher than in July 2007.

SYSTEM ON TIME PERFORMANCE

System wide on-time performance (OTP) was 81.2 % in July, with an OTP of 80.1% on the Fredericksburg Line and 82.2% on the Manassas Line. Seven of the 15 delays over 30 minutes were related to a CSX problem with issuing train orders the morning of July 22. Only 5 delays out of the total 120 delays for July were due to mechanical issues. Although OTP is still not where I want it to be, it has improved significantly from June.

CAFR AWARD

VRE was notified last week that our financial report for FY 2007 qualified for GFOA's Certificate of Achievement for Excellence in Financial Reporting (CAFR). The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting. I was pleased to receive the award for our first submission. Taking part in GFOA's program is a way to ensure that we continue to improve our reports each year in response to comments from GFOA peer reviewers around the country.

GAINESVILLE-HAYMARKET EXTENSION STUDY

A Public Workshop was held at Stonewall Jackson High School in Manassas on July 30, from 6:30pm to 9:00pm. The workshop kicked off a Feasibility Study/Alternatives Analysis which considers proposed new service from the existing VRE Manassas Station to the Town of Haymarket, for eleven miles along Norfolk Southern's "B" line and may include up to three new stations/stops. This service would not replace existing service out to Broad Run. A previous study, the Gainesville-Haymarket Implementation Plan, was completed in 2005. The Feasibility Study/Alternatives Analysis builds upon the results of that plan and provides a more detailed analysis of station locations, rail infrastructure needs and potential costs. This workshop was the first opportunity for the general public to hear more about the Gainesville-Haymarket extension study.

About 50 people attended the workshop, including Chairman Jenkins. Overall, the general nature of the comments seemed to be supportive of the extension, although there are specific concerns expressed regarding potential impacts to local roads from traffic to stations and at-grade crossings. There is also concern for how the project would be funded given current funding limitations. Another public meeting will be held in several months. The date has not been finalized but likely will be in the September-October time frame. That meeting will be scheduled for a location more centrally located relative to the study corridor (i.e., closer to Gainesville-Haymarket) and will include a discussion of candidate station locations.

BROOKE LOT GAINS MORE SPACES

The new parking layout for Brooke was completed over the weekend of July 26th and 27th. This project added approximately 70 parking spaces and improved circulation for traffic and pedestrians. Painted STOP signs were added on the ground to improve safety for drivers and pedestrians. As part of this restriping, VRE is also testing a new pilot program for motorcycle parking. On the north end of the parking lot in the perimeter parking, two motorcycle spaces were designated. We will monitor the use of these spaces to better determine whether to expand this model to other stations.

MEET THE MANAGEMENT

The final Meet the Management event for 2008 took place at Lorton on August 6th. Staff was available that morning with refreshments to hear comments and answer any questions. Next year's Meet the Management series will begin in April 2009.

NEXT DELIVERY OF NEW RAIL CARS

The next five new Gallery cars (cars 41 through 45) are scheduled to arrive on Thursday, August 14th. The cars will be tested over the weekend and are scheduled to be in service the week of August 18th.

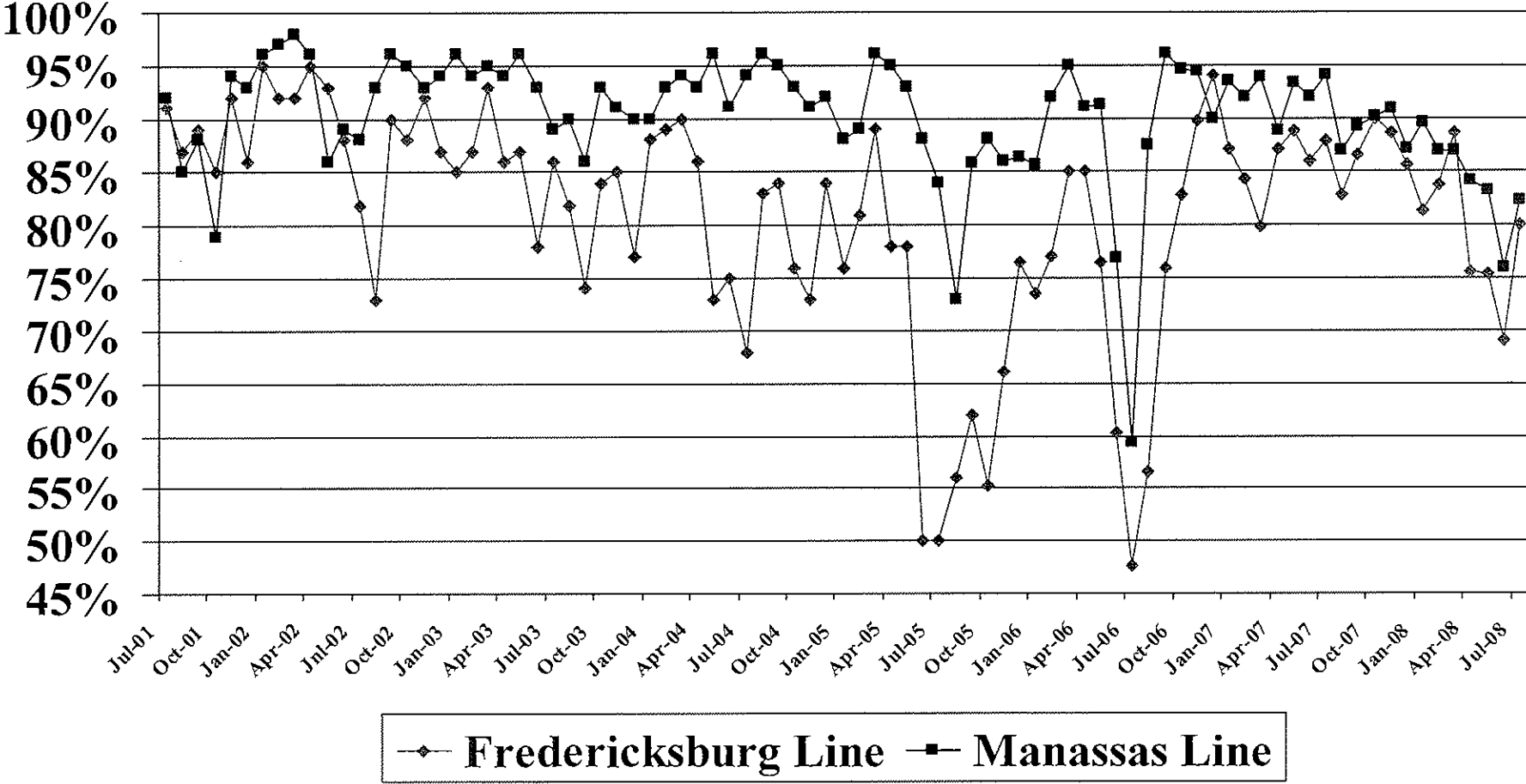
MONTHLY PERFORMANCE MEASURES – JULY 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
July Fredericksburg OTP Average	80.1%
July Manassas OTP Average	82.2%
VRE JULY OVERALL OTP AVERAGE	81.2%

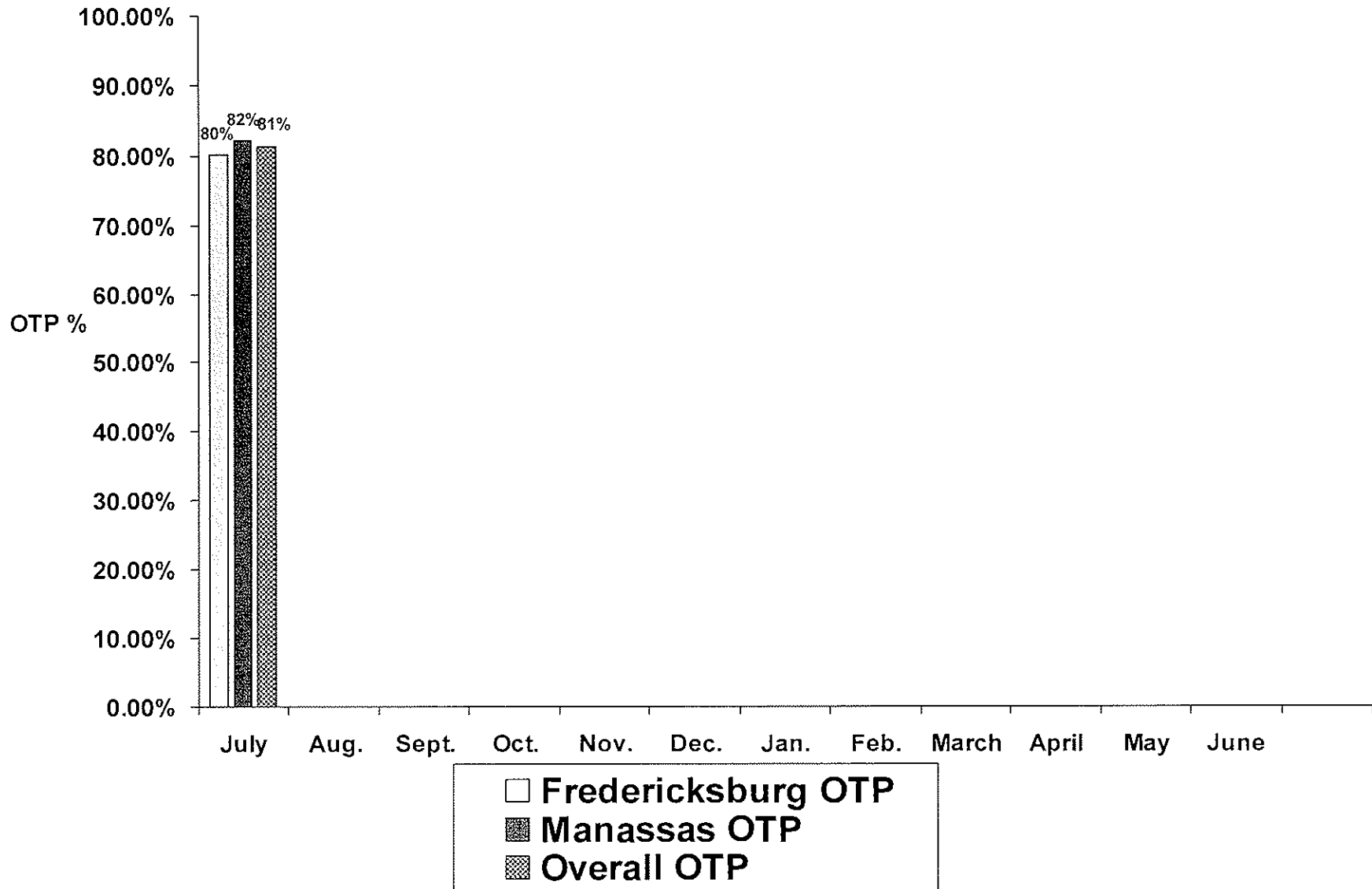
RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
JULY 2008	338,591
JULY 2007	292,043
PERCENTAGE CHANGE	10.7% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	22/21

On-Time Performance

July 2001 – July 2008



Average On-Time Performance FY-2009



Monthly Ridership and OTP: July 2008

Date	Manassas AM	Manassas PM	Total Manassas	Manassas OTP	Fredericksburg AM	Fredericksburg PM	Fredericksburg Total	Fredericksburg OTP	Total Trips	Overall OTP
1	3,668	3,657	7,325	88%	4,428	4,578	9,006	46%	16,331	69%
2	3,765	3,691	7,456	75%	4,063	4,069	8,132	77%	15,588	76%
3	2,933	2,619	5,552	88%	3,427	3,868	7,295	85%	12,847	86%
4										
5										
6										
7	3,321	3,401	6,722	69%	3,823	3,899	7,722	100%	14,444	83%
8	3,613	3,685	7,298	100%	4,201	4,326	8,527	100%	15,825	100%
9	3,656	3,761	7,417	88%	4,140	4,679	8,819	85%	16,236	86%
10	3,896	3,601	7,497	94%	4,406	4,379	8,785	77%	16,282	86%
11	3,216	3,051	6,267	88%	3,902	4,049	7,951	100%	14,218	93%
12										
13										
14	3,836	3,650	7,486	100%	4,028	4,451	8,479	100%	15,965	100%
15	3,742	3,813	7,555	88%	4,320	4,693	9,013	85%	16,568	86%
16	3,725	3,753	7,478	75%	4,338	4,524	8,862	77%	16,340	76%
17	3,715	3,566	7,281	88%	4,279	4,647	8,926	100%	16,207	93%
18	3,208	3,369	6,577	88%	3,719	4,068	7,787	69%	14,364	79%
19										
20										
21	3,812	3,645	7,457	88%	4,052	4,348	8,400	69%	15,857	79%
22	1,734	2,698	4,432	44%	2,925	3,883	6,808	31%	11,240	38%
23	3,690	3,658	7,348	88%	4,163	4,258	8,421	77%	15,769	83%
24	3,684	3,631	7,315	56%	4,239	4,041	8,280	69%	15,595	62%
25	3,088	2,963	6,051	75%	3,566	3,721	7,287	85%	13,338	79%
26										
27										
28	3,697	3,545	7,242	81%	4,074	4,542	8,616	69%	15,858	76%
29	3,675	3,699	7,374	88%	4,291	4,521	8,812	77%	16,186	83%
30	3,817	3,704	7,521	75%	4,195	4,626	8,821	92%	16,342	83%
31	3,652	3,717	7,369	88%	4,192	3,917	8,109	92%	15,478	90%
	77,143	76,877	154,020	82%	88,771	94,087	182,858	80%	336,878	81%

Adjusted total: 154,066

Adjusted Total: 184,525

Adjusted Total: 338,591

of Service Days: 22
 Manassas Daily Avg. Trips: 7,001
 Fred'burg Daily Avg. Trips: 8,312
 Total Avg. Daily Trips: 15,313

Adjusted Avg.: 7,003
 Adjusted Avg.: 8,388
 Adjusted Avg.: 15,391

Total Trips This Month: 338,591
 Prior Total FY-2009: 0
 Total Trips FY-2009: 338,591
 Total Prior Years: 40,598,336
 Grand Total: 40,936,927

Adjusted Total: 338,591

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			Current Total	% change
	Avg Daily FY2008	Avg Daily FY2009	% change	Avg Daily FY2008	Avg Daily FY2009	% change		
July	6513	7003	7.52%	7393	8388	13.46%	15391	10.68%
August	6405			7379			0	
September	6847			7652			0	
October	6973			7754			0	
November	6894			7707			0	
December	6081			7235			0	
January	6978			8148			0	
February	6842			8018			0	
March	6812			8050			0	
April	6988			8324			0	
May	6832			8094			0	
June	7123			8504			0	
Average growth			7.52%			13.46%		10.68%

*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.

FINANCIAL STATISTICS FOR JUNE 2008

Copies of the June 2008 Operating Budget Report are attached.

Fare income for the month of June 2008 was \$128,511 above the budget – a favorable variance of 7.14%. The cumulative variance for the year is 2.23% or \$475,919 above the budget. This positive variance is generally in line with current projections. Revenue for FY 2008 is up 10.7% over FY 2007.

A summary of the financial results (unaudited) as of June 2008 follows. Detail on the major revenue and expense categories are provided in the attached Operating Budget Report. This report is consistent with the year-end financial projection that was presented to the Board in April, with a few exceptions. In March, staff informed the Board of a potential loss from operations of approximately \$2 million. Major factors contributing to this loss are higher than anticipated diesel fuel costs, Amtrak contract settlement costs, equipment repair costs, and less than budgeted revenue from older state grants with lower match reimbursement rates. Early June projections estimate an operating shortfall of \$1.5M. The differences from the original projection are operating expenses are currently within budget by 0.01% (excluding debt service) and fare revenue is higher than the March projection by \$200k. These amounts are unaudited and will continue to be revised during the year-end close process.

Measures		Goal	Actual	Trend
Operating Ratio		55%	62%	↑
Budgeted Revenue	61,499,872			
Budgeted Revenue YTD	61,499,872			
Actual Revenue YTD	58,739,970			
Cumulative Variance	(2,759,902)		(2,759,902)	↓
Percent Collected FY 07 YTD		100.00%	95.51%	
Budgeted Expenses	61,499,872			
Budgeted Expenses YTD	61,499,872			
Operating Expenses YTD	60,209,653			
Cumulative Variance	1,290,219		1,290,219	↑
Percent Collected FY 07 YTD		100.00%	97.90%	
Net Income (Loss) from Operations			(1,469,683)	↓

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2008 Operating Budget Rreport
June 30, 2008 Unaudited Draft

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%	TOTAL FY08 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	1,927,795	1,799,284	21,810,288	21,334,369	475,919	2.2%	21,334,369
Equipment Rental and Other	131,798	43,330	519,118	513,775	5,343	1.0%	513,775
Subtotal Operating Revenue	2,059,593	1,842,615	22,329,406	21,848,144	481,262	2.2%	21,848,144
Jurisdictional Subsidy (1)	-	-	12,836,166	12,836,166	-	0.0%	12,836,166
Federal/State Subsidy	3,685,343	2,243,842	23,174,846	26,605,561	(3,430,715)	-12.9%	26,605,562
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	20,634	17,711	399,552	210,000	189,552	90.3%	210,000
Total Operating Revenue	5,765,570	4,104,168	58,739,970	61,499,871	(2,759,901)	-4.5%	61,499,872
OPERATING EXPENSES							
Departmental Operating Expenses	5,000,551	3,810,857	44,060,430	43,866,359	(194,071)	-0.4%	43,866,359
Debt Service	(7,842,813)	2,317,448	11,175,373	12,409,373	1,234,000	9.9%	12,409,373
Insurance	-	175,000	4,950,000	5,160,000	210,000	4.1%	5,160,000
Other Non-Departmental Expenses	-	5,359	23,850	64,140	40,290	62.8%	64,140
Total Operating Expenses	(2,842,262)	6,308,664	60,209,653	61,499,872	1,290,219	2.1%	61,499,872
NET INCOME (LOSS) FROM OPERATIONS	8,607,832	(2,204,496)	(1,469,683)	0	(1,469,682)		-

CALCULATED OPERATING RATIO

62%

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

8/13/08

F:\Acct_SBT\Accounting FY 2008\Financial Reports FY08\June 08\Board Revenue and Expenses Report June 08.xls\BoardReport



Virginia Railway Express Operations Board

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

AGENDA ITEM 10 INFORMATION ITEM

TO: CHAIRMAN JENKINS AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: AUGUST 15, 2008

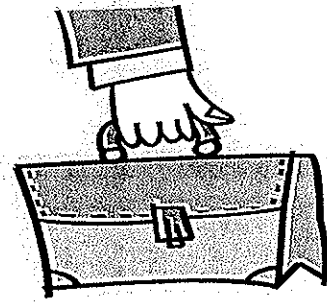
RE: REVIEW OF CUSTOMER OPINION SURVEY FROM MAY 2008

VRE conducted its Annual Customer Opinion Survey on May 7, 2008. The annual survey measures the perceived strengths and weaknesses of VRE service and programs. Overall, the results are fairly consistent with the 2006 survey. In 2007, the survey was conducted on-line as a pilot. Due to very low response, it was determined statistically invalid.

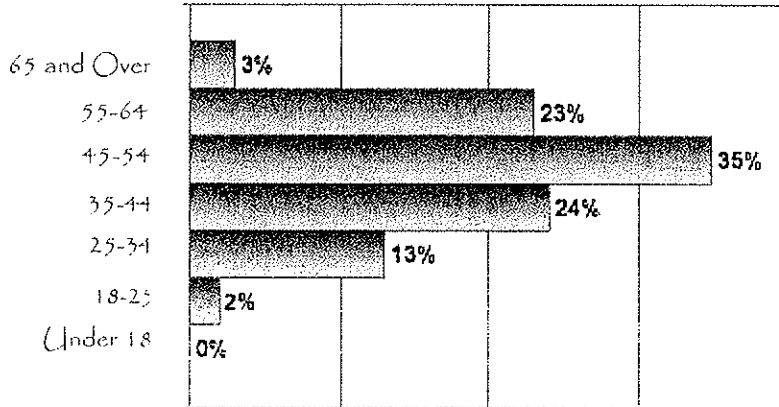
The level of overall service quality is 71%, which is the highest it has been in five years. Nearly half of our riders noted that service had improved (only 9% of our riders indicated that it had not). Riders continue to cite on-time performance as their primary concern (52% of respondents). This was followed by cost and frequency of service (both at 11%).

The survey results are illustrated in an attached graphic summary. Full results are available from the VRE Website as downloadable Microsoft Word or PDF files.

Rider Demographics



Age



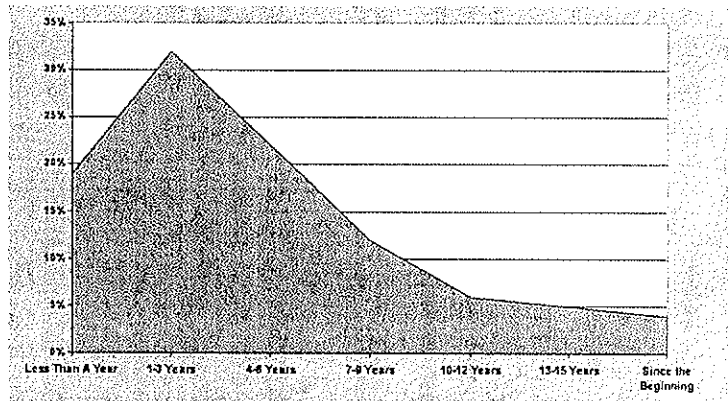
Gender

- 62% Male
- 38% Female

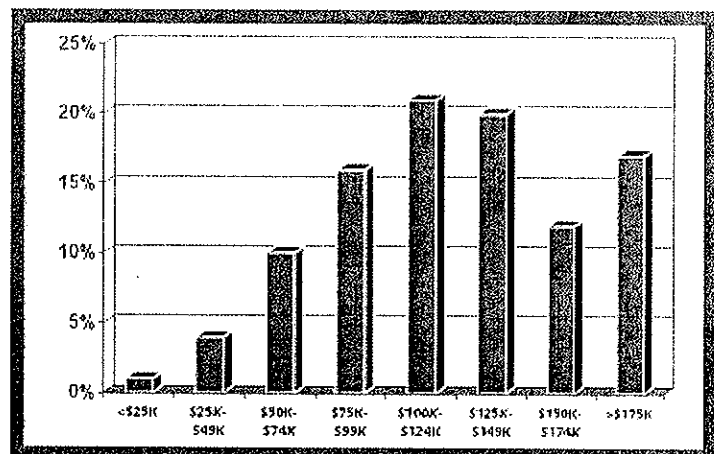
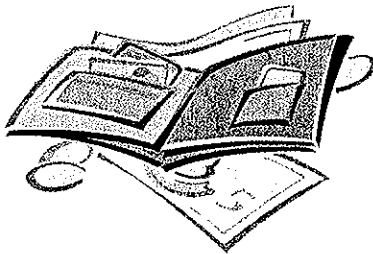
Years Riding

Sector of Employment

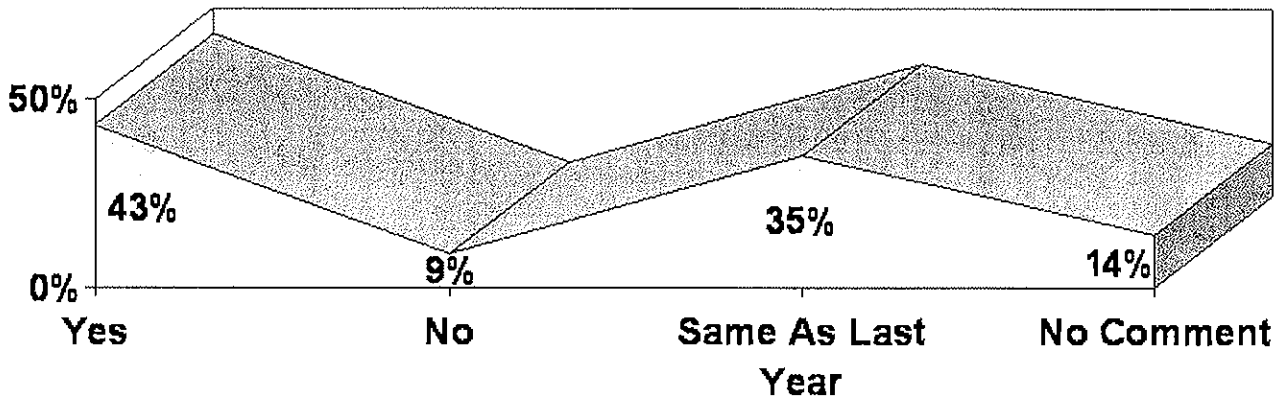
- 58% Government
- 9% Military
- 25% Private
- 5% Association
- 1% Self Employed
- 2% Other



Household Income



Has Service Improved?

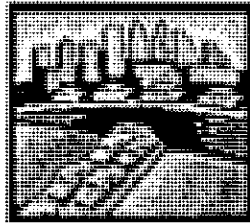


Top Concerns About Service

- On-Time Performance - 52%
- Frequency of Service - 11%
- Cost - 11%

Top 3 Reasons for Switching to VRE

1. Traffic
2. New Job
3. New Home

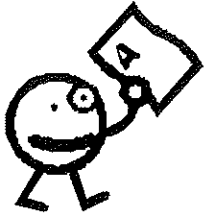


Riders Traveling On

- Monthly Tickets - 63%
- Ten-Trip Tickets - 30%
- Transit Link Cards - 3%
- Five-Day Passes - 3%

Did You Know?

- 58% of Our Riders Come From Four Stations:
Broad Run, Manassas Park, Fredericksburg and Leeland Road
- 20% of Riders Who Receive Metrocheks Have Enrolled in SmartBenefits
- 85% of Riders Do Not Telework
- 75% of Riders Travel on the Train 5 Days a Week
- 51% of Riders Have Been Using VRE for Less Than 4 Years
- 37% of Riders Drive to Work Alone When They Don't Use the Train
- 65% of Riders Walk to Their Final Destination



VRE Report Card

% of riders who rated us with an A or B

	<u>2008</u>	<u>2006</u>
<u>Customer Service:</u>		
Responsiveness of VRE Staff	79%	79%
Friendliness of VRE Staff	81%	82%
VRE Follow-Up to Delays or Problems	48%	39%
Lost and Found	69%	69%
Usefulness of Rail Time	65%	66%
Timeliness of E-mail Responses	51%	49%
Quality of E-mail Responses	57%	56%
Quality of Website	75%	65%
Timeliness of Website Information	65%	75%
Timeliness of Train Talk	63%	63%
Quality of Train Talk	64%	67%
Overall Communication with Passengers	63%	61%
<u>Train Crew Members:</u>		
Are Knowledgeable About VRE Operations	87%	86%
Are Helpful	86%	85%
Are Courteous	83%	82%
Make Regular Station Announcements	72%	73%
Make Timely Delay Announcements	66%	66%
Check Tickets Regularly	75%	76%
Present A Professional Appearance	90%	89%
Overall Crew Performance	84%	83%
<u>VRE Operations:</u>		
Convenience of Schedules	57%	60%
On-time Performance	47%	43%
Cleanliness of Trains	82%	75%
Cleanliness of Stations	77%	75%
Communication between VRE Staff & Riders	66%	63%
Automated Telephone System	57%	53%
Reliability of Ticket Vending Machines	39%	42%
Ease of Buying a Ticket	65%	67%
Ease of Using Metrocheks	62%	63%
Station Parking Availability	58%	49%
Public Address System On Train	48%	32%
Public Address System On Platform	47%	37%
Timeliness of Platform Information	39%	31%
Personal Security at Station & On Train	63%	62%
Safety of Train Equipment	74%	67%
Station Signage	70%	66%
Level of Fare for Quality and Value of Service	56%	47%
Overall Service Quality	71%	64%

Preliminary VRE Operating and Capital Budget for FY 2010

The VRE Operations Board recommends approval of Resolution #2114. This resolution forwards the preliminary budget for review and comment to the VRE participating (Fairfax County) and contributing (Alexandria and Arlington) jurisdictions that are NVTC members.

As described in the VRE Operations Board minutes of August 15th, this budget generated serious discussion among board members. The board:

- 1) Acknowledged the very difficult circumstances leading to the current shortfalls in VRE's budgets that led VRE staff to recommend fare increases to be effective in January, 2009 and again in July, 2009;
- 2) Asked that VRE staff consider one set of hearings on potential fare increases and service reductions for FY 2009 and 2010, even if these changes occur in multiple steps;
- 3) Directed that the public be fully informed about the dire consequences for VRE of the General Assembly's failure to restore the \$25 million in annual regional funding for VRE originally provided by HB 3202;
- 4) Expressed a strong desire for FY 2010 to eliminate VRE staff's assumed \$4.8 million mobilization charges (for a potential switch of maintenance away from Amtrak to another provider based on a competitive procurement);
- 5) Questioned the use of one-time savings to plug gaps in the FY 2009 and 2010 operating budgets; and
- 6) Suggested that VRE staff explore alternative revenue sources.

VRE staff is preparing materials to conform to the VRE Board's directions, some of which may be available in time for the September 4th commission meeting.

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

William Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer





Virginia Railway Express Operations Board

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AGENDA ITEM 9-A ACTION ITEM

TO: CHAIRMAN JENKINS AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: AUGUST 15, 2008

SUBJECT: REFERRAL OF PRELIMINARY FY 2010 VRE OPERATING AND CAPITAL BUDGET TO THE COMMISSIONS & AUTHORIZATION TO SOLICIT COMMENTS FOR FY 2009 MID-YEAR FARE INCREASE

RECOMMENDATION:

The VRE Operations Board is being asked to authorize the Chief Executive Officer to refer the Preliminary FY 2010 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment. Additionally, authorization is requested to solicit comments for a potential FY 2009 mid-year fare increase.

FISCAL YEAR 2009 BUDGET

DISCUSSION:

The FY 2009 budget projections have changed materially since the budget was adopted, as indicated in previous reports to the Operations Board. Some of the major items that have changed since the budget was approved in December 2007 are as follows:

- Fuel costs are projected to exceed budget by approximately \$3 million, based on the latest estimates.

- The Amtrak labor settlement costs are estimated to be \$1 million. This comprises both the back pay lump sum and the ongoing increased salary costs.
- State funding has exceeded budget projections, based on the state award. Projections currently are estimated to exceed budget by \$2.5 million.
- Because of increased ridership on both train lines, revenues are expected to exceed budget by approximately \$850,000
- Ongoing insurance premium costs are expected to be under budget by \$250,000.
- Locomotive maintenance is exceeding the budget by approximately \$1 million. This is due to the aging locomotive fleet.
- The restoration of reserves will eventually need to be budgeted in order to restore recent depletions.
- The federal 5307, 5309, and 5340 award exceeded budget by \$1.4 million, resulting in required additional match of \$175,000

The net impact of these changes is a **\$1.6 million shortfall** prior to considering any potential fare increase in FY 2009 or any one-time expected revenue increases discussed below. As a result, staff requests authorization to hold public hearings on a mid-year fare increase in the range of 4% to 7%. Assuming a January implementation date, additional funding for each percentage point is estimated at \$100,000.

If a fare increase were implemented, this would also impact the projections for the FY 2010 budget as the base fare would increase, thus increasing the total projected fare revenue in FY 2010. Currently FY 2010 is estimated to have a substantial shortfall. As such, a FY 2009 mid-year fare increase would lessen the shortfall in FY 2009 and provide additional funding in FY 2010 to mitigate the potential shortfall.

In addition to the items described above, two one-time sources of funds will be available in FY 2009: a \$700,000 credit for past insurance premium costs; and \$1.3 million of lower debt service costs as the result of the potential sale of the Kawasaki cars in August 2008. Staff is reviewing options for how these one-time funds should best be used and will incorporate the use of these funds in the mid-year budget amendment. The first use will be to balance the FY 2009 budget, so that no additional subsidy is needed in FY 2009. Other options include:

- Local match for the purchase of additional locomotives
- An increase to the VRE operating reserve, which has been reduced during the last several years due to fuel increases
- An increase to the insurance trust fund balance

- As a carry-over to FY 2010 to defray the cost of the possible transition to a new contract operator

FISCAL IMPACT – FY 2009 BUDGET:

Staff is requesting permission to conduct public hearings for a potential fare increase in January 2009 and will recommend amending the FY 2009 Budget (both costs and revenue) at the December 2008 Operations Board meeting when the FY 2010 recommended Budget is presented.

FISCAL YEAR 2010 PRELIMINARY BUDGET

BACKGROUND:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2010 VRE Operating and Capital Budget is attached for review.

VRE staff met with the CAO Taskforce in June and again in August to discuss jurisdictional budget issues and concerns and to review current VRE projections. From these meetings, VRE staff gained an understanding of the significant budget difficulties that the jurisdictions are facing and their need to reduce expenditures wherever possible. As described below, VRE is projecting several large nondiscretionary expense increases in FY 2010, most notably increased costs for diesel fuel compared to the FY 2009 budget. Nearly 80% of VRE's operating costs are fixed (such as insurance and debt service), or contractually determined (such as track access and Amtrak operating costs), or items such as fuel over which VRE has limited control. As a result, the only options available for substantial cost reductions or additional revenue are fare increases, subsidy increases or major service reductions.

Because of the unusual difficulties that the FY 2009 and FY 2010 budgets present, staff is recommending a 4% to 7% mid-year fare increase in FY 2009 and a potential additional fare increase in FY 2010. The FY 2010 increase will be developed within the guidelines of the fare indexing policy; a 3% increase has been used in the preliminary budget as a placeholder but could be higher.

DISCUSSION:

The FY 2010 preliminary budget totals \$87.8 million, of which \$8.6 million is currently unfunded (assuming no increase to local subsidy and no fare increases in FY 2009 or FY 2010). As in the past, VRE will submit a balanced budget to the jurisdictions in November so that it can be evaluated prior to its submission to the Operations Board in December.

The major causes of the current gap between revenue and expenses are outlined in the table below:

Both revenue and expenses are still under review and these projections are expected to change considerably over the next several months. The assumptions used in preparing the preliminary draft are as follows:

1. Fare revenue of \$25.3 million assumes a 3% fare increase on July 1, 2009. Ridership is estimated at 16,000 with service at the current level of 30 daily trains. Average daily ridership in FY 2008 was 14,662. FY 2010 fare revenue includes \$1.2 million from a projected 6% mid-year fare increase from FY 2009.
2. Contractually set increases in access fee expenses of 4% for CSX and Norfolk Southern. The Amtrak contract increase is expected to range from 3% to 4% above the FY 2009 level, adjusted to reflect the recent wage settlement.
3. Amtrak's contract expires on June 30, 2010. Should a contractor other than Amtrak be chosen in a competitive solicitation to provide train operations and maintenance service, VRE will experience significant transition costs from Amtrak to a new contractor. Based on initial conversations with other transit agencies which have completed such a transition, we are currently estimating these one-time costs at \$4.8 million. This preliminary budget assumes that all of the mobilization costs associated with a new contract are paid in FY 2010. Staff is reviewing options such as distributing the costs over two fiscal years or amortizing the costs over the life of the contract.
4. State capital match funding at a match rate of 30%. The FY 2009 match rate for the majority of the capital projects was 50%. No concrete projections from the state are currently available. **This projection will continue to be reviewed over the next several months.**
5. State formula funding for operations of \$10.1 million was received in FY 2009. At the present time, \$10 million is budgeted in FY 2010 as a placeholder. **This projection will continue to be reviewed over the next several months.**
6. Fuel expenses of \$7.7 million based on a per gallon cost of \$4.50. Because the increased cost of fuel also results in a substantial increase to the fuel tax revenue that many of the jurisdictions use as the source of

funding for the VRE subsidy, a revised fuel tax projection for the PRTC jurisdictions will be reviewed during the VRE budget process.

7. Continued funding of the VRE capital program, which includes mid-day storage, track lease improvements, rolling stock modifications, Crossroads Yard expansion, and \$3.7 million for locomotive procurement.

FY 2010 Preliminary Budget Major Revenue and Cost Change	
Revenue increases (decreases) from prior year adopted budget:	
Fare Revenue - Additional Ridership FY 2010	1,800,000
Fare Revenue - Fare Increase FY 2010 - 3%	700,000
Fare Revenue - Fare Increase FY 2009 - 6%	1,200,000
Use of Estimated FY 2009 Budget Surplus	1,000,000
State Funding	(450,000)
Total Revenue Change	4,250,000
Expense increases (decreases) from prior year adopted budget:	
Fuel	3,970,000
Amtrak (less access fees)	1,070,000
Operating Reserve	1,830,000
Repairs and Maintenance - Locomotives	1,050,000
Service Provider Mobilization Costs	4,770,000
Yard electricity	230,000
Railcar maintenance (Kawasaki)	(100,000)
Debt Service (local share)	(200,000)
Other Costs	230,000
Total Expenditure Change	12,850,000
Net Increase in Unfunded	8,600,000

Staff continues to explore cost savings. Some of the measures previously enacted are:

- Stricter fare enforcement, which has resulted in increased fare revenue
- Enhanced vendor Metrochek submissions, which improves VRE cash flow
- Installation of wayside power at the VRE yards, which decreases the consumption of diesel fuel
- Cancellation of one round trip train in FY 2006 that provided mid-day service, in response to budgetary issues.
- Installation of a mechanized train washing facility to reduce ongoing operating costs for exterior maintenance
- Review of cell phone plans leading to a reduction in communication costs

- Staff has begun a line item review of all programs and contracts to determine where costs can be reduced
- Other savings to administrative line items, such as reductions in mailing, reduced copy costs and increased electronic communication

Cost savings which staff will be exploring in the future include:

- A moratorium on the use of earmarks if required local match is not available
- Reduction in access costs at Washington Union Terminal
- Installation of air compressors at train yards to further reduce locomotive idling
- Termination of parking leases that are subject to annual appropriation
- Reductions in marketing campaigns
- Reduction in the level of train service

FISCAL IMPACT – FY 2010 BUDGET:

The current budget shortfall is estimated at \$8.6 million. Additional draft budgets will be formulated during the fall and reviewed with the CAO Budget Task Force resulting in a balanced budget by November 2008.

Attached are the following:

- FY 2010 Source and Use Statement
- Summary FY 2010 Preliminary Budget
- FY 2010 Six Year Financial Plan

FY10 Summary Proposed Budget

GL Account	FY08 Operating	FY08 Capital	FY09 Operating	FY09 Capital	FY10 Operating	FY10 Capital
Operating Revenue:						
Fare Revenue	21,334,369		21,490,694		25,295,403	
Miscellaneous Revenue	513,775		151,500		151,500	
Jurisdictional Subsidy	12,836,166	542,988	16,361,818	913,680	16,361,818	913,680
Other Jurisdictional Subsidy			12,480	160,520		
Federal/State Subsidy	26,605,561	6,096,687	27,037,331	7,379,320	26,235,174	9,044,420
Reserve					1,000,000	
Interest Income	210,000		210,000		230,000	
Total Revenue	61,499,871	6,639,675	65,263,823	8,453,520	69,273,895	9,958,100
Operating Expenses:						
Insurance/Reserve/Mobilization	5,174,140		6,266,497		12,740,194	
Executive Mgmt and Planning	928,029		813,938		776,044	
Administration	655,877		673,080		714,497	
Public Affairs	145,411		160,201		169,542	
Marketing	723,723		727,023		735,627	
Customer Service	1,235,417		1,363,842		1,479,030	
Budget and Finance	1,378,527		1,416,652		1,638,181	
Communication and Info Tech	737,370		829,601		880,224	
Construction and Cap Proj	682,779		864,966		742,599	
Facilities Maintenance	2,701,321		2,896,425		2,669,638	
Purch and Contract Admin	246,646		268,206		280,702	
Equipment Operations	8,006,827		6,295,671		11,569,221	
Operations and Safety	699,431		615,174		525,846	
PRTC	175,000		160,000		152,000	
NVTC	75,000		70,000		70,000	
Amtrak	19,175,000		20,420,000		22,080,000	
Norfolk Southern	2,300,000		2,310,000		2,400,000	
CSXT	4,000,000		4,090,000		4,240,000	
Total Operating Expenses	49,040,498	-	50,241,276	-	63,863,345	-
CIP Expenditures		6,639,675		8,453,520		10,402,000
Debt Service	12,459,373		15,022,547		13,582,380	
Total CIP and Other Expenditures	12,459,373	6,639,675	15,022,547	8,453,520	13,582,380	10,402,000
Grand Total Expenses	61,499,871	6,639,675	65,263,823	8,453,520	77,445,725	10,402,000
Unfunded by fund	-	-	-	-	(8,171,830)	(443,900)
Total Unfunded						(8,615,730)

FY10 VRE - Source and Use Budget Worksheet

LEVEL OF SERVICE FOR FY 2009 30 trains 16,000 average daily riders

Leases	9,800,000	CSXT	3,160,000
Recapitalization	-	NS	2,400,000
Add'l funding needed	9,800,000	Amtrak	4,240,000
		Total	9,800,000

USES OF FUNDS	SOURCES OF FUNDS											
	FARE INCOME	INTEREST	EQUIP RENT AND MISC	LOCAL SUBSIDY	OTHER SOURCES	STATE OPERATING	STATE CAPITAL	STATE SSTP	5307/5309	EARMARK/ OTHER	TOTAL	
Operating Expenses	51,123,150	25,295,403	230,000	151,500	5,230,247	1,000,000	10,000,000	96,000	7,840,000	1,280,000	-	51,123,150
Non-Operating Expenses:												
Operating Reserve/Contingency	5,100,000			5,100,000								5,100,000
Insurance Reserve	2,870,194			2,870,194								2,870,194
Debt Service (1993 & 1998)	6,764,022			4,734,815			2,029,207					6,764,022
Mobilization Costs	4,770,000			4,770,000			0		0			4,770,000
Debt Service (Gallery IV) (11 Cabcars)	1,931,358			270,390			115,881		1,545,086			1,931,358
Debt Svc (Gallery IV-C) (50 rail cars)	900,000			126,000			54,000		720,000			900,000
Office Loan	87,000			87,000								87,000
Other (Bad Debt/Admin)	50,000			50,000								50,000
Debt Svc (Gallery IV-b) (50 rail cars)	1,350,000			945,000			405,000					1,350,000
Debt Svc (Gallery IV-b) (50 rail cars)	2,500,000			350,000			150,000		2,000,000			2,500,000
Non-Operating Summary	26,322,574	0	0	0	19,303,400	0	0	2,754,088	0	4,265,086	0	26,322,574
Total Expenses (Subtotal)	77,445,724	25,295,403	230,000	151,500	24,533,647	1,000,000	10,000,000	2,850,088	7,840,000	5,545,086	0	77,445,724
Capital Projects:												
Facilities infrastructure	550,000			77,000			33,000		440,000			550,000
Broad Run Maintenance	400,000			56,000			24,000		320,000			400,000
Fare Collection Upgrade	300,000			42,000			18,000		240,000			300,000
				0			0		0			0
Rolling stock mods	1,200,000			168,000			72,000		960,000			1,200,000
Capital project contingency	350,000			49,000			21,000		280,000			350,000
Fredericksburg Rail Station	705,000			0			141,000		0	564,000		705,000
Capitalization project	1,000,000			140,000			60,000		800,000			1,000,000
Capital Fleet Expansion - Locomotive	3,727,000			521,780			223,620		2,981,600			3,727,000
Mid-day Storage	1,420,000			198,800			85,200		1,136,000			1,420,000
Capital Needs Assessment	750,000			105,000			45,000		600,000			750,000
Capital Project Summary	10,402,000	0	0	0	1,357,580	0	0	722,820	0	7,757,600	564,000	10,402,000
Earmarks/Capital:												
Earmark Summary	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	87,847,724	25,295,403	230,000	151,500	25,891,228	1,000,000	10,000,000	3,572,908	7,840,000	13,302,686	564,000	87,847,724

FY09 subsidy unfunded 17,275,500
(8,615,728)

Soft Capital Projects	Program	Funding	Federal Amt	State Amt
Debt Service Gallery IV	1,931,000	5307/5309	1,544,800	115,860
Access lease funding	9,800,000	SSTP	7,840,000	-
Debt Service Gallery IV C	900,000	5307/5309	720,000	54,000
50 Railcars	2,500,000	5307/5309	2,000,000	150,000
50 Railcars		5307/5309	-	405,000
Locomotive Lease	200,000	5307/5309	160,000	12,000
Rippon Lease	140,000	5307/5309	112,000	8,400
Project Management	375,000	5307/5309	300,000	22,500
Project Management	308,000	5307/5309	246,400	18,480
Scheidt/Bachman	123,000	5307/5309	98,400	7,380
Construction Management	300,000	5307/5309	240,000	18,000
Security enhancements	110,000	5307/5309	88,000	6,600
Debt Service (1993 & 1998)			-	2,029,207
Fredericksburg P. Leases	44,000	5307/5309	35,200	2,640
Subtotal	16,731,000		13,302,686	2,850,057
Capital Projects/Earmarks	10,402,000		8,321,600	722,820
Federal Cap Program	27,133,000		21,706,400	3,572,887

Federal Reimbursement rate	80%
State Match Reimb rate MTF Cap	30%
State Match Reimb rate MT Cap	30%
State Earmark Match rate	52%

Calculated Operating Reserve:	
33%	16,870,640

FY10 Base Budget Six Year Financial Forecast

Description	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Comments
Number of Trains	30	30	32	32	34	34	34	
Manassas Line	16	16	16	16	18	18	18	
Fredericksburg Line	14	14	16	16	16	16	16	
Average Daily Ridership	14,700	16,000	17,600	17,965	18,680	19,030	19,340	
Average Fare Price	5.87	6.32	6.32	6.32	6.32	6.32	6.32	No increase after FY10
Potential Operating Ratio	61%	61%	60%	59%	56%	55%	54%	
Use of Funds for Operations								
Net Operating Expenses	13,414,779	16,473,150	18,120,465	18,496,259	19,232,403	19,592,753	19,911,920	Based on annual revenue increase
Reserves (Operating/Insurance/Mobilization)	6,266,497	12,740,194	6,092,115	5,003,445	6,255,566	5,402,529	5,495,000	Insurance payments per schedule
Amtrak (4)	17,850,000	17,140,000	18,851,800	19,255,664	21,107,052	21,601,334	22,465,388	
Fuel (3)	3,740,000	7,710,000	9,211,125	10,132,238	12,028,913	13,231,804	14,554,984	
Track Lease Expense (2)	8,970,000	9,800,000	10,749,455	11,179,433	12,229,553	12,718,735	13,227,484	
Debt Service	14,972,546	13,532,380	13,563,975	13,708,826	13,705,288	13,705,013	13,705,688	
Other (Bad Debt/Admin)	50,000	50,000	50,000	50,000	50,000	50,000	50,000	
Total Operating Costs	65,263,822	77,445,724	76,638,735	77,823,864	84,608,774	86,302,168	89,410,464	
Sources of Funds For Operations								
			10.00%	2.07%	3.98%	1.87%	1.63%	Annual ridership increase
Fare Revenue	21,490,692	25,295,403	27,824,943	28,401,995	29,532,383	30,085,720	30,575,818	
Interest Income	210,000	230,000	230,000	230,000	230,000	230,000	230,000	
Other Income	151,500	151,500	151,500	151,500	151,500	151,500	151,500	
Other Revenue	173,000	1,000,000						
State Operating Grant	9,200,000	10,000,000	10,300,000	10,809,000	10,927,270	11,255,088	11,592,741	Based on 3% rate increase
State Capital Grant	3,924,677	2,850,088	2,763,568	2,806,422	2,805,961	2,805,878	2,806,081	
Federal Grants:								
Access Lease Funding - SSTP	7,176,000	7,840,000	8,599,564	8,943,546	9,783,642	10,174,988	10,581,988	Based on 80% of track lease
Federal Operating Funds (Debt service & loans)	5,421,454	4,265,086	4,265,086	4,265,086	4,265,086	4,265,086	4,265,086	
Other Federal Revenues	1,315,200	1,280,000	1,344,000	1,411,200	1,481,760	1,555,848	1,633,640	Increased base cost 5% per year
Total Operating Revenues	49,062,523	52,912,077	55,478,661	56,818,749	59,177,602	60,524,108	61,836,854	
Surplus/(Deficit) for Operations	(16,201,299)	(24,533,647)	(21,160,074)	(21,005,115)	(25,431,172)	(25,778,060)	(27,573,610)	
Local Subsidy	17,275,499	17,275,499	17,275,499	17,275,499	17,275,499	17,275,499	17,275,499	
Net subsidy available for capital match	1,074,200	(7,258,148)	(3,884,575)	(3,729,616)	(8,155,673)	(8,502,561)	(10,298,111)	
Use of Funds for Capital Program (1)								
Capital Cost Base Program	8,453,520	10,402,000	10,610,040	10,822,241	11,038,686	11,259,459	11,484,649	Increased base cost 2% per year
Total Capital Program Costs	8,453,520	10,402,000	10,610,040	10,822,241	11,038,686	11,259,459	11,484,649	
Sources of Funds for Capital Program								
Federal Grants:								
Federal funding - 80% of base program	6,634,400	8,321,600	8,488,032	8,657,793	8,830,948	9,007,567	9,187,719	
Matching Funds								
State Capital Grants - non-federal costs	744,920	722,820	624,120	511,800	516,360	529,020	533,460	
Net local subsidy available for capital match	1,074,200	(7,258,148)	(3,884,575)	(3,729,616)	(8,155,673)	(8,502,561)	(10,298,111)	
Total Sources of Funding for Capital Program	8,453,520	1,786,272	5,227,577	5,439,977	1,191,636	1,034,027	(576,932)	
Add'l funds required to fund Operations and Capital:								
Additional required for operations/base program	0	8,615,728	5,382,463	5,382,264	9,847,050	10,225,432	12,061,581	
Cumulative Total to Fully Fund Ops and Cap	0	8,615,728	13,998,191	19,380,455	29,227,505	39,452,937	51,514,518	

(1) Note: "Capital Program" does not include leases, debt service, administrative costs and other operating costs.

(2) Increase based on 4% per year + add'l track lease costs per train per line

(3) Increase based on additional trains + 10%

(4) Increase based on 4% (AAR) plus additional engineers/train crew + one-time costs of \$350k in FY11-FY13

8/8/08

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NVTC

Northern Virginia Transportation Commission

Agenda Item #4

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: August 28, 2008

SUBJECT: Award of Contract for Alexandria Real-Time Bus Status System

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 NVTC's request for proposals. A committee of technical experts from Alexandria, Alexandria DASH, WMATA and DRPT ranked the proposals and conducted oral interviews.

The recommended ranking of firms will be presented to the commission via a "blue-sheet" on September 4th. The requested action will be to authorize NVTC's executive director to negotiate with the top ranked firm (or firms), execute an agreement and issue the notice to proceed.



Section B

Scope of Work

The City of Alexandria and the Alexandria DASH transit system are investigating options for providing real-time bus information to bus passengers within the City. The City of Alexandria has a surface area of 15 square miles and a population of approximately 137,000 persons as of July 2006. Alexandria is a prosperous city, with a vibrant tourism industry and a very strong commercial base (daytime population increases by 4.4% due to employment activity). Alexandria is also a comparatively wealthy jurisdiction, with a median household income of over \$66,000.

Residents of the City of Alexandria enjoy excellent public transit service. Alexandria is served by four WMATA Metrorail stations on the Blue and Yellow lines, nine Metrobus lines, one Virginia Railway Express station, and the award-winning Alexandria DASH transit system. DASH uses 48 vehicles in maximum service with a total fleet of 62 revenue vehicles to provide over 4 million annual passenger trips in a service area that covers the City of Alexandria and parts of Arlington County on 10 transit routes serving approximately 600 bus stop locations. Alexandria DASH buses are equipped with smartcard-enabled fareboxes and 2-way radios. Alexandria DASH utilizes Master Scheduler software for scheduling and dispatching purposes.

Contractor will develop a system to collect and provide real-time bus information for all DASH buses operating on all DASH bus routes. For the purposes of this project, "real-time bus information" can refer to "real-time bus arrival information", where the customer is given an estimate of the exact time the bus will arrive or an estimate of the exact waiting time, or it can refer to "real-time bus status information", which provides schedule information to the customer and then informs the customer whether the bus is running on-time, or the degree to which the bus is late (ie 1-4 minutes late, 5-9 minutes late). The Technical Advisory Committee (comprised of representatives from the City of Alexandria, Alexandria DASH, Arlington County, WMATA, NVTC, and the Virginia DRPT) has decided to allow Offerors to propose either type of system or other similar systems, and encourages Offerors to explain the benefits and advantages provided by their system.

The method and/or technology by which this information is collected, whether it be via cellular phone network, radio frequency, or other means of communication, is up to the offeror. Offerors are strongly encouraged to use inexpensive, non-proprietary hardware and off-the-shelf technology. Price proposals should include all software and hardware necessary to run the system, as well as annual operating costs, licensing and support fees, and any other ongoing costs required to run the system. Pricing should also include three years of warranty coverage for all hardware and software, with price quotes for at least 5 additional option years. On-board hardware must meet the specifications listed in the "performance requirements" at the end of this section.

The real-time bus status information will be provided to the customer directly via an Interactive Voice-Response (IVR) system that will be developed by the contractor. If there are ongoing operating costs associated with the IVR system, such as hosting fees, they should be included with the statement of annual operating costs. Offeror should include a full explanation

of the performance capabilities of any proposed IVR system, including the percentage of calls that will be answered on the first ring, and the maximum allowable down time for their proposed system.

The real-time bus information will also be displayed in real-time to a City web-based mapping application. Device output must be sent concurrently to this separate system as a TAIP Position-Velocity report to a UDP port selected by the City. DASH is also completing a website redevelopment with a new interactive map and trip planner created by the Redmon Group for Alexandria Transit, and hosted on the City of Alexandria's network servers. Proposers may choose to use these items if desired. Bus status information or estimated arrival times can be provided in a simple text string format to these applications.

The bus status information, along with bus location data, will be exported in real-time to the WMATA transit database, in the formats described above.

The real-time bus information system can be hosted by the City of Alexandria on their computer system, on a standard windows or linux platform (up to the offeror). Contractor should provide remote access provisions.

Mandatory Features and Components of the Real-Time Bus Information System:

The following list of features and components should be considered mandatory for any proposed system. If an offeror wishes to omit or change one of these mandatory features, a substantial explanation must be provided.

1. The system must collect and store at least 30 calendar days of location data for each bus. There must also be a facility to export and archive this location data.
2. Alexandria DASH owns all data provided by the system.
3. Offeror must provide "canned reports" to access this data, but data should also be accessible to standard SQL queries.
4. All proprietary data formats and hardware interfaces must be disclosed in the proposal.
5. System must interface with the Master Scheduler program via XML (we will specify the tags), and accept bus assignment data in real-time.
6. System must accept imported data and provide exported data in real-time from the WMATA Transit Database (when the transit database becomes operational).
7. System must utilize Google Transit data format for the importing and exporting of schedule data.
8. System must not require driver involvement of any kind, with logins accomplished via dispatcher assignment.
9. For the purpose of adding hardware such as stop annunciators and passenger counters at a later date, the system should utilize standard input and output ports, such as USB, RS-232, and J-1708.
10. On-board bus equipment should be installed in unobtrusive, tamper-proof enclosures. (a listing of the buses that comprise the DASH fleet is included in Attachment F.)

Optional Features and Components of the Real-Time Bus Information System:

Offerors are invited to submit separately-priced proposals for any or all of the following additional features of a proposed real-time bus status information system:

1. An operational management system for DASH supervisors that will allow them to utilize real-time and stored location information to evaluate bus routes and driver performance.
2. The utilization of the OGCWMS (Open Geospatial Consortium's Web Map Service) format for all location data.
3. "Panic button" functionality for drivers to alert management and others of emergency situations.
4. The use of Master Scheduler to query stored location data. Master Scheduler utilizes Crystal Reports for data queries.

As with the pricing for the mandatory system features, pricing for optional features should include all necessary ongoing expenses and licensing fees.

Performance Requirements for the Real-Time Bus Information System:

On-Board Hardware:

- Operating Temperature: 0C to +40C, or 32F to 104F
- Storage Temperature: -20C to +60C, or -4F to 140F
- Relative Humidity: 10% to 90% at 40C, non-condensing
- Vibration (operating): 1G, 5-500Hz, random for 2.5" HD, 3G, 5-500hz, random for CompactFlash
- Wide input DC power (6V to 24V range) that can control ON/OFF based on vehicle ignition status.

Real-Time Bus Information

- 95% accuracy for status or arrival information provided to customers, determined via sampling procedures to be established in conjunction with the TAC.

Offerors are Encouraged to Utilize Hardware with Features Such As:

- Operating environmental conditions that exceed requirements.
- The use of commodity programmable embedded systems and/or commercial-off-shelf (COTS) hardware.
- The use of open-source embedded operating systems.
- Extra I/O inputs: at least (2) USB 1.1 or 2.0, and at least (2) RS-232
- Provision for PCMCIA or CardBus expansion port
- Provision of 2.5" internal HD expansion capability
- Provision for VGA, SVGA or XGA video output
- Provision for 802.11a/b WLAN connectivity
- Provision for 10/100base-T Ethernet connectivity
- Provision for PCI Expansion Slot(s)
- Form-factor smaller than minimum requirements
- Provision of programmable watchdog timer.
- Modularity of communication mediums (GSM, GPRS, CDMA, 3G, RF, 802.11, etc.) based on USB, RS-232, Mini-PCI, PCI, PCMCIA, or CardBus.

NVTC

Northern Virginia Transportation Commission

Agenda Item #5

TO: Chairman Eulle and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: August 28, 2008

SUBJECT: NVTC's Preliminary Administrative Budget for FY 2010

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.

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.

The budget also contains financial and project management objectives that provide a means to measure NVTC's performance. As can be seen, 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).

The commission is asked to authorize NVTC's executive director to forward the preliminary budget to the member jurisdictions for their use in formulating their own local budgets for FY 2010. The commission will be asked to approve the final NVTC budget in January or February of 2009.





PRELIMINARY BUDGET

**FISCAL YEAR
2010**

(July 1, 2009 – June 30, 2010)

--September 4, 2008 --

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
BUDGETED FISCAL YEAR 2010 REVENUE
PRELIMINARY**

	FY 2008 Actual	Approved Budget FY 2009	Preliminary Budget FY 2010	FY 2010-2009 Budget Increase (Decrease)	Percentage Change
1 Commonwealth of Virginia	\$ 718,350	\$ 723,380	\$ 774,500	\$ 51,120	7.1%
2 Alexandria	39,498	37,875	38,513	638	1.7%
3 Arlington	63,653	60,728	62,573	1,845	3.0%
4 City of Fairfax	6,857	7,209	6,765	(443)	-6.2%
5 Fairfax County	175,638	177,574	179,609	2,035	1.1%
6 Falls Church	3,533	3,608	3,042	(566)	-15.7%
7 Loudoun	20,821	23,007	19,497	(3,510)	-15.3%
Total Local Jurisdictions	<u>310,000</u>	<u>310,000</u>	<u>310,000</u>	<u>-</u>	<u>0.0%</u>
8 Total Commonwealth of Virginia and Local Jurisdictions (Note 1)	1,028,350	1,033,380	1,084,500	51,120	4.9%
9 Interest Earned	25,330	18,000	23,000	5,000	27.8%
10 Project Chargebacks (Note 2)	75,000	70,000	70,000	-	0.0%
11 Project Grant Billings	7,064	-	-	-	0.0%
12 Appropriated Surplus (Note 3)	(4,372)	100,500	82,500	(18,000)	-17.9%
Total Revenue	<u>\$ 1,131,372</u>	<u>\$ 1,221,880</u>	<u>\$ 1,260,000</u>	<u>\$ 38,120</u>	<u>3.1%</u>

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SCHEDULE OF FISCAL YEAR 2010 EXPENDITURES
PRELIMINARY**

	FY 2008 <u>Actual</u>	Approved Budget FY 2009	Preliminary Budget FY 2010	FY10 - FY09 Budget Increase (Decrease)	Percentage Change
<u>Personnel Costs</u>					
1 Salaries (Note 4)	\$ 700,183	\$ 700,900	\$ 742,500	41,600	5.9%
2 Intern	-	-	-	-	N/A
3 Temporary Employee Services	-	1,000	1,000	-	0.0%
Total Personnel Costs	<u>700,183</u>	<u>701,900</u>	<u>743,500</u>	<u>41,600</u>	<u>5.9%</u>
<u>Benefits</u>					
Employer's Contributions					
4 FICA	45,499	47,400	51,200	3,800	8.0%
5 Group Health Insurance (Note 5)	41,919	62,900	74,500	11,600	18.4%
6 Retirement (Note 6)	55,504	57,600	61,700	4,100	7.1%
7 Workmans & Unemployment Compensation	4,007	3,200	3,400	200	6.3%
8 Life Insurance	3,250	4,100	4,150	50	1.2%
9 Long Term Disability Insurance	3,127	4,400	4,600	200	4.5%
Total Benefit Costs	<u>153,306</u>	<u>179,600</u>	<u>199,550</u>	<u>19,950</u>	<u>11.1%</u>
<u>Administrative Costs</u>					
10 Commissioners Per Diem (Note 7)	15,450	42,000	19,450	(22,550)	-53.7%
Rents:					
11 Office Rent (Note 8)	170,621	176,780	182,600	5,820	3.3%
12 Parking / Metrochek	9,412	11,950	11,900	(50)	-0.4%
Insurance:					
13 Public Official Bonds	3,663	4,500	4,300	(200)	-4.4%
14 Liability and Property	1,950	2,600	2,400	(200)	-7.7%
14 Liability and Property	1,713	1,900	1,900	-	0.0%
Travel:					
15 Conference Registration	7,673	16,700	14,200	(2,500)	-15.0%
15 Conference Registration	845	2,100	2,000	(100)	-4.8%
16 Non-Local & Conference Travel	2,552	4,700	3,400	(1,300)	-27.7%
17 Local Meetings & Related Expenses (Note 9)	3,516	6,400	5,800	(600)	-9.4%
18 Training & Professional Development (Note 1)	760	3,500	3,000	(500)	-14.3%
Communication:					
19 Postage	9,837	11,950	11,500	(450)	-3.8%
19 Postage	3,424	4,700	4,700	-	0.0%
20 Telephone - LD	1,179	1,350	1,300	(50)	-3.7%
21 Telephone - Local	5,234	5,900	5,500	(400)	-6.8%
Publications & Supplies					
22 Office Supplies	12,687	23,900	18,600	(5,300)	-22.2%
22 Office Supplies	2,628	4,200	4,000	(200)	-4.8%
23 Duplication and Paper (Note 11)	9,559	9,700	9,600	(100)	-1.0%
24 Public Information (Note 12)	500	10,000	5,000	(5,000)	-50.0%
Operations:					
25 Furniture and Equipment (Capital) (Note 13)	19,966	25,650	20,000	(5,650)	-22.0%
25 Furniture and Equipment (Capital) (Note 13)	13,010	13,150	8,000	(5,150)	-39.2%
26 Repairs and Maintenance	1,285	1,000	1,000	-	0.0%
27 Computer Operations (Note 14)	5,671	11,500	11,000	(500)	-4.3%
Other General and Administrative					
28 Subscriptions	6,099	6,950	6,800	(150)	-2.2%
28 Subscriptions	662	400	400	-	0.0%
29 Memberships	1,366	1,800	1,700	(100)	-5.6%
30 Fees and Miscellaneous	3,055	2,950	2,950	-	0.0%
31 Advertising (Personnel/Procurement) (Note 1)	1,016	1,800	1,750	(50)	-2.8%
Total Administrative Costs	<u>255,408</u>	<u>320,380</u>	<u>289,350</u>	<u>(31,030)</u>	<u>-9.7%</u>
<u>Contracting Services</u>					
32 Auditing (Note 16)	22,475	18,000	25,600	7,600	42.2%
33 Consultants - Technical	-	1,000	1,000	-	0.0%
34 Legal	-	1,000	1,000	-	0.0%
Total Contract Services	<u>22,475</u>	<u>20,000</u>	<u>27,600</u>	<u>7,600</u>	<u>38.0%</u>
Total Operating Program	<u>\$1,131,372</u>	<u>\$ 1,221,880</u>	<u>\$ 1,260,000</u>	<u>\$ 38,120</u>	<u>3.1%</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Explanatory Notes to Preliminary Fiscal Year 2010 Budget

1. Commonwealth of Virginia and Local Jurisdictional Contributions

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 10 budget is based on the FY 09 Subsidy Allocation Model.

2. Project Chargebacks

This line consists primarily of charges for NVTC staff support for the VRE project and reimbursed from VRE's budget.

3. Appropriated Surplus

Included as a source of revenue in the FY 10 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

4. Salaries

Salaries for fiscal year 2010 are budgeted to include merit increases for the existing staff. Step increases for merit incentive raises are included up to 6%, but no cost of living adjustments are provided. Each 1% of merit increase costs approximately \$7,200. Merit increases within the budget amount are awarded at the discretion of the executive director. The FY 10 budget includes nine regular staff positions, which is unchanged from the FY 09 approved budget.

5. Group Health Insurance

NVTC's health insurance group rates increased about 29% from the previous policy period ending April 30, 2007. This is in sharp contrast to the modest rate increases NVTC has experienced over the past three years. The FY 2009 budget includes a provision for increasing rates, based upon an average of prior years' experience, while using the current policy period rates as the base.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to Preliminary Fiscal Year 2010 Budget

6. Retirement

The budgeted amount of employer pension contributions for the target benefit pension plan is based on actuarial formulas using the existing staff and the budgeted salary levels for FY10. Because the formulas take into account factors in addition to payroll costs, such as years to retirement and investment return, changes in budgeted contributions do not necessarily change directly with budgeted payroll.

7. Commissioners' Per Diem

The FY 2010 budget is based upon the regular meeting schedule, and includes per diems at the statutory rate of \$200 for senators and delegates, and \$50 for all other commissioners, with a contingency for increased attendance. The previous year's budget included per diems at a rate of \$200 for all commissioners.

8. Office Rent

The administrative office lease was renewed during fiscal year 2001 for the period January 2001 through December 2010. Rent expense is budgeted based upon the fixed costs of the lease, with a provision for increases in common area expenses due to rising costs.

9. Local Meetings and Related Expenses

NVTC hosts numerous regional meetings for the benefit of member jurisdictions. Costs of accommodating numerous meetings are the largest component of this line item, which also includes the costs of NVTC staff traveling to meetings elsewhere in the region.

10. Training and Professional Development

Actual expenditures fluctuate with the changing needs of staff. While FY 08 expenditures were below the budgeted level, a provision is maintained in the FY 10 budget for future staff training.

11. Duplication and Paper

Duplication costs are budgeted based upon a five-year lease and maintenance contract entered into during FY 2006. The duplication expenses of paper and staples, which are not included in the contract, have been budgeted based upon estimated usage levels.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to Preliminary Fiscal Year 2010 Budget

12. Public Information

Public information includes the cost of various public outreach projects.

13. Furniture and Equipment

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. It is expected that during FY 2010, computer hardware will need to be replaced or upgraded to support the operations of the commission. The FY 2008 and FY 2009 budgets included the expected cost of replacing the present phone system, which is anticipated to take place during FY 2009. One half of these costs are reflected in the FY 2008 actual amount for this category.

14. Computer Operating Expense

Computer operating expenses include outside network consulting and services, software upgrades and supplies, and web hosting fees. A provision has been included for disaster recovery efforts.

15. Advertising (Personnel/Procurement)

The FY 10 budget includes a provision for personnel and procurement advertising. An average of prior year costs was used to develop the budgeted amount as this category fluctuates from year to year.

16. Auditing

NVTC recently entered into a three-year contract for auditing services beginning with the audit of FY 08. Due to a significant change in required auditing procedures, NVTC's audit fees increased approximately 14% over the previous contract. The FY 10 budget is based on this contract, and includes the cost of the bi-annual pension plan audit.

APPENDIX 1

**PERFORMANCE BUDGET FOR NVTC'S
FINANCIAL MANAGEMENT FUNCTION**

September 4, 2008

For NVTC's performance budgeting, a special pro-forma fund has been created to include the costs and revenues attributable to NVTC's financial management function. NVTC's Director of Finance and Administration and Assistant Financial Officer devote 100 percent of their efforts to this function. NVTC's Executive Director allocates a quarter of his time to this work. While NVTC's two secretaries and two senior planners/project managers spend about five percent each on invoice processing and grant billing procedures, those activities are considered as part of the "planning, project management and public outreach" function shown in Appendix 2.

Regarding other expenses, it is assumed that a corresponding share of all other budget line items are attributable to this function. The same assumption is made for revenues. The attached Table 1 lists the derived costs and revenues for the commission's financial management function for FY 2010.

Table 2 lists 12 performance measures which went into effect with the FY 2007 budget by category. Results are shown for FY 2006 through FY 2008 actual and for FY 2009 and FY 2010 budgets. Each year more results will be calculated to provide a historical record and establish favorable (or unfavorable) trends.

TABLE 1

**Northern Virginia Transportation Commission
Pro Forma Financial Management Fund**

	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Approved Budget</u>	FY 2010 <u>Preliminary Budget</u>
<u>Expenditures</u>					
Personnel ¹	\$192,500	\$207,100	\$217,300	\$226,600	\$241,100
Benefits ²	46,300	43,600	56,700	58,800	65,200
Administrative Costs ³	75,900	80,500	79,300	103,600	93,900
Contracting Services ⁴	19,600	15,500	22,500	18,600	26,200
Total	\$334,300	\$346,900	\$375,800	\$407,700	\$426,400
<u>Revenues</u>					
Total ⁵	\$334,300	\$346,900	\$375,800	\$407,700	\$426,400

Notes:

1. Includes all salaries of the Director of Finance and Administration and the Assistant Controller and a quarter of the salary of the Executive Director.
2. Includes benefits of the above three positions.
3. Includes the same share of administrative costs as of salaries/benefits.
4. Includes the entire cost of NVTC auditors and a proportion of legal and technical consultants.
5. Assumes the same share of revenues as of expenses.

TABLE 2

**NVTC PERFORMANCE BUDGET MEASURES*
--Financial Management Function--**

<u>Performance Measure</u>	<u>FY 2006 Actual</u>	<u>FY 2007 Actual</u>	<u>FY 2008 Actual</u>	<u>FY 2009 Budget</u>	<u>FY 2010 Budget</u>
Input:					
1. Maintain tight budget controls to keep NVTC's total local contributions to NVTC's budget to no more than \$310,000 annually.	Yes \$310,000	Yes \$310,000	Yes \$310,000	Yes \$310,000	Yes \$310,000
2. Effectively manage trust fund assets at a ratio of at least \$35 million per full time equivalent financial management employee.	Yes \$42M	Yes \$44M	Yes \$54M		
Output:					
3. Produce acceptable state aid grant applications for WMATA, local bus systems and VRE each year (totaling at least \$140 million) by the state deadline (currently February 1 st). New target for FY 2009=\$280 million.	Yes \$252M	Yes \$288M	Yes \$287M		
4. Produce a preliminary allocation of anticipated fiscal year revenues and expenses (totaling at least \$80 million) for each NVTC jurisdiction by June 1 st of each year using NVTC's subsidy allocation model and complete the final projection. New target for FY 2009=\$140 million.	Yes \$112M	Yes \$109M	Yes \$140M	Yes \$167M	

*Effective with FY 2007 budget.

<u>Performance Measure</u>	<u>FY 2006 Actual</u>	<u>FY 2007 Actual</u>	<u>FY 2008 Actual</u>	<u>FY 2009 Budget</u>	<u>FY 2010 Budget</u>
Efficiency:					
5. Effectively manage trust fund assets and grant revenues contracted at an administrative cost ratio of no more than \$0.005 per \$1 of assets and revenues.	Yes \$0.004	Yes \$0.004	Yes \$0.003		
6. By careful monitoring of Department of Taxation expenses and proactive work with the department's field auditors, seek to maintain the ratio of administrative costs passed through to NVTC at or below 0.3 percent of total motor fuel tax revenues (currently approaching \$36 million annually) credited to NVTC.	Yes 0.2%	Yes 0.2%	Yes 0.2%		
7. Effectively manage NVTC's employee flexible benefits program in house at an annual savings of at least \$100 per employee compared to outside management. [Note: because it is impractical to update the baseline estimate regularly, it is proposed that this measure be discontinued for FY 2010 and beyond.]	Yes \$118	Yes \$118	Yes \$118	Yes \$118	Yes \$118
8. Co-own at least \$168 million of VRE assets at a management fee to VRE of no more than \$0.0005 per dollar of assets.	Yes \$0.0004	Yes \$0.0004	Yes \$0.0003		

<u>Performance Measure</u>	<u>FY 2006 Actual</u>	<u>FY 2007 Actual</u>	<u>FY 2008 Actual</u>	<u>FY 2009 Budget</u>	<u>FY 2010 Budget</u>
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Service Quality:

9. In each annual audit, no subsidy allocation or trust fund audit adjustments required by auditors as well as no material deficiencies in internal controls and no related material management letter comments.	Yes	Yes	Yes		
10. All trust fund grant reimbursement requests from jurisdictions with proper documentation processed within five working days in order to maximize investment earnings and cash flow.	Yes	Yes	Yes		

Outcome:

11. 100% timely subsidy payments to WMATA on behalf of jurisdictions to avoid any late payment penalties.	Yes	Yes	Yes		
12. Working with NVTC's jurisdictions, achieve 100% of grant funds billed with no material lapsed funds returned to granting agencies.	No (\$55,700 lapsed in bus shelter grant)	No (\$33,500 lapsed in Jurisdiction Capital Grant)	No (\$17,784 lapsed in Jurisdiction Capital Grant)		

APPENDIX 2

**PERFORMANCE BUDGET FOR NVTC'S PLANNING,
PROJECT MANAGEMENT AND PUBLIC OUTREACH FUNCTIONS**

September 4, 2008

For NVTC's performance budgeting, a special pro-forma fund has been created to include the costs and revenues attributable to NVTC's planning, project management and public outreach functions. NVTC's Executive Director allocates three-quarters of his time to this work. NVTC's two secretaries, director of planning, director of public outreach, and two project managers are included.

Regarding other expenses, it is assumed that a corresponding share of all other budget line items are attributable to this function. The same assumption is made for revenues. The attached Table 1 lists the derived costs and revenues for the commission's planning, project management and public outreach functions for FY 2010.

Table 2 lists seven performance measures by category that went into effect for the first time with the FY 2008 budget. Results are shown for FY 2006 through FY 2008 actual and for FY 2009 and FY 2010 budget if known at this time. Each year more results will be calculated to provide a historical record and establish favorable (or unfavorable) trends.

TABLE 1

**Northern Virginia Transportation Commission
Pro Forma Planning, Project Management, Public Outreach Fund**

	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>	FY 2010 <u>Budget</u>
<u>Expenditures</u>					
Personnel ¹	\$434,900	\$437,300	\$482,900	\$475,300	\$502,400
Benefits ²	97,200	103,100	96,500	120,700	134,400
Administrative Costs ³	171,400	170,000	176,100	216,800	195,400
Contracting Services ⁴	0	0	0	1,400	1,400
Total	\$703,500	\$710,400	\$755,500	\$814,200	\$833,600
<u>Revenues</u>					
Total ⁵	\$703,500	\$710,400	\$755,500	\$814,200	\$833,600

Notes:

1. Includes all salaries of NVTC employees except the Director of Finance and Administration, Assistant Controller and a quarter of the salary of the Executive Director.
2. Includes benefits as in Note 1.
3. Includes the same share of administrative costs as of salaries/benefits.
4. Includes the remainder of legal and technical consulting not allocated to the financial management function.
5. Assumes the same share of revenues as expenses.

TABLE 2

**NVTC PERFORMANCE BUDGET MEASURES*
--Planning, Project Management and Public Outreach Functions--**

Performance Measure	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>	FY 2010 <u>Budget</u>
Input:					
1. Actively manage five or more grant-funded projects with average annual revenues of at least \$100,000 per project.	Yes. Nine projects averaging \$109,417.	Yes. Eight projects averaging \$267,900.	Yes. Seven projects averaging \$698,400.		
Output:					
2. Through effective outreach, increase hits on electronic schedules web page by at least 15% to average over 9,800 per day. [Note: for 2010 the target is a 10% increase to 9,900 per day.]		No. 8,123 per day.	No. 9,193 per day.		
3. Increase hits on NVTC's web page by at least 10% to average over 1,000 unique visitors per month. [Note: For FY 2008, NVTC staff redesigned and managed NVTA's website also. For FY 2010, the new NVTC target measure is 9,000 annually.]		Yes. 9,574 annually.	No. 8,870 annually. [Note: NVTA achieved 29,429 annually.]		

*Effective with FY 2008 budget.

Performance Measure	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>	FY 2010 <u>Budget</u>
---------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

Efficiency:

- | | | | | | |
|--|--|--|---|--|--|
| 4. By assisting Northern Virginia jurisdictions in meeting annual deadlines for NTD reporting, achieve \$6.4 million or more in additional FTA formula funds for WMATA per \$200,000 of state grant funds spent on data collection, for a net return of over \$6 million. [Note: for FY 2010 target expenditures will be limited to \$160,000.] | Yes. \$5.3 million per \$160,000, for a net return of about \$5.1 million. | Yes. \$6.4 million per \$200,000, for a net return of about \$6.2 million. | Yes. \$6.4 million per \$205,000 for a net return of \$6.2 million. | | |
| 5. By using NVTC's staff skills in web management and GIS mapping, save at least \$50 per hour of paid consulting time totaling \$48,750 annually, net of software and other administrative costs. [Note: for FY 2008 actual hourly savings were \$75 for 300 hours for NVTC and 350 hours for NVTA. The target for FY 2010 will be \$35,000 but also include graphic design savings.] | | Yes. | Yes. | | |

Service Quality:

- | | | | | | |
|---|----|------|------|--|--|
| 6. Post 100% of NVTC meeting materials and approved reports on NVTC website within 24-hours of releasing to board members or approval by the board. | -- | Yes. | Yes. | | |
|---|----|------|------|--|--|

Performance Measure	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>	FY 2010 <u>Budget</u>
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Outcome:

7. During FY 2008, complete acceptable final reports and close out project grants with no lapsed funds for Senior Mobility Phase 2, MARTHA (real-time bus arrival algorithm), hydrogen-bus demonstration and SmarTrip fareboxes. [Note: For FY 2010 the target is to complete MARTHA and hydrogen bus and obtain an agreement regarding the use of Alexandria's real-time bus information system regionwide.]	---	----	No. Completed Senior Mobility and SmarTrip but MARTHA and hydrogen bus still open.		
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NVTC

Northern Virginia Transportation Commission

Agenda Item #6

TO: Chairman Eulle and NVTC Commissioners
FROM: Rick Taube and Kala Quintana
DATE: August 28, 2008
SUBJECT: Try Transit Week Proclamation

As explained in the attached material, DRPT is enthusiastically promoting Try Transit Week, to be conducted September 22 through 25, 2008. Many Northern Virginia transit systems are participating, although some are experiencing serious capacity constraints.

The attached Resolution #2115 endorses Try Transit Week in support of DRPT's statewide initiative. The commission is asked to adopt the resolution. NVTC staff will then publicize this action to help encourage the public to try transit.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtc@nvtc.org • Website www.thinkoutsidethecar.org



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.

William Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer



EVENT FACT SHEET

What is Try Transit Week?

Try Transit Week, which takes place from September 22 to 25, 2008, is a statewide event sponsored by the Virginia Department of Rail and Public Transportation (DRPT) to encourage everyone to avoid driving solo and give transit options including bus and rail service, carpools, vanpools and telework a try.

How does Try Transit Week work?

Visit www.trytransitweek.com and pledge to try transit during the week of September 22-25. When you pledge to try transit, you will be automatically entered for a chance to win a one year transit pass to the transit operator of your choice to ride free for a year!* In addition, your registration will help your locality win the ridership contest for the highest number of pledges.

Try Transit Week will close with a celebration event in Richmond, which takes place September 25, to recognize the efforts of those participating in Try Transit Week.

Why try transit?

If you've been to the gas pump recently, you know that the rising cost of fuel is making it harder to fill up. It's even more painful at the pump when you know you'll waste much of that fuel sitting in bumper-to-bumper traffic. That's not to mention the harm that vehicle exhaust causes to the environment!

AND, if you pledge to try transit during Try Transit Week, you could win a one year transit pass to travel FREE!*

What if I already use transit?

If you already use transit, Try Transit Week is a great time to keep up the good work and spread the word about using transit and the benefits that transit delivers such as cost savings, congestion relief and reduced emissions. In addition, if you pledge at www.trytransitweek.com, you will be eligible to win the free transit pass!

How can I find the best option for me?

Virginia offers a variety of transit options including bus and rail service, carpools, vanpools and telework. "Your Transit Options" on www.trytransitweek.com highlights the options available in Virginia to help you determine which form of transit you should try.

How can I learn more?

Visit www.trytransitweek.com for more information on Try Transit Week, transit options in your area, the benefits of using transit, and to enter to win a FREE transit pass good for a year!*

* See www.trytransitweek.com for contest rules and regulations

NVTC

Northern Virginia Transportation Commission

Agenda Item #7

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

A. State.

Governor Kaine has announced a sharp deterioration in projected state revenues and cautioned that he may be forced to propose cutbacks in state programs including education and transportation. Speaker Howell has asked the Governor to provide an official forecast. Governor Kaine has ruled out asking for tax increases to meet the impending deficit, which may reach \$1 billion.

B. Federal.

As shown in the attached materials, 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/transit 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. There are many reasons for this view, among which is a serious shortfall in the Highway Trust Fund due primarily to declining federal gas tax revenues. Congress is considering plugging the gap in the short run with a General Fund transfer but the Bush Administration has called for diverting funds from the Transit Trust Fund. Also, many believe congressional earmarking is out of control and there are too many separate, complex programs without a unifying policy focus.



A briefing paper from TPB staff is attached. It lists several proposals for reform, including that of the National Surface Transportation Policy and Revenue Study Commission (NVTC received information about its final report earlier this year). The National Surface Transportation Infrastructure Financing Commission is due to report in the next few months. Recently U.S. Transportation Secretary Peters announced her recommendations (also attached).

Many of these proposals call for easing dependence on the gas tax and replacing or supplementing that source with more tolls and variable road pricing as well as drivers' fees based on vehicle miles traveled (NVTC previously received information about a test of this in Oregon). There is also significant interest in initiating more development banks to spur investment. More public/private cooperation is a common theme.

Building on these themes, NVTC may wish to go on record in its 2009 Legislative Agenda with support for major revisions to these federal surface transportation programs, perhaps including:

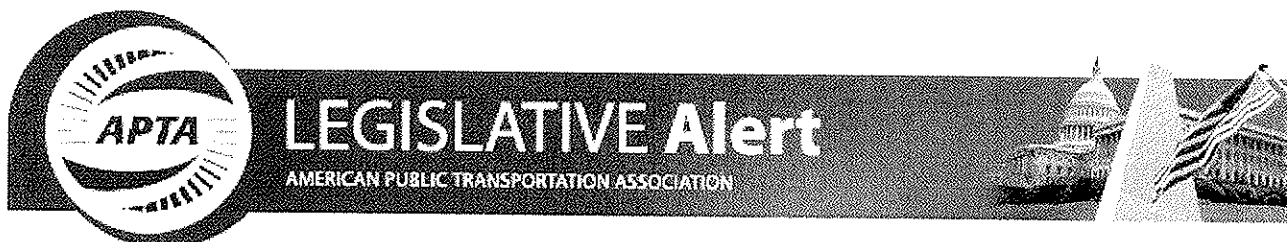
- 1) Recognizing that federal fixed per gallon taxes on motor fuels are no longer reliable sources of funding, new methods must be identified that will grow along with the need to maintain existing facilities and support improvements and system expansions. Temporary transfers of General Funds or raiding the Transit Trust Fund are not worthwhile strategies to resolve this long-term structural imbalance.
- 2) Fees for highway use that vary with miles driven and times and places driven can also reduce congestion as well as providing revenues. New technologies make such variable pricing feasible.
- 3) Simplified, consolidated and streamlined federal programs are highly desirable.
- 4) Urban mobility (and hence support for public transit) is a vital federal responsibility, in cooperation with states, cities and regional Metropolitan Planning Organizations through intergovernmental partnerships.

Rick Taube

From: APTA Legislative Update [legislativeupdate@apta.mmsend.com] on behalf of APTA Legislative Update [legislativeupdate@apta.com]
Sent: Tuesday, August 12, 2008 4:13 PM
To: Rick Taube
Subject: APTA Legislative Alert - August 12, 2008

If you have difficulty viewing this message please click here.

To ensure delivery of Legislative Alert, please add 'LegislativeAlert@apta.com' to your email address book. If you are still having problems receiving our newsletter, see our whitelisting page for more details:
<http://www.commpartners.com/website/white-listing.htm>



August 12, 2008

CONGRESS ADJOURNS FOR AUGUST RECESS

CONSIDERATION OF ENERGY, STIMULUS, APPROPRIATIONS, AMTRAK, AND HIGHWAY TRUST FUND FIX BILLS POSTPONED UNTIL SEPTEMBER

SENATE PASSES RAIL SAFETY ENHANCEMENT ACT

On Friday, August 1, Congress adjourned for a five week recess. Both the U.S. Senate and House of Representatives are scheduled to return on Monday, September 8, for an additional three to four weeks to attempt to wrap up any outstanding business before adjourning for the year in October. In the last week of July, most legislation under consideration, including several bills affecting public transportation, were postponed until September. Although Congress will return to continue to work on many of these items, it is uncertain whether it will be able to successfully enact any of the outstanding measures until next year.

U.S. SENATE DEBATES ENERGY PACKAGE – PUBLIC TRANSPORTATION MEASURES UNDER CONSIDERATION

Congress' top priority for the remainder of the year will be to enact a legislative package that addresses the high price of energy. Attempts prior to recess to enact a bill that would ease gas prices by curtailing speculation in oil markets and allowing for new domestic drilling were defeated. However, both the U.S. Senate and House of Representatives are expected to continue to push for an energy package upon their return in September.

Several Senators are seeking to add provisions to the energy package that would benefit public transportation. On Friday, August 1, Senator Hillary Clinton (D-NY) introduced the *Saving Energy through Public Transportation Act of 2008* (S. 3380). This bill is a companion to H.R. 6052, introduced in the House of Representatives by James Oberstar (D-MN), Chairman of the House Transportation and Infrastructure Committee and John Mica (R-FL), Ranking Member of the Committee that passed in June by a vote of 322-98. The legislation authorizes \$850 million for both Fiscal Year (FY) 2008 and 2009 to help transit systems cope with rising fuel costs and to promote public transportation ridership as a means to reduce domestic fuel consumption.

Of the amounts authorized in the bill, \$750 million would be distributed through the urbanized area formula program and \$100 million would be added to the rural transit formula program each year. It is important to note that these funds would be authorized only - subsequent Congressional appropriations would be required for funds to flow to transit agencies. The funds could be used by transit agencies for operating or capital costs to expand service or reduce fares, to avoid fare increases or service cuts that would otherwise result from increased costs for fuel, or to meet additional transportation-related equipment or facility maintenance expenses caused by increased ridership. The bill would also extend commuter pre-tax benefits to federal employees outside of the Washington, D.C. metropolitan area. Although H.R. 6052 passed the House as a stand-alone bill, the difficulty of obtaining Senate floor time indicates that for the Senate version to pass, it will have to be added to a larger energy package.

In mid-July, during debate on an energy package sponsored by Senate Majority Leader Harry Reid (D-NV), Senator Jeff Bingaman (D-NM), Chairman of the Senate Energy and Natural Resources Committee, offered an alternative proposal that included an authorization for \$200 million of transit investment in each of FYs 2009 through 2011. Future iterations of a Senate energy package could include transit investment similar to the Bingaman amendment or the investment proposed by the "Saving Energy through Public Transportation Act of 2008" (S. 3380).

APTA is working closely with members of Congress and staff throughout the Congressional recess to promote the addition of measures to increase investment in public transportation as part of the energy bill.

Contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hcarlisle@apta.com for additional information.

ACTION ALERT

- Call your Senator and ask them to co-sponsor S. 3380, the Saving Energy through Public Transportation Act of 2008, sponsored by Senator Hillary Clinton.
- Call your U.S. Representative and Senators and urge them to ensure that any energy package adopted by Congress contains provisions to promote public transportation.

CONGRESS REVIVES ECONOMIC STIMULUS PACKAGE – INFRASTRUCTURE INVESTMENT CONSIDERED

Another item due for consideration in September is a supplemental appropriations bill, which is being referred to as a second economic stimulus bill. The Senate Appropriations Committee is scheduled to consider the legislation in September, which will include a substantial amount of funds for "ready-to-go" transportation infrastructure projects. It is unclear whether funds will be included specifically for public transportation, however. The stimulus package is being advanced by Speaker of the House Nancy Pelosi (D-CA) and Senate Appropriations Committee Chairman Robert Byrd (D-WV). However, President Bush and several Republican Senators have questioned the need for such a bill, and have threatened to take action to prevent its passage.

APTA has worked closely with the Senate Banking and House Transportation & Infrastructure Committees to ensure that if a stimulus package is passed that includes investment for transportation infrastructure, that funds for public transportation projects are included.

Contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hcarlisle@apta.com for additional information.

ACTION ALERT

- Call your U.S. Senator and Representative and urge them to ensure that any new economic stimulus package include funds for public transportation infrastructure. Cite specific examples of "ready-to-go" transit projects in your area.

NO FURTHER ACTION ON THUD, HOMELAND SECURITY APPROPRIATIONS BILLS

As expected, Congress has ended further consideration of the FY 2009 funding bills, including the Transportation and Housing and Urban Development (THUD) Appropriations Act and the Homeland Security Appropriations Act. Congress is not expected to enact these bills until after the Congressional elections in November, either in a "lame duck" session in December, or after the beginning of the new Congress next year.

The Senate Appropriations Committee, approved the FY 2009 THUD appropriations bill in July. Included was \$10.225 billion for transit, an increase of \$838 million (8 percent) over the FY 2008 appropriated level, yet still \$113 million short of the level authorized and guaranteed by SAFETEA-LU. The level funded for the Bus and Bus Facilities program accounts for approximately \$100 million of the shortfall, while the remainder is from research programs and administration funding. Also included in the bill was an \$8 billion transfer from the general fund to the Highway Trust Fund to postpone the projected insolvency of the Highway Trust Fund and allow for highway projects to be funded at the level authorized in SAFETEA-LU for FY 2009.

The House Appropriations Subcommittee on Transportation and Housing and Urban Development approved the FY 2009 THUD Appropriations bill at the end of June, providing \$10.3 billion for the federal transit program, the full level authorized and guaranteed by SAFETEA-LU.

On June 24, the House Committee on Appropriations approved the FY 2009 Department of Homeland Security Appropriations bill. The legislation includes \$400 million for transit and rail security grants, the same level of funding as last year. This amount is \$225 million more than the Administration requested in its budget, but \$350 million short of the level authorized in H.R. 1, the "9/11 Commission Recommendations Act of 2007." In addition, the legislation includes language recommended by APTA to prohibit a local match requirement by the Department of Homeland Security (DHS). It also directs DHS to distribute the grants directly to transit authorities instead of through the states.

On June 19, the Senate Committee on Appropriations approved its version of the bill which also provides \$400 million in funding for transit and rail security grants. The bill also would prohibit a local match by DHS, but does not direct DHS to distribute the grants directly to the transit authorities. As with the THUD bill, further consideration of these bills is not expected prior to the fall elections.

For more information on FY 2009 appropriations process, please contact Tom Yedinak of APTA's Government Affairs Department at (202) 496-4865 or email tyedinak@apta.com.

FURTHER CONSIDERATION OF AMTRAK REAUTHORIZATION LEGISLATION POSTPONED

Congress continues to work to advance the "Passenger Rail Investment and Improvement Act of 2008," better known as the Amtrak Reauthorization bill. Senate and House sponsors are hoping to convene a conference committee in September to develop a compromise version of the legislation for final passage. The House bill was enacted in July by a vote of 311-104. The bill authorizes \$14.4 billion for Amtrak over a five year period. The bill would significantly increase both Amtrak operating and capital grant funding. In addition, it would:

- create a state capital grant program for intercity passenger rail projects;
- help Amtrak to reduce its debt;
- authorize funding for grants to states and/or Amtrak to finance the construction and equipment for high-speed rail corridors;

- direct the Secretary of Transportation to issue a request for proposals for high-speed rail projects operating between Washington, D.C. and New York City; and
- establish a forum at the Surface Transportation Board to help mediate disputes between commuter rail providers and freight railroads over the use of freight rail tracks or rights-of-way.

The bill also would authorize the Secretary of Transportation to provide \$1.5 billion in grants over the next 10 years to the Washington Metropolitan Area Transit Authority (WMATA) for infrastructure maintenance and expansion. The funds would require that Virginia, Maryland, and the District of Columbia enact dedicated funding of \$1.5 billion over the same period and meet a 50/50 local match requirement for the funding.

The Senate version of the Amtrak reauthorization contains \$11.4 billion over six years, and does not include a number of policy provisions included in the House version. APTA has expressed its support for the inclusion of the policy provisions contained in the House bill in the final conference report and has urged Congress to complete the bill this fall.

For more information on Amtrak reauthorization, please contact Tom Yedinak of APTA's Government Affairs Department at (202) 496-4865 or email tyedinak@apta.com.

HOUSE PASSES HIGHWAY TRUST FUND FIX LEGISLATION

On Wednesday, July 23, the U.S. House of Representatives voted 387-37 to pass H.R. 6532, a bi-partisan bill to transfer \$8 billion from the General Fund to the Highway Trust Fund (HTF) to fix the projected shortfall in FY 2009. This stand-alone legislation, sponsored by Ways and Means Committee Chairman Charles B. Rangel (D-NY), Transportation & Infrastructure (T&I) Committee Chairman James L. Oberstar (D-MN), and T&I Committee Ranking Member John Mica (R-FL), is the latest in a series of attempts to address the projected shortfall. The President has threatened to veto the legislation, but there would likely be sufficient votes in the House and Senate to override such a move. This is a similar provision to the HTF fix that was added to the Senate THUD Appropriations Bill, as noted above. However, since the Senate THUD bill is not expected to advance, the Senate proponents will have to find some other legislative vehicle to carry the piece prior to adjournment in October. APTA has been working with Congressional leaders to advance this legislation as a preferable alternative to borrowing from the Mass Transit Account of the HTF to fix the shortfall, as proposed by the Administration.

Contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hearlisle@apta.com for additional information.

SENATE PASSES RAIL SAFETY ENHANCEMENT ACT

On August 1, the U.S. Senate passed by unanimous consent, H.R. 2095 the Rail Safety Enhancement Act. Although the Senate agreed to take up the legislation as passed by the House, prior to final passage, the Senate replaced the House language with its own version of the bill. The Senate version of the bill incorporates many of the modifications sought by APTA commuter rail operators that would give commuter and intercity rail operators three years to work with the Federal Railroad Administration to develop an alternative hours of service regime. Commuter and intercity rail operators would continue to operate under the old rules, until new regulations are issued specific to passenger carriers. The House of Representatives passed rail safety legislation last year that did not contain these accommodations. Since the Senate considered an amended version of the bill passed by the House of Representatives last year, the new package will have to be passed again by the full House. Congressional sponsors hope to have a final version of the bill completed for the President's signature by October.

Contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hearlisle@apta.com for additional information.

CONGRESS PURSUING MULTIPLE STRATEGIES TO ADDRESS CLIMATE CHANGE

Following the Senate's consideration of the Lieberman-Warner Climate Security Act (S. 3036) in early June, neither the House nor Senate is expected to hold floor debate on climate change legislation during the remainder

of 2008. Instead, House and Senate committees will hold hearings this fall to explore options for climate bills that would be introduced when the 111th Congress convenes next January. The House Energy and Commerce Committee, the primary committee of jurisdiction in the House, is expected to continue to develop "white papers" on climate subjects and hold further hearings on how a "cap-and-trade" system could be introduced. In addition, the House Ways and Means Committee and the House Select Committee on Global Warming and Energy Independence are both expected to hold several important climate change meetings. Several recent climate proposals, including the Lieberman-Warner bill, the "Climate MATTERS Act of 2008" (H.R. 6316), and the "Investing in Climate Action and Protection Act" (H.R. 6186), have included significant transit investment, and future iterations could yield even higher levels of funding for public transportation.

APTA will continue to work with House and Senate committees to increase public transportation investment in climate change bills.

Contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hcarlisle@apta.com for additional information regarding climate change matters.



American Public Transportation Association
Unsubscribe here

1666 K St., NW. Washington, DC 20006
(202) 496-4800 | www.apta.com

Blumenauer Bill Offers Relief to Harried Commuters

US. Rep. Earl Blumenauer (D-OR) introduced legislation July 16 that proposes solutions for consumers faced with increasing fuel prices. Original co-sponsors of the bipartisan Transportation and Housing Choices for Gas Price Relief Act, H.R. 6495, are U.S. Reps. Ellen Tauscher (D-CA) and Christopher Shays (R-CT).

Blumenauer explained that, as gasoline prices have tripled over the last seven years, American families need solutions that will help them now. "There is no magic silver bullet that will solve the energy crisis, but there are things we can do now to reduce the impact of high gas prices on American families," he said. "One thing we must do is give people more transportation choices, and my bill does this by offering incentives for commuters

to carpool, ride public transit, bicycle, or telecommute. By diminishing the impact of gas prices on family budgets, these common-sense ideas can make an immediate difference in the lives of over-stretched Americans."

Elements of the legislation include:

- Incentives to employers and employees to take transit, bicycle, carpool, walk, or telecommute to work, thus reducing the cost of commuting;
- Funding local governments to support transportation demand management programs and for transit agencies to make needed investments, leading to the creation of more walkable, bikeable communities well-served by transit;
- Better education about transportation and housing options;
- Expansion of the "Safe Routes to

Schools" programs, which will make the trip to and from school easier and safer for pedestrians and bicyclists;

- Required availability of location-efficient mortgages, which make owning a home near transit more affordable for all Americans; and
- Provisions for the federal government to lead by example, such as upgrading key web sites for easier access to services without having to leave home/work and encouraging federal agencies and offices to participate in local Transportation Management Agencies that provide transportation options.

APTA is just one of a coalition of environmental, business, and transit groups supporting H.R. 6495. "On behalf of APTA, I applaud your proposal to help individuals and families cope with the high price of gasoline by offering more transportation choices," said President William W. Millar. "As millions of Americans have discovered, taking public transportation is the quickest way to beat high gas prices and save money."

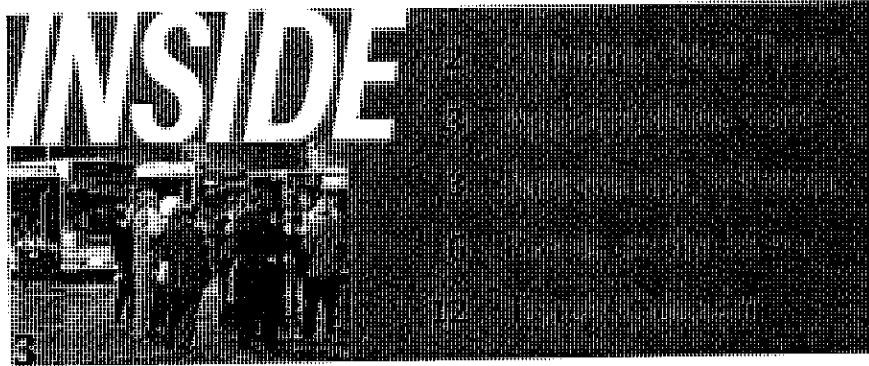
"Rising prices at the pump are a painful burden for consumers and the economy, and the Transportation and Housing Choices for Gas Price Relief Act is a terrific response," said Deron Lovaas, transportation policy director for the Natural Resources Defense Council. "NRDC applauds this bill and the smart, effective approach it takes to moving us beyond costly oil addiction."

"Americans are resourceful people, and we are trying everything we can think of to reduce our exposure to expensive gasoline," said Geoff Anderson, president and chief executive officer of Smart Growth America. "This bill is timely acknowledgment of what more and more Americans

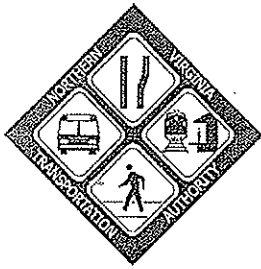
are discovering: We need better options, and we need them fast. Having fostered increasing oil dependence for decades, the least our government can do is speed relief to overburdened transportation agencies and begin the work of building an America where our quality of life is not dependent on cheap gas."



Blumenauer



Passenger Transport
7/21/08 @ 1



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

4031 University Drive ♦ Suite 200 ♦ Fairfax, VA 22030

www.TheNoVaAuthority.org

July 25, 2008

The Honorable Harry Reid
Senate Majority Leader
528 Hart Senate Office Building
Washington, DC 20510

Dear Majority Leader Reid:

As Chairman of the Northern Virginia Transportation Authority, I am writing you to support your efforts to secure legislation to provide dedicated Federal funding for the Washington Metropolitan Area Transit Authority (WMATA).

NVTA has long supported dedicated funding for WMATA, because we recognize the important role WMATA plays, not only for the citizens of the region, but also for the Federal government. Nearly half of Metrorail's peak period riders are Federal employees.

One of the strongest pieces of evidence of WMATA's critical role is the recent ridership growth experienced, as gas prices have skyrocketed. Metrorail is now routinely carrying over 800,000 passengers per day.

Unfortunately, as ridership has grown, the need for investment in the system has become even more obvious. Equipment failures and delays have become more frequent, and WMATA has not always been able to accommodate everyone who would like to use the system.

It is important that all of WMATA's partners, including the Federal government, form a new partnership to address WMATA critical infrastructure needs over the next ten years.

Thank you for your leadership on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Zimmerman", with a long horizontal flourish extending to the right.

Christopher Zimmerman
Chairman

Cc: Members, Northern Virginia Transportation Authority
The Honorable John Warner, U.S. Senate
The Honorable James Webb, U.S. Senate
The Honorable Tom Davis, U.S. House of Representatives
The Honorable Jim Moran, U.S. House of Representatives
The Honorable Frank Wolf, U.S. House of Representatives
John Mason, Executive Director

Welcome to the Fast Lane: The Official Blog of the U.S. Secretary of Transportation

July 29, 2008

A New Plan for Transportation: Reform, Refocus, Renew

This morning I am in Atlanta – a city that knows what it means to be rebuilt and reborn – to unveil the Bush Administration’s comprehensive new transportation plan.

We propose to refocus, reform, and renew our approach to the nation’s highways and transit systems by completely overhauling the way U.S. transportation decisions and investments are made.

Any commuter, shipper, or business owner can tell you our current approach is broken, which is why we are proposing a clean break from the past. Our plan is intended to spur local, state, and federal debate about how best to incorporate the new reforms into the highway legislation Congress will begin work on this fall.

The plan starts by refocusing the nation’s transportation programs. The federal government will take responsibility for maintaining and improving the condition and performance of the Interstate highway system. These highways carry over 25% of the nation’s traffic and three quarters of the nation’s long-haul trucks. Making sure they are safe, well maintained, and un-congested must be a key federal priority.

Our plan confronts the growing problem of urban traffic by giving officials the flexibility to make investments based on what gets people where they need to go as quickly and as reliably as possible. If new subways, street cars, or bus routes represent the best investment, communities will have greater freedom – and significantly more resources – to pay for those projects.

We also refocus and redouble our efforts to make our roads and bridges as safe as possible using a strategic, data-driven approach. Our criteria will be clear: make our roads safer.

Our plan reforms the nation’s approach to transportation by consolidating the 102 various programs that have sprouted up over the past two decades. And we pilot changes to the federal review process because it shouldn’t take more than a dozen years to design and build new highway and transit projects.

We also begin the long overdue process of weaning ourselves from the gas tax. Our transportation policies must not contradict our national objective to reduce fossil-based fuel consumption. So we make it easier for states to create infrastructure banks, expand the use of federally backed transportation loans, and eliminate federal taxes that discourage investments in transportation projects.

And yes, we make it easier to implement road pricing, making it easier for states to take advantage of the over \$400 billion in private-sector funds available worldwide for infrastructure investments. The idea is simple: have federal funds leverage new investments in transportation, instead of replacing them.

Finally, our plan will renew the nation’s transportation network by encouraging massive new investments in our Interstate highways – to expand roads and support new transit systems in the nation’s cities, to bring easier and quicker commutes, and to cut shipping times.

Most important, this plan will renew America’s belief in our transportation network.

Trying something new is never easy. But we must if we are going to keep our cities competitive and clean, if we are going to keep our economy vibrant and vital, and we must if we are going to get America moving again.

[Click here to read more about the plan.](#)

New Approach for American's Transportation Future

U.S. Transportation Secretary Mary E. Peters Unveils Bush Administration's Visionary New Plan to Refocus, Reform and Renew the National Approach to Highway and Transit Systems in America

The Secretary announced a new framework to overhaul the way U.S. transportation decisions and investments are made. Reform is needed to address exploding highway congestion, rising fuel prices, unsustainable gas taxes and spending decisions based on political influence instead of merit, all of which are eroding confidence in government and threatening mobility, the economy and quality of life in America. The reform plan will:

Renew federal focus on maintaining and improving performance on the Interstate Highway System.

- While these highways represent just 1 percent of the nation's roads, roughly one-quarter of all highway miles traveled in the U.S. takes place on the Interstate system.
- These roads are vital to local economies, interstate commerce and global trade.
- Ensuring the network is safe, maintained and un-congested must be a key federal priority.
- Utilizing the Federal Interest Highway proposal to focus on Interstates and highways that flow through rural areas, while continuing to fund the Highway Safety Improvement Program, which especially targets infrastructure improvements in rural areas, where a disproportionate number of highway fatalities take place.

Address urban congestion and give state and local leaders greater flexibility to invest in their transit and highway priorities.

- Create a *Metropolitan Innovation Fund* that reward cities willing to combine the powerful mix of effective transit investments, dynamic pricing of highways and new traffic technologies.
- Ensure local planners have the flexibility and greater resources to fund new subways, bus routes or highways, based on local needs not politics.

Create accountability measurers to ensure investments in transportation will actually deliver results.

- Over the last 10 years, transportation spending has increased by over 100 percent, but congestion has increased by 300 percent.
- Define success in terms of increased travel time reliability, decreased delays hours and improved condition of bridges and pavement.

Refocus emphasis on safety using technology and data-driven approaches, while giving states greater flexibility to address their specific safety challenges.

- Measurable progress has been made in reducing traffic fatalities. But, with more than 42,000 deaths on the nation's urban and rural roads every year, more work must be done.
- Using a data-driven approach, a renewed focus on stubborn issues that put drivers, commercial drivers, passengers and pedestrians at risk, including crashes involving drunk drivers, motorcycles, work zones and rural roads.

Streamline the federal review process for new transportation projects.

- It currently takes an average 13 years to design and build new highway and transit projects in the United States.
- Streamline the federal environmental and planning processes, without sidestepping or lessening stringency, so that needed projects can go from the drawing board to reality more quickly.

###



Current Study and Legislative Proposals for the Reauthorization of the Federal Surface Transportation Act

Ronald F. Kirby
Director, Department of Transportation Planning

Presentation to the Transportation Planning Board
July 16, 2008

1

The Problem

Program Structure Needs Reform

Growing consensus that current program structure is ill-suited to addressing pressing needs

Lack of Funding

\$3.2 billion deficit in the Highway Trust Fund (HTF) for FY 2009

[Meaning either a 34% cut in 2009 highway funding OR an \$8 billion transfer from the U.S. Treasury general fund to the HTF]

Global Warming

Climate change legislation and the 2009 transportation reauthorization could have the same kind of linkage as ISTEA of 1991 and the Clean Air Act Amendments of 1990

SAFETEA-LU legislation expires on September 30, 2009

2

Proposals to Date



1. Final Report of the National Surface Transportation Policy and Revenue Study Commission
2. Interim Report of the National Surface Transportation Infrastructure Financing Commission
3. Proposed Infrastructure Banking Legislation
4. Proposed Climate Change Legislation
5. U.S. Department of Transportation Proposals
6. Testimony to House Transportation and Infrastructure Committee, Panel on Transportation Challenges in Metropolitan Areas
7. Metropolitan Mobility Caucus

3

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



Mandated by SAFETEA-LU to study the national surface transportation system and develop alternative policy approaches

Early in 2008, the Commission released its final report

“the current Federal surface transportation programs should not be “re-authorized” in their current form”

10 new programs to replace 108 different programs under SAFETEA-LU:

National asset management (system maintenance); Freight; Congestion relief for metropolitan mobility; Safety; Rural and small city access; Intercity passenger rail; Environmental stewardship; Environmentally-friendly alternative fuels; Federal lands; and Research, development, and technology.

4

Interim Report of the National Surface Transportation Infrastructure Financing Commission



Mandated in SAFETEA-LU, financing commission established after the policy commission began developing positions

In 2009 will make recommendations for alternative transportation financing (role of user fees and pricing mechanisms)

Recently released **interim report** assessing major issues/problems:

- **an inadequate fuel tax**
- **maintenance costs competing with necessary expansion**
- **transportation demand quickly outpacing required investment**

5

Proposed Infrastructure Banking Legislation

The House Transportation and Infrastructure and House Budget Committees recently held a joint hearing on proposed infrastructure funding legislation:

National Infrastructure Development Act of 2007

would provide funding for a variety of infrastructure projects

National Infrastructure Bank Act of 2007

would set up a national bank to finance large projects

Build America Bonds Act of 2007

would issue tax-exempt Build America bonds

RIDE 21

would authorize states or interstate compacts to issue bonds for high-speed passenger rail

6

Proposed Climate Change Legislation

Some climate change legislative proposals include transportation funding: e.g. Lieberman Warner Climate Security Act

Senator Cardin (D-MD) Amendment: a **transportation sector emissions reduction fund (TSER)** fed by the auction of emission allowances

Use of funds: 3 categories of grants

65% of TSER funds to maintain or improve public transportation

30% for construction of new public transit projects to state and local governments

5% for transportation alternatives and travel demand reduction to state and local authorities, including regional planning organizations and MPOs

7

U.S. Department of Transportation Proposals

Three areas of greatest federal interest:

1. Transportation safety
2. The Interstate Highway System and other nationally significant corridors
3. **Mobility in metropolitan areas**

"The massive congestion problem in our urban areas demands urgent and strong federal focus. We can use federal dollars to encourage state and local officials to pursue congestion-relief strategies we know can provide almost immediate relief from traffic and from high gasoline prices, if we are willing to use them. Already forward-leaning Governors and Mayors are leading a quiet revolution by taking advantage of dynamic road pricing, cutting-edge technologies, and a creative private sector."

- Secretary of Transportation Mary Peters

8

Testimony to House Transportation and Infrastructure Committee, Panel on Transportation Challenges in Metropolitan Areas

April 9, 2008, I provided testimony regarding transportation reauthorization from the perspective of metropolitan areas, stating:

Mid-twentieth century goals have been accomplished—a new federal program structure is needed to address **current challenges**

A new federal program could be structured around **3 goals**:

1. Preservation and operation of the existing system
2. High value investments in new infrastructure capacity
3. Support for metropolitan areas to address pressing congestion, environmental and social challenges.

9

Metropolitan Mobility Caucus



July 9, 2008, Congresswoman Ellen Tauscher (D-CA) and Congressman Tom Petri (R-WI) began forming a new **Metropolitan Mobility Caucus**

Focus: issues of **urban infrastructure and mobility**, such as congestion, air pollution, and economic development

Advocacy position: stronger governmental partnerships; greater use of transit and intercity passenger rail; regional mobility goals; performance standards

1st briefing of Caucus: July 21, 2008, regarding the role of MPOs in the transportation planning process

Caucus Members from TPB region: Congresswoman Eleanor Holmes Norton (D-DC), Jim Moran (D-VA), Chris Van Hollen (D-MD)

10

Common Themes



1. As a nation, we are **under-investing in transportation**
2. Fundamental **changes are needed** in the current funding approach; current programs should not be reauthorized in their current form (no more “TEAs”)
3. Federal **programs should be simplified**, consolidated, and streamlined
4. Investment decisions should be based on a rigorous analysis of costs and benefits, supporting **mode-neutral** system-wide solutions
5. An explicit program focus is needed for **system maintenance**

11

Common Themes, cont



6. Absent major tax increases, the **fuel tax is inadequate** over the long term.
7. Technology innovations are enabling **new pricing strategies** across all modes of travel that need to be examined for feasibility and potential use
8. Use of **tolling and congestion pricing** should be facilitated to attain greatest system efficiency
9. Fresh approach to **metropolitan problems** should be taken, including stronger governmental partnerships and greater use of public transportation, including inter-city passenger rail

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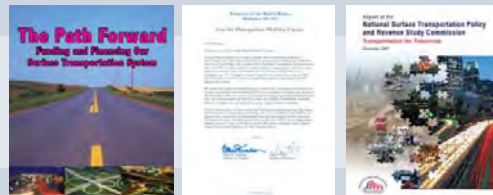
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12

NVTC

Northern Virginia Transportation Commission

Agenda Item #8

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: August 28, 2008

SUBJECT: Department of Rail and Public Transportation Policies and Programs

DRPT's Deputy Director and NVTC Commissioner Chip Badger has asked for the opportunity to brief the commission on DRPT's reactions to NVTC's earlier comments on a draft policy document. The final version of the policy is expected to go to the Commonwealth Transportation Board for action in October, 2008.

Copies of Mr. Badger's presentation will be available and NVTC's original comments are attached. The policy is part of an ambitious set of new DRPT programs, some of which are listed on an attachment.

Also attached are unofficial NVTC staff comments on DRPT's state rail plan submitted in August to meet the department's deadline.



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MEMORANDUM

TO: DRPT Transit/TDM Stakeholders

FROM: Chip Badger, Deputy Director of DRPT

DATE: July 28 2008

SUBJECT: DRPT Quarterly Transit/TDM Stakeholder Meeting

Please find below a summary of the July 2008 DRPT Transit/TDM Stakeholder Meeting for your reference.

On July 9, 2008, DRPT held a Quarterly Transit/TDM Stakeholder Meeting to update stakeholders on general agency activities as well as transit/TDM-specific initiatives.

Chip Badger, Deputy Director, provided a general update on DRPT's activities for the quarter, including the following items:

- General Assembly Special Session - DRPT will report back on any bills impacting transit/TDM passed during the special session of the General Assembly during the next quarterly call.
- Six-Year Improvement Plan - The Commonwealth Transportation Board approved the Six-Year Improvement Plan for fiscal years 2009-2014 which includes \$1.8 billion for transit. A copy of the final plan is available on DRPT's Web site.
- Connection Newsletter - DRPT continues to publish its agency newsletter. Please continue to submit your news items to DRPT for consideration for the newsletter. You may submit items to DRPTPR@drpt.virginia.gov.
- 2008 Business Plan - DRPT is wrapping up work on the fiscal year 2009 Business Plan. Once complete, the plan will be published on DRPT's Web site.
- Annual Report - Work has begun on DRPT's Annual Report. The report is scheduled to be published October 31.
- DRPT Dashboard - DRPT continues to develop the Dashboard reporting tool. The tool, similar to VDOT's Dashboard, will highlight performance measures in several strategic areas. The first dial on the Dashboard will reflect ridership information and will be launched in July. Additional dials will be launched at a later time and DRPT will work with grantees to submit the information needed for those dials.



- Fiscal Year 2009 Contracts – Contracts for FY09 will be issued soon. Grantees will receive specific grants contracts, as well as a new master agreement which will cover multiple years.
- Rail Division Highlights –
 - The draft Statewide Rail Plan is scheduled for publication during the week of July 14. The draft plan provides a vision and strategy to address rail needs in the Commonwealth and discusses the current state of the Commonwealth's rail system, challenges facing the system and proposed projects arranged by corridor to address rail system needs. DRPT is holding five public meetings around the Commonwealth to present the draft plan and gather feedback. The meeting dates and locations are available on DRPT's Web site.

Corey Hill, Chief of Public Transportation, provided a quarterly update on DRPT's transit activities, including the following items:

- Greater Richmond Transit Company (GRTC) Award - GRTC was honored with the Outstanding Public Transportation System Achievement Award by the American Public Transportation Association. The award named GRTC as the top transit operator in North America in the four to 30 million trips category. This is a great achievement and DRPT extends our congratulations to GRTC.
- Human Service Workshops - DRPT finished the final round of human service transportation workshops in June. The workshops have helped transit providers comply with SAFETEA-LU requirements for federal New Freedom and JARC grants. The workshops also helped transit providers identify gaps in service, develop strategies to overcome those gaps and develop locally coordinated human service mobility plan.
- New Freedom and Senior Transportation Program Grants – DRPT recently issued a solicitation for New Freedom and Senior Transportation Grants. The application period closes August 15. Application guidance is available on DRPT's Web site.
- SeniorNavigator Partnership - DRPT is working with SeniorNavigator to populate their Web site with transit information from all operators in the Commonwealth.
- Service Design Guidelines - DRPT has developed a draft Service Design Guidelines document and is reviewing the document to incorporate peer-review comments. The draft document will be issued for public comment in August, and it is scheduled to be complete this summer.
- I-66 Study - DRPT has begun work on the I-66 study to identify potential transit improvements both inside and outside the beltway. The scope of work for the study was provided to the Technical Advisory Committee for review and feedback. Much in the same way as the I-95/I-395 Transit/TDM Study, updates will be provided on the study as it progresses through development.
- Bus Rapid Transit Studies - DRPT is participating in two regional studies regarding Bus Rapid Transit. One study is reviewing Bus Rapid Transit in



Richmond along Broad Street from Willow Lawn to Main Street Station. The other is evaluating the feasibility of regional Bus Rapid Transit in Northern Virginia.

- Transit/TDM Grantee Workshops - DRPT is planning to hold a second set of Transit/TDM Grantee Workshops similar to the workshops held in May. The workshops will take place in September, and DRPT will provide updates on various initiatives and guidance on DRPT's programs. Specific locations will be announced soon. The dates for the September workshops are below.
 - September 3 in Roanoke
 - September 10 in Richmond
 - September 16 in Northern Virginia


Dan Rudge, Chief of Planning, provided a quarterly update on DRPT's planning and TDM activities, including the following items:

- Statewide Transit Plan – DRPT continues work on the Statewide Transit Plan. We are currently working on the scope of work and establishing review teams. Public meetings will be held this fall or winter to review the plan's goals, objectives and initial data collection findings. The plan is scheduled to be complete in spring 2009.
- Statewide Transportation Demand Management (TDM) Plan - The plan's scope of work is under development. Much like the transit and rail plans, the Statewide TDM Plan will outline short, medium and long term goals for TDM activities in the Commonwealth. More information will be provided as DRPT develops a timeline and public involvement process for the Statewide TDM Plan. The plan is scheduled to be complete in spring 2009.
- TDM Long-Range Plans – DRPT is working with TDM agencies to develop long-range plans as part of the work to develop the Statewide TDM Plan. DRPT will provide TDM agencies with technical and funding assistance to complete these plans and will develop grant guidelines and application requirements for funding. TDM Long-Range Plans are scheduled to be complete in early 2009.
- State of the Commute Study – DRPT is reviewing the results of the State of the Commute Study which will provide a snapshot of the current statewide commuting situation and additional perspective on the similarities and differences between mature and evolving commuter markets. The study is scheduled for completion this fall.
- Hampton Roads Comprehensive Operations Analysis - DRPT has begun working with Hampton Roads Transit and the Hampton Roads Planning District Commission on a Comprehensive Operations Analysis and long-term transit plan for the region. The analysis will help identify opportunities for service improvement. The long-term plan will provide a vision and guiding principles for transit in Hampton Roads to 2035.



- Route 29 Study - DRPT and the VDOT Multimodal Office have developed a scope of work for the Route 29 study and have selected three consultant firms as potential partners on the study. Consultant interviews will take place in July and work will begin once a consultant team has been selected. The study is scheduled for completion in fall 2009.
- Northern Virginia Transportation Management Plan (TMP) - DRPT is working on our portion of the Transportation Management Plan for Northern Virginia. The plan will outline traffic mitigation efforts during the construction of major projects in the region, such as HOT Lanes.
- Telework!VA - The Telework!VA program is experiencing great success. The program provides incentives and technical assistance for businesses looking to expand or begin a telework program for employees. Enrollment in the program more than doubled in FY2007 and we are continuing to see new interest in the program.

DRPT
Virginia Department of Rail and Public Transportation



Draft Statewide Rail Plan

www.drpt.virginia.gov

Overview

- Virginia Rail System
- Setting the Stage
- Rail Benefits
- Proposed Improvements
- Cost Assumptions
- Class I and Shortline Railroads
- Port Projects
- Passenger Rail Initiatives
- High Speed Rail
- Total Project Benefits
- Funding
- Next Steps

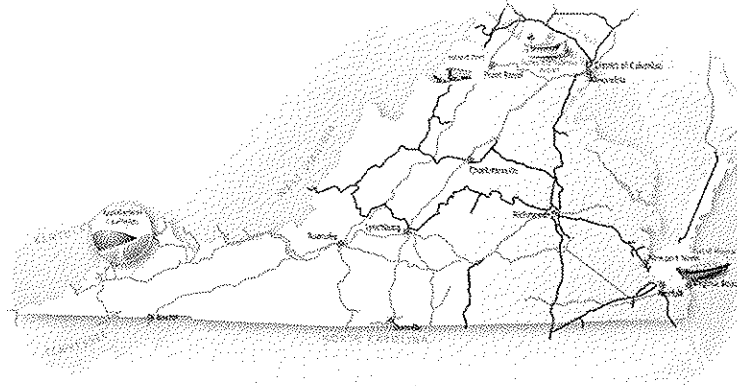
DRPT
Virginia Department of Rail and Public Transportation

Draft Statewide Rail Plan

7-14-08

2

Virginia Rail System



- Two passenger rail operators – Amtrak and Virginia Railway Express
- Twelve freight railroads –
 - Two national Class I Railroads: Norfolk Southern and CSX
 - Ten local shortline railroads

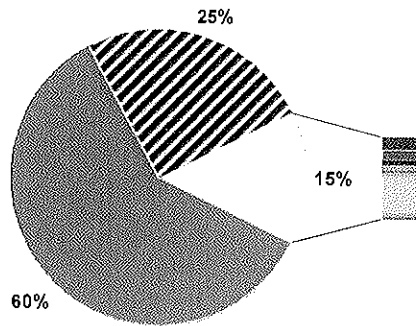


Draft Statewide Rail Plan

7-14-08

3

Virginia's Current Rail System Privately-Owned by Freight Railroads



- | | |
|--------------------------|-----------------------------|
| ■ Norfolk Southern | ■ CSX |
| ■ Bay Coast | ■ Virginia Southern |
| ■ Norfolk & Portsmouth | ■ Winchester & Western |
| ■ Shenandoah Valley | ■ Commonwealth Railway |
| ■ Buckingham Branch | ■ Chesapeake Western |
| ■ Chesapeake & Albemarle | ■ North Carolina & Virginia |

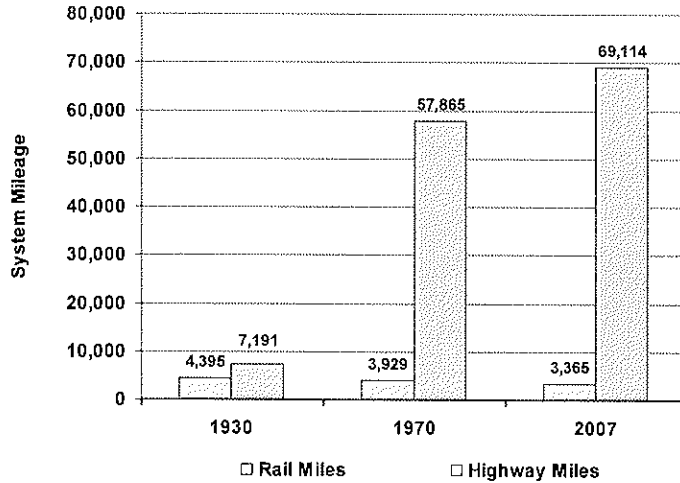


Draft Statewide Rail Plan

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Virginia Highway and Rail Miles



Forecast Year:

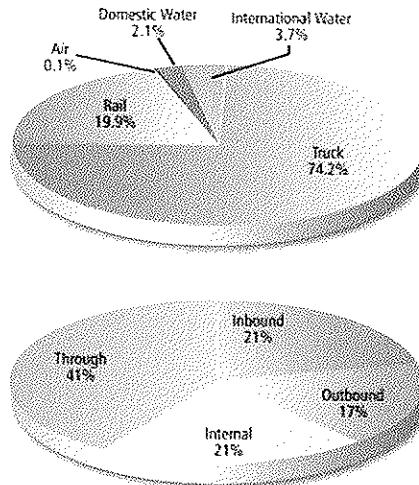


Draft Statewide Rail Plan

7-14-08

5

Virginia Freight Tonnage by Mode and Direction (2004)

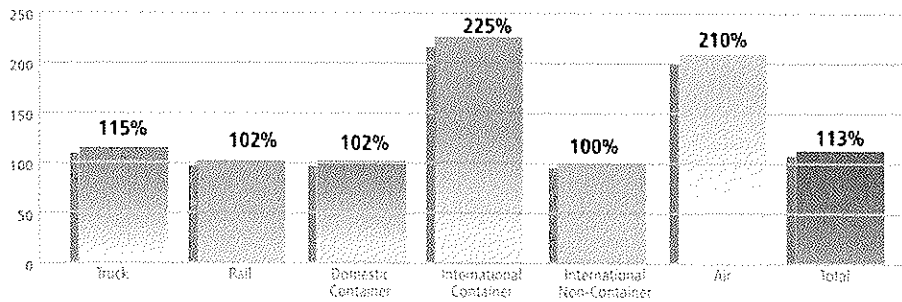


Draft Statewide Rail Plan

7-14-08

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Projected Virginia Freight by Mode (2035)

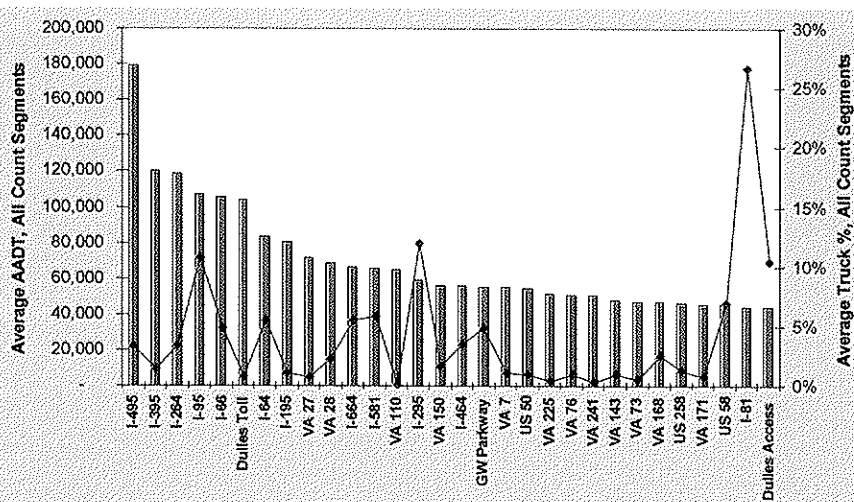


Draft Statewide Rail Plan

7-14-08

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Annual Average Daily Traffic (AADT) and Truck Percentages- All Count Segments – top 30 Routes (2005)

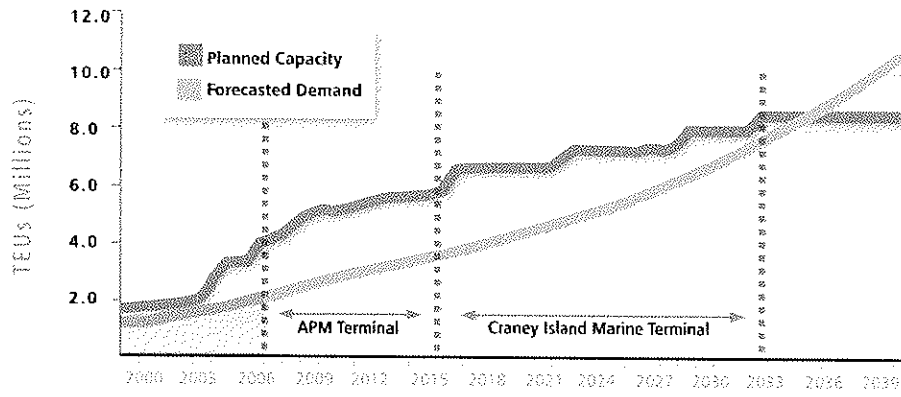


Draft Statewide Rail Plan

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Increase of Containerized Cargo (TEUs) Virginia Ports



Forecast Year: 2006

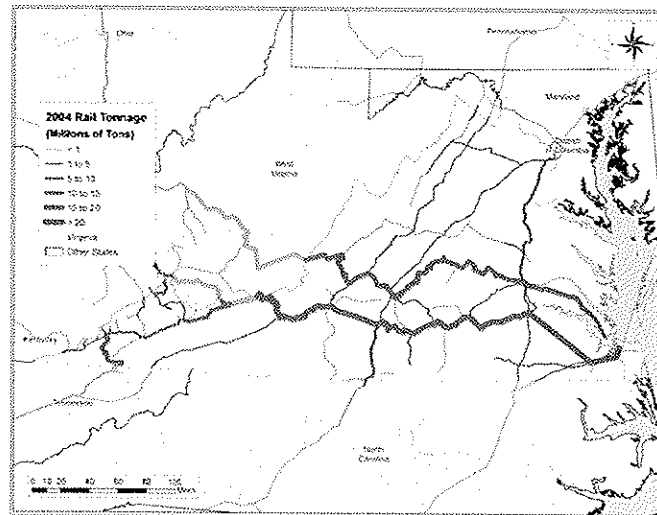


Draft Statewide Rail Plan

7-14-08

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Virginia Rail Tonnage (2004)

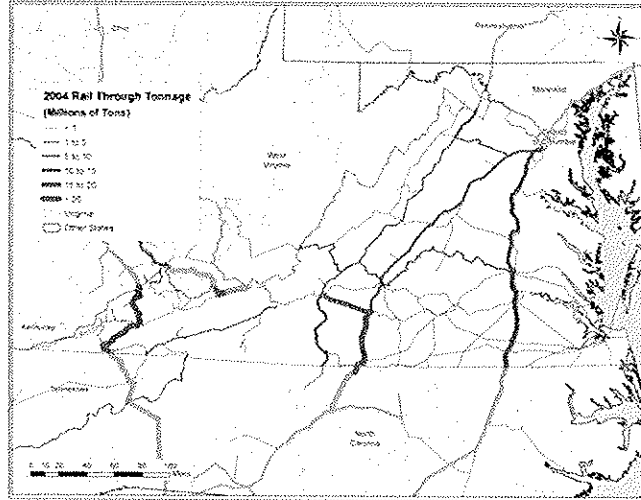


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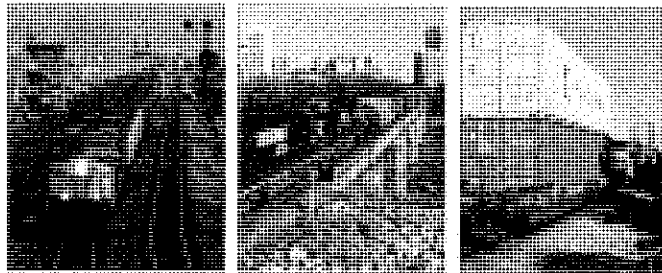
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Rail Tonnage Passing Through Virginia (2004)



Percentage of Freight Rail Tonnage (2005)



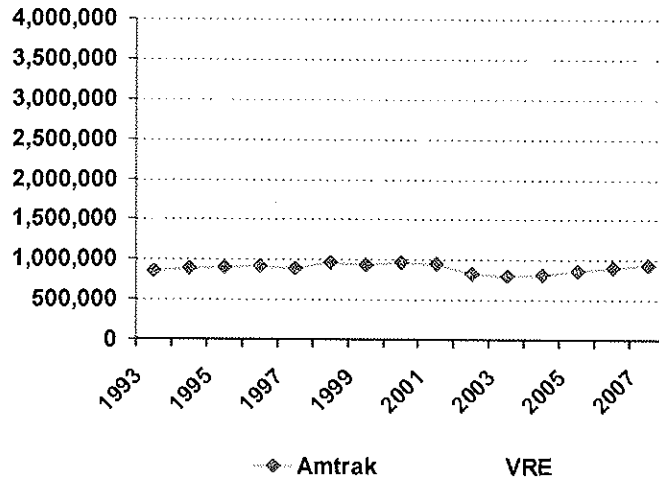
Unit Train 60%
Long trains of a single railcar type and product, like coal -- mostly east-west

Carload 24%
Mixed trains with different railcar types and products -- mostly north-south

Intermodal/Auto 16%
Containers, autos, other on railcars -- a future north-south opportunity



Annual Passenger Traffic (FY 1993-2007)

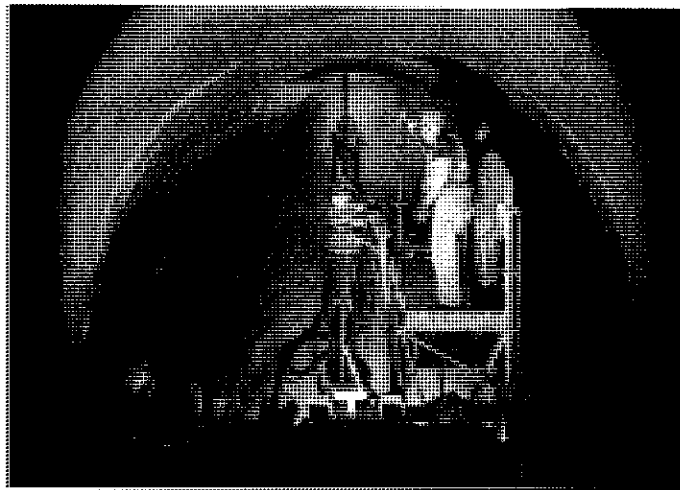


Setting the Stage

- The draft statewide rail plan builds on past successes to develop multimodal transportation corridors
- It is consistent with Commonwealth Transportation Policy Goals:
 - Providing a safe transportation system for Virginians
 - Maintaining existing transportation assets
 - Efficient and cost effective movement of people and goods
 - Stewardship of the environment
- It also supports the VTrans 2035 statewide transportation plan update

Setting the Stage

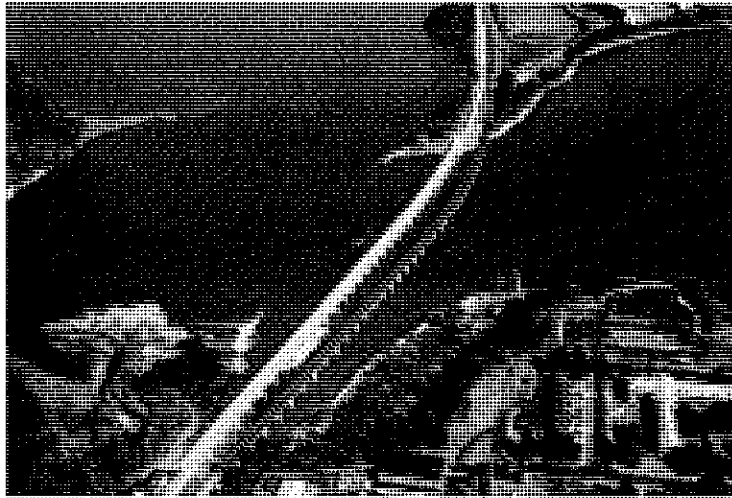
- Virginia rail funding
 - The Rail Enhancement Fund provides approximately \$24 million for rail capital improvements annually
 - Rail Enhancement funding was supplemented in 2007 by a 10-year, \$124.7 million bond program
 - Rail Preservation funding for shortline railroads is available at approximately \$3 million annually
 - Rail Industrial Access funding is available for businesses to connect to freight rail shipping through a shared fund at approximately \$5 million annually
 - One-time funding for the I-95 and I-81 rail corridors has provided more than \$130 million to improve rail capacity and service reliability



Virginia has participated in the Heartland Corridor Project, a project of national significance that will support and enhance domestic and international trade, and remove 150,000 trucks from Virginia highways.

Four tunnels in Virginia are being cleared to accommodate double-stack rail traffic.





Virginia has allocated over \$151.55 million to help increase rail capacity and divert trucks to rail in the I-95 and I-81 corridors.

The new two-track Quantico Creek Bridge opened on Feb. 17, 2007 in the I-95 corridor.



Virginia has participated in the construction of an on-dock rail yard to support the first privately developed marine terminal in North America, APM Terminals Virginia, to move 128,500 containers annually in 2010.

A train carries double-stack rail containers from the port.



Setting the Stage

- Virginia faces a number of challenges:
 - Population growth
 - Outpacing the national average
 - Highway congestion
 - Northern Virginia is part of the second worst region in the country
 - Airline industry limitations
 - No direct connections between Virginia regions and cities
 - Cost prohibitive for travel within the state
 - Passenger and freight rail capacity/demand
 - Rail transportation is approaching the limits of capacity
 - Demand continues to rise
 - Port growth
 - One of the most significant economic engines of Virginia
 - More access to freight rail shipping is needed to accommodate the demand for imports and exports

Setting the Stage

- Understanding the freight rail business:
 - The US is an international leader in freight rail, but lags behind in passenger rail.
 - Freight rail is a very capital intensive industry. From 1995-2004, rail capital expenditures represented 18% of rail revenue compared to 4% for the average manufacturing company.
 - Rail tracks in Virginia are privately owned by freight companies with a responsibility to return shareholder value.
 - Freight rail is at least five times more profitable than passenger rail.
 - Capacity is a commodity for private railroads, and railroads typically focus on capacity replacement (additional tracks) in exchange for access by commuter rail.
 - Private railroads have the power to condemn property for necessary right of way.

Setting the Stage

- Understanding the passenger rail business:
 - Passenger rail typically requires a subsidy.
 - Amtrak, through federal statute, has the right to operate on freight rail lines.
 - Commuter rail operators like VRE do not have that right, and must negotiate with private railroads.
 - The cost of right of way is expensive.
 - VDOT estimates that the cost of acquiring right of way between Washington, DC and Richmond in the I-95 corridor would cost at least \$2 billion
 - Passenger rail operators frequently choose to access private rail lines rather than building dedicated passenger tracks.

Rail Benefits

- VRE service provides the equivalent capacity of one highway lane on I-95 and I-66 during peak periods.
- One intermodal train can carry up to 280 truck trailers.
- Train travel is 17% more energy efficient than domestic airline travel and 21% more energy efficient than auto travel.
- Traveling by rail contributes fewer greenhouse gas emissions than either cars or airplanes. Passenger rail emits only 0.2% of the travel industry's total greenhouse gases.

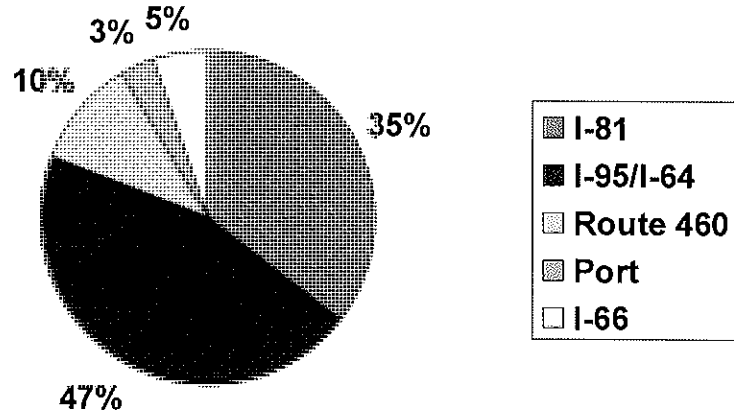
Proposed Improvements

- Projects identified in the draft Statewide Rail Plan will:
 - Focus on corridor management to support diverse needs
 - Provide improvements throughout the state
 - Position Virginia for future growth
 - Support growth at the Ports of Hampton Roads

Cost Assumptions

- Project cost estimates include capital costs only
- All costs are stated in 2008 dollars, without escalation to potential year of expenditure
- No operating or equipment costs are included- these will be identified in the Rail Action Plan
- The Rail Action Plan will include all costs and will have costs escalated based on year of expenditure

Rail Needs by Major Corridor



More than \$4.9 billion in needs statewide

Class I and Shortline Railroad Projects

Class I and Shortline Railroad Project Costs	
Project	Costs
National Gateway	\$48 million
Crescent Corridor	\$1.6 billion
Heartland Corridor	\$66.01 million
Coal Corridor	\$12.1 million
Shortline Railroads	\$68 million
Total Costs	\$ 1.8 billion

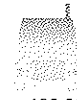
Class I and Shortline Project Results

- ❑ Improves freight rail shipping and diverts truck traffic to rail along Virginia highways: I-81, I-95, I-64, I-66, I-85, I-295, I-495 and Route 460, and outside Virginia along major routes such as I-20, I-40 and I-75
- ❑ Multistate agreements needed to maximize truck diversion
- ❑ Includes construction of rail yards and increases capacity
- ❑ Improves shortline rail systems in Virginia to accommodate heavier freight shipments and faster passenger rail service



CSX National Gateway Corridor (I-95, I-295, I-495)

- ❑ Parallels I-95 through Virginia
- ❑ Improves efficiency of freight rail shipping from ports of MD, VA and NC and to markets in PA, WV and OH
- ❑ Freight benefit: expands capacity, provides double-stack train clearances
- ❑ Passenger benefit: improves on-time performance
- ❑ Total project cost: \$48 million



Removes 130,000 trucks from I-95 Corridor



Saves over 31.9 million gallons of fuel



Saves 61,705 tons of CO₂ emissions



Norfolk Southern Crescent Corridor (I-81)

- Improves freight rail shipping along I-20, I-40, I-75, I-85 and I-81
- Freight benefit: expands capacity, diverting trucks from congested highways
- Passenger benefit: Could support expanded Amtrak service to Charlottesville, Lynchburg, Roanoke and Bristol, and expanded VRE service from Manassas to Haymarket
- Total project cost: \$1.6 billion



Removes 1.6 million trucks (base estimate) from I-81 Corridor by 2035



Saves over 227 million gallons of fuel



Saves 674,000 tons of CO₂ emissions

Norfolk Southern Heartland Corridor (US460) (Phase 1)

- Doubles freight capacity parallel to Route 460
- Freight benefit: cuts 1.5 days of shipping time between Hampton Roads and Chicago
- Passenger benefit: Could support expanded Amtrak service between Washington, DC and Bristol
- Planning has begun on Phase 2
- Total project cost: \$66.01 million



Removes 150,000 trucks from Virginia highways



Saves over 20.06 million gallons of fuel



Saves 55,804 tons of CO₂ emissions

Norfolk Southern Coal Corridor (US460)

- Adds additional track capacity parallel to Route 460 between Andover and Green Bay to support projected increases in coal shipments
- Freight benefit: Improves capacity to move coal from coal fields to Hampton Roads and to generating stations in TN, NC, SC and GA
- Passenger benefit: Could support expanded Amtrak service between Washington, DC and Bristol
- As most coal is already carried by rail, no calculations of truck diversion, fuel savings or reduced emissions have been conducted
- Total project cost: \$12.1 million

Shortline Railroad Preservation (statewide)

- Brings all shortline rail systems in Virginia up to Federal freight and passenger standards
- Freight benefit: Improves capacity to handle larger shipments, providing critical business-to-business link
- Passenger benefit: Improves Amtrak service between Orange and Clifton Forge
- Total project cost: \$68 million

Port Projects

- NIT Central Rail Yard Expansion
- Craney Island Rail Connection
- Norfolk/Portsmouth Beltline Railroad Improvements

Ports of Hampton Roads Project Costs	
Project	Costs
NIT Central Rail Yard Expansion	\$40.15 million
Craney Island Rail Connection	\$130 million
Norfolk Portsmouth Belt Line Railroad	\$8.75 million
Total Costs	\$178.9 million

Port Project Results

- Increases rail capacity and provides competitive port shipping services
- Diverts more port shipments from truck to rail to help manage highway congestion
- Supports the transport of up to 50% of projected containers at Craney Island
- Nearly doubles today's on-terminal rail handling capacity at Norfolk International Terminal
- Improves rail crossing safety

Norfolk International Terminal (NIT) Central Rail Yard Expansion

- Diverts port shipments from truck to rail
- Nearly doubles today's on-terminal rail handling capacity
- Total project cost: \$40.15 million



Removes 180,310 trucks from Virginia highways



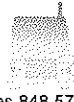
Saves over 24.3 million gallons of fuel



Saves 47,072 tons of CO₂ emissions

Craney Island Rail Connection

- Three-phase project that builds on I-664/Route 164 Median Rail Safety Relocation Project
- Adds rail capacity to major new port facility
- Supports transport of approximately 50 percent of projected 1.43 million containers through this facility
- Total project cost: \$130 million



Removes 848,571 trucks from Virginia highways



Saves over 114 million gallons of fuel



Saves 221,528 tons of CO₂ emissions

Norfolk Portsmouth Belt Line Railroad Improvement

- Complementary to the NIT Central Rail Yard Expansion
- Adds off-site marshalling yard, separating highway traffic from train movements
- Improves operating efficiency of trains traveling to and from the on-terminal rail yard
- Total project cost: \$8.75 million



Eliminates 12.852 hours per year of delays (based on 18 train crossings per day) at an existing at-grade crossing at NIT and Hampton Boulevard

Passenger Rail Projects

Passenger Rail Project Costs	
Project	Costs
Commuter Rail Alexandria to Manassas	\$8.25 million
Commuter Rail Gainesville to Haymarket	\$281 million
Commuter Rail Fredericksburg to Washington, DC	\$470 million
Intercity Rail Urban Crescent	\$757 million
Intercity Rail TransDominion Express	\$206 million
Total Costs	\$ 1.7 billion

- Commuter Rail Improvements (I-66 and I-95):
 - VRE Alexandria to Manassas (I-66)
 - VRE Manassas to Gainesville/Haymarket Expansion (I-66)
 - VRE Fredericksburg to Washington, DC (third track)
- Intercity Rail:
 - Urban Crescent Express (I-64 and I-95)
 - TransDominion Express (TDX) (I-81 and Routes 29/460)

Passenger Rail Project Results

- ❑ Supports more frequent service in the Urban Crescent between Washington, DC, Richmond and Newport News
- ❑ Supports more frequent service in the Route 29 corridor between Lynchburg and Washington, DC, and implementation of Phase 1 of the TransDominion Express
- ❑ Supports expansion of VRE service between Manassas and Gainesville/Haymarket
- ❑ Supports new service, station improvements, travel time improvements and more frequent service along existing routes
- ❑ Upgrades track and other facilities/infrastructure for higher speed service



VRE Alexandria to Manassas (I-66)

- ❑ Upgrades track and improves the reliability of VRE operations by enabling increased train speed
- ❑ Total project cost: \$8.25 million



Removes 53,091 cars from Virginia roadways



Saves over 24.3 million gallons of fuel



Saves 47,072 tons of CO₂ emissions



VRE Manassas to Gainesville/Haymarket Expansion (I-66)

- ❑ Studies viability and potential locations of future passenger rail stations between Manassas and Gainesville/Haymarket
- ❑ Requires extensive upgrading of existing freight line for passenger rail service
- ❑ Next steps are additional environmental review and preliminary design
- ❑ Total project cost: \$281 million



Removes 430,556 cars from Virginia highways



Saves 1.7 million gallons of fuel



Saves 7,756 tons of CO₂ emissions

VRE Fredericksburg to Washington, DC Improvements (I-95, I-395, I-495)

- ❑ Expands rail service and improves existing service through signalization, station and rail infrastructure improvements, including:
 - Automatic train control cab signalization
 - VRE second platforms at Woodbridge, Lorton and Rippon Stations
 - Arkendale to Powell's Creek third track and station
 - Capacity improvements between Franconia/Springfield and Fredericksburg, excluding major bridges
- ❑ Total project cost \$470 million



Removes over 1.4 million cars from the I-95 corridor



Saves over 7.9 million gallons of fuel



Saves 46,877 tons of CO₂ emissions

Urban Crescent Express (I-64, I-95, I-295, Route 460)

- Freight and passenger rail improvements between Fredericksburg, Richmond and Newport News
- Station improvements, including the facilitation of transit-oriented development near stations
- Best passenger rail ridership increase opportunity in Commonwealth, potentially doubling Amtrak corridor ridership by 2015
- Total project cost: \$757 million



Removes over 1.3 million cars from Virginia highways



Saves over 9.5 million gallons of fuel



Saves 62,072 tons of CO₂ emissions



TransDominion Express (TDX) (I-81 and Routes 29/460)

- Enhances mobility along the Route 29, I-81 and Route 460 corridors by improving infrastructure to support higher speeds for passenger rail
- Phase I: Washington, DC to Lynchburg
- Phase II: Lynchburg to Roanoke
- Phase III: Roanoke to Bristol
- Phase IV: Lynchburg to Richmond
- Total project cost: \$206 million



Removes 53,091 cars from I-81 and Route 29 corridors



Saves over 164,637 gallons of fuel



Saves 983 tons of CO₂ emissions



High Speed Rail Project (I-95, I-295, I-495, I-85, I-64, Route 460)

High Speed Rail Project Costs	
Project	Costs
Southeast High Speed Rail Project	\$1.2 billion
Total Costs	\$1.2 billion

- High speed rail service between Washington, DC and Raleigh, NC
- Total cost does not include the cost of major river and stream crossings
- Total cost does not include the cost of electrification and improvements between Richmond and Washington, DC



Southeast High Speed Rail Project (I-95, I-295, I-495, I-85, I-64, Route 460)

- Studies higher speed rail connections between Hampton Roads and Richmond's Main Street Station to Washington, DC
- Also studies creating a high speed rail corridor between Washington, DC and Raleigh, NC
- Pending legislation in U.S. Congress could impact feasibility of program
- Total project cost: \$1.2 billion



Removes over 1.1 million cars from Virginia and North Carolina highways



Saves over 5.6 million gallons of fuel



Saves 33,713 tons of CO₂ emissions



Total Project Benefits

- Total public benefits of the potential projects are as follows:
 - 7.3 million cars and trucks removed from highways
 - Approximately 108% of the total vehicle ownership in Virginia, based on vehicles registered in 2006
 - 445 million gallons of fuel saved
 - Approximately 32 million barrels of oil imported to the US
 - 1.2 million tons of carbon emissions saved
 - Equal to the emissions of approximately 7,000 automobiles per year

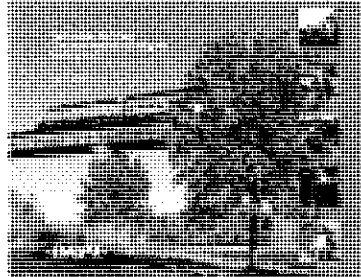
Project Funding

- Cost of all proposed projects is approximately \$5 billion, and current estimated revenue between 2009 and 2035 is \$1.3 billion
- Commonwealth's rail programs foster the sharing of costs and benefits
- Potential sources of funds:
 - Railroads
 - Commonwealth of Virginia, from dedicated funding sources as well as special allocations
 - Local jurisdictions, including current Northern Virginia contribution of 13 percent of VRE total costs
 - Federal funding, including potential Amtrak bills that include state grants for intercity rail improvements
 - Passenger fares

Next Steps

□ Key Actions

- Draft Plan released for public comment in July 2008
 - Five public meetings statewide
 - Available online:
<http://www.drpt.virginia.gov>
- Rail Action Plan issued in September 2008
 - Includes funding strategies, proposed allocation of resources and project implementation schedules
 - Public comments accepted
- Statewide Rail Plan finalized in November 2008



□ Future Rail Plan Updates:

- Six Year Improvement Program yearly update
- Comprehensive update on a five-year basis as a part of VTrans



NVTC

Northern Virginia Transportation Commission

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and Public Transportation**

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Virginia General Assembly

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Del. Thomas D. Rust

Executive Director

Richard K. Taube

August 21, 2008

Public Information Office
Virginia Department of Rail and Public Transportation
1313 E. Main Street
Suite 300
Richmond, VA 23219

Re: Comments on State Rail Plan

Dear Sir or Madam:

Attached are NVTC staff comments and questions on the state rail plan. They have not been approved by NVTC's board but have been reviewed by local jurisdictional staff. We would appreciate a written response.

Thank you for the opportunity to comment. The plan shows excellent effort and we are looking forward to reviewing the forthcoming financial elements that we understand will specify funding sources and priorities.

Sincerely,

Richard K. Taube
Executive Director



Comments on Draft DRPT Statewide Rail Plan Power Point Overview Presentation

--August 21, 2008--

1. Pages 6 and 7: How sensitive are the current and projected shares to the choice of tons vs. ton-miles?
2. Page 13: VRE's FY 2008 annual ridership was 3,628,563.
3. Page 20: "Capacity is a commodity for private railroads..." In VRE's experience, this argument is sometimes overdone. During WW II, many more trains crossed the 14th Street Bridge than today, even without the benefit of modern signals. RF&P ripped up a two-track bridge over Quantico Creek in 1989 (just as VRE's access agreements were being completed) and replaced it with a one-track bridge, thereby creating a bottleneck. VRE, with significant funding from DRPT, was compelled to replace that capacity in the form of a new bridge at a cost of over \$20 million. Similarly, Norfolk Southern announced its intention to rip up a track unless VRE paid to keep it in service. Freight railroads also argue that they need to preserve capacity for potential future growth and therefore need to restrict passenger rail access. Furthermore, passenger rail needs for capacity are generally much more time-sensitive than those of freight. Therefore, any claims of excess demand for limited freight railroad capacity need to be carefully examined on a case by case basis and not be accepted as a universal truth.
4. Page 20: "Freight rail is at least five times more profitable than passenger rail." This requires serious elaboration. Passenger rail service is not designed to be profitable and therefore is subsidized by the public. If the statement refers to the perspective of the freight railroads, I recommend caution because this statement might be used to argue for a five-fold increase in the access fees paid by Amtrak and VRE. [The description on page 41 of the rail plan is subject to challenge. Among the many reasons is that railroads demand much more indemnification from their passenger rail customers than they do of their freight customers. Also, many freight customers are charged by ton and ton mile, not train mile.]
5. Page 21: Passenger rail operators have not all chosen to pay for access to private freight railroads. Many have purchased existing track and some have built new track. Almost all have paid for track upgrades whether owned privately or publicly.



6. Page 28: Raising the Virginia Avenue Tunnel to facilitate doublestack freight movements is purported to reduce delays for VRE service. But a shift of additional volume of such freight to this corridor would risk creating more congestion at other bottlenecks. Does DRPT model the sensitivity of on-time performance of freight and passenger service, now and in the future, before agreeing to invest taxpayer dollars in such freight rail improvements?
7. Page 38: In listing VRE's projects, the subsequent action plan should recognize the findings of VRE's strategic plan that VRE's core needs should be met before VRE expansion.
8. Page 39: In promoting expanded intercity service DRPT should be wary of interfering with existing VRE service in VRE's service territory given the limited number of trains VRE is permitted to operate. In several of the slides there should be a careful distinction between the differing needs and operating characteristics of intercity passenger rail versus VRE's commuter rail service. For example, commuter rail cars are designed for speedy entry and exit and intercity railcars would typically require longer station dwell time.
9. Page 45: Again, interference with VRE service should be avoided in promoting high-speed rail in VRE's service territory. At a minimum, DRPT should involve VRE staff in planning for any new intercity service to be introduced in VRE's service territory. Also, intercity fares in VRE's territory should be coordinated with those of VRE.
10. Page 48: Rather than 13 percent, local jurisdictions in Northern Virginia contribute 23 percent of VRE's budget in FY '09. [Page 84 of the rail plan shows that the 13 percent figure is actually a six year average of VRE's entire budget, not only operations.]
11. As a matter of public policy the plan should advocate requiring freight railroads, as a condition of benefiting from public investments in freight rail facilities, to agree to reasonable access on fair terms for public entities operating passenger rail service.
12. Also as a policy matter, the commonwealth should identify a new source of funding for operating new intercity passenger rail projects after the first three years. The Secretary of Transportation has said that existing state transit funding sources should be used. But diluting scarce mass transit funding unduly penalizes local governments currently investing in transit projects. One possible concept worth exploring is for the commonwealth to support all surface modes to achieve the same state matching ratio (currently 95 percent or above for highways and up to 95 percent for transit). This would facilitate an unbiased choice by local governments as to which modes they wish to invest in.



NVTC COMMENTS ON:

**Virginia Department of Rail and Public Transportation's "Transit
Capital and Operating Fund Sustainability and Investment Policy"**

MAY 14, 2008



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Summary of Significant Comments

1. NVTC appreciates the significant state aid received each year through DRPT for WMATA, local bus systems and VRE. Further, the commission recognizes that DRPT has a legitimate interest in monitoring its grant recipients in order to perform the stewardship expected by the General Assembly. Nonetheless, NVTC has serious concerns about the set of principles developed for CTB action in June, 2008. We are providing our detailed comments to DRPT before the May 30th deadline. A brief summary follows.
2. In devising specific actions to respond to general statements from the General Assembly, DRPT should avoid unfunded mandates, requests for extraneous data and duplicative and burdensome audits.
3. To the extent possible CTB should use funds other than transit program funds to finance new performance monitoring initiatives (the FY 2009 proposal to take 2.6 percent off-the-top of transit program funds deprives local transit systems of \$5 million statewide).
4. Keep in mind that local sources of funding cover about two-thirds of transit costs in Northern Virginia. The commonwealth should not impose requirements that contradict local values.
5. "One-size fits all" arbitrary statewide transit performance goals should be avoided (e.g. three percent annual per capita ridership increases). Northern Virginia's transit systems have per capita transit ridership four times greater than the statewide average, as well as a local level of effort in funding transit that is 10 times greater than any other district in Virginia. Any useful target must recognize local conditions and the costs of meeting the objective. Per capita ridership should be measured in areas with transit services and not include populations not served by transit.
6. In managing its separate programs with varying matching requirements, DRPT should achieve an equitable balance among recipients. For FY 2009, NVTC received an average state matching ratio below the state average of 66 percent. NVTC received 64 percent and the rest of the state received 72 percent. One reason for this outcome is DRPT's decision to exclude WMATA's Metro Matters from bond funds (80 percent state match) and use only formula funds (50 percent state match). If NVTC had received the state average matching ratio, it would have \$2.3 million more for FY 2009 (and VRE would have \$1.5 million more).
7. NVTC objects to imposing maintenance of effort requirements on local transit systems when no such requirement applies to the commonwealth. The commonwealth falls almost \$200 million short of meeting its statutory target of providing a 95 percent matching ratio for eligible net transit expenses. Local budgets are under tremendous strain and every dollar counts.

8. DRPT's FY 2009 maintenance of effort criteria are seriously flawed and must be changed. An arbitrary and indefensible mix of years and expenditures is included. Shares of state operating assistance are based on actual expenses from two years ago. Pre-budget local transit expenditures are compared for the next two years. Transit systems that increase fare revenues by attracting more riders or raising fares (or both) are penalized. A better approach would be to use an average over several years of actual expenditures and to include fare revenue as local funding effort.

Opportunity to Comment

DRPT has invited comments on the draft policy regarding the allocation of state transit funds. Comments are due by May 30, 2008. CTB will be asked to adopt the final policy at its June 19th meeting.

The following NVTC comments are provided in a spirit of co-operation with DRPT. The commission appreciates the opportunity to be heard on this important subject. DRPT provides significant amounts of state funding to assist local transit systems. DRPT staff also is always willing to answer questions and respond to requests for technical assistance. NVTC and its staff are appreciative of DRPT's support

NVTC comments are shown below in bold type.

We respectfully request that our comments be shared with the members of the Commonwealth Transportation Board and that DRPT staff provides the courtesy of a response to our comments.

Purpose of DRPT Policy

DRPT describes the draft as supporting the Commonwealth's priorities defined in Item 449 E. of the 2008 budget bill:

It is the intent of the Governor and the General Assembly that the principles of local maintenance of effort, transit sustainability, public benefit and asset management shall be incorporated into all public transportation programs for which funds are appropriated by the General Assembly and allocated by the Commonwealth Transportation Board.

In applying the policy, DRPT should not impose unfunded mandates on its grant recipients. While DRPT's motives are worthwhile, its requests for data, detailed finance and performance audits that may duplicate existing local requirements, and state grants reduced by 2.6 percent to cover DRPT administrative costs all potentially hurt the financial viability of local transit systems.

Since the state in many cases provides only a small share of the total expenditures on transit, satisfying the legitimate interests of state taxpayers should not impose an even greater burden on local taxpayers.

DRPT also cites the policy as providing a framework for improving coordination between the commonwealth and local governments regarding new transit services.

Better coordination of all transit services, whether new or existing, is a worthwhile goal.

Policy Goals

- Increase transit ridership per capita by at least three percent annually.

Why choose three percent? Shouldn't there be some stated defensible reason for such a specific target? Shouldn't the target change with circumstances (e.g. be higher when gas prices rise and be lower when state aid is slashed)?

Ridership per capita should be measured only within transit service territories. As population grows in areas not well served by transit (e.g. suburbs), per capita ridership might decline overall even though ridership within areas well served by transit is improving. It is not helpful to measure transit performance in areas in which transit service does not exist. Even if other entities prescribe the faulty approach, DRPT should not perpetuate the mistake.

Per capita ridership within NVTC's jurisdictions currently far exceeds the rest of the commonwealth. Is it equitable to ask NVTC's jurisdictions to improve as much as areas with much lower ridership and local levels of financial effort?

It is likely to require considerably different amounts of expenditures to boost per capita ridership by three percent depending on local circumstances. This suggests more of a case by case approach is needed rather than an arbitrary statewide standard. Further, this goal should be tempered with measures of local levels of effort.

- Maintain existing transit assets as the first funding priority.

This should be up to the local transit systems. NVTC's jurisdictions and riders provide two-thirds of the funding resources. Local transit systems should be able to determine how best to meet the needs of their customers.

- Support improved land use, protect the environment and maximize the use of available funding.

Do you mean maximize the effective use of available funding? Surely DRPT does not intend to simply encourage all available funding to be spent?

Land use is primarily a local prerogative. How will DRPT be supportive but not intrusive?

Core Principles

Four are cited.

All are worthwhile, although the goal of developing a financially sustainable state transit program is really a secondary goal. The primary aim should be to assist local transit systems as the service providers in becoming financially sustainable.

Asset Management

The "asset management system" shall primarily support state capital grants from the Mass Transit Trust Fund including the Commonwealth Transit Capital Fund.

The user friendly, web-based asset management database as envisioned by DRPT can be very valuable tool. But NVTC has very serious concerns about whether WMATA's assets will fit within the format, since its assets are jointly owned and to attribute a portion to Virginia will of necessity be a rough approximation. Further, the amount of WMATA data is massive. Updating these initial entries each year will also require an extensive ongoing effort. DRPT may be compelled either to provide significant consulting assistance to include WMATA or else recognize that the database will exclude a major portion of the transit assets utilized to serve Virginia's residents in Northern Virginia.

If the asset management system ultimately is effective and is integrated with grant submissions, DRPT may be in a better position to defer the deadline for grant applications. Currently the February 1st date occurs long before local transit budgets are finalized.

As new programs are created, each with its own set of rules and matching ratios, with DRPT exercising discretion as to which projects are funded from which program, confusion is likely to exist among applicants. Systems should be applied as uniformly as possible across all programs. NVTC does not support the proliferation of separate funding programs.

DRPT will report to CTB, beginning in FY 2010, on funding availability, potential allocation scenarios, and grant evaluation in the early planning stages of the annual Six-Year Improvement Program.

This early reporting is useful also to applicants and should be shared with them.

Service Design Guidelines

These will match needs with project proposals with “a primary emphasis on ridership criteria.”

There are many other benefits of transit investments in addition to ridership including air quality, fuel savings, economic development and land use. Why should one state-level objective (ridership) trump locally determined objectives?

Guidelines will help determine if the proposal made is the most feasible and appropriate.

Again, shouldn't local objectives matter? For example, if the locally preferred alternative is light rail, will DRPT demand BRT instead? Should DRPT be able to do so if it is providing only a small fraction of the overall project cost? As a tool to assist localities in advance consideration of alternatives, general service guidelines may have some benefit. But if used by DRPT to second-guess local decisions the guidelines may generate and perpetuate local controversies over choices of modes.

Capital Project Programming and Evaluation Process

Proposed projects must have an implementation plan and be ready for implementation in the target year indicated. Projects will be considered ready if grant funds can be obligated within one year (with certain exceptions).

While NVTC certainly favors the emphasis on realistic schedules, the commission takes very strong exception to the “one-year” definition. There are many reasons why a transit system might not be able to spend a grant award within a year despite its best efforts, including:

- 1. Applications are due in February, long before local budgets are adopted in final form;**
- 2. Most state grants are reimbursable and recipients are dependent on being billed by other entities;**
- 3. Schedules and funding agreements for multi-year projects are subject to frequent fine-tuning, especially when they involve several jurisdictions.**

Transit assets must have reached the end of their useful lives as defined by FTA, but exceptions may be considered.

Wasteful premature replacement of transit assets should not be a problem since many local governments are responsible for the lion's share of the costs. By inviting requests for exceptions, DRPT introduces uncertainty into the process. Why impose a rule that is redundant (in the case of federally funded assets) and very likely unnecessary (for non-federally funded assets)?

All project requests shall be scored in accordance with DRPT's allocation process.

Scored by DRPT or the applicant? If by DRPT, will the scores be revealed to the applicants? Will the scoring criteria be clearly written for all to see? In what fiscal year will DRPT initiate this scoring?

All new projects exceeding \$2 million and/or involving construction of transit facilities shall conform to "threshold requirements" in program guidance.

What rules are contemplated for "threshold requirements?" Without knowing what the rules are it is impossible to know if this is a reasonable requirement. Will these requirements supersede locally preferred alternatives?

Transit Operating Maintenance of Effort

When state transit funding is increased with new initiatives, improvement and expansion of transit service is intended. Therefore, local spending should be maintained.

The test that was applied for FY 2009 is seriously flawed, because it used only pre-budget local expenditure estimates for the current and previous years. Shares of state operating assistance are based on actual expenses two years ago. This results in a hodge-podge of years and actual pre-budget data. A better method would be to consider an average over several years of actual expenditures.

The current method discourages jurisdictions from raising fares (which is simply another component of local effort) or from attracting new riders. Transit expenditures remaining constant, each dollar of additional fare revenue will require either an additional dollar of other local funds or the loss of a dollar of state aid. This is a perverse incentive.

NVTC's jurisdictions exert a level of effort at least 10 times greater per capita than any other district. Shouldn't other districts be required to catch up to NVTC's level of effort before the maintenance of effort applies here?

Finally, state statutes set a 95 percent target for the state to match non-federal transit expenditures. For FY 2009, the commonwealth falls \$191 million short. Why not establish a maintenance of effort test for the commonwealth?

Program Guidance

Program guidelines are to be developed and maintained.

We applaud the development (in cooperation with local recipients) of precise written explanations to guide DRPT's discretionary actions. We trust this will avoid in the future the uncertainties about which projects will be funded from which program. Because matching ratios are sharply divergent among programs, this choice by DRPT staff can have very large financial consequences for grant applicants. The criteria need to be written and explained in advance before applicants submit their funding requests each year.

Also, applicants should be notified immediately upon release of the draft six-year program each year about which projects have not been funded by DRPT as requested and the reasons for DRPT's decisions.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
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CTB POLICY STATEMENT

Transit Capital and Operating Fund 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 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 primarily support state capital grants from the Mass Transit Trust Fund including the Commonwealth Transit Capital Fund. It shall also be used to manage Human Service Transportation Funds. Beginning in FY2010, DRPT shall submit a report to the CTB on asset management in the early planning stages of the annual Six-Year Improvement Program, including information on funding availability, potential allocation scenarios and evaluation of grant applications.

- 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, along with the asset management system, shall be used as part of the evaluation of transit modes and levels of service. Guidelines shall focus on matching transportation needs with project proposals, with a primary emphasis on ridership criteria established 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. A project shall be considered ready if grants for the project can be obligated within one year of the award date, or in the case of larger construction 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 as specified by the Federal Transit Administration. Exceptions may be considered if a grantee has secured approval by the Federal Transit Administration or if projects are to be funded without federal funds.
 - All project requests submitted for transit capital funding shall be categorized by project category and scored in accordance with DRPT's allocation process, which is detailed in program guidance and embedded in the asset management system.
 - 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 funding.
- Transit Operating Maintenance of Effort Requirement:
 - When state funding for transit is increased through initiatives of the Governor and the General Assembly, it is the intent of the Commonwealth to improve and expand transit services in Virginia. Therefore, DRPT shall require that local spending on transit operations is maintained from year to year and not reduced as a result of increased state aid. In cases where service levels are reduced or significant changes occur in federal funding levels, adjustments shall be made to state assistance that support the principles of Maintenance of Effort without placing undue financial burden on local governments.

CTB Policy Statement

Transit Capital and Operating Fund Sustainability and Investment Policy

Page Three

- Program Guidance:
 - DRPT shall develop and maintain program guidelines that explain and support 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.
- 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.

TO: Chairman Eulle and NVTC Commissioners
FROM: Rick Taube and Elizabeth Rodgers
DATE: August 28, 2008
SUBJECT: Metro Items

A. Ridership at Virginia's Metrorail Stations.

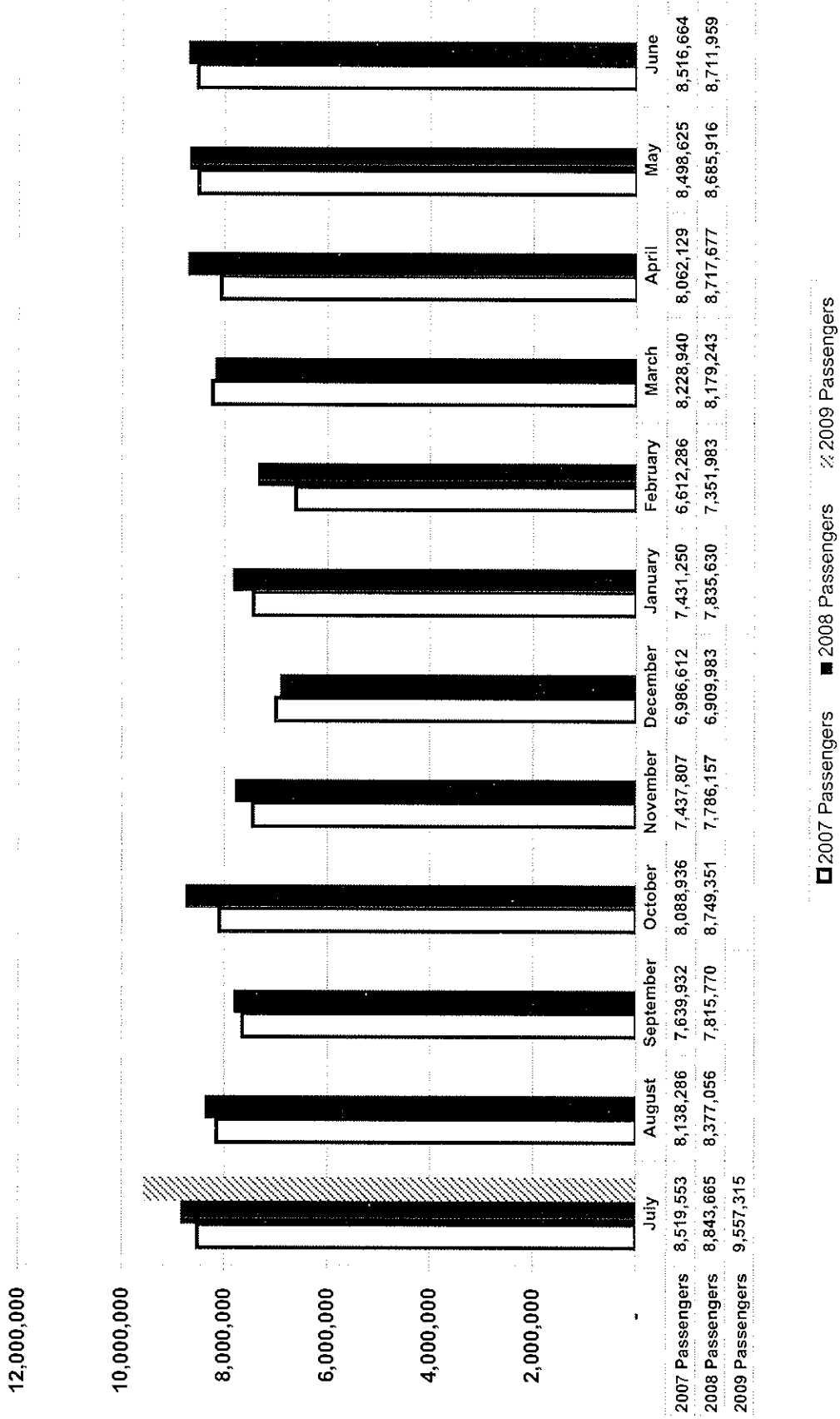
Another in the monthly series of ridership charts is provided for your information. As can be seen, Metrorail ridership remains very strong in Northern Virginia (and indeed throughout the entire system with many record days of ridership achieved during the last two months).

B. New Parking Garage Opens at Huntington Station.

As described in the attachment, 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.



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





NEWS LISTINGS SITE HOME

8/15/2008 Facility

WMATA unveils six-level parking garage at Huntington station

Yesterday, the Washington Metropolitan Area Transit Authority opened a new parking garage at the Huntington Metrorail station on the Yellow Line in Alexandria, Va.

The \$31.1 million, six-level parking facility will accommodate 1,424 vehicles. The garage replaces a 924-space surface lot. The station now provides parking for 3,558 vehicles in three garages and two lots.

The new parking facility is part of a mixed-use project that calls for developing a 60-acre parcel next to the Huntington station. Plans include 55 town homes, 420 low-rise multi-family units, 175 high-rise condominiums, 250,000 square feet of office space, 30,000 square feet of retail space and 12 acres set aside for the Fairfax County Park authority.



Advertising Information

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: August 28, 2008
SUBJECT: Regional Transportation Items

A. I-95/395 HOT Lanes.

In June, 2008, NVTC's Chairman Euille wrote to Secretary Homer to remind him of the commission's interest in reviewing two important studies. If a response is received it will be shared with the commission. More information is attached.

B. Squandering the Stimulus.

An analysis by U.S. Public Interest Research 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.

The analysis showed that in U.S. neighborhoods with the best access to transit, the average cost of transportation was \$728 monthly, versus \$925 with the least transit access.

The report is available at www.uspirg.org/home/reports/report-archives/transportation/transportation2/squandering-the-stimulus.



C. Joe Alexander Selected to APTA's Hall of Fame.

Former NVTC commissioner Joe Alexander will be honored at the annual meeting of the American Public Transportation Association in early October in San Diego. In the attached media release his service on the NVTC and VRE boards is mentioned prominently.

D. Governor Kaine's Expanded Telework Policies.

The attached announcement describes a new initiative for 120 employees in the Cabinet and Governor's office as well as an expanded policy that directs all state agencies to consider ways to "improve and expand agency telework and alternative work schedule programs."

Current savings from telework at various state agencies are cited, including 45,000 gallons of fuel saved by 591 teleworkers at the Department of Taxation. Overall about 5,000 out of 23,000 eligible state employees now telework and 14,000 out of 24,000 state employees eligible for alternative schedules take advantage of that opportunity.

E. Relationship of Gas Prices to Highway Deaths.

Research results were summarized in the July 28, 2008 issue of APTA's Passenger Transport. Researchers Michael Morrissey and David Grabowski 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, with a six percent reduction of deaths for drivers aged 15 to 17 and a 3.2 percent reduction for drivers 18 to 21.

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.

NVTC

Northern Virginia Transportation Commission

Agenda Item #10



TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube *Rick Taube*
DATE: June 26, 2008
SUBJECT: I-95/395 HOT Lanes

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

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

Following NVTC's June 5th meeting, Chairman Euille sent a letter to Secretary Homer reminding him of the Commission's interest in reviewing the bus-only lane study and the Halcrow safety study. If a response is received it will be shared with the commission.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Rick Taube

From: Alfred Harf [aharf@omniride.com]
Sent: Monday, June 23, 2008 11:10 AM
To: Badger, Chip; Benson, Jean; Caddigan, Maureen; Covington, Wally; Dixon, Marvin; Hill, Corey; Jenkins, John; Jones, Frank; Kelly, Matthew; LaMarca, Peter; Lasch, Lorraine; Lingamfelter, Scott; May, Michael; Milde, Paul; Miller, Jackson; Nohe, Martin; Parrish, Hal; Polk, Bryan; Potvin, Brian; Preli, Sorine; Principi, Frank; Puller, Toddy; Rodenberg, Phillip; Schwartz, George; Stewart, Corey; Stirrup John; Tuckler, Matthew; Wren, Bill; Wren, William R.
Cc: Rick Taube; robinson@gwregion.org; reanizales@pwg.gov.org; mdudenhefer@co.stafford.va.us; Althea Evans; Betsy Massie; Doris Lookabill; Eric Marx; Joyce Embrey
Subject: FYI



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Historic financing completed on Northern Virginia project

\$589 million issued to fund I-495 congestion-relief project
 June 16, 2008

Capital Beltway drivers are one step closer to a smoother commute June 12 after \$589 million in tax-exempt private activity bonds were issued for the first time ever by sponsors of the I-495 Capital Beltway High Occupancy Toll (HOT) Lanes Project in Northern Virginia, announced Transportation Secretary Mary E. Peters.

"This financial transaction represents a historic turning point not only for the way we finance highway projects but also for the thousands of drivers who lose precious time stuck in traffic on one of the nation's most congested highways," Secretary Peters said.

The \$589 million in private activity bonds, issued by the Capital Beltway Funding Corporation, a non-profit Virginia corporation, is part of an estimated \$1.9 billion finance package to fund the 14-mile project. It includes two new variably priced HOT lanes in each direction to be added to the Capital Beltway between Georgetown Pike and the Springfield Interchange. Once construction is finished in 2012, there will be two additional lanes on each side of the Beltway. The two existing middle lanes would then be converted to HOT lanes with prices that vary depending on traffic volume, ensuring that traffic in these lanes keeps moving at all times.

Two private companies, Transurban and Fluor Enterprises, will finance, operate and maintain the express lanes using facility revenues to repay the \$589 million in private activity bonds as well as a \$589 million U.S. DOT direct loan. The loan was made through the Department's Transportation Infrastructure Finance and Innovation Act loan program, which encourages private sector participation in the financing of highway projects with flexible repayment terms. The Commonwealth of Virginia is also providing significant resources to this historic public-private partnership.

As part of the surface transportation legislation signed in August 2005, private companies building and operating public use facilities are authorized to borrow up to \$15 billion nationwide on a tax-exempt basis to build highways and certain freight facilities. So far, the Department has authorized the issuance of \$5.6 billion in these private-activity bonds to seven projects around the country, including the Capital Beltway HOT Lanes. However, this is the first time such bonds have actually been issued.

Source: *U.S. DOT* June 16, 2008

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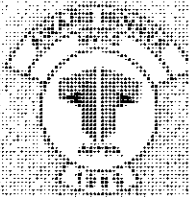
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More News

- Kentucky set to hike gas tax
- Transportation construction employment declines, mirroring other sectors
- Americans drove 1.4 billion fewer highway miles in April 2008 than April 2007
- Oberstar says 2009 Transportation Bill must look to Europe
- Historic financing completed on Northern Virginia project
- DOT announces more than \$153 million in funding to fight traffic in Twin Cities
- Cal. Navistar join forces
- Senators announce plan to address HIF shortfall
- ODOT honored for I-5 environmental work
- Transportation projects honored by AAA, AASHTO and U.S. Chamber of Commerce
- ARTBA applauds Utah's request to assume authority for environmental review
- Gasoline prices reach national average of \$4 a gallon
- Senate consideration of climate change legislation likely ended
- ARTBA says new bill offers opportunity to expand bridge construction and repair market
- Rising asphalt prices delay roadwork
- W. Va. still waiting for that boom
- U.S. DOT unveils new program to fight border congestion
- Third Minnesota bridge closed
- Transportation receives mixed reviews in Va
- Private resistance in Florida
- Not even close
- Attorney General demands end to free rides in New York
- Georgia looking at toll option
- Americans driving at historic lows
- Private group may run Turnpike
- VDOT releases emergency response report
- Debate on FAA reauthorization bill postponed
- Oberstar presses for I-55W hearing
- MdDOT engineers find no bridge damages so far after earthquake
- Pennsy. transit readies itself for privatization
- Vermont agency may have to scale back \$5 million
- Florida may suspend its gas tax
- AGC protests McCain's proposed gas tax moratorium
- Legislators reject one toll bill, accept another
- Congressman subpoenas EPA for greenhouse gas



NVTC Northern Virginia Transportation Commission

June 6, 2008

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

Dear Secretary Homer:

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

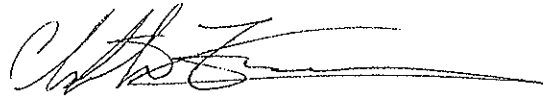
We understand that the bus-only lane analysis has been prepared and that it has undergone at least three reviews by VDOT and DRPT staff. You told us at our April 3rd NVTC meeting that you have seen the study. You mentioned it would be released soon, perhaps as early as April 7th. We note with deep concern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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Zimmerman', with a long horizontal flourish extending to the right.

Christopher Zimmerman
Vice Chairman



[NEWS LISTINGS](#) [SITE HOME](#)

8/12/2008 People

APTA names Alexander 2008 Hall of Fame award winner

The American Public Transportation Association (APTA) recently named Joe Alexander its 2008 Hall of Fame award winner. He will be honored at an awards ceremony to be held during the association's annual meeting in San Diego in October.

Alexander served on the Washington Metropolitan Area Transit Authority board for 23 years, holding four separate terms as board chairman. He helped oversee the planning and construction of the original 103-mile Metrorail system and garnered support for transit in the capital region.

Alexander also served on the Northern Virginia Transportation Commission board for 24 years, including five terms as chairman, and was the "driving force" in creating the Virginia Railway



[Advertising Information](#)

Express system in the early 1990s, serving eight years on the board.

He was active with APTA for many years, too, holding the chairman post from 1982 to 1984, during which time he established Women in Transit, an initiative promoting equal opportunities for women in the industry.

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Rick Taube

From: Kala Quintana
Sent: Wednesday, July 16, 2008 2:22 PM
To: Rick Taube
Subject: FW: Governor's News Release

Might want to include this in Septembers kit...

From: Governors Update Mailing List [mailto:govupdate@governor.virginia.gov]
Sent: Wednesday, July 16, 2008 1:58 PM
To: GovernorsUpdate mailing list
Subject: Governor's News Release

COMMONWEALTH OF VIRGINIA
Office of the Governor

Timothy M. Kaine
 Governor

FOR IMMEDIATE RELEASE
 July 16, 2008

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

GOVERNOR KAINE ANNOUNCES TELEWORK POLICY

~ Program gives flexibility, saves energy, enhances productivity ~

RICHMOND – Governor Timothy M. Kaine today announced a telework initiative for gubernatorial appointees, which includes about 120 employees in the Cabinet and Governor's Office. Governor Kaine also announced an improved State Telework Policy – published late last week – directing all state agencies to consider ways to improve and expand agency telework and alternate work schedule programs.

“Rising fuel prices, the escalating cost of commuting to work, worsening traffic congestion and reduced air quality compel a change in the business culture of state agencies,” Governor Kaine said. “Telework reduces energy consumption, both in the amount of gasoline used for daily commuting and in office building energy costs. This policy provides a timely opportunity to create a culture of conservation within the state workforce, which can serve as an example for Virginia businesses in the private sector.”

More than four dozen employees of the Cabinet and Governor’s Office have already started teleworking or utilizing alternative schedules for part of their work week. State telework programs require employees to sign an agreement with their supervisor that details the terms and conditions of an employee’s work away from the central workplace.

Telework promotes general work efficiencies by permitting employees to work at alternate work

7/16/2008

locations for all or part of their work week. The American Electronics Association reported that a number of companies have also reported productivity gains. IBM reported a 10 to 20 percent increase among teleworkers. AT&T and Cisco Systems saw similar results. Teleworkers at American Express handled 26 percent more calls and produced 43 percent more business than office-based workers. Survey results attribute the gains to fewer distractions, time gained through reduced commutes, and a healthier life-work balance. The report is available at http://www.aeanet.org/Publications/AeA_CS_Telework.asp

Telework also helps improve air quality, reduce traffic congestion, and reduce energy consumption, both in the amount of gasoline used for daily commuting and in office building energy costs.

For example, the Department of Taxation, which has 591 teleworking employees, estimates that more than 45,000 gallons of fuel are saved annually through its telework program. Nearly 23,000 state employees are eligible to telework based on the nature of their work. Approximately 5,000 state employees are already engaged in telework. Nearly 24,000 state employees are eligible to work an alternate schedule, including a 10-hour day, four-day work week. About 14,000 state employees work some type of alternate schedule.

Governor Kaine is also asking state agencies to work with their employees to encourage use of alternate transportation. A recent survey indicated 16,218 of Virginia's approximately 95,000 state employees use some form of alternate transportation – public transportation, van pools, car pools, even bicycles – to commute to work.

In September, 2006, Governor Kaine signed Executive Order 35, establishing the Office of Telework Promotion and Broadband Assistance reporting to the Secretary of Technology. The Governor called for 20 percent of eligible Virginia state workers to telework by 2010. By July, 2008, more than 22 percent of the eligible workforce participated in telework, exceeding the Governor's goal.

Through the initiative announced today, the Governor aims to increase the percentage of the eligible workforce teleworking even further. To support agency implementation, the Office of Telework released a "Telework Roadmap" in February, 2008, as a comprehensive resource for both employees and managers. A copy is available at www.otpba.vi.virginia.gov.

The General Assembly this year codified the Office of Telework Promotion and Broadband Assistance in the office of the Secretary of Technology. The office is to encourage telework as a family-friendly, business-friendly public policy that promotes workplace efficiency and reduces strain on transportation infrastructure.

###

You have received this email as part of the Governor's Update Mailing List. To unsubscribe or update your information, please click here.

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube, Elizabeth Rodgers and Kala Quintana
DATE: August 28, 2008
SUBJECT: New NVTC Website Design

NVTC's existing website design is now several years old. Elizabeth Rodgers devoted considerable time and effort to creating, restoring and maintaining the website of the Northern Virginia Transportation Authority over the past year. She has now upgraded NVTC's website design and functionality.

Among the desirable new features are:

- 1) An introductory flash movie built around NVTC's mission (which can be quickly by-passed by return visitors);
- 2) A cleaner look with fewer buttons for easier navigation;
- 3) More prominent links to transit system sites and less NVTC text to ensure visitors receive up-to-date information;
- 4) A stronger Google search feature prominently displayed;
- 5) Printer-friendly options for every page;
- 6) The entire home page "above the fold" to eliminate the need to scroll.

NVTC's budget performance measures call for attracting over 1,000 unique visitors per month to the website in FY 2009. For FY 2008, the site attracted less than 750 visitors per month. For the remainder of this year, NVTC staff will upgrade the design, make greater use of strategic labels to boost Google ranking in searches (that is, observe the search terms used by visitors and include those more prominently on the site), stream-line content and undertake modest marketing to acquaint potential visitors of the site's value as a research tool. Examples of the new look have been previously shared with local staff and are attached. Ms. Rodgers will provide a brief on-line demonstration of the new design.



Northern Virginia Transportation Commission

Thinking Outside the Car Since 1964

Flash movie based on NVTC's mission.

NVTC



Thinking Outside the Car Since 1964

[Skip Intro](#)

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Northern Virginia Transportation Commission

Thinking Outside the Car

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NEWS & EVENTS

Next NVTC Meeting:
September 4, 2008
8:00pm @NVTC
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GAS	BUS
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2.32	0.80
4.40	0.80
4.78	1.00

RFP 08-03:
NVTC requests proposals for the collection of Real Time Bus Status Information for the City of Alexandria
[Read More](#)

NVTC

Northern Virginia Transportation Commission

Agenda Item #12

TO: Chairman Euille and NVTC Commissioners
FROM: Scott Kalkwarf and Coletia Quarles
DATE: August 28, 2008
SUBJECT: NVTC Financial Items for June and July, 2008

Attached for your information are NVTC financial reports for June and July, 2008. NVTC's independent auditors were working in the commission's offices for almost a week during mid-August to commence the FY 2008 audit. The results should be available by the October or November, 2008 commission meetings.



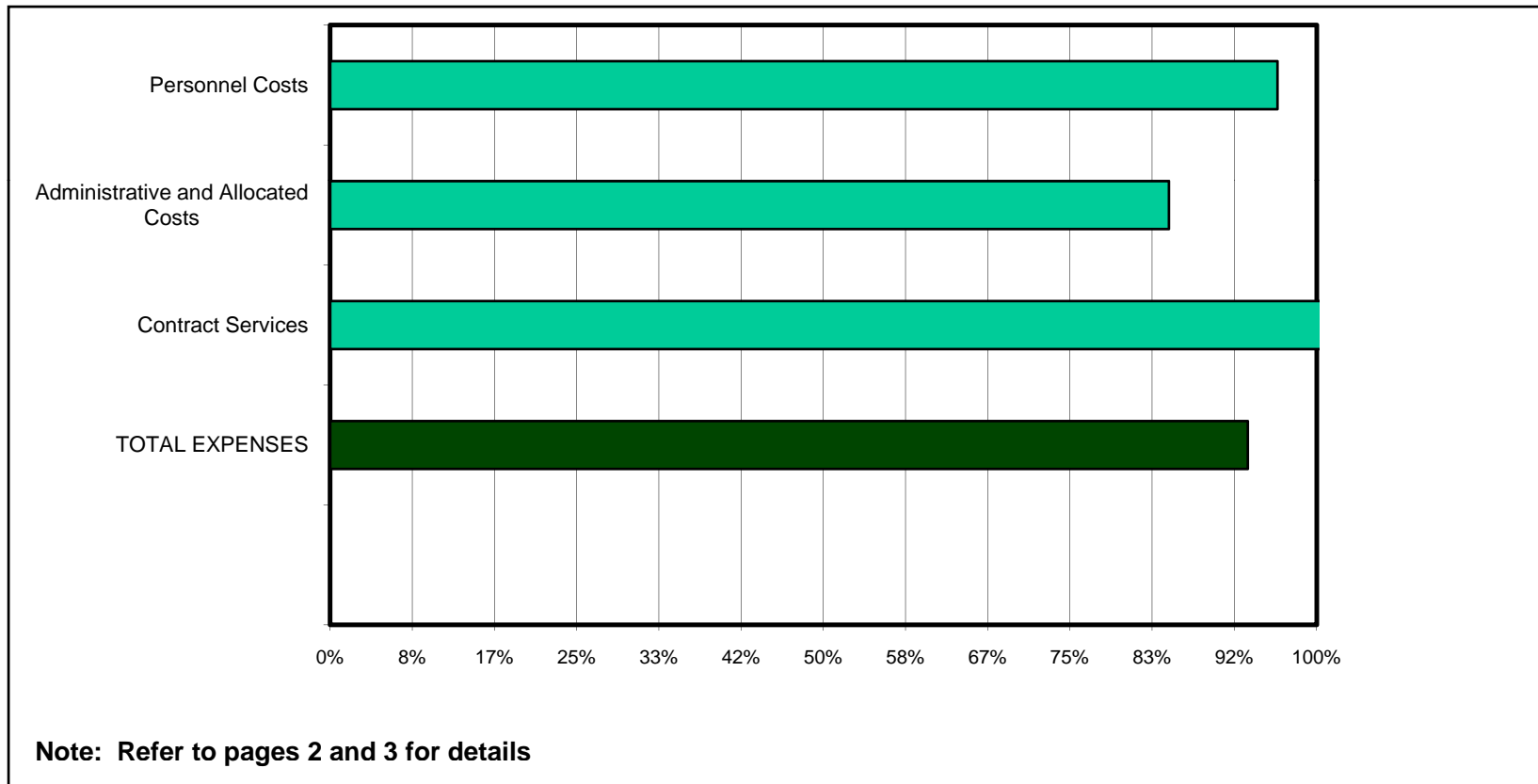
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Northern Virginia Transportation Commission

Financial Reports

June, 2008

Percentage of FY 2008 NVTC Administrative Budget Used
June, 2008
(Target 100% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June, 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	\$ 77,027.45	\$ 700,182.58	\$ 701,400.00	\$ 1,217.42	0.2%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	77,027.45	700,182.58	702,400.00	2,217.42	0.3%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,689.56	45,498.86	48,900.00	3,401.14	7.0%
Group Health Insurance	3,373.41	41,918.91	65,750.00	23,831.09	36.2%
Retirement	4,983.70	55,503.70	56,200.00	696.30	1.2%
Workmans & Unemployment Compensation	-	4,008.13	3,400.00	(608.13)	-17.9%
Life Insurance	297.00	3,249.72	3,750.00	500.28	13.3%
Long Term Disability Insurance	271.30	3,126.70	4,450.00	1,323.30	29.7%
Total Benefit Costs	12,614.97	153,306.02	182,450.00	29,143.98	16.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	3,250.00	15,450.00	18,400.00	2,950.00	16.0%
<i>Rents:</i>					
Office Rent	14,479.97	180,033.40	184,950.00	4,916.60	2.7%
Parking	(90.00)	9,411.90	11,900.00	2,488.10	20.9%
<i>Insurance:</i>					
Public Official Bonds	800.00	3,663.00	4,400.00	737.00	16.8%
Liability and Property	-	1,950.00	2,600.00	650.00	25.0%
Liability and Property	-	1,713.00	1,800.00	87.00	4.8%
<i>Travel:</i>					
Conference Registration	1,916.76	7,672.81	16,200.00	8,527.19	52.6%
Conference Travel	-	845.00	2,000.00	1,155.00	57.8%
Local Meetings & Related Expenses	1,026.06	2,552.25	4,500.00	1,947.75	43.3%
Training & Professional Development	890.70	3,515.56	6,200.00	2,684.44	43.3%
Training & Professional Development	-	760.00	3,500.00	2,740.00	78.3%
<i>Communication:</i>					
Postage	209.84	9,836.98	11,600.00	1,763.02	15.2%
Telephone - LD	(72.63)	3,424.35	4,600.00	1,175.65	25.6%
Telephone - Local	192.15	1,178.64	1,200.00	21.36	1.8%
Telephone - Local	90.32	5,233.99	5,800.00	566.01	9.8%
<i>Publications & Supplies</i>					
Office Supplies	1,442.00	12,686.38	23,800.00	11,113.62	46.7%
Duplication	196.92	2,627.62	4,500.00	1,872.38	41.6%
Public Information	1,245.08	9,558.76	9,300.00	(258.76)	-2.8%
Public Information	-	500.00	10,000.00	9,500.00	95.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	3,628.53	14,966.44	25,650.00	10,683.56	41.7%
Furniture and Equipment	2,940.00	8,009.98	12,650.00	4,640.02	36.7%
Repairs and Maintenance	-	1,285.00	1,000.00	(285.00)	-28.5%
Computers	688.53	5,671.46	12,000.00	6,328.54	52.7%
<i>Other General and Administrative</i>	593.70	6,099.51	6,800.00	700.49	10.3%
Subscriptions	-	662.00	400.00	(262.00)	-65.5%
Memberships	-	1,366.00	1,700.00	334.00	19.6%
Fees and Miscellaneous	272.06	3,054.87	2,900.00	(154.87)	-5.3%
Advertising (Personnel/Procurement)	321.64	1,016.64	1,800.00	783.36	43.5%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>26,320.80</u>	<u>250,408.52</u>	<u>291,800.00</u>	<u>41,391.48</u>	<u>14.2%</u>
	<u>Contracting Services</u>				
Auditing	8,500.00	22,475.00	19,700.00	(2,775.00)	-14.1%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>8,500.00</u>	<u>22,475.00</u>	<u>21,700.00</u>	<u>(775.00)</u>	<u>-3.6%</u>
 Total Gross G&A Expenses	<u>\$ 124,463.22</u>	<u>\$ 1,126,372.12</u>	<u>\$ 1,198,350.00</u>	<u>\$ 71,977.88</u>	<u>6.0%</u>

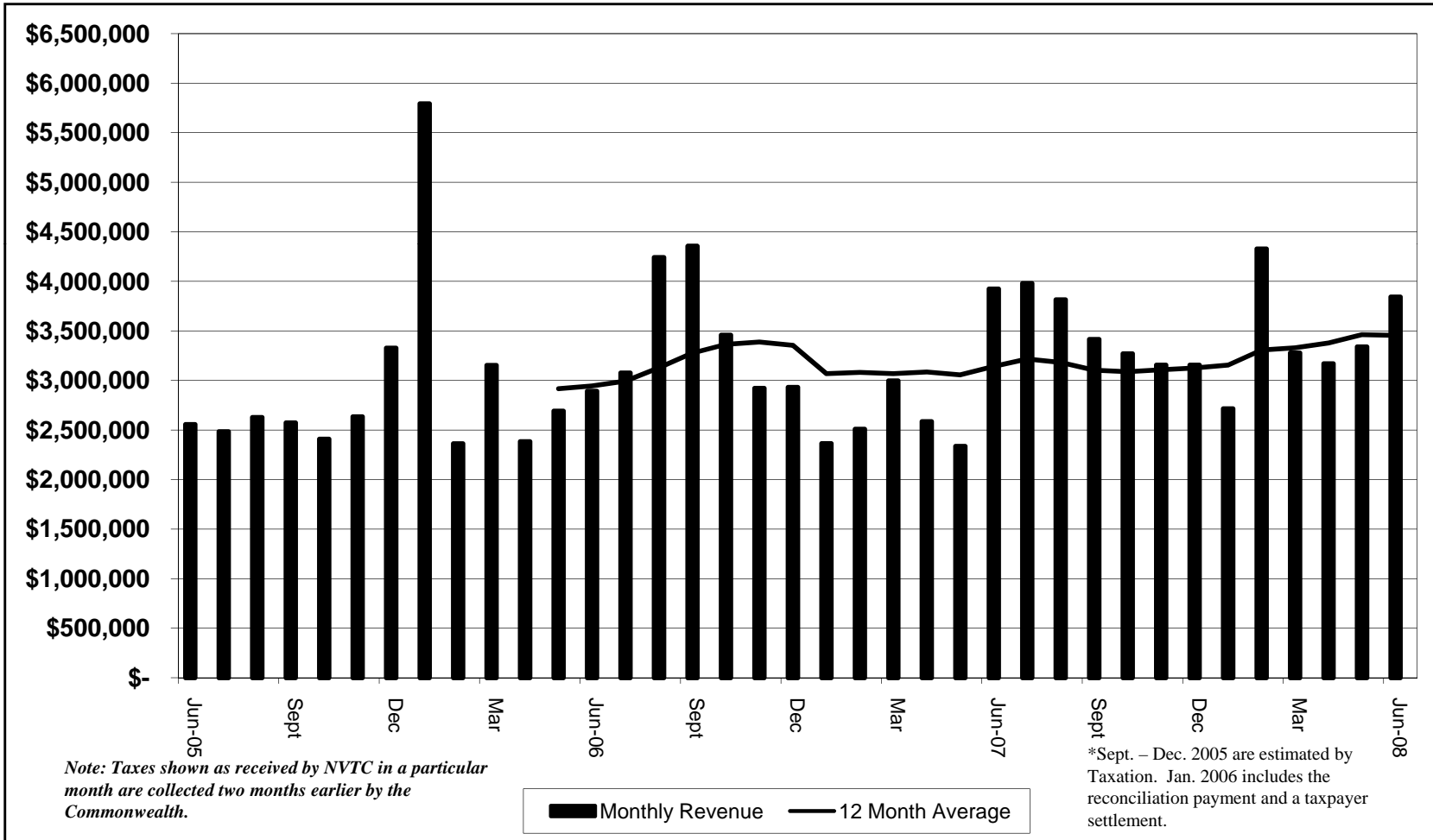
NVTC
RECEIPTS and DISBURSEMENTS
June, 2008

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
2	PRTC	SmarTrip local contribution		\$ 70,632.96		
2	CNA Surety	Refund		100.00		
5	DRPT	Capital grant receipt				5,578,429.00
9	City of Alexandria	SmarTrip local contribution		19,598.60		
9	Staff	Expense reimbursement		16.02		
9	USPS	Postage refund - Code Red		696.72		
12	VRE	Staff support		6,582.95		
13	DRPT	SmarTrip grant receipt			1,003,586.00	
13	DRPT	Capital grant receipt				1,654,619.00
17	Dept of Taxation	Motor Vehicle Fuels Sales tax receipt				3,843,162.02
23	Loudoun County	SmarTrip local contribution			18,376.60	
30	Staff	Expense reimbursement		15.48		
30	Banks	June interest		146.83	986.49	220,211.22
			-	97,789.56	1,022,949.09	11,296,421.24
DISBURSEMENTS						
1-30	Various	NVTC project and administration	(138,209.80)			
16	MAC	Public Information - Code Red	(28,645.32)			
16	City of Fairfax	Other operating				(199,543.00)
16	Cubic Transp Sys	SmarTrip costs incurred			(199,236.60)	(2,196.00)
16	VRE	Reclassified grant receipts				(1,019,241.00)
16	City of Alexandria	Code Red costs incurred			(7,223.00)	
19	Cubic Transp Sys	SmarTrip costs incurred			(1,003,585.60)	
19	Arlington County	Other operating				(1,055,116.00)
20	Redmon Group	Public Information - Marketing	(636.54)			
26	Fairfax County	Other capital				(1,358,227.00)
30	Wachovia Bank	June service fees	(43.32)			
			(167,534.98)	-	(1,210,045.20)	(3,634,323.00)
TRANSFERS						
5	Transfer	From LGIP to LGIP (NTD project)			11,599.49	(11,599.49)
5	Transfer	From LGIP to checking	75,000.00		(75,000.00)	
16	Transfer	From LGIP to LGIP (E-schedule project)			5,901.89	(5,901.89)
16	Transfer	From LGIP to LGIP (reclassified grant receipts)			40,095.00	(40,095.00)
26	Transfer	From LGIP to LGIP (NTD project)			41,140.18	(41,140.18)
26	Transfer	From savings to checking	70,000.00	(70,000.00)		
			145,000.00	(70,000.00)	23,736.56	(98,736.56)
NET INCREASE (DECREASE) FOR MONTH			\$ (22,534.98)	\$ 27,789.56	\$ (163,359.55)	\$ 7,563,361.68

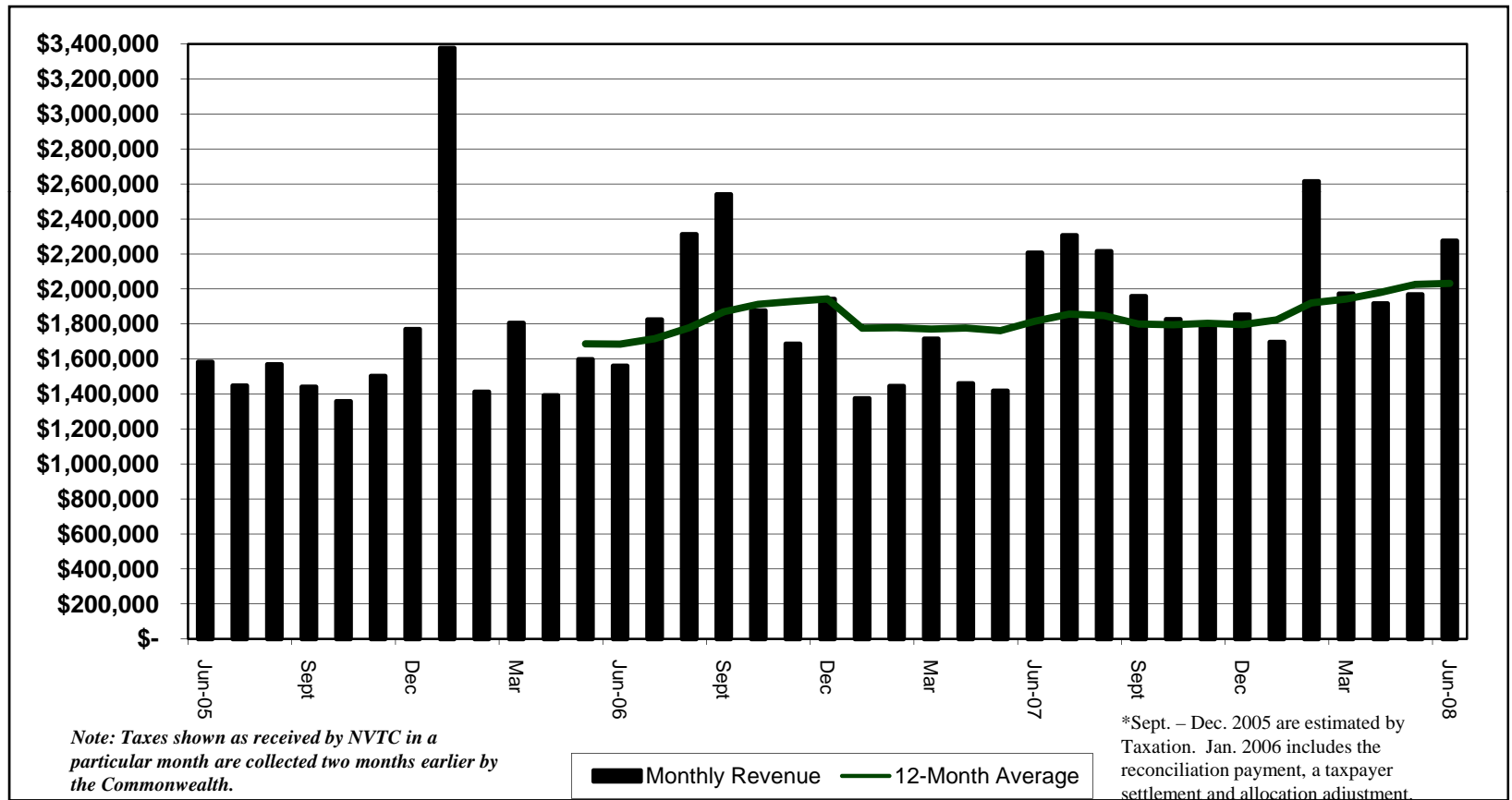
**NVTC
INVESTMENT REPORT
June, 2008**

<u>Type</u>	<u>Rate</u>	<u>Balance 5/31/2008</u>	<u>Increase (Decrease)</u>	<u>Balance 6/30/2008</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	\$ 42,092.54	\$ (22,534.98)	\$ 19,557.56	\$ 19,557.56	\$ -	\$ -
Wachovia: NVTC Savings	1.04%	97,374.62	27,789.56	125,164.18	125,164.18	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	2.59%	97,607,461.69	7,400,002.13	105,007,463.82	291,339.36	85,561,879.29	19,154,245.17
		<u>\$ 97,746,928.85</u>	<u>\$ 7,241,897.16</u>	<u>\$ 105,152,185.56</u>	<u>\$ 436,061.10</u>	<u>\$ 85,561,879.29</u>	<u>\$ 19,154,245.17</u>

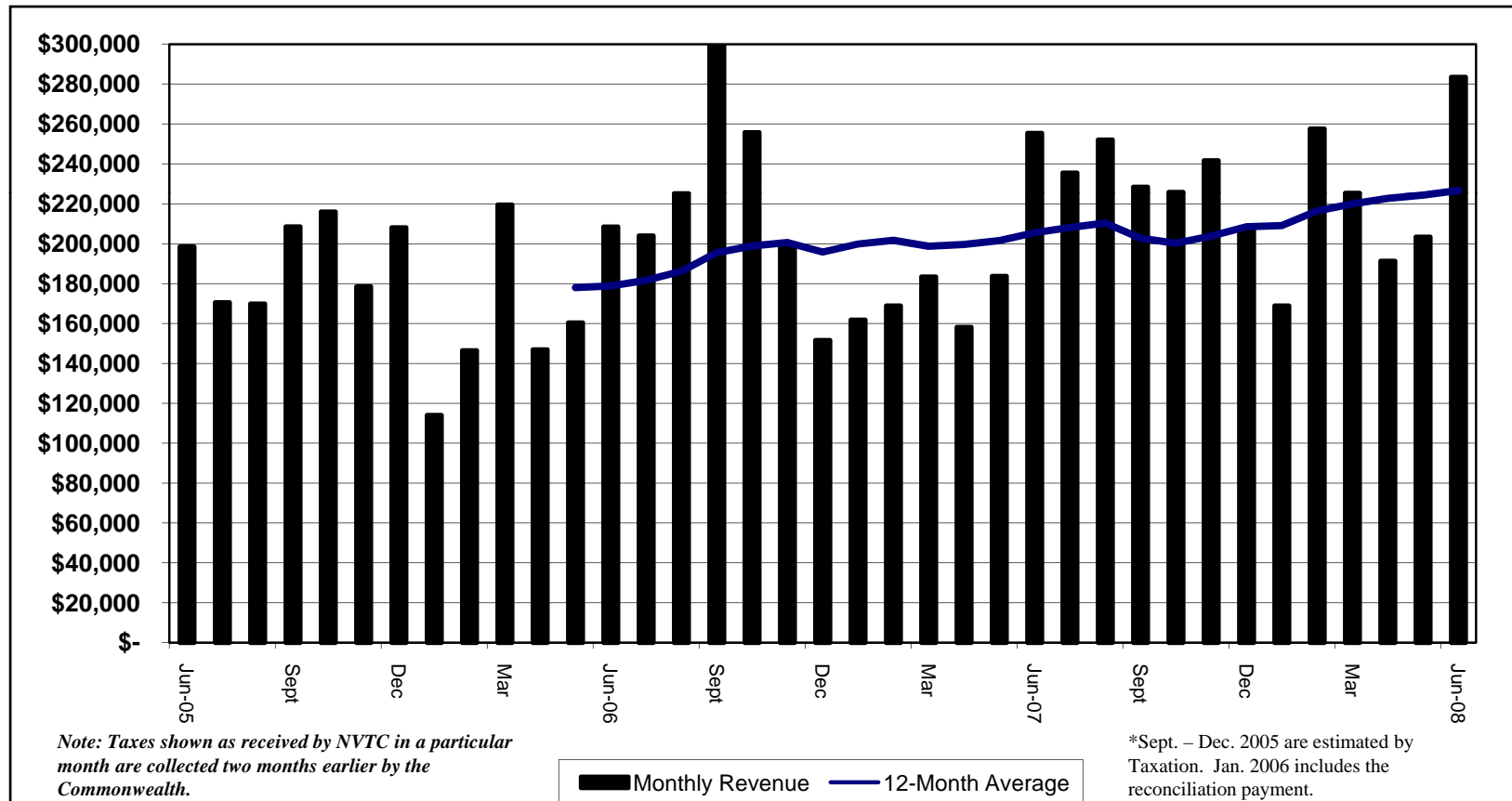
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2005-2008



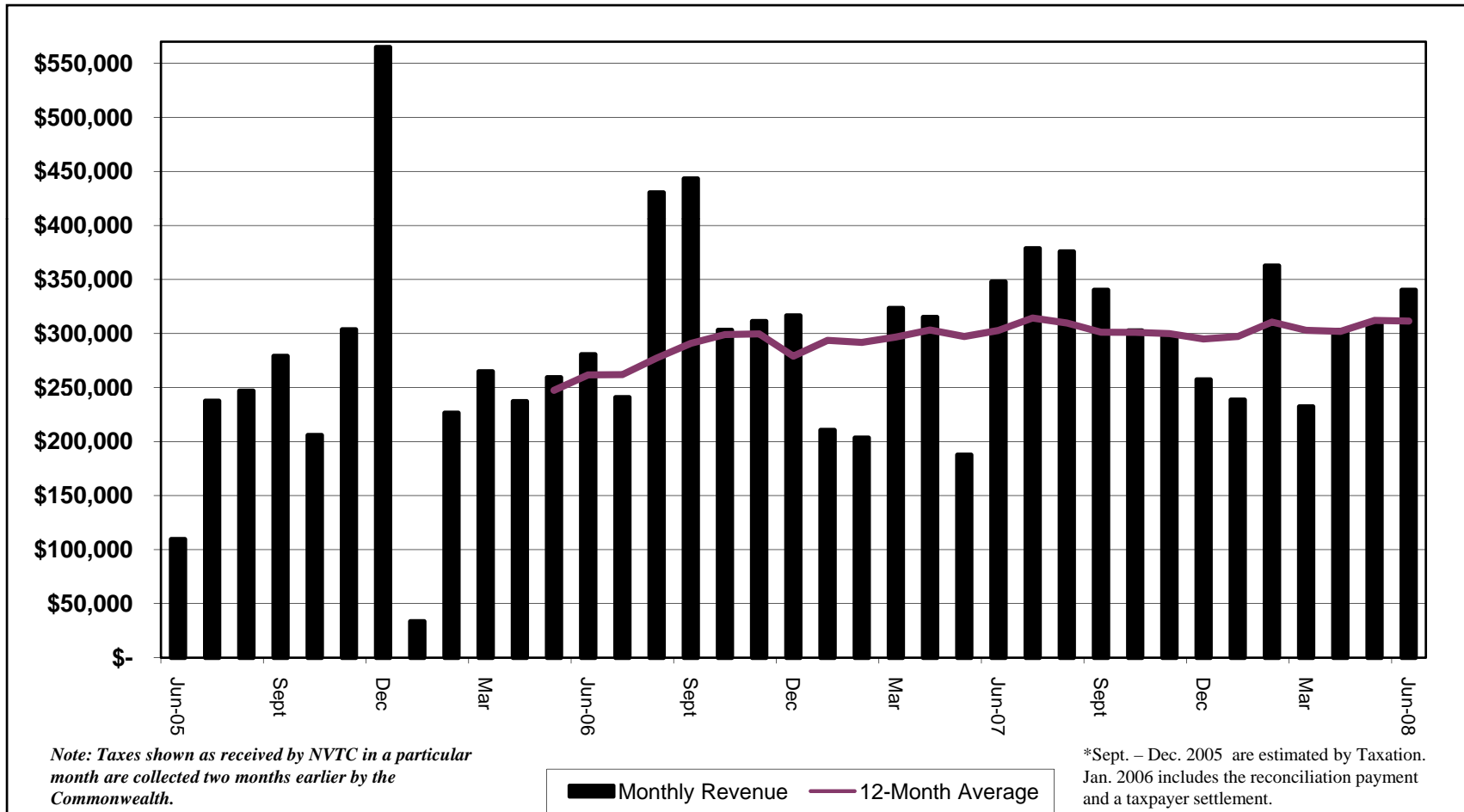
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2005-2008



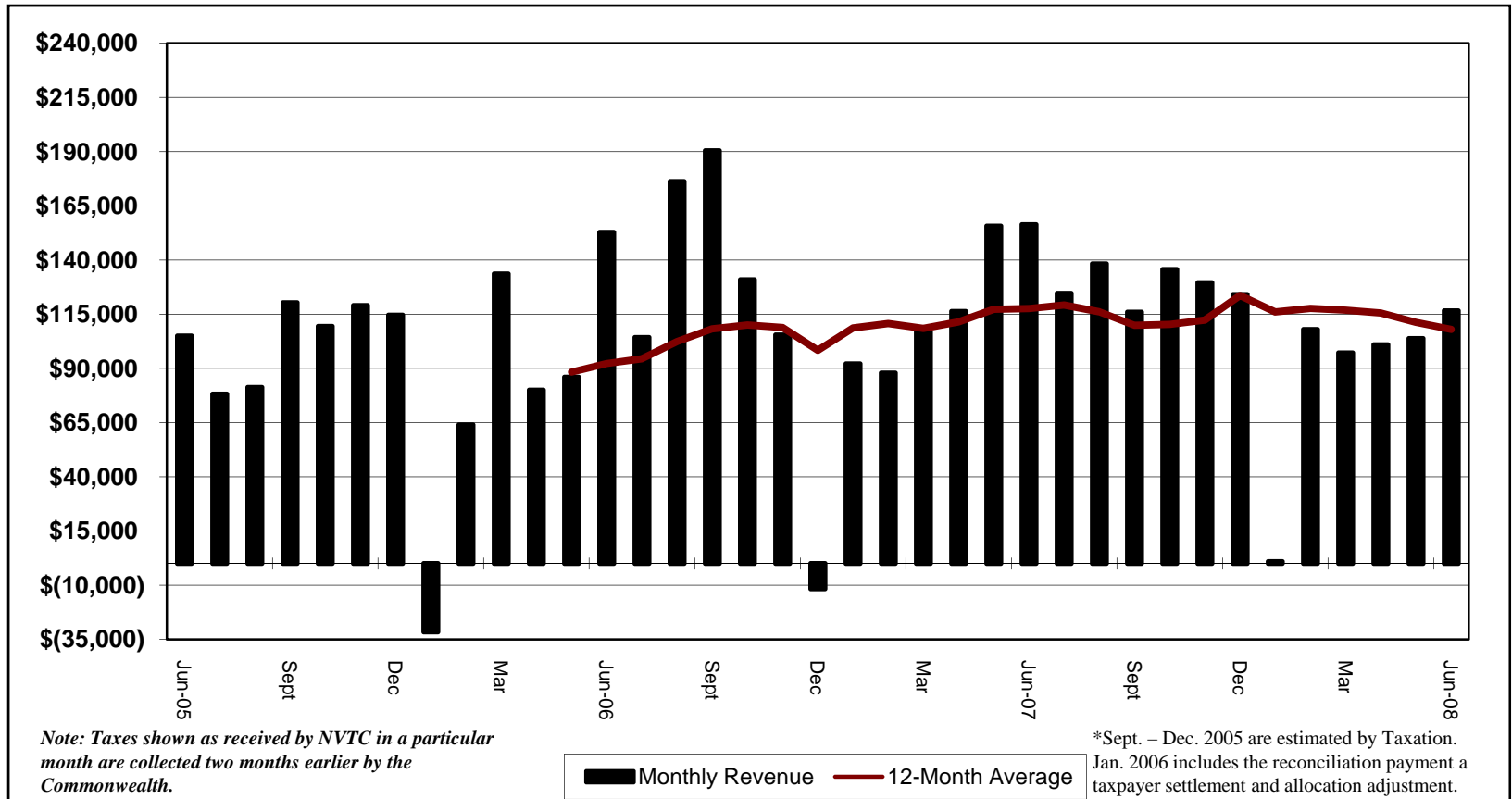
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2005-2008



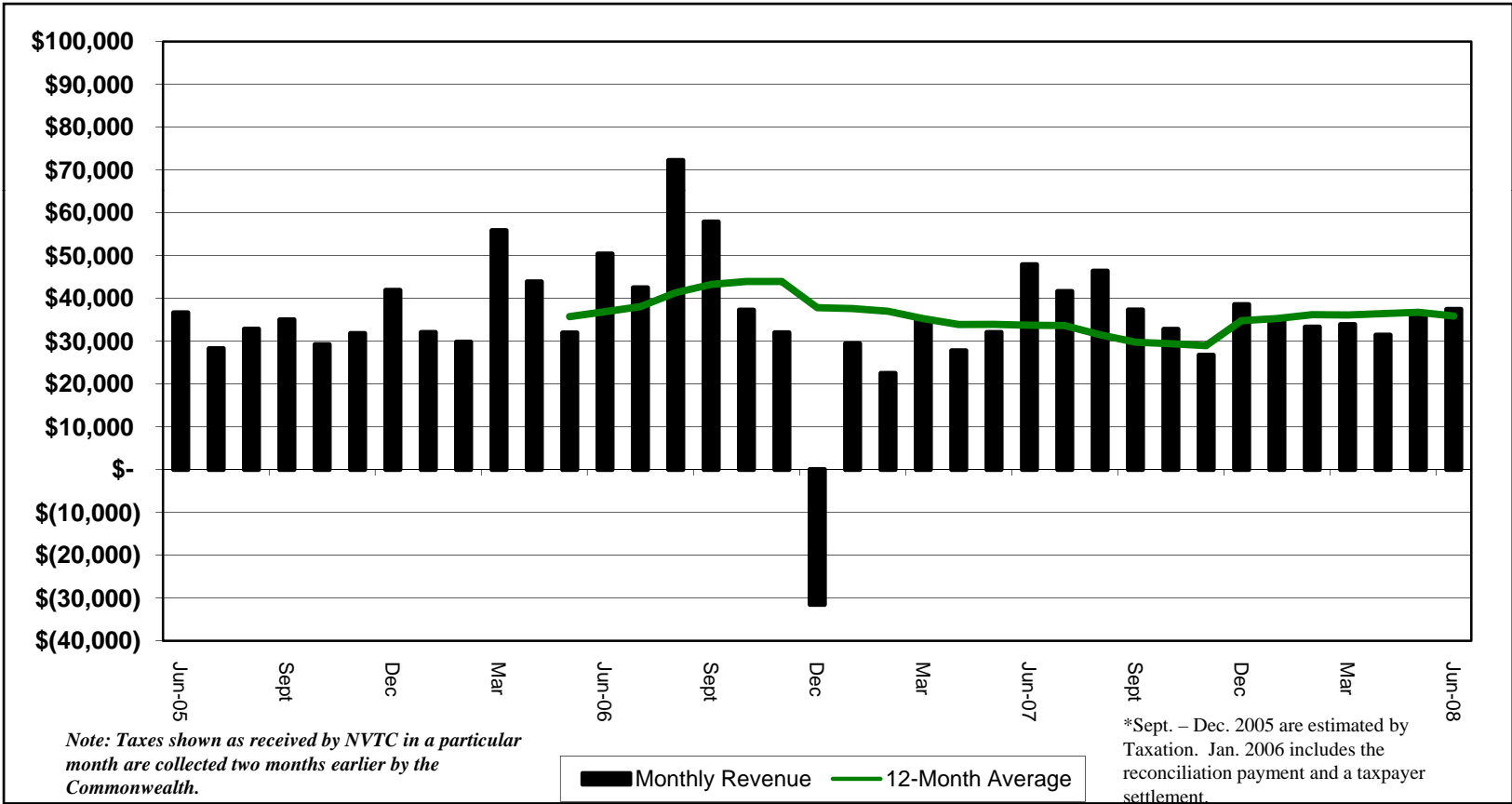
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2005-2008



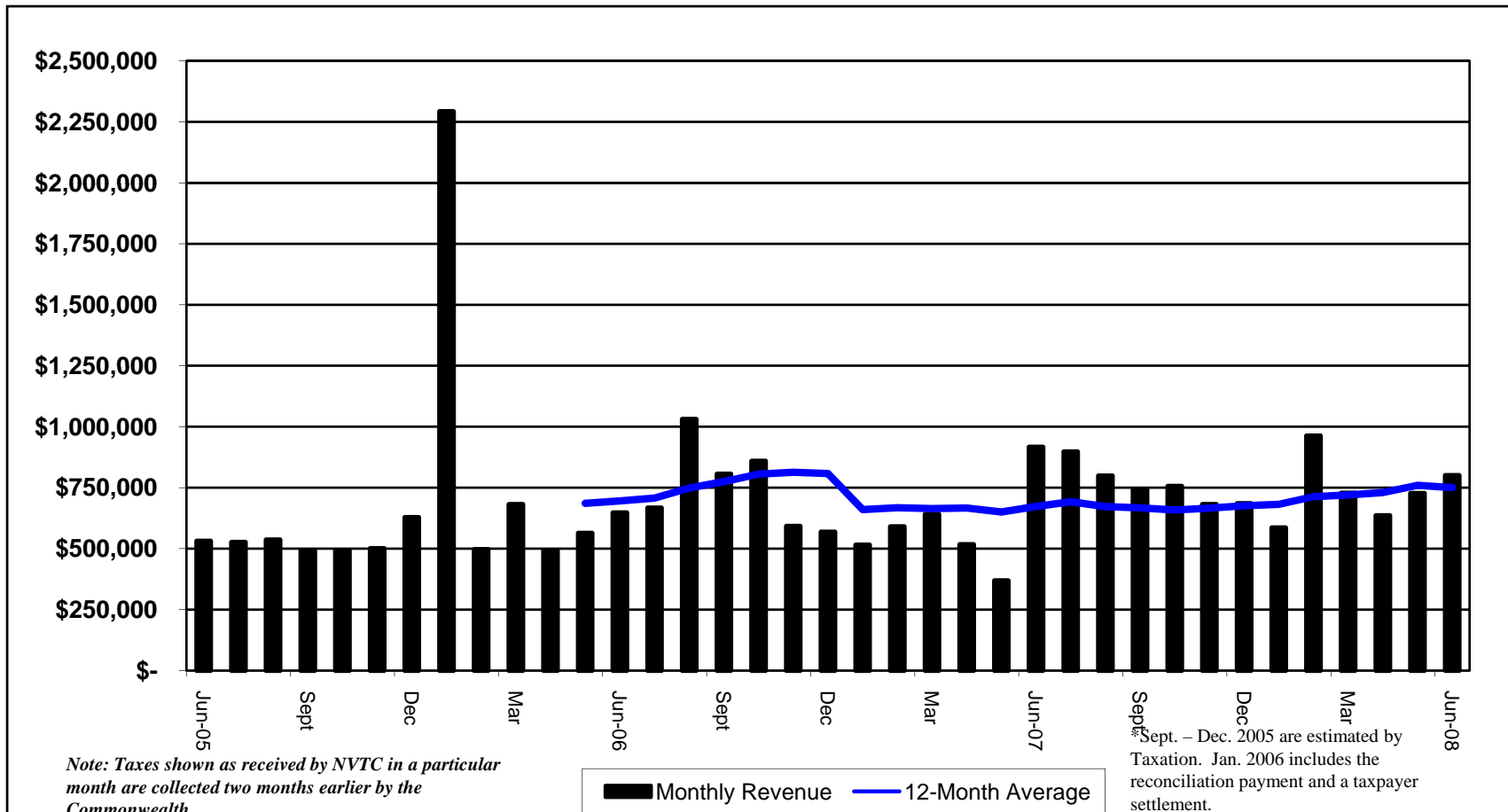
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2005-2008



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



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

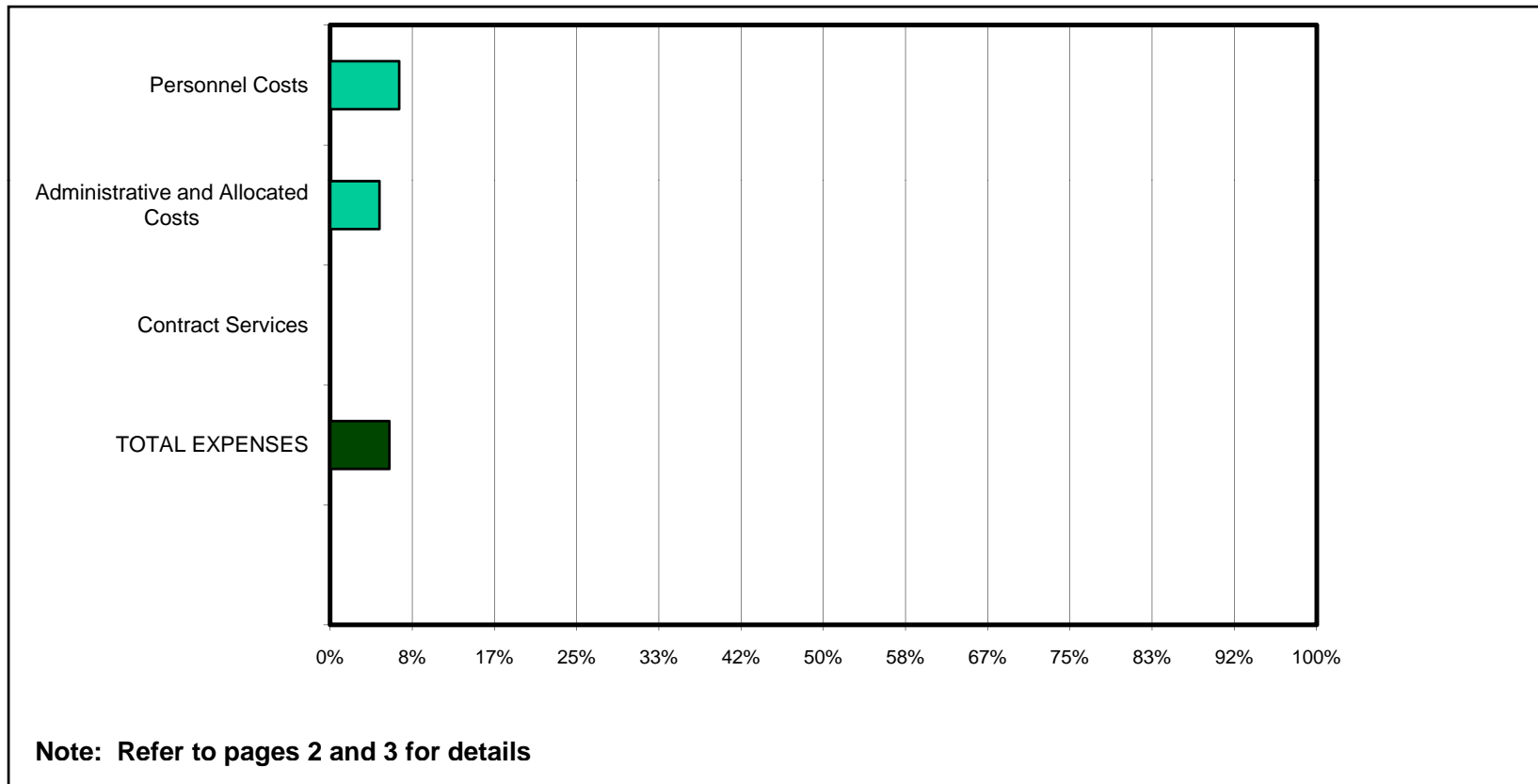


Northern Virginia Transportation Commission

Financial Reports

July, 2008

Percentage of FY 2009 NVTC Administrative Budget Used
July, 2008
(Target 8.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July, 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	\$ 52,871.94	\$ 52,871.94	\$ 700,900.00	\$ 648,028.06	92.5%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	52,871.94	52,871.94	701,900.00	649,028.06	92.5%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,834.08	3,834.08	47,400.00	43,565.92	91.9%
Group Health Insurance	3,323.63	3,323.63	62,900.00	59,576.37	94.7%
Retirement	4,716.00	4,716.00	57,600.00	52,884.00	91.8%
Workmans & Unemployment Compensation	95.00	95.00	3,200.00	3,105.00	97.0%
Life Insurance	-	-	4,100.00	4,100.00	100.0%
Long Term Disability Insurance	-	-	4,400.00	4,400.00	100.0%
Total Benefit Costs	11,968.71	11,968.71	179,600.00	167,631.29	93.3%
<u>Administrative Costs</u>					
Commissioners Per Diem	-	-	42,000.00	42,000.00	100.0%
<i>Rents:</i>					
Office Rent	15,192.40	15,192.40	188,730.00	173,537.60	92.0%
Parking	658.00	658.00	11,950.00	11,292.00	94.5%
<i>Insurance:</i>					
Public Official Bonds	400.00	400.00	4,500.00	4,000.00	88.9%
Liability and Property	-	-	2,600.00	2,200.00	84.6%
Liability and Property	-	-	1,800.00	1,800.00	100.0%
<i>Travel:</i>					
Conference Registration	376.97	376.97	16,700.00	16,323.03	97.7%
Conference Registration	-	-	2,100.00	2,100.00	100.0%
Conference Travel	112.10	112.10	4,700.00	4,587.90	97.6%
Local Meetings & Related Expenses	264.87	264.87	6,400.00	6,135.13	95.9%
Training & Professional Development	-	-	3,500.00	3,500.00	100.0%
<i>Communication:</i>					
Postage	257.72	257.72	11,950.00	11,692.28	97.8%
Postage	17.58	17.58	4,700.00	4,682.42	99.6%
Telephone - LD	-	-	1,350.00	1,350.00	100.0%
Telephone - Local	240.14	240.14	5,900.00	5,659.86	95.9%
<i>Publications & Supplies</i>					
Office Supplies	658.00	658.00	23,900.00	23,242.00	97.2%
Office Supplies	7.98	7.98	4,200.00	4,192.02	99.8%
Duplication	650.02	650.02	9,700.00	9,049.98	93.3%
Public Information	-	-	10,000.00	10,000.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	466.95	466.95	25,650.00	25,183.05	98.2%
Furniture and Equipment	-	-	13,150.00	13,150.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	466.95	466.95	11,500.00	11,033.05	95.9%
<i>Other General and Administrative</i>	489.76	489.76	6,950.00	6,460.24	93.0%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	272.43	272.43	1,800.00	1,527.57	84.9%
Fees and Miscellaneous	217.33	217.33	2,950.00	2,732.67	92.6%
Advertising (Personnel/Procurement)	-	-	1,800.00	1,800.00	100.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>17,841.80</u>	<u>17,841.80</u>	<u>320,380.00</u>	<u>302,438.20</u>	<u>94.4%</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>\$ 82,682.45</u>	<u>\$ 82,682.45</u>	<u>\$ 1,221,880.00</u>	<u>\$ 1,139,097.55</u>	<u>93.2%</u>

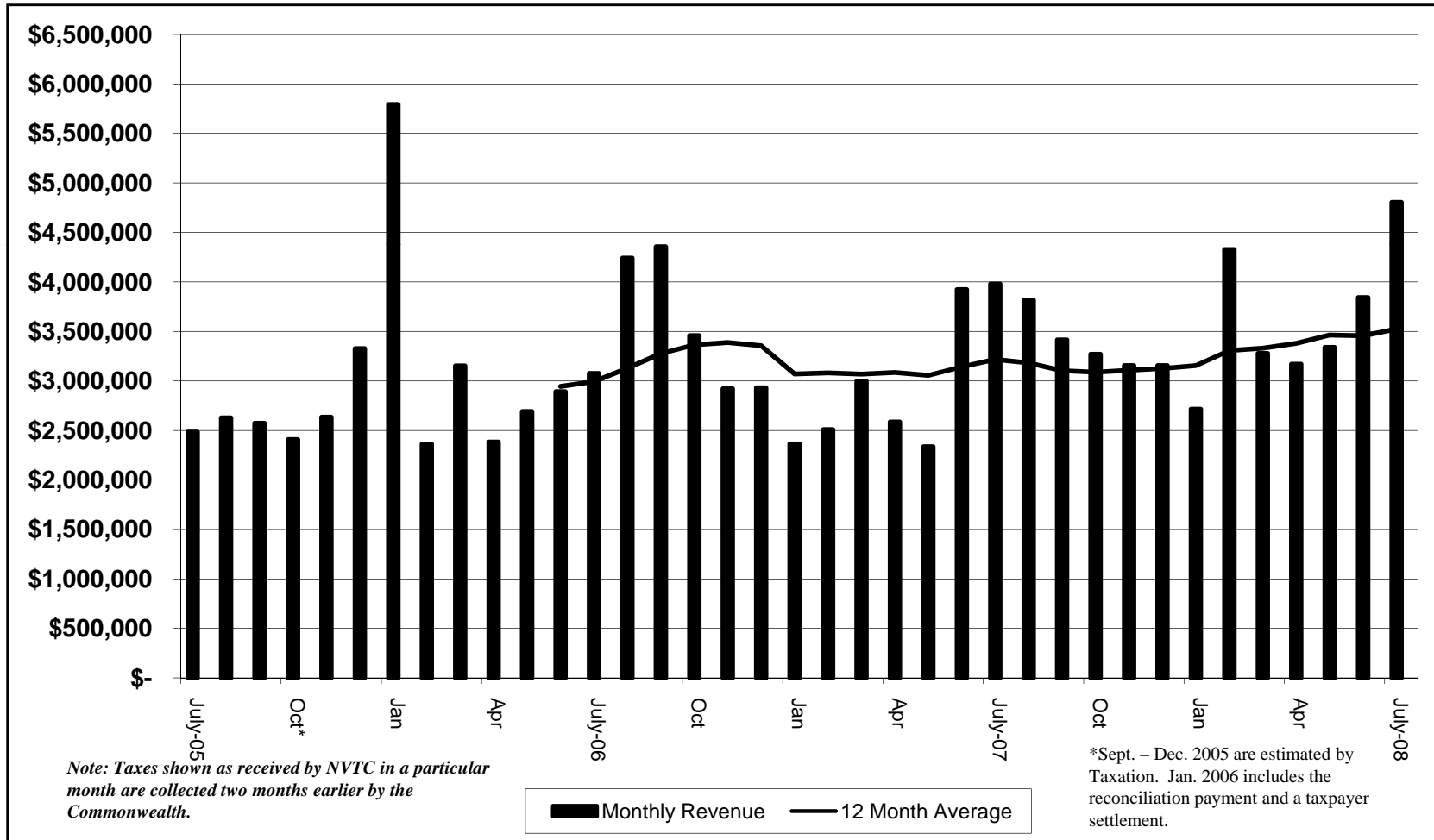
**NVTC
RECEIPTS and DISBURSEMENTS
July, 2008**

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP	
					G&A / Project	Trusts
RECEIPTS						
3	PRTC	SmarTrip local contribution		\$ 35,322.60		
3	DRPT	Capital grants receipts				4,103,586.00
7	City of Falls Church	G&A contribution		3,608.00		
7	City of Alexandria	SmarTrip local contribution		9,623.74		
7	City of Alexandria	G&A contribution		9,468.75		
9	Fairfax County	G&A contribution		177,574.00		
10	VRE	Staff support		6,624.30		
11	DRPT	Code Red grant receipt			77,786.00	
11	DRPT	SmarTrip grant receipt			780,617.00	
11	DRPT	Capital grants receipts				2,009,453.00
17	Arlington County	G&A contribution		15,182.00		
17	DRPT	Capital grant receipt				94,436.00
18	DRPT	Capital grant receipt				311,947.00
18	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				4,804,422.97
21	Loudoun County	G&A contribution			5,751.75	
21	NVRC	Sr. Transportation grant receipt		14,214.45		
21	Staff	Reimbursement of expenses		0.42		
31	Banks	July interest		227.01	601.03	183,817.28
			<u>-</u>	<u>271,845.27</u>	<u>864,755.78</u>	<u>11,507,662.25</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(87,116.66)			
1	Arlington County	Other operating				(173,809.00)
1	WMATA	Bus operating				(11,726,425.61)
1	WMATA	Paratransit operating				(2,152,719.24)
1	WMATA	Rail operating				(10,129,375.15)
1	WMATA	Metro Matters				(461,102.00)
1	WMATA	Beyond Metro Matters				(173,000.00)
1	WMATA	Debt service				(1,853,125.00)
11	City of Alexandria	Code Red costs incurred			(7,526.00)	
11	Loudoun County	Code Red costs incurred			(16,258.00)	
11	Arlington County	Code Red costs incurred			(5,749.00)	
11	PRTC	Code Red costs incurred			(33,666.00)	
11	City of Fairfax	Code Red costs incurred			(1,437.00)	
11	Fairfax County	Code Red costs incurred			(13,847.00)	
11	Cubic Transportation	SmarTrip costs incurred			(945,294.00)	(1,098.00)
21	City of Fairfax	Other operating				(36,261.47)
21	Loudoun County	Other operating				(5,751.75)
22	WBA	Consulting - Sr. Mobility	(13,239.60)			
31	Wachovia Bank	July service fees	(42.93)			
			<u>(100,399.19)</u>	<u>-</u>	<u>(1,023,777.00)</u>	<u>(26,712,667.22)</u>
TRANSFERS						
8	Transfer	From savings to checking	50,000.00	(50,000.00)		
21	Transfer	From savings to checking	65,000.00	(65,000.00)		
			<u>115,000.00</u>	<u>(115,000.00)</u>	<u>-</u>	<u>-</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 14,600.81</u>	<u>\$ 156,845.27</u>	<u>\$ (159,021.22)</u>	<u>\$ (15,205,004.97)</u>

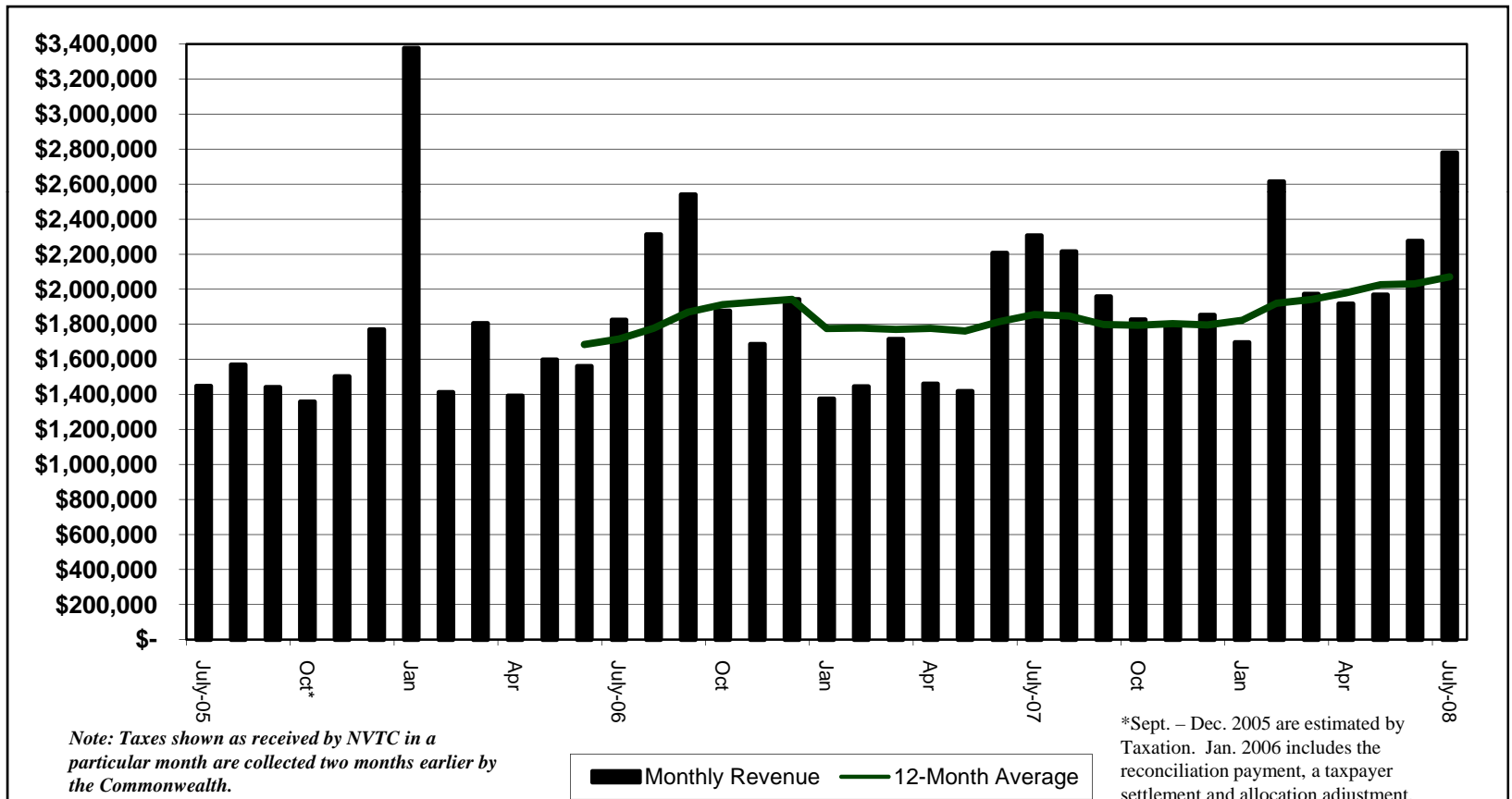
**NVTC
INVESTMENT REPORT
July, 2008**

<u>Type</u>	<u>Rate</u>	<u>Balance 6/30/2008</u>	<u>Increase (Decrease)</u>	<u>Balance 7/31/2008</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	\$ 19,557.56	\$ 14,600.81	\$ 34,158.37	\$ 34,158.37	\$ -	\$ -
Wachovia: NVTC Savings	1.05%	125,164.18	156,845.27	282,009.45	282,009.45	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	2.54%	105,007,463.82	(15,364,026.19)	89,643,437.63	132,318.14	69,159,110.43	20,352,009.06
		<u>\$ 105,152,185.56</u>	<u>\$ (15,351,601.33)</u>	<u>\$ 89,959,605.45</u>	<u>\$ 448,485.96</u>	<u>\$ 69,159,110.43</u>	<u>\$ 20,352,009.06</u>

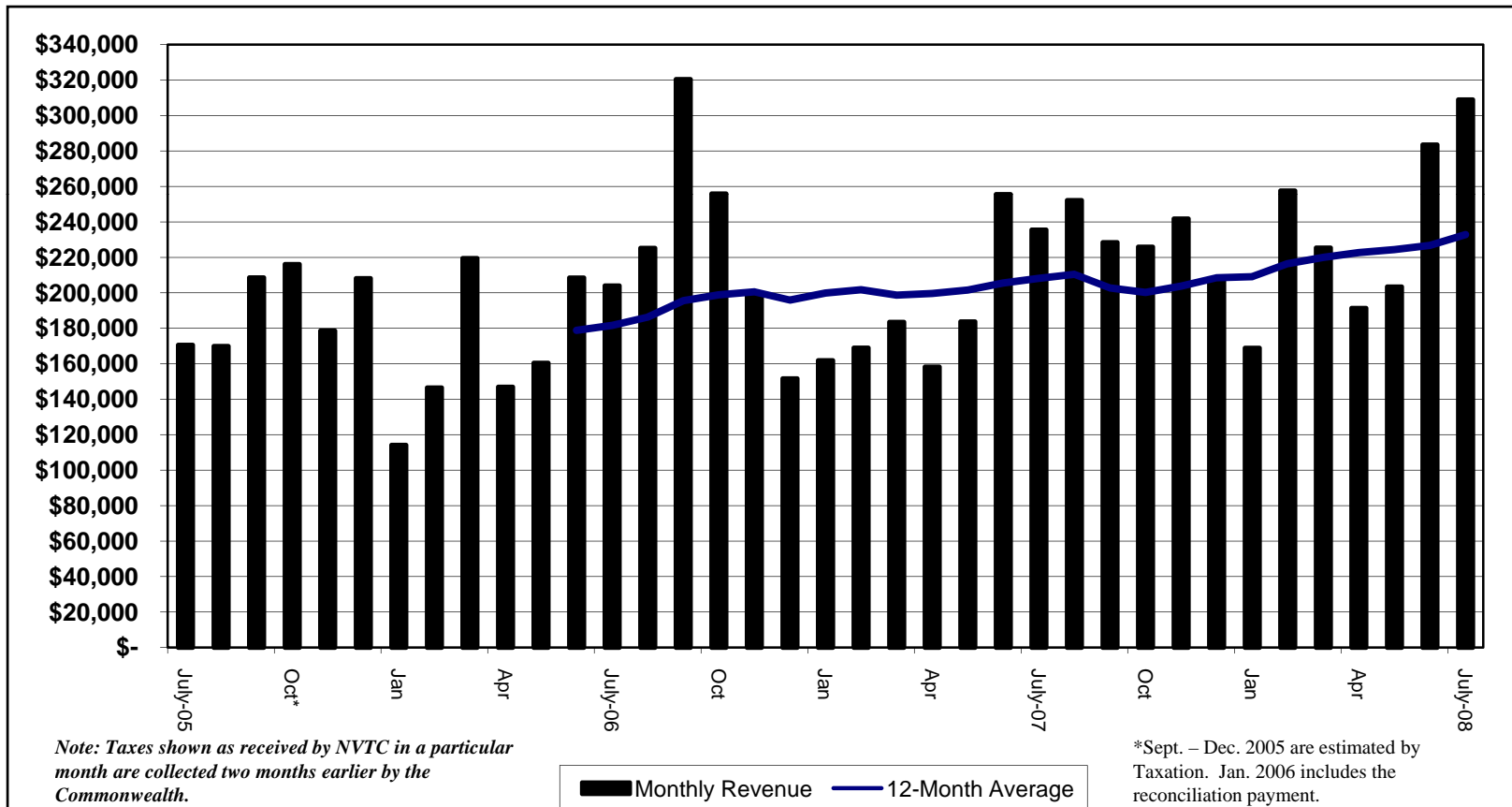
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2006-2009



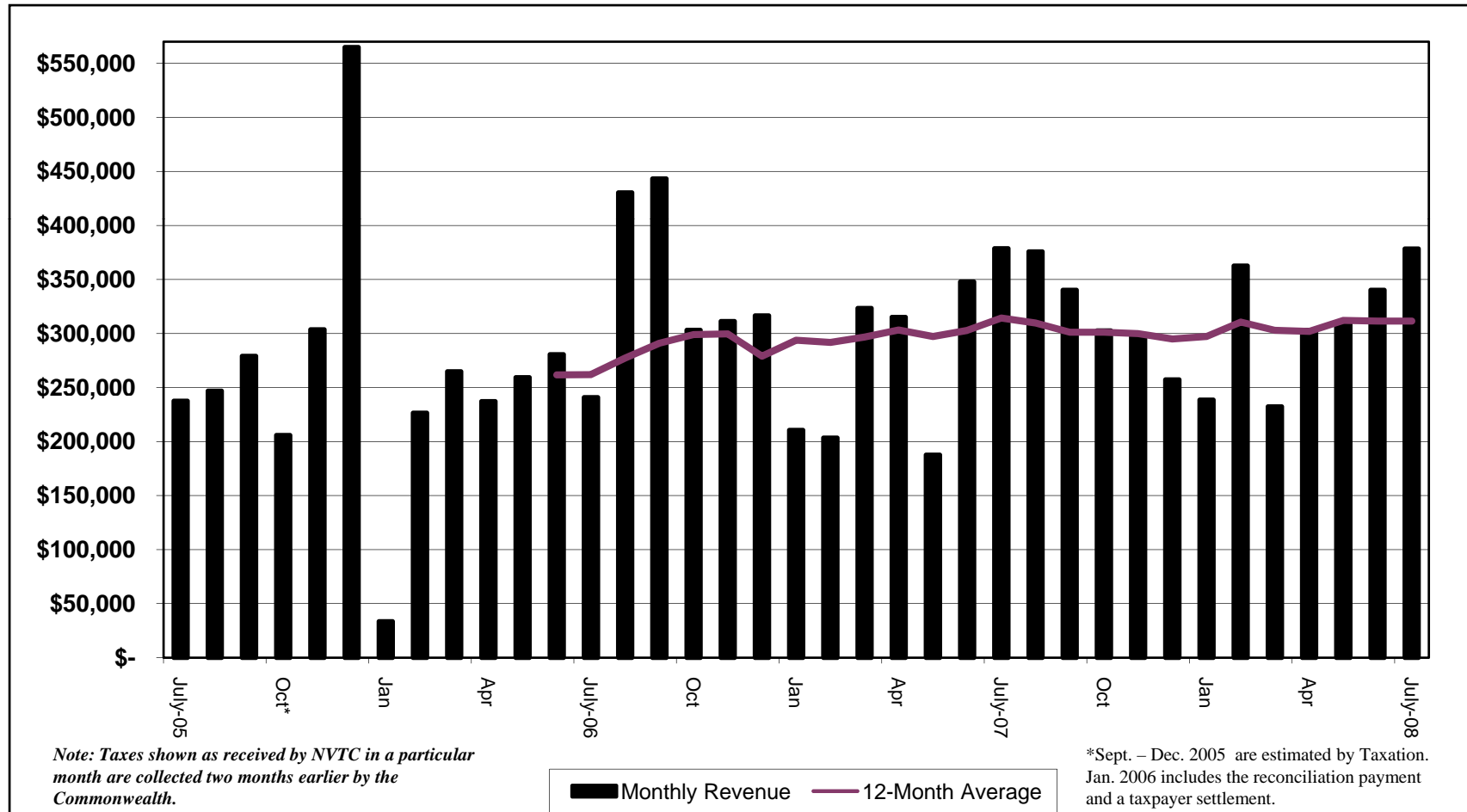
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2006-2009



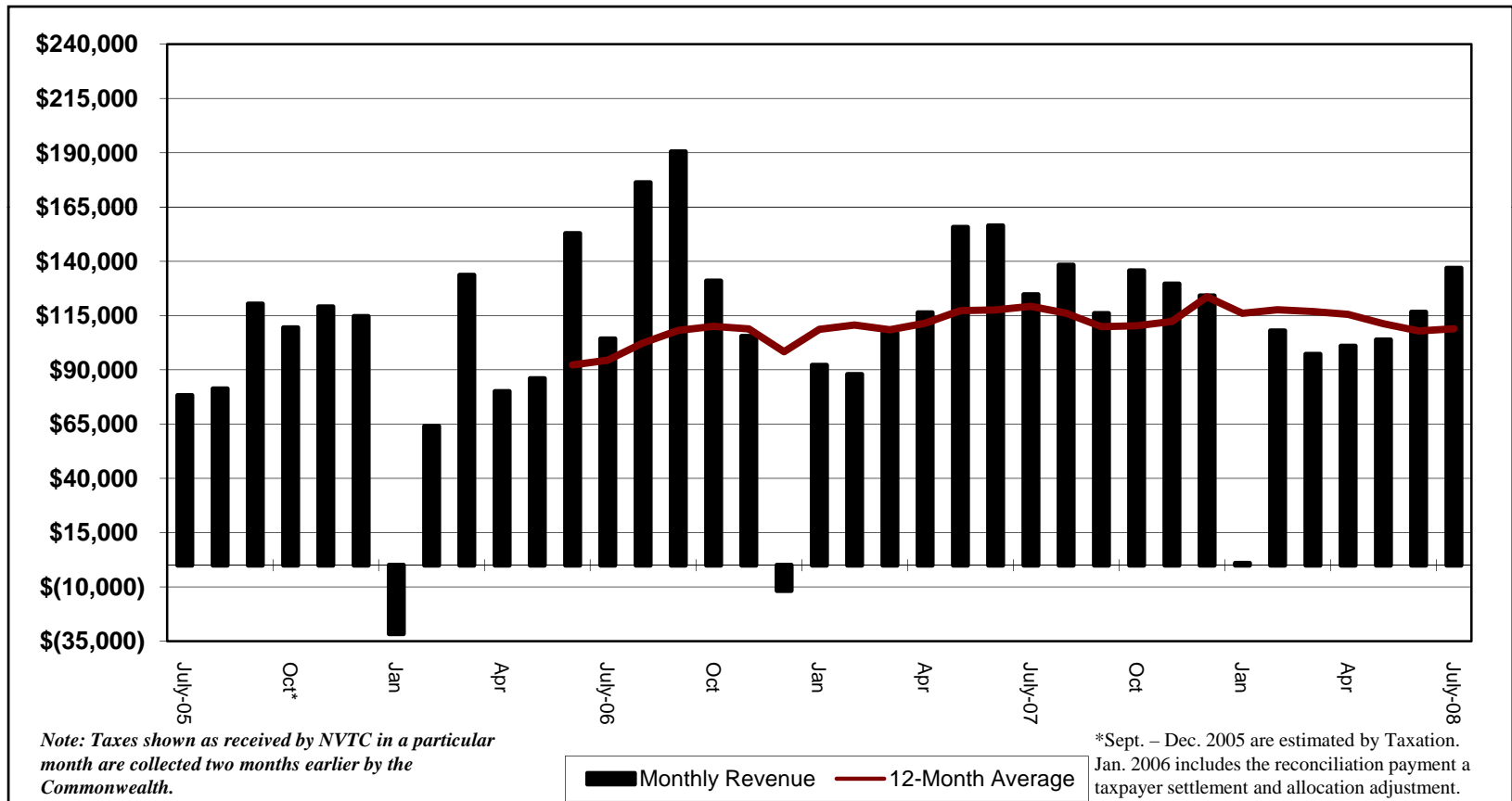
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2006-2009



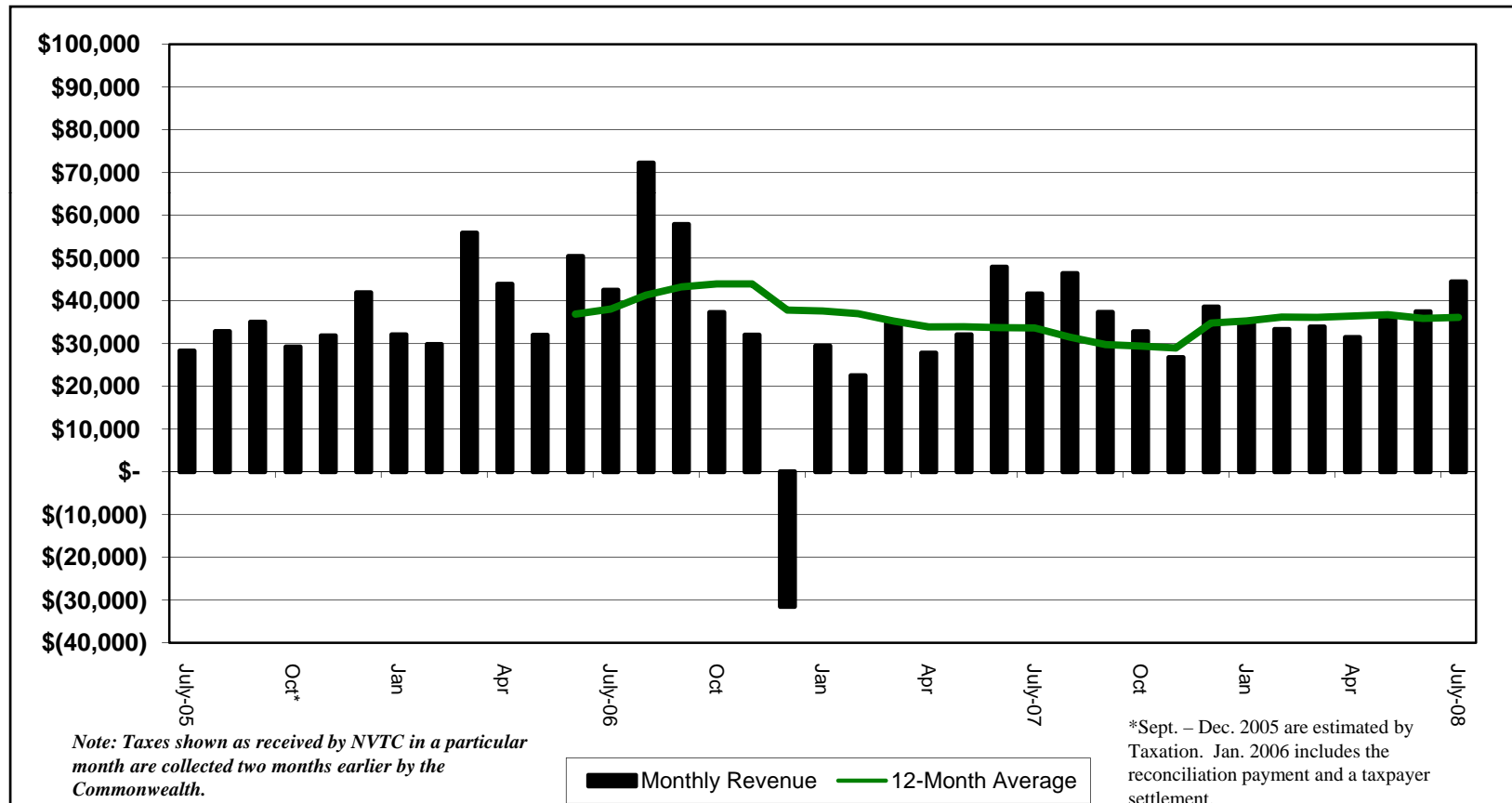
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2006-2009



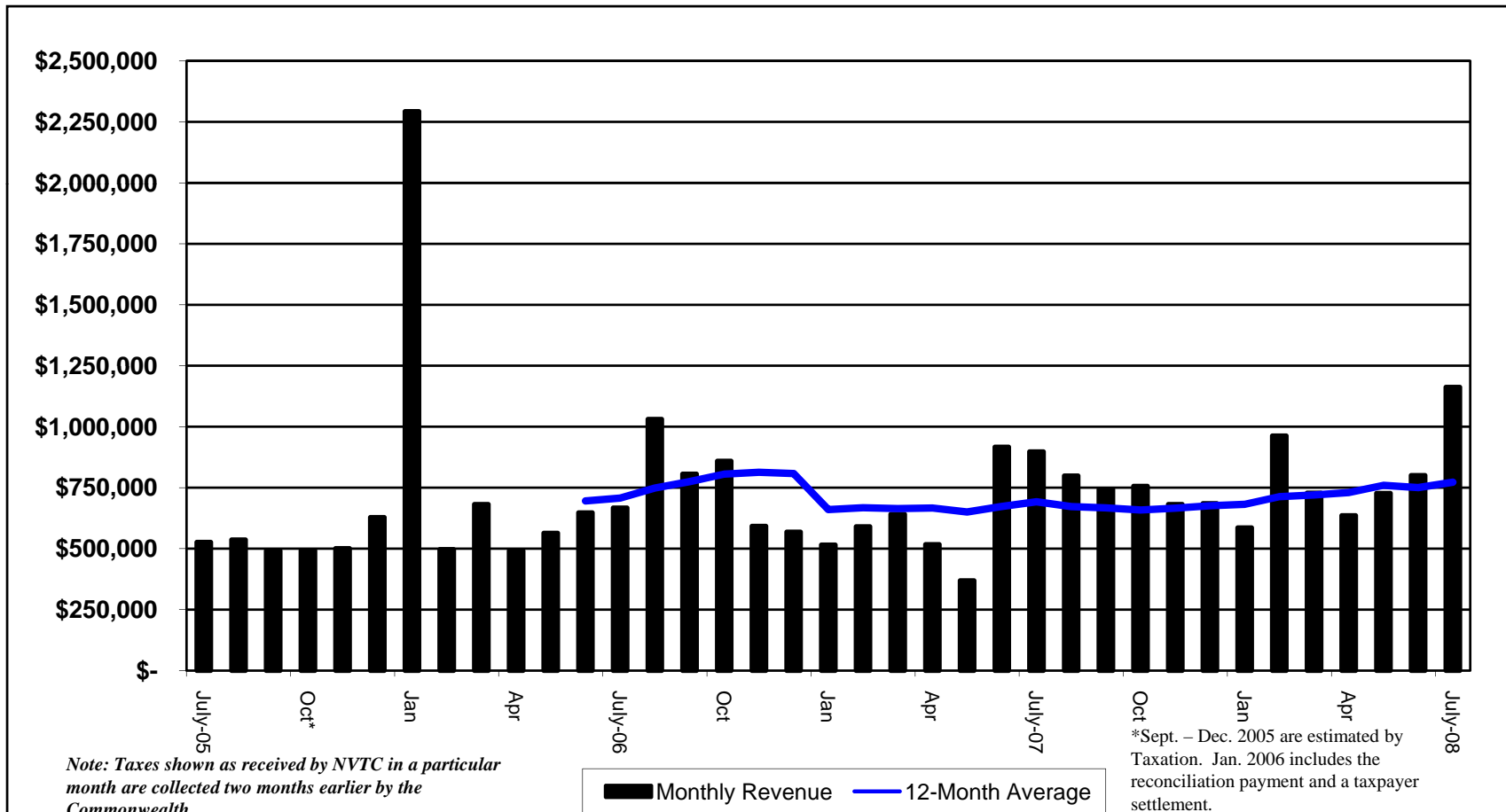
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2006-2009



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 #13

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: August 28, 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.

