



NVTC COMMISSION MEETING

THURSDAY, JULY 2, 2009

NVTC CONFERENCE ROOM

6:30 PM

NOTE: Please be aware of the early start. A barbeque supper will be provided for attendees. After the meeting, a DVD on smart growth in Arlington will be shown.

AGENDA

1. Minutes of the NVTC Meeting of June 4, 2009.

Recommended Action: Approval.

2. VRE Items.

- A. A report will be provided from the VRE Operations Board and Chief Executive Officer--Information Item.
- B. Modify Contract for New Locomotives--Action Item/Resolution #2125.
- C. Extend Contract with CSXT--Action Item/Resolution #2126.
- D. Extend Contract with Norfolk Southern --Action Item/Resolution #2127.
- E. Gainesville-Haymarket Alternatives Analysis Report--Information Item.

3. Briefing on I-95/395 HOT Lanes Bus Rapid Transit Operational Study.

Corey Hill of DRPT has been invited to provide a briefing on the status of this study.

Presentation Item.



4. Bus Rapid Transit Stimulus Funding Application.

TPB is coordinating a regionwide proposal which may seek up to \$300 million in discretionary federal stimulus funding. Applications are due in mid-September and the current status will be reviewed. A Regional Priority Bus Conference was held on June 24th and highlights will be reviewed. The SJR 122 committee has resumed its deliberations.

Discussion Item.

5. Authorize Purchase of Mobile Data Terminals for Alexandria's Real-Time Bus Information Project.

NVTC staff is managing the contract with Strategic Mapping, Inc. for development of a real-time bus information system for Alexandria. Grant funds are available to purchase mobile data terminals to be installed in DASH buses as part of the new system.

Recommended Action: Authorize NVTC's executive director to order the new terminals from the contractor using grant funds available for that purpose.

6. Status of GEORGE Bus Service.

Arlington's ART is set to take over operations from WMATA on July 6th. The status of buses originally obtained by NVTC will be described. A NVTC staff paper describing likely customer response to higher GEORGE fares was prepared at the request of the Falls Church City Council.

Information Item.

7. Employer Assistance for Commuters from Virginia's State of the Commute Survey.

Additional information is provided from the survey at the request of commissioners and ongoing employer-outreach programs of Northern Virginia's jurisdictions are reviewed.

Discussion Item.

8. WMATA Items.

- A. Next Metro Capital Funding Agreement.
- B. Final Approval of FY 2010 Budget.
- C. Metro Access Status.
- D. Public Hearing on Relocation of Royal Street Garage.

Information Item.

9. Legislative Items.

New developments in state and federal legislation will be reviewed. VTA's Legislative Committee met in Richmond to review options for the 2010 General Assembly session.

Discussion Item.

10. Regional Transportation Items.

- A. Highlights of the Virginia Transit Association Conference.
- B. Status of Virginia's VTrans 2035 Plan.
- C. Comparative Review and Analysis of State Transit Funding Programs.
- D. Monthly Northern Virginia Transit Ridership.
- E. Eye-Stop Bus Shelters.

Discussion Item.

11. NVTC Financial Items for May, 2009.

Information Item.

12. No NVTC Meeting in August, 2009.

As a reminder, NVTC will not meet in August. The next scheduled meeting is September 3, 2009 at 8:00 P.M. in NVTC's conference room.

Information Item.

Note: After the meeting a 53-minute documentary will be shown of smart growth in Arlington, which includes archive material provided by NVTC.



MINUTES
NVTC COMMISSION MEETING – JUNE 4, 2009
NVTC CONFERENCE ROOM, ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Zimmerman at 8:09 P.M.

Members Present

Charles Badger
Sharon Bulova
Adam Ebbin
William D. Euille
Jay Fisette
Mark R. Herring
Catherine Hudgins
Mary Hynes
Dan Maller
Jeffrey McKay
Thomas Rust
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

David Albo
Kelly Burk
John Foust
Jeffrey Greenfield
Pat Herrity
Joe May
Paul Smedberg

Staff Present

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



Minutes of the May 7, 2009 NVTC Meeting

Mr. Maller asked that a sentence on page 9 of the minutes be changed to read: "Mr. Maller also recognized Arlington County for their assistance and Falls Church will likely contract with the ART bus system for operation of the GEORGE bus system." Without objection, the commission accepted the amended minutes.

VRE Items

Report from the VRE Operations Board. Mr. Zehner reported that VRE on-time performance for May was 91.4 percent systemwide. On-time performance for the last four out of five months has been above 90 percent. He also stated that VRE's contract with Amtrak expires in 2010. VRE has issued a RFP for an operating and maintenance contractor. VRE has already held a mandatory pre-bid meeting on May 29th and 16 firms attended, including Amtrak. Bids are due July 31, 2009.

Mrs. Bulova arrived at 8:13 P.M.

WMATA Items

Presentation by WMATA General Manager John Catoe. Chairman Zimmerman announced that Mr. Catoe was unable to attend but his presentation will be rescheduled for a later meeting.

Rail Modernization Report to Congress by the Federal Transit Administration. WMATA and the other six biggest U.S. commuter, heavy and light rail systems have a \$50 billion backlog of rehabilitation and replacement investments in trains, stations and track improvements that are currently in marginal or poor condition. This represents a third of their assets. Together, they require \$8.4 billion annually over the next two decades to eliminate the backlog, which does not consider expansion or capacity improvements.

RFP for Open Payment System. On May 14th WMATA's Finance, Administration and Oversight Committee recommended that the full Board issue a RFP that asks for descriptions of how WMATA could utilize bank and credit cards for fare collection together with its existing SmarTrip network. An issue of concern to the region's local transit systems is the need for assurance that whatever WMATA ultimately chooses to implement must retain the current integrated regional fare collection partnership. If WMATA ultimately offers direct access using bank/credit cards to its customers, the local transit systems should be able to do the same and the timing and costs of doing so

should be known in advance. Another issue is the need for WMATA staff to complete the implementation of “autoload” features for SmarTrip, including the availability of pass products, in the next few months without being distracted by this new procurement.

Comments on FY 2010 Budget. Mr. Taube stated that a draft letter containing NVTC’s comments was prepared and has been reviewed by NVTC’s jurisdictional staff.

Mr. Euille moved, with a second by Mrs. Hudgins, to authorize NVTC’s chairman to send the letter to WMATA. Mrs. Hynes asked for clarification of the main points of the letter. Mr. Taube explained that the letter refers to the importance of considering a fare increase which was vetoed by one of the jurisdictions. As a result of the way the WMATA budget was approved this year, it pushes a more severe problem to next year’s budget process. NVTC’s letter asks that next year’s budget process should embrace a collegial attitude. Chairman Zimmerman stated that it is relevant today because the Board needs to face the budget problems sooner rather than later. The letter emphasizes that the budget process is important to begin now and not to wait until the last minute.

Mrs. Hynes stated that in her opinion the letter does not make a strong statement. Mrs. Hudgins suggested including more details, such as a statement that WMATA’s customers need to be informed and involved in the budget process. Mr. Fisette suggested listing all the commissioner’s names as signatories. Senator Whipple suggested using language like “on behalf of the entire membership of NVTC” in the beginning of the letter. Mrs. Bulova agreed. Mr. Taube observed that NVTC’s letterhead includes a list of all its members.

Chairman Zimmerman reviewed the changes to the letter: 1) new opening sentence; 2) to convey the importance of customers being able to comment in a meaningful way; and 3) to urge timely completion of the budget process for next year.

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

State Aid for FY 2010

Mr. Taube explained that each year DRPT provides standard contracts to NVTC covering the terms and conditions for receiving grants on behalf of NVTC’s jurisdictions and VRE. Overall state transit funding for FY 2010 decreased about \$26 million (10.3%) from FY 2009. But with an increase in state-administered federal funds, the net

reduction was \$9.6 million (3.1%). NVTC's share dropped about \$18 million, but DRPT is providing the remaining amount of an earlier General Assembly appropriation for WMATA rolling stock, so NVTC's net reduction in FY 2010 from the revised FY 2009 DRPT program is about \$8.1. VRE actually gained \$2.1 million in FY 2010.

Mr. Taube also stated that commissioners were provided with a copy of the presentation Chairman Zimmerman made on behalf of NVTC to the Commonwealth Transportation Board. Chairman Zimmerman noted that for FY 2009, Northern Virginia's local level of effort for funding transit was \$212 per person. NVTC's five WMATA jurisdictions had a combined local effort of \$278 per person. The next largest effort was in the Richmond District at \$31 per person. The statewide average excluding Northern Virginia District was only \$20.16, so this district's per capita level of local effort is more than 10 times greater than the rest of the commonwealth.

Chairman Zimmerman also noted that if the state was able to meet the statutory funding target of 95 percent of eligible transit expenses for its programs, Northern Virginia would receive another \$166 million.

Mr. McKay observed that he is surprised by the bullet point on page six: "51 percent of Northern Virginia's employers provide commuter services to encourage transit and ridesharing, versus 40 percent in the rest of Virginia." He expected these statistics to be higher. He asked if NVTC should be proactively seeking new employers to join. Chairman Zimmerman asked staff to look into this and find out how these numbers were determined and also look at ways to boost employer provided commuter services. Chairman Zimmerman noted that Arlington County and Fairfax County's efforts are very high.

In response to a question from Delegate Rust, Chairman Zimmerman stated that transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and about half outside the Beltway. People do not realize that transit really works.

Chairman Zimmerman thanked DRPT for their assistance in acquiring funding for Northern Virginia. Mr. Taube stated that at the staff level NVTC and DRPT are working together amicably to address some concerns raised following the last NVTC meeting. DRPT staff has been very responsive to local staff as well.

Mrs. Bulova moved, with a second by Senator Whipple, to authorize NVTC's executive director to sign the grant agreements with DRPT for FY 2010. The vote in favor was cast by commissioners Badger, Bulova, Ebbin, Euille, Fiset, Herring, Hudgins, Hynes, Maller, McKay, Rust, Whipple and Zimmerman.

GEORGE Transit Service Agreement with Falls Church and Arlington's ART

Mr. Taube explained that Falls Church intends to contract with Arlington's ART to operate the city's GEORGE bus system effective July 1, 2009. As Falls Church negotiates a new service agreement with Arlington, NVTC needs to obtain the buses from WMATA and provide them to Arlington while retaining the right to repurchase the buses from Arlington in order to comply with requirements of the Federal Transit Administration. The draft contracts are likely to be available in late June and must be executed before July 1, 2009.

Senator Whipple moved, with a second by Mr. Maller, to authorize the executive director to execute appropriate contracts to facilitate the use of NVTC's buses for GEORGE service while retaining the rights needed to comply with FTA requirements. The contracts will be reviewed by NVTC's legal counsel before they are executed.

Mr. Maller stated that as a result of ART's solicitation for operation services, operating costs will be 25 percent below last year's rate. He thanked Arlington County for their cost effective solicitation. As a result, service cuts will be much less than first anticipated. It is his understanding that there may be additional funds available from the initial funding source for the GEORGE bus system. Falls Church staff will work with NVTC staff on this issue.

In response to a question from Mr. Fisette concerning bus service crossing jurisdictional boundaries, Chairman Zimmerman stated that there are already some local bus routes that cross between jurisdictions and there may be some opportunity for more cross-border service. Mr. Maller stated that merging GEORGE routes into the ARTS system is also being explored.

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

Legislative Items

Mr. Taube reported that the Obama Administration did not include \$150 million of new funding for WMATA to match local commitments. Members of Congress intend to make an effort to add the funds.

Regional Transportation Items

I-95/395 HOT Lanes. Mr. Taube stated that a copy of NVTC's response to Secretary Homer's May 5th letter was provided to commissioners. There were no questions.

VTA Conference. Chairman Zimmerman reported that the Virginia Transit Association's annual conference will be held in Fredericksburg June 8-9, 2009. He announced that Mr. Euille has been named the new VTA president and Mr. Fisette will be honored as the Public Official of the Year.

EDF's Reinventing Transit Case Studies. The Environmental Defense Fund has published a series of case studies about "American communities finding smarter, cleaner, faster transportation solutions." Descriptions of innovative bicycle centers are included. Mr. Taube stated that the Shirlington Transit Center has a new covered bike shelter that is similar to the case study included in the report.

Bus Rapid Transit Update. Mr. Taube stated that Ed Tennyson provided written data on the relative merits of BRT versus rail alternatives. TPB and FTA will be sponsoring a one-day conference on "Opportunities for Priority Bus Transit in the Washington Region" on June 24, 2009 at the Washington Plaza Hotel.

Examining the Speed-Flow-Delay Paradox in the Washington D.C. Region. A December, 2008 final report for the Federal Highway Administration by the Louis Berger Group, Inc. examined the potential impacts of reduced traffic on congestion delay. The study examined "tipping points" at which free flow traffic breaks down as volume exceeds capacity and conversely how much traffic would need to be reduced to maintain free-flowing traffic. The study established that relatively modest reductions in peak demand can often be sufficient to improve congestion markedly. In general, a 10 to 14 percent decrease in peak traffic on congested freeways will reduce delay by 75 to 80 percent.

Transit Ridership

New ridership data for April, 2009 were provided. Mr. Taube stated that the positive trend in ridership continues.

NVTC Financial Items for April, 2009

Commissioners were provided with a copy of NVTC's financial reports. Mr. Taube observed that less driving means less gas tax revenues. Gas tax revenues are down 37 percent this calendar year compared to last calendar year.

Next Month's Meeting

Chairman Zimmerman announced that next month's meeting is scheduled for July 2nd at 6:30 P.M.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 8:50 P.M.

Approved this 2nd day of July, 2009.

Christopher Zimmerman
Chairman

William Eulle
Secretary-Treasurer



AGENDA ITEM #2

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: VRE Items

- A. Report from VRE Operations Board and Chief Executive Officer--Information Item.
- B. Modify Contract for New Locomotives--Action Item/Resolution #2125.
- C. Extend Contract with CSXT--Action Item/Resolution #2126.
- D. Extend Contract with Norfolk Southern --Action Item/Resolution #2127.
- E. Gainesville-Haymarket Alternatives Analysis Report--Information Item.



Report from VRE's Operations Board and Chief Executive Officer

Minutes of the VRE Operations Board's June 19th meeting are attached, together with performance reports from VRE's CEO. Also attached is a copy of an article from APTA's Passenger Transport that highlights VRE's public outreach activities.

On June 11th a public meeting was held in Spotsylvania County to clarify the implications of participating in the VRE project, prior to an expected vote by the Spotsylvania Board of Supervisors later this year. VRE's legal counsel is currently engaged in negotiations with Spotsylvania regarding potential terms of joining PRTC and VRE.



CHIEF EXECUTIVE OFFICER'S REPORT

June 2009

MONTHLY DELAY SUMMARY

	February	March	April	May
System wide				
Total delays	36	84	45	50
Average length of delay (mins.)	17	21	15	15
Number over 30 minutes	4	14	4	2
Days with Heat Restrictions/Total days	0/19	0/22	2/22	0/20
On-Time Performance	93.5%	86.8%	92.9%	91.4%
Fredericksburg Line				
Total delays	19	49	21	33
Average length of delay (mins.)	17	21	15	18
Number over 30 minutes	2	10	1	2
On-Time Performance	92.3%	82.9%	92.7%	87.3%
Manassas Line				
Total delays	17	35	24	17
Average length of delay (mins.)	16	21	15	11
Number over 30 minutes	2	4	3	0
On-Time Performance	94.4%	90.1%	93.2%	94.7%

SYSTEM RIDERSHIP

The total number of May trips in 2009 was 3.5% higher than in May 2008. There were nearly 500 more passengers this May compared to last May. We had one day over 17,000 trips and five days over 16,000 trips, showing that ridership growth is leveling off. The year-to-date gain through May in ridership was 6.3%.

SYSTEM ON TIME PERFORMANCE

System on time performance for May was still over 90% on-time. We have experienced over 90% on-time performance for four out of the five calendar months this year. However, OTP on the Fredericksburg Line dropped slightly below 90%. Only 10% of the delays were mechanical and 50% were related to train interference.

OPERATIONS AND MAINTENANCE CONTRACT

On May 8th, VRE issued the RFP for operating and maintenance services. A two-day mandatory pre-proposal meeting and site visit was held on Friday, May 29th and Saturday, May 30th. Sixteen companies attended the meetings. The first day included a review of the solicitation,

VRE office tour, and visit to the Ivy City facility. The second day included a full tour of the coach yards at Broad Run and Crossroads. Proposals are due on July 31st at 10:00am.

STIMULUS FUNDING

VRE submitted an application for locomotive funding to the FTA on May 22nd under the American Recovery and Reinvestment Act (ARRA) Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program. A total of \$21.9 million was requested for the purchase of six additional replacement locomotives. The application demonstrated potential annual fuel savings of approximately 117,000 gallons and a 1,000 metric ton annual reduction in CO2 equivalent emissions if six of the existing locomotives are replaced with new equipment.

BROOKE PARKING EXPANSION UPDATE

Work on the Brooke station parking expansion resumed when the owner of the affected property allowed VRE to re-enter the site to complete the Phase II environmental study. Field work is scheduled to be completed the week of June 15th. The environmental consultant will then draft a Phase I/Phase II combined report for submittal to FTA. The report will take approximately two months to complete, with an additional 1-2 months review time by FTA. At that point, VRE can include a Memorandum of Agreement (MOA) that Phase III data recovery efforts will be performed prior to the start of construction. The MOA will allow the environmental document to be cleared so that design and right of way acquisition may begin using federal funds.

SPOTSYLVANIA PUBLIC MEETINGS

On June 11th Spotsylvania Board members will be holding a public meeting to discuss transportation, the 2% gas tax and VRE. Stephen MacIsaac, Al Harf, Mark Roeber and I will attend at the request of Supervisor Logan of Spotsylvania County. I will brief the Operations Board on the public meeting at the June 19th Operations Board meeting.

BURKE CENTRE STATION PLATFORM EXTENSION

The Burke Centre station platform extension project started construction on June 8, 2009. The Contractor, Grunley Walsh U.S., LLC, will extend the existing platform and canopy 200 feet to the west/south (behind parking garage). The surface parking lot to the west of the garage will be closed for six months, beginning on June 1, 2009. This area will be used for construction staging, equipment, and material storage. Riders will need to use the parking garage or the surface parking lot near the baseball field during this time.

BROAD RUN MAINTENANCE FACILITY

Construction of the Broad Run maintenance facility began on May 11, 2009. Construction will be completed in three phases: Phase I (open graded area for storage and parking); Phase II (utility installation within yard); and Phase III (S&I building construction). The work is expected to be completed in March 2010. At that time, VRE will have a new Service and Inspection building as well as lengthened tracks to store longer train sets. Plans for a train wash are currently also being developed for the Broad Run yard.

VRE ON TWITTER

VRE has entered the world of social networking. Several months ago, VRE's Facebook page was introduced, followed now by Twitter. Twitter, www.twitter.com, is a free site that allows VRE to provide service information along with other news such as upcoming events. Riders must register to receive VRE updates and tell us which type of device they would like the updates sent to. Standard text message rates will apply if messages are sent to a phone.

MANASSAS RAILWAY FESTIVAL

On Saturday, June 6th Historic Manassas Inc. hosted the 15th Annual Manassas Heritage Railway Festival from 10:00 a.m. until 4:00 p.m. at the historic Old Town Manassas train depot. Admission was free. Festivities included VRE excursion rides; model railroads; and adult stage featuring live bluegrass and country bands. Children's events were also provided and included professional entertainers and local talent, Thomas the Tank Engine Kiddie Train, kid's rides and face painting. VRE's excursion rides were offered every hour on the hour beginning at 11:00 a.m., with the last excursion ride departing at 3:00 p.m. The ride, which ran round-trip between Manassas and Clifton lasted about 35 minutes and cost \$6 (children under the age of two rode for free). Tickets were sold by Historic Manassas and VRE fees were paid up-front.

MEET THE MANAGEMENT

The annual "Meet the Management" events are on-going. The following schedule provides a list of remaining dates and locations.

June 17	Manassas Park	(am)	July 15	Rolling Road	(am)
June 24	Quantico	(am)	July 22	Woodbridge	(am)
July 1	Burke Centre	(am)	July 29	Backlick Rd.	(am)
July 8	Rippon	(am)	August 5	Lorton	(am)

MONTHLY PERFORMANCE MEASURES – MAY 2009

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
May Fredericksburg OTP Average	87.3%
May Manassas OTP Average	94.7%
VRE MAY OVERALL OTP AVERAGE	91.4%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	3,508,820
VRE FY 2008 Passenger Totals	3,300,410
PERCENTAGE CHANGE	6.3%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
MAY 2009	15,452
MAY 2008	14,926
PERCENTAGE CHANGE	3.5%
SERVICE DAYS (CURRENT/PRIOR)	20/20

Monthly Ridership and OTP: May 2009

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	3,313	3,068	6,381	100%	3,572	3,809	7,381	100%	13,762	100%
2										
3										
4	3,549	3,734	7,283	94%	3,693	4,119	7,812	100%	15,095	97%
5	4,050	4,346	8,396	94%	4,252	4,508	8,760	92%	17,156	93%
6	4,165	4,066	8,231	94%	4,301	4,074	8,375	92%	16,606	93%
7	3,906	3,813	7,719	100%	3,826	4,278	8,104	100%	15,823	100%
8	3,265	3,301	6,566	100%	3,390	3,376	6,766	69%	13,332	86%
9										
10										
11	3,637	3,655	7,292	94%	3,822	3,934	7,756	100%	15,048	97%
12	4,048	3,924	7,972	94%	4,096	4,658	8,754	100%	16,726	97%
13	3,910	3,820	7,730	88%	3,769	4,090	7,859	77%	15,589	83%
14	3,814	3,888	7,702	94%	4,188	4,195	8,383	100%	16,085	97%
15	3,152	3,209	6,361	100%	3,464	3,794	7,258	100%	13,619	100%
16										
17										
18	3,799	3,742	7,541	94%	3,951	4,075	8,026	92%	15,567	93%
19	3,770	3,980	7,750	100%	3,913	4,202	8,115	92%	15,865	97%
20	3,823	3,930	7,753	88%	3,908	4,040	7,948	62%	15,701	76%
21	3,965	3,808	7,773	100%	3,776	4,440	8,216	92%	15,989	97%
22	3,045	2,832	5,877	100%	3,461	3,766	7,227	77%	13,104	90%
23										
24										
25										
26	3,840	3,917	7,757	81%	3,867	3,795	7,662	77%	15,419	79%
27	4,006	3,992	7,998	100%	4,027	4,211	8,238	92%	16,236	97%
28	4,082	4,037	8,119	81%	4,062	4,245	8,307	69%	16,426	76%
29	3,360	3,141	6,501	100%	3,674	3,965	7,639	62%	14,140	83%
30										
31										
Adjusted total:	74,499	74,203	148,702	95%	77,012	81,574	158,586	87%	307,288	91%
Adjusted total:			148,743			Adjusted Total:	160,287	Adjusted Total:	309,040	

# of Service Days:	20	Total Trips This Month:	309,040	Adjusted Total:	309,040
Manassas Daily Avg. Trips:	7,435	Prior Total FY-2009:	3,199,760		
Fred'burg Daily Avg. Trips:	7,929	Total Trips FY-2009:	3,508,820		
Total Avg. Daily Trips:	15,364	Total Prior Years:	40,598,336		
		Grand Total:	44,107,156		

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

Monthly Ridership Changes: Fiscal Year 2008 vs. 2009

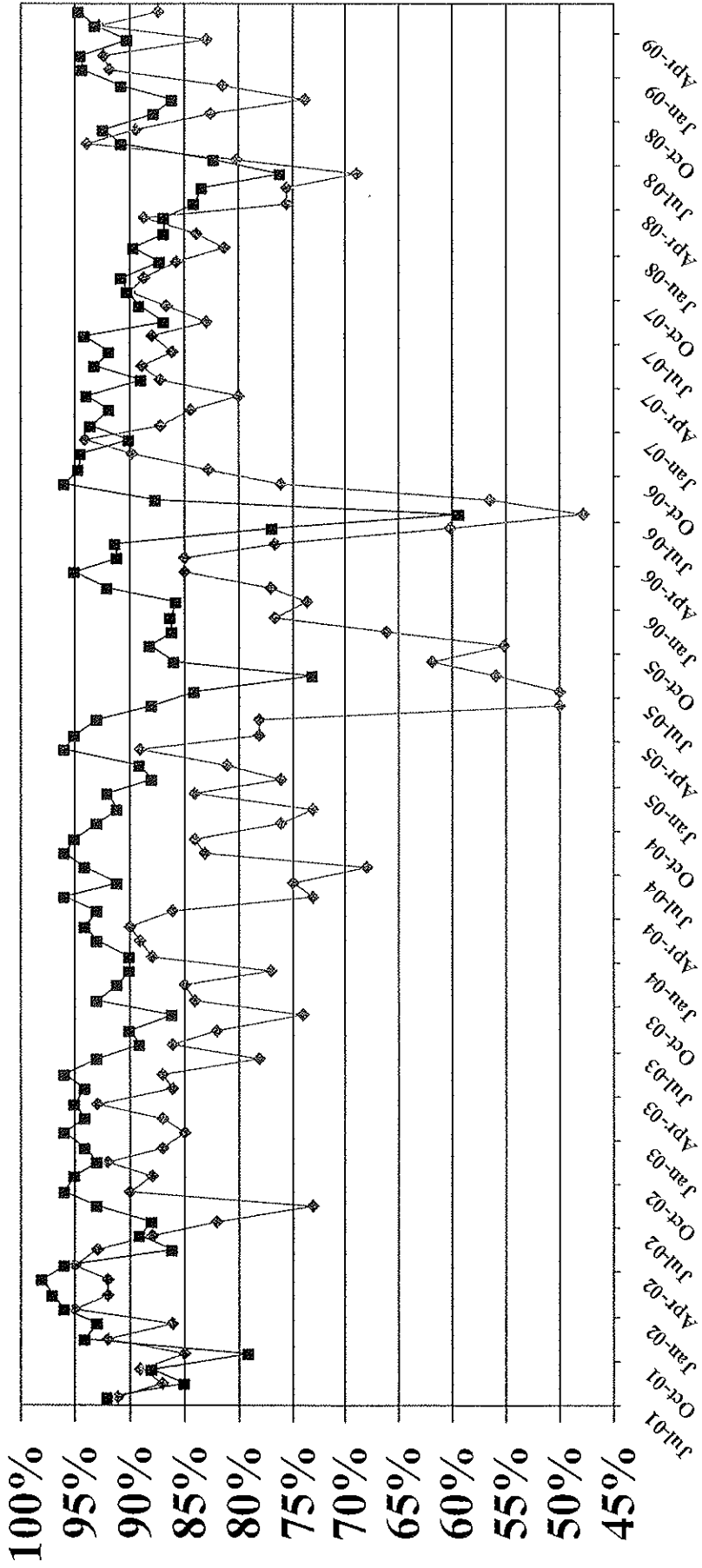
Current Month	MANASSAS			FREDERICKSBURG		
	Avg Daily FY2008	Avg Daily FY2009	% change	Avg Daily FY2008	Avg Daily FY2009	% change
July	6513	7003	7.52%	7393	8388	13.46%
August	6405	6885	7.49%	7379	8316	12.70%
September	6847	7495	9.46%	7652	8720	13.96%
October	6973	7491	7.43%	7754	8538	10.11%
November	6894	7330	6.32%	7707	8439	9.50%
December	6081	7158	17.71%	7235	8584	18.65%
January	6978	7610	9.06%	8148	8501	4.33%
February	6842	7578	10.76%	8018	8375	4.45%
March	6812	7568	11.10%	8050	8194	1.79%
April	6988	7427	6.28%	8324	8196	-1.54%
May	6832	7437	8.86%	8094	8015	-0.98%
June	7123			8504	0	
Average growth			9.27%			7.86%
						8.48%

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

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

On-Time Performance

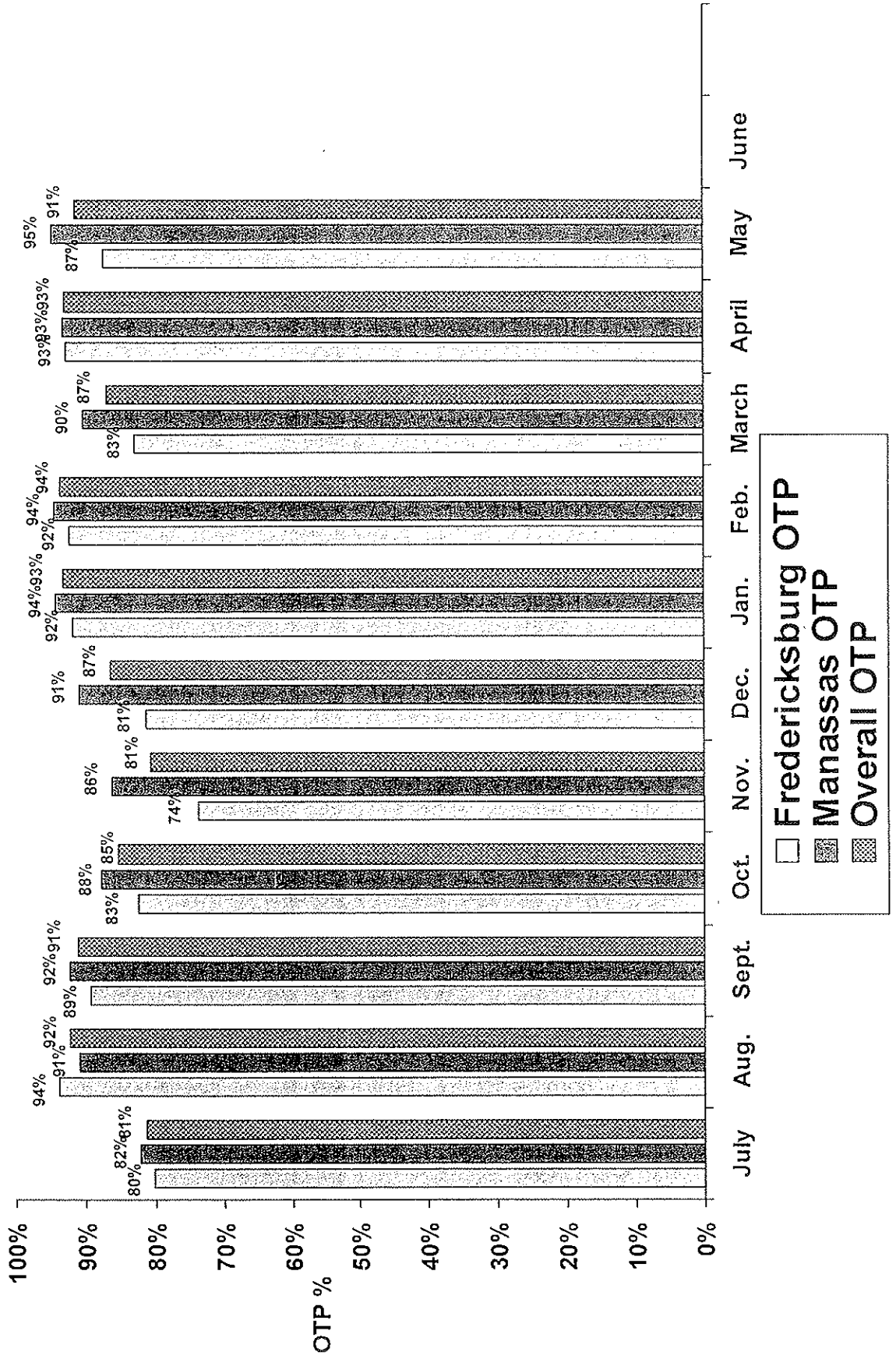
July 2001 – May 2009



◆ Frederickburg Line ■ Manassas Line

Average On-Time Performance

FY-2009



FINANCIAL STATISTICS FOR MAY 2009

Copies of the May 2009 Operating Budget Report are attached.

Fare income for the month of May 2009 was \$110,987 above the budget – a favorable variance of 5.42%. The cumulative variance for the year is 5.44% or \$1,210,108 above the amended budget. Revenue in the first eleven months of FY 2009 is up 18.0% over FY 2008. This positive variance is the result of higher than anticipated ridership.

A summary of the financial results (unaudited) as of May 2009 follows. Detail on the major revenue and expense categories are provided in the attached Operating Budget Report.

A year-end projection is also attached, along with an investment report through the end of April, the most recent report available.

Measures		Goal	Actual	Trend
Operating Ratio		55%	70%	↑
Budgeted Revenue	67,653,913			
Budgeted Revenue YTD	62,953,704			
Actual Revenue YTD	64,496,519			
Cumulative Variance	1,542,815		1,542,815	↑
Percent Collected FY 07 YTD		93.05%	95.33%	
Budgeted Expenses	67,653,913			
Budgeted Expenses YTD	58,172,801			
Operating Expenses YTD	56,500,545			
Cumulative Variance	1,672,256		1,672,256	↑
Percent Collected FY 07 YTD		85.99%	83.51%	
Net Income (Loss) from Operations			3,215,071	↑

These figures are preliminary and unaudited.

FY 2009 YEAR-END FINANCIAL PROJECTION

Each month, the VRE Operations Board receives financial information in summary form which shows year-to-date actual to budgeted fare revenue, grant revenue, and operating expenses. In December of each year, a revised budget for the year is prepared, based on the most current information as of that date. In December 2008, the Amended FY 2009 Budget was presented to the Board.

YEAR-END PROJECTION

The information below is a projection of year-end revenue and expenses for FY 2009. The results of operations at year-end are anticipated to be a surplus of \$2.4M. Major points are as follows:

- *Fare Revenue* estimated to be over \$1M above the budgeted amount, assuming ridership remains stable
- Diesel fuel costs are estimated to be materially close to the adopted budget
- *Debt Service* estimated to be \$800K under budget, due to the timing of the borrowing for the 50 railcars. As a result, the related grant revenue for June is also under budget.
- Additional funds allotted to *Equipment Operations*, in the event of additional locomotive repairs by year end
- Additional funds allotted to *Amtrak*, in the event of unforeseen expenditures. Amtrak monthly costs are estimated until invoices are received, which lags by several months. Funding is also in place for the strike settlement.

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

FY09 Year End Operating Budget Projection (in millions)				
Description	Revised Budget	Current Estimate	Variance	%
Fare Revenue	24.3	25.6	1.3	5.1%
Local Subsidy*	16.4	16.4	-	0.0%
Grant Revenue	26.6	26.2	(0.4)	-1.5%
Other Revenue	0.3	0.4	0.1	25.0%
Total Revenue	67.6	68.6	1.0	1.5%
Operating Expenses	53.7	53.1	0.6	1.1%
Debt Service	13.5	12.7	0.8	6.3%
Contr to Operating Rsrv	0.4	0.4	-	0.0%
Total Expenses	67.6	66.2	1.4	-2.1%
Net Income (loss)	-	2.4	2.4	

*The local subsidy amount shown here is the amount needed for operations; total subsidy is \$17.3M.

VRE Investment Portfolio

As of April 30, 2009

Investment Type	Institution	Amount	Comments	Rate
Money market fund - overnight sweep	Suntrust Bank	662,000	Disbursement account	0.10% (1)
LGIP (Local Government Investment Pool)	LGIP	7,439,379	Operating reserve, Mafersa proceeds and general funds	0.89% (1)
<i>Project Funds</i>				
LGIP (Local Government Investment Pool)	LGIP	238,868	Sale of Kawasaki Rail Cars Proceeds	0.89% (1)
LGIP (Local Government Investment Pool)	LGIP	52,467	Revolving account for small liability claims	0.89% (1)
Money market fund	U.S. Bank	4,731,750	Funds held by bond trustee until next payment date	0.000014%
Insurance trust fund	DRM	<u>7,732,080</u>	Amount as of 3/31/2009	N/A
Total portfolio		20,856,545		

(1) Monthly average.

Percentage of portfolio:

LGIP	37%
Money market fund	26%
Insurance trust fund	37%

VIRGINIA RAILWAY EXPRESS
FY 2009 Operating Budget Report
May 31, 2009

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	YTD VARIANCE %	TOTAL FY09 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,160,385	2,049,398	23,460,710	22,250,602	1,210,108	5.4%	24,300,000
Equipment Rental and Other	4,456	12,777	327,564	138,723	188,841	136.1%	151,500
Subtotal Operating Revenue	2,164,841	2,062,175	23,788,274	22,389,325	1,398,949	6.2%	24,451,500
Jurisdictional Subsidy (1)	-	-	16,361,819	16,361,819	-	0.0%	16,361,819
Federal/State/Other Jurisdictional Subsidy	2,758,237	2,660,117	24,233,426	24,042,319	191,107	0.8%	26,630,594
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	4,290	14,759	113,001	160,241	(47,240)	-29.5%	210,000
Total Operating Revenue	4,927,368	4,737,051	64,496,519	62,953,704	1,542,816	2.5%	67,653,913
OPERATING EXPENSES							
Departmental Operating Expenses	3,597,627	3,996,996	41,953,201	43,590,597	1,637,396	3.8%	48,738,978
Debt Service	602,341	606,545	10,683,029	10,732,711	49,682	0.5%	13,487,241
Insurance	-	-	3,849,493	3,849,493	-	0.0%	4,400,000
Other Non-Departmental Expenses	793	-	14,822	-	(14,822)	-	1,027,694
Total Operating Expenses	4,200,761	4,603,541	56,500,545	58,172,801	1,672,256	2.9%	67,653,913
NET INCOME (LOSS) FROM OPERATIONS	726,607	133,509	7,995,974	4,780,903	3,215,072		0
CALCULATED OPERATING RATIO							
						70%	

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

VRE Uses Technology to Contact Its Riders

BY APRIL MAGUIGAD

Manager of Operations and Customer Communications Virginia Railway Express Woodbridge, VA

Getting your message out to riders can be difficult. It often seems that, no matter how you communicate with your passengers, they still want to know more.

At Virginia Railway Express (VRE), we take communication very seriously. Having the newest cars, locomotives, or tracks won't improve your riders' perceptions if you can't share information on delays, schedule changes, and other situations in a timely fashion.

Platform Announcements

Over the years, VRE has built an arsenal of public communications weapons, but the most obvious method of sharing information is to go where your riders are: on the platforms.

VRE has at least two 52-inch LCD variable message signs (VMS) and a public address (PA) system at every station. The VMS signs can handle multiple messages, with both a short text message area for train status updates and a larger space covering most of the screen. The smaller screen can only accommodate brief messages such as warnings of small delays; the larger space can convey more detailed messages during significant service disruptions.

What do the VMS signs do when we have one of those 100 percent on-time days? They relay fun facts, information, and reminders.

E-News Service

Even with the signs and PA system, riders want more information. They don't want to learn about a service delay when they get to the station; they want to know about it before they leave their home or office so they can make better-informed decisions about their commute.

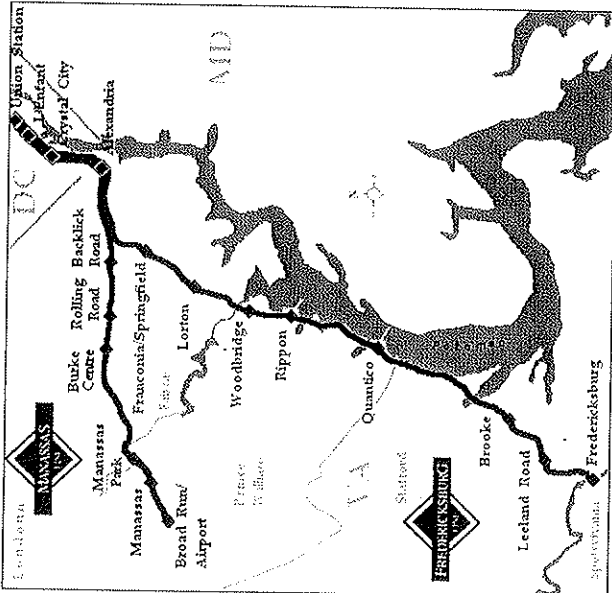
Five years ago, VRE took its simple listserv and turned it into an e-news service for our riders. This service delivers information right to our riders' inboxes. We send weekly e-newsletters covering important information such as upcoming events and safety reminders. However, the most important function is providing critical service updates when delays and cancellations occur.

VRE can send immediate notification, at the rider's preference, by text message to a cell phone, personal digital assistant, or other mobile device. Text messages are limited to 100 characters, but can become longer messages as e-mails that riders pick up on their home or work computer or personal e-mail device.

Rail Time

"Rail Time" is our most popular feature by far. Through the VRE web site, riders can access a graphic of our system map, which displays circles showing the current location of a train during service hours. A green circle indicates "on time," while a red circle represents "late."

An informational box appears when the user moves the mouse over the circle, indicating any delay information that



A screen shot of VRE's interactive system map.

exists. Many of our riders access this information using their mobile devices when they are at the train station.

E-Networking Sites

As social e-networking sites have become more popular, we have taken a new approach to communications, putting the information in two places riders frequent when they aren't thinking about their commute: Facebook and Twitter.

Despite these two sites being commonly viewed as similar, VRE uses them in different ways. Our Facebook page emphasizes information sharing of not time-sensitive material. Through this site, we give riders information and encourage discussion and rider input.

We use Twitter in much the same fashion as our e-news alert system, posting delays and other critical information. While Twitter also can present more general information, we view it as a better tool for those who are accessing the information from a mobile device.

Traditional Print Collateral

With all this new technology, is there room for more traditional communication methods? Of course.

Even with all these technological advances, many of our riders still prefer the printed word. While this is difficult for more time-sensitive information, our Riders' Guide and pocket schedules will never go out of style. In fact, we developed our pocket schedules to be the same size as a VRE ticket so they fit in our specially designed ticket holders.

One-on-One Conversations

Finally, nothing beats a little face time. The chief executive officer of VRE hosts a monthly web chat with our riders, allowing him to answer their questions in an informal lunch session.

If that's not enough, every year VRE staff members visit a different station each week between April and August to meet riders. Whether the staffer is an accountant, construction manager, or customer advocate—we are all in this together, and meeting the customer one-on-one is a great way to remember that.



MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA JUNE 19, 2009

VIRGINIA RAILWAY EXPRESS

BOARD MEMBERS

CHRIS ZIMMERMAN
CHAIRMAN

PAUL MILDE
VICE-CHAIRMAN

WALLY COVINGTON
TREASURER

SHARON BULOVA
SECRETARY

MAUREEN CADDIGAN
PATRICK HERRITY
JOHN JENKINS
MATTHEW KELLY
SUHAS NADDONI
KEVIN PAGE
GEORGE SCHWARTZ
PAUL SMEDBERG
JONATHAN WAY

ALTERNATES

MARC AVENI
CHARLES BADGER
HARRY CRISP
MARK DUDENHEFER
BRAD ELLIS
JAY FISETTE
FRANK JONES
TIMOTHY LOVAIN
MICHAEL MAY
JEFF MCKAY
MARTIN NOHE
JOHN STIRRUP

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
Matthew Kelly (PRTC)	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Kevin Page	DRPT
George H. Schwartz (PRTC)	Stafford County
Paul Smedberg (NVTC)	City of Alexandria
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)	Arlington County

MEMBERS ABSENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
Suhas Naddoni (PRTC)	City of Manassas Park

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Charles Badger	DRPT
Brad Ellis	City of Fredericksburg
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Jay Fissette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
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
John Stirrup (PRTC)	Prince William County

STAFF AND GENERAL PUBLIC	
Laura Bateman – Bombardier	April Maguigad – VRE
Donna Boxer – VRE	Betsy Massie – PRTC staff
John Duque – VRE	Sirel Mouchantaf – VRE
Anna Gotthardt – VRE	Peyton Onks – Sup. Herrity's office
Kelly Hannon – Free Lance Star	Lynn Rivers – Arlington County
Al Harf – PRTC staff	Brett Shorter – VRE
Christine Hoeffner – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax County	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Dave Tyeryar – Prince William County
Steve Maclsaac – VRE counsel	Dale Zehner – VRE

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

Chairman Zimmerman called the meeting to order at 9:33 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

By unanimous consent, the Board accepted the agenda as presented.

Minutes of the April 17, 2009, VRE Operations Board Meeting – 4

Mr. Kelly moved, with a second by Ms. Bulova, to approve the minutes. The vote in favor was cast by Board Members Bulova, Covington, Jenkins, Kelly, Milde, Page, Schwartz, Way and Zimmerman. Mr. Smedberg abstained since he was not present at the April meeting.

Chairman's Comments – 5

Chairman Zimmerman stated that the federal transportation legislation is heating up, especially on the House side. The House is anxious to do something, while prospects are not as good on the Senate side. VRE staff has been actively submitting reauthorization requests, including funding requests for locomotives, the Gainesville-Haymarket extension and other improvements. Chairman Zimmerman noted that VRE has contacted the two major candidates for Virginia Governor to invite them to take a train ride and learn more about VRE.

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

Mr. Page stated that the Federal Railroad Administration released \$8 billion of stimulus funds for rail improvements and Virginia is applying for \$1.5 billion for intercity high-speed and passenger rail improvements, which would include \$106 million worth of corridor improvements and \$383 million in rail improvements between Alexandria and Fredericksburg. Mr. Page observed that although most of the improvements are being done for the intercity service, VRE will also benefit.

Chief Executive Officer's Report – 6

Mr. Zehner reported that VRE's on-time performance for May systemwide was 91 percent (87 percent for Fredericksburg and 94 percent for Manassas). The last four out of five month's on-time performance for the entire system was above 90 percent. Ridership is up 6.3 percent compared to the same time last year. He also reminded Board Members of the scheduled fare increase effective July 1, 2009. Staff will monitor ridership closely to watch for any degradation of service. He also reported that several Board Members and staff (Mr. Milde, Mr. Kelly, Mr. Harf, Mr. MacIsaac, Mr. Roeber and Mr. Zehner) participated in a panel discussion at a meeting held in Spotsylvania on June 11th to discuss the County joining VRE. Supervisor Logan from the Spotsylvania

Board of Supervisors hosted and moderated the event. The panel answered approximately 85 questions, many of which were supplied by the public. Mr. Zehner stated that in his opinion the meeting went extremely well and the focus was not on concerns over railroad issues.

Mr. Way stated that he attended two Meet the Management events and in his discussions with riders, they were very complimentary about VRE's reliability and quality of service. However, reliability of ticket machines and serious overcrowding at the Broad Run parking lot were two issues riders identified that need to be resolved. He suggested VRE staff meet with City of Manassas and Prince William County staff to look at temporary solutions to the overcrowding at the Broad Run Station, such as additional parking at nearby churches or the Manassas Airport.

Mr. Smedberg asked about VRE protocol for dealing with the press since he has had several phone calls from reporters asking for comments about VRE service and Spotsylvania County. Ms. Bulova stated that there is no specific protocol, although Board Members can refer press requests to Mr. Zehner and/or Mr. Roeber. Mr. Zehner stated that staff can provide talking points for Board Members who want to speak directly with the press or they can refer them to VRE staff.

Mr. Milde asked about VRE's current on-time performance for June. Mr. Zehner replied that on-time performance for June is at 87 percent (86% for Fredericksburg and 87% for Manassas). It is lower because there has been a lot of weather related issues. However, over the last few days on-time performance has been running at 100 percent.

VRE Riders' and Public Comment – 7

There were no comments.

Consent Agenda – 8

Mr. Jenkins moved, with a second by Mr. Smedberg, to approve the following Consent Agenda items:

Resolution #8A-06-2009: Authorization to Issue an RFP for Custodial and Facility Maintenance Services

Resolution #8B-06-2009: Authorization to Issue an RFP for Technical Support Services for the Procurement of a New Fare Collection System

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, Page, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Extend the Amended Operating/Access Agreement with CSXT and Norfolk Southern – 9A and 9B

In response to a question from Chairman Zimmerman, Mr. MacIsaac stated that Agenda Items #9A and #9B can be acted on together.

Mr. Zehner explained that the VRE Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to execute an extension of the existing Amended Operating/Access Agreements with the railroads to January 31, 2010. Resolution #9A-06-2009 would extend the CSXT agreement and Resolution #9B-06-2009 would extend the Norfolk Southern Agreement.

Mr. Zehner explained that another extension is being requested at this time to provide sufficient time to complete negotiations of new agreements. Progress in negotiations has slowed, due to a failure to reach agreement on the level of liability coverage. The railroads continue to insist on including a higher level of liability and terrorism coverage in the new agreements. Although the commuter rail liability has been capped at the state level, the legislation does not provide protection from gross negligence claims or claims of third parties (i.e. non-passengers). Extensions of the current agreements are needed while this issue is resolved.

Ms. Bulova moved, with a second by Mr. Jenkins, to approve Resolution #9A-06-2009 and #9B-06-2009. The vote in favor was cast by Board Members Bulova, Covington, Herrity, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

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

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to modify the contract with Motive Power, Inc., for the purchase of locomotives so that the base order is increased from nine to 12 locomotives, increasing the contract value by \$10,971,549, plus a 10 percent contingency of \$1,097,155, for a total contract value not to exceed \$48,482,380. Resolution #9C-06-2009 would accomplish this.

Mr. Zehner stated that once approved by the Commissions, VRE will increase its locomotive fleet to 12 new locomotives. In response to a question From Chairman Zimmerman, Mr. Zehner stated that for FY 2009 and previous years, formula funds were compiled together. Mr. Way stated that it is important to confirm that even if the contingency is used that there will not be a need to increase jurisdictional subsidies. Mr. Zehner stated that this is correct. Ms. Bulova stated that the goal is to replace all 20 of VREs locomotive.

Ms. Bulova moved, with a second by Mr. Milde, to approve Resolution #9C-0-2009. The vote in favor was cast by Board Members Bulova, Covington, Herrity, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Amend Matching Policy for Projects Funded with Earmarks – 9D

Mr. Zehner explained that the VRE Operations Board is being asked to amend the matching policy so that earmarks received by or on behalf of local jurisdictions for parking and station projects will be matched by the local jurisdiction in which the project is located. Earmarked funds include federal, state and local funds, including regional CMAQ and RSTP allocations if the state discontinues matching. In response to a question from Mr. Smedberg, Mr. Zehner explained that the match can be provided in the form of cash, property or other in-kind contributions.

Mr. Zehner stated that in 2004, the VRE Operations Board adopted a policy stating that earmarks received by or on behalf of local jurisdictions for parking projects would be matched by the local jurisdiction in which the parking projects are located. This policy was adopted to formalize the historical practice of jurisdictions providing matching funds and has worked without incident since its inception.

Mr. Kelly asked what brought about this recommended change. Mr. Zehner stated that a request was made by Fairfax County staff, as they were working on improvements at the Lorton station, to expand the matching policy to include station improvements within each respective jurisdiction.

In response to a question from Mr. Way, Mr. Zehner explained that each project has a specific match since federal funds require a 20 percent match; rail enhancement funds require a 30 percent match; and stimulus funds require no matching funds. If needed, the match would be the responsibility of the jurisdiction in which the project is being done.

Mr. Zehner stated that this policy is not intended to apply to projects already underway or that are currently funded. This policy will not preclude VRE from managing a project on behalf of a jurisdiction; affect MOUs regarding ownership, operations and maintenance; apply to system projects for which earmark funds are sought; preclude VRE pursuit of project funding that does not require match; or prevent a jurisdiction from making an Operations Board request to apply another matching method for a specific project.

Mr. Smedberg asked if there could be some type of clarifying statement included in the resolution. Mr. Page observed that consideration should be given to the term “earmark” since the rail enhancement fund is not an earmark program. He suggested “project specific funds.” Mr. MacIsaac stated that ultimately they all come to VRE as grants, so he suggested instead of “earmark” use “grant funds”. Mr. Taube suggested adding the word “fully” in front of “matched.”

Ms. Bulova moved, with a second by Mr. Milde, to approve Resolution #9D-06-2009, with clarification of “earmarks” substituted with “grants” and include “fully” matched.

In response to a question from Mr. Milde, Chairman Zimmerman stated that this policy change would apply to any new stations.

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, Page, Schwartz, Smedberg, Way and Zimmerman.

FY 2011 Budget Guidelines and Considerations – 9E

Mr. Zehner explained that the Operations Board is being asked to direct staff in the development of the FY 2011 budget options for train operations and capital projects. Resolution #9E-06-2009 would accomplish this.

Mr. Zehner stated that as part of the budget process, the jurisdictional CAO Budget Task Force met on June 16, 2009 to review various budget issues, including the cost of fuel, insurance, the service provider contract, the fleet management plan ridership projections, fuel tax projections, and subsidy. The goal is to permit the CAO Task Force to focus on material issues early in the budget process. Mr. Zehner reviewed the proposed seven budget guidelines.

Mr. Milde asked that the first bullet point in the resolution be changed to read “VRE staff will strive to ensure that the total individual member jurisdiction’s subsidy amount for FY 2011 is less than or the same than the FY 2010 amount.” Mr. Zehner responded that it is a guideline and staff will make every attempt to include it, although he cannot guarantee that it can be done. He reminded Board Members that next year will be the last year for the phased-in governance change, so after that the allocation formula will be based totally on ridership. Chairman Zimmerman expressed concern that Mr. Milde’s request could send a message to localities that subsidies will absolutely not increase. Mr. Milde stated that he would like to send the message that VRE is trying or making it a priority to keep subsidies the same.

Ms. Bulova observed that there is more explanation in the agenda item memorandum compared to the resolution. Mr. Kelly expressed his opinion that it should be hard to go back to the jurisdictions and ask for more subsidy and he questioned why the Board would put so many loopholes in the guidelines. Chairman Zimmerman responded and said that it is one thing to constrain guidelines to control costs, but there are issues with distribution of costs among jurisdictions. Mr. Milde stated that it is still a good idea to strive for it as long as service is not being cut. Mr. MacIsaac suggested including the wording change in the Operations Board report in the resolution or making reference to it in the Resolution. Mr. Zimmerman suggested taking the guidelines in the report and substituting them from the bullet points in the resolution. Mr. Milde asked for the same language he requested earlier.

Ms. Bulova moved, with a second by Mr. Milde, to approve Resolution 9D-06-2009 with the insertion of budget guidelines as they appear in the Board report and additional language for guidelines as just stated.

Mr. Kelly stated that he will support the motion but Fredericksburg has requested that the Operations Board make every effort to prepare a budget based on level local support from the City in FY 2011 and should the result of operations lead to a budget

surplus in FY 2010, the Operations Board prepare plans for the use of the proceeds that includes a reasonable rebate, or future discount, to the local jurisdictions. Mr. Zehner explained that in December a presentation will be given that provides a review of the status of the FY 2010 budget and, at that time, a recommendation will be made regarding any budget variance. In response to a question from Chairman Zimmerman, Mr. Zehner stated that for FY 2009 any excess funds are expected to go into the Reserve Fund, but since the FY 2009 budget should be closed out by August, there could be a discussion at the August Operations Board meeting. Chairman Zimmerman directed staff to include this issue on the August agenda and to include options for excess funds if there are any.

Mr. Way observed that the guidelines are very strict and will be hard to achieve.

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, Page, Schwartz, Smedberg, Way and Zimmerman.

[Mr. Smedberg left the meeting at 10:27 A.M. and did not return.]

Authorization to Issue an RFP for the Gainesville-Haymarket Environmental Analysis and Preliminary Engineering Services – 9F

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to issue an RFP for National Environmental Policy Act (NEPA) and preliminary engineering services for the Gainesville-Haymarket Extension project. Resolution #9F-06-2009 would accomplish this.

Mr. Zehner reviewed the results of the Alternatives Analysis, which was completed in May 2009. Ms. Hoeffner, VRE's project manager, was available to answer any technical questions. Mr. Zehner stated that expanding transit in this corridor will generate new transit riders. The extension could result in up to a 90 percent increase in VRE ridership compared to the no-build option. The bus option does increase transit riders but it would compete with VRE and take away some ridership. Depending on the extension and the type of service, costs could be anywhere from \$150-\$250 million. The state has already put into place improvements to this corridor that helped reduce the cost. Gross operating costs are approximated between \$8-\$25 million more a year than what VRE is spending now. There are environmental issues that would need to be resolved, including wetlands and flood plains. Terminating service at Gainesville, as opposed to continuing to Haymarket, would reduce the cost by \$28 million. It has been determined that the extension is not a likely candidate for New Starts funding because of the ridership estimates, but it is a potential candidate for the Small Starts program.

Mr. Zehner explained that the next step in the project development process is to conduct environmental analysis to fulfill NEPA requirements and to prepare the preliminary engineering design. The scope of work for this phase includes defining and analyzing various implementation alternatives; identifying potentially affected environments; conducting a capacity study to determine rail infrastructure needs;

developing various design options for the proposed extension (including right-of-way acquisition and potential station locations); and refining the general project scope of work, project cost estimate, time line, and ridership projections developed for the Alternatives Analysis. The environmental analysis and preliminary engineering work could take up to three years to complete. Upon receipt and review of proposals, VRE will return to the Operations Board with a recommendation for award.

Mr. Milde asked if the estimate of the \$8-\$25 million includes any offset from increased fare revenue generated from the extended service. Mr. Zehner replied that it does not include offset of fares. Mr. Milde asked how the fare revenue offset and the increase in Prince William County's increased ridership totals would impact other jurisdiction's subsidies. Mr. Zehner stated that generally VRE recovers 50 percent of costs from fare box revenues. He explained that the subsidy issue would depend on what alternative is chosen. Chairman Zimmerman observed that if jurisdictions want to reduce their subsidies, reducing service will reduce them. If ridership grows, the subsidies will increase, but the region will also see other economic benefits. Mr. Jenkins stated that the extension would take up to one-and-a-half lanes of traffic off the highway.

In response to a question from Chairman Zimmerman, Mr. Zehner stated that the Commissions have no required role in this recommendation. After the studies and analysis are completed, the Operations Board would make a recommendation to the Commissions for their approval to actually implement the extension.

Mr. Page stated that if the rail enhancement fund grant is reduced, there needs to be agreement reached with DRPT. He suggested including a statement in the resolution speaking to the execution of the rail enhancement fund agreement with DRPT if the value of the overall grant is reduced. He also suggests VRE staff brief the two Commissions at their next meeting and get their concurrence before the next step begins. Ms. Bulova agreed that apprising the Commissions is a good idea.

Ms. Bulova moved, with a second by Mr. Covington, to approve Resolution #9F-06-2009 with the addition of a Be It Further Resolved clause that NVTC and PRTC be briefed on this item.

The Board then discussed Mr. Page's comments about the rail enhancement fund agreement. Mr. MacIsaac expressed his opinion that there are two separate issues. The Board previously authorized Mr. Zehner to enter into the grant agreement, and if there is reduction of funding or other substantial changes to the agreement, Mr. Zehner would have to come to the Board for approval as a separate matter. Mr. MacIsaac concluded that this resolution does not need to be changed any further.

Mr. Covington expressed his concern that the Commission briefings not slow down the process. Mr. Zehner stated that it should not impact the schedule and he will work with Commission staff to put it on their July agendas.

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

FY 2010 Disadvantaged Business Enterprise Goal – 10A

Mr. Zehner stated that the joint DBE goal for PRTC, NVTC and VRE is 5.6 percent for Federal Transit Administration assisted contracts. PRTC manages the development of the DBE goal on VRE's behalf. Following a public comment period, PRTC will submit the proposed FY 2010 DBE goals to FTA by August 1, 2009. The FTA requires all agencies with a DBE program to advertise their proposed goal for a period of 30 days and allow public comment for 45 days from the date of publication. The goal, once adopted, will be posted on the PRTC and VRE websites and included in relevant VRE procurement documents involving DOT-assisted contracting opportunities. Board Members had no questions.

Closed Session – 11

Chairman Zimmerman moved, with a second by Mr. Kelly, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) and (7) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purposes of discussing one personnel item and consultation with legal counsel concerning the terms and conditions of an agreement for the addition of Spotsylvania County to the VRE Master Agreement.

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

The Board entered into Closed Session at 10:47 A.M. Mr. Herrity left during the Closed Session and did not return. The Operations Board returned to Open Session at 11:53 A.M.

Chairman Zimmerman moved, with a second by Ms. Bulova, the following certification:

The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

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

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 11:54 A.M.

Approved this 21st day of August 2009.

Christopher Zimmerman
Chairman

Sharon Bulova
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the June 19, 2009 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Modify Contract for New Locomotives

The VRE Operations Board recommends approval of Resolution #2125. This resolution authorizes VRE's Chief Executive Officer to modify the contract with Motive Power, Inc. to increase the base order to 12 from 9 locomotives. This increases the contract value to \$48.5 million, an increase of \$12 million including contingency. The unit price of the new locomotives remains the same at just under \$3.7 million. Grant funds are available for this purchase.



RESOLUTION #2125

SUBJECT: Modify Contract for New Locomotives.

WHEREAS: In January of 2008, the VRE Operations Board approved the award of a contract to Motive Power, Inc. for the manufacture of two new locomotives;

WHEREAS: In October of 2008, VRE received additional grant funding which allowed three additional units to be added to the base order for a contract total of \$20.3 million;

WHEREAS: In March of 2009, VRE received additional funding which allowed four additional units to be added to the base order for a contract total of \$36.4 million; and

WHEREAS: Authorization is now being sought for three additional units using available grant funds.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to modify the contract with Motive Power, Inc. for the purchase of locomotives so that the base order is increased to 12 from 9 locomotives, increasing the contract value by \$10,971,549 plus a 10% contingency of \$1,097,155 for a total contract value not to exceed \$48,482,380.

Approved this 2nd day of July, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer



AGENDA ITEM 9-C
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: JUNE 19, 2009

**RE: AUTHORIZATION TO MODIFY THE CONTRACT FOR NEW
LOCOMOTIVE PURCHASE**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to modify the contract with Motive Power, Inc., for the purchase of locomotives so that the base order is increased from nine to twelve locomotives, increasing the contract value by \$10,971,549, plus a 10% contingency of \$1,097,155, for a total contract value not to exceed \$48,482,380.

BACKGROUND:

In January of 2008, the Operations Board authorized VRE to enter into a contract with Motive Power of Boise, Idaho for the manufacture of two new locomotives in an amount not to exceed \$9.6 million. In October of 2008, VRE received additional grant funding which allowed three additional units to be added to the base order for a contract total of \$20.3 million.

In March of this year, the Operations Board further authorized VRE to increase the base order by four additional units, using a combination of the stimulus funds, federal formula funds and a federal earmark approved in FY 2008. That action put the total locomotive purchase at nine units. VRE negotiated the price of these three additional units at \$3,657,183 each, the same unit price as the last four units.

In January 2008, the Operations Board also authorized up to \$4,145,920, including contingency, to STV, Inc. for construction engineering and inspection services for the purchase of all twenty locomotives. Similar to the locomotive contract, this contract was structured to allow incremental notices to proceed, such that authorization will be issued concurrently and proportionately with locomotive option orders. As such, no additional Board authorization is needed for the oversight work.

FISCAL IMPACT:

Funding is available from the locomotive acquisition project in the VRE capital budget. This additional funding is via a federal earmark approved in FY 2009 and federal formula funds from prior years.

Extend Contract with CSXT

The VRE Operations Board recommends approval of Resolution #2126, which extends through January 31, 2010 the operating access agreement with CSXT with its current conditions. The current extension of this agreement expires July 31, 2009. Failure to agree on the level of liability coverage has delayed completion of a new contract.



RESOLUTION #2126

SUBJECT: Extend Contract 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, 2009;

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 agreement;

WHEREAS: A proposal to extend the existing agreement to January 31, 2010, without any changes to the current agreement is expected from CSXT;

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

WHEREAS: Necessary funding has been incorporated into the FY 2010 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, 2010.

Approved this 2nd day of July, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer



AGENDA ITEM 9-A
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: JUNE 19, 2009

SUBJECT: AUTHORIZATION TO EXTEND AMENDED OPERATING/ACCESS AGREEMENT WITH CSXT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute an extension of the existing Amended Operating/Access Agreement with CSXT to January 31, 2010.

BACKGROUND:

The VRE has an Operating/Access Agreement with CSXT related to VRE operations in the Fredericksburg to Washington corridor. That agreement, entered into in 1994, has been amended and extended several times, most recently this past December, with an agreed upon extension to July 31, 2009. A further extension is being requested at this time to provide sufficient time to complete negotiation of a new agreement.

Since December 2005, numerous negotiation sessions have been held with CSXT representatives on the terms of a new, long-term agreement. Preliminary agreement was achieved in a number of areas to include:

- Term of the agreement
- Change in method of calculating the annual escalation
- Incentive agreement for improved on time performance
- Additional CSXT supervision in the VRE operating territory
- Approval of infrastructure improvements at VRE facilities

Progress has slowed, however, due to a failure to reach an agreement on the level of liability coverage. CSXT continues to insist on including a higher level of liability and terrorism coverage in the new agreement. Although we were able to cap commuter rail liability at the state level, the legislation does not provide protection from gross negligence claims or claims of third parties, i.e. nonpassengers. Therefore, CSXT and Norfolk Southern continue to press for higher liability insurance coverage. Currently, VRE has \$250 million in coverage. An extension of the current agreement is needed while this issue is resolved.

FISCAL IMPACT:

Funding for the CSX track access fee has been included in the FY 2010 budget, including an escalation of 4%.

Extend Contract with Norfolk Southern

The VRE Operations Board recommends approval of Resolution #2127. This action extends the operating access agreement through January 31, 2010. The current agreement expires July 31, 2010. Failure to agree on the level of liability protection has delayed completion of a new contract.



RESOLUTION #2127

SUBJECT: Extend Contract with Norfolk Southern.

WHEREAS: The commissions currently have an amended operating/access agreement with Norfolk Southern relating to VRE operations in the Manassas to Washington corridor, with said agreement extension ending on July 31, 2009;

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, 2010, without any changes to the current agreement is expected from NS;

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

WHEREAS: Necessary funding has been incorporated into the FY 2010 budget to allow VRE to continue its operations 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 existing amended operating/access agreement with Norfolk Southern to January 31, 2010.

Approved this 2nd day of July, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer



AGENDA ITEM 9-B
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: JUNE 19, 2009

SUBJECT: AUTHORIZATION TO EXTEND AMENDED OPERATING/ACCESS AGREEMENT WITH NORFOLK SOUTHERN

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute an extension of the existing Amended Operating/Access Agreement with Norfolk Southern to January 31, 2010.

BACKGROUND:

VRE has an Operating/Access Agreement with Norfolk Southern (NS) relating to VRE operations in the Manassas to Washington corridor. That agreement, entered into in 1999, has been amended and extended several times, most recently this past December, with an agreed upon extension to July 31, 2009. A further extension is being requested at this time to provide sufficient time to complete negotiations of a new agreement.

Following detailed negotiation sessions with Norfolk Southern representatives, an agreement in principle was reached on all contract items with the exception of liability coverage. The Operations Board and Commissions approved these terms at their June and July, 2005 meetings respectively, and authorized execution of a new agreement that conformed to each of those items.

Subsequent to the Commissions' action, however, it became clear that an agreement on the level of liability coverage could not be reached and the contract could not be executed. Norfolk Southern insists on including \$500 million in liability and terrorism coverage in the new agreement. Currently, VRE has \$250 million in coverage. An extension of the current agreement is needed while staff continues to attempt to resolve the insurance issue.

FISCAL IMPACT:

Funding for the Norfolk Southern track access fee has been budgeted in the FY 2010 budget, including an escalation of 4%.

Gainesville-Haymarket Alternatives Analysis Report

A copy of the presentation to the VRE Operations Board is attached for your information. The full report is available at <http://www.vre.org/feedback/GH/archives.html>.

The VRE Operations Board asked that the commissions be briefed on this item prior to the release of the Request for Proposals described in the attached memorandum.

AGENDA ITEM 9-F
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: JUNE 19, 2009

RE: AUTHORIZATION TO ISSUE REQUEST FOR PROPOSALS FOR GAINESVILLE-HAYMARKET ENVIRONMENTAL ANALYSIS AND PRELIMINARY ENGINEERING SERVICES

RECOMMENDATION:

The VRE Operations Board is being asked to authorize the Chief Executive Officer to issue a Request for Proposals for National Environmental Policy Act and preliminary engineering services for the Gainesville-Haymarket Extension project.

BACKGROUND:

A presentation will be made at the Operations Board meeting to provide the results of the recently complete Gainesville-Haymarket Alternatives Analysis and seek guidance from the Operations Board on specific next steps.

The VRE Strategic Plan, adopted by the Operations Board on May 21, 2004, recommended the extension of VRE service to the Gainesville-Haymarket area of Prince William County to serve expanding travel markets within the existing VRE service area. The Gainesville Haymarket Implementation Plan, completed in November 2005, provide planning level information on the project as well as documented the steps necessary to implement the extension. In December 2007, the Operations Board authorized the Chief Executive Officer to award a contract to Vanasse Hangen Brustlin, Inc. (VHB) to conduct an Alternatives Analysis for the Gainesville-Haymarket extension. The study was funded using a DRPT Rail

Enhancement Fund grant and a CMAQ grant. The study was completed in May 2009.

The next step in the project development process is to procure engineering and environmental services to conduct environmental analysis to fulfill National Environmental Policy Act requirements and to prepare the preliminary engineering design. The scope of work for this phase includes defining and analyzing various implementation alternatives; identifying potentially affected environments; conducting a capacity study to determine rail infrastructure needs; developing various design options for the proposed extension (including right-of-way acquisition and potential station locations); and refining the general project scope of work, project cost estimate, time line, and ridership projections developed for the Alternatives Analysis.

The environmental analysis and preliminary engineering work will take approximately three years to complete. Upon receipt and review of proposals, VRE staff will return to the Operations Board with a recommendation for award.

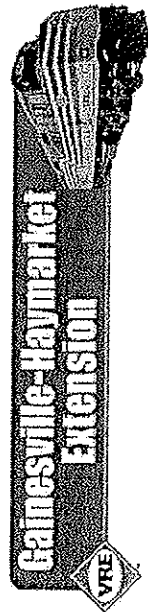
FISCAL IMPACT:

In September 2008, the CTB approved \$3,250,000 from the DRPT Rail Enhancement Fund. Of the required \$1,750,000 match, \$1.5 million is being provided by Norfolk-Southern. VRE is working to raise the remaining \$250,000 and will not issue the procurement until the match obligation is fulfilled or the Rail Enhancement Fund grant is reduced to an amount for which matching funds are available.

Gainesville-Haymarket Extension

Alternatives Analysis *VRE Operations Board Briefing*

June 19, 2009



Alternatives Analysis Purpose

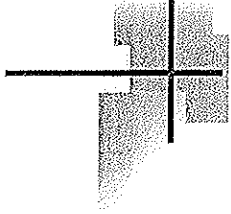
- Consider the range of transportation alternatives to improve mobility and regional access in the Gainesville and Haymarket areas
- Comply with FTA requirements for New Starts eligibility
- Evaluate areas of potential environmental impact
- Refine prior ridership and capital cost estimates



Alternatives Evaluated

- VRE Gainesville-Haymarket Extension – 3 service variations
- Enhanced VRE Broad Run service + feeder bus from Gainesville-Haymarket corridor
- I-66 Express Bus from Gainesville-Haymarket to DC
- No Build – No change





What Did We Learn?

- Expanding transit in the G-H corridor generates new transit riders
 - Up to 90% increase in VRE Manassas Line riders with extension; compared to No Build
 - I-66 bus attracts new transit riders, but competes for VRE riders
 - VRE service headways ≤ 25 minutes generate highest number of riders
- Gainesville-Haymarket extension ridership refined
 - Low – 1,000 trips/day (capacity constrained)
 - High – 5,000 trips/day (expanded capacity)



What Did We Learn?

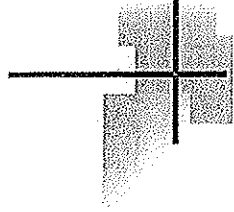
- Capital cost of G-H extension est. \$153-\$244 million
 - Prior cost estimate \$281 million
 - State-funded improvements to B Line support extension and reduce cost
- Gross annual operating cost of extension est. \$8-\$25 million (greater than the No Build option)
- Potentially significant environmental impacts (wetlands, floodplain) exist between Gainesville and Haymarket
 - Gainesville terminus reduces capital costs by approx. \$28M
- G-H extension not likely candidate for federal New Starts funding program; but is potential candidate for federal Small Starts program



What's Next?

- Continue project development process through NEPA and preliminary engineering (PE)
 - Funded through VA Rail Enhancement Fund (REF) grant
 - Include full extension to Haymarket to provide complete project evaluation
 - Evaluate station locations
 - Update travel modeling to better reflect commuter rail operations, refine ridership projections and update cost estimates
- Explore project phasing options

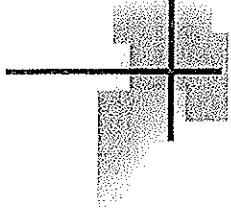




What's Next?

- Develop project financial plan as part of NEPA/PE
 - Explore Small Starts funding
 - » \$75M maximum federal contribution
 - Federal and State Earmarks Possible Funding Sources
 - » Includes Rail Enhancement Funding
 - » Unknown source for match requirements
 - Prince William County Ability to Fund Uncertain
 - » Face increasing subsidy share as ridership grows on the extension

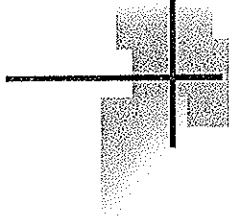




Action Items

- Issue procurement for Phase II, NEPA and PE – summer 2009
 - Environmental Assessment (EA) and limited PE as base contract
 - Full PE (30%) as contract option
 - Environmental Impact Statement (EIS) as contract option
- Return to Operations Board with recommendation for award – fall/winter 2009
- Projected Schedule
 - EA – 12-18 months
 - EIS – 3 years (if required)
 - PE – 12-18 months (overlaps with NEPA)





Questions?





EXECUTIVE SUMMARY

VRE Gainesville-Haymarket Alternatives Analysis Report

Prepared for
Virginia Railway Express (VRE)
Alexandria, Virginia

Prepared by
Vanasse Hangen Brustlin, Inc. 
Vienna, Virginia

In association with
AECOM
The Perspectives Group
Harris Miller Miller Hanson Inc.

June 8, 2009

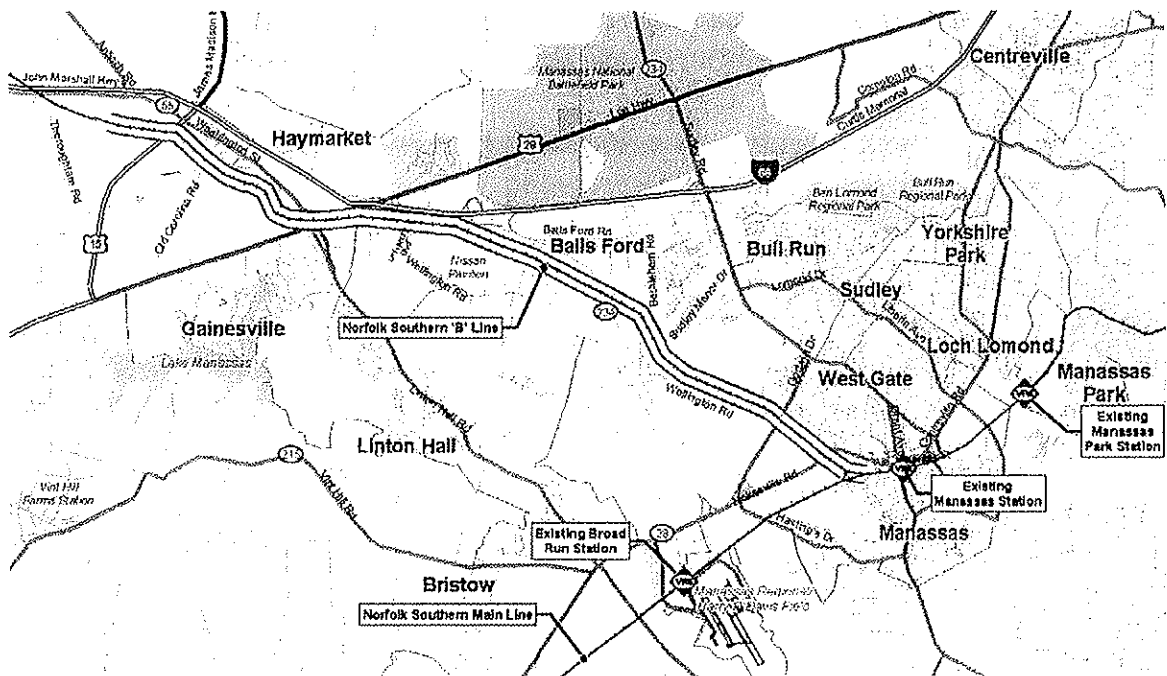
Executive Summary

Introduction

The Virginia Railway Express (VRE) Gainesville-Haymarket Alternatives Analysis is an initiative of the VRE to enhance transit services in order to improve mobility and regional access for residents in the northern Virginia communities of Gainesville and Haymarket. The Alternatives Analysis is one step in determining eligibility of federal funding for the project through the Federal Transit Administration (FTA) New Starts program. The Alternatives Analysis, which is composed of a data collection effort, stakeholder and public involvement, and a two-tiered screening of alternatives, is the first step in FTA's Project Planning and Development process.

The study area for the VRE Gainesville-Haymarket Alternatives Analysis consists of the corridor of Gainesville-Haymarket and its connection to Washington DC (DC). This includes approximately 11-miles along the existing Norfolk Southern (NS) B Line corridor that connects Manassas, the Linton Hall/Sudley/Balls Ford area, Gainesville, and Haymarket. Figure 1 shows the NS B Line corridor relative to the existing VRE stations and the study area cities and towns.

Figure 1: Study Area





VRE identified potential stakeholders and conducted meetings with them early in the study to gather critical input. Stakeholder groups were categorized into transportation and agency stakeholders. The transportation stakeholders include NS; FTA, Region 3 (Philadelphia); Virginia Department of Rail and Public Transportation (DRPT); Potomac and Rappahannock Commission (PRTC); Northern Virginia Transportation Commission; and Virginia Department of Transportation (VDOT). The agency stakeholders include Prince William County; City of Manassas; Town of Haymarket; and National Park Service Manassas National Battlefield. In addition, three public involvement meetings, July 2008, October 2008, and May 2009, were conducted as part of the public involvement process throughout the study to enlist support, hear concerns, and educate the public on the goals of the study.

Purpose and Need

The purpose of the VRE Gainesville-Haymarket Alternatives Analysis is to define the most appropriate transit investment strategy for improving mobility and regional access for residents in the northern Virginia communities of Gainesville, Haymarket, and Sudley Manor. The need for the Gainesville-Haymarket Alternatives Analysis is demonstrated in four main areas:

- Improve Regional Transit Access and Mobility
- Improve Regional Air Quality
- Encourage Smart Growth Development Initiatives
- Support Economic Growth

The goal of this study is to identify conceptual routing options, operational characteristics, environmental issues, costs, and design constraints that meet the stated Purpose and Need for the project.

Alternatives Identification and Screening

The methodology used to identify and screen the proposed alternatives was a two-tiered approach, designed to be consistent with FTA requirements and to encourage consideration of the full range of potential project benefits and impacts. Tier 1 is a qualitative process that examines a larger set of alternatives. Tier 2 is a more quantitative process that looks at a smaller, more refined set of alternatives.

Tier 1

A Tier 1 screening workshop was conducted in November 2008 to provide a forum for gathering input. Workshop participants selected evaluation criteria for the Tier 1 screening, as well as the list of alternatives that would be screened. This list of

alternatives was derived from a review of existing conditions, plans, and previous studies. The evaluation criteria included:

- Access and Mobility
- Traffic Congestion
- Environmental Considerations
- Smart Growth
- Economic Development
- Capital Costs and Effectiveness
- Ease of Implementation

The initial list included 13 alternatives. These 13 alternatives include various modal options including commuter rail, light rail transit, heavy rail transit, automated people mover, commuter bus, and bus rapid transit.

The Tier 1 screening was performed to evaluate the ability of each alternative to meet the goals and objectives outlined for the study. The Tier 1 evaluation criteria were primarily qualitative and intended to narrow the range of alternatives to a smaller set for further evaluation in Tier 2. A numerical score was assigned to each alternative for the evaluation criteria, allowing the alternatives to be rated and compared to one another. From this screening process, the six alternatives with an overall positive rating were carried forward into Tier 2 for further evaluation: 1A, 1B, 1C, 1D, 5A, and 5B.

Alternative 1A provides new commuter rail service from Gainesville-Haymarket to DC, overlaying the existing service on the VRE Manassas Line from Broad Run to DC. This alternative exceeds the current 40 trains per day VRE allocation on the CSX tracks between Alexandria and DC Union Station. Implementation challenges for this alternative include the need to negotiate for additional slots above the 40 trains per day maximum.

Alternative 1B provides new commuter rail service from Gainesville-Haymarket to DC, but does not exceed 40 trains per day VRE allocation between Alexandria and Union Station. There are no major implementation challenges since additional slots for operating trains are not needed.

Alternative 1C provides new commuter rail service from Gainesville-Haymarket to DC and a new commuter rail shuttle service from Gainesville-Haymarket to Alexandria. Shuttle service to Alexandria overlays, for just a short distance, the CSX-owned stretch of track into DC on which VRE service is limited to 40 trains per day. A commuter rail shuttle service between Prince William County and Alexandria offers the opportunity to increase frequency from Gainesville-Haymarket into the greater DC area. Once in Alexandria, passengers can connect to Metrorail to reach a wide range of destinations within DC. Implementation challenges include coordinating with NS and CSX to operate expanded peak service and off-peak



shuttle service within the NS corridor and to obtain expanded access to the Alexandria station.

Alternative 1D provides a continuous commuter rail corridor from Gainesville-Haymarket to DC via Broad Run Station. Inbound service would originate in the Gainesville-Haymarket area, travelling east toward Manassas. Short of Manassas Station it would turn south, bypassing Manassas and proceeding to Broad Run Station. After a station stop, the train would reverse direction, serve Manassas Station, and continue toward DC along the current Manassas Line route, making all of the existing stops along the way. Outbound trips would travel this same corridor in the reverse direction. The greatest benefit with Alternative 1D is for Broad Run riders. This alternative provides the most peak service of any alternative to or from Broad Run. Implementation challenges for this alternative include accommodating a reverse movement of trains to service Broad Run.

All commuter rail alternatives selected to move forward to the Tier 2 analysis are expected to improve regional transit access and mobility, reduce the number of single occupancy vehicles on roadways, and support transit-oriented development (TOD) and smart growth initiatives in Prince William County. Alternative 1D is expected to contribute the least benefit in these areas since the travel time for VRE riders from Gainesville-Haymarket to DC under this alternative is significantly increased compared to the other commuter rail alternatives.

Alternative 5A would provide new feeder bus service from Gainesville-Haymarket to Broad Run to connect to the existing VRE Manassas Line service from Broad Run to DC. There would be no change in VRE service with this alternative. This alternative is expected to increase transit access and mobility in the region, but it is not anticipated to remove a significant number of single occupancy vehicles from surrounding roadways. This is due to limited bus capacity and few travel advantages in comparison to driving to Broad Run. The required transfer to reach downtown DC also lessens the attractiveness of this alternative. An operational disadvantage for the alternative is that roadway congestion may delay its service and decrease its reliability.

Alternative 5B would provide direct bus service from Gainesville-Haymarket to DC (Pentagon) via Cushing Park and Ride Lot and the State Department. This alternative would utilize I-66 High Occupancy Vehicle (HOV) lanes where possible. There would be no change in VRE service with this option. This alternative is expected to increase transit access and mobility in the region and remove some single occupancy vehicles from the highway network into DC. It is expected to generate some vehicular activity on local roads near park and ride stations. It has the operations cost and environmental disadvantage of not facilitating a transfer to Metrorail [an opportunity constrained by bus terminal capacity constraints at Vienna / George Mason University (GMU) and other Metrorail stations].

Both commuter bus alternatives selected to move forward to the Tier 2 analysis are expected to increase transit access and mobility in the region and strongly promote TOD in Prince William County. Both alternatives have environmental and implementation advantage of using the existing roadway and highway network in its corridor. They both require new park and ride facilities, which could have environmental impacts. They are also cost-effective options, as the only capital costs would include the purchase of new buses and the construction of expanded maintenance and storage facilities.

Tier 2

The set of Tier 2 alternatives started with the six Build Alternatives from Tier 1: 1A, 1B, 1C, 1D, 5A, and 5B. In addition to the six Build Alternatives, a No-Build and two Baseline Scenarios were identified for the purpose of evaluation and comparison. This is an integral part of the FTA Planning and Project Development process.

In a No-Build Scenario, the existing transportation systems are carried forward to the future committed transportation network in the project area at a specified Forecast Year. The No-Build Scenario includes all programmed and funded improvements to the existing highway and transit services. In this study, the No-Build Scenario includes a bus route proposed by PRTC from Dominion Valley Drive to Cushing Park and Ride Lot to Tysons East Metrorail Station. Cushing Park and Ride Lot is a future committed project. The No-Build Scenario also includes a modified bus route along Linton Hall to Cushing Park and Ride Lot to Pentagon/State Department. The Forecast Year used is 2030.

A Baseline Scenario is created to identify the best option for meeting the transportation needs of the study area, but with smaller capital investments than are proposed in the Build Alternatives. Two potential Baseline Scenarios were evaluated in this Alternatives Analysis.

Baseline Scenario 1: A new I-66 commuter bus service from Haymarket to the Pentagon Metrorail Station via Cushing Park and Ride Lot and the State Department. The specific program for this potential Baseline Scenario was refined through several collaborative meetings with VRE and PRTC through the planning process. This Baseline Scenario displaced Build Alternative 5B, which shared the same service plan. Thus, Build Alternative 5B was removed from consideration.

Baseline Scenario 2: Feeder shuttle bus service from park and ride lots in Haymarket, Gainesville, and Sudley Manor to Broad Run Station timed to meet expanded VRE service. This expanded VRE service provides two additional AM peak inbound and two additional PM peak outbound trains.

After analyzing these two potential Baseline Scenarios, it was determined that although Baseline Scenario 1 is a potentially more attractive alternative in terms of



direct transit service to downtown DC, it is outside of the study area defined in this Alternatives Analysis. It encompasses a broader travel shed than identified in the Purpose and Need. There is also a separate study currently being conducted by DRPT to evaluate transit options along I-66. Thus, it was determined that Baseline Scenario 2 would better serve the goals and objectives of this study.

Baseline Scenario 2 displaced Build Alternative 5A, which shared the same service plan. Build Alternative 5A was removed from consideration.

The remaining Build Alternatives include Alternative 1A, 1B, 1C, and 1D. Further analysis of these alternatives warranted some additional revisions. Alternative 1A exceeds the 40 trains per day maximum per VRE's agreement with CSX. While a modification to this agreement is desirable, it cannot be done without significant additional capital funding. Alternative 1A is similar to Alternative 1B in all other aspects. Alternative 1A was removed from consideration. Alternatives 1B, 1C, and 1D have the option to expand beyond the 40 trains per day maximum at a later time, but for the purposes of this study, the frequency of these alternatives was kept within the current limits set by VRE's agreement with CSX.

To test the attractiveness of commuter rail service within the study area, two additional alternatives were evaluated in terms of ridership potential only. These two alternatives, 1G and 1H, were modeled with all service originating from Gainesville (Alternative 1G) or Haymarket (Alternative 1H), and no service to/from Broad Run. These alternatives were analyzed to test the model's sensitivity to frequency of service from the Gainesville-Haymarket area, and were only evaluated in terms of ridership. Service frequency assigned to each of these alternatives in the model was similar to the existing Manassas Line frequency originating in Broad Run.

The following is a list of the Tier 2 alternatives that were evaluated:

- No-Build
- Baseline Scenario 1
- Baseline Scenario 2
- Alternative 1B
- Alternative 1C
- Alternative 1D
- Alternative 1G (Ridership Only)
- Alternative 1H (Ridership Only)

Evaluation of Tier 2 Alternatives were performed in six main areas: environmental considerations, noise and vibration analysis, conceptual plan, operating plan, conceptual capital costs, conceptual operating and maintenance costs. Based on the elements of evaluation, more quantitative indicators were developed in five areas: Ridership Potential, Infrastructure, Operations and Maintenance, Environmental Considerations, Noise and Vibration, and User Benefit.



Environmental Considerations

Build Alternatives

Based on the environmental factors indicated, potential impacts to water resources, such as floodplains and wetlands, are the greatest concern. As the rail alignments for Alternatives 1B, 1C, and 1D head west of US 29, large areas of wetlands and floodplains have been identified. Impacts to these resources may occur from land disturbing activities, such as acquiring additional right-of-way to construct a second track, or the provision of stations and park and ride lots. Impacts to these resources would require agency coordination, environmental permitting, and mitigation. Impacting these resources could impact project schedule and costs. At this level of analysis, significant changes in environmental considerations do not occur from one Build Alternative to another since operational characteristics are largely what defines each alternative.

Baseline Scenarios

Baseline Scenarios 1 and 2 utilize the existing roadway network and do not require land acquisition for the alignment. The park and ride lots for Baseline Scenarios 1 and 2 may have potential environmental impacts, including to wetlands. These will be evaluated when sites are determined in the next phase of the project.

Noise and Vibration

Build Alternatives

Based on the Tier 2 screening, the Build Alternatives 1B, 1C, and 1D have greater potential for noise and vibration impact than the Baseline Scenarios. Alternative 1C has the greatest number of trains in use and the most frequent service on the corridor. Of the Build Alternatives, Alternative 1C would have the greatest noise and vibration impacts.

A greater amount of ambient noise can be observed in Gainesville versus Haymarket as a result of denser and more commercial development. Haymarket has less ambient noise and more residential development. Based on this information, the Build Alternatives have the potential for the most noise impacts, but it is anticipated that these impacts would be more apparent with an alignment that extends all the way to Haymarket than one that ends in Gainesville.

Baseline Scenarios

Baseline Scenario 2 has a greater potential for noise and vibration impact than Baseline Scenario 1, since it expands existing VRE service, and commuter rail services have higher noise and vibration impacts than bus services.



Infrastructure

Build Alternatives

Alternatives 1B, 1C, and 1D share the same alignment. The only difference between the Build Alternatives would be the operating parameters, such as service frequency. For example, Alternative 1C adds a commuter rail shuttle service from Gainesville-Haymarket to Alexandria in addition to the proposed rail infrastructure improvements.

Infrastructure improvements include up to three stations with low level platforms, elevators, fare collection equipment, and parking facilities. There would be one storage yard along the alignment. Potential stations along the new branch of VRE service from Gainesville-Haymarket to Manassas under the Build Alternatives would be located in the vicinity of:

- Proposed Haymarket Station, Haymarket
- Proposed Gainesville Station, Gainesville
- Proposed Sudley Manor/Innovation Station, Sudley

Baseline Scenarios

Baseline Scenario 1 would originate service at a park and ride lot west of the Town of Haymarket. It would travel on Route 15 to I-66, where it would use the HOV lane to head east toward DC. It would then head south on Route 234 Bypass to the Cushing Park and Ride Lot. After picking up passengers at the Cushing Park and Ride Lot, the Baseline Scenario would route buses back onto I-66 in the HOV lane. The route would follow I-66 into downtown DC where it would stop at the State Department and then proceed to the Pentagon Metrorail Station. There would be no change to the existing VRE Manassas Line service.

The alignment for Baseline Scenario 2 would include three new feeder bus services originating from Haymarket, Gainesville, and Sudley Manor/Innovation to connect to the existing VRE Manassas Line service at Broad Run Station. All three routes would require park and ride lots.

Baseline Scenario 2 would not have any changes to the existing VRE Manassas Line alignment. There would be changes to the frequency of VRE service on the Manassas Line, thus resulting in the need for expanded parking lots at several stations.

Capital Cost

The capital cost estimates include infrastructure items, such as track installation, land acquisition, station design and parking, signal system installation, and equipment acquisition. The cost assumptions do not include grade separation projects along the NS B Line. These are independent projects that VRE will coordinate with VDOT and other agencies as required. Capital cost estimates do not include improvements

required to overcome VRE capacity constraints, such as the 40 trains per day, associated with any of the build alternatives. Table 1 (page ES-14) contains a summary of the capital cost estimate.

Operating and Maintenance Costs

Operating and maintenance (O&M) costs are the expenses incurred to provide day-to-day operations and maintenance of the transit system. Labor and direct expenses are two main components of O&M costs. Labor expenses include salaries of management, administrative, operations, and maintenance staff. The staffing level required for a project is based on the fleet size and the hours of operation for the proposed service. Direct expenses include costs for management, administration, operations, equipment and right-of-way maintenance, power/utilities, spares/consumables, cleaning/facilities maintenance, and other contingencies. These costs can be partially offset by fare revenues, but fare revenues were not accounted for in this phase of the study.

Conceptual operating and maintenance costs were calculated based on alignments, operating plans, and service levels. The operating plans, including travel time, headways and trips, and a summary of the O&M cost estimates are shown in Table 2 (page ES-15).

Ridership Procedures

A travel demand model forecasting process was developed as part of the Tier 2 analysis of this study in order to forecast the projected ridership and user benefits for each build alternative and provide more quantitative measures of evaluation. This process was based on the current Metropolitan Washington Council of Governments (MWCOG) model set, related work on other projects in the DC metropolitan area, and adjustments to better match observed transit travel in the study area.

The primary modeling assumptions made in the Alternatives Analysis include:

- Operating plans were defined within the current VRE capacity constraints (i.e. 40 trains per day maximum on the CSX-owned segment from Alexandria Station to Union Station).
- Land use inputs for the model were consistent with current approved plans.
- It should be noted that the model is very sensitive to service frequencies. It is more closely calibrated to a frequent urban service like Metrorail or Metrobus than a suburban commuter rail service.

The forecasting results confirm that there is a demand for improved transit service in the Gainesville-Haymarket area. Specifically, there are an estimated 1,000 to 3,600 trips attributable to the Gainesville-Haymarket branch, as determined when



comparing the number of trips forecasted to/from the study area for the No-Build Scenario versus the Build Alternatives. The test model runs, Alternatives 1G and 1H show that the Gainesville-Haymarket branch attracts more riders than the existing Broad Run alignment.

Based on the alternatives evaluated, further refinement is needed to determine the most appropriate operations plan between termini (Gainesville-Haymarket and DC), as well as the probability of increasing VRE's system wide capacity beyond the current 40 trains per day maximum. This would enable greater service frequency, thus increasing ridership. Table 2 contains a summary of Manassas Line Trips for the Build Alternatives and the Baseline Scenarios.

User Benefit

User benefits are the equivalent hours of traveltime savings associated with improvements in transit service levels for all users of the transportation system and are expressed in hours. User benefit hours are one piece of the cost effectiveness equation, one of the "qualitative" New Starts criteria under FTA's Project Planning and Development process. The other piece of the cost effectiveness equation is the annualized capital and operating costs. Together, the user benefit hours and the annualized costs result in a cost effectiveness measure in the form of total project cost per hour of transportation system user benefits.

The User Benefits (in hours) are shown in Table 2. Alternative 1C has the highest Annual User Benefits, with 1,055, but it also has the highest Total Annualized Capital Cost and Total Annual Operating Cost.

Screening Conclusions

The Tier 2 results provide some definitive results regarding ridership, capital cost estimates, O&M cost estimates, and preliminary environmental assessments. In terms of ridership, it has been determined that the Gainesville-Haymarket corridor attracts additional riders to VRE service from the region. It is also clear that the model responds more favorably to increased frequencies than any other modification to an alternative. The Gainesville-Haymarket branch would add needed capacity and choice to the study area corridor. This branch has the potential to generate trips in the range of 1,000 to 5,000 per day based on the projections developed for this study and the earlier VRE Strategic Plan.

The capital cost estimates demonstrate that Alternative 1C has the highest cost due to the amount of equipment that would be needed. With Gainesville as the terminus for the Gainesville-Haymarket branch of service, the cost range of alternatives drops to \$127 million to \$218 million (from the full build to Haymarket range of \$153 million to \$244 million). Terminating in Gainesville reduces costs for the station

development, land acquisition, and track construction. The O&M cost estimate for Alternative 1C is highest due to the frequency of service throughout the day.

Preliminary environmental assessments demonstrate that an end of line station in Gainesville is more favorable for the Build Alternatives than an end of line station in Haymarket. This is a result of potential water resources impacts along the south side of the NS B Line west of US 29, as well as the potential for greater noise and vibration impacts. The environmental assessment also demonstrates that Sudley Manor/Innovation would be a difficult location to site a station due to a significant number of water resources in the vicinity of Sudley.

Recommendations

The concept of a rail extension to Haymarket or Gainesville has merit based on the initial ridership and user benefit results shown in this report. The three specific alternatives, Alternative 1B, 1C, and 1D, shown in this Alternatives Analysis represent different ways of delivering the service, but all three include the extension of service to the Gainesville-Haymarket area. The next phase of the project will look more closely at how the rail service is provided.

It is recommended that Baseline Scenario 2 and Build Alternatives 1B and 1C move forward into the next phase of the project for more detailed analyses. Baseline Scenario 1, the I-66 bus service, has merit and should be considered as part of the overall I-66 Transit Study being conducted by DRPT. Differences in the Build Alternatives are primarily operational, as the rail alignment for each alternative is the same. Environmental screening suggests that the rail corridor between a Gainesville Station and a Haymarket Station has a higher potential for wetland impacts if expansion of the rail right-of-way is required. Ridership forecasts for Alternatives 1G and 1H (test options) suggest that there is a relatively small difference in daily boardings between a Haymarket and Gainesville terminus. This end of the line option can be applied to any of the three Build Alternatives. Although it helps demonstrate the merit of the proposed extension, Alternative 1D should be eliminated from further consideration because it presents a challenging operational plan.

Next Steps

The most significant challenge in advancing a transit investment strategy for the Gainesville-Haymarket corridor is two-fold: 1) the Gainesville-Haymarket area is a part of the I-66 transportation corridor, which requires a multimodal solution to the transportation and mobility issues; and 2) there are more funding needs than there is funding available at both the federal and state levels. This challenge underscores the need to make decisions in a regional context.



Federal Funding

The immediate challenge that needs to be addressed is to decide whether federal funding will be sought. There is one primary source of federal funds for major capital investment transit projects – the FTA’s New Starts Program. This program is highly competitive with projects across the country competing for a limited pool of funding. FTA has developed a process to evaluate the many applications for funding they receive. The process, which has nine different areas of assessment, primarily consists of two overriding criteria: user benefit and cost effectiveness. Based on the nine areas of evaluation, FTA assigns a rating designating a project’s eligibility for funding. The ratings are: High; Medium High; Medium; Medium Low; and Low. A project generally needs to achieve a Medium rating to qualify for federal funds through the New Starts Program. The initial assessment of user benefit conducted as part of this Alternatives Analysis suggests that the VRE Build Alternatives will likely be in the Medium Low to Low range making funding through the New Starts program unlikely. It is possible that adjustments to the travel demand forecasting process and a refinement of the cost estimates may improve the rating. At this point, however, New Starts funding appears unlikely.

In recent years, FTA has administered a second program called Small Starts. This program is for projects under a total capital cost of \$250 million. One advantage of the Small Starts Program is that FTA relaxes some of the more stringent modeling requirements, allowing more flexibility in how the forecasts are prepared. An initial assessment of the Build Alternatives with respect to the Small Starts Program criteria indicates that the ratings could improve to Medium or better. The one drawback to a Small Starts application is that the federal share is limited to \$75 million of the total cost. In the New Starts Program, the federal share can range up to 80 percent of the total cost.

There are a few other limited federal funding programs that could potentially provide a small portion of the funds needed. These programs include congestion mitigation and air quality (CMAQ), grade crossing enhancements, and fixed guideway modernization (a formula based program).

State Funding

The primary source of state funding would be through the Rail Enhancement Fund (REF). The Commonwealth has already invested in the NS B Line corridor using monies from the REF. This program is a competitive process that uses a cost benefit analysis approach developed by DRPT. Other state options include a budget line item appropriation or dedicated funding source being created.

Other Funding Sources

One advantage of a fixed guideway transit system is that it can attract investment around its stations. This presents a funding opportunity if this potential for



development can be channeled into a funding stream. Some areas have created special assessment districts around stations to capture value, which is then returned to help pay for the transit investment. The funding from special assessment districts typically help to repay funds borrowed up-front to pay for the project and/or fund the on-going maintenance and upkeep of the service and facilities.

Private sector investment is also a possibility, particularly around the station sites. There has been some initial interest expressed to VRE by developers in partnering to develop the stations. This could present an opportunity up-front to fund the construction of the stations.

Environmental Review

No matter what funding sources are ultimately tapped, the project will need to complete the state environmental review process. The federal environmental review process will also need to be addressed if a federal permit or action is required and/or federal funds are sought. In both cases, preliminary engineering (30 percent plan development) would need to be undertaken to support the environmental review.

Federal Review

If any Federal Permits or Actions are required, the project will follow the NEPA process. Depending on activities planned, this could be in the form of a Categorical Exclusion, Environmental Assessment, or an Environmental Impact Statement. Since any of the proposed Build Alternatives would share the track with existing freight rail (NS), it is likely that both the FTA and Federal Railroad Administration (FRA) would be involved. Coordination with the FTA and FRA would be required to determine the appropriate level of NEPA documentation.

State Review

Under the state review process, a joint permit application from the US Army Corps of Engineers (USACE) and the Virginia Department of Environmental Quality (VDEQ) would be required for any land disturbing activities affecting waters along the corridor. Applying for a joint permit application has several requirements that include establishing the limits of jurisdictional wetlands with the USACE, compliance with Section 106 of the National Historic Preservation Act, and an element of public involvement. This is required under Section 404 of the Clean Water Act. It should be noted that if the project goes through the NEPA process, permitting under Section 404 of the Clean Water Act would apply. There are provisions that allow the Section 404 process and NEPA to be integrated.

The Commonwealth of Virginia also requires an assessment of potential environmental impacts for state funded projects. This evaluation is coordinated through the VDEQ. Based on the Virginia Code Sections 10.1-1188 et seq., state agencies are required to prepare and submit environmental impact reports for

construction of facilities that cost \$500,000 or more and land acquisitions for construction, to include leases and expansions of facilities. Coordination with VDEQ would be required determining if the proposed action meets the criteria established for environmental impact reporting of state projects.

Other Considerations

VRE also needs to consider whether a Minimum Operating Segment (MOS) to Gainesville should be pursued, and if so, whether Haymarket should be studied further. The next step that VRE needs to take to advance the project includes initiating the formal environmental review process through either the federal and/or the state regulations based upon funding decisions and permit requirements. The next step would also include further development of the conceptual design for each alternative and initiating Preliminary Engineering of the preferred alternative.

Table 1: Comparison of Tier 2 Alternatives

Indicator	No-Build	Baseline 2	Alt. 1B	Alt. 1C	Alt. 1D
Total Manassas Line Study Area Trips ¹	5,234	6,156	6,126	9,156	6,582
User Benefits ¹ (Hours)	-	878	-153	1,055	222
Capital Cost Estimate ²	\$6 million	\$102 million	\$153 million	\$244 million	\$202 million
Equipment Needed	2 Coaches	2 Locomotives 26 Coaches 5 Buses	1 Locomotive 12 Coaches	6 Locomotives 30 Coaches	2 Locomotives 26 Coaches
O&M Cost Estimate ²	\$19 million	\$25 million	\$27 million	\$44 million	\$30 million
Cost per Hour of User Benefit ³	-	-	-\$42	\$95	\$140
Environmental Assessment	N/A	Potential wetland impacts at station sites	Potential wetland impacts along alignment and at station sites	Potential wetland impacts along alignment and at station sites	Potential wetland impacts along alignment and at station sites
Noise and Vibration	N/A	Lower Impact for Bus Service	Higher Impact for Rail	Highest Impact for Rail-Greatest Frequency	Lowest Impact for Rail-Lowest Frequency

1. Computation details in Appendix E of the Alternatives Analysis Report.

2. Gross Annual Estimate.

3. Incremental to Baseline 2.

Table 2: Headway, Travel Time and Number of Trips for Build Alternatives and Baseline Scenarios

			Headway (min)	Travel Time (min)	Headway (min)	Travel Time (min)	Headway (min)	Travel Time (min)	# VRE Trips Per Day ¹
			<u>New CR from G-H to DC</u>		<u>Modified Existing CR from Broad Run to DC</u>				
Alt. 1B (Rail)	AM	In	52	89	52	75			20
	Peak	Out	180	85	180	75			
	Off- Peak	In	480	84	480	70			
	Peak	Out	480	84	480	73			
			<u>New CR from G-H to DC</u>		<u>Modified Existing CR from Broad Run to DC</u>		<u>New CR Shuttle from G-H to Alexandria</u>		
Alt. 1C (Rail)	AM	In	60	89	30	75	30	59	20
	Peak	Out	180	85	0	0	30	69	
	Off- Peak	In	0	0	480	70	30	59	
	Peak	Out	0	0	480	73	30	66	
			<u>Modified CR from G-H to DC (via Broad Run)</u>						
Alt. 1D (Rail)	AM	In	25	101					18
	Peak	Out	90	101					
	Off- Peak	In	480	96					
	Peak	Out	480	99					
			<u>New Commuter Bus from Haymarket to DC</u>						
Baseline 1 (Bus)	AM	In	30	90					22
	Peak	Out	90	58					
	Off- Peak	In	180	71					
	Peak	Out	180	52					
			<u>New Commuter Bus from Haymarket to Broad Run</u>		<u>New Commuter Bus from Gainesville to Broad Run</u>		<u>New Commuter Bus from Sudley Manor to Broad Run</u>		
Baseline 2 (Bus)	AM	In	23	17	23	16	23	7	60
	Peak	Out	180	16	180	14	180	8	
	Off- Peak	In	480	16	480	14	480	8	
	Peak	Out	240	18	240	16	240	7	
			<u>Enhanced CR from Broad Run to DC</u>						
Baseline 2 (Rail)	AM	In	23	75					20
	Peak	Out	180	75					
	Off- Peak	In	480	70					
	Peak	Out	240	73					

- VRE trips for the commuter rail alternatives are on Manassas Line only.
- CR=Commuter Rail; G-H=Gainesville-Haymarket.
- VRE operates Monday through Friday from 5:00 AM to 8:00 PM. This represents a 15-hour service day.
- AM peak service operates from 5:00 AM to 8:00 AM. PM peak service operates from 4:00 PM to 7:00 PM.
- There are no pre-AM peak or post-PM peak train starts.
- During the midday off-peak service (OP), there is one inbound and one outbound trip.
- There are up to two reverse peak trips in Alt. 1B and one reverse peak trip in Alt. 1C and 1D during both the AM and PM peak service periods.
- Baselines assume utilizing HOV lanes.
- Baselines assume no intermediate stops.



AGENDA ITEM #3

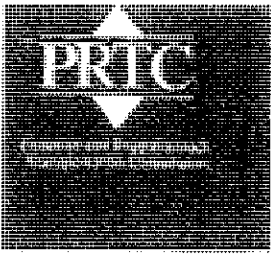
TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: Briefing on I-95/395 HOT Lanes Bus Rapid Transit Operational Study

Corey Hill of the Virginia Department of Public Transportation will be present to describe this study which is nearing completion. With the active participation of Northern Virginia's transit systems, consultants have modeled various combinations of new express and local bus services in the corridor, examined engineering drawings of potential stations, evaluated parking options and considered transit and pedestrian access.

While not directly related to this study, attached for your information is a copy of a letter to Governor Kaine from PRTC's Chairman May addressing continuing concerns with a lack of information regarding the I-95/395 HOT Lanes project. Also attached is an article describing the continuing downward pressure on toll road revenues nationwide.



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14700 Potomac Mills Road
Woodbridge, VA 22192

June 11, 2009

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

Dear Governor Kaine:

At its June 2009 meeting, the Potomac and Rappahannock Transportation Commission (PRTC) discussed a letter Transportation Secretary Pierce Homer sent to PRTC and others several weeks earlier regarding the I-395/I-95 HOT lanes project. Secretary Homer's May 7th letter (copy enclosed for your ease of reference) was a response to earlier letters PRTC, NVTA, and NVTC had sent, each expressing concerns and asking questions about the project. The Secretary's letter was eagerly awaited, but it was a disappointment for PRTC because our concerns and questions were not addressed in a substantive fashion. For reasons described below, the Commission concluded that the situation warranted your personal awareness and attention, which is the aim of this letter.

The essence of the Secretary's May 7th letter is that while "challenges" (as our concerns are characterized) are present, there are compelling reasons for proceeding with the project and VDOT is committed to mitigating the concerns to the maximum extent possible. The May 7th letter highlights the many opportunities promised by the project, and points out that the end result will be the realization of a long-standing commitment to expand the reversible I-95/395 facility from two to three lanes. With regard to the concerns and questions, the Secretary appeals for patience, contending that this is necessary because of the "project delivery" method being used (e.g., private financing and a "design-build" procurement process).

Why isn't Secretary Homer's May 7th response sufficient? Simply stated, the stakes are enormously high because the HOV facility is arguably the most successful people-moving facility in Northern Virginia, and its continued success once it is transformed into a three lane, toll paying facility is far from certain. PRTC appreciates the opportunities Secretary Homer highlights and does not doubt the sincerity of his "mitigation" commitment, but whether the opportunities are worth the price of implementation as described by PRTC's concerns and questions is what remains unclear.

All this said, PRTC believes it is incumbent on you to carefully weigh the opportunities and the price of implementation, and to afford the public a realistic opportunity to do likewise, before a commercial agreement with Fluor/Transurban is consummated. By Secretary Homer's

The Honorable Timothy M. Kaine
June 11, 2009
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telling, the "basic elements" of the prospective commercial agreement will be made available at least 45 days before execution, and it is our sincere hope that this public disclosure will be sufficient to assuage our concerns. If it is not, then it is also our hope that additional information PRTC and others seek will be forthcoming before execution, and that changes to the project we might suggest will be seriously entertained.

PRTC fashions the execution of the commercial agreement as a momentous step, because an agreement of this sort defines in a conclusive way the scope, terms, and conditions of the project. Changes thereafter to address project shortcomings assuredly will be difficult to negotiate, so we don't find much comfort in the Secretary's allusion to problem-solving efforts that post-dated the execution of the commercial agreement for the Capital Beltway HOT lanes project. While problem-solving that post-dates the execution of a commercial agreement is not impossible as the Beltway experience confirms, relying on this is not ideal.

I'll conclude by making three final observations.


First, PRTC does not view the "realization of a long-standing commitment to expand the reversible I-95/395 facility from two to three lanes" as a compelling reason by itself for proceeding. We don't dispute the fact the region's long-range plan has envisioned this for nearly two decades, but plans that remain unrealized for that long need to account for changed circumstances. During those nearly two decades, traffic congestion in the region has become far more acute, and I-395/I-95 (including the HOV facility) is no exception. Bus and HOV volumes have also increased appreciably. As a result, the demands on available road space and accident risks have increased, so what may have seemed eminently sensible years earlier warrants fresh examination in PRTC's view since: (1) the expansion didn't happen as quickly as intended; (2) the facts are different; and (3) we have awarenesses that we didn't have before.

Second, PRTC continues to take exception to Secretary Homer's intimation that concerns about lane and shoulder widths are overstated. While sub-standard lanes and shoulder widths are pervasive in the region, PRTC believes the parallel is not apt because of the unique attributes of the I-395/I-95 HOV lanes, with its high speeds and the imperative to maintain significant time saving advantages in order to attract high numbers of transit and HOV users. PRTC genuinely fears that narrowed lanes and shoulders, along with the attendant increased accident exposure, will jeopardize the operation of the facility, and that allusion to substandard conditions elsewhere in the region evidences a lack of appreciation for what is at stake.

The Honorable Timothy M. Kaine
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Finally, I would be remiss if I didn't acknowledge the fine work VDOT and VDRPT did leading the preparation of a companion transit, parking, and transportation demand management (TDM) plan as a funded adjunct to the HOT lanes project, working closely with corridor stakeholders.

Thank you for your anticipated careful consideration of PRTC's concerns.

Sincerely,

Michael C. May
Chairman

Enclosure: As stated

cc: (with enclosure):
PRTC Commissioners
Transportation Secretary Homer



COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

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May 7, 2009

Mr. Marty Nohe
Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
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Mr. Mark Dudenhefer
Chairman
Fredericksburg Area Metropolitan Planning Organization
3304 Bourbon Street
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Mr. Christopher Zimmerman
Chairman
Northern Virginia Transportation Commission
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Mr. Michael May
Chairman
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192

Gentlemen:

Following three public hearings and a number of institutional requests, I am writing to update you on the status of the I-95/395 HOT lanes project.

As you know, the southern section of the HOT lanes project—from Rt. 610 (Garrisonville Road) in Stafford County south to Rt. 1 (Massaponax) in Spotsylvania County—is under environmental review. We expect to hold public meetings late this year and complete the environmental document in the Spring of 2010. Pre-development work is underway in the southern section.

The northern section of the HOT lanes project—from Eads Street in Arlington south to Rt. 610 in Stafford County—has cleared its environmental review and project development is proceeding. The main purpose of this letter is to update you on the status of the northern section, to highlight challenges and opportunities on that section of the project, and to create a framework for future discussions.

While current conditions in the credit markets affect virtually every infrastructure project in the country, we remain committed to achieving a commercial close for this project in late summer or early fall. The basic elements of that transaction will be made public at least 45 days prior to their execution.

As we have demonstrated with the Capital Beltway project, the business transaction is not the end of the project development process; it really is the beginning.

The advent of private financing and the use of design-build procurement have changed the way major projects are developed—not just in Virginia, but also in major urban areas across the country. The traditional process of developing projects in a linear path with a high degree of early engineering detail is being replaced

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Mr. Marty Nohe
Mr. Mark Dudenhefer
Mr. Christopher Zimmerman
Mr. Michael May
May 7, 2009
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with an ongoing process of project development. As the recent collaboration with Fairfax County on the Capital Beltway project demonstrates, this can be done in a constructive and positive manner. Through the Beltway process, we learned that some of the most pressing community issues are not traditionally addressed during the planning stages of the project and are best addressed later during the project development process when there is greater level of engineering detail.

The I-95/395 HOT lanes project provides a number of **opportunities** for the Commonwealth and the two planning regions:

- The HOT lanes project is part of an emerging network of managed lanes that will serve the major public and private job centers in the region. The combined project will enable a reliable single-seat ride in a managed facility from Garrisonville to Tysons Corner or to the Pentagon. Neither is possible today.
- Alongside the expanded HOV and slug options, the I-95/395 HOT lanes project will bring \$195 million in new and enhanced bus and transit services, including operating and maintenance costs for the services for 20 years. The Transit/TDM study has already identified several new services and the Bus Rapid Transit concept is under review by the Commonwealth and operators in the corridor. Another concept under review is increased direct bus service to the core employment centers in the District. Many of those trips today are accomplished by slugging to the Pentagon and entering Metrorail on the Pentagon campus. As a result, direct bus service may reduce Metrorail crowding and traffic congestion on the Eads Street Ramp and the Pentagon campus.
- The HOT lanes project will serve the nearly 90,000 Department of Defense current and committed employees at Quantico, Belvoir, Engineer Proving Grounds, Mark Center and the Pentagon. Several thousand more contractors also will work in the corridor. The attached graphic illustrates the importance of these improvements to these facilities.
 - These HOT lane investments are a strong statement that the Commonwealth and the two planning regions are committed to retaining and expanding Department of Defense employment and contracting in the I-95/395 corridor. This employment corridor is among the most important in the Commonwealth and the Metropolitan Washington area.
 - Previous collaboration with the Department of Defense has led to highly effective demand management programs at the Pentagon. Early discussions indicate that the I-95/395 HOT lanes project could become the spine for coordinated demand management practices throughout the entire corridor—a potential model for the entire country.
 - Shared bus services among the Commonwealth, regional and local transit providers, and the Department of Defense are a long-term possibility, with potential savings for all parties. The Department of Defense, for example, operates nearly 300 shuttle and bus trips a day in the region.

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- Direct access from the HOT lanes into the Mark Center and the Engineer Proving Grounds could substantially reduce current and future congestion at the Seminary Road and Fairfax County Parkway interchanges.
- With Virginia and U.S. statutory requirements and contractual guarantees in the comprehensive agreement, the I-95/395 HOT lanes will allow HOV and slug usage to grow with demand. The northern phase will incorporate approximately 3,000 new commuter parking spaces, a 25% increase. The project team is working directly with Fairfax County, Prince William County and FAMPO to identify those commuter parking sites. In addition, the final comprehensive agreement will ensure there will be no financial or operational disincentives to HOV and slug usage. The combination of supportive bus service and expanded commuter parking will continue this corridor as one of the strongest HOV corridors in the country and also extend that travel option into the Beltway corridor.
- The HOT lanes project fulfills the nearly two decades of regional planning commitment to expand the reversible I-95/395 facility from two to three lanes.
- The I-95/395 HOT lanes project will allow the Commonwealth to manage finite capacity as the I-95 highway facilities approach build out. We must protect that capacity or it will be overwhelmed by latent and induced demand.
- The extension of the I-95/HOT lanes from Dumfries to Garrisonville will eliminate the worst evening bottleneck in the two planning regions. This portion of the project will provide significant benefits to users of the HOT lanes and to the general purpose lanes.

While the I-95/395 HOT lanes project provides a number of opportunities, it also presents a number of **challenges** to the Commonwealth and the two planning regions. These concerns have been consistently voiced by several governmental entities and were heard loud and clear during the design public hearings:

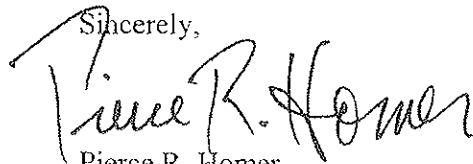
- The local impacts of the HOT lanes project are potentially very significant. As we did on the Beltway project, we are working through each of the major local issues as the project advances. For example, we are working directly with the Pentagon to address their circulation and security concerns, to be followed by a similar dialogue with Arlington County about operational and access issues. These operational and access issues will need to be resolved before the physical HOT lanes configuration at Eads Street is finalized. The Garrisonville Road interchange will pose different but equally challenging issues. At the other end of the spectrum, direct access into the Mark Center site could help reduce existing congestion at the Seminary Road interchange. While no one can affirmatively say the local impacts have been or will be fully mitigated, we can say that there is a process in place to identify and address these very real local concerns.
- The reduced lane and shoulder widths do present challenges in certain locations. However, much of the interstate system in Northern Virginia has similar characteristics, and the long range plan has contemplated a three-lane, reversible facility for nearly two decades. Acquisition of additional rights-of-way is practically impossible due to extraordinary costs and community impacts. When more complete

Mr. Marty Nohe
Mr. Mark Dudenhefer
Mr. Christopher Zimmerman
Mr. Michael May
May 7, 2009
Page 4 of 4

design details are available, the project team will work through several operational scenarios with transit operators in the corridor.

- The operational concerns of both HOV users and transit operators are real and understood. The final comprehensive agreement will contain operational performance standards. There are suggestions for various travel speeds inside and outside the Beltway, while others have suggested a broader standard based on moving people rather than vehicles. All these suggestions have merit, as well as consequences.
- The continuing need for better HOV enforcement is an ongoing issue, and we have made some headway since 2002 when HOV violation rates approached 40% in this corridor. Violation rates are now about half what they were in 2002. The private HOT lanes operator is subject to the same laws as state agencies. Unless the General Assembly provides additional enforcement tools, the HOT lanes operator will continue to use conventional HOV enforcement tools, perhaps augmented by mobile EZ-Pass readers to better identify HOV vehicles. These costs will be borne by the private operator.

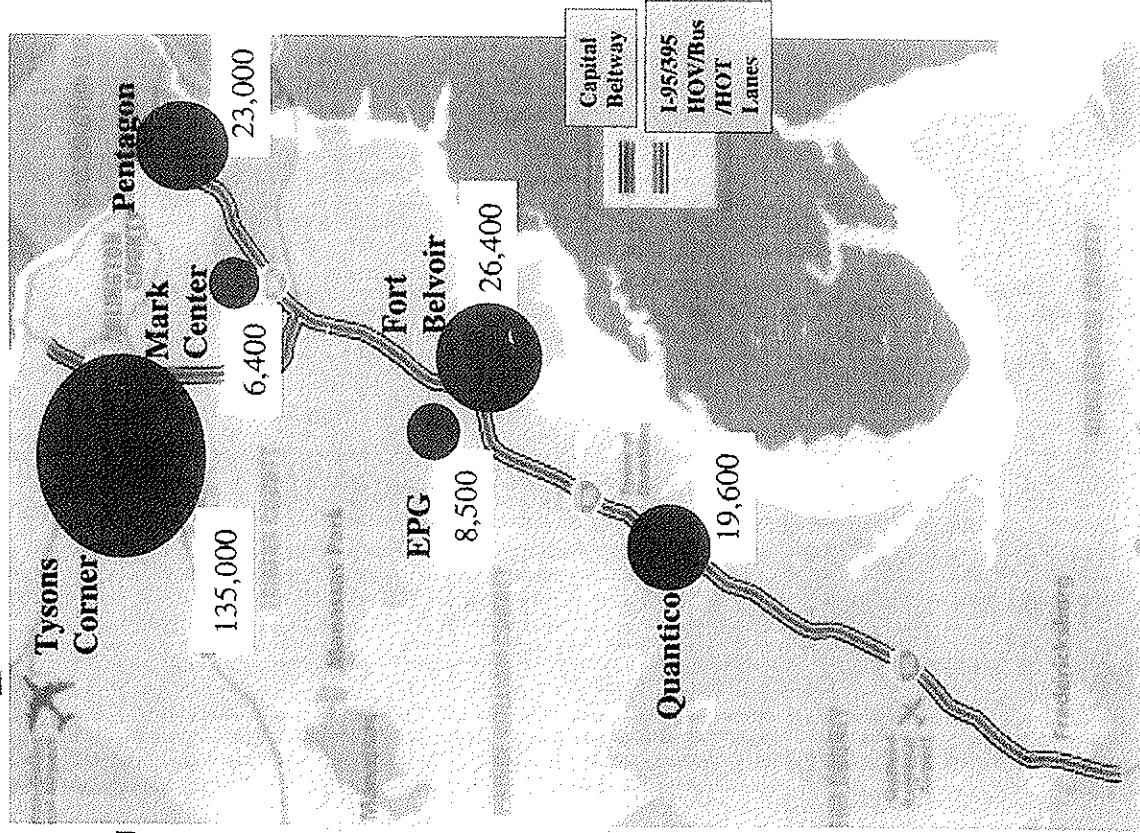
I have no doubt that this letter will prompt additional questions. It should. It should also serve to remind all of us of the significant opportunities for public benefit presented by this project, as well as the very hard work before us in addressing local traffic impacts, transit operations, performance standards, and HOV enforcement. We look forward to addressing these and other issues in the coming months, but most importantly we look forward to improving transportation services in the I-95/395 corridor.

Sincerely,

Pierce R. Homer

Attachment

Cc: David S. Ekern
Charles Badger
Young Ho Chang
Barbara Reese

I-95/395 HOT Lanes serve current and future military bases



The I-95/395 is an important and unique corridor because it serves current and future military bases.

It serves five military bases:

- Pentagon
- Mark Center at Seminary Road
- Fort Belvoir
- Engineer Proving Ground
- Quantico

Combined they employ 84,000 people.

Rick Taube

From: Alfred Harf [aharf@omniride.com]
Sent: Friday, June 12, 2009 1:07 PM
To: Badger, Charles; Benson, Jean; Caddigan, Maureen; Covington, Wally; Crisp, Harry; David Awbrey; Ellis, Brad; Hill, Corey; Jenkins, John; Jones, Frank; Jones, Frank; Kelly, Matthew; LaMarca, Peter; Lasch, Lorraine; Lingamfelter, Scott; May, Michael; Milde, Paul; Miller, Jackson; Naddoni, Suhas; Nadonni, Suhas; Nohe, Marty; Parrish, Hal; Potvin, Brian; Preli, Sorine; Principi, Frank; Puller, Toddy; Schwartz, George; Stewart, Corey; Stirrup, John; Way, Jonatha; Wren, Bill; Wren, Bill
Cc: Rick Taube; tom.biesiadny@fairfaxcounty.gov; tgalliani@arlingtonva.us; rcanizales@pwcgov.org; dfenton@pwcgov.org; tblaser@pwcgov.org; aromanello@co.stafford.va.us; brcameron@fredericksburgva.gov; robinson@gwregion.org; Althea Evans; Betsy Massie; Doris Lookabilli; Eric Marx; Joyce Embrey
Subject: FW: Updates from TheNewspaper.com

FYI

From: noreply+feedproxy@google.com [mailto:noreply+feedproxy@google.com] **On Behalf Of** TheNewspaper
Sent: Friday, June 12, 2009 1:00 PM
To: Alfred Harf
Subject: Updates from TheNewspaper.com

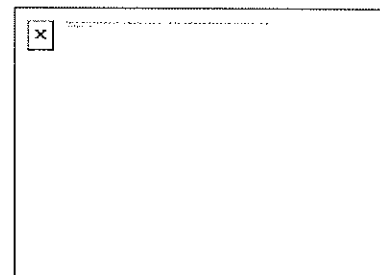
Updates from TheNewspaper.com



Fitch Ratings Forecasts the Need for Massive Toll Increases

Posted: 12 Jun 2009 01:07 AM PDT

A major credit rating agency yesterday released a report **reinforcing a negative outlook** on the financial stability of the toll road industry. Fitch Ratings analyzed the performance of forty US toll road facilities during 2007 and 2008. It predicted that the roads would not see a recovery from the recession until 2011 at the earliest and that motorists would be paying more money in tolls as a result.



"Fitch expects the cost of highway travel to increase in real terms -- something that generally hasn't happened in the US historically," the report stated. "In other words the days of declining real toll rates may be gone. And while beneficial in the near term, higher toll rates over time could present challenges in the next downturn as the value of a low toll rate has borne itself out in this recession."

The report emphasized how industry performance is at an all-time low. Traffic on thirty-three toll facilities dropped 4 percent in December 2008 compared to 2006 -- the largest such plunge since data was first collected in 1970. Revenue did not fall as sharply as traffic because most of the toll roads introduced sharp rate hikes to cover losses. During the same period, stand-alone toll road revenue dropped only 1.5 percent. For some roads, that may not be enough.

"Most toll facilities have debt-service obligations that grow to varying degrees over the next several years, so

anything more than a temporary decline in revenue would be problematic," the report explained. "Several facilities within the dataset have actually raised rates and shown little to no revenue growth -- indicating that they are already maximizing revenue and, at least for the near term, have no real ability to stem the losses. These assets also have a growing debt burden and, not coincidentally, they have the lowest ratings."

Turnpikes, on the other hand, used their "near monopoly position" to boost rates on drivers so much that revenue increased 4.3 percent even though traffic plunged 6.4 percent. The New Jersey Turnpike, for example, raised driving costs by fifty percent. Still, no matter how high the rates are now, tolls will likely increase yet further after the economy recovers.

"Many of the toll increases put in place over the last year are funding essential system rehabilitation and/or expansion," Fitch stated. "As a result, while revenue trends have outperformed traffic, more debt is being taken on -- pushing the day of reckoning out a few years. It is Fitch's view that traffic will remain stagnant over the next few years as the economy struggles to regain its footing and toll increases beyond those planned for will likely be needed on many facilities to maintain financial flexibility in the face of growing debt service."

Fitch used the threat of rating downgrades to compel toll roads to make the desired toll hikes. A bad credit rating increases the cost of financing and could seriously harm the financial viability of a highly leveraged toll deal.


"To the extent individual facilities do not cut back on capital or are politically unable to raise tolls, rating action could be taken," the report stated.

Overall, Fitch has downgraded or changed the outlook to negative on ten out of forty projects since its August report. Only two facilities improved. **Source**



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AGENDA ITEM #4

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: Bus Rapid Transit Stimulus Funding Application

TPB's Scenarios Task Force is coordinating an ambitious application for up to \$300 million of discretionary federal stimulus funding for a regional BRT network. Proposals are due September 15, 2009 and federal selection criteria have been released. These criteria are being used by local/regional staff to evaluate candidate routes for the regional proposal. Whatever is included must be completed by September 2012. A draft project list is expected in June and the final is due July 15th.

This will likely be NVTC's final opportunity to comment further on the proposal—although it may be possible to do so at NVTC's September 3rd meeting. A copy of NVTC's earlier action in support of the application is attached for your information.

NVTC staff has no comments to recommend at this time but commissioners may wish to recommend comments during this discussion item.

A Regional Priority Bus Conference was held on June 24th. A copy of the program is attached and additional highlights will be discussed.

Among the pertinent observations at the priority bus conference:

- A three mile per hour increase in average bus speed can increase capacity by 30 percent;
- On some priority bus routes in this region and around the country, one percent of the vehicles (buses) carry eight percent of the person trips;



- There may be a pattern of successful busways being opened first to HOV and ultimately to single-occupant vehicles, thereby defeating the purpose of the original investment;
- People have viewed highways in terms of performance, referring to levels of service A through F. On the other hand, transit service is often viewed in terms of its level of subsidy (operating revenues relative to operating costs).
- While determining regional priorities for rail and BRT, equity considerations require upgrading core bus services to provide access to economic opportunity. For example, rail has greater frequency of service and operates on weekends while many bus routes have lengthy headways and don't even operate on weekends.

Senator Barker's SJR 122 Joint Subcommittee reconvened on June 17th. It heard presentations from Secretary Pierce Homer (described below) and Arlington's Steve Del Giudice (about the Columbia Pike Streetcar Project).

Secretary Homer emphasized the need for a dedicated, sustainable source of funding for rail passenger and transit operating expenses. The lack of such operating funding will be an impediment to any plans for expanded BRT services. He emphasized the 84,000 plus jobs at the several military bases in the I-95/395 corridor, not counting the many supporting jobs. This helps to make this corridor the backbone of Northern Virginia's economy. He showed that Seminary Road is a major location for access, which increases the importance of finding a direct access route into Mark Center.

Regarding the state transportation six-year program, he pointed out that \$3 billion of bonds initially anticipated over 10 years has shrunk to \$2.2 billion and even the first sale can't occur until calendar 2010 if insurance proceeds warrant. It may be time to consider stepping back from bonds entirely to a pay as you go approach. Without continuing drastic cuts in VDOT's budget, including large layoffs, federal funds may not all be matched. And if federal highway funds are not available to reimburse Virginia (because of deficits in the Federal Highway Trust Fund), then the commonwealth will be in even more serious trouble. A copy of his presentation is attached.

The SJR 122 subcommittee will meet three times this year: early September, October and in November after the elections.

AGENDA ITEM #4

Proposed statement on the Regional Bus Transit Initiative:

1. The Transportation Planning Board of the National Capital Area, led by its Scenario Study Task Force, is working in cooperation with WMATA to develop a regional priority bus network that will accommodate a family of bus services, ranging from local bus routes and circulators, up to long-distance express bus routes operating on the regional High Occupancy Vehicle and freeway system;
2. This network would include running-way improvements that improve the speed and reliability of bus service that benefit Metro and other transit service providers such as bus lanes and roadway improvements, and which could facilitate the institution of bus rapid transit (BRT) service;
3. A key part of this initiative is an effort to develop a proposal for a regional grant application for funding under the federal American Recovery and Reinvestment Act that would, if successful, allow for the implementation within the next two-to-three years of the first segments of such a regional network.

Accordingly, the Northern Virginia Transportation Commission:

- a) Endorses this regional initiative to develop a priority bus network;
- b) Endorses the effort for submission of an application for a competitive grant as provided by ARRA;
- c) Notes the existence of transit-advantaged facilities in two existing corridors, both of which have been identified as desirable locations for BRT or some form of enhanced bus service, making them strong candidates for inclusion in the final application.

OPPORTUNITIES FOR PRIORITY BUS TRANSIT IN THE WASHINGTON REGION
*A One-Day Conference on Providing New Transportation Choices through Transit
Prioritization Strategies*
*Sponsored by the National Capital Region Transportation Planning Board
with support from the Federal Transit Administration*

Washington Plaza Hotel, Washington, DC
Wednesday June 24, 2009

Purpose

This workshop is designed to support the region's transportation planning efforts by bringing together key stakeholders to learn about options for prioritizing bus transit and building consensus for a regional priority bus network.

Background

The Washington region has a very successful public transit network, consisting of the world-class Metrorail system complemented by commuter rail systems and by regional and local bus systems which combine to support the regional core and dense activity centers.

To ensure continued success and provide greater levels of transit service, challenges to existing bus service must be addressed. These challenges include traffic congestion, overcrowding, schedule adherence, and reliability. Priority bus treatments can improve the capacity and efficiency of bus service.

The Washington region currently has numerous high performance bus projects under development or implementation. These include WMATA's proposed Priority Corridor Network, the District of Columbia's K Street Busway, express bus enhancements as part of the Shirley Highway HOT Lanes project, the ICC Enhanced Transit Plan and a series of existing and planned intermodal transit centers. Funding for many of these projects is uncertain, as state and county budgets have been tightened due to the current economic situation.

At the same time, the American Recovery and Reinvestment Act (ARRA) will provide the region with hundreds of millions of dollars in formula funding, as well as the opportunity to seek discretionary funding under a new multimodal program. The members and staff of the Scenario Study Task Force of the National Capital Region Transportation Planning Board (TPB) are developing a plan for the first phase of a regional enhanced bus network, with the intention of seeking funding for this plan through the new discretionary multimodal program.

Organization

The workshop will be one full day. First, participants will learn about plans and prospects for priority bus transit in the region and examples of where similar projects have been implemented around the country. Then, stakeholder groups, transportation agency heads and local officials will discuss strategies and potential challenges related to providing priority bus transit in the Washington region.

OPPORTUNITIES FOR PRIORITY BUS TRANSIT IN THE WASHINGTON REGION
*A One-Day Conference on Providing New Transportation Choices through Transit
Prioritization Strategies*
*Sponsored by the National Capital Region Transportation Planning Board
with support from the Federal Transit Administration*

Washington Plaza Hotel, Washington, DC
Wednesday June 24, 2009

1 Registration and Continental Breakfast 8:00 AM

2 Welcome and Introduction 8:30 AM

- Charles Jenkins, Frederick County Commissioner and Chair, Transportation Planning Board (TPB)
- Harriet Tregoning, Director, DC Office of Planning and Chair, TPB Scenario Study Task Force

Conference participants will be welcomed by the current chair of the TPB and learn about the scenario planning efforts at the TPB, including the evaluation of a regional priority bus transit network.

3 The Role of Bus Transit in the Regional Transportation System 8:45 AM

- Howard Benn, Montgomery County RideOn and Chair, TPB Regional Bus Subcommittee

This session will review the present role of bus transit in the regional transportation system, and explore potential future roles that buses can play in increasing regional mobility and shaping urban spaces.

4 Examples of Priority Bus Transit in the United States 9:15 AM

- William Vincent, Breakthrough Technologies Institute, Moderator
- Metro Rapid/ Metro Rapid Express: Chun Wong, PE, Transportation Engineer, City of Los Angeles
- Busways: David E. Wohlwill, AICP, Manager of Extended Range Planning, Port Authority, Pittsburgh
- Bus Rapid Transit: Mike Schipper, Deputy General Manager for Engineering/Planning and Project Management, Greater Cleveland Regional Transit Authority
- Bus On Shoulder (BOS) Operations: Craig A. Lamothe, AICP Senior Project Manager, Urban Partnership Agreement; Manager, Facilities Planning, Metro Transit, Minneapolis
- Buses on Managed Lanes: Richard J. Lobron, Consultant, Director for Strategic Technologies, METRO (Metropolitan Transit Authority of Harris County, Houston, Texas)

This session will provide a survey of different priority bus strategies currently employed in different locations across the United States. Questions to be explored include: Which prioritization strategies are appropriate for different facilities and different land uses? What successes and challenges have other cities experienced when implementing high-quality bus transit services?

Break

10:45 AM

5 Perspectives from Stakeholder Groups

11:00 AM

- Ronald F. Kirby, Transportation Planning Board, Moderator
- Robert Grow, Greater Washington Board of Trade
- Stuart Schwartz, Coalition for Smarter Growth
- Robert Dunphy, Urban Land Institute
- David Alpert, WMATA Riders' Advisory Council, GreaterGreaterWashington.org
- Larry Martin, TPB Citizens Advisory Committee, Sierra Club
- Rod Lawrence, Managing Director, The JBG Companies

This session will explore different stakeholder groups' perspectives on prioritizing bus transit. Questions to be explored include: Can buses be perceived as providing high-quality, environmentally friendly transit? Can investments in bus transit facilities encourage transit-oriented development around station areas? How does the construction of bus lanes affect service levels for other roadway users? Will the benefits of prioritizing bus transit outweigh the perceived costs?

Lunch, Keynote Speaker

12:00 PM

Roy Kienitz, Under Secretary of Transportation for Policy, US Department of Transportation

6 Prioritizing Bus Transit in the Washington Region

1:30 PM

- Nat Bottigheimer, Washington Metropolitan Area Transit Authority (WMATA), Moderator
- John Catoe, General Manager, WMATA
- Gabe Klein, Director, District Department of Transportation
- Neil Pedersen, Administrator, Maryland State Highway Administration
- Michael Harris, Transit Project Coordinator, Virginia Department of Rail and Public Transportation

This session will engage state agency officials in a discussion about the practical realities of implementing running-way improvements and other priority treatments for buses. Questions to be explored include: Can currently planned road improvements provide benefits to buses as well as private vehicles? Can funding from existing highway programs be used to implement priority bus transit projects? How would DOT and transit agency staff manage planning for bus prioritization projects?

Break

2:45 PM


7 Achieving Regional Consensus for Priority Bus Transit 3:00 PM

- Chris Zimmerman, Arlington County Board, Moderator
- Marc Elrich, Montgomery County Council
- Phil Mendelson, DC City Council
- Catherine M. Hudgins, Fairfax County Board
- Vic Weissberg, Prince George's County Department of Public Works and Transportation

This session will provide opportunities for TPB members to discuss the political realities of prioritizing bus transit in their jurisdictions. Questions to be explored include: Will priority transit reduce operating costs for agencies? How will the benefits and burdens of prioritizing bus transit be distributed? What indirect benefits would result from prioritizing bus transit? How can these benefits best be communicated to the public?

8 Adjourn







4:15 PM



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation in Virginia

Pierce R. Homer
Secretary of Transportation
June 2009



Overview

- **Current Economic Situation**
- **Recovery Act**
- **Transit/Rail Status**
- **PPTA/Northern Virginia Transit/Bus**
- **Highway Needs and Funding**
- **Future Priorities**

Current Trends in Virginia

- TEUs at Port of Virginia down 22.1% in April 2009 compared to April 2008
- Diesel tax collections are down 14.5% in April 2009 compared to April 2008
- Motor vehicle sales tax collections are down 28.2% in April 2009 compared to April 2008
- Recordation tax revenue estimates for FY10 are down 47% from 2007 estimates
- Original vehicle registrations are down 11.4% in April 2009 compared to April 2008
- Virginia's air carrier capacity is down more than 12%
- Latest Congressional Budget Office estimate predicts \$13.5 billion reduction in federal funds – a 33% decline

3

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ARRA Transportation Projects in Virginia

• Transit Projects	\$116.1 million
• Enhancement	\$20.8 million
• BRAC	\$96.0 million
• Structurally Deficient Bridges	\$116.1 million
• Deficient Pavements	\$114.6 million
• Rail Projects	\$61.7 million
• Additional Highway Projects	\$122.9 million
• Urban MPO Projects	\$117.8 million
• Unallocated Balance	\$44.6 million
• TOTAL	\$810.6 million

4

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Major ARRA Projects in Northern Virginia

- WMATA, VRE, PRTC transit capital
- Fairfax Parkway
 - Fair Lakes Interchange
 - BRAC segments 3 & 4
- Manassas Route 28 Rail Crossing
- Route 50/Courthouse Road Interchange
- Deficient Pavements
- Local Decisions

5

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Three Year Comparison of Transit and Rail Six Year Program

	FY 08 - 13	Revised FY 09 - 14	FY 10 - 15
Public Transit	\$ 1,780	\$ 1,833	\$ 1,739
Rail	287	260	242
Dulles Metrorail	799	822	46
Total	\$ 2,866	\$ 2,915	\$ 2,027

(Figures in millions)

6

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Investments in Public Transportation and Travel Demand Management

- **Major transit projects in large urban areas that will improve mobility, generate jobs and promote economic development.**
 - Dulles Corridor Metrorail
 - Richmond Bus Rapid Transit Alternatives Analysis
 - Norfolk Light Rail
- **Start new transit service in Haymarket, VA**
- **New locomotives for VRE**
- **Metro Matters program (\$50 million annually)**
- **185 Buses for Transit and Human Service**
 - 154 replacement vehicles that will reduce maintenance costs and improve reliability
 - 31 vehicles that will improve upon existing services or be used for new services

7

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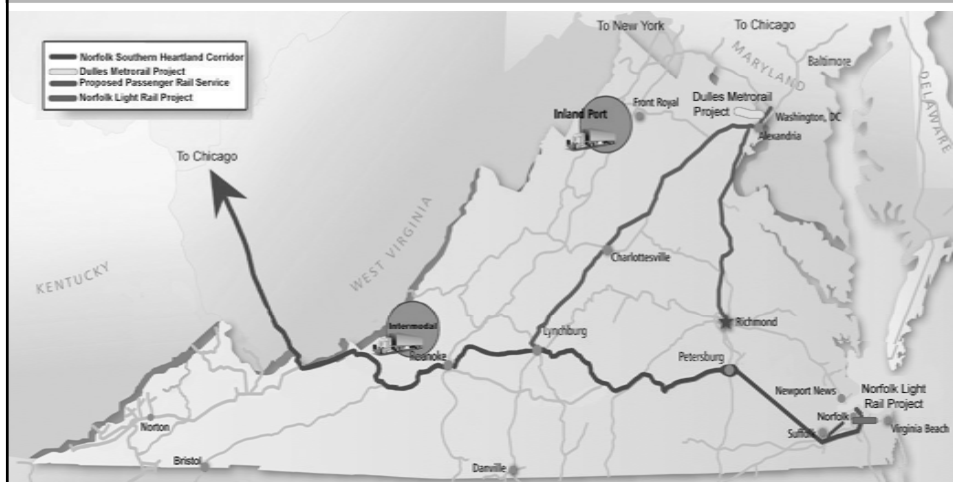
Rail Programs: Rail Enhancement Fund and Demonstration Projects

- **Includes \$217 million for 14 projects for freight and passenger rail needs over the six-year period**
 - Capital improvement in the I-95/I-64 and I-81/Rte. 29 rail corridors
 - Crescent Corridor and National Gateway freight intermodal initiatives
 - Intercity Passenger Rail, Virginia Port Authority, VRE Commuter Rail, and High Speed Rail initiatives
- **Pilot intercity passenger service for 3 years**
 - Lynchburg to Washington, DC
 - Richmond to Washington, DC
 - \$17.2 million in FY 10 – FY 12 for operational subsidy

8

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Major Transit and Rail Initiatives



9

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\$9 billion in Public Private Partnerships

	Construction complete	Phase Two underway	Reassigned from original private partner	Private Investment	Concession Agreement
Route 28	√	√		√ - tax district	
APM/Maersk Private Port Terminal	√			√ - equity and risk	
Coalfields Expressway			√	√ - equity and risk	
Pocahontas Parkway	√	√	√	√ - equity and risk	√
Jamestown 2007	√				
Route 288	√			√ - pavement risk	
Route 58	√	√		√ - risk	

10

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\$9 billion in Public Private Partnerships

	Construction complete	Next Phase underway	Reassigned from original private partner	Private Investment	Concession Agreement
Heartland Corridor				√ - equity and risk	
Dulles Rail				√ - tax district and risk	
I-495 HOT Lanes				√ - equity and risk	√

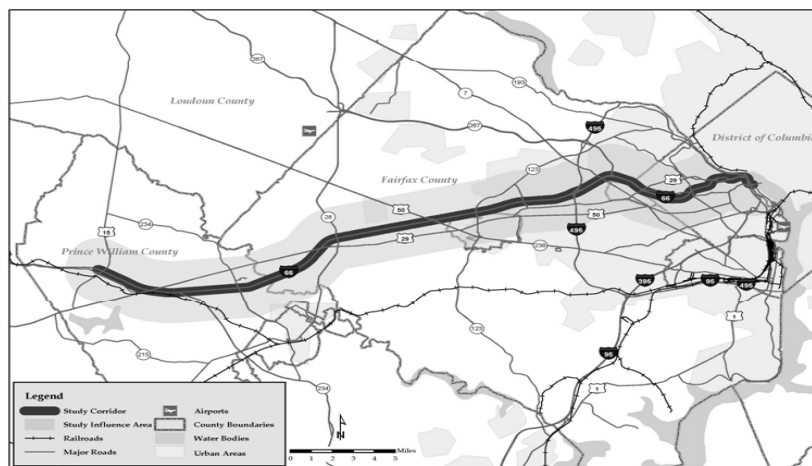
Three projects are under active P3 procurement - \$4 billion in construction

- I-395/I-95 HOT Lanes – studies indicate that tolls can support; environmental review complete
- Downtown/Midtown Tunnels/Martin Luther King Freeway Extension – Independent Review Panel appointed
- Route 460 – Detailed proposals sent to private sector December 2008

11

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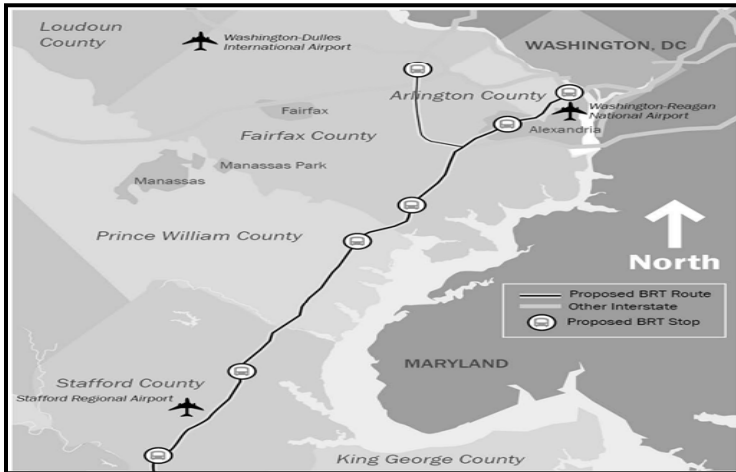
Study Corridor Map



12

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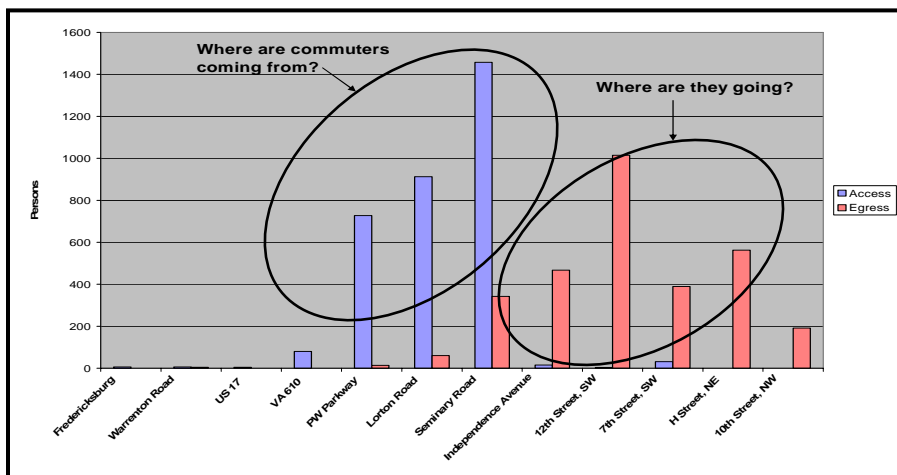
Station Location Studies



13

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Preliminary Forecast Overview Corridor Station Activity Summary- AM Peak



14

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Fiscally-Constrained Alternative Recommendation

\$137 million (Capital) / \$161 million (Operating – 20 yrs)

- **Service Modifications**
 - Bus frequency increases
 - Bus service extensions
 - Increase VRE train length on 3 trains to eight cars, and four trains to six cars.
- **New Services**
 - Shirlington to Rosslyn
 - Central Prince William to Downtown Alexandria
 - Kingstowne to Shirlington to Pentagon
 - Woodbridge to Lorton/Tyson's to Merrifield
 - Lake Ridge to Seminary Road Area
 - Fredericksburg to Pentagon/Crystal City
 - Fredericksburg to Washington, DC
 - Massaponax to Washington, DC
 - Lorton VRE Station to EPG/Ft. Belvoir (new shuttle)

15

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Fiscally-Constrained Alternative Recommendation

- **Facility Improvements**
 - **New and Improved Transit Centers:**
 - Pentagon Metrorail station
 - Franconia-Springfield Metrorail station
 - Massaponax Transit Center
 - **Four in-line BRT stations along HOT lane corridor**
 - **VRE Fredericksburg Line platform extensions - 4 stations**
 - **Increased overnight parking for VRE trains in Fredericksburg**
 - **Additional 3,750 park-and-ride spaces**
- **Enhanced and New TDM Programs**
 - **Capital assistance for vanpools**
 - **Enhanced Guaranteed Ride Home program**
 - **Financial incentives for vanpools and carpools**
 - **Rideshare program operational support**
 - **TDM program marketing support**
 - **Telework program assistance**

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INTERSTATE AND PRIMARY PAVEMENT CONDITION - 2008

\$1 Billion in immediate needs

PAVEMENT CONDITION	OPERATING CUMULATIVE DEMAND	OPERATING COLOR CODE
EXCELLENT	90 - 100	Green
GOOD	80 - 89	Yellow
FAIR	60 - 79	Orange
POOR	40 - 59	Red
VERY POOR	0 - 39	Dark Red

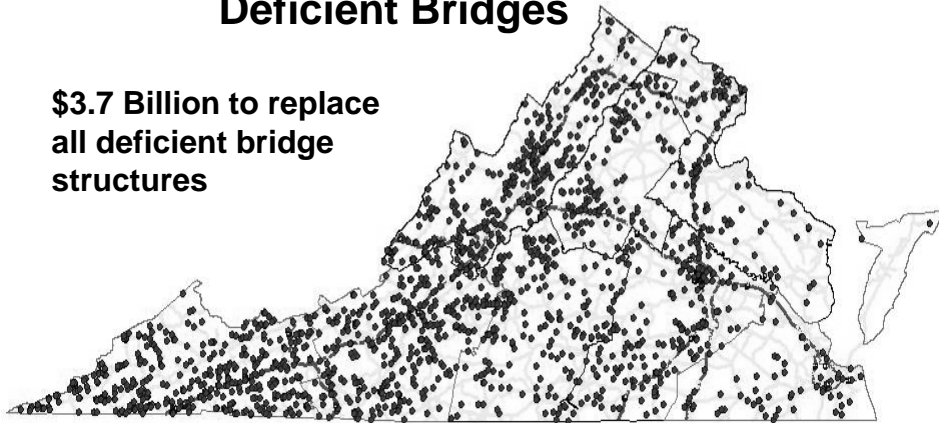


— Denotes pavement sections 1) not maintained by VDOT
2) overlapped with other sections 3) not owned
Note: Data was collected between December 2007 and March 2008



**Commonwealth Priorities:
Deficient Bridges**

**\$3.7 Billion to replace
all deficient bridge
structures**



Transit: State of Good Repair

- **DRPT in process of implementing asset management system to determine transit capital replacement needs**
 - Identifies vehicle and other asset replacement needs
 - Help improve fleet dependability and safety
 - Will consider capital backlog and annual needs
- **WMATA estimates its state of good repair needs to be \$7.1 billion in the next ten years**

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Total Draft Revised Six-Year Improvement Program

	Approved FY 2008-2013 Program	Approved FY 2009-2014 Program	Revised FY 2009-2014 Program	Draft FY 2010-2015 Program
Highway Construction	\$8.6 billion	\$7.9 billion	\$6.0 billion	\$5.5 billion
Rail & Public Transportation	\$2.9 billion	\$2.7 billion	\$2.9 billion	\$2.0 billion
Total	\$11.5 billion	\$10.6 billion	\$8.9 billion	\$7.4 billion

20

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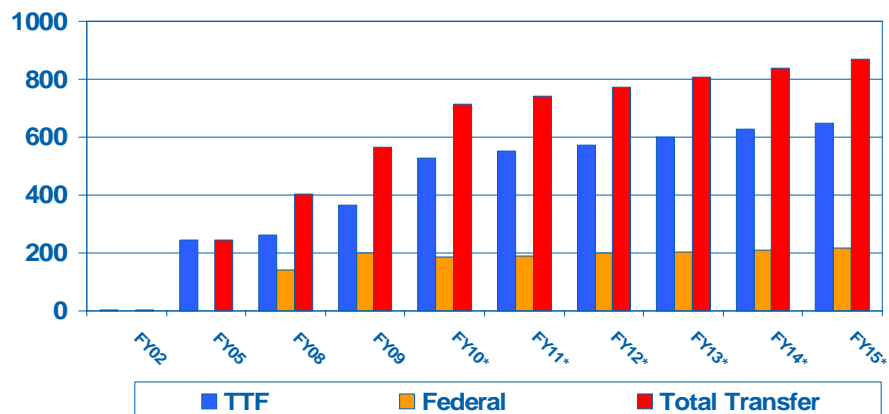
Highway Program

	FY 2008-2013	FY 2009-2014	Revised FY 2009-2014	Draft FY2010-2015
Interstate	\$2.1 billion	\$2.1 billion	\$1.4 billion	\$1.3 billion
Primary	\$2.0 billion	\$1.6 billion	\$1.3 billion	\$1.0 billion
Secondary	\$1.3 billion	\$1.0 billion	\$0.6 billion	\$0.5 billion
Urban	\$1.1 billion	\$0.8 billion	\$0.5 billion	\$0.4 billion
Federal Maintenance	\$0.9 billion	\$1.0 billion	\$1.2 billion	\$1.2 billion
MPO	\$0.6 billion	\$0.6 billion	\$0.5 billion	\$0.6 billion
Safety, Enh, Rail, Other	\$0.6 billion	\$0.8 billion	\$0.5 billion	\$0.5 billion
Total	\$8.6 billion	\$7.9 billion	\$6.0 billion	\$5.5 billion

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Six Year Program Funds Transferred to Highway Maintenance



* Estimate based on preliminary financial plan with 3% growth rate – growth rate has been 4% in recent years

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Transportation Revenues – HB3202 Bonds

- \$3 billion authorization over 10 years
- The current financial model projects \$2.2 billion over the next 10 years; first sale would not be until calendar year 2010
- Bonds may not be sufficient to fund all purposes envisioned by HB 3202; priority order in HB3202 is as follows:
 - 1) transit and rail capital
 - 2) federal match
 - 3) revenue sharing program
 - 4) priority projects
- Long term sustainability of bond program is an emerging issue

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Blueprint: 3-Pronged Approach

- **Construction**
 - Reductions over 6 years of \$2 billion – 72%
 - Refocused on Safety, Pavements, and Bridges
 - Elimination of state formula distributions
- **Organization and Staffing**
 - Reductions over 6 years of \$391 million – 15%
 - Implementation of organizational and staffing changes- 30% fewer facilities
 - Changes in the way VDOT uses the private sector
 - 1,000 classified and 450 wage layoffs
- **Services**
 - Reductions over 6 years of \$348 million – 13%
 - Reduced annual maintenance growth from 4% to 3% for FY 2010 – 2014
 - The average annual growth in maintenance payments to cities and counties will also be reduced from 4% to 3%
 - Mowing, rest areas, ferry service, safety patrol, etc.

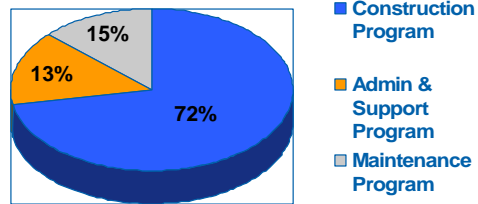
24

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VDOT's Blueprint for the Future

- **3 Parts to Blueprint**
 - Six-Year Program
 - Organization/Staffing
 - Services/Programs

**Reductions by Program
Over 6 years**



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Ability to Meet Future Priorities

	Today	Future
Maintenance of highways and transit	√	?
Match all federal funds	√	X
Economic Development	↔	X
Transit/Rail/Congestion Relief	↔	X
Bridge Repair, Replacement and Closure	↔	↔
PPTA/Congestion Relief	√	X
Multimodal Improvements	↔	X
Land Use/Transportation	X	?

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Risk Factors Moving Forward

- **Uncertain and rapidly declining federal transportation revenue situation**
- **Federal re-authorization**
- **Sustainability of HB3202 bonds**
- **Declining state revenues and ability to match federal funds**
- **Implementation of VDOT Blueprint reorganization**

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COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation in Virginia

Pierce R. Homer
Secretary of Transportation
June 2009





AGENDA ITEM #5

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: June 25, 2009
SUBJECT: Authorize Purchase of Mobile Data Terminals for Alexandria's Real-Time Bus Information Project

The commission is asked to authorize its executive director to spend \$37,288 of project funds to equip DASH buses with mobile data terminals.

NVTC is currently managing a contract with Strategic Mapping, Inc. to install a passenger information system on the Alexandria DASH bus system using a federal earmark. Alexandria DASH wishes to enhance this system with the addition of mobile data terminals on each of their 62 vehicles. These data terminals will allow the DASH drivers to better maintain schedules, monitor the passenger information system and will allow for the broadcasting of alerts and emergency notifications.

The total cost of the mobile data terminals is \$37,288, which will be paid out of existing project funds. At least forty-four percent of the additional funds will go to purchases from DBE firms.





AGENDA ITEM #6

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: Status of GEORGE Bus Service

Arlington's ART is set to take over operation of Falls Church's GEORGE bus system on July 6th. An operating agreement will be signed between those two parties, and NVTC will be relieved of its responsibilities to take ownership of the buses even if Arlington ceases to operate them. On the advice of a Federal Transit Administration (FTA) official, supported by legal counsel, Arlington will now be responsible instead of NVTC. Arlington has agreed.

Based on this advice from FTA, NVTC's executive director wrote to WMATA to accomplish the transfer of the four buses directly from WMATA to Arlington. A copy of the letter is attached for your information. A description of the advice from FTA is also attached.

Effective July 6th the new fare for GEORGE will be \$1.00, up from 50-cents currently. Prior to this decision the Falls Church City Council requested additional information from NVTC staff on the likely customer response to higher fares. A copy of NVTC's staff paper on the subject is attached.





June 19, 2009

Chairman
Hon. Christopher Zimmerman

Vice Chairman
Hon. Catherine M. Hudgins

Secretary/Treasurer
Hon. William D. Euille

Commissioners:

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

Arlington County
Hon. Mary Hynes
Hon. Jay Fisette
Hon. Christopher Zimmerman

Fairfax County
Hon. Sharon Bulova
Hon. John Foust
Hon. Pat Herrity
Hon. Catherine M. Hudgins
Hon. Jeffrey McKay

City of Fairfax
Hon. Jeffrey C. Greenfield

City of Falls Church
Hon. Daniel Maller

Loudoun County
Hon. Kelly Burk

**Virginia Department of Rail
and Public Transportation**
Charles M. Badger

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

Executive Director
Richard K. Taube

Mr. Milo Victoria
Assistant General Manager—Bus Services
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington DC 20001-2693

Dear Mr. Victoria:

The current WMATA operating agreement (expiring June 30, 2009) for GEORGE bus service in the city of Falls Church provides the Northern Virginia Transportation Commission with the right to repurchase the four buses used for this service from WMATA when the Authority ceases to operate them. It is my understanding that Falls Church does not intend to renew the current WMATA operating agreement when it expires and that the city intends to execute an operating agreement with Arlington County.

Based on advice from the Federal Transit Administration, NVTC wishes to facilitate the direct transfer of the title to the four GEORGE buses from WMATA to Arlington County. Accordingly, NVTC waives its rights in the current WMATA operating agreement to repurchase the buses and requests that WMATA sign over the title to the four buses directly to Arlington County in a manner that will permit continuous operation of GEORGE bus service within Falls Church as the operator of the service shifts to Arlington from WMATA.

Please feel free to contact me with any questions.

Sincerely,

Richard K. Taube
Executive Director

MEMORANDUM

TO: Rick Taube
FROM: Adam McGavock
DATE: 6/19/2009
SUBJECT: Permanent Transfer of GEORGE Buses to Arlington County

In 2003, NVTC purchased four Thomas Built buses for the City of Falls Church, using a combination of federal and state funds. These buses were used for the Falls Church GEORGE Bus service. Falls Church contracted with WMATA to provide the service, and as a part of the operating agreement between Falls Church, WMATA, and NVTC, the buses were titled to WMATA for a nominal fee of \$1. The agreement stipulated that, at the termination of the operating agreement, NVTC would have the right to buy the buses back from WMATA for the same nominal fee of \$1. This provision was included to permit NVTC to meet its obligation to the Federal Transit Administration to keep the buses in service during their useful lives.

In June of 2009, Falls Church decided to terminate the operating agreement with WMATA, choosing instead to have Arlington Transit operate the GEORGE bus service. Accordingly, NVTC planned to re-purchase the buses from WMATA and assign the titles for the four buses to Arlington County, again for a nominal fee of \$1. NVTC intended to include a provision in the operating agreement between Falls Church and Arlington County and NVTC to allow NVTC to re-purchase the buses for the same nominal fee in the event the operating agreement was terminated. Again, this was intended to satisfy NVTC's obligation to FTA.

On June 10th, I contacted Karen Roscher of FTA's Region 3 office to discuss the federal interest in these buses. She referred me to staff of FTA's Headquarters office.

On June 15th, I spoke with Brian Glenn of the FTA Headquarters Office about the GEORGE Bus transfer of ownership. Mr. Glenn stated that FTA would prefer that NVTC not be included in the new operating agreement, and that NVTC should title the buses to Arlington County with no provision for buying them back. Mr. Glenn felt that there was no reason for NVTC to be a part of the agreement. He stated that because NVTC did not operate transit service, and had no facilities to park or maintain vehicles, there was no reason for NVTC to ever take ownership of the vehicles. Because Arlington County is a designated recipient for federal transit funds, and because Arlington Transit had the facilities to park and maintain the

vehicles, Mr. Glenn felt that the GEORGE buses would be best served under Arlington's ownership.

On June 16th, I informed Arlington County staff of FTA's directive regarding the ownership of the GEORGE buses. Arlington County staff agreed to take full ownership of the GEORGE buses, and to report them as a federally funded asset. Arlington, Falls Church, and WMATA staff all agreed to remove NVTC from the operating agreements.

Adam McGavock

From: Adam McGavock
Sent: Wednesday, June 10, 2009 1:24 PM
To: Karen roscher
Subject: Falls Church GEORGE Buses

Karen,

You may remember that I contacted you a few weeks ago to ask about the disposal of the FTA-funded GEORGE buses in the event that Falls Church decided to discontinue the service. Falls Church has now elected to change contractors, switching from WMATA to Arlington Transit (ART). The GEORGE buses are currently titled to WMATA, according to the operating agreement signed by NVTC, WMATA, and the City of Falls Church. WMATA 'leased' the buses from NVTC for \$1. We would now like to transfer the title of the buses to Arlington Transit, to begin service under the new provider. I was wondering if there were specific actions we needed to take in order to satisfy FTA. I assume we need to send FTA an official letter, but is there anything else you need to see? BTW, Arlington is now a designated recipient of FTA funds, so they should (I hope) be an eligible owner of the vehicles.

Any guidance you can offer is much appreciated.

Adam McGavock

From: Adam McGavock
Sent: Tuesday, June 16, 2009 8:39 AM
To: Brian.Glenn@dot.gov
Subject: Falls Church Buses

Brian,

I spoke with Karen Roscher this morning, and she said you would be dealing with my questions about the Falls Church Bus project.

WMATA has been running the Falls Church GEORGE bus service for the last six years, using the four buses that NVTC purchased with FTA funds. As per the operating agreement between NVTC, Falls Church, and WMATA, these buses have been titled to WMATA for a nominal fee (\$1). Falls Church, for financial reasons, now intends to contract with Arlington Transit (ART) to run the GEORGE bus service. We are in the process of finalizing the new operating agreement between NVTC, Arlington, and Falls Church. I have two questions:

Can NVTC direct WMATA to sign over the titles directly to Arlington Transit? Or does WMATA have to sign the vehicles over to NVTC, and then NVTC has to title the vehicles and sign over the titles to Arlington Transit?

Is there any documentation or official notification that FTA needs to see regarding this transfer of ownership? NVTC will retain the right to 'buy back' the buses for \$1 under the new operating agreement.

If you would like to call, I will be at my desk this morning, but I have a dental appointment in the afternoon. Your input and guidance is much appreciated.

Thanks,

Adam

Adam T. McGavock
Director of Planning
Northern Virginia Transportation Commission
V: (703) 524-3322 – F: (703) 524-1756
<http://www.thinkoutsidethecar.org/>

Adam McGavock

From: Adam McGavock
Sent: Wednesday, June 17, 2009 10:31 AM
To: Brian.Glenn@dot.gov
Subject: Falls Church GEORGE Bus

Brian,

Thanks again for the call yesterday, your guidance was very helpful in getting this resolved.

Arlington, Falls Church, and WMATA have agreed to remove NVTC from the operating agreements. WMATA is assigning the title for the four buses to Arlington County, and Arlington has agreed to take full ownership of the vehicles, with no provision for transferring that ownership back to NVTC. Arlington will treat the buses as an FTA-funded asset, as if they themselves had purchased the buses six years ago.

During our conversation, you mentioned something about Arlington referencing the federal grants used to purchase the buses. I wanted to make sure I understood your point, could you please re-state what you were saying? Is this something that needs to be added to the operating agreement, or is this just something for Arlington to do as a part of their ongoing management processes?

Thanks,

Adam

Adam T. McGavock
Director of Planning
Northern Virginia Transportation Commission
V: (703) 524-3322 – F: (703) 524-1756
<http://www.thinkoutsidethecar.org/>

Adam McGavock

From: Brian.Glenn@dot.gov
Sent: Wednesday, June 17, 2009 2:58 PM
To: Adam McGavock
Cc: Karen.Roscher@dot.gov; Nancy.Greene@dot.gov
Subject: RE: Falls Church Buses

Adam,

Attached is the grant VA-03-0062-03 that originally funded the buses. Arlington County should reference it in its inventory records for these buses.

Brian

From: Adam McGavock [mailto:Adam@nvtc.org]
Sent: Tuesday, June 16, 2009 8:45 AM
To: Glenn, Brian (FTA)
Subject: Falls Church Buses

Brian,

I spoke with Karen Roscher this morning, and she said you would be dealing with my questions about the Falls Church Bus project.

WMATA has been running the Falls Church GEORGE bus service for the last six years, using the four buses that NVTC purchased with FTA funds. As per the operating agreement between NVTC, Falls Church, and WMATA, these buses have been titled to WMATA for a nominal fee (\$1). Falls Church, for financial reasons, now intends to contract with Arlington Transit (ART) to run the GEORGE bus service. We are in the process of finalizing the new operating agreement between NVTC, Arlington, and Falls Church. I have two questions:

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Is there any documentation or official notification that FTA needs to see regarding this transfer of ownership? NVTC will retain the right to 'buy back' the buses for \$1 under the new operating agreement.

If you would like to call, I will be at my desk this morning, but I have a dental appointment in the afternoon. Your input and guidance is much appreciated.

Thanks,

Adam

.....
Adam T. McGavock

Director of Planning

Northern Virginia Transportation Commission

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Brian A. Glenn, PE
(202) 219-3562 office
(202) 219-3462 fax
(202) 306-0674 cell



CONSIDERATIONS IN DETERMINING
THE OPTIMAL FARE STRUCTURE FOR
THE GEORGE TRANSIT SYSTEM IN FALLS CHURCH, VIRGINIA

--JUNE 4, 2009--

Note: The views expressed in this paper are those of the staff of NVTC and have not been reviewed or approved by NVTC's board of directors.



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

Introduction

NVTC staff was invited by Falls Church staff to comment on GEORGE fare issues, at the request of the Falls Church City Council. Specifically, the question is what will happen to ridership on GEORGE if the fare is increased to \$1.35 (\$1.25 with a SmarTrip card), from its current level of 50-cents per trip. At the same time, off-peak service is likely to be eliminated.

As explained below, NVTC staff believes that the impact on GEORGE ridership of increasing the fare to \$1.35/\$1.25 could be significant since in combination with service reductions, ridership is certain to drop, possibly by 40 percent or more initially. Because average fares will more than double, even if ridership drops by 50%, passenger revenue will increase. The impact of reduced ridership can be mitigated with open communication with existing customers about the future of GEORGE, enlightened and enthusiastic promotion of GEORGE, excellent customer service, and reduced price passes and coupons for GEORGE users who may be especially sensitive to higher fares (e.g. students).

Whether it is wise to adopt a fare policy that will reduce GEORGE ridership from its already low levels will depend on the objectives, both short and long term, of the city. If the city wishes ultimately to build GEORGE into a vital resource, raising fares and driving ridership lower to preserve passenger revenue of less than \$20,000 may not be the best course of action.

Current GEORGE Fare Structure

The current one-way fare (peak and off-peak) is 50-cents per trip. With a Metrorail transfer the fare is free. Consequently, many GEORGE customers pay 50-cents for a round trip.

With ridership of about 70,000 in FY 2008, GEORGE was credited with just over \$18,000 in passenger fare revenues, or about 25-cents per trip.

The original GEORGE fare was 25-cents per trip as of January, 2003, which increased to 50-cents as of FY 2005.

Currently GEORGE's fare is lower than all other transit systems in the region, except for the King Street Trolley in Alexandria which is free. All other systems charge at least \$1.35 per trip (or \$1.25 with a SmarTrip card).

Recent Experience with Fare Increases

CUE in the city of Fairfax was the latest in Northern Virginia to increase its fares to match the others. In January, 2009, CUE fares rose to \$1.35/\$1.25 from the previous level of 75-cents (GMU students and faculty continue to ride free). Following this sharp fare increase ridership immediately dropped. In December, 2008, the month before the

increase, CUE ridership rose 16% above the level of December, 2007. But in January, 2009, ridership fell 10% compared to the previous January and each month thereafter has fallen below the same month in the previous year by five to 10 percent.

For the first six months of FY 2009 (before the fare increase), CUE ridership rose six percent. In the four months after the fare increase, ridership fell 7.3 percent. In this case, a fare increase (for CUE riders except GMU students/faculty) of at least 67 percent is associated with an initial reduction of ridership of just over 7 percent. Since free GMU student and faculty riders comprise over a quarter of CUE patronage, the impact on paying riders is somewhat higher than the 7 percent ridership reduction indicates (above 9%).

Characteristics of Current GEORGE Riders

MWCOG's 2008 Regional Bus Survey included 241 responses from GEORGE riders. Compared to all other Northern Virginia bus systems, GEORGE riders have the highest percentage of transferring to Metrorail (72%). Two-thirds of GEORGE riders receive SmartBenefits, by far the highest percentage. A third of GEORGE riders do not have a vehicle available for their trip, which is the lowest percentage. For GEORGE riders, 46% had incomes of \$100,000 or more, again by far the highest. Another 16% of GEORGE riders had incomes of \$20,000 or less, also the lowest.

These data suggest that GEORGE riders would be less responsive than average to fare increases, other things being equal.

Objectives for GEORGE

The optimal fare structure for GEORGE will depend on Falls Church's objectives, both immediate and longer term. For example, if an objective is to demonstrate that GEORGE can serve more customers than in the past, lower fares would be called for to increase ridership. If an objective is to minimize the city's subsidy (irrespective of state aid earned through NVTC), a higher fare should be charged. Focusing on environmental benefits or community image, the more GEORGE riders the better so lower fares would be beneficial.

Will the next several months serve as a test of the future viability of GEORGE? If so, an innovative fare structure might provide data to help develop a business plan for a rejuvenated GEORGE system. On the other hand, if GEORGE is being placed on life support until it can more conveniently be eliminated in the next city budget, then experimental fares and intensive promotions would be wasted effort.

Other Mitigating Factors

Wherever possible, it is desirable to cushion the impact of higher fares with corresponding improvements, such as introducing new buses, increasing service frequency, extending a route or initiating a major capital improvement program. This

gives riders the impression that they are receiving greater value for their increased fares. In the case of GEORGE, at least for the next year, higher fares would be accompanied by sharp service reductions. These two simultaneous negative actions could magnify the negative effect on ridership.

If GEORGE riders were given a clear picture of improvements that could be provided in the future, especially if riders showed loyalty to GEORGE, this could cushion the blow. Falls Church may wish to let riders know about the planned evaluation of GEORGE's future and announce that ridership in the meantime could be a determining factor.

An ongoing, inexpensive promotional campaign could inform all city residents and employers about the benefits of GEORGE.

Other customer amenities could include real-time bus arrival information available by cell-phone. NVTC successfully tested such a system, known as "MARTHA," on the GEORGE system earlier and is prepared to manage a full-scale implementation. ART also offers a web-based system known as "Connexionz Real Time" that could be implemented as an alternative to "MARTHA."

Published Research on Impacts of Fare Changes

The traditional Simpson-Curtin rule states that a one percent increase in transit fares will reduce ridership by 0.3 percent. This is an average and applies to relatively small changes. The elasticity value is -0.3 .

With an elasticity value less than 1.0, revenue will increase as fares are increased, because the additional revenue from each remaining passenger will outweigh the lost revenue from those passengers no longer riding because of the higher fare.

Applying this rule of thumb (incorrectly) to GEORGE one would predict a ridership reduction of 45 percent in response to the proposed fare increase of 150 percent (from 50-cents to \$1.25). The traditional rule of thumb cannot be applied to such a large fare increase, however.

Examining other relevant factors, users of GEORGE would be expected to be less responsive to a higher fare if they are: commuting to work versus shopping; traveling during peak hours versus off-peak; traveling on weekdays versus weekends; enjoying a higher family income; not possessing any alternative means of travel or having only relatively high cost substitute means of travel; attaching a high value to using GEORGE (e.g. to save fuel, improve air quality or reduce greenhouse gas emissions); paying a higher price of parking at the ultimate destination; perceiving a higher quality of GEORGE service (clean and quiet buses, friendly drivers, on-time performance); measuring the response in the short term (before an opportunity exists to find other alternatives); and if the initial fare is low.

Because most GEORGE users are transferring to Metrorail to complete their trips, factors related to Metrorail access also influence the sensitivity of GEORGE riders to GEORGE fares including parking availability and price at Metrorail access points.

For detailed empirical research results documenting these influences, please go to www.vtpi.org/tdm/tdm11.htm and www.vtpi.org/elasticities.pdf for an explanation of the relationship of transit ridership to factors such as fares.

Conclusion: Effects on Ridership of a Higher GEORGE Fare of \$1.35/\$1.25

In light of the considerations described above, it is most likely that the proposed fare of \$1.35/\$1.25 will have a negative impact on GEORGE ridership in the next year, possibly as little as a negative 20 percent (on top of at least a 20% reduction due to discontinued service). This is because most GEORGE riders have high incomes and use SmartBenefits. So, even though they mostly would be able to switch modes in response to a higher price, the economic impact will be minimal for many riders. On the other hand, service will be cut back considerably so ridership will be lost from that change as well.

To make it even more likely that ridership losses due to the fare increase will be contained, Falls Church could emphasize the impact of current ridership on the future of the GEORGE system, to motivate current and new riders to use the system or risk losing it altogether. The city should also initiate a well-thought out yet inexpensive marketing campaign to promote GEORGE, using “green” themes. Finally, to link the business and educational communities more closely to GEORGE, free or reduced fare coupons and passes should be provided to merchants and schools so that their customers and students could take advantage of GEORGE, especially during summer months. This could serve to mitigate the impact of higher fares, especially for groups more sensitive to price.

Another potential customer amenity for GEORGE is implementation of a real-time bus arrival technique. On the MARTHA system, customers can use their cell-phones to learn the arrival time of the next GEORGE bus at their bus stop. An alternative is ART’s web-based Connexionz service. These amenities would add some value to the service and help to justify an increase in the fare.



AGENDA ITEM #7

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube and Kala Quintana
DATE: June 25, 2009
SUBJECT: Employer Assistance for Commuters from Virginia's State of the Commute Survey

Introduction

On reviewing the findings of DRPT's 2007 Virginia State of the Commute Study, NVTC commissioners noted the shares of respondents reporting employer-provided commuting services. Statewide the share was 43%, with 51% in Northern Virginia and 40% in the rest of Virginia. More details about this result were requested, as well as a discussion about how to boost the share in Northern Virginia.

Possible Confusion in Responding to SOC Questions

Several slides are attached that give more details. In Slide 1, the types of employer-provided commuter services are shown. Northern Virginia's respondents were much more likely to cite employer-provided transit/vanpool subsidies (33%) than in the rest of the state (6%); on the other hand Northern Virginia respondents were much less likely to report employer-provided guaranteed ride home (GRH) programs (10%) than in the rest of the state (24%).

Slide 2 shows Northern Virginia's responses by jurisdiction, with 66% of Alexandria respondents and 63% of Arlington's reporting employer-provided commuter assistance. Fairfax County's share is at 48% and Loudoun County's is 47%

Unfortunately, these findings may reflect fundamental misunderstandings of who is providing the service. In Northern Virginia, the guaranteed ride home program of MWCOG is in fact available to virtually any commuter. In Slide 3 it can be seen that 30% of Northern Virginia's respondents are aware of the regional guaranteed ride home program. Only 10% of respondents in the rest of the state are aware of a regional GRH program. Respondents in different parts of the commonwealth may have varying understandings of not only the existence of the GRH program but also who actually provides it.



Slide 4 illustrates the level of confusion in Northern Virginia by showing that 91% of persons inside the Beltway believe their employers provide guaranteed ride home and only 7% correctly believe it is provided by Commuter Connections. Outside the Beltway, the respective percentages are 54% and 28%.

While respondents may not distinguish correctly between an employer-provided versus an employer-endorsed program, another pitfall in interpreting these responses includes the possibility that respondents may not be fully aware of the services offered by their employers and thus under report. The under reporting may vary among regions of the state.

The survey does confirm the effectiveness of employer-provided commuter services for those employees who actually use the services. The study reports that 17% of statewide respondents report using one or more employer-provided commuting benefits.

The statewide proportion of those who drive alone is higher among commuters whose employers do not provide commuter assistance (Slide 5). Where services are offered, 77% drive alone versus 88% when services are not offered. More than twice as much carpool/vanpool and transit use results when employers provide assistance.

More details are available for Northern Virginia in Slide 6. Inside the Beltway, when employer-services are not offered, 63% drive alone and 37% use alternative modes. Outside the Beltway the respective percentages are 79% and 21%. With employer services, inside the Beltway the shares shift to 53% and 47% versus 67% and 33% outside the Beltway.

Thus, the survey shows that employer-provided (or endorsed) commuter-assistance programs have a big pay off in less single-occupant driving. However, many commuters in Northern Virginia work outside their home jurisdictions (a third inside the Beltway and a quarter outside). This suggests the efficacy of regionally coordinated outreach.

Examples of the programs available in Northern Virginia are provided in the next section of this memorandum.

What Northern Virginia's Jurisdictions Are Doing to Promote Employer-Provided Commuter Services and other Related Programs.

An informal phone and e-mail polling of NVTC's jurisdictions revealed that the GRH program, along with the various other TDM programs available to commuters, are heavily promoted within each jurisdiction in partnership with MWCOG.

Arlington County's CommuterPage.com and its Arlington Transportation Partners (ATP) <http://www.commuterpage.com/atp/> have outstanding programs. Arlington Transportation Partners is a **FREE** service for Arlington employers and residential communities provided by Arlington County Commuter services.

ATP provides a range of services and materials for employers and hosts regular events for employers to keep them abreast of the various benefits and tools available to them and their employees.

Other jurisdictional partners also have excellent TDM programs in place.

- WMATA reports that they have 423 federal agency partners covering approximately 170,000 federal employees and 5,000 private sector partners with 115,000 employees.
- Loudoun County and PRTC are both taking over the administration of employer-outreach from VDOT on July 1, 2009.
- PRTC reports work with 165 employer sites that each have 100+ employees. Employers are contacted on an annual basis by a contractor. They focus specifically on Old Town Manassas, the Potomac Mills area and the Innovation Corridor in Manassas.
- Due to small staff size, the cities of Fairfax and Falls Church report that they do not have active TDM programs and rely on the work of the local county partners and MWCOG to get the word out to their residents about TDM programs.
- Fairfax County maintains a database of about 1,100 employers, mainly those with over 100 employees. The county also collaborates with several TMA's such as TAGS, DATA, LINK and Tytran. Over 345 employers have implemented commuter assistance programs and over half of those do so at a very significant level. The county's program has reached 100 new employers and 50,000 employees this year.
- MWCOG's Commuter Connections Regional Employer Database includes contacts generated by localities and verified by MWCOG staff. These data are presented each quarter in the Commuter Connections Progress Report. Every three years the data are used to verify the regional TERMS (Transportation Emission Reduction Measures).

Challenges for the TDM programs include:

- Keeping up with and providing quality customer service to employers and employees (WMATA)
- Limited public transportation options for commuters traveling from the west. Ample free parking, no HOV lanes and few companies offering transit benefits make vanpool formation difficult. Measurement is also difficult. (Loudoun Co)
- Ample free parking, painless local commute, inaccurate database information on employers, business failure and reorganization makes contacting the right individuals difficult. Branch offices located outside of the immediate area can be difficult to convince to provide transit benefits. (PRTC and Prince William Co.)
- Convincing growing numbers of employers to participate during challenging economic conditions. Maintaining up to date contact lists. (Fairfax County)

Successes include:

- Growing the programs with transit and van pool trips paid for in advance by employers (WMATA)
- 23 on-site outreach events in FY09 and Bike to Work day promotion (Loudoun Co.)
- PRTC's extensive bus service offerings. Guaranteed Ride Home (GRH) expectations are consistently met. Cold calling is met with responsiveness by employers. Cooperation with other jurisdictions and the regional nature of the existing programs have been an asset. (PRTC and Prince William Co.)
- Using the "green" message works, as does stressing health benefits of an easier commute and documenting monetary savings. Employee density plots are an effective tool with large employers. A county program of 50% match for six months and Van Start/Van Save and Telework VA all provide financial incentives. Free employee surveys and SmarTrip cards are also offered. Over 200 Fairfax County employees participate, removing 45,500 annual passenger trips from the roads. (Fairfax County)

More Household Travel Data on the Horizon

The MWCOG Transportation Planning Board (TPB) is currently in the process of reviewing the data from their most recent Household Travel Survey (see: <http://www.mwco.org/transportation/activities/hts/>).

This survey was conducted in nearly 11,000 homes in the Metropolitan Washington region and the data will be available in late summer, 2009. It will be useful for NVTC to compare the VASOC and TPB surveys for consistency in the awareness and usage of TDM programs in Northern Virginia.

Next Steps for NVTC

Assist jurisdictions in developing a consistent brand and unified regional message. Encourage each jurisdiction to adhere to a “same message with many voices” concept. Since commuters may cross many Northern Virginia jurisdictions on their daily commutes, regional coordination is key. Beyond what MWCOG offers in terms of coordination, NVTC can provide an opportunity for its jurisdictions to share best practices and measure performance.

43% of Commuters Report Having One or More Employer-Provided Commute Services Available; The Proportion in Northern Virginia Is 10 Points Higher Than in Other Areas of Virginia

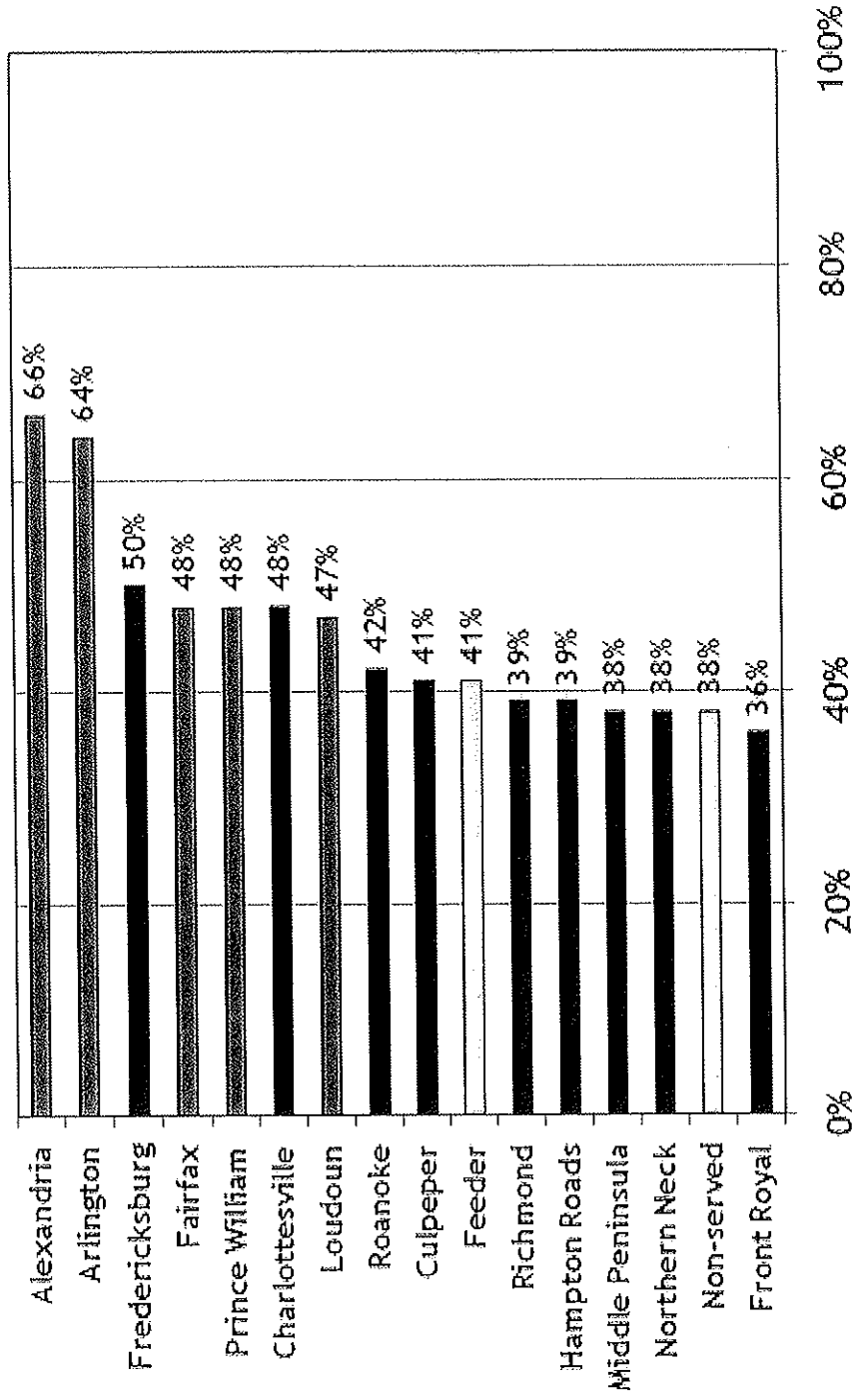
	<u>All VA</u>	<u>No VA</u>	<u>Other VA</u>
Any commute service	43%	51%	40%
Transit/Vanpool subsidy	14%	33%	6%
Commute info	12%	20%	9%
Preferential parking	11%	16%	9%
Bike/walk assistance	12%	17%	10%
Guaranteed Ride Home	20%	10%	24%
Carpool subsidy	2%	4%	2%

Q89/92/93/94/95/96/97 Next, please tell me if your employer makes any of the following commute services or benefits available to you. [Read list of services]

SLIDE 2

Worksite Services Are Perceived to Be Most Common in DC-Oriented Markets

-- % Reporting TDM Services Available at Work --



Q89/92/93/94/95/96/97 Next, please tell me if your employer makes any of the following commute services or benefits available to you. [Read list of services]

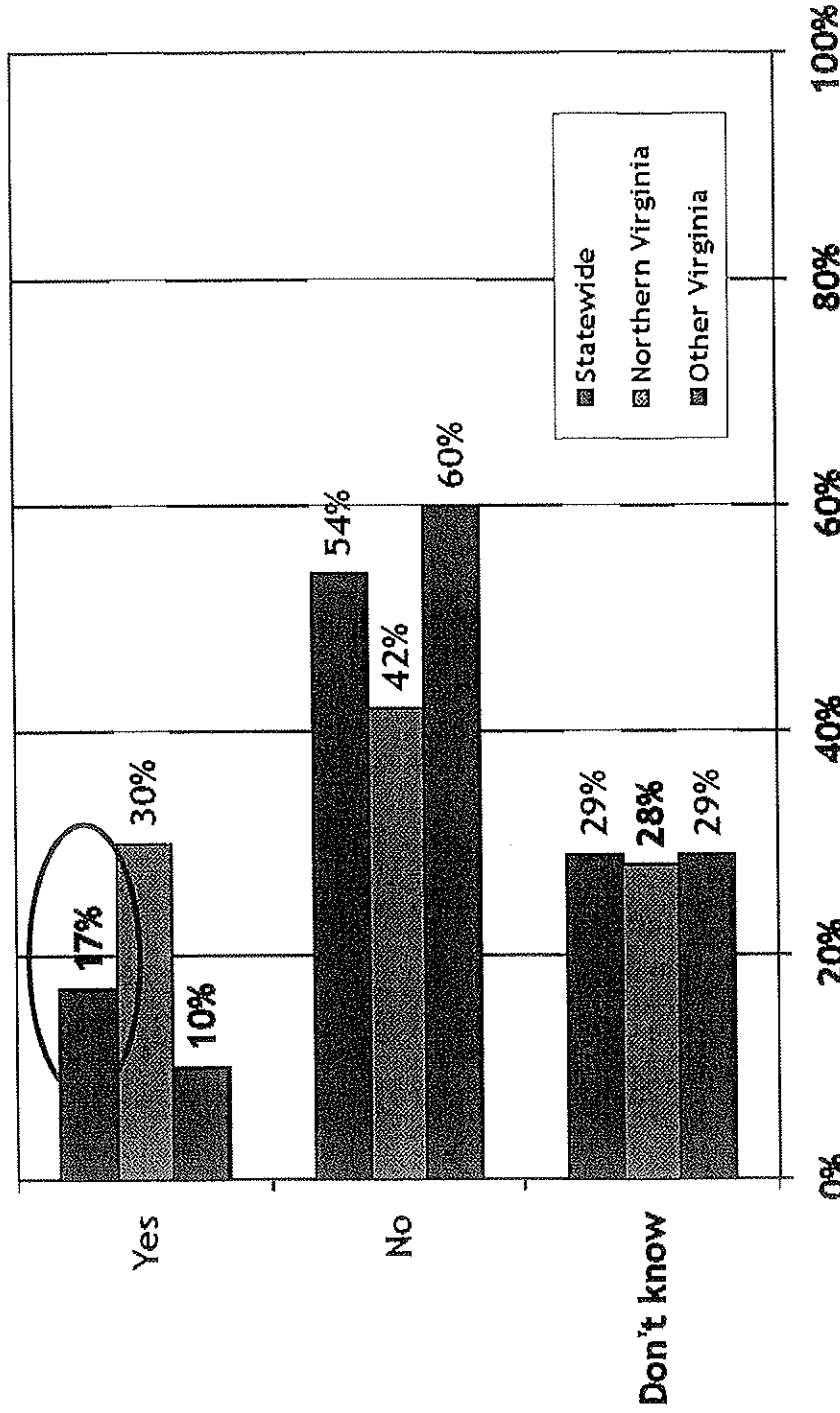


Southeastern Institute of Research

LDA CONSULTING



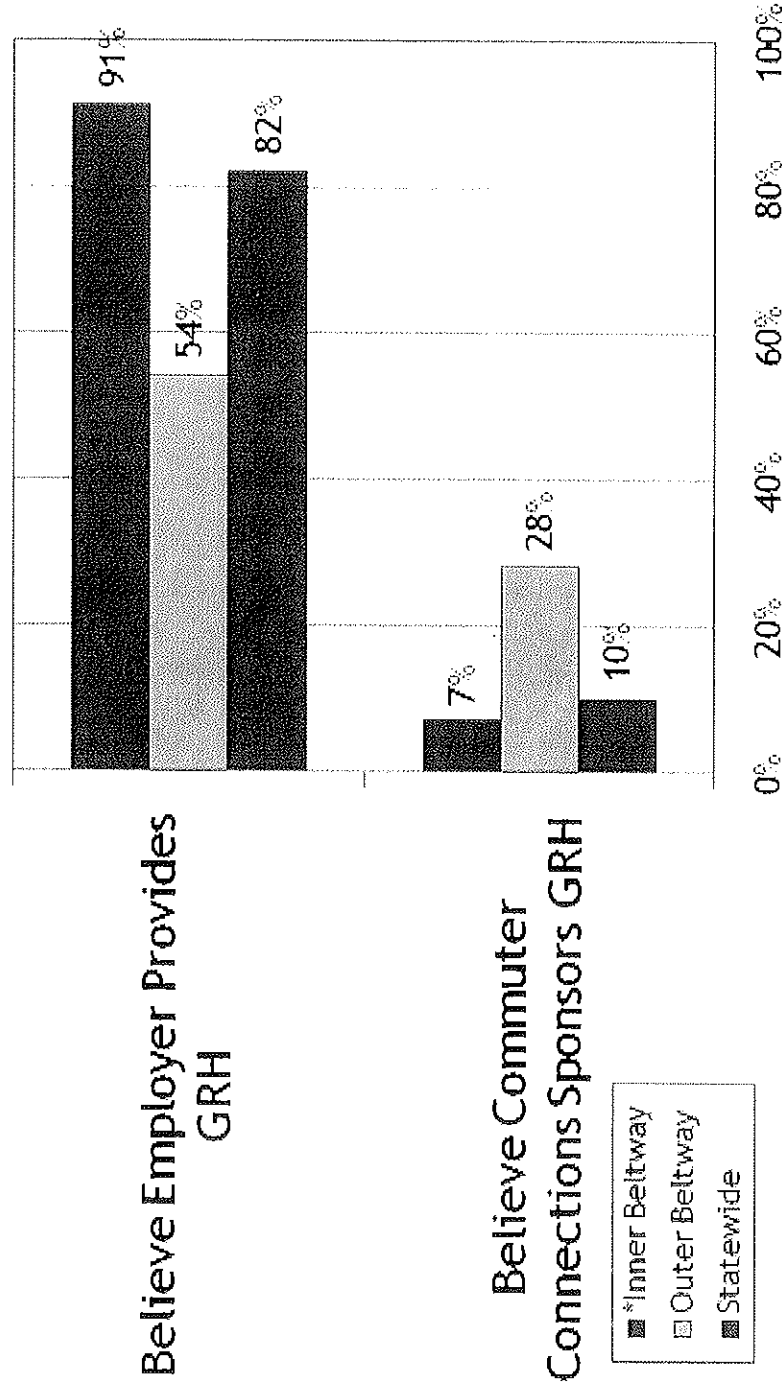
Less Than 2 in 10 Are Aware of Guaranteed Ride Home Service



Q102 Do you know if there is a regional GRH or Guaranteed Ride Home/Emergency Ride Home program available in the event of unexpected emergencies and unscheduled overtime for commuters who rideshare or use public transportation?

GRH Sponsor Has Varying Degree of Awareness Between Inner and Outer Beltway Residents

Outer Beltway Residents Are More Likely to Believe that Commuter Connections Sponsors the Guaranteed Ride Home Service, Inner Beltway Commuters Are More Likely to Believe it's Sponsored by Their Employer



Statewide
n = 345

*Inner Beltway
CAUTION: SMALL
BASE
n = 24

Outer Beltway
n = 75

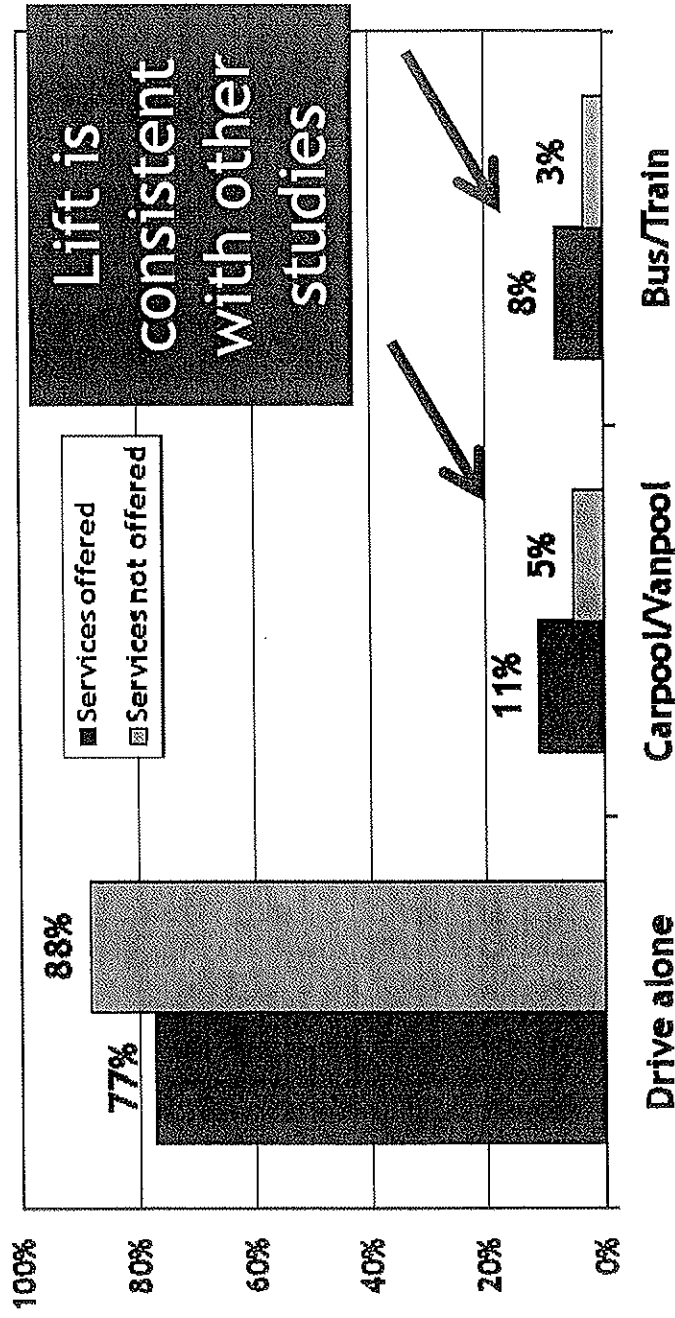
VASOC Q104. Who sponsored or offered the service?



Southeastern Institute of Research

The Proportion of Those Who Drive Alone Is Higher Among Those Whose Employers Provide No Commute Assistance Service

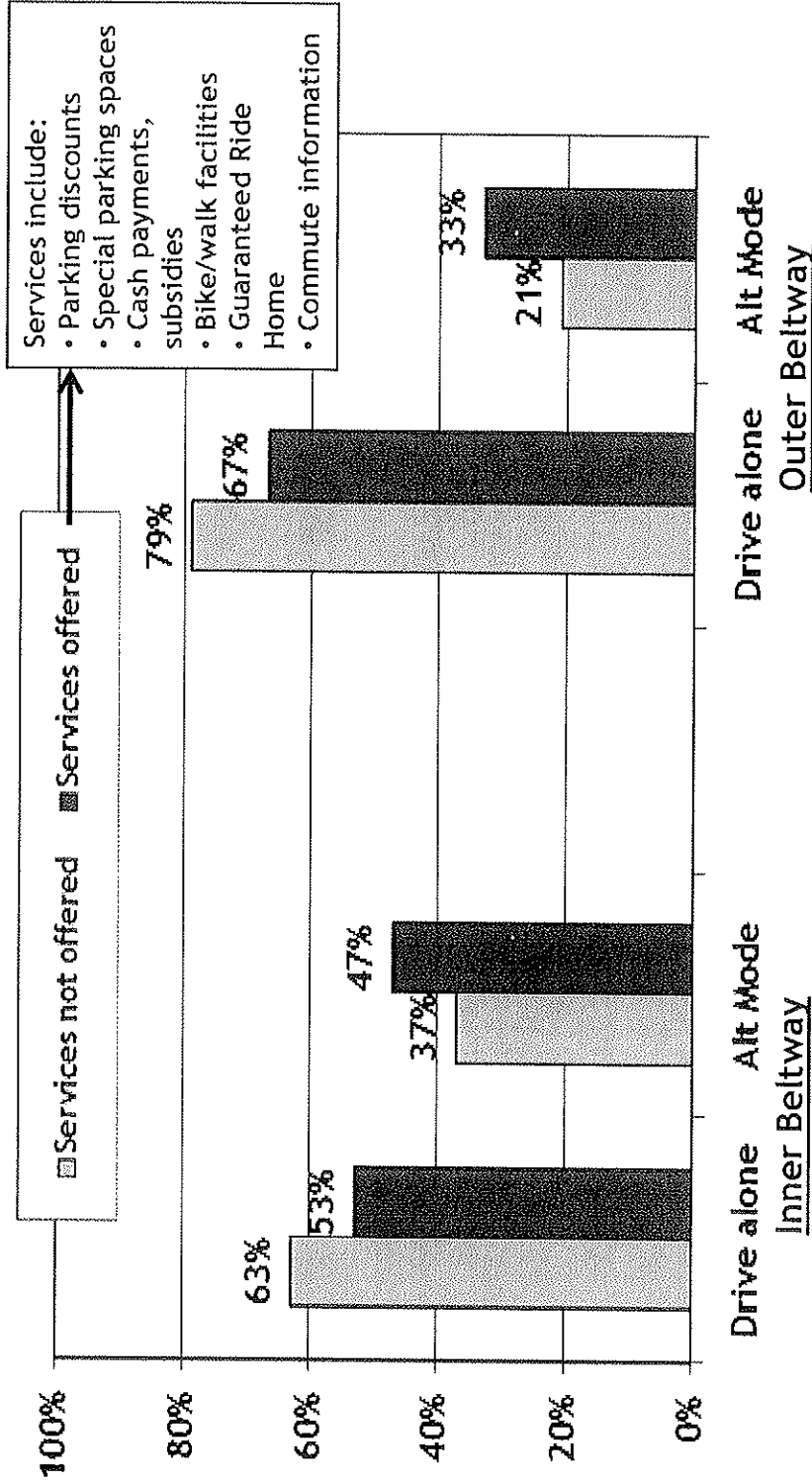
-- Use of Transportation Choices are twice as high when commute services are available. --



Q15 Primary mode (mode used most often) vs Q89-Q97 Does employer offer any commute assistance service other than free parking.

SLIDE 6

Those Who Live in Northern Virginia and Had Employer-Provided Commuter Benefits Were Less Likely to Drive Alone and More Likely to Use Alternate Modes



VASOC Q15. Primary mode defined as mode used most often vs.. VASOC Q89/92/93/94/95/96/97. Please tell me if your employer makes any of the following commute services or benefits available to you - Information, parking discounts, special parking spaces, subsidies, cash payments, bike/walk facilities, guaranteed ride home?



Southeastern Institute of Research



AGENDA ITEM #8

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: WMATA Items

A. Next Metro Capital Funding Agreement.

Meetings are underway with local, regional and state financial staffs to determine the shape and form of the successor capital funding agreement to Metro Matters. Early indications are that most favor another multi-year agreement, commencing in FY 2011.

B. Final Approval of FY 2010 Budget.

Excerpts from the board item are attached for your information, together with a copy of NVTC's letter to WMATA Board Chairman Graham.

C. Metro Access Status.

The costs of this federally mandated service continue to rise sharply. The attached board item summarizes the issues, which have serious implications for the future success of WMATA.

D. Public Hearing on Relocation of the Royal Street Garage.

As explained in the attachment, Royal Street operations would be moved to Newington in Fairfax County to a site on Cinder Bed Road. Funding would have to be identified in the successor to Metro Matters.





Chairman
Hon. Christopher Zimmerman

Vice Chairman
Hon. Catherine M. Hudgins

Secretary/Treasurer
Hon. William D. Euille

Commissioners:

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

Arlington County
Hon. Mary Hynes
Hon. Jay Fiset
Hon. Christopher Zimmerman

Fairfax County
Hon. Sharon Bulova
Hon. John Foust
Hon. Pat Herrity
Hon. Catherine M. Hudgins
Hon. Jeffrey McKay

City of Fairfax
Hon. Jeffrey C. Greenfield

City of Falls Church
Hon. Daniel Maller

Loudoun County
Hon. Kelly Burk

Virginia Department of Rail
and Public Transportation
Charles M. Badger

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

Executive Director
Richard K. Taube

June 5, 2009

Hon. Jim Graham
Chairman
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Re: Comments on FY 2010 WMATA Budget

Dear Chairman Graham:

At its June 4, 2009 meeting, the members of the Northern Virginia Transportation Commission discussed the proposed FY 2010 WMATA budget. The Commission voted to direct me to contact you to describe our concerns about the WMATA budget process.

NVTC appreciates the very difficult circumstances surrounding the consideration of the budget for FY 2010. From NVTC's perspective, problems included increases in uncontrollable costs, the inability of local governments to absorb subsidy increases given collapsing real estate values that decimated their sources of general funds, and an unwillingness of one of WMATA's partners to consider fare increases.

A successful budget outcome is especially important this coming year, given continued growth in demand for WMATA's service. As you know, even while gas prices, vehicle miles traveled by automobiles and employment have dropped sharply, transit ridership growth is very strong.

WMATA's jurisdictions and the WMATA Board ultimately listened to their customers and avoided most of the proposed bus service cuts for FY 2010. But the outlook for FY 2011 and beyond is extremely threatening, because one-time revenues have been used to plug the gap for FY 2010. This places even more importance on approaching WMATA's future budget deliberations with a true spirit of regional cooperation.

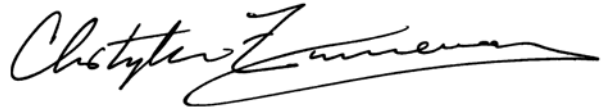
NVTC's members believe the process of arriving at an acceptable budget is as important as the final result. Specifically, we wish to emphasize that WMATA's customers should be fully informed and involved at every stage of budget development. Most importantly, the public should have an opportunity to comment in a meaningful way on all of the options that they may wish to support.

Regarding funding the budget, in these strained economic circumstances efforts to win increased federal appropriations for WMATA take on greater significance. Congress should begin in FY 2010 to appropriate at least \$150 million each year to match the commitments of WMATA's local partners, notwithstanding the Obama Administration's failure to include this amount in its budget proposal. Congress should also increase the flexibility of its transit assistance programs to allow funds to be used for operations as well as capital needs.

We hope WMATA is employing all the resources at its disposal to encourage Congress to act quickly and favorably. NVTC is anxious to provide whatever support would be most helpful and we hope you will share your legislative strategy with us.

The members of NVTC appreciate the opportunity to comment.

Sincerely,



Christopher Zimmerman
Chairman

cc: John Catoe
William Euille
Catherine Hudgins
Jeffrey McKay
NVTC Commissioners



FY2010 Budget Approval

Presented to the Board of Directors:

**Finance, Administration and Oversight
Committee**

June 11, 2009





FY2010 Budget

Recap

- Operating Budget
- Capital Budget
- Budget Policies



FY2010 Budget

Recap

Operating Budget

- \$154 million funding gap closed through combination of management actions to reduce cost, minor adjustments to service levels and jurisdictional contributions
- Balanced budget has been achieved



FY2010 Operating Budget

Budget to Budget Comparison

	Approved Operating Budgets				
	FY2009	FY2010	Change		
REVENUES					
Passenger	\$670	\$698	\$27	4%	Continued Passenger Revenue Growth
Non-Passenger	\$87	\$86	(\$1)	-1%	
Fare Increase Carryover	\$36	n/a	(\$36)	n/a	
Total Revenue	<u>\$794</u>	<u>\$784</u>	<u>(\$10)</u>	-1%	
EXPENSES					
Personnel	\$925	\$953	\$28	3%	Tight Cost Controls
Non-Personnel	<u>\$425</u>	<u>\$422</u>	<u>(\$3)</u>	-1%	
Total Expense	<u>\$1,350</u>	<u>\$1,374</u>	<u>\$25</u>	2%	
GROSS OPERATING SUBSIDY	<u>\$556</u>	<u>\$591</u>	<u>\$35</u>	6%	Increased Use of Federal Funds
Less: Preventive Maintenance	(\$21)	(\$31)	(\$10)	48%	
Less: Reserve Drawdown	<u>\$0</u>	<u>(\$13)</u>	<u>(\$13)</u>	n/a	Drawdown of Reserve
NET OPERATING SUBSIDY	<u>\$535</u>	<u>\$547</u>	<u>\$12</u>	2%	

\$ Millions

Totals may not add due to rounding



FY2010 Budget

Recap

Capital Budget – Metro Matters:

- Final year of 6-year funded program:
 - 6-year expenditure on projects of \$2.7 Billion
 - Total 6-year budget of \$3.2 Billion

- FY2010 \$531.6 Million:
 - \$506.2 million expenditure on projects
 - \$21.2 million debt service expenditure

- FY2011 and beyond:
 - \$529 million for debt service expense
 - \$492 million for “tail” costs to close out projects...being included in next Capital Program



FY2010 Budget

Non-Metro Matters Projects Budget Authority:

“Reimbursable Project” budgets are approved one at a time by the Board --- no annual approval required

- Current remaining multi-year budget value by jurisdiction

DC \$27.7 million

MD \$45.5 million

VA \$290.1 million

Examples:

Dulles Rail Extension

Glenmont Parking Garage

DC Circulator Buses

All other project budgets also approved one at a time by the Board --- no annual approval required

- Current remaining multi-year budget value \$456.2 million

Examples:

SE Bus Garage Replacement

Safety & Security Projects

ARRA “Stimulus” Projects



FY2010 Budget

Recap Budget Policies

When the FY2010 budget was presented in January the following issues were identified. All have been, or are being addressed by the Board Directors:

- *Discuss aligning MetroAccess with baseline ADA law*
Actions: Continuing Board policy review and discussions to understand impact, including APTA peer review.
- *Seek jurisdictional recommendations on \$87 million in service reductions*
Actions: Public hearings were held and action was taken to significantly reduce the magnitude of service reductions needed to achieve a balanced budget.
- *Fund the liability for retiree health insurance*
Actions: FY2010 budget contains \$1 million in funding to establish trust fund(s) and administrative procedures needed to begin reducing the unfunded liability in a future fiscal year.
- *Budget does not assume use of \$13 million reserve generated in FY08*
- *FY09 forecasted cost efficiencies have not yet been reserved for use in FY10*
Action: *The FY2010 budget draws on the existing \$13 million reserve and anticipates the reserve will be replenished as FY2009 concludes under budget.*



Additional Budget Actions:

These three items are specifically addressed in the budget resolution:

1. Close out a Falls Church sponsored reimbursable operating project, the "George" bus route. Will no longer be operated by Metro. Service will be provided by Arlington Transit effective July 3, 2009. Action is consistent with service changes advertised at public hearings.
2. Discontinued non-regional Metrobus service on routes 2W, the 12's and 20's in Fairfax County. Fairfax County intends to transfer this service to new Fairfax Connector routes effective June 28, 2009. Action is consistent with service changes advertised at public hearings.
3. Include a subsidy neutral bus service change in the FY2010 approved operating budget to move the NH1 terminus from Southern Ave to Branch Ave. Action is consistent with service changes advertised at public hearings.



Next Steps

- FAO Committee approve attached resolution and take action to forward to the full Board of Directors a recommendation to approve the FY2010 budget
- June 25, 2009 Board of Directors approves FY2010 budget
- Wednesday, July 1, 2009 begin FY2010

SUBJECT: APPROVAL OF FY2010 BUDGET

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSPORTATION AUTHORITY

WHEREAS, The Board of Directors has received and considered the General Manager's proposed FY2010 budget and has conducted public hearings on proposed service changes and made a determination concerning the proposed changes; and

WHEREAS, The Board of Directors, in Resolution #2009-18, authorized the negotiation of lines of credit with three banks and it is now desirable to add U.S. Bank National Association to the list of approved banks for the establishment of lines of credit; now, therefore be it

RESOLVED, That the Board of Directors approves the FY2010 budget of \$2.1 billion, as detailed in Attachment A; and be it further

RESOLVED, That the FY2010 operating portion of the budget totals \$1.4 billion with operating revenue, expense and subsidy as detailed in Attachments B-1 and B-2; and be it further

RESOLVED, That the 103-mile rail construction debt service portion of the FY2010 budget totals \$27.5 million and is allocated to the jurisdictions as detailed in Attachment B2; and be it further

RESOLVED, That the FY2010 Metro Matters capital portion of the budget totals \$0.5 billion as detailed in Attachments C-1 and C-2, and is in conformity with the Metro Matters Funding Agreement; and be it further

RESOLVED, That \$21.2 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2010 funding for the Metro Matters program, and be it further

RESOLVED, That the Non-Metro Matters projects already have unique Board of Directors approval and are detailed in Attachment D; and be it further

RESOLVED, That line three of the first *RESOLVED* contained in Resolution #2009-18 is amended to add the name of U.S. Bank National Association as an approved bank with which to negotiate a line of credit under the terms contained in this *RESOLVED* and that the third *RESOLVED* of the same resolution is amended to provide U.S. Bank National Association with the same indemnifications as were granted in Board Resolution #2008-26; and be it further

RESOLVED, That the Board of Directors reaffirms the remainder of Resolution #2009-18 as being in full force and effect; and be it further

RESOLVED, That the Falls Church sponsored reimbursable operating project the George bus route is terminated by WMATA and this service will be provided by Arlington Transit under agreement with Falls Church effective July 3, 2009; and this action is consistent with the bus service changes advertised at public hearings under Docket BO9-3; and be it further

RESOLVED, That Metrobus service be discontinued on non-regional routes 2W, 12A, 12C, 12D, 12E, 12F, 12G, 12L, 12M, 12R, 12S, 20F, 20W, 20X and 20Y as advertised at public hearing under Docket BO9-1, so that Fairfax County can transfer this service to the new Fairfax Connector routes effective June 28, 2009; and that the subsidy impact of this service change is included in the FY2010 operating budget; and be it further

RESOLVED, That a subsidy neutral bus service change be made to bus route NH1 to move the terminus from Southern Avenue to Branch Avenue effective prior to September 2009; and this action is consistent with the bus service changes advertised at public hearings under Docket BO9-3; and be it further

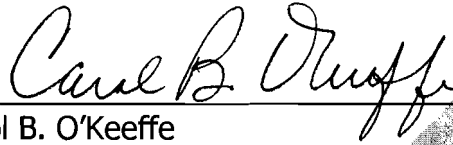
RESOLVED, That as part of the adoption of the annual budget, the Board of Directors approves an annual Plan of Contracts such that the General Manager is authorized to initiate and award all procurement actions presented in the Plan of Contracts as detailed in Attachment E; and be it further

RESOLVED, That as a matter of financial policy Metro chooses in FY2010 to create a trust to allow for future pre-funding of other post-employment benefits as defined by the Government Accounting Standards Board; and be it further

RESOLVED, That in order to implement the elements of the Capital Improvement Program, the General Manager or the Chief of Staff is authorized to 1) conduct public hearings; and 2) file and execute grant applications on behalf of Metro for funds from the federal government and any other public or private entity consistent with the Capital Improvement Program; and be it further

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

PROPOSED

ATTACHMENT A

FY2010 BUDGET
(dollars in millions)

	Fiscal 2010 Budget
Operating Budget:	
Metrobus Operations	\$506.1
Metrorail Operations	\$782.8
MetroAccess Operations	\$85.6
Subsidized Operating Budget	<u>\$1,374.5</u>
Debt Service (Non-Metro Matters)	<u>\$27.5</u>
Total Operating Budget	\$1,402.0
Capital Budget:	
Metro Matters Projects	\$506.2
Metro Matters Debt Service	<u>\$21.2</u>
Metro Matters FY2010 Expenditures	\$527.4
Non-Metro Matters Project Expenditures	\$212.5
FY2010 BUDGET APPROVAL	<u><u>\$2,142.0</u></u>

ATTACHMENT B-1FISCAL 2010 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES

	Total	Metrobus	Metrorail	MetroAccess
REVENUES				
Passenger	\$647,583,301	\$116,677,811	\$525,938,894	\$4,966,596
Parking	\$50,100,000	\$0	\$50,100,000	\$0
Advertising	\$42,000,000	\$28,140,000	\$13,860,000	\$0
Other	\$18,147,980	\$8,730,125	\$9,417,855	\$0
Fiber Optics	\$12,055,928	\$0	\$12,055,928	\$0
Joint Development	\$5,700,000	\$0	\$5,700,000	\$0
Other Passenger	\$5,000,000	\$2,866,185	\$2,133,815	\$0
Interest	\$3,160,000	\$1,137,600	\$2,022,400	\$0
Total Revenues	\$783,747,209	\$157,551,721	\$621,228,892	\$4,966,596
EXPENSES				
Salary	\$202,595,503	\$58,972,234	\$140,391,412	\$3,231,857
Wages	\$465,734,851	\$213,360,824	\$252,208,699	\$165,328
Fringe Benefits	\$284,296,652	\$119,369,422	\$163,632,303	\$1,294,926
Services	\$162,713,895	\$25,691,784	\$57,084,665	\$79,937,446
Materials & Supplies	\$73,093,265	\$30,944,701	\$41,960,464	\$188,100
Fuel & Propulsion Power	\$108,792,003	\$36,933,735	\$71,858,268	\$0
Utilities	\$47,564,127	\$9,221,356	\$38,259,660	\$83,112
Casualty & Liability	\$24,710,357	\$8,298,086	\$16,312,236	\$100,035
Leases & Rentals	\$4,548,012	\$1,293,548	\$2,712,680	\$541,785
Miscellaneous	\$4,916,861	\$2,073,654	\$2,791,599	\$51,608
Reimbursements	(\$4,472,395)	(\$72,500)	(\$4,399,895)	\$0
Total Expenses	\$1,374,493,131	\$506,086,843	\$782,812,092	\$85,594,196
GROSS OPERATING SUBSIDY	\$590,745,922	\$348,535,122	\$161,583,200	\$80,627,600
Less: Reserve Drawdown	(\$13,339,745)	(\$8,680,172)	(\$3,073,954)	(\$1,585,619)
Less: Preventive Maintenance	(\$30,700,000)	(\$30,700,000)	\$0	\$0
NET OPERATING SUBSIDY	\$546,706,177	\$309,154,950	\$158,509,246	\$79,041,981

ATTACHMENT B-2

FY2010 Approved Budget
Summary of State and Local Operating Requirements

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy									
Regional Bus Subsidy	\$239,962,884	\$101,132,197	\$36,510,474	\$39,965,144	\$11,900,032	\$18,506,752	\$465,223	\$30,449,634	\$1,033,428
Non-Regional Bus Subsidy	\$69,192,066	\$30,504,082	\$7,247,778	\$20,732,661	\$310,588	\$627,209	\$0	\$9,769,748	\$0
Subtotal	\$309,154,950	\$131,636,279	\$43,758,252	\$60,697,805	\$12,210,620	\$19,133,961	\$465,223	\$40,219,382	\$1,033,428
<i>Percent of Total</i>	<i>100%</i>	<i>43%</i>	<i>14%</i>	<i>20%</i>	<i>4%</i>	<i>6%</i>	<i>0%</i>	<i>13%</i>	<i>0%</i>
Metrorail Operating Subsidy									
Base Allocation	\$153,092,463	\$52,827,032	\$28,621,910	\$27,611,707	\$6,974,870	\$14,645,776	\$456,632	\$21,571,393	\$383,143
Max Fare Subsidy	\$5,416,784	\$265,030	\$3,126,083	\$772,934	\$50,570	\$99,119	\$44,203	\$1,050,353	\$8,491
Subtotal	\$158,509,246	\$53,092,062	\$31,747,992	\$28,384,642	\$7,025,440	\$14,744,895	\$500,836	\$22,621,746	\$391,633
<i>Percent of Total</i>	<i>100%</i>	<i>33%</i>	<i>20%</i>	<i>18%</i>	<i>4%</i>	<i>9%</i>	<i>0%</i>	<i>14%</i>	<i>0%</i>
MetroAccess Subsidy	\$79,041,981	\$16,870,060	\$19,497,935	\$31,539,139	\$699,329	\$1,007,424	\$169,293	\$9,163,549	\$95,253
<i>Percent of Total</i>	<i>100%</i>	<i>21%</i>	<i>25%</i>	<i>40%</i>	<i>1%</i>	<i>1%</i>	<i>0%</i>	<i>12%</i>	<i>0%</i>
Net Operating Subsidy	\$546,706,177	\$201,598,402	\$95,004,179	\$120,621,585	\$19,935,388	\$34,886,280	\$1,135,351	\$72,004,677	\$1,520,314
	<i>100%</i>	<i>37%</i>	<i>17%</i>	<i>22%</i>	<i>4%</i>	<i>6%</i>	<i>0%</i>	<i>13%</i>	<i>0%</i>
Debt Service *	\$27,484,200	\$10,331,300	\$4,867,500	\$4,872,900	\$1,418,200	\$2,740,200	\$46,700	\$3,168,900	\$38,500
Jurisdictional Operating Funding	\$574,190,377	\$211,929,702	\$99,871,679	\$125,494,485	\$21,353,588	\$37,626,480	\$1,182,051	\$75,173,577	\$1,558,814

*Not Including Metro Matters Debt Service

Attachment C-1

Metro Matters Expenditures
\$ Millions

	FY05 <i>Actual</i>	FY06 <i>Actual</i>	FY07 <i>Actual</i>	FY08 <i>Actual</i>	FY09 <i>Forecast</i>	FY10 <i>Budget</i>	FY05-10 <i>Subtotal</i>	FY11-24 <i>Forecast</i>	FY05-24 <i>Total</i>
A. Infrastructure Renewal Program									
• Rolling Stock: Bus	\$ 20.9	\$ 50.5	\$ 15.8	\$ 16.6	\$ 80.7	\$ 107.6	\$ 292.1	\$ -	\$ 292.1
• Rolling Stock: Rail	2.6	0.4	0.3	1.8	5.4	14.0	24.6	-	24.6
• Passenger Facilities	60.6	16.1	31.2	44.5	34.8	31.0	218.2	-	218.2
• Maintenance Facilities	32.8	4.6	14.7	21.6	21.6	38.5	133.9	-	133.9
• Systems	73.0	10.1	17.1	36.5	28.7	35.0	200.4	-	200.4
• Track and Structures	19.7	10.7	22.5	29.1	36.2	26.7	144.9	-	144.9
• Information Technology	4.2	2.4	8.6	16.1	23.9	27.2	82.5	-	82.5
• Preventive Maintenance	20.7	20.7	20.7	20.7	20.7	30.7	134.2	-	134.2
• Transfer to Beyond MM	30.7	-	-	-	-	-	30.7	-	30.7
• System Infrastructure Rehab Pgm	-	-	-	-	-	35.2	35.2	-	35.2
• Urgent Capital Needs	-	-	-	-	22.9	71.3	94.2	-	94.2
• "Tail Expenditures" TBD	-	-	-	-	-	-	-	387.7	387.7
	\$ 265.4	\$ 115.6	\$ 131.0	\$ 186.9	\$ 274.9	\$ 417.2	\$ 1,390.9	\$ 387.7	\$ 1,778.6
B. Eight-Car Train Initiative									
• Rail Cars	\$ 24.0	\$ 6.1	\$ 69.9	\$ 97.0	\$ 5.6	\$ 18.4	\$ 220.9	\$ 8.2	\$ 229.1
• Facilities	-	51.6	70.1	39.4	5.9	11.1	178.2	-	178.2
• Systems	2.8	25.9	56.7	48.7	28.6	8.4	171.0	-	171.0
	\$ 26.7	\$ 83.6	\$ 196.7	\$ 185.1	\$ 40.1	\$ 37.9	\$ 570.1	\$ 8.2	\$ 578.3
C. Bus Improvement Initiative									
• Buses	\$ -	\$ 0.2	\$ 9.5	\$ 1.2	\$ 0.0	\$ 0.0	\$ 10.9	\$ 83.7	\$ 94.6
• Garage	-	1.1	9.1	18.6	3.8	2.0	34.5	1.5	36.0
• Customer Facilities	-	2.8	7.8	4.7	3.1	9.4	27.9	0.1	28.0
	\$ -	\$ 4.1	\$ 26.3	\$ 24.5	\$ 6.8	\$ 11.5	\$ 73.3	\$ 85.4	\$ 158.6
D. Other Project Expenses									
• Program Mgmt. & Support	\$ 11.4	\$ 5.8	\$ 6.0	\$ 9.7	\$ 11.6	\$ 11.8	\$ 56.3	\$ 10.5	\$ 66.8
• Expenses Backed by TIFIA	6.6	182.3	165.8	107.3	86.4	27.8	576.3	-	576.3
	\$ 17.9	\$ 188.1	\$ 171.9	\$ 117.0	\$ 98.0	\$ 39.6	\$ 632.6	\$ 10.5	\$ 643.1
Total Project Expenditures	\$ 310.0	\$ 391.3	\$ 525.9	\$ 513.5	\$ 419.8	\$ 506.2	\$ 2,666.8	\$ 491.8	\$ 3,158.6
Financing Expense:									
• Interest and Debt Service Expense *	\$ -	\$ 0.3	\$ 2.2	\$ 8.2	\$ 20.1	\$ 21.2	\$ 52.1	\$ 508.2	\$ 560.3
Total	\$ 310.0	\$ 391.6	\$ 528.1	\$ 521.7	\$ 440.0	\$ 527.4	\$ 2,718.9	\$ 1,000.0	\$ 3,718.8
• Security Program	-	8.5	7.0	13.8	0.2	-	29.5	-	29.5
Grand Total	\$ 310.0	\$ 400.1	\$ 535.1	\$ 535.5	\$ 440.2	\$ 527.4	\$ 2,748.4	\$ 1,000.0	\$ 3,748.4

* Total Principal and Interest = \$529.4M
 FY2010 P&I = \$21.2M
 FY2011 and beyond P&I = \$508.2

Attachment C-2

Metro Matters Funding

\$ Millions

	FY05 <i>Actual</i>	FY06 <i>Actual</i>	FY07 <i>Actual</i>	FY08 <i>Actual</i>	FY09 <i>Forecast</i>	FY10 <i>Budget</i>	FY05-10 <i>Subtotal</i>	FY11-24 <i>Forecast</i>	FY05-24 <i>Total</i>
Federal Funding:									
• Formula Grants									
> Section 5307 Grant	\$ 100.2	\$ 111.0	\$ 113.5	\$ 120.6	\$ 129.2	\$ 138.6	\$ 713.0	\$ 175.1	\$ 888.1
> Section 5309 Grant	59.2	58.4	70.4	81.8	91.1	100.5	461.4	116.8	578.2
• Bus Funds	-	12.5	-	1.5	11.3	-	25.3	-	25.3
• Discretionary Funds	-	-	-	35.0	34.3	34.7	104.0	-	104.0
	\$ 159.4	\$ 181.9	\$ 183.9	\$ 238.8	\$ 265.9	\$ 273.8	\$ 1,303.7	\$ 291.9	\$ 1,595.6
State and Local Funding:									
• District of Columbia	\$ 37.6	\$ 48.4	\$ 51.9	\$ 60.4	\$ 65.4	\$ 72.5	\$ 336.2	tbd	tbd
• Montgomery County	17.2	16.3	30.4	28.1	30.4	33.7	156.1	tbd	tbd
• Prince Georges County	19.7	14.7	36.8	31.0	33.7	37.3	173.2	tbd	tbd
• Alexandria	4.3	5.9	6.3	7.6	26.6	7.2	57.9	tbd	tbd
• Arlington County	8.3	11.5	12.3	14.8	52.2	14.2	113.2	tbd	tbd
• City of Fairfax	0.2	0.3	0.3	0.3	0.3	0.4	1.8	tbd	tbd
• Fairfax County	13.3	18.3	19.7	23.8	83.5	22.7	181.3	tbd	tbd
• Falls Church	0.3	0.4	0.4	0.5	0.9	0.5	2.9	tbd	tbd
	\$ 100.8	\$ 115.6	\$ 158.1	\$ 166.4	\$ 293.0	\$ 188.5	\$ 1,022.5	tbd	tbd
Other Funding:									
• Borrowing and Bonds*	\$ 25.5	\$ 88.1	\$ 180.2	\$ 110.5	\$ (145.0)	\$ 59.1	\$ 318.4	\$ -	\$ 318.4
• Miscellaneous Funding	24.2	6.0	6.0	6.0	26.0	6.0	74.2	-	74.2
	\$ 49.8	\$ 94.1	\$ 186.2	\$ 116.5	\$ (119.0)	\$ 65.1	\$ 392.7	\$ -	\$ 392.7
Total	\$ 310.0	\$ 391.6	\$ 528.1	\$ 521.7	\$ 440.0	\$ 527.4	\$ 2,718.9		
• Security Funds	-	8.5	7.0	13.8	0.2		29.5	-	29.5
Grand Total	\$ 310.0	\$ 400.1	\$ 535.1	\$ 535.5	\$ 440.2	\$ 527.4	\$ 2,748.4	\$ 1,000.0	\$ 3,748.4

* Gross Metro Matters Bond Proceeds = \$309.9 million

State and local funding for FY2011 and beyond is to be determined (tbd), pending development of an agreed upon funding plan

ATTACHMENT D

NON-METRO MATTERS PROJECTS

(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
A. Reimbursable Projects:						
District of Columbia						
NY Avenue Metrorail Station	\$109.950	\$109.950	\$108.588	\$0.000	\$1.138	\$0.224
Convention Center	\$30.305	\$30.305	\$29.872	\$0.000	\$0.019	\$0.414
Navy Yard Station Modification	\$20.000	\$20.000	\$19.479	\$0.000	\$0.455	\$0.066
Circulator Bus Purchase	\$18.850	\$18.850	\$17.325	\$0.000	\$0.260	\$1.265
Circulator Contract	\$17.036	\$17.036	\$0.000	\$17.036	\$0.000	\$0.000
Trans Tech School	\$0.334	\$0.334	\$0.000	\$0.334	\$0.000	\$0.000
Ana. Lt. Rail Dem. - Vehicles	\$16.960	\$16.100	\$12.723	\$2.454	\$1.219	\$0.563
DC Project Development	\$12.982	\$8.587	\$5.060	\$1.099	\$1.300	\$5.524
Union Row: U Str/Cardozo Stn	\$1.500	\$1.500	\$1.009	\$0.336	\$0.001	\$0.154
Yellow Line Extension	\$1.500	\$1.500	\$0.609	\$0.000	\$0.003	\$0.888
Student SmarTrip Pass	\$0.390	\$0.390	\$0.009	\$0.000	\$0.000	\$0.381
Minn. Ave. Public Hearing	\$0.050	\$0.050	\$0.020	\$0.000	\$0.000	\$0.030
subtotal	\$229.857	\$224.602	\$194.694	\$21.259	\$4.393	\$9.510
Maryland						
Largo Extension	\$469.591	\$469.564	\$466.693	\$2.897	\$0.000	\$0.001
New Carrollton Rail Yard Exp.	\$70.375	\$70.375	\$68.959	\$1.103	\$0.153	\$0.160
Glenmont Parking Structure	\$30.121	\$1.600	\$1.596	\$0.370	\$0.002	\$28.153
White Flint Parking Structure	\$17.390	\$17.390	\$17.373	\$0.000	\$0.005	\$0.012
Project Development	\$12.540	\$8.272	\$4.536	\$1.076	\$1.459	\$5.469
Takoma-Langley Park Center	\$6.700	\$6.744	\$0.000	\$0.000	\$0.000	\$6.700
Shady Grove Yard Exp. - PE	\$2.248	\$2.248	\$2.213	\$0.000	\$0.016	\$0.019
Greenbelt Yard Expansion - PE	\$1.829	\$1.829	\$1.765	\$0.000	\$0.036	\$0.028
Silver Spring South Entrance	\$0.400	\$0.400	\$0.261	\$0.087	\$0.003	\$0.049
FDA Transit Cen. at White Oak	\$0.308	\$0.307	\$0.063	\$0.021	\$0.142	\$0.082
subtotal	\$611.502	\$578.729	\$563.459	\$5.554	\$1.816	\$40.672
Virginia						
Dulles Extension Design Build	\$272.850	\$3.836	\$3.034	\$1.123	\$0.897	\$267.796
Dulles Preliminary Engineering	\$58.042	\$58.036	\$57.969	\$0.000	\$0.072	\$0.000 *
Huntington Parking Structure	\$31.183	\$31.240	\$31.142	\$0.000	\$0.041	\$0.000 *
Vienna Parking Structure	\$27.100	\$27.100	\$26.163	\$0.000	\$0.020	\$0.917
West Falls Ch. Parking Struct.	\$17.367	\$17.367	\$16.704	\$0.029	\$0.016	\$0.618
Franc./Spring. Park.	\$16.609	\$16.609	\$16.601	\$0.000	\$0.000	\$0.008

ATTACHMENT D

NON-METRO MATTERS PROJECTS

(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
Ballston Station Improvements	\$14.763	\$14.763	\$14.481	\$0.000	\$0.002	\$0.280
Project Development	\$9.681	\$6.382	\$4.727	\$0.825	\$0.639	\$3.490
Shirlington Bus Station	\$5.400	\$5.618	\$5.074	\$0.326	\$0.000	\$0.000
Royal Street Bus Garage Replac	\$4.263	\$0.000	\$0.000	\$0.000	\$0.000	\$4.263
Rosslyn Station New Entrance	\$4.207	\$3.013	\$2.554	\$0.852	\$0.004	\$0.797
Columbia Pike Street Car	\$4.060	\$0.000	\$0.000	\$2.000	\$0.000	\$2.060
Fiber Optic Cable Installation	\$2.500	\$2.500	\$0.576	\$0.308	\$1.414	\$0.202
West Falls Church Bus Bay	\$2.250	\$2.250	\$1.258	\$0.217	\$0.667	\$0.107
Columbia Pike Super Stops	\$2.000	\$0.500	\$0.031	\$1.500	\$0.000	\$0.469
Potomac Yard Alt. Analysis	\$1.500	\$1.500	\$0.000	\$0.500	\$0.000	\$1.000
Vienna/Fairfax-GMU Parking	\$1.000	\$1.000	\$0.733	\$0.000	\$0.000	\$0.267
Crystal City/Potomac Yard	\$0.984	\$0.984	\$0.819	\$0.164	\$0.000	\$0.000
Arlington County Project Mgmt.	\$0.900	\$0.900	\$0.780	\$0.000	\$0.000	\$0.120
Fair Lakes Shuttle	\$0.857	\$0.857	\$0.000	\$0.000	\$0.000	\$0.857
Clarendon Station Improvements	\$0.361	\$0.361	\$0.062	\$0.007	\$0.000	\$0.291
Rosslyn Access Improvements	\$0.300	\$0.300	\$0.130	\$0.043	\$0.000	\$0.127
Alexandria Yard EA	\$0.200	\$0.200	\$0.094	\$0.000	\$0.045	\$0.061
Vien.Sta. Impr. by Pulte Homes	\$0.060	\$0.060	\$0.049	\$0.000	\$0.000	\$0.011
subtotal	\$478.437	\$195.376	\$182.983	\$7.894	\$3.818	\$283.742

B. American Recovery and Reinvestment Act "ARRA"

Replacement of Oldest Buses (ST02)	\$27.040	\$0.000	\$0.000	\$27.000	\$0.000	\$0.040
MetroAccess Fleet (ST10)	\$3.775	\$0.000	\$0.000	\$3.775	\$0.000	\$0.000
Service Vehicle Replacement (ST14)	\$6.000	\$0.000	\$0.000	\$6.000	\$0.000	\$0.000
Bus Replacement Components (ST26)	\$2.800	\$0.000	\$0.000	\$2.800	\$0.000	\$0.000
New Bus Body and Paint Shop (ST04)	\$30.000	\$0.000	\$0.000	\$11.000	\$0.000	\$19.000
Replacement of Southeastern Bus Garage (ST05)	\$30.550	\$0.000	\$0.000	\$30.000	\$0.000	\$0.550
Bus Garage Facilities Rehabilitation (ST11)	\$7.600	\$0.000	\$0.000	\$2.800	\$0.000	\$4.800
Replacement of Crumbling Platforms (ST08)	\$16.000	\$0.000	\$0.000	\$7.000	\$0.000	\$9.000
Update Platform Real-Time Signs (ST28)	\$2.500	\$0.000	\$0.000	\$0.916	\$0.000	\$1.584
Metro Center Sales Office Replacement (ST38)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000
Bus Garage Security Upgrade (ST23)	\$3.000	\$0.000	\$0.000	\$2.000	\$0.000	\$1.000
Comm. Equip. for OCC (ST24)	\$3.000	\$0.000	\$0.000	\$3.000	\$0.000	\$0.000
Emergency Tunnel Evacuation Carts ST30)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000

ATTACHMENT D

NON-METRO MATTERS PROJECTS

(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
Underground Communications Radios (ST40)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000
Additional Station Alarm / Chemical Sensors (ST48)	\$4.000	\$0.000	\$0.000	\$2.500	\$0.000	\$1.500
Heavy Duty Locomotives for Maintenance (ST12)	\$7.500	\$0.000	\$0.000	\$7.500	\$0.000	\$0.000
Power Tool Equipment Replacement (ST31)	\$1.930	\$0.000	\$0.000	\$1.930	\$0.000	\$0.000
60-Ton Crane for Track Work (ST17)	\$4.000	\$0.000	\$0.000	\$4.000	\$0.000	\$0.000
Heavy-Duty Track Equipment (ST07)	\$11.565	\$0.000	\$0.000	\$11.565	\$0.000	\$0.000
Track Welding Program to Repair Defects (ST18)	\$3.900	\$0.000	\$0.000	\$1.707	\$0.000	\$2.193
Track Pad/Shock Absorber Replacement (ST37)	\$1.030	\$0.000	\$0.000	\$1.030	\$0.000	\$0.000
Upgrade 3 Oldest Stations and Systems (ST09)	\$12.000	\$0.000	\$0.000	\$2.700	\$0.000	\$9.300
Additional SmarTrip Fare Machines (ST19)	\$3.500	\$0.000	\$0.000	\$3.500	\$0.000	\$0.000
Bus Real-Time, Route and Schedule Systems (ST21)	\$3.000	\$0.000	\$0.000	\$2.600	\$0.000	\$0.400
Bus Engine Fluid Alert System (ST34)	\$1.500	\$0.000	\$0.000	\$1.500	\$0.000	\$0.000
Kiosk & Train Control Computers (ST41)	\$0.750	\$0.000	\$0.000	\$0.750	\$0.000	\$0.000
Sensitive Data Protection Technology (ST16)	\$4.900	\$0.000	\$0.000	\$4.230	\$0.000	\$0.670
Document Management System (ST32)	\$2.000	\$0.000	\$0.000	\$1.642	\$0.000	\$0.358
Financial System Integration (ST63)	\$5.000	\$0.000	\$0.000	\$2.800	\$0.000	\$2.200
subtotal	\$201.840	\$0.000	\$0.000	\$149.245	\$0.000	\$52.595
C. Other Projects:						
5000-Series Rail Cars	\$383.078	\$383.078	\$376.163	\$6.000	\$0.795	\$0.120
6000-Series Rail Cars - Base Buy	\$120.000	\$120.000	\$108.530	\$7.399	\$4.071	\$0.001
Emergency Rail Rehab. Program	\$90.309	\$75.641	\$72.650	\$6.447	\$0.576	\$10.636
Southeast Bus Garage Construction	\$65.470	\$65.470	\$4.880	\$0.390	\$0.926	\$59.274
Repairable Parts	\$25.572	\$25.572	\$25.345	\$0.105	\$0.122	\$0.000
Bus Procurement	\$19.094	\$15.817	\$16.647	\$1.000	\$1.375	\$0.072
MCI Arena	\$18.384	\$18.100	\$18.096	\$0.000	\$0.000	\$0.288
Safety & Security - Fire Chiefs Grant	\$17.672	\$6.672	\$6.534	\$0.000	\$0.000	\$11.138
Regional Fare Integration	\$12.500	\$6.666	\$6.666	\$3.370	\$2.464	\$0.000
Largo Preliminary Engineering	\$10.397	\$10.397	\$10.198	\$0.000	\$0.000	\$0.199
Core Capacity Buses	\$8.945	\$8.945	\$4.037	\$0.000	\$0.000	\$4.908
Tax Advantage Leases	\$8.420	\$8.044	\$5.829	\$0.540	\$0.697	\$1.354
Rail Intrusion Warning System	\$7.600	\$7.600	\$6.993	\$0.113	\$0.494	\$0.000
National Airport North Mezzanine	\$4.961	\$4.904	\$4.510	\$0.000	\$0.000	\$0.451
Elevator Escalator Rehabilitation	\$3.558	\$1.571	\$1.532	\$1.000	\$0.885	\$0.141

ATTACHMENT D**NON-METRO MATTERS PROJECTS**

(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
Precision Stopping Pilot Prog.	\$3.000	\$3.000	\$2.605	\$0.263	\$0.132	\$0.000
Bus Bike Racks	\$1.630	\$1.430	\$1.430	\$0.000	\$0.000	\$0.200
ITS Communication Enhancement	\$1.562	\$1.875	\$1.379	\$0.150	\$0.032	\$0.000 *
Track Rehabilitation	\$1.125	\$0.000	\$0.000	\$0.000	\$1.125	\$0.000 *
Twinbrook Facility Relocation	\$1.000	\$1.000	\$0.512	\$0.200	\$0.144	\$0.144
Precision Stopping - PE	\$0.992	\$0.992	\$0.452	\$0.540	\$0.000	\$0.000
Station Name Changes	\$0.514	\$5.140	\$0.304	\$0.000	\$0.000	\$0.210
GRVBond Fees	\$0.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500
Security/Surveillance Cameras	\$0.275	\$0.275	\$0.200	\$0.075	\$0.000	\$0.000
Rollup All Other Projects	\$127.036	\$126.235	\$123.804	\$1.000	\$1.263	\$0.969
subtotal	\$933.594	\$898.424	\$799.295	\$28.592	\$15.101	\$90.606
Total Non-Metro Matters Project Budgets	\$2,455.229	\$1,897.130	\$1,740.432	\$212.544	\$25.129	\$477.125

*Less than \$100 thousand

ATTACHMENT E

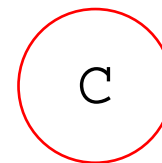
FY 2010 Operating Budget Plan of Contracts

Office	Contract Number	Title of Modification	Contract Authority Value	Award Date	Number of Option Years	Account Type
PLNT	new	Operation and Maint of Bladensburg and Four Mile Run CNG Stations	\$10,200,000	Q4	5	Services
ELES	new	Fujitec Escalator Step Replacements	\$7,375,000	Q1		Services
BMNT	new	Bus Voice Annunciator	\$5,271,420	Q2	5	Services
PLNT	new	Contract for Work Clothes and Laundry Services	\$3,500,000	Q4	3	Services
ELES	new	Refurbish Escalator Steps	\$3,500,000	Q1		Services
NCS	CQ5182	Local & Long Distance Services, and Data Network Circuits & Services	\$3,000,000	Q2	n/a	Services
TSSM	new	PROTECT System Maintenance Contract-chemical detection	\$2,300,000	Q1	4	Services
PLNT	CQ8068	Laborers for landscape maintenance and snow removal	\$2,020,662	Q3	n/a	Services
MKTG	new	Advertising/Marketing/Communications Consultant Services	\$2,000,000	Q4	2	Services
SMRT	new	Regional Customer Service Center Operations	\$1,200,000		2	Services
DCI	CQ9014	ISS Desktop Supprot	\$1,200,000	Q1	n/a	Services
ELES	new	Rack & Axle Modular Escalator	\$1,197,000	Q1		Services
PLNT	FN3021	Bladensburg and Four Mile Run CNG Stations	\$1,000,000	Q1	n/a	Services
SSRM	C04118	Exercise 1st Option Year for Environmental Services	\$995,000	Q4	n/a	Services
NCS	new	Maintenance services for DATA hardware/software	\$950,000	Q1	4	Services
APPS	CQ7067	Peoplesoft Enterprise Maintenance Renewal	\$950,000	Q4	n/a	Services
DCI	CQ9033	IBM Hardware Maintenance	\$920,000	Q1	n/a	Services
SMRT	new	Regional Software Maintenance Agreement	\$900,000	Q1	4	Services
NCS	new	Network performance/ Management software maint.	\$832,500	Q2	4	Services
SSRM	CQ8134	Exercise 1st Option Year for Nonhazardous Waste Removal and Disposal	\$800,000	Q1	n/a	Services
PLNT	new	Overhead Door Repairs and Replacements	\$750,000	Q1	3	Services
TSSM	FQ8013	Comprehensive Radio Communication System Maintenance - exercise option	\$600,327	Q1	n/a	Services
NCS	new	Maintenance services for Voice hardware/software	\$550,000	Q1	4	Services
APPS	CQ7067	Oracle Enterprise Database - Annual Maintenance	\$532,000	Q4	n/a	Services
ELES	new	Speed Reducer Refurbish 100/250	\$530,000	Q1	1	Services
COUN	new	On-call Legal Services Program	\$515,000	Q1		Services
TSSM	new	Lateral Load Testing-Geometry Testing - 3 year base at 500k/yrwith 2 opion years	\$500,000	Q1	2	Services
PLNT	new	Storm Sewer Cleaning	\$500,000	Q1	3	Services
CSAC	new	Intellectual Property Valuation	\$500,000	Q2		Services
PLNT	CQ7111	Snow and ice removal from rail station parking lots during snow emergencies	\$447,840	Q2	n/a	Services
APPS	19938 V2	Trapeze Software Maintenance	\$432,000	Q3	n/a	Services
HROS	C06008	Temporary Employment Service	\$420,000	Q1	n/a	Services
DCI	CQ9033	IBM Software Maintenance	\$408,000	Q1	n/a	Services
TSSM	new	Job Order Contract - Contractor to provide Electrical Services for TSSM Power Dept.	\$400,000	Q1	n/a	Services
NCS	new	Network Hardware	\$400,000	Q3		Services
MTPD	new	PROTECT Operational Support	\$400,000	Q1	2	Services
ELES	new	Double Bearing Handrail Drive Assembly	\$400,000	Q1	1	Services
DCI	CQ9040	Novell Software Annual Maintenance	\$400,000	Q1	n/a	Services
APPS	24620V2	Maximo Software Renewal Support	\$388,800	Q3	n/a	Services

The Washington Post

Metro Takes Another Look At Rising Paratransit Costs

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By Lena H. Sun
Washington Post Staff Writer
Tuesday, June 9, 2009

The growing population of elderly and disabled people in the Washington area is threatening to overwhelm the door-to-door regional paratransit service that Metro operates for those who are unable to ride the subway or bus, officials said.

MetroAccess has experienced double-digit growth in the past three years. And with the aging of the baby-boom generation, enrollment is expected to increase significantly -- perhaps as much as 50 percent -- over the next five years. In addition, tight budgets have forced some jurisdictions to trim transit services for the disabled, sending more customers to MetroAccess, according to Christian Kent, Metro's manager for access services.

Taxpayers are footing most the bill for the added costs. On Thursday, officials will review ridership and costs and discuss policy decisions the Metro board could take to cut costs, such as increasing fares and limiting service to minimum federal requirements.

No board members supported those politically controversial options during recent budget talks.

"As the population of people with disabilities increases, the cost of the service is going to increase along with it," Kent said. "It's not that people are using the service more. It's that more people are using the service."

Transit agencies across the country face similar problems, but the Washington region stands out.

"It's really a mecca for people with disabilities," Kent said. "There's much better employment opportunities, more awareness and attention to disability-related issues, so many people with disabilities choose to live here."

MetroAccess is by far the transit agency's costliest and fastest-growing service. An estimated 25,000 people are enrolled in the program, which provides door-to-door shared rides for a \$2.50 one-way flat fare. Each trip costs Metro \$38. The service accounts for about 6 percent of the agency's \$1.4 billion operating budget. Riders take about 7,500 trips on an average weekday.

Ridership increased 16 percent this year and is projected to jump 13 percent next year, to about 2.2 million passengers annually.

Although Metrorail passenger fares cover 84 percent of the cost of a trip, MetroAccess fares cover about 6 percent of the cost. The remaining 94 percent comes from taxpayers in the jurisdictions served by Metro. MetroAccess users also are allowed to bring one personal care assistant or companion, who rides for free.

The cost to operate MetroAccess next year is projected to be about \$86 million, a 30 percent increase from two years ago. The increased costs are one reason Metro has faced budget shortfalls in each of the past three years. Federal law requires Metro and other transit agencies to provide the service, but the agencies are not reimbursed by the federal government.

According to U.S. Census figures, there are at least 336,468 people age 65 and older living in the jurisdictions served by Metro. Of those, more than 36 percent, or more than 122,000, are disabled. In the next five years, many of those who are in the next oldest age group, 21 to 64, will age, swelling the ranks of seniors, Kent said.

The downsizing of the District's Medicaid program has resulted in a 120 percent increase in MetroAccess riders from three years ago, according to statistics. But Prince George's County accounts for the biggest number of passengers.

Based on recommendations of an industry peer review, Metro officials said they plan to meet with advocacy groups this summer to discuss ways to tighten eligibility. A person with limited vision, for example, might need to use MetroAccess at night but, with training, be able to ride the subway or bus during the day, Kent said. Riders who are eligible to ride MetroAccess can ride the rail and bus for free.

MetroAccess service also exceeds federal requirements. The service provides transportation to anywhere within the local jurisdictions served by Metro. Federal law requires Metro to provide service only within three-quarters of a mile of existing rail and bus routes. The agency estimates that it could save \$2.8 million a year by limiting service to the federal requirement.

Under federal law, Metro can also charge paratransit users up to twice the comparable fare for a fixed-route system, such as Metrorail.

Staff researcher Meg Smith contributed to this report.

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Review of MetroAccess Ridership, Cost, and Policy and Extension of Contracting Authority

Presented to the Board of Directors:

**Finance, Administration, and
Oversight Committee**

June 11, 2009





Origin of MetroAccess

- Service began on **May 16, 1994**
 - Established in response to ADA requirement
 - Has always been outsourced, including eligibility
 - At inception, some ADA paratransit service was being provided by the jurisdictions (aka, “core carriers”)
 - Original operating plan did not define service area by ADA $\frac{3}{4}$ -mile corridor but by Compact “Transit Zone”



1998-2006: Service Evolution

- Jurisdictions transferred most of their remaining ADA paratransit trips to MetroAccess, making MACS the largest provider of demand response service, representing approximately 1/3 of the market share
- To cut costs, some jurisdictions increasingly discontinued similar services in favor of subsidizing the customers' paratransit fares
- Eligibility certification, overseen by the same entity operating the paratransit service until 2005, yielded a low denial rate (< 1%)
- Since 2006, contract transition and numerous service improvements, ridership drove costs upward

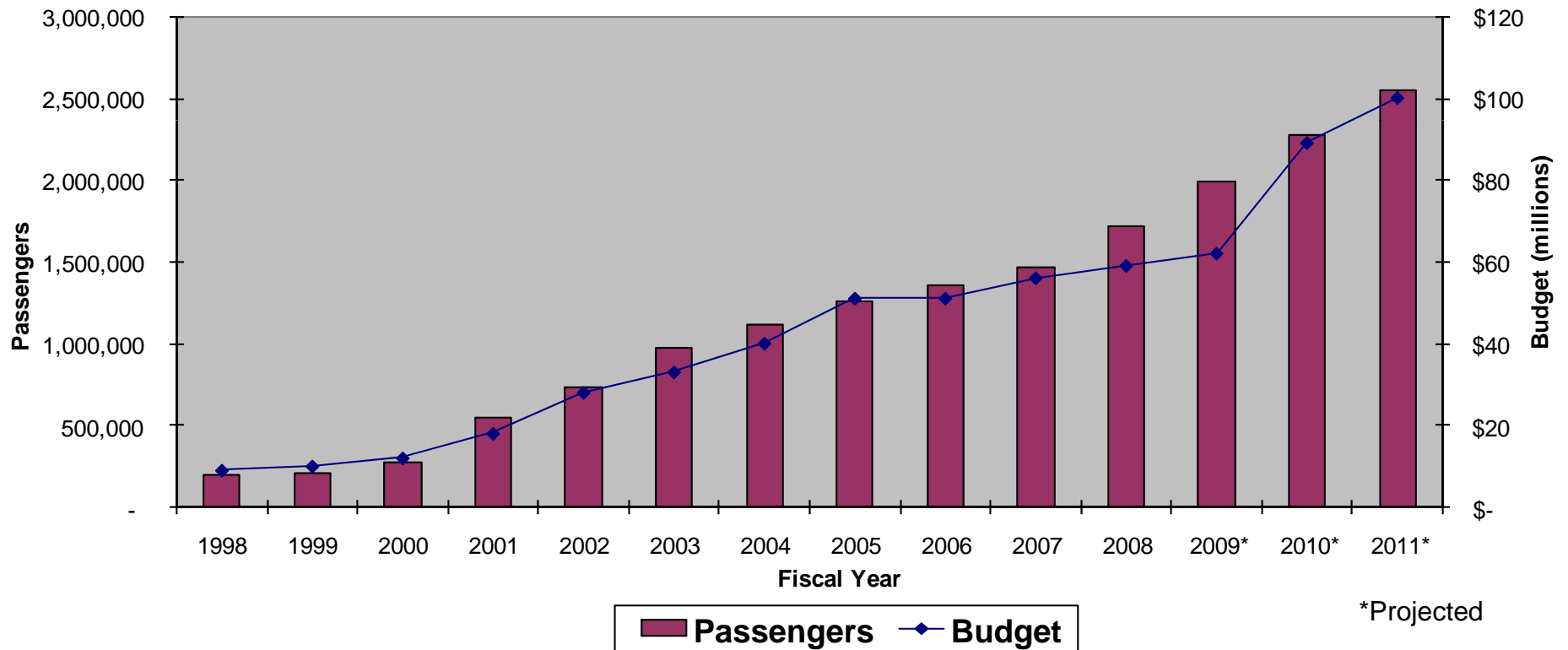


2007 and Beyond: Managing the Growth Effectively

- Ridership growth required automation of scheduling and dispatch—GPS system implemented successfully—now supports greater data reliability
- 200 new vehicles—reduced fleet age
- Technology improvements, contract oversight resulted in improved efficiency, performance, greater ridership
- Improved service led to favorable settlement of class-action lawsuit in which majority of financial investment went to infrastructure improvements and service enhancements



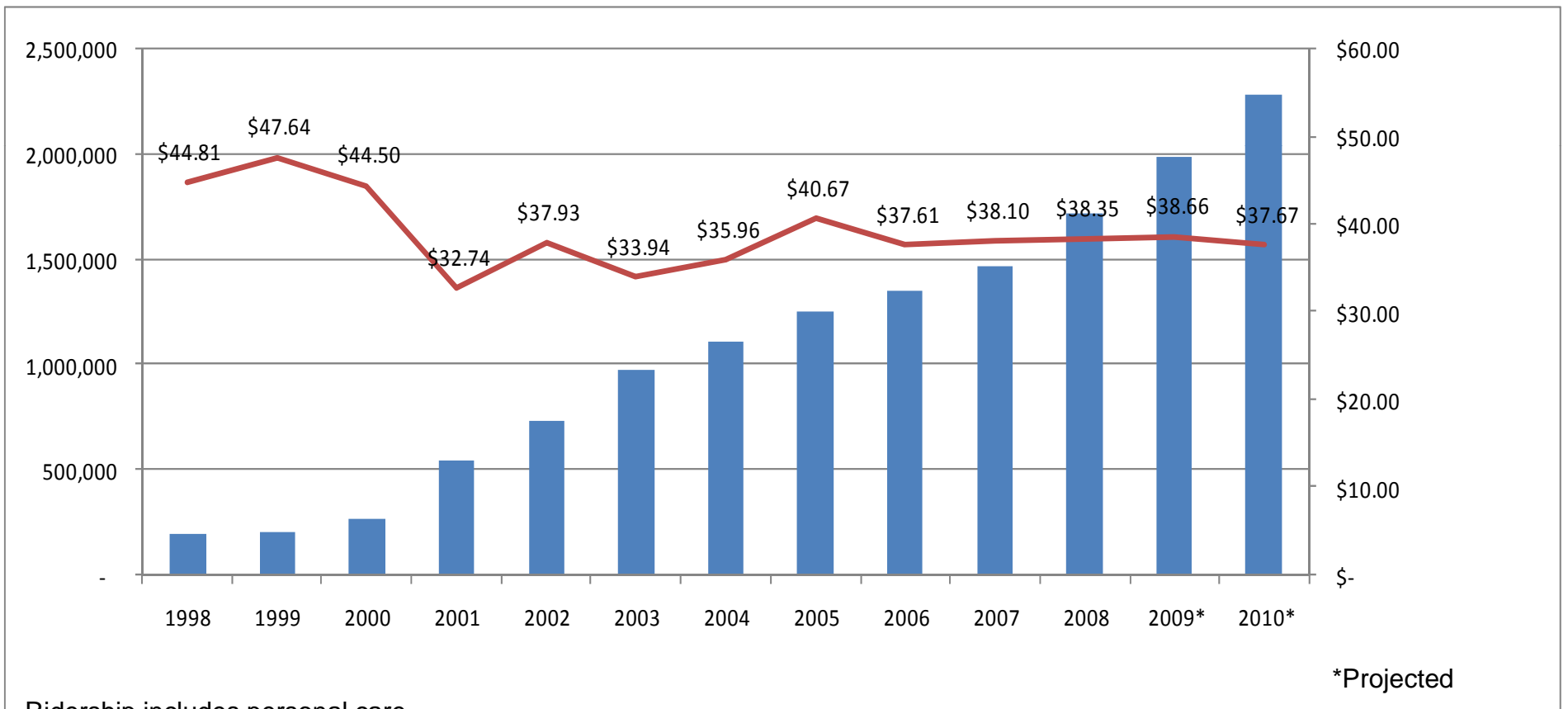
Ridership and Budget Growth



Ridership includes personal care assistants (PCA's) and companions; constitutes approximately 15% of total



Ridership and Cost Per Trip

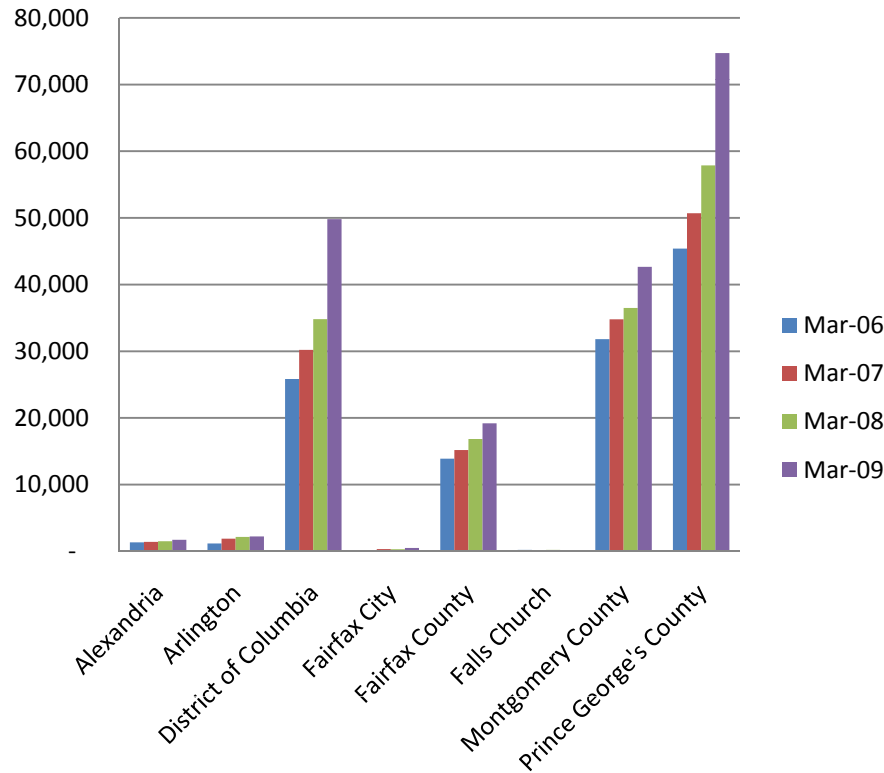


Ridership includes personal care assistants (PCA's) and companions; constitutes approximately 15% of total

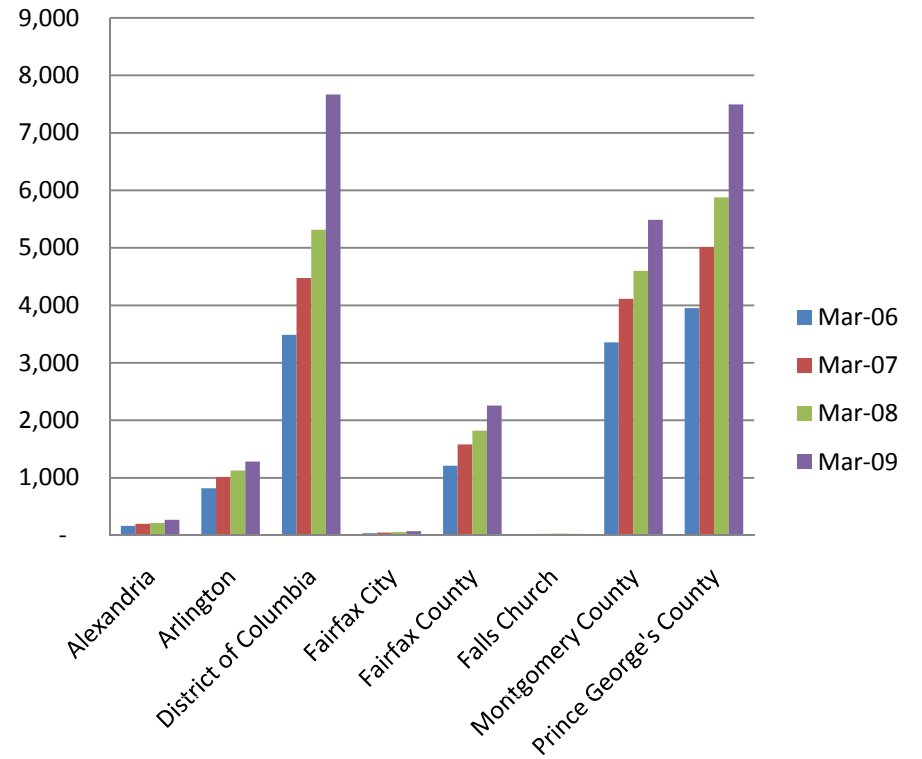


Growth Trends

**MetroAccess Growth
(Passengers), March YOY, 2006-2009**



**MetroAccess Growth
(Registrants), March YOY, 2006-2009**





District of Columbia Trends

- **Largest increase in enrollment (120%)**
- **MACS ridership increased after downsizing of DC's Medicaid Program**
- **Second largest increase in passenger trips (93% over last four years)**
- **Ample Metrobus service but limited demand response alternatives**



Maryland Trends

- Largest number of passenger trips, Prince George's County (+29K)
- Prince George's County is second largest increase in enrollment (+3,500)
- Limited alternatives in Prince George's County
- Montgomery County Ride-On offsets trend, but is third largest increase in both metrics



Virginia Trends

- **Virginia jurisdictions are the smallest market share**
- **86% increased enrollment in Fairfax Co.; 89% more rides, Arlington**
- **Greater use of alternate demand response services**
- **Budget challenges for other services can be a risk**



Regional Trends

Disabled Populations in the Metro Compact Area

Jurisdiction	Population 5 to 20 years	Total (%) of Population with a disability (Ages 5 to 20 years)	Population 21 to 64 years	% of Population with a disability (Age 21 to 64 years)	Population 65 years and over	% of Population with a disability (Ages 65 years and over)
District of Columbia	112,797	10.0%	349,658	21.9%	66,478	42.5%
Maryland Suburbs	425,831	7.2%	1,135,033	15.4%	165,844	35.7%
Northern Virginia	252,704	6.9%	549,850	13.3%	104,146	34.0%
Metro Compact Area	791,332	59,000 (7.5%)	2,034,541	303,000 (14.9%)	336,468	> 122,000 (36.4%)

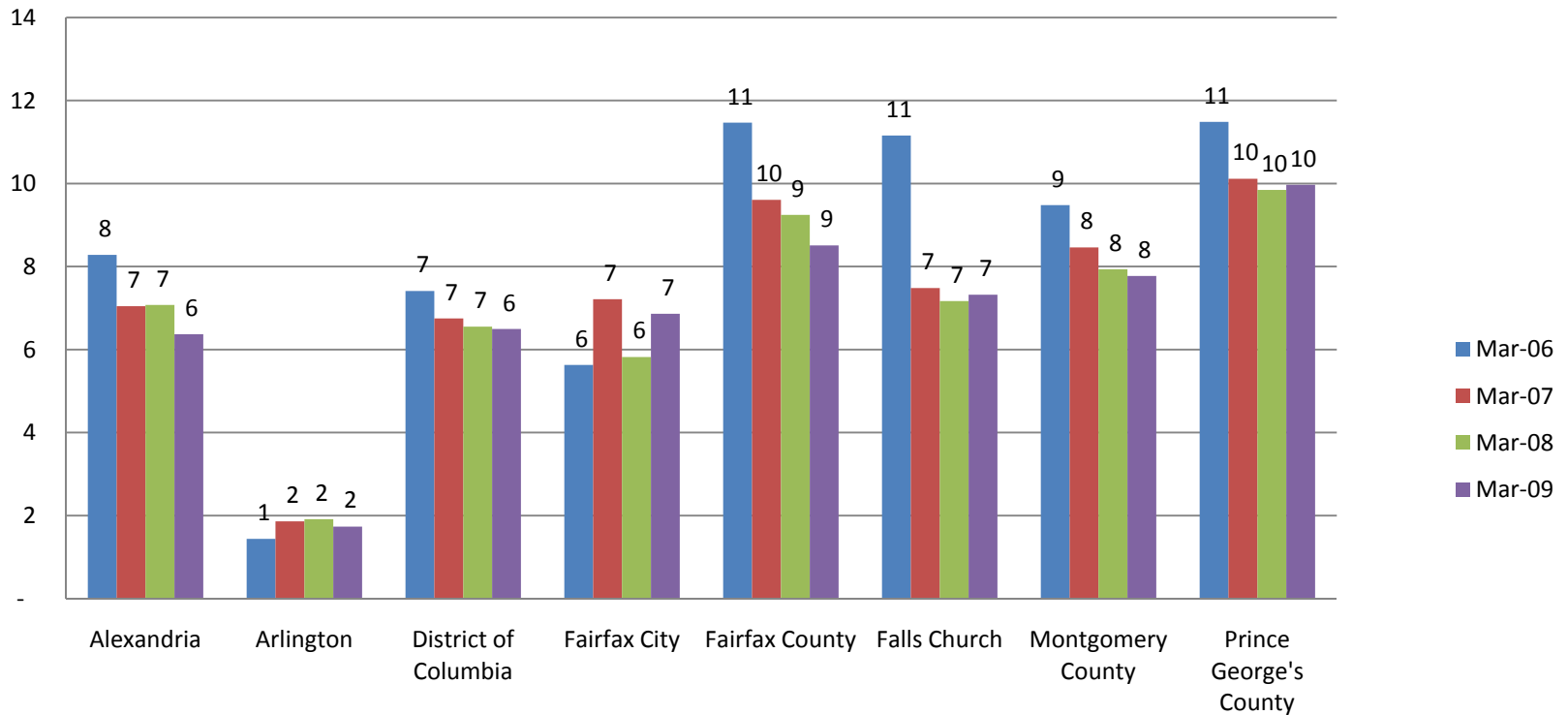
*Percentage of population with a disability for Frederick, Loudoun and Prince William County are included in the percentage totals.

- **Ridership trend is due to increased enrollment**
- **Growth of population of older adults and people with disabilities**



Regional Trends

**MetroAccess Growth
(Trips per Registrant)
March YOY, 2006-2009**





National Trends

	2008 Ridership	2008 Budget	2008 Cost/Psgr
New York City MTA	4.4M	\$284M	\$64
Los Angeles MTA	1.9M	\$83M	\$44
WMATA	1.7M	\$67M*	\$38
Boston MBTA	1.5M	\$50M	\$33
Seattle (King County)	1.1M	\$42M	\$38

***2008 Actual**



Free Ride Program

- Metro continues to promote free rides through:
 - Direct mail
 - Internet
 - Customer service
 - Community outreach
 - Eligibility

	Bus	Rail*	System Total
Trips	200,000	100,000	300,000
Cost Avoidance (Through 4/09)	\$8M	\$6M	\$14M
Cost Avoidance (Projected FY 2009)	\$10M	\$7M	\$17M**

*July-October 2008 data is estimated based on YTD usage

**** Cost avoidance of \$17M—would otherwise be part of MetroAccess operating expense**



Current Operational Status

- **191,018 passengers transported (March 2009)**
- **Approaching 2M passengers for FY 2009**
- **92.5% on-time performance (March 2009)**
- **Sustained reductions in vehicle collisions and passenger injuries**
- **Fleet size increased by 105 vehicles and 75 existing vehicles replaced (2008-2009)**
- **Successful implementation of door-to-door service and MetroAccess EZ-Pay will contribute to faster boarding and more efficient service delivery**



Recap of TPB Independent Review

- In November 2008, Metro received high marks for substantial improvements in MetroAccess since the previous review in 2006:
 - Praised successful implementation of door-to-door service and information campaign
 - Recognized improved on-time performance
 - Validated methodology for ridership projections
 - Supported planned implementation of conditional eligibility
 - Recommended review of contract structure, employee turnover, and travel time



Metro vs. ADA Baseline Requirements

	ADA Baseline Requirement	Metro
Service Area	¾-mile corridor of existing fixed-route services with corresponding hours	All locations serviced within boundaries of each Compact jurisdiction; some extended hours
Fare Structure	Up to twice corresponding fixed-route fare	Flat fare (twice the base fare for Metrobus) with supplemental charge for out of corridor
Eligibility	Can include conditional	Conditional not yet implemented



2009 APTA Peer Review: Findings

- **Metro is delivering quality service that exceeds ADA requirements:**
 - **Since Metro can precisely measure the ADA $\frac{3}{4}$ -mile corridor, limiting service to the corridor is recommended**
 - **When Metro can precisely quantify the comparable fixed-route fare for a given paratransit trip, other fare options could be considered**
 - **Recommends conditional eligibility**



Service Area Comparison

	Service Area
New York City MTA	Beyond corridor to all five boroughs; corridor observed in suburban counties
WMATA	Beyond corridor to county limits of all Compact jurisdictions
Chicago (PACE)	Beyond corridor but requires regional transferring
Philadelphia (SEPTA)	Beyond corridor, but will pilot a corridor limitation later this year



Fare Structure Comparison

	Fare Structure
New York City MTA	\$2.25 flat fare
WMATA	\$2.50 flat fare plus \$1 surcharge for every 3 miles beyond corridor up to \$6.50 maximum fare
Chicago (PACE)	\$2.25 to \$3 flat fare based on jurisdiction
Philadelphia (SEPTA)	\$4 plus zone and inter-county charges for suburban travel



Conditional Eligibility Comparison

	Conditional Eligibility
New York City MTA	Yes
WMATA	Pending implementation
Chicago (PACE)	Yes
Philadelphia (SEPTA)	Yes



Impact of Changing Service Area/Hours

- At least \$2.8M annual savings projected by reducing service to ADA corridor
- Savings will increase proportionally with ridership growth
- Trapeze paratransit scheduling software is now capable of defining the ADA corridor

OUT-OF-CORRIDOR TRAVEL ON METROACCESS, JANUARY 2009

<u>JURISDICTION</u>	<u>OUT OF CORRIDOR</u>	<u>TOTAL TRIPS</u>	<u>PCT OF TOTAL</u>
ALEXANDRIA	12	1267	.95
ARLINGTON	69	1473	4.68
DISTRICT OF COLUMBIA	254	33888	.75
FAIRFAX CITY	11	329	3.34
FAIRFAX COUNTY	596	14441	4.13
FALLS CHURCH	1	156	.64
MONTGOMERY	819	30886	2.65
PRINCE GEORGE'S	2447	53964	4.53
*TOTAL	4209		

Number of unique customers = 394

*Trip count does not include Personal Care Assistants and Companions



Impact of Changing Fare Structure

- **MetroAccess is at 6% farebox recovery; increasing the flat fare will not have a significant impact**
- **ADA permits setting the fare at twice the comparable fixed-route fare, and for Metro, that would include the distance-based fares offered on Metrorail**
- **Some customization of the Trapeze fare calculation software required to accomplish this; supplemental fares would still apply under current Board policy and amounts could also be adjusted**
- **Impact can be estimated from recent paratransit elasticity study**



2007 Paratransit Elasticity Study

- TCRP Report 119 outlines factors for paratransit demand elasticity
- High elasticity in use of conditional eligibility (48%)
- Fare elasticity is significantly higher than bus and rail

Figure 9 Elasticities and Different Factors

Variable	Elasticity	Factor	Interpretation
Base Factor	-0.77		A 1% higher base fare (e.g., \$2.02 vs. \$2.00) corresponds to 0.77% less demand.
Percent Conditionally Eligible	-0.29 at the mean		A 1% higher percent found conditionally eligible compared to the mean value of 21% (21.21% vs. 21%) corresponds to 0.29% less demand.
		1.39	A 1% greater percentage of applicants found conditionally eligible (e.g., 31% vs. 30%) corresponds to 1.39% less demand.
Conditional Trip Screening		48%	Systems that use conditional trip screening have 48% lower demand than other systems.
Percent below Poverty	-0.90 at the mean		A 1% higher poverty rate compared to the mean value of 13% (13.13% vs. 13%) corresponds to 0.90% less demand.
		-6.6	A 1% higher percentage of the population below the poverty level (e.g., 16% vs. 15%) corresponds to 6.6% less demand.
Effective Window	-0.72		A 1% wider effective window (e.g., 30.3 minutes vs. 30 minutes) corresponds to 0.72% less demand.



Paratransit Contract Status

- **Contract base period is four years with two renewable options at two years each; total contract authority is \$540M; base period (\$209M) ends 1/14/10**
- **Contracting authority extended by \$6.5M through June 30, 2009 (totaling \$216M)**
- **Requires \$45M in contracting authority to continue through end of base period (1/14/10), and an additional \$45M to continue through 6/30/10; total of \$90M for FY 2010**
- **Exercising option period through 6/30/11; will require \$100M in contracting authority for FY 2011**



Recommendation

- **Approval of \$190M in contracting authority¹ for the paratransit service to be applied to remainder of contract base period and first option period²**

¹\$90M for FY 2010 and \$100M for FY 2011; FY 2011 allocation is subject to Board approval of FY 2011 budget

²Two-year option period to be reduced by 6 months to adjust performance period to Metro's fiscal year cycle (July 1, 2009 through June 30, 2011)



Appendix



MetroAccess Ridership Growth by Jurisdiction (total passengers)

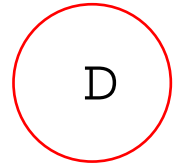
	Mar-06	Mar-07	Mar-08	Mar-09	% Increase	Increase
Alexandria	1,350	1,409	1,514	1,726	28%	376
Arlington	1,175	1,886	2,156	2,224	89%	1,049
District of Columbia	25,842	30,199	34,822	49,820	93%	23,978
Fairfax City	197	339	320	494	151%	297
Fairfax County	13,886	15,199	16,838	19,194	38%	5,308
Falls Church	212	187	215	183	-14%	(29)
Montgomery County	31,806	34,797	36,495	42,655	34%	10,849
Prince George's County	45,387	50,711	57,869	74,722	65%	29,335
TOTAL	119,855	134,727	150,229	191,018		

MetroAccess Ridership Growth by Jurisdiction (total registrants)

	Mar-06	Mar-07	Mar-08	Mar-09		
Alexandria	163	200	214	271	66%	108
Arlington	817	1,013	1,127	1,284	57%	467
District of Columbia	3,487	4,475	5,315	7,668	120%	4,181
Fairfax City	35	47	55	72	106%	37
Fairfax County	1,211	1,582	1,821	2,256	86%	1,045
Falls Church	19	25	30	25	32%	6
Montgomery County	3,355	4,113	4,601	5,487	64%	2,132
Prince George's County	3,951	5,014	5,878	7,495	90%	3,544
TOTAL	13,038	16,469	19,041	24,558		

MetroAccess Ridership Growth by Jurisdiction (passenger trips per registrant)

	Mar-06	Mar-07	Mar-08	Mar-09
Alexandria	8	7	7	6
Arlington	1	2	2	2
District of Columbia	7	7	7	6
Fairfax City	6	7	6	7
Fairfax County	11	10	9	9
Falls Church	11	7	7	7
Montgomery County	9	8	8	8
Prince George's County	11	10	10	10
TOTAL	8	7	7	7



Planning, Development and Real Estate Committee

Board Action Item VI-B

June 11, 2009

**Approval to Hold a Public Hearing
for
Cinder Bed Road Bus Garage**

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100359	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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TITLE:

Cinder Bed Rd. Approval for Public Hearing

PURPOSE:

To obtain concurrence from the Planning, Development and Real Estate Committee and approval from the Board of Directors to authorize staff to conduct a Public Hearing for a new bus facility.

DESCRIPTION:

Metro received an unsolicited proposal that provides real estate, professional services for design and construction and financing for a new bus garage that could be a replacement for the Royal Street Metrobus Garage. Consistent with Metro policy for receipt of unsolicited proposals, Metro issued an RFQ in November 2008 to ascertain whether other offerors could make a similar offer. One proposal was received from the offerer who submitted the unsolicited proposal. Review of the proposal was completed in February 2009 and comments and questions about the proposal were sent to the proposer for responses. The proposer submitted responses to the questions and those responses are under review.

Discussions with the proposer about how to best advance the project through the public hearing process resulted in a partnership wherein each party has specific responsibilities and will cover the costs of those responsibilities. Specifically, Metro is responsible for the environmental analysis and the proposer is responsible for the engineering required to support the environmental analysis. The April 2009 Board action approved this non-binding partnership and, by doing so, showed Metro's continued interest in the project.

The proposed action for the public hearing will be for a new bus facility in Fairfax County on Cinder Bed Road. The facility will house up to 160 buses with a LEED Silver rating and with capability for Compressed Natural Gas (CNG) buses.

Funding for the project has not been finalized but is likely to be from the successor to the Metro Matters Funding Agreement.

FUNDING IMPACT:

No Budget approval is being sought with this action. The budget and funds approved by the Board in April 2009 includes the cost of holding the public hearing.

RECOMMENDATION:

Authorize staff to conduct a public hearing for the a new bus facility.



Cinder Bed Road Bus Facility

Presented to the Board of Directors:

Planning, Development and Real Estate Committee

June 11, 2009





Purpose

Authorization for staff to conduct a Public Hearing for a new bus garage in Fairfax County (Cinder Bed Road Bus Facility).

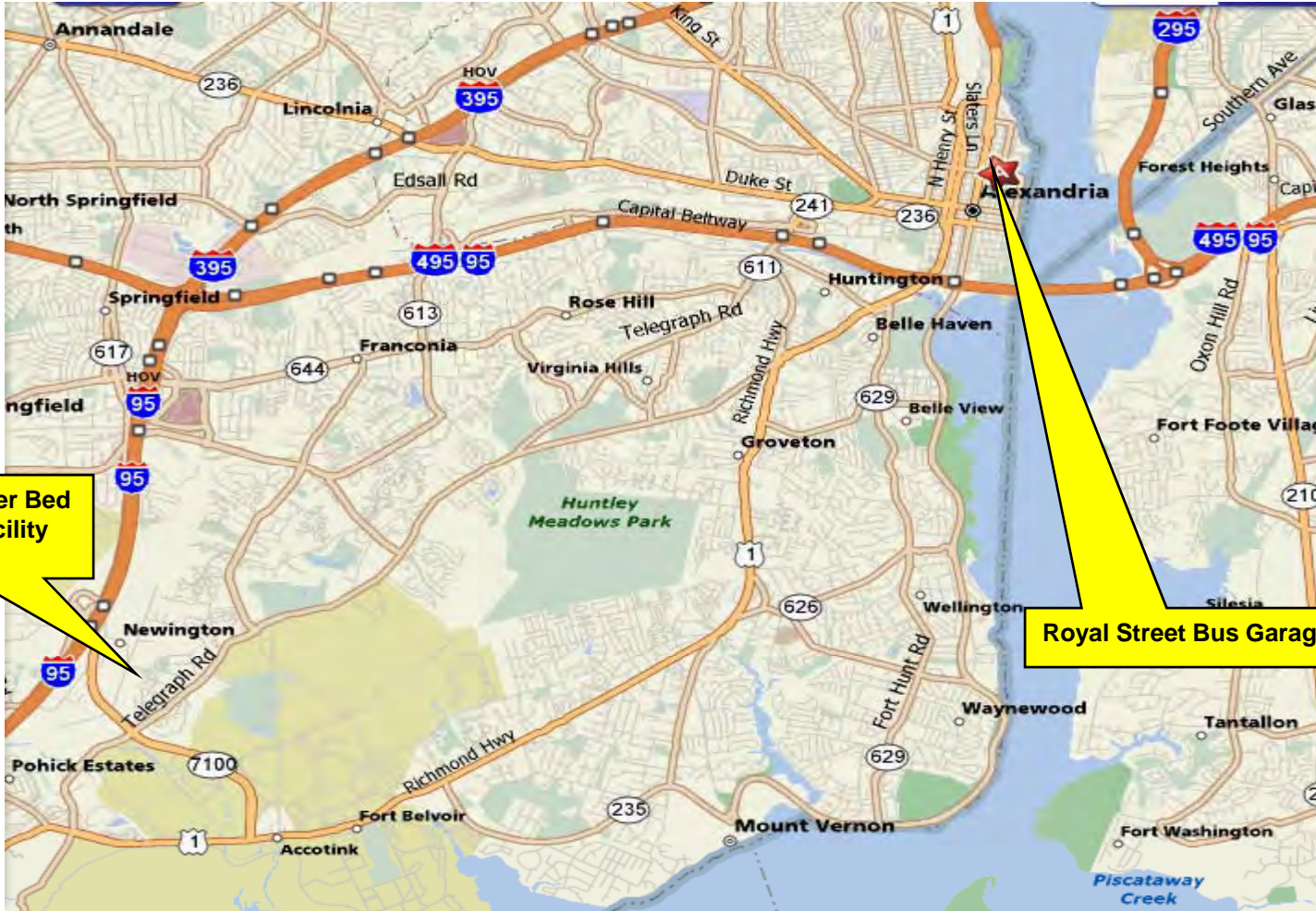


Background

- Unsolicited proposal received that provides real estate, and financing professional services for design, and construction for a new facility that would be a replacement for the Royal Street Metrobus Garage
- Proposed site is in Fairfax County on Cinder Bed Road
- A larger garage could house up to 160 buses, would attain LEED Silver certification and would be built to accommodate CNG buses
- Funding for the project has not been finalized but is likely to be from the successor to the Metro Matters Funding Agreement. Staff will return to the Board for approval of a financing plan.
- The public hearing is necessary because the new facility would require a modification to the Mass Transit Plan



Proposed Site

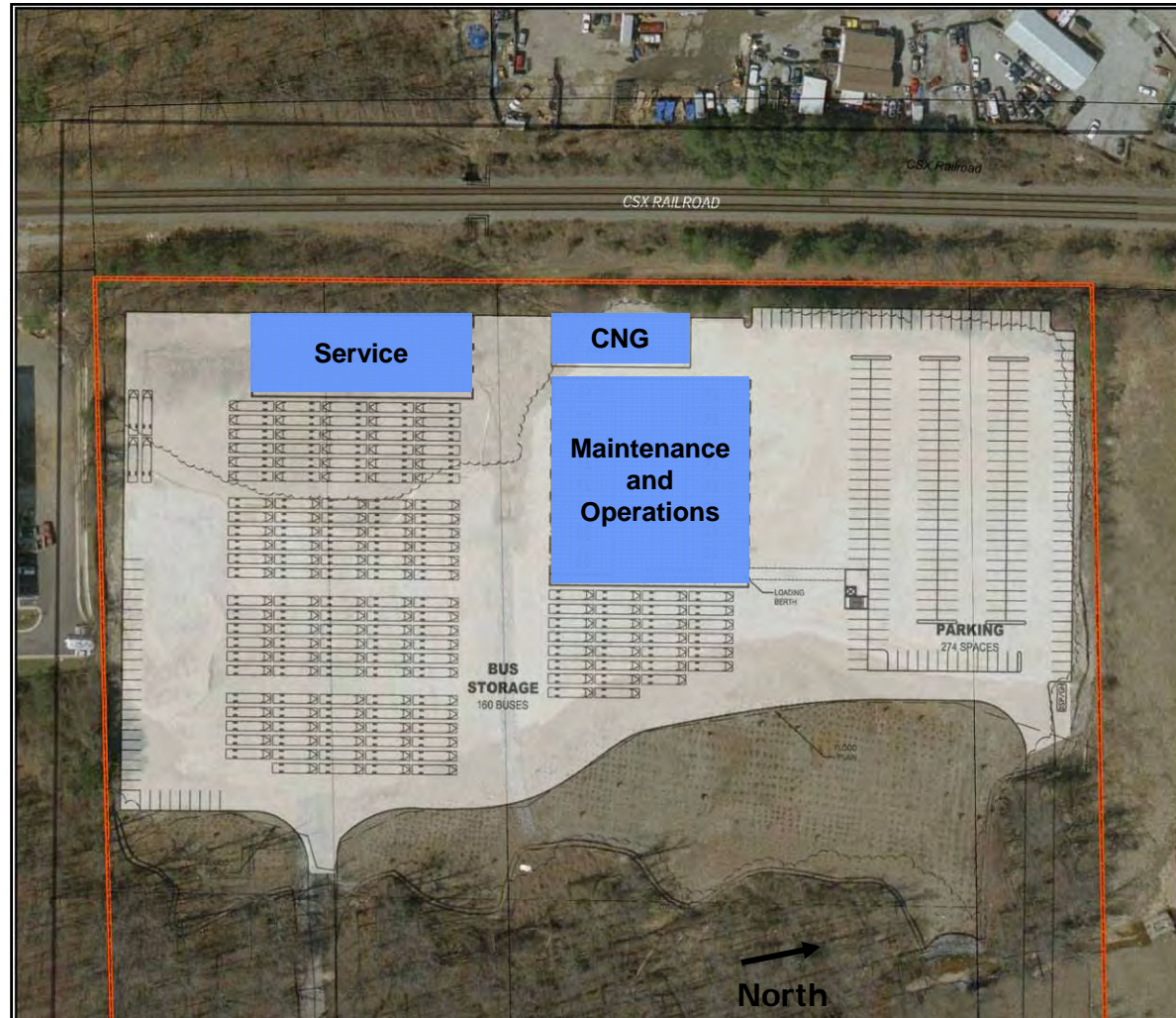


Proposed Cinder Bed Road Bus Facility

Royal Street Bus Garage



Potential Layout





Benefits/Costs

Benefit:

- Provides modern facility to enhance maintenance
- Improves service reliability
- Replaces outdated 64-year old garage
- Removes garage from narrow streets in historic district
- Mutually-agreeable location for Metro, Alexandria and Fairfax County

Implications on Service:

- Potential increase in operating costs due to deadheading
- Bus redistribution required



Recommendation

Authorization for staff to conduct a Public Hearing for the Cinder Bed Road Bus Facility.

SUBJECT: APPROVAL TO HOLD A PUBLIC HEARING FOR THE CINDER BED ROAD BUS GARAGE

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The City of Alexandria requested that Metro seek a location for a new bus garage that would house the existing Royal Street Metrobus Garage situated at 500 North Royal Street, Alexandria, Virginia; and

WHEREAS, In August 2008, Metro received an unsolicited proposal that provides real estate, professional services for design and construction and financing for a new bus garage that could be a replacement for the Royal Street Metrobus Garage proposed to be located in a 17.4 acre parcel known as 7820 Cinder Bed Road (State Road 637), Newington, Fairfax County; and

WHEREAS, Staff has determined that the proposal is technically acceptable and that other, competing proposals are not forthcoming; and

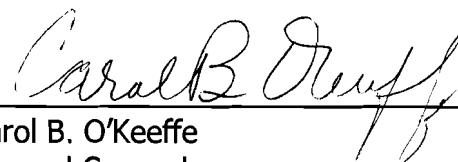
WHEREAS, On April 2, 2008, the Board of Directors amended by Resolution #2008-21, the Capital budget to establish a reimbursable project, separate from the Metro Matters budget, to fund, among other things, preliminary engineering and the performance of an environmental analysis that will provide the documentation required for the holding of a Metro public hearing; and

WHEREAS, A public hearing is required for the proposed Cinder Bed Road Bus Garage project because the project, if approved and adopted by the Board of Directors, would result in the construction of the Cinder Bed Road Bus Garage (as generally depicted on Attachment A) which would be an addition to the Mass Transit Plan and would require the acquisition of additional property; now, therefore be it

RESOLVED, That the Board of Directors authorizes staff to hold a public hearing on the proposed Cinder Bed Road Bus Garage project and the General Manager, in coordination with the Virginia Board members, will establish the date, time and location of the hearing; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel



Cinder Bed Road Bus Garage





AGENDA ITEM #9

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: Legislative Items

The Legislative Committee of the Virginia Transit Association conducted a conference call on June 23rd. The purpose was to review the 2009 Legislative Agenda and begin to develop a revised agenda for 2010. Also, VTA will craft a unified message for candidates for state office that explains why it is important to support transit and alternative means of commuting (telework, vanpools, ridesharing, etc.).

Attached for your information are several items pertaining to federal legislation, including materials from APTA describing progress in federal surface transportation program reauthorization. Also, an article describes efforts by Representatives Connolly and Moran to earmark funds for extending Metrorail's Orange Line out I-66 to Centreville, the Blue Line to Prince William County and the Yellow Line to Ft. Belvoir and Woodbridge.

Also attached is a summary of the Federal Railroad Administration's Program Guidance for \$8 billion in stimulus funding for high speed intercity rail and other federal rail funding programs. DRPT has prepared an application to meet FRA's "pre-application" deadline of July 10, 2009 and final deadline of August 24, 2009. Several of the projects are located in Northern Virginia and will benefit VRE and its customers. These are listed on page 11 of the attached PowerPoint presentation of DRPT's Director Chip Badger.

Regarding the federal stimulus program (ARRA), Virginia may have an opportunity to apply for more funds if other states are unable to designate sufficient projects to meet the rigid completion deadlines. A conference committee has approved



a provision included in HR 2346 (the supplemental appropriations act for 2009) that will permit up to 10% of ARRA transit funds to be used to support operations.

Finally, as described in the attached APTA Legislative Alert, the House Transportation and Infrastructure Committee has released a \$500 billion authorization proposal including almost \$100 billion for transit and \$50 billion for high speed rail. While the T&I Committee is seeking immediate passage of an authorization bill, the Obama Administration is proposing immediate enactment of an 18-month extension to replenish the Highway Trust Fund, most likely from the General Fund.

To ensure delivery of Legislative Alert, please add 'LegislativeAlert@apta.com' to your email address book.

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LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



June 18, 2009

U.S. House Transportation & Infrastructure Committee Releases \$500 billion Authorization Proposal - "A Blueprint for Investment and Reform" Includes \$99.8 billion for Transit and \$50 billion for High Speed Rail!

Administration Proposes alternate 18 Month SAFETEA-LU Extension and Highway Trust Fund Fix-

Congress Approves Supplemental Appropriations Act - FY 2010 Appropriations Legislation Advancing-

Today, the bipartisan leaders of the U.S. House Committee on Transportation & Infrastructure, Chairman James Oberstar (D-MN), Ranking Member John Mica (R-FL), Highway and Transit Subcommittee Chairman Peter DeFazio (D-OR), and Ranking Member John Duncan (R-TN), released their proposal for the next surface transportation authorization bill, to replace SAFETEA-LU. The summary of the proposal, entitled "A Blueprint for Investment and Reform," describes in detail the committees' plans for the subsequent legislation, which will be introduced as the Surface Transportation Authorization Act of 2009 (STAA).

To view the Executive summary, click [here](#).

To view the detailed proposal, click [here](#).

APTA commends the committee for its thoughtful approach to address our nation's transportation needs and is extremely pleased that its proposal incorporates several proposals advanced in APTA's "Recommendations on Federal Public Transportation Law."

As proposed, STAA recommends a \$450 billion investment in surface transportation programs, including \$99.8 billion for public transportation programs administered by the Federal Transit Administration (FTA)— a more than 90 percent increase over SAFETEA-LU levels. The bill recommends an additional \$50 billion to support President Obama's vision for the creation of a High Speed Rail network in the United States.

However, as expected, the proposal does not address where increased revenues will come from to finance the program. This portion of the legislation must be developed by the House Committee on Ways & Means, which is expected to act at a later date.

ACTION ALERT

The Bi-partisan Surface Transportation Authorization Act of 2009, introduced by the leadership of the House Transportation and Infrastructure Committee provides a 90 percent increase in transit funding and makes many other improvements in surface transportation law recommended by APTA. APTA urges you to contact your Members of Congress and urge them to express strong support for the bill. With the Subcommittee on Highways and Transit is expected to mark up the bill on Wednesday, June 24, it is critical that you contact your Representatives immediately to express your support.

- Please contact your Members of Congress by phone or email immediately. Tell them that you strongly support this bill, which dramatically increases investment in public transportation and urge them to support it as well. Ask that they to express their support to Members of the Transportation and Infrastructure Committee this week.

The legislation proposes a significant consolidation of surface transportation programs and introduces performance standards as a key feature of the federal program. Additional goals of STAA include bringing transportation assets to a "state-of-good repair," improving project delivery, increasing safety, reducing traffic congestion, reducing green house gas emissions and improving air quality. The committee also proposes creating a National Infrastructure Bank to fund large-scale transportation projects, as well as the creation of two multi-modal programs that aim to reduce congestion in major metropolitan areas and fund projects of national significance.

Funding Proposals

According to the committee's blueprint, of the \$450 billion proposed for surface transportation programs, \$337.4 billion is proposed for the highway program, \$99.8 billion is proposed for public transportation, and \$12.6 billion is proposed for highway and motor carrier safety. It is important to note that STAA also proposes to fund two multi-modal programs (\$50 billion for a "Metropolitan Mobility and Access Program and \$25 billion for "Projects of National Significance") from the same \$450 billion pot. At this time, the proposal does not indicate from which programs STAA will draw funds to finance these two programs. Therefore, the actual level of funding dedicated to each mode will vary based on the amount of funds that will be drawn for the multi-modal accounts, and eventually how much goes back into the programs once the funds are distributed.

As for the highway and transit programs, details were not made available regarding the distribution of funds among the various programs. For highway programs, despite consolidation efforts, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) remain largely intact as states and local governments will continue to be able to flex these funds for transit projects at the local level. Changes, however, are proposed to increase sub-allocations to local governments from these accounts, giving local governments a larger stake in the project decision-making process, which could lead to more funds for transit projects.

For the transit program, STAA proposes to increase the ratio of federal funds that come from the Mass Transit Account of the Highway Trust Fund (HTF). Under SAFETEA-LU, approximately 17 percent of the federal transit program was funded from the General Fund, with the remainder coming from the HTF. Under STAA, the General Fund share would drop to 12.3 percent (\$12.2 billion). This is could be good news for transit, as a smaller portion of funding would be subjected to funding reductions within the annual appropriations process.

Transit Program Structure

The blueprint also indicates that STAA will propose a significant consolidation of transit programs, distributing

funds under six major program headings. This is consistent with the overall theme of simplifying the federal program to create efficiency to help speed project delivery and to introduce performance measures. Elements of all of the previous programs, including eligible activities, can be found under the new headings. The new programs are:

1) New Starts and Small Starts Program

STAA proposes a greatly simplified New Starts and Small Starts program that will speed project delivery by “eliminating a variety of programmatic steps and requiring program reforms.” In addition, the proposal aims to “equalize the treatment of proposed transit projects and elevate the importance of the benefits that will occur in the community once the project is built.” STAA will prohibit the use of the FTA’s current cost-effectiveness index” (CEI), and replace it with a ratings process that comparably weighs economic development, energy savings, increased mobility and congestion relief.

2) Fixed Guideway Modernization Program

STAA proposes to simplify the existing fixed-guideway modernization program by eliminating the complex 7-tiered fund distribution formula and replaces it with a single formula based on documented maintenance needs. Communities with a population of fewer than 200,000 will be eligible to participate in the program and recipients will be held accountable for complying with performance measures that emphasize maintaining a “state-of-good repair” for assets.

3) Urban and Rural Formula Programs

STAA largely maintains the current urbanized area and rural area formula programs, but institutes new performance measures that hold recipients accountable for meeting certain performance targets, such as improved conditions of transit systems, replacement of aged and rolling stock, increased ridership, etc. For small urban areas and rural areas, the funding formula will be modified to award increased funding to areas that provide more transit services.

4) Coordinated Access and Mobility Program (CAMP)

The new proposal would combine the Job Access and Reverse Commute, New Freedom Initiative and Elderly and Disabled Program, into a single initiative in a manner that closely mirrors APTA’s proposal for the programs. The new consolidated program would distribute funds via a formula that takes into account low-income, elderly and disabled populations. The CAMP program would distribute 60 percent of funds to designated recipients in large UZAs, 20 percent to small UZAs and 20 percent to rural areas, under a single application. Any of the activities under the three previous programs would be eligible for funding under the new program. The CAMP program would institute performance measures to ensure that the needs of each target population are being met, and then set minimum allocations for targeted activities if these measures are not complied with.

5) Intermodal and Energy Efficient Transit Facilities Program

STAA creates a new program that would combine elements of the Intermodal Facilities Program under SAFETEA-LU and the Transit Investments for Greenhouse Gas and Energy Reduction Grants (TIGGER) program created under American Recovery and Reinvestment Act (ARRA) earlier this year. Discretionary grants under this program will be made available to transit agencies to build intermodal facilities that connect two or more transportation modes, or facilities that reduce greenhouse gas emissions.

6) Transit in the Parks Program

STAA will propose to streamline and increase funding amounts for the Transit in the Parks program, which provides grants to increase transit and reduce congestion in and around national parks.

Planning Provisions

STAA proposes linking the transportation planning process with national goals to reduce greenhouse gas emissions. The U.S. Environmental Protection Agency (EPA) would establish national emission reduction

goals for surface transportation in consultation with the U.S. Department of Transportation. States and metropolitan regions would then be required to develop their own emission reduction targets that support the EPA-established national goal. Most importantly, state and metropolitan regions would also be required to incorporate strategies to meet their emission reduction targets within their transportation plans. Given the significant emission reductions from transit services, public transportation projects would be a key element of state and regional strategies to reduce emissions, but the extent to which state and local planning and funding decisions would be affected cannot be determined until further details of STAA's proposed climate requirements are known.

Other Programs

Although not mentioned in the blueprint document, committee staff has indicated that STAA will contain other programs or provisions of interest to APTA.

First, although the Bus and Bus Facilities program is eliminated in its current form, committee staff have indicated it will address the replacement of rolling stock through the Urban Area Formula Program, and that funding for at least some facilities will be made available through the Intermodal and Energy Efficient Transit Facilities Program. Second, committee staff has also indicated the final product could include some sort of discretionary bus program.

Furthermore, committee staff has indicated that STAA will include a section that addresses workforce development issues, containing elements of the H.R. 2497, the Transportation Job Corps Act of 2009, sponsored by Representative Jerrold Nadler (D-NY) and endorsed by APTA. H.R. 2497 authorizes several different grant programs and establishes a National Workforce Development Counsel, along with Regional Workforce Development boards, to address workforce development issues in the industry. The legislation is also expected to contain a title continuing research programs within the FTA.

Finally, STAA will contain a provision to provide new operating assistance to transit systems by making a portion of formula funds available for operating purposes. Eligibility would be tied to incentives to ensure state and local operating funds are maintained and/or increased.

More detailed information will be provided for these programs as it becomes available.

High Speed Rail

STAA proposes making \$50 billion in General Fund revenues available to support the development of a high speed rail network in the United States. These funds will be available for planning activities and construction in federally designated high speed rail corridors, as well as for a research program on high speed rail technologies. High speed rail will also be eligible for funding through the National Infrastructure Bank.

Legislation Schedule/Outlook

The Transportation & Infrastructure Committee has indicated that it intends to formally introduce the STAA legislation within the next few days and has tentatively scheduled a mark-up for the bill in the Highways and Transit Subcommittee for Wednesday, June 24. Chairman Oberstar has indicated that he intends to consider the legislation in full committee in July. However, his ability to move the bill forward in the House will depend on the Ways & Means Committee's timing on the development of a financing title. Further complicating matters, the Obama Administration has proposed an 18-month extension of the current surface transportation authorization legislation (see below.)

Administration Proposes an Immediate Reauthorization Extension

As the Transportation & Infrastructure Committee works to move forward with its legislative proposal, yesterday, the White House made a major announcement regarding its own proposal for the transportation authorization bill. According to the Congressional Budget Office (CBO), the Highway Trust Fund will become insolvent prior to the end of Fiscal Year 2009. Latest reports, however, indicate insolvency could occur as early as August. To prevent the looming shortfall, Transportation Secretary Ray LaHood announced on Wednesday the Administration's proposal to enact an immediate 18-month highway reauthorization extension that would extend current programs and replenish the Highway Trust Fund. Repeating the Administration's opposition to a gas tax increase during a recession, it is expected the shortfall fix will again come from the General Fund.

The Administration has also gone a step further, proposing several substantive policy reforms to accompany the extension, such as including cost-benefit analysis when deciding which projects to fund, providing greater investment in metropolitan areas, and fostering the idea of livable communities.

In a meeting with House Transportation & Infrastructure Committee Chairman Jim Oberstar, Secretary LaHood outlined the Administration's proposal and urged Congress to act swiftly to prevent states from running the risk of losing access to these critical funds when Congress recesses in August.

Congressional reaction to the proposed extension was mixed, with the House and Senate offering vastly different reactions. House Transportation & Infrastructure Committee Chairman Oberstar has stated he is adamantly opposed to an extension in any form. Senate Environment & Public Works Chairman Barbara Boxer, however, expressed support for an extension, indicating it would provide more time to craft a comprehensive bill that provides "stable and reliable" sources of funding. Further details on the Administration's proposal are pending.

Proposal to Provide Transit Operating Assistance Approved by Congress

On Friday, June 12, House-Senate conferees filed the Conference Report to accompany H.R. 2346, the Supplemental Appropriations Act of 2009. Included in the Supplemental spending bill is a provision that would allow transit agencies to use up to 10 percent of their American Recovery and Reinvestment Act (ARRA) funds to cover operating costs of "equipment and facilities for use in public transportation." The provision would also allow agencies to amend previously submitted applications in order to redirect ARRA funds toward operating purposes. This provision was added in the Senate-passed version of the legislation by Senate Banking Committee Chairman Chris Dodd (D-CT), with strong support from Senate Transportation, Housing and Urban Development, and Related Agencies Appropriations Subcommittee Chairman Patty Murray (D-WA). It ultimately was retained in the conference agreement.

Earlier this week, the House passed the Conference Report by a vote of 226 to 202. Late this afternoon, the Senate completed consideration of the Conference report, passing it by a vote of 91-5. It now heads to the President, who is expected to sign the measure into law shortly.

House and Senate Appropriations Committees Reduce Transit Security Funding

Appropriations Committees in both the House and Senate have acted on the Fiscal Year 2010 Department of Homeland Security (DHS) and Related Agencies Appropriations bill. The House Appropriations Committee last week approved a bill that significantly reduces funding for transit security grants. As reported out of the committee, the bill provides \$250 million for Rail and Transit Security Grant Programs. This amount is \$150 million below the FY2009 appropriated level (excluding the ARRA funding of \$150 million for the program), and well below the \$900 million authorized by the 9/11 Commission Act. The committee report cites ARRA funds and their late grant guidance as the rationale for the FY2010 funding level. Most aspects of the committee report pertaining to public transportation security matters do appear supportive and generally positive.

The Senate initiated its consideration of the FY2010 DHS Appropriations bill on Wednesday of this week and

was scheduled to complete the bill in full committee today, Thursday, June 18. The Senate Homeland Security Appropriations Subcommittee bill provided \$356 million for Rail and Transit Security Grants, also below the FY2009 appropriation, but above the House Committee level.

Both the House and Senate are scheduled to consider the Homeland Security spending bill on their respective floors next week, ahead of the Independence Day recess.



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Federal Railroad Administration
High-Speed Intercity Passenger Rail Program
Interim Program Guidance Overview
June 17, 2009

Summary of Guidance

- Pursuant to the American Recovery and Reinvestment Act of 2009 (ARRA), the Department is publishing its program guidance and call for applications for its high-speed rail grant program. This publication represents a major milestone in implementing President Obama's "Vision for High-Speed Rail in America" as outlined in the strategic plan published on April 16, also in compliance with ARRA deadlines.
- This notice details the application requirements and procedures to guide eligible applicants in seeking funding for high-speed and intercity passenger rail authorized by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and appropriated under ARRA and the Department of Transportation Appropriations Acts of 2009 and 2008.
- Consistent with the strategic plan, this guidance builds upon steps taken by Congress to lay the foundation for establishing a long-term program to plan and build a national network of interconnected passenger rail corridors. It also builds upon an unprecedented outreach to stakeholders during which nearly 1,200 individuals attended seven workshops held nationwide, or submitted written comments.
- The Federal Railroad Administration (FRA) is soliciting public comment on the interim guidance which may be filed at www.regulations.gov (Docket Number FRA-2009-0045). While this program is not part of a formal rulemaking, FRA will consider all comments received by July 10, 2009, and will publish any resulting clarifications or revisions to the guidance in the *Federal Register* and on FRA's website (www.fra.dot.gov).
- The guidance establishes multiple funding paths (or tracks) to suit and accommodate projects at various stages of development, while attempting to simplify the myriad statutory and administrative requirements to enable applicants to find the appropriate track of funding for their proposal.
- FRA is working on a highly accelerated timetable to implement the High-Speed Intercity Passenger Rail Program (HSIPR). In order to expedite review of applications and grant awards, the guidance sets forth several important deadlines:
 - Public comments and Pre-applications are due by **July 10, 2009** (FRA encourages earlier submission of pre-applications);
 - Applications for Funding Tracks 1, 3 and 4 are due **August 24, 2009**
 - Applications for Funding Track 2 are due by **October 2, 2009**

Pre-Applications and Application Process

- FRA is creating a new pre-application process that will permit applicants to receive constructive and timely feedback about the most appropriate program tracks for a particular proposal.
- Applications will be evaluated, scored and selected based upon a wide range of criteria and critical success factors. Preference will be given to projects and programs that:
 - Improve transportation mobility, options, service, convenience, safety and efficiency;
 - Promote economic recovery and development, particularly in economically-distressed regions and communities through job creation and revitalization of industrial manufacturing capacity;
 - Yield other public benefits and return on investment, including improved energy efficiency and independence, environmental quality, and livable communities;
 - Ensure project success through effective project management, financial planning, and sustainable regional cooperation and partnerships;
 - Achieve balance among and between different types of projects, geographic regions, technological innovations, and timeliness of project completion;
 - Effectively leverage local, state, private sector and railroad resources and investments;

Funding Tracks

In order to address the wide range of potential applicant goals and the varying stages of project development within statutory and program constraints, there are four funding “tracks” through which applications may be submitted.

Track 1 – Projects

This track is intended to satisfy the economic recovery goals of ARRA through construction of “ready-to-go” intercity passenger rail projects. Eligible projects include acquiring, constructing, improving, or inspecting equipment, track and structures, or a facility; expenses incidental to the acquisition or construction of them (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way); payment for capital cost of rail trackage rights; highway-rail grade crossing safety improvements; mitigating environmental impacts; communication and signalization improvements; acquiring, constructing, relocating, and rehabilitating replacement housing; and rehabilitating, remanufacturing, or overhauling rail rolling stock. Environmental and preliminary engineering activities for these projects are generally complete.

Track 2 – Service Development Programs

This track is intended to develop new high-speed and intercity passenger services, including substantial upgrades to existing services. Projects do not need to be ready-to-go and the Federal Government may commit to fund the entire program through a

Letter of Intent (LOI), and obligate funds through cooperative agreements that establish deadlines for completion of environmental, engineering, design and other work. Eligible projects are essentially the same as those listed in Track 1.

Track 3 – Service Planning Activities

Funded under the FY 2009 and FY 2008 DOT Appropriations Acts, this track is aimed at helping establish a pipeline of future projects and service development programs by aiding applicants advance planning activities for future implementation, requiring a 50 percent non-Federal match.

Track 4 – Appropriations-Funded Projects

This track provides an alternative for state applicants offering at least a 50 percent non-Federal share of financing through simplified grant agreement terms, and up to five years to complete projects. Eligible projects must be specifically included in a State applicant's Statewide Transportation Improvement Plan (STIP) and are similar to those under Tracks 1 and 2.

Eligibility

- Eligible applicants include: states (including the District of Columbia), groups of states, interstate compacts, and public agencies established by one or more states who may apply for capital improvements grant funding that benefits all types of intercity passenger rail, including high-speed service. Amtrak is eligible to apply as an entity or in partnership with one or more state through cooperative agreements.
- FRA will not allocate funding among the three PRIIA programs in advance of receiving applications, and the Secretary of Transportation may exercise discretion over the mix of funding among them. FRA anticipates making multiple awards under each of the four tracks, and potentially through a subsequent round of solicitations after 2009.

Evaluating Applications

- Proposed projects or programs will be evaluated through a rigorous analysis of benefits and costs, and based on an applicant's fulfillment of stated objectives. Among the factors to be considered in assigning a rating are:
 - improvements to intercity passenger service, as evidenced by increased ridership (measured in passenger-miles), increased on-time performance (measured in reductions in delays), reduced trip time, additional service frequency to meet anticipated or existing demand;
 - cross-modal benefits, including positive impacts on air or highway traffic congestion, capacity, or safety;
 - intermodal integration through provision of direct, efficient transfers among intercity transportation and local transit networks at train stations, including connections at airports, bus terminals, subway stations, ferry ports, and other connectors;

- promoting standardized equipment (or rolling stock), signaling, communications and power; and improving the overall state of repair and physical plant for intercity lines;
 - improved freight or commuter rail operations, in relation to cost-sharing and equitable financial participation in the project's financing by freight and commuter rail carriers commensurate with the benefit expected to their operations;
- Before final award selections are made, applications will be reviewed to ensure consistency and with respect to achieving overarching national transportation priorities.
- FRA will publicly announce selected projects and funding levels. For projects that are not selected, FRA will notify the applicant and provide suggestions and guidance on revising applications for any subsequent resubmission rounds.

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WASHINGTON BUSINESS JOURNAL

Friday, June 5, 2009 | Modified: Monday, June 8, 2009, 3:24pm EDT

Gerry Connolly, Jim Moran push rail extension in transportation bill

Washington Business Journal - by Sarah Krouse Staff Reporter

Two Northern Virginia congressmen want a bill to extend Metro attached to federal transportation legislation being drafted.

Reps. Gerry Connolly and Jim Moran, both Democrats, want Congress to earmark funds for a feasibility study and preliminary engineering for major extensions of the Orange, Blue and Yellow lines. They estimate the study would cost about \$20 million.

"The point of my bill is to jump-start the discussion about extending these lines," said Connolly, a former Fairfax County Board of Supervisors chairman. "By the time it's completed in 2013, the rail to Dulles will have taken 51 years from the first discussion to the first passenger. I don't want another 51 years before there are more extensions."

Under Connolly's plan, the Orange Line, which now ends in Vienna, would continue along Interstate 66 to Centreville. The Blue Line would extend from Franconia-Springfield along I-95 to Prince William County. And the Yellow Line, which ends at Huntington, would go to Fort Belvoir and Woodbridge. The Purple Line, still in the planning stages, would cross Montgomery County and move around the Beltway.

Connolly, who introduced his bill in March, is working with Moran to persuade other members of Congress to include their earmark in the transportation reauthorization bill, the massive federal transportation law reauthorized every five years.

Rep. James Oberstar, D-Minn., chairman of the House Transportation and Infrastructure Committee, is expected to unveil his blueprint for the bill June 9. The current transportation law expires Sept. 30.

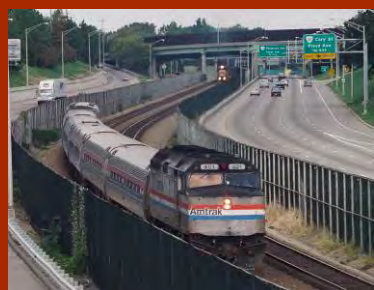
A major obstacle for Metro extensions is the drawn-out approval process for transit developments, Connolly said. "For transit projects, you have to spend a decade working with the federal government to get approval for environmental standards, feasibility studies and cost effectiveness."

He also noted a sharp drop in federal funding.

"The federal government paid for 80 percent of the original Metro system," Connolly said. "In Dulles, we'll be lucky if 16 percent of the money comes from the federal government. Rail is never going to get cheaper and it's carbon neutral, whereas building another road will only add to emissions, so why not encourage more mass transit?"

Extending Metro would also clear the roads for people not headed into D.C., said Shiva Pant, chief of staff for the Washington Metropolitan Area Transit Authority, which runs Metro.

"Even if you are transit rider in west Fairfax, you still drive or take a bus to the Fairfax station to get to a train," Pant said. "With the extension, you could get on a train farther west and remove some drivers from the road so that there is better capacity for folks not headed in and out of D.C."



High Speed Rail in Virginia

**Chip Badger
DRPT Director**

Commonwealth Transportation Board

June 17, 2009

Vision for High Speed Rail in the US

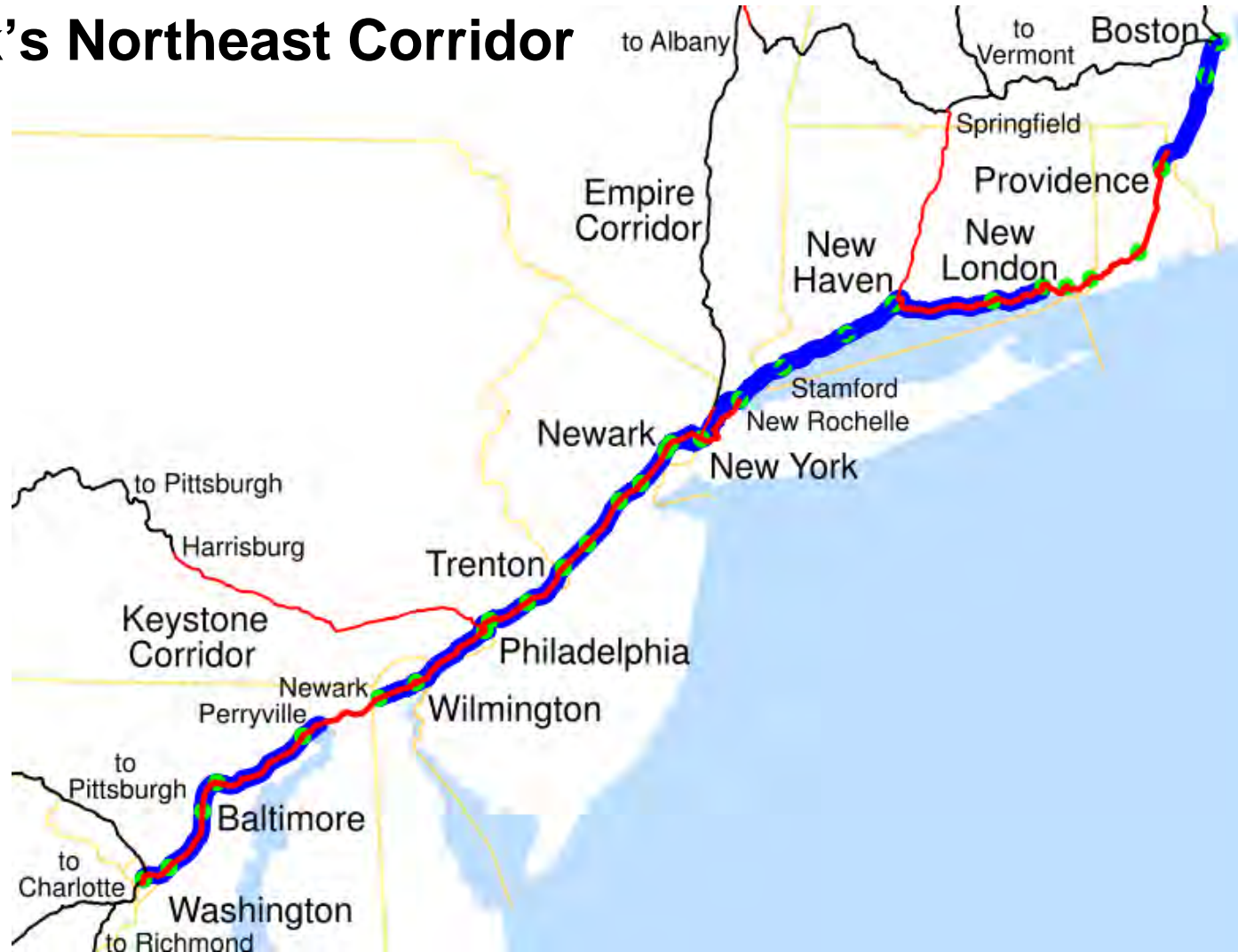


High Speed Rail Today: Northeast Corridor



High Speed Rail Today: Northeast Corridor

Amtrak's Northeast Corridor

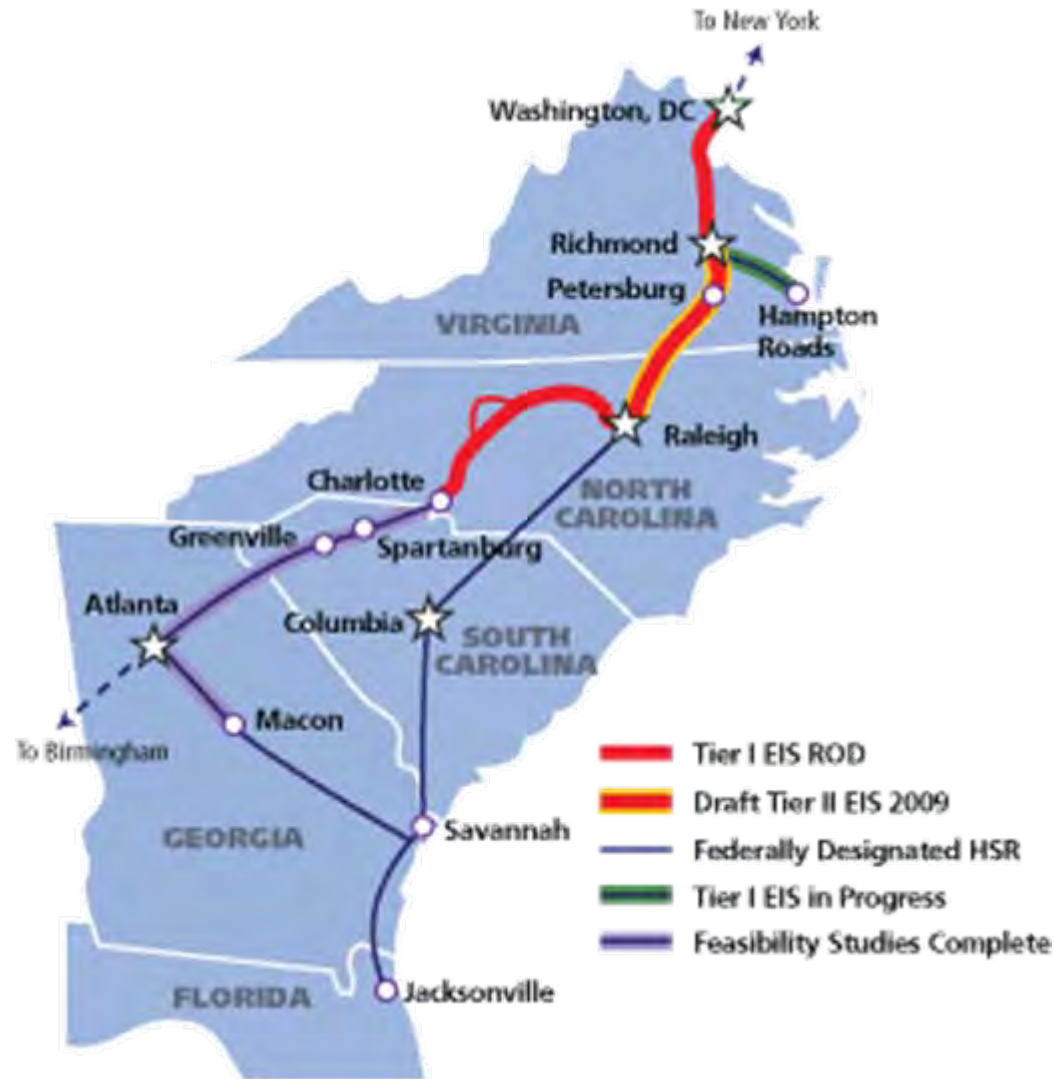


New Passenger Rail Service in Virginia



- ❑ Both new services are extensions of Northeast Corridor service

Southeast High Speed Rail Corridor



High Speed Rail Planning Initiatives

Petersburg to Raleigh, NC Corridor

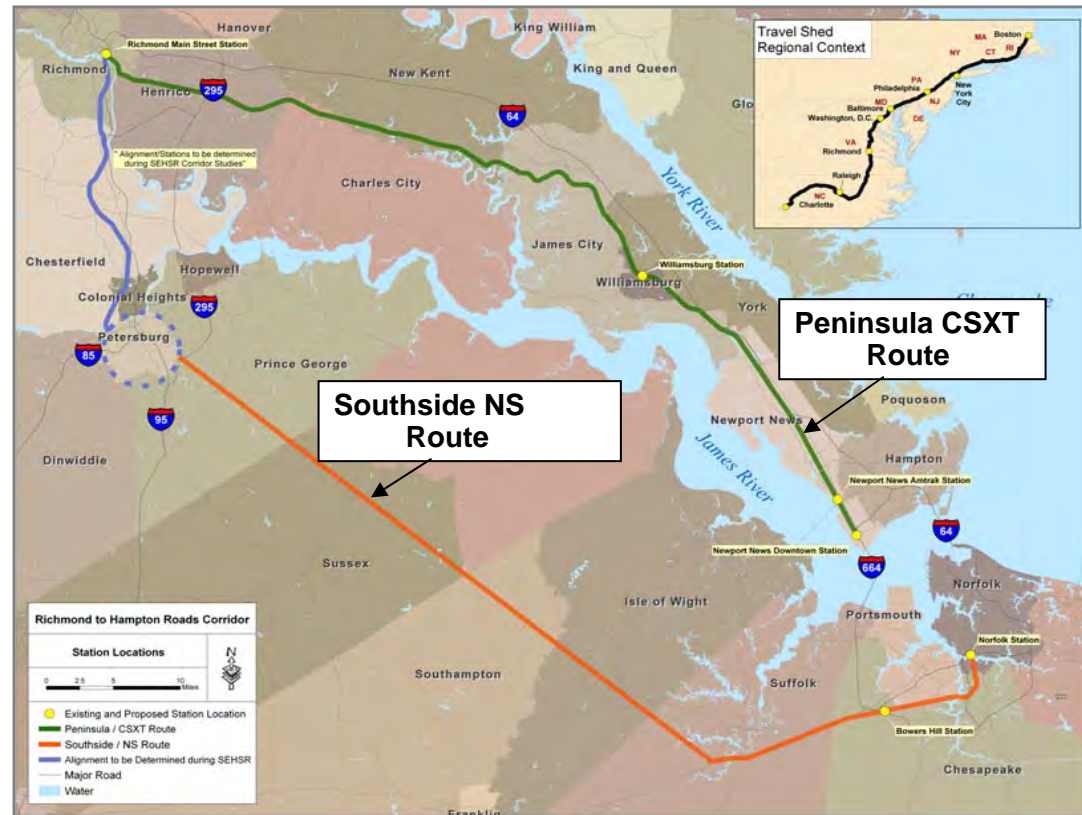
- ❑ Southeast High Speed Rail Tier II EIS underway
- ❑ Tier II EIS scheduled for completion in summer 2010, Record of Decision anticipated in 2011
- ❑ Once environmental work is complete, preliminary engineering will begin
- ❑ Current schedule calls for service to begin in 2018, subject to federal funding and approval
- ❑ This project does not include the Richmond/Hampton Roads region



High Speed Rail Initiatives

Richmond to Hampton Roads Corridor

- Richmond/Hampton Roads Passenger Rail Project Tier I EIS – five alternatives
 - Status Quo**
 - No Action** – baseline for comparison, no major improvements beyond current regional transportation plans
 - Alternative 1** – three daily, conventional speed round trip trains on the Peninsula route, and six daily, high speed round trip trains on the Southside route
 - Alternative 2** – six daily, high speed round trip trains on the Peninsula route, and three daily, conventional speed round trip trains on the Southside route
 - Alternative 2b** – nine daily, high speed round trip trains on the Peninsula route only



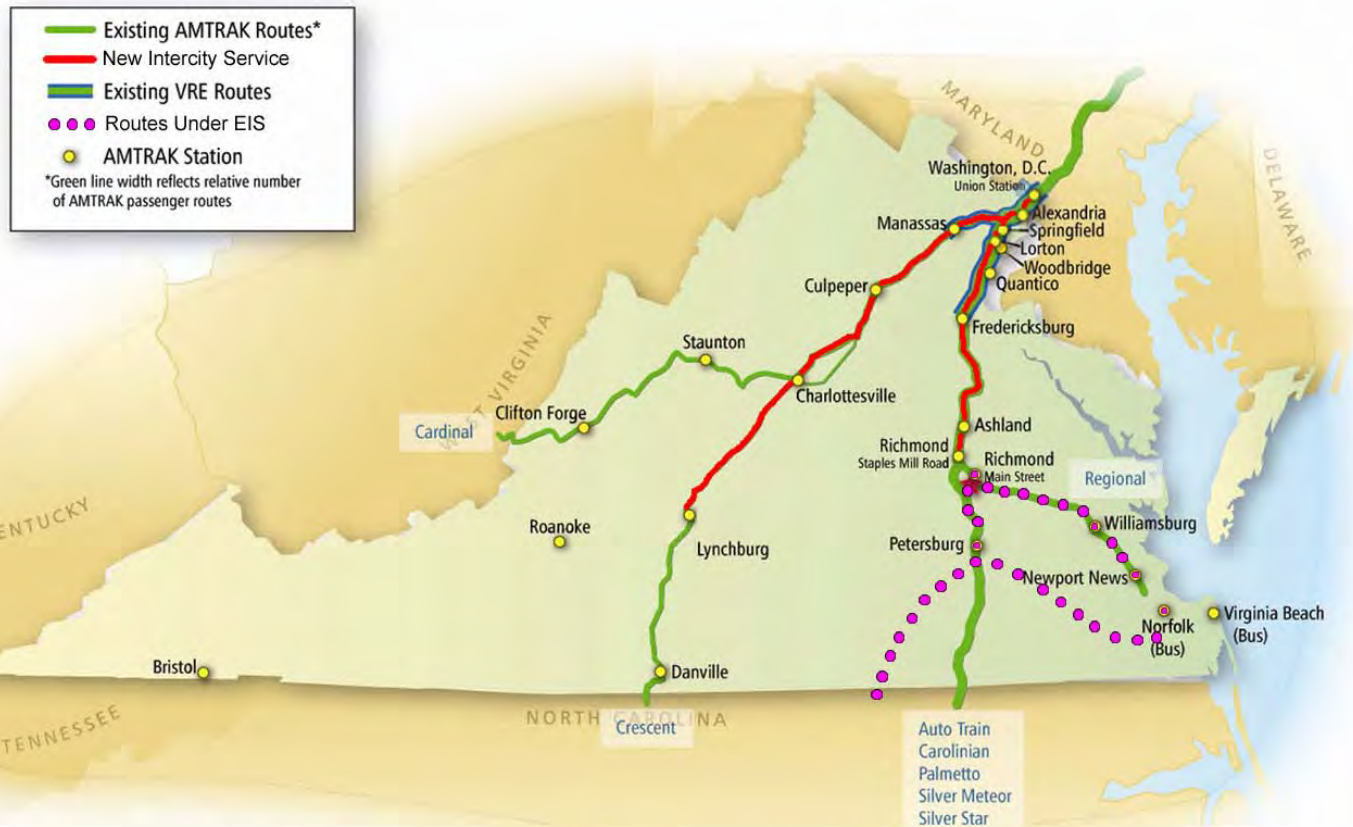
High Speed Rail Initiatives

Richmond to Hampton Roads Corridor

Project Status

- ❑ Tier I Draft EIS completion in summer 2009, public comment opportunities available
- ❑ CTB will make decision regarding preferred alternative based on analysis and public comment report
- ❑ Tier I Final EIS submitted to FRA for review once preferred alternative is selected by CTB
- ❑ Schedule is subject to federal approvals; however, the FRA Record of Decision on the route that will be eligible to receive federal funding is anticipated in early 2010
- ❑ Funding must be identified to advance into next phase of environmental study after the Tier I EIS, and ultimately, to operate service

Intercity Passenger Rail Projects



- ❑ \$1.5 Billion Richmond/Petersburg to DC High Speed Rail (90 mph)
- ❑ \$300 - \$800 Million Richmond to Hampton Roads High Speed Rail
- ❑ \$303 Million Commuter Rail Improvements
- ❑ \$170 Million I-81/Rt 29 Corridor Passenger Rail
- ❑ \$797 Million Southeast High Speed Rail Petersburg to N.C. Line

Top Priority High Speed Rail Projects

Washington, D.C. to Richmond/Petersburg Corridor



Washington, D.C. to Alexandria (AF) ~ \$106M
 4th Main line section through Alexandria – 6 miles
 Alexandria Station ADA Improvements
 2nd Platforms at VRE Crystal City Station

Alexandria (AF) to Fredericksburg (FB) ~ \$383M
 3rd Main line sections Dalghren to Franconia – 38 miles
 2nd Platforms/extensions at VRE Lorton, Rippon, Brook, Leeland, Woodbridge, and Franconia

Fredericksburg (FB) to Richmond (GN) ~ \$185M
 3rd Main line sections Fredericksburg to Richmond – 32 miles
 4th Main line section Fredericksburg to Mine Road – 5 miles

Richmond (GN) to Main Street Sta. Area ~ \$491M
 Acca Yard improvements in 2 Phases – 6 miles
 South Acca to Main Street Sta/Area/Fulton/Platforms – 13 miles

Main Street Station to Petersburg/Collier ~ \$152M
 Main Street to Centralia Track and Signal @ 79MPH – 11 miles

Washington, D.C. to Richmond Corridor Long ~ \$195M
 Track curve geometry, crossover, and signal system upgrade

June 17, 2009

American Recovery and Reinvestment Act

February 2009



- ❑ \$1.3 Billion for Amtrak capital grants
- ❑ \$8 Billion for High Speed Rail
- ❑ Funds available until September 30, 2012

President's FY10 Budget

February 2009



- ❑ \$73.3 Billion for transportation
- ❑ \$2.7 Billion Federal Railroad Administration (FRA) budget
- ❑ \$1 Billion per year for five years for high speed rail initiatives
- ❑ Identified development of high speed rail as a key priority

Federal High Speed Rail Strategic Plan

April 2009



□ Proposed Funding Approach

- Projects: provide grants to complete individual ready to go projects
- Corridor programs: enter into cooperative agreements to develop entire phases or geographic sections
- Planning: enter into cooperative agreements for planning activities using non-ARRA appropriation

Federal High Speed Rail Strategic Plan: ARRA Funding Key Dates



- ❑ **June 17:** Guidance to be issued on high speed and intercity rail grant terms
- ❑ **Early August:** Applications due for FRA stimulus funding for “ready to go” rail projects, project selection – 45 days
- ❑ **End of September:** Applications due for FRA stimulus funding for rail corridor development projects, project selection – December
- ❑ **Sept. 30, 2012:** Any unobligated high speed and intercity rail funds revert to US Treasury

Key Points Regarding Virginia Rail Passenger Service

- ❑ \$8 Billion in ARRA and \$5 Billion in FRA Appropriations is a small portion of the needs identified for passenger rail in the USA
- ❑ Virginia will be competing nationally for these funds but has some advantages:
 - Framework agreements in place with railroads
 - Agreement with Amtrak for state sponsored passenger rail service
 - State funding program for rail capital projects
 - Very little additional right of way needed for most projects – less potential environmental impacts
- ❑ Close working relationship with CSX, VRE, Amtrak and FRA to develop key projects in the I-95 corridor
- ❑ Virginia will need a dedicated source of funding for passenger rail operations to remain competitive for federal funding



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AGENDA ITEM #10

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: Regional Transportation Items

A. Highlights of the Virginia Transit Association Conference.

The meeting was held in Fredericksburg on June 8 and 9, 2009. Among the highlights:

- Bill Euille was elected President of VTA.
- Persons receiving VTA recognition included Mary Margaret Whipple, Joe May and Chip Badger.
- Jay Fisette (Arlington Co.) accepted VTA's Public Official of the Year award for his strong advocacy of transit, smart growth and particularly for his work with the "Go Green Virginia" initiative that he helped launch through VML/VACO. "Go Green Virginia" established a friendly competition among local governments to promote sustainability and reduce their carbon footprints.
- There was record attendance and a full complement of vendors displaying buses, software and other transit products.



- VTA's workplan for FY 2010 includes early meetings with statewide candidates, General Assembly members and the transition team and new administration officials.
- GRTC highlighted their web site www.transittalk.com and their new 30 second TV commercial which can be found here: <http://transittalk.com/index.php/campaigns/> .This is an edgy TV and You Tube ad targeting decision makers and encouraging them to support transit funding.
- During one of the round table discussions Hampton Roads Transit (HRT) discussed their "*I Want More*" campaign (<http://www.hrtransit.org/iwantmore/iwantmore.html>), designed to encourage transit riders and the public to contact HRT and indicate what kind of transit improvements they would like to see implemented. Rather than relying on riders to contact legislators directly, HRT acts as a filter for these comments and then sends out a monthly report to elected officials and key decision-makers indicating how many phone calls and e-mails were received by their constituents.
- John Martin, President and CEO of The Boomer Project served as the awards luncheon speaker and gave a presentation entitled: "*Five Things Transit Systems Should Be Doing Right Now.*" Among the items he discussed:
 - Arlington County's transit and TDM programs were repeatedly referenced by Martin as a model for how to get people to leave their cars at home, engage customers and provide top notch transit service.
 - He praised the Free Bus Rides on Code Red days as a good example of thinking outside the box and targeting customers with strong environmental concerns.
 - He praised NVTC's partnership with Arlington Co. on providing electronic schedules as another great example of being customer focused.
 - He also addressed how to market to different age groups from "Millennials" or "Gen Y" to "Boomers" and even the "Silent"

generation. Knowing your target market is key when developing messages designed to capture market share.

- Millennials (people born between 1980 and 2000) do not have owning a car as a high priority and are more accepting of using transit as not only efficient and economical but also the right thing to do for the environment.
- Boomers identify themselves as feeling at least 10 -15 years younger than their actual age and respond better to marketing efforts aimed at the age they feel rather than their actual age.

B. Status of Virginia's VTrans 2035 Plan.

A public meeting was held on June 22, 2009 from 6:00 to 9:00 P.M. at the Mary Ellen Henderson Middle School in Falls Church. Highlights will be summarized. The materials can be reviewed in a "virtual open house" online by going to <http://www.vtrans2035.org/meeting.asp?page=welcome>.

C. Comparative Review and Analysis of State Transit Funding Programs.

Statewide in Virginia, transit funding for FY 2010 consists of operating revenues (fares) of 31% plus local government funds of 25% for a combined local share of 56%. Federal funds contribute another 26%. State funds provide the remaining 18%. (Refer to the attached table compiled from Virginia's six-year program by NVTC staff).

For the past 24 years, USDOT's Bureau of Transportation Statistics has completed a survey of state-level data on transit funding. In NCHRP Report 569, consultants organized the data through 2004 by grouping states into peer categories based on such factors as percent urban, household incomes, total population, percent disabled and/or over 65, etc. Among the results:

- In 2004, about 45-cents in federal funds was available for transit in Virginia for every 55-cents in state funds.
- But state dollars spent on transit per federal dollar spent on transit in Virginia in 1995 was considerably more than in 2004, so the state share is declining.
- In 2004, Virginia was ranked 14th among all states in state and federal funds spent on transit, and 13th in state funding alone.

- On a per capita basis, Virginia spent about \$35 in combined state and federal funding, or \$18.78 in state funding and \$16.55 in federal funding.
- With a nationwide state population rank of 12th in 2004, Virginia's per capita state transit funding in 2004 of \$18.78 was ranked 15th nationwide. D.C. was first at \$376.23 and Maryland was third at \$142.05.

These results support the view that Virginia should be providing more state funding for transit. Copies of the report are available on request from NVTC staff.

D. Monthly Northern Virginia Transit Ridership.

Attached for your information are charts showing monthly and cumulative ridership through May of 2009. Results are still generally positive. For the first 11 months of FY 2009, Northern Virginia's transit ridership is still up 4% compared to the same period in FY 2008. The attached table shows the results for each individual transit system. However, looking only at May, 2009 compared to May, 2008, ridership is down 2%.

The American Public Transportation Association has announced that transit ridership nationwide in the first quarter of calendar 2009 reached 2.6 billion trips. However, that was down 1.2% from the same (record) period last year. Vehicle Miles Traveled fell nationwide in the first quarter of 2009 by 1.7%. In Northern Virginia, transit ridership was up 2.7% in the first quarter of 2009 compared to 2008.

E. Eye-Stop Bus Shelters.

Attached for your information is a description of an iPhone-like interactive bus stop designed by MIT engineers for Florence, Italy. Users can plan bus trips in an interactive map, exchange information on a digital message board, surf the web and monitor their real-time exposure to pollutants. It is powered with sunlight.

B



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

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Pierce R. Homer
Secretary of Transportation

June 2, 2009

Dear Transportation Partner,

The Secretary of Transportation, through the Office of Intermodal Planning and Investment, is updating the statewide long-range multimodal transportation plan, known as VTrans2035.

As part of this process, the Surface Transportation Plan is being developed by the Department of Transportation and the Department of Rail and Public Transportation to provide an inventory of surface transportation deficiencies, including rail, transit, and highway, and identify opportunities for improvement. The 2035 Surface Transportation Plan will take what have historically been three separate efforts, the Virginia Transit Plan, the Virginia Rail Plan and the State Highway Plan, and develop a single plan with an integrated list of recommendations that addresses all surface transportation modes.

So far we have met with key stakeholders in a Listening Session and a Regional Planning Forum and are now reaching out to the general public with a series of meetings. These meetings will be conducted in an open house format and will provide the opportunity for input for VTrans2035 and for the Surface Transportation Plan. Representatives from the Department of Aviation and the Virginia Port Authority will also be available to answer any questions regarding their most recent plans. The meeting schedule is as follows.

Monday, June 22 6:00-9:00 PM
Mary Ellen Henderson Middle School
7130 Leesburg Pike
Falls Church, Virginia

Wednesday, June 24 4:30-7:30 PM
Maggie L. Walker High School
1000 North Lombardy Street
Richmond, Virginia

Thursday, June 25 4:30-7:30 PM
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, Virginia

Thursday, July 9 4:30-7:30 PM
Hidden Valley High School
5000 Titan Trail
Roanoke, Virginia

NVTC
SUMMARY OF FY10 GRANTS BY CONSTRUCTION DISTRICT SUMMARY
TAKEN FROM DRPT DRAFT FY10 SIX YEAR PLAN



Operating	Expenses		Revenues		Federal		STP		State Mass Transit Funds		Mass Transit Capital		Other State Funds		Local	
Bristol	5,613,362	100.0%	240,000	4.3%	2,626,650	46.8%	-	0.0%	941,715	16.8%	-	0.0%	3,557	0.1%	1,801,460	32.1%
Culpeper	12,689,380	100.0%	1,084,988	8.6%	4,144,064	32.7%	-	0.0%	2,002,407	15.8%	-	0.0%	8,782	0.1%	5,429,139	42.9%
Fredericksburg	7,266,827	100.0%	338,600	4.7%	2,690,398	37.0%	-	0.0%	925,377	12.7%	-	0.0%	8,782	0.1%	3,303,670	45.5%
Hampton Roads	87,318,442	100.0%	21,833,199	25.0%	25,507,245	29.2%	-	0.0%	12,928,764	14.8%	-	0.0%	1,985,105	2.3%	25,064,129	28.7%
Lynchburg	9,708,314	100.0%	1,488,300	15.3%	2,869,790	29.6%	-	0.0%	1,399,804	14.4%	-	0.0%	17,504	0.2%	3,932,856	40.5%
Northern Virginia	538,988,864	100.0%	263,020,396	48.8%	16,222,992	3.0%	-	0.0%	81,015,966	15.0%	-	0.0%	216,011	0.0%	178,513,479	33.1%
Richmond	52,351,075	100.0%	21,564,325	41.2%	6,921,367	13.2%	-	0.0%	8,778,868	16.8%	-	0.0%	1,388,630	2.7%	13,697,885	26.2%
Salem	13,970,708	100.0%	4,710,389	33.7%	4,562,575	32.7%	-	0.0%	2,199,956	15.7%	-	0.0%	17,564	0.1%	2,480,224	17.8%
Staunton	6,302,797	100.0%	1,502,200	23.8%	2,430,857	38.6%	-	0.0%	931,736	14.8%	-	0.0%	165,673	2.6%	1,272,331	20.2%
Total	734,189,789	100.0%	315,782,397	43.0%	67,975,938	9.3%	-	0.0%	111,124,613	15.1%	-	0.0%	3,811,668	0.5%	235,495,173	32.1%

Capital	Expenses		Revenues		Federal		STP		State Mass Transit Funds		Mass Transit Capital		Other State Funds		Local	
Bristol	1,080,490	100.0%	-	0.0%	419,792	38.9%	-	0.0%	612,000	56.6%	38,958	3.6%	-	0.0%	9,740	0.9%
Culpeper	2,322,522	100.0%	-	0.0%	1,472,042	63.4%	-	0.0%	809,080	34.8%	33,120	1.4%	-	0.0%	8,200	0.4%
Fredericksburg	1,313,880	100.0%	-	0.0%	1,130,490	86.0%	-	0.0%	-	0.0%	-	0.0%	183,398	14.0%	-	0.0%
Hampton Roads	33,441,274	100.0%	-	0.0%	12,500,595	37.4%	14,126,422	42.2%	500,500	1.5%	4,707,315	14.1%	280,113	0.8%	1,326,329	4.0%
Lynchburg	9,075,788	100.0%	-	0.0%	8,336,130	91.9%	-	0.0%	-	0.0%	6,240	0.1%	731,858	8.1%	1,560	0.0%
Northern Virginia	205,781,651	100.0%	-	0.0%	120,379,486	58.5%	7,813,600	3.8%	28,687,076	13.9%	25,821,020	12.5%	1,632,740	0.8%	21,447,729	10.4%
Richmond	19,024,685	100.0%	-	0.0%	15,011,748	78.9%	208,000	1.1%	23,100	0.1%	1,626,575	8.5%	1,741,718	9.2%	413,544	2.2%
Salem	8,162,539	100.0%	-	0.0%	5,568,838	68.2%	1,932,512	23.7%	102,767	1.3%	392,582	4.8%	67,694	0.8%	98,146	1.2%
Staunton	1,976,500	100.0%	-	0.0%	1,721,500	87.1%	204,000	10.3%	-	0.0%	40,800	2.1%	-	0.0%	10,200	0.5%
Total	282,179,337	100.0%	-	0.0%	166,540,621	59.0%	24,284,534	8.6%	30,734,523	10.9%	32,666,610	11.6%	4,637,521	1.6%	23,315,528	8.3%

Human Service	Expenses		Revenues		Federal		STP		State Mass Transit Funds		Mass Transit Capital		Other State Funds		Local	
Bristol	492,900	100.0%	-	0.0%	347,337	70.5%	-	0.0%	104,848	21.3%	-	0.0%	-	0.0%	40,715	8.3%
Culpeper	570,387	100.0%	-	0.0%	434,210	76.1%	-	0.0%	87,702	15.4%	-	0.0%	-	0.0%	48,475	8.5%
Fredericksburg	483,009	100.0%	-	0.0%	361,504	74.8%	-	0.0%	63,430	13.1%	-	0.0%	-	0.0%	58,075	12.0%
Hampton Roads	704,000	100.0%	-	0.0%	563,200	80.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	140,800	20.0%
Lynchburg	475,158	100.0%	-	0.0%	355,916	74.9%	-	0.0%	35,000	7.4%	-	0.0%	-	0.0%	84,242	17.7%
Northern Virginia	300,000	100.0%	-	0.0%	240,000	80.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	60,000	20.0%
Richmond	651,491	100.0%	-	0.0%	567,491	87.1%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	84,000	12.9%
Salem	721,416	100.0%	-	0.0%	547,108	75.8%	-	0.0%	52,423	7.3%	-	0.0%	-	0.0%	121,885	16.9%
Staunton	606,400	100.0%	-	0.0%	421,200	69.5%	-	0.0%	104,840	17.3%	-	0.0%	-	0.0%	80,360	13.3%
Total	5,004,761	100.0%	-	0.0%	3,837,966	76.7%	-	0.0%	448,243	9.0%	-	0.0%	-	0.0%	718,552	14.4%

TDM & TIEF	Expenses		Revenues		Federal		STP		State Mass Transit Funds		Mass Transit Capital		Other State Funds		Local	
Bristol	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Culpeper	281,500	100.0%	-	0.0%	-	0.0%	-	0.0%	225,200	80.0%	-	0.0%	-	0.0%	56,300	20.0%
Fredericksburg	567,254	100.0%	-	0.0%	-	0.0%	-	0.0%	453,803	80.0%	-	0.0%	-	0.0%	113,451	20.0%
Hampton Roads	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Lynchburg	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Northern Virginia	7,984,600	100.0%	1,507,850	18.9%	3,700,000	46.3%	-	0.0%	2,221,400	27.8%	-	0.0%	-	0.0%	555,350	7.0%
Richmond	1,579,968	100.0%	-	0.0%	-	0.0%	-	0.0%	1,579,968	100.0%	-	0.0%	-	0.0%	-	0.0%
Salem	158,049	100.0%	-	0.0%	-	0.0%	-	0.0%	126,439	80.0%	-	0.0%	-	0.0%	31,610	20.0%
Staunton	198,000	100.0%	-	0.0%	-	0.0%	-	0.0%	158,400	80.0%	-	0.0%	-	0.0%	39,600	20.0%
Total	10,769,371	100.0%	1,507,850	14.0%	3,700,000	34.4%	-	0.0%	4,765,210	44.2%	-	0.0%	-	0.0%	796,311	7.4%

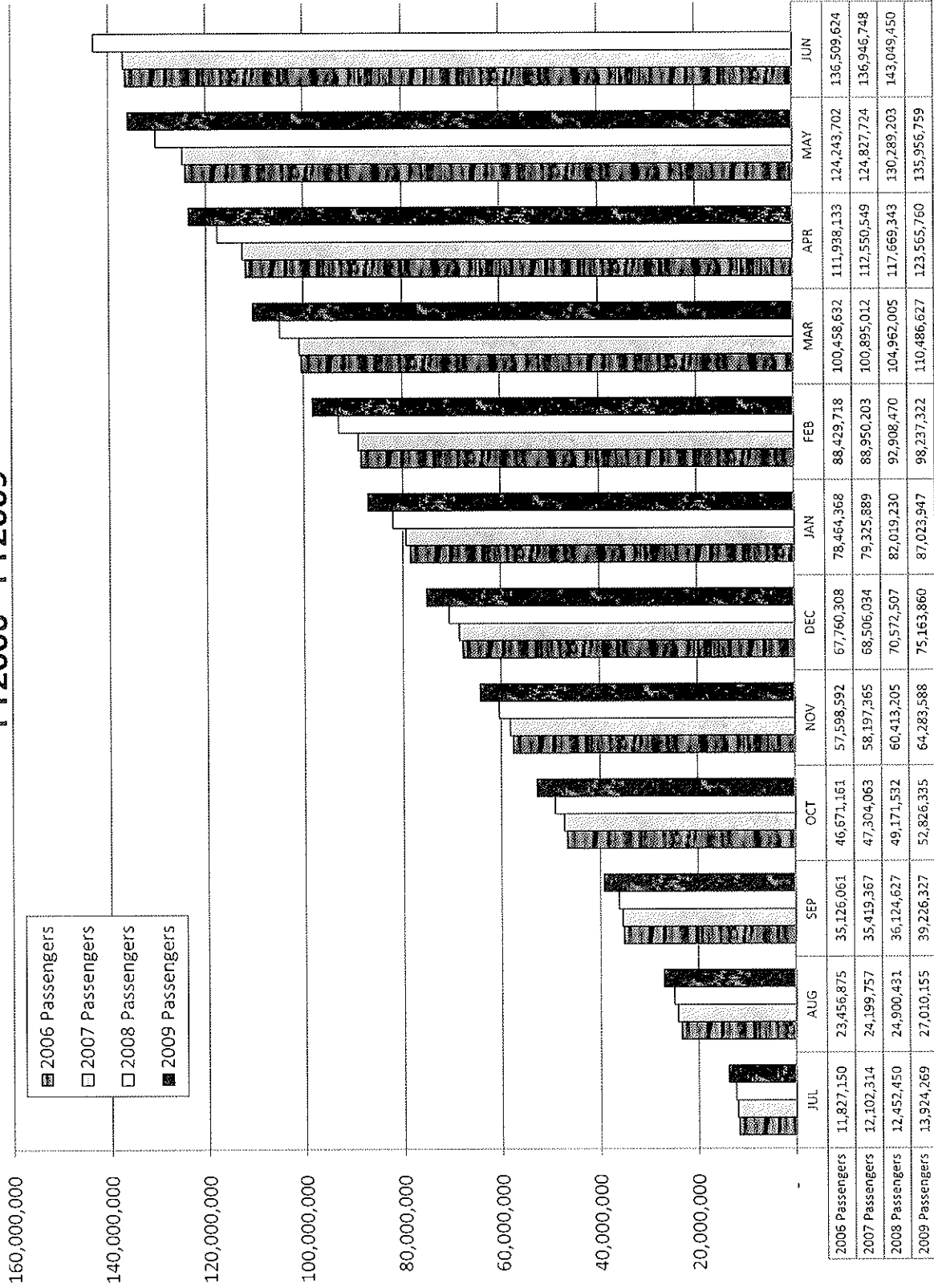
Special Projects	Expenses		Revenues		Federal		STP		State Mass Transit Funds		Mass Transit Capital		Other State Funds		Local	
Bristol	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Culpeper	230,700	100.0%	-	0.0%	-	0.0%	-	0.0%	219,165	95.0%	-	0.0%	-	0.0%	11,535	5.0%
Fredericksburg	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Hampton Roads	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Lynchburg	40,000	100.0%	-	0.0%	-	0.0%	-	0.0%	38,000	95.0%	-	0.0%	-	0.0%	2,000	5.0%
Northern Virginia	100,000	100.0%	-	0.0%	-	0.0%	-	0.0%	95,000	95.0%	-	0.0%	-	0.0%	5,000	5.0%
Richmond	1,174,128	100.0%	-	0.0%	873,142	74.4%	-	0.0%	79,565	6.8%	-	0.0%	-	0.0%	221,421	18.9%
Salem	4,500	100.0%	-	0.0%	-	0.0%	-	0.0%	4,275	95.0%	-	0.0%	-	0.0%	225	5.0%
Staunton	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!	-	#DIV/0!
Total	1,549,328	100.0%	-	0.0%	873,142	56.4%	-	0.0%	436,005	28.1%	-	0.0%	-	0.0%	240,181	15.5%

All Projects	Expenses		Revenues		Federal		STP		State Mass Transit & TIEF		Mass Transit Capital		Other State Funds		Local	
Bristol	7,186,772	100.0%	240,000	3.3%	3,393,779	47.2%	-	0.0%	1,858,563	23.1%	38,958	0.5%	3,557	0.0%	1,851,915	25.8%
Culpeper	16,074,489	100.0%	1,084,988	6.7%	6,050,316	37.6%	-	0.0%	3,343,554	20.8%	33,120	0.2%	8,782	0.1%	5,553,729	34.5%
Fredericksburg	9,630,978	100.0%	338,600	3.5%	4,182,392	43.4%	-	0.0%	1,442,610	15.0%	-	0.0%	192,180	2.0%	3,475,196	36.1%
Hampton Roads	121,463,716	100.0%	21,833,199	18.0%	38,571,040	31.8%	14,126,422	11.6%	13,429,264	11.1%	4,707,315	3.9%	2,265,218	1.9%	26,531,258	21.8%
Lynchburg	19,299,260	100.0%	1,488,300	7.7%	11,561,836	59.9%	-	0.0%	1,472,804	7.6%	6,240	0.0%	749,422	3.9%	4,020,658	20.8%
Northern Virginia	753,155,115	100.0%	264,528,246	35.1%	140,542,478	18.7%	7,813,600	1.0%	112,019,462	14.9%	25,821,020	3.4%	1,848,751	0.2%	200,581,558	26.6%
Richmond	74,781,347	100.0%	21,564,325	28.8%	23,373,748	31.3%	208,000	0.3%	10,461,501	14.0%	1,626,575	2.2%	3,130,348	4.2%	14,416,850	19.3%
Salem	23,017,212	100.0%	4,710,389	20.5%	10,678,521	46.4%	1,932,512	8.4%	2,485,860	10.8%	392,582	1.7%	85,258	0.4%	2,732,090	11.9%
Staunton	9,083,697	100.0%	1,502,200	16.5%	4,573,557	50.3%	204,000	2.2%	1,194,976	13.2%	40,800	0.4%	165,673	1.8%	1,402,491	15.4%
Total	1,033,662,586	100.0%	317,290,247	30.7%	242,927,667	23.5%	24,284,534	2.3%	147,508,594	14.3%	32,666,610	3.2%	8,449,189	0.8%	260,565,745	25.2%

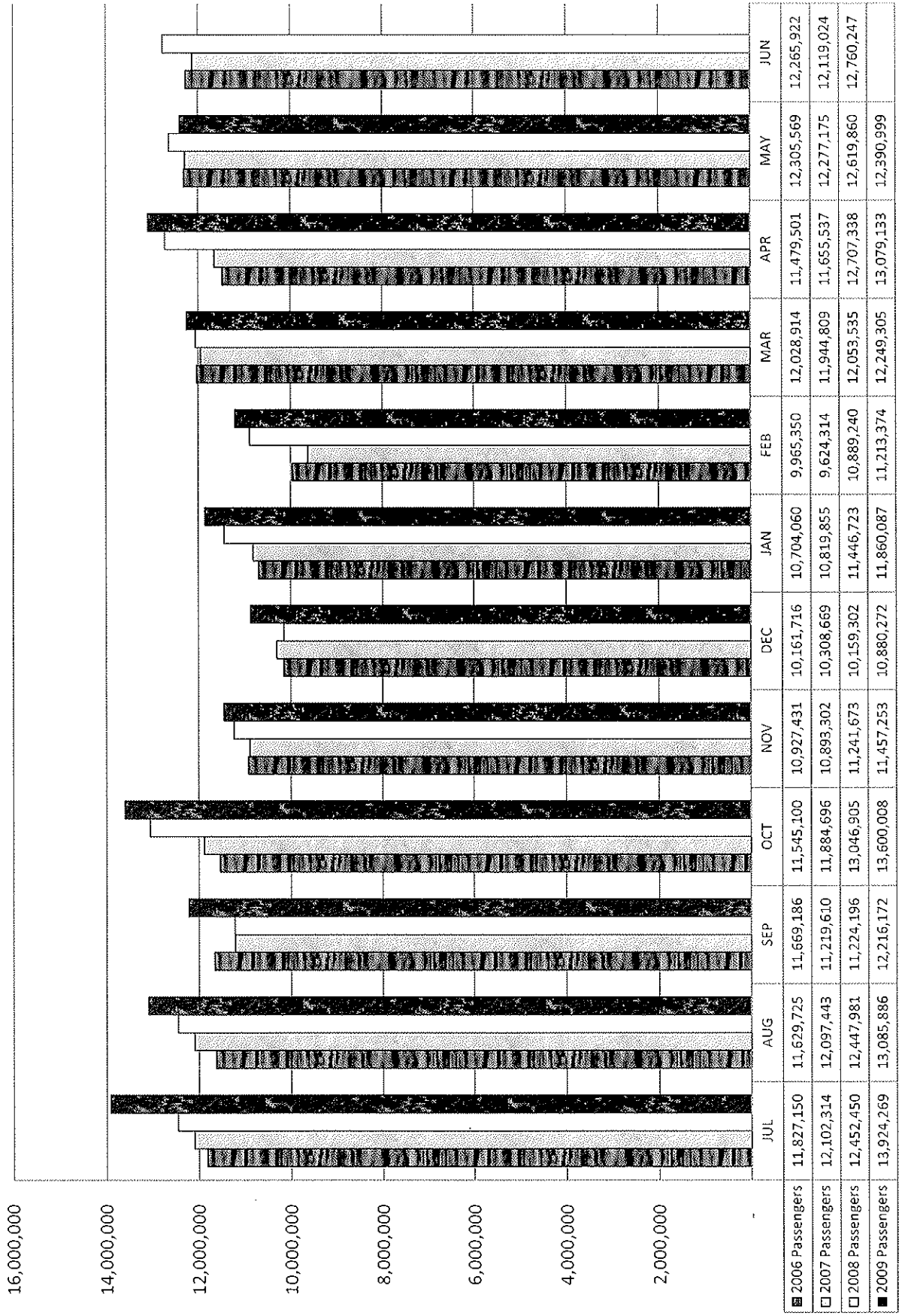
All Projects, Excluding Human Services, TDM & TIEF	Expenses		Revenues		Federal		STP		State Mass Transit & TIEF		Mass Transit Capital		Other State Funds		Local	
Bristol	6,693,872	100.0%	240,000	3.6%	3,046,442	45.5%	-	0.0%	1,553,715	23.2%	38,958	0.6%	3,557	0.1%	1,811,200	27.1%
Culpeper	15,222,602	100.0%	1,084,988	7.1%	5,616,106	36.9%	-	0.0%	3,030,652	19.9%	33,120	0.2%	8,782	0.1%	5,448,954	35.8%
Fredericksburg	8,580,715	100.0%	338,600	3.9%	3,820,888	44.5%	-	0.0%	925,377	10.8%	-	0.0%	192,180	2.2%	3,303,670	38.5%

Cumulative Monthly Northern Virginia Transit Passenger Trips

FY2006 - FY2009



Monthly Northern Virginia Transit Passenger Trips, FY 2006-FY 2009



Year-to-Date Northern Virginia Transit Ridership FY 2009 Compared with FY 2008
July - May (Fiscal Year July 1 - June 30)

	FY 2009	FY 2008	% Change
Alexandria Transit (DASH)	3,661,725	3,621,526	1%
Alexandria - King Street Trolley	530,916	79,861	n/a
Arlington Transit (ART)	1,291,202	1,106,942	17%
City of Fairfax (CUE)	958,760	963,001	0%
Fairfax Connector	8,802,764	8,703,764	1%
Loudoun County Transit	809,346	701,201	15%
Virginia Regional Transit - Loudoun	506,881	428,086	18%
PRTC Omni Ride/Omni Link	2,899,418	2,579,662	12%
Virginia Railway Express	3,508,820	3,300,410	6%
WMATA Virginia Metrobus*	20,816,142	19,654,463	6%
WMATA Virginia Metrorail	92,171,084	89,252,431	3%
TOTAL	135,957,058	130,391,347	4%

Year-to-Date Northern Virginia Transit Ridership FY 2009 Compared with FY 2008
 May '09 - May '08 Only

	May-09	May-08	% Change
Alexandria Transit (DASH)	320,499	337,972	-5%
Alexandria - King Street Trolley	35,797	49,638	-28%
Arlington Transit (ART)	114,135	114,615	0%
City of Fairfax (CUE)	74,883	87,438	-14%
Fairfax Connector	767,219	768,300	0%
Loudoun County Transit	70,355	71,191	-1%
Virginia Regional Transit - Loudoun	47,683	45,427	5%
PRTC Omni Ride/Omni Link	249,805	256,580	-3%
Virginia Railway Express	309,040	305,560	1%
WMATA Virginia Metrobus*	1,838,106	1,897,223	-3%
WMATA Virginia Metrorail	8,563,477	8,685,916	-1%
Total	12,390,999	12,619,860	-2%

MIT unveils EyeStop: an iPhone-like interactive bus stop for the City of Florence

May 14, 2009

MIT architects and engineers have unveiled EyeStop, an interactive bus stop designed for the city of Florence. On Saturday 16 May the project will be presented officially at the Genio Fiorentino by the President of the Province of Florence Matteo Renzi (dubbed 'The Italian Obama' by TIME Magazine).

EyeStop, developed by MIT's SENSEable City Lab, is an exploration into the next generation of smart urban furniture; it aims to enrich the city with state of the art sensing technologies, interactive services, community information and entertainment. The project is partially covered with touch sensitive e-INK and screens, so that it can deliver information to people seamlessly. Users can plan a bus trip on an interactive map, exchange community-relevant information on a digital message board, surf the web, monitor their real time exposure to pollutants and use their mobile devices as an interface with the bus shelter. "Interacting with EyeStop could change the access to urban information in a similar way to how the iPhone has changed our mobile life" commented Carlo Ratti, Head of the SENSEable City Lab at MIT.

At the touch of a finger users can indicate their desired destination; the system will then display the shortest bus route from where they are and the position of all relevant buses real-time. The EyeStop will glow at different levels of intensity to signal the distance of an approaching bus. Riders and passers-by can also post ads and community announcements to an electronic bulletin board placed on the bus stop, enhancing its functionality as a public space - a place to gather and exchange community relevant information.

In addition to displaying information, the bus stop also acts as an active environmental sensing node, powering itself through sunlight and collecting real time information about air quality and the urban environment. "EyeStop is an experiment into urban computing: it may be considered an "info-tape" that snakes through the city, rising up like a pole or cropping out of the sidewalk like a shelter. It senses information about the environment and distributes it in a form accessible to all citizens" – commented project leader Giovanni de Niederhousern.

A generative parametric model produces a unique design for each bus stop, providing both optimal sheltering for users and maximum sunlight exposure for direct photovoltaic powering. Unlike the typical mass-produced bus stop, EyeStop is designed to fit the physical characteristics of its surroundings, with each unit being slightly different from the others. Furthermore, simple materials like shiny steel, extra clear glass and gray local stone (pietra serena), together with its minimalist design, serve to optimize how it blends into the historic urban fabric of Florence.

"Since the Renaissance, there has been an interplay between the physical form of the city (*urb*) and its citizenship (*civitas*)," added Carlo Ratti. "Today's technologies are adding new possibilities to that age-long relationship, thanks to the addition of digital information to physical space. It is as if a new materiality were emerging in architecture, with the seamless blending of bits and atoms..."

EyeStop was developed at the SENSEable City Laboratory by Giovanni de Niederhousern, Shaocong Zhou, Assaf Biderman and Carlo Ratti, in collaboration with the Province of Florence and the local public transportation authority ATAF.





AGENDA ITEM #11

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: June 25, 2009.
SUBJECT: NVTC Financial Items for May, 2009.

Attached for your information are NVTC financial reports for May, 2009.



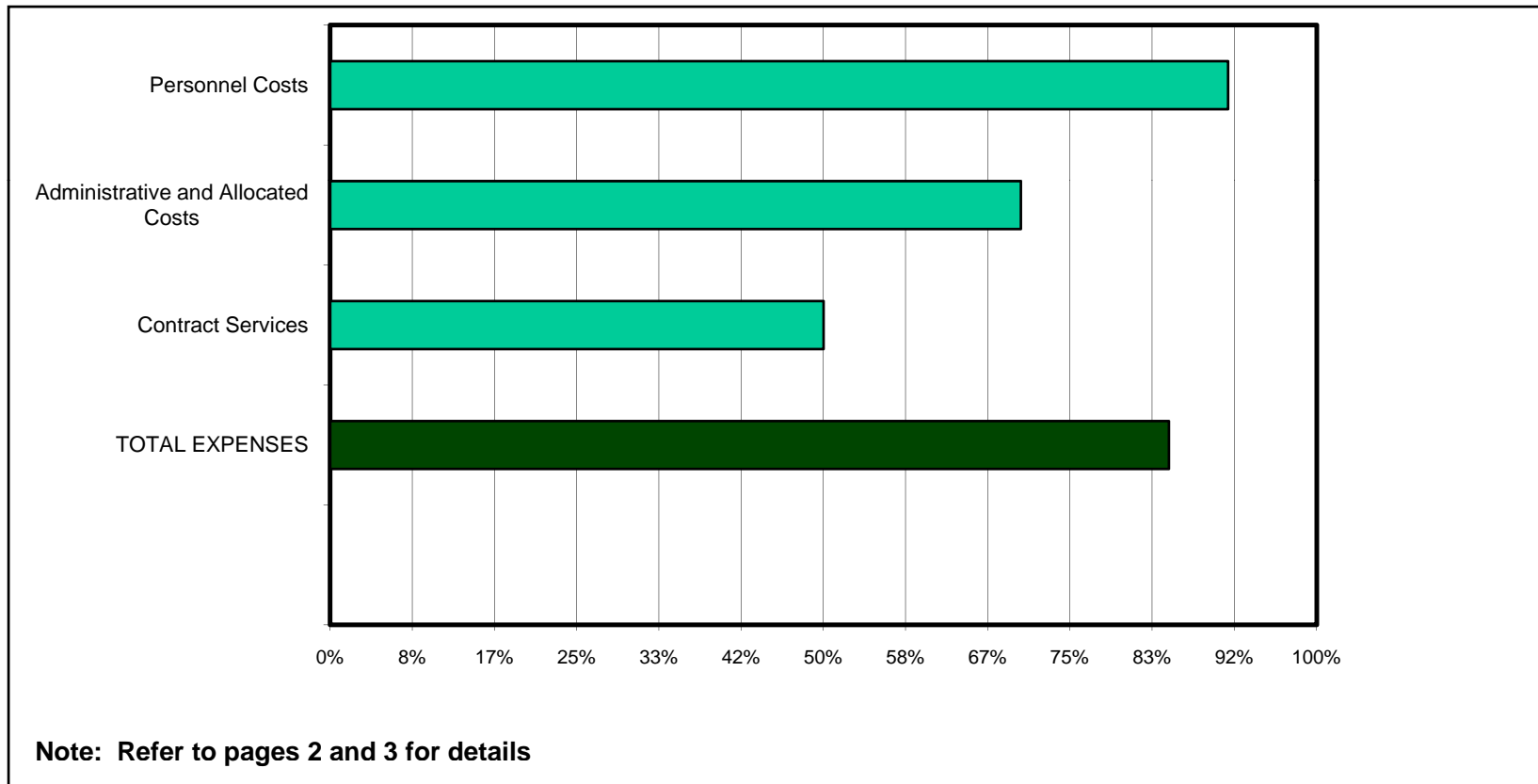
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E-mail nvtc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

May, 2009

Percentage of FY 2009 NVTC Administrative Budget Used
May, 2009
(Target 91.67% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
May, 2009

	<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	\$ 54,101.14	\$ 651,845.63	\$ 700,900.00	\$ 49,054.37	7.0%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	54,101.14	651,845.63	701,900.00	50,054.37	7.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	4,013.13	44,119.97	47,400.00	3,280.03	6.9%
Group Health Insurance	5,345.78	45,544.97	62,900.00	17,355.03	27.6%
Retirement	4,696.97	52,926.97	57,600.00	4,673.03	8.1%
Workmans & Unemployment Compensation	95.00	1,656.20	3,200.00	1,543.80	48.2%
Life Insurance	338.35	3,183.88	4,100.00	916.12	22.3%
Long Term Disability Insurance	-	2,639.01	4,400.00	1,760.99	40.0%
Total Benefit Costs	14,489.23	150,071.00	179,600.00	29,529.00	16.4%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,350.00	13,500.00	42,000.00	28,500.00	67.9%
<i>Rents:</i>					
Office Rent	15,668.23	172,111.93	188,730.00	16,618.07	8.8%
Parking	14,989.23	163,446.93	176,780.00	13,333.07	7.5%
	679.00	8,665.00	11,950.00	3,285.00	27.5%
<i>Insurance:</i>					
Public Official Bonds	600.00	3,829.00	4,500.00	571.00	12.7%
Liability and Property	600.00	2,400.00	2,600.00	200.00	7.7%
	-	1,429.00	1,800.00	371.00	20.6%
<i>Travel:</i>					
Conference Registration	383.20	4,163.70	16,700.00	12,536.30	75.1%
Conference Travel	160.00	235.00	2,100.00	1,865.00	88.8%
Local Meetings & Related Expenses	-	1,103.92	4,700.00	3,596.08	76.5%
Training & Professional Development	223.20	2,754.78	6,400.00	3,645.22	57.0%
	-	70.00	3,500.00	3,430.00	98.0%
<i>Communication:</i>					
Postage	364.78	7,733.71	11,950.00	4,216.29	35.3%
Telephone - LD	(5.79)	2,929.78	4,700.00	1,770.22	37.7%
Telephone - Local	-	902.29	1,350.00	447.71	33.2%
	370.57	3,901.64	5,900.00	1,998.36	33.9%
<i>Publications & Supplies</i>					
Office Supplies	650.02	12,473.90	23,900.00	11,426.10	47.8%
Duplication	-	2,363.55	4,200.00	1,836.45	43.7%
Public Information	650.02	9,535.35	9,700.00	164.65	1.7%
	-	575.00	10,000.00	9,425.00	94.3%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
May, 2009

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	-	5,508.88	25,650.00	20,141.12	78.5%
Furniture and Equipment	-	-	13,150.00	13,150.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	-	5,508.88	11,500.00	5,991.12	52.1%
<i>Other General and Administrative</i>	381.06	5,812.47	6,950.00	1,137.53	16.4%
Subscriptions	-	169.00	400.00	231.00	57.8%
Memberships	72.43	1,096.73	1,800.00	703.27	39.1%
Fees and Miscellaneous	308.63	3,187.19	2,950.00	(237.19)	-8.0%
Advertising (Personnel/Procurement)	-	1,359.55	1,800.00	440.45	24.5%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>19,397.29</u>	<u>225,133.59</u>	<u>320,380.00</u>	<u>95,146.41</u>	<u>29.7%</u>
<u>Contracting Services</u>					
Auditing	-	10,000.00	18,000.00	8,000.00	44.4%
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>10,000.00</u>	<u>20,000.00</u>	<u>10,000.00</u>	<u>50.0%</u>
 Total Gross G&A Expenses	 <u>\$ 87,987.66</u>	 <u>\$ 1,037,050.22</u>	 <u>\$ 1,221,880.00</u>	 <u>\$ 184,729.78</u>	 <u>15.1%</u>

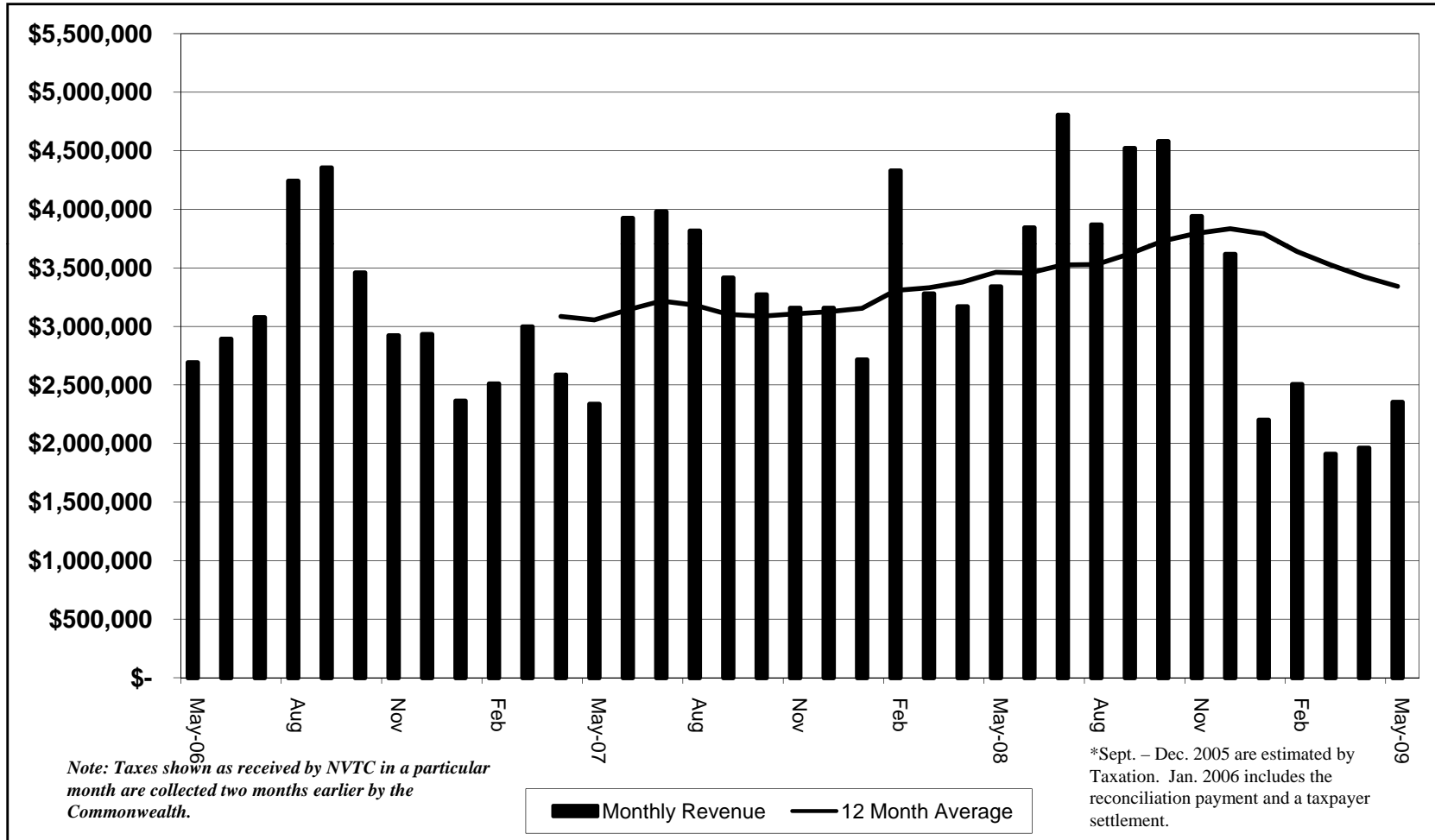
**NVTC
RECEIPTS and DISBURSEMENTS
May, 2009**

<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						
13	VRE	Staff support		\$ 6,199.25		
13	Staff	Expense reimbursement		4.81		
18	Dept. of Taxation	Motor Vehicle Fuels Sales tax				2,353,353.64
19	DRPT	FTM/Admin grant receipt				5,247,696.00
29	DRPT	Capital grant receipt				1,063,401.00
31	Banks	Interest earnings		1.18	117.11	73,066.86
			<u>-</u>	<u>6,205.24</u>	<u>117.11</u>	<u>8,737,517.50</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(68,682.60)			
19	Stantec	Consulting - bus data	(6,307.24)			
31	Wachovia	Bank charges	(27.53)			
			<u>(75,017.37)</u>	<u>-</u>	<u>-</u>	<u>-</u>
TRANSFERS						
1	Transfer	From LGIP to LGIP (bus data)			10,215.48	(10,215.48)
1	Transfer	From LGIP to LGIP (bus data)			20,685.72	(20,685.72)
19	Transfer	From LGIP to LGIP (bus data)			6,307.24	(6,307.24)
			<u>-</u>	<u>-</u>	<u>6,307.24</u>	<u>(6,307.24)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (75,017.37)</u>	<u>\$ 6,205.24</u>	<u>\$ 6,424.35</u>	<u>\$ 8,731,210.26</u>

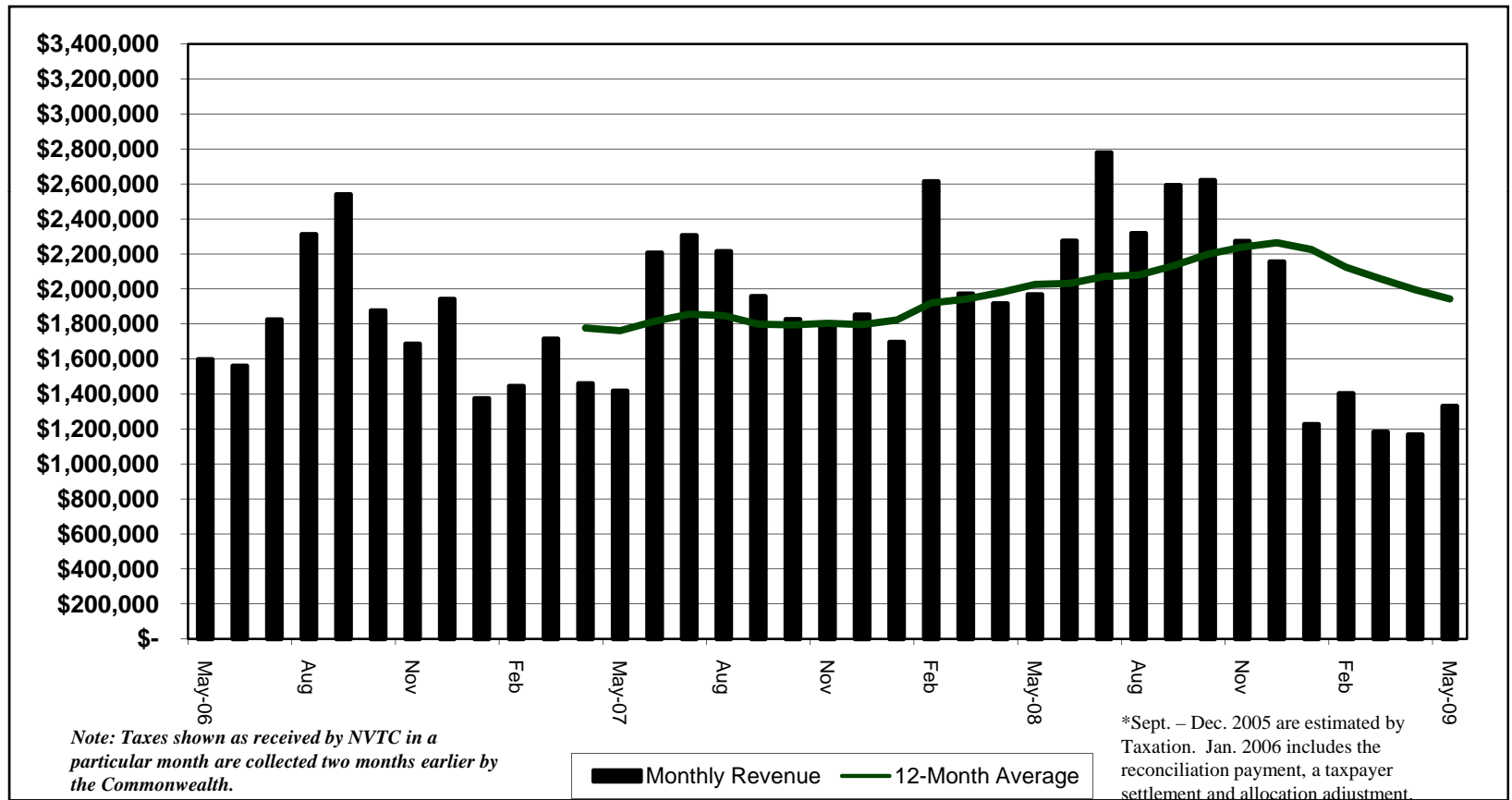
**NVTC
INVESTMENT REPORT
May, 2009**

<u>Type</u>	<u>Rate</u>	<u>Balance 4/30/2009</u>	<u>Increase (Decrease)</u>	<u>Balance 4/30/2009</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	\$ 94,462.97	\$ (75,017.37)	\$ 19,445.60	\$ 19,445.60	\$ -	\$ -
Wachovia: NVTC Savings	0.010%	145,869.23	6,205.24	152,074.47	152,074.47	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	0.069%	121,552,221.94	8,737,634.61	130,289,856.55	203,489.30	109,680,632.28	20,405,734.97
		<u>\$ 121,792,554.14</u>	<u>\$ 8,675,246.83</u>	<u>\$ 130,461,376.62</u>	<u>\$ 375,009.37</u>	<u>\$ 109,680,632.28</u>	<u>\$ 20,405,734.97</u>

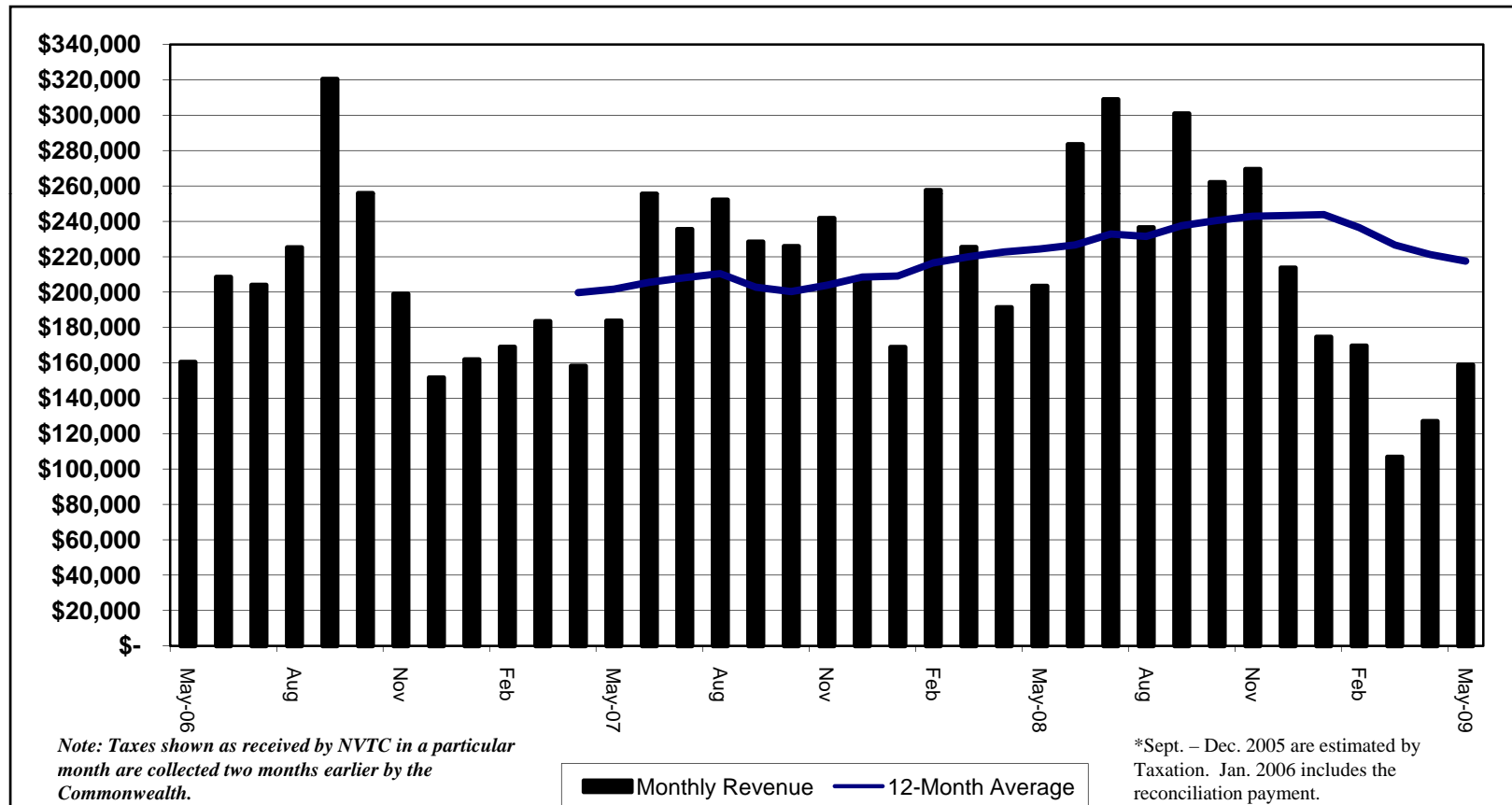
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2006-2009



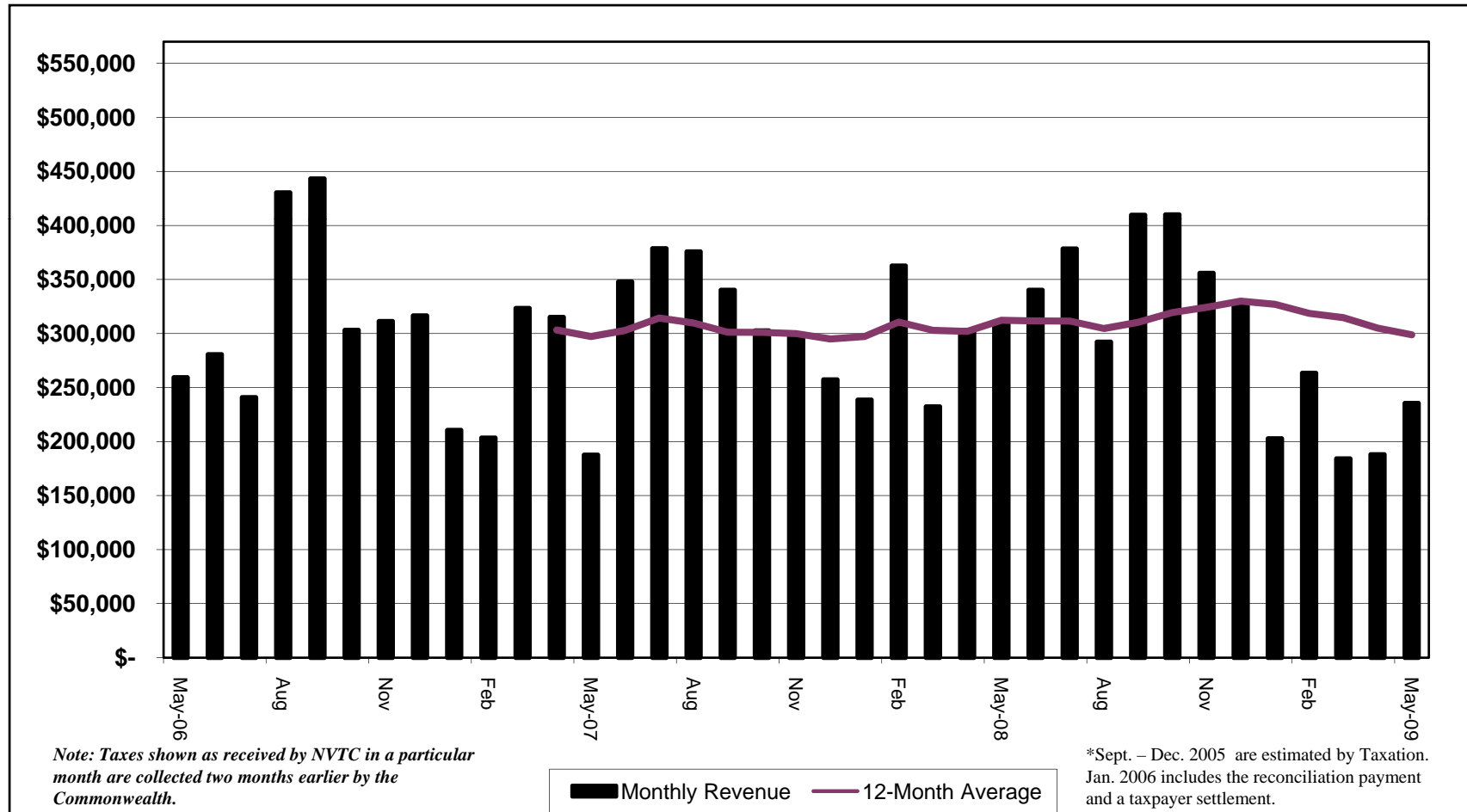
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2006-2009



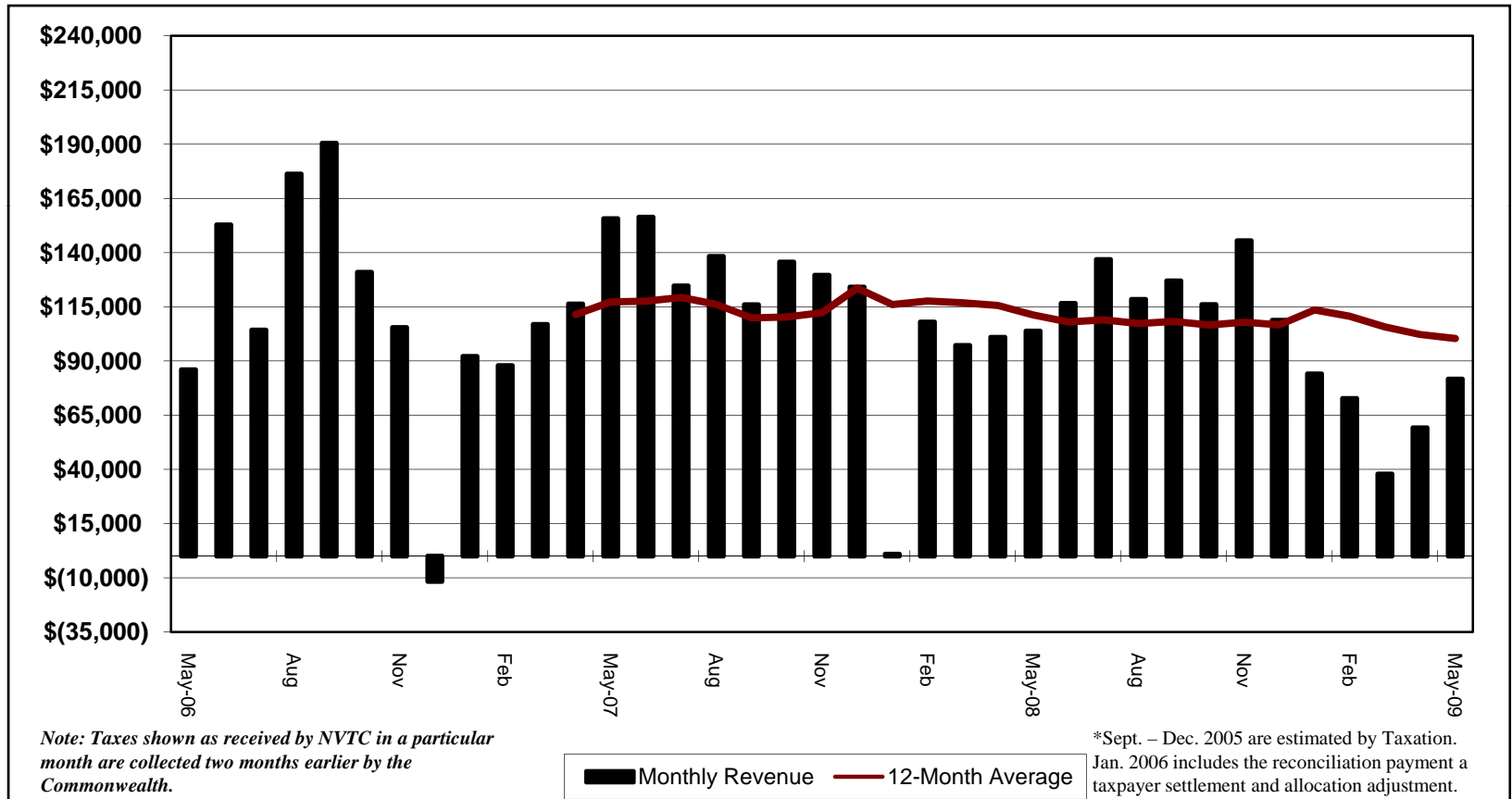
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2006-2009



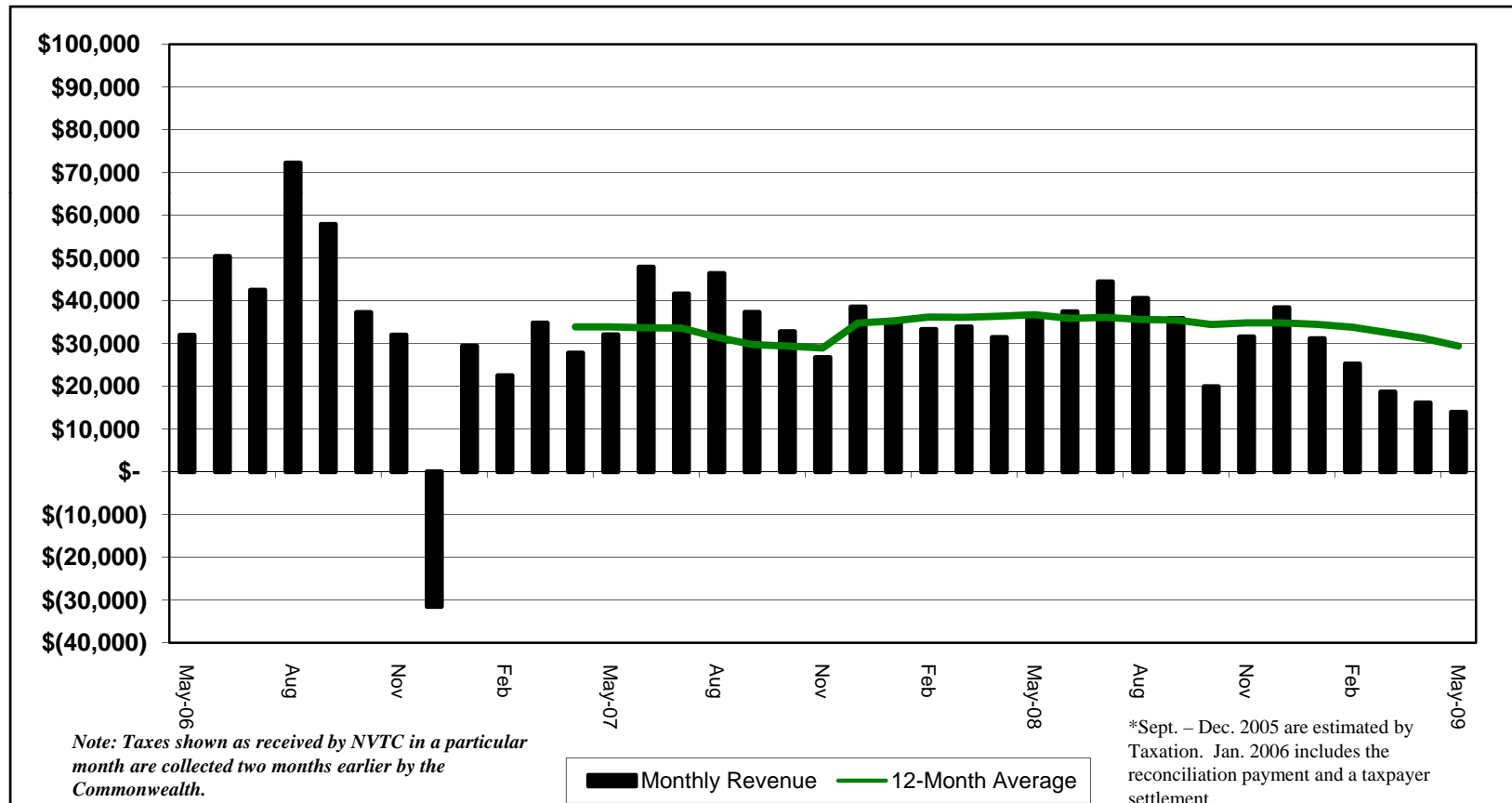
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2006-2009



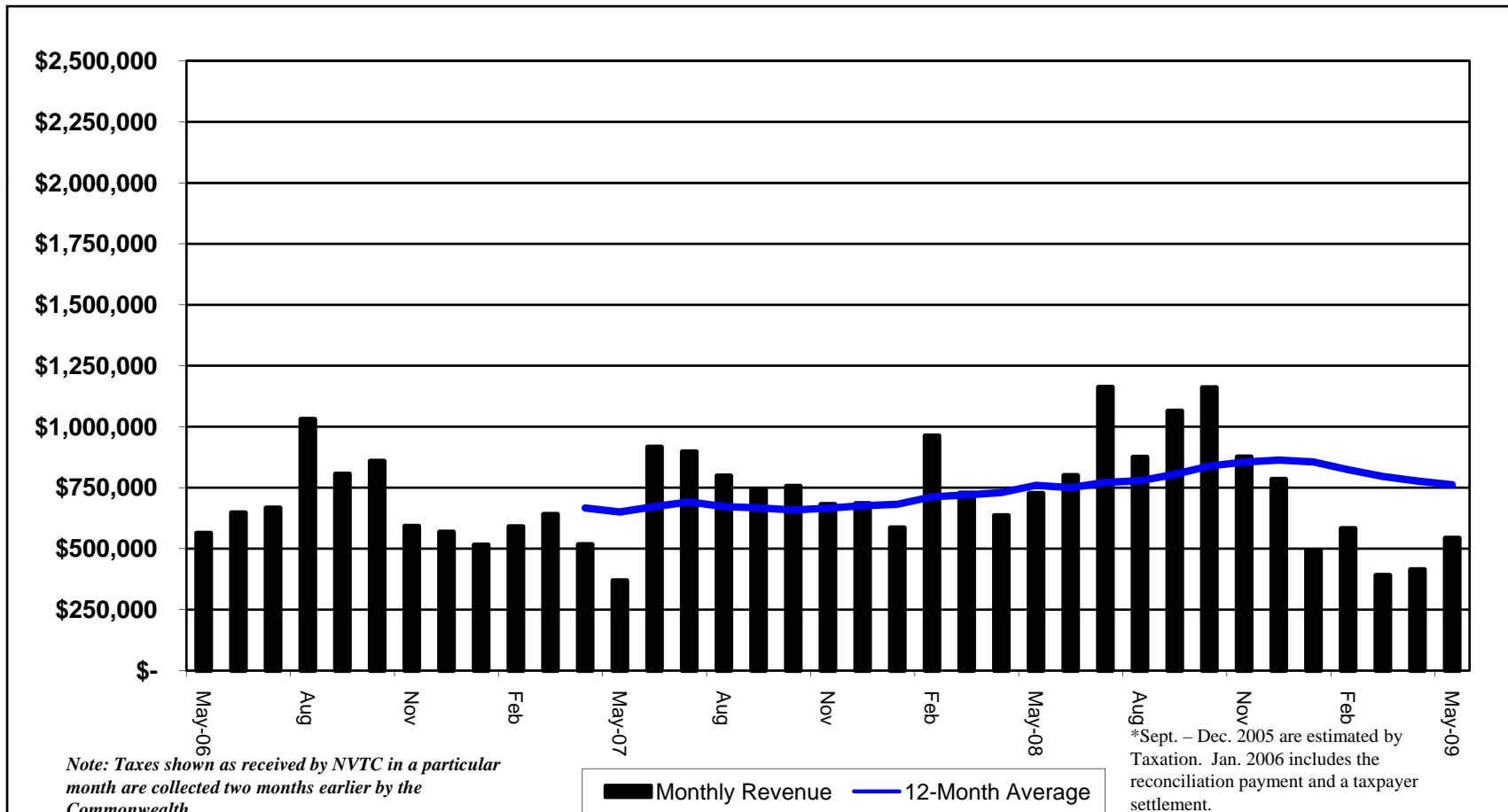
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2006-2009



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 #12

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: No NVTC Meeting in August, 2009

As a reminder, NVTC will not meet next month. The next scheduled meeting is September 3rd at 8:00 P.M.

Following adjournment of the July 2nd meeting, an optional 53-minute documentary will be shown on the history of smart growth planning and the ascendance of Metro in Arlington. This documentary includes materials loaned by NVTC.



4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
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E-mail nvtdc.org • Website www.thinkoutsidethecar.org

1 of 1 DOCUMENT

The Washington Post

washingtonpost.com

The Washington Post

April 23, 2009 Thursday

Every Edition

Bringing Development Into Focus; A Documentary Chronicles the History of Arlington's 'Smart Growth' Planning and the Ascendance of Metro

BYLINE: Jerry Markon; Washington Post Staff Writer

SECTION: EXTRAS; Pg. VA12

LENGTH: 800 words

Arlington County officials have long been proud of their "smart growth" strategy of clustering development at Metro stations and encouraging the use of public transit.

Now, they're telling the world about it.

The county recently completed a 53-minute documentary detailing the history of its fight during the 1960s and '70s to put as many Metro stops in Arlington as possible and avoid the suburban sprawl typical of neighboring counties.

A slickly produced combination of self-promotion and civics lesson, "Arlington's Smart Growth Journey" uses archival photos and on-camera stories to capture the urban planning approach that led to the Arlington of today.

"The other suburbs were terrified of Metro and thought it would bring all the problems of urban communities to their communities," said Mary Curtius, a county spokeswoman, in an interview. Curtius, a former Los Angeles Times reporter, did more than 25 hours of interviews for the documentary. "But Arlington was in danger of being overrun by commuters from Fairfax and Loudoun counties, and they looked at Metro as a lifeline.

"And it turned out to be this incredible tale."

Jay Fiset (D), vice chairman of the County Board, said he suggested the idea of the video to staff members about two years ago. "I wanted a simple educational tool, something that could be taken to civic association meetings," Fiset said. "We have so much turnover in our county, and a lot of the new people don't understand terms like 'smart growth' and 'transit-oriented development.'"

Curtius and other staffers approached the Arlington Virginia Network, the county's government-access cable TV

Bringing Development Into Focus; A Documentary Chronicles the History of Arlington's 'Smart Growth' Planning and the Ascendance of Metro The Washington Post April 23, 2009 Thursday

unit, which records board meetings and produces shows about county issues. Producer Peter Hill said he became fascinated with "the story of how Arlington is what it is today because of some visionaries in the past" and how that journey happened.

After Curtius spent hours at the county's Central Library pulling archived documents and staff lists, filming began early last year. More than 20 current and former county officials, community activists and experts were interviewed, one of whom was 93. Two interview subjects died before production was finished.

Hill served as producer, director and editor, and he and other staff members balanced filming with their regular work, so no extra county funding was required.

As they delved into history, the filmmakers learned that the young, highly educated people who moved to Arlington after the Pentagon was built during World War II had strong feelings as planning for Metro began in the mid-1950s.

"It was a group of people who came here, settled here, started having families here, and didn't want to be paved over at a time when government was throwing money at highways and America was falling in love with the automobile," Hill said. "They fought that. They didn't want roads, they wanted a public transit system. Their way of thinking is very popular now, but at the time it was seen as almost anti-American."

Zachary Schrag, a George Mason University professor who wrote a book about the history of Metro, said Arlington's approach was indeed different from those of neighboring communities.

"Arlington saw 'smart growth' before other jurisdictions did," he said, not only because the county pushed for more Metro stops but also because it fought an initial plan to build the Orange Line entirely along Interstate 66. That would have been cheaper at the time but would have bypassed the county's commercial corridor and hurt plans to revitalize the Rosslyn-Ballston corridor.

The debate went on throughout the 1960s, but by the time the Orange Line opened in the late 1970s, Arlington had five stops -- Rosslyn, Court House, Clarendon, Virginia Square and Ballston. County officials and urban planners credit the decisions made in the 1960s for much of today's transit-oriented growth near the Metro stops.

"By getting in early, the county was able to get what it wanted," said Schrag, who is interviewed extensively in the documentary.

The finished product was first shown to local officials and civic leaders March 11 at Marymount University. A free public screening is planned for 7 p.m. May 11 at the Arlington Central Library.

The documentary can also be viewed on the county's Web site, and a DVD will soon be available in the store at Courthouse Plaza.

County officials said they hope that the documentary can be a learning tool for urban planners in Northern Virginia and nationwide.

Hank Hulme, a traffic engineer in the 1950s and later public works director, said that appearing in the video was "pretty cool."

"It brought back a lot of memories that I thought I had forgotten," said Hulme, 76. "When you look back at history, you get a different perspective. When you're living it, you just don't realize the importance."

LOAD-DATE: April 23, 2009

LANGUAGE: ENGLISH

Bringing Development Into Focus; A Documentary Chronicles the History of Arlington's 'Smart Growth' Planning and the Ascendance of Metro The Washington Post April 23, 2009 Thursday

DISTRIBUTION: Fairfax South

GRAPHIC: IMAGE; Courtesy Of Arlington County; The documentary "Arlington's Smart Growth Journey" shows how transit-oriented areas such as Rosslyn took shape in the 1960s and '70s.

PUBLICATION-TYPE: Newspaper

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ITEM 12-B.4

(4 PAGES)

**POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION**

RESOLUTION

MOTION: _____

**RESOLUTION NO. 09-07-____
OFFICIAL COMMISSION MEETING
JULY 9, 2009**

SECOND: _____

**RE: AUTHORIZATION TO EXECUTE A PROFFER STATEMENT FOR ZONING
RECLASSIFICATION OF PARCEL AT LEELAND ROAD VRE STATION IN
STAFFORD COUNTY**

WHEREAS, in FY 2006, VRE received a Department of Homeland Security grant for the installation of a VHF two-way radio communication system; and

WHEREAS, the system requires the utilization of three tower locations: VRE Alexandria Headquarters, Fairfax Station, VA, and Leeland Road VRE Station.; and

WHEREAS, the Potomac and Rappahannock Transportation Commission (PRTC) currently owns a parcel of property at the Leeland Road VRE Station which is the optimum location for the final tower, due to connectivity and cost; and

WHEREAS, in order to complete the tower construction and allow commercial carriers, the PRTC parcel must be reclassified and a proffer statement executed; and

WHEREAS, the VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director to execute a proffer statement for Parcel 46-93G at Leeland Road VRE station in Stafford County.

AGENDA ITEM XX
ACTION ITEM XX

TO:

FROM:

DATE: JULY 9 , 2009

RE: AUTHORIZATION TO EXECUTE A PROFFER STATEMENT FOR ZONING RECLASSIFICATION OF PARCEL AT LEELAND ROAD VRE STATION IN STAFFORD COUNTY

RECOMMENDATION:

The Potomac and Rappahannock Transportation Commission is being asked to authorize the Executive Director to execute a proffer statement for Parcel 46-93G at Leeland Road VRE station in Stafford County.

BACKGROUND:

In FY 2006, VRE received a Department of Homeland Security grant for the installation of a VHF two-way radio communication system. This system will provide VRE with an assigned railroad radio frequency on which to transmit and receive information. The system requires the utilization of three tower locations: VRE Alexandria Headquarters, Fairfax Station, VA, and Leeland Road VRE Station.

After consultation with Stafford County, VRE negotiated a contract with a tower contractor and cellular service carrier to build a tower as well as provide one dish antenna space for VRE's two-way radio project. The carrier will also pay to have wireless providers on the tower by way of \$2,000 monthly rent to VRE. This revenue will help to offset the costs associated with operating the two-way radio project at the other locations. There is also an additional benefit of improved cellular service in this area.

The parcel on which the tower is to be built is owned by PRTC and is located at the Leeland Road VRE Station. This property was also recently studied as the prime location for a 200 space parking expansion at the Leeland VRE station. The parking expansion is currently under FTA review and is expected to enter final design later this year. The tower installation will not interfere with the parking expansion at the station.

In order to complete the tower construction and allow commercial carriers, the PRTC parcel must be reclassified from PD-1 (planned development) to M-1 (Industrial). This rezoning will allow construction of the tower and future parking expansion and will, after reclassification, be the same zoning as the current parking facility. The current zoning does not permit commercial carriers to occupy the tower.

As part of the rezoning, the attached proffer statement must be executed and includes recommendations provided by Stafford County in regards to the zoning reclassification. PRTC, as the property owner, is agreeing to develop the property for use as a commuter parking lot, as is currently planned.

FISCAL IMPACT:

No funds are required for this action.

June 24, 2009

Telecom Tower, Leeland Road VRE Station

PROFFERS

The Virginia Railway Express, (the "Applicant"), has applied for a rezoning of Assessor's parcel 46-93G ("the Property") to the M-1 Zoning District and hereby proffers that the use of the subject property shall be in substantial conformance with the following conditions. In the event the above referenced reclassification is not approved as applied for by the applicant, the below described proffers shall be withdrawn and are automatically null and void and of no further force and effect. The following conditions are the only conditions offered on this rezoning, and any prior proffered conditions are superseded by these proffers and any and all previous proffers on the Property are hereby void and of no further force and effect. The conditions shall be deemed accepted by the Board upon approval of the rezoning and the expiration of the 30-day appeal period following the Board's approval, and confirmation that no litigation has been filed challenging the rezoning.

- (a) Uses. The Applicant agrees that only the following uses are permitted on the Property as a condition of the rezoning: (1) Commuter Parking Lot and Ancillary Uses; (2) Telecommunications Facility
- (b) Transportation. The tower location will be sited to maintain through connections along all travel ways (as opposed to creating a dead-end travelway).

Potomac& Rappahannock Transportation Commission
(PRTC)

Alfred Harf, Director

COMMONWEALTH OF Virginia Railway Express
COUNTY/CITY of _____, to wit:

I, the undersigned, a Notary Public in and for the County and State aforesaid, do hereby certify that Dale Zehner, as CEO of Virginia Railway Express, has personally acknowledged the same before me in my aforesaid jurisdiction for the agency.

GIVEN under my hand and seal this ____ day of _____, 2009.

Notary Public

My Commission Expires: _____

Agenda Item #3 ^{Blue}

I-95/I-395 HOT Lanes Project

BRT Operational Analysis



Background

- I-95/I-395 HOT Lanes project scope includes:
 - 3,000 new park and ride spaces in the corridor
 - 33 new entry/exit ramp facilities
 - Bus Rapid Transit in-line station at Lorton
 - 28 mile extension of the existing HOV lanes

- Transit/Transportation Demand Management (TDM) Study conducted by DRPT with the Technical Advisory Committee to recommend improvements above and beyond the HOT Lanes scope that could be funded through a concession payment and other reasonably anticipated sources of funds.

- Technical Advisory Committee suggested over 60 different strategies for analysis.

- Final Recommendation - \$298 million fiscally constrained package of improvements (\$195 million concession payment, \$40 million of federal discretionary funds, \$63 million of fare revenues). Additional improvements above and beyond the fiscally constrained package also noted in the report.



Transit/TDM Study Recommendations

\$137 million (Capital) / \$161 million (Operating – 20 yrs)

- Service Modifications**
 - Bus frequency increases
 - Bus service extensions
 - Increase VRE train length on three trains to eight cars, and four trains to six cars

- New Bus Services**
 - Shirlington to Rosslyn
 - Central Prince William to Downtown Alexandria
 - Kingstowne to Shirlington to Pentagon
 - Woodbridge to Lorton/Tyson's to Merrifield
 - Lake Ridge to Seminary Road Area
 - Fredericksburg to Pentagon/Crystal City
 - Fredericksburg to Washington, DC
 - Massaponax to Washington, DC
 - Lorton VRE Station to EPG/Ft. Belvoir (new shuttle)



Transit/TDM Study Recommendations

- **Facility Improvements**
 - New and Improved Transit Centers:
 - Pentagon Metrorail station
 - Franconia-Springfield Metrorail station
 - Massaponax Transit Center

- Four in-line BRT stations along HOT lane corridor (Further Analysis Recommended)
- VRE Fredericksburg Line platform extensions - 4 stations
- Increased overnight parking for VRE trains in Fredericksburg
- Additional 3,750 park-and-ride spaces

- **Enhanced and New TDM Programs**
 - Capital assistance for vanpools
 - Enhanced Guaranteed Ride Home program
 - Financial incentives for vanpools and carpools
 - Rideshare program operational support
 - TDM program marketing support
 - Telework program assistance

□



BRT Operational Study Scope

Working with an Operational Committee (transit operators/local staff) on:

- BRT Station concepts and location studies;
- BRT system regional performance modeling;
- Parking support modeling and studies;
- Fatal flaw analysis for stations and parking facilities;
- Station area plans for five stations on the I-95 / I-395 corridor and for station in Tysons Corner (location to be determined);
- VISSIM simulations for all station areas to determine operations; and
- Revised cost estimates for the BRT system, stations and park-and-ride system.

How does BRT fit into the public transportation system in Northern Virginia?

MODE	Description	Example
Heavy Rail	High-speed, passenger cars on fixed rails in separate rights-of-way from which all other vehicular and foot traffic are excluded.	MetroRail (WMATA)
Commuter Rail	Long-haul rail passenger service operating between metropolitan and suburban areas, usually characterized by reduced fares for multiple rides. Typically peak hours and weekday only operations.	Virginia Railway Express MARC (MTA)
Light Rail/ Streetcar	Lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way.	New Carrollton to Silver Spring Purple Line – proposed, Anacostia, H Street Streetcar
Express Bus	Buses operating on a faster schedule by not making as many stops as normal bus services and often taking quicker routes, that other buses usually do not, such as along freeways.	Richmond Highway Express (WMATA) Franconia- Springfield/Pentagon Express – RT 380 (Fairfax Connector)
Commuter Bus	Motor coach featuring comfortable all seated interior with inter-urban or suburban service to major employment centers. Typically peak hours and weekday only operations.	Loudoun Transit OmniRide (PRTC)
Local Bus	Bus serving an area confined to a specific locale, such as a downtown area or suburban neighborhood with connections to major activity centers or traffic corridors.	Arlington Transit DASH Fairfax Connector PRTC WMATA Private Shuttles

ENVISIONED FIT FOR BRT

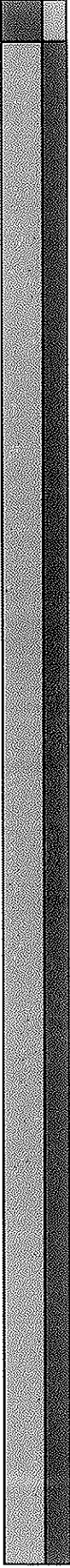


What are challenges for Northern Virginia?

Only one direction of service in some major corridors, due to the use of congestion managed HOV/HOT running ways that are established in the peak (commuter) direction only;

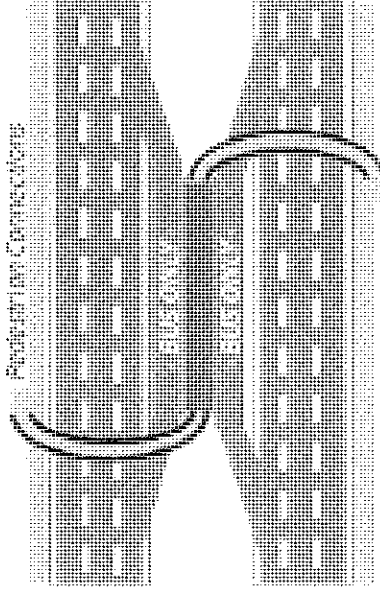
Established commuter, heavy rail and other transit connections, either dictating transfers or introduction of parallel and comprehensive networks of transit service patterns; and

A variety of operators and fare structures currently serving the same destinations proposed for BRT operations.

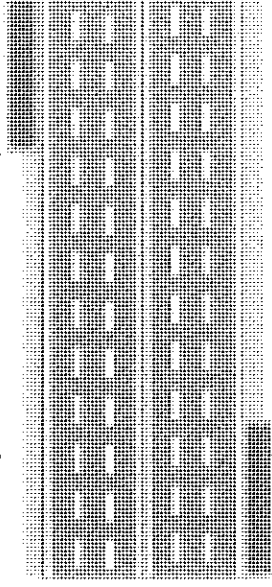


What are the types of stations?

In-Line (Freeway)

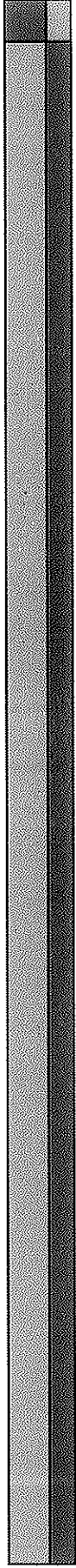


In-Line (Curbside Arterial)

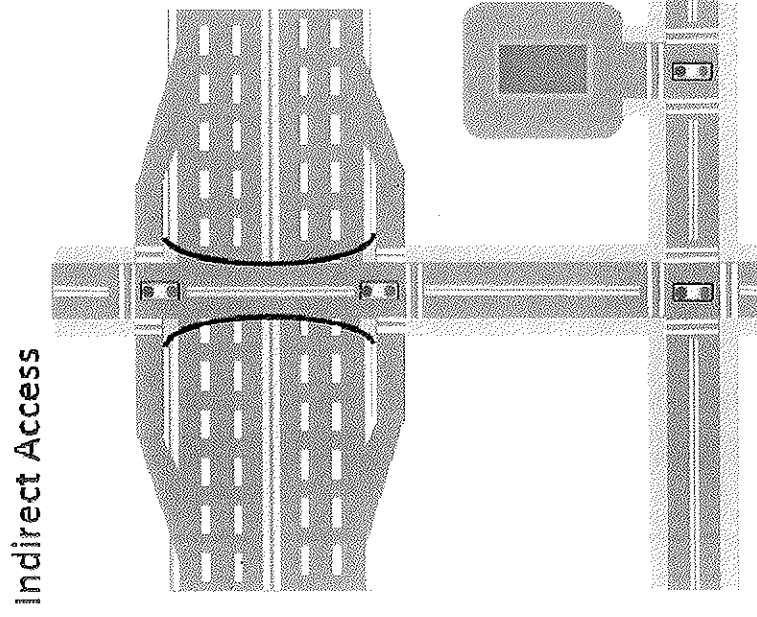
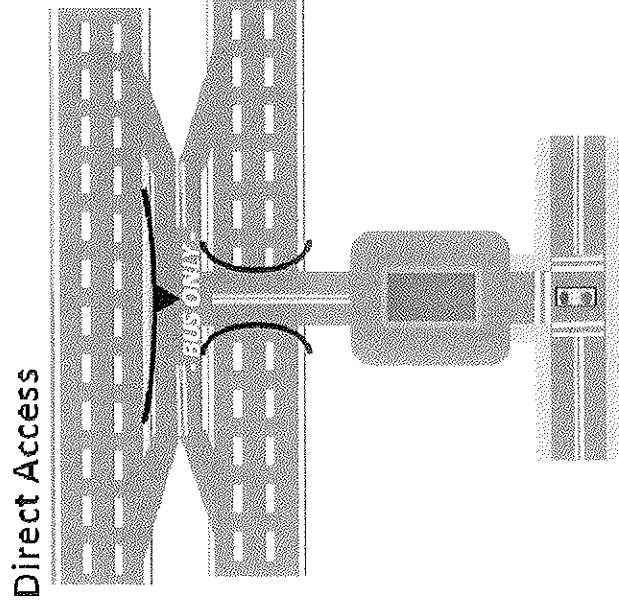


Transit Station/Platform



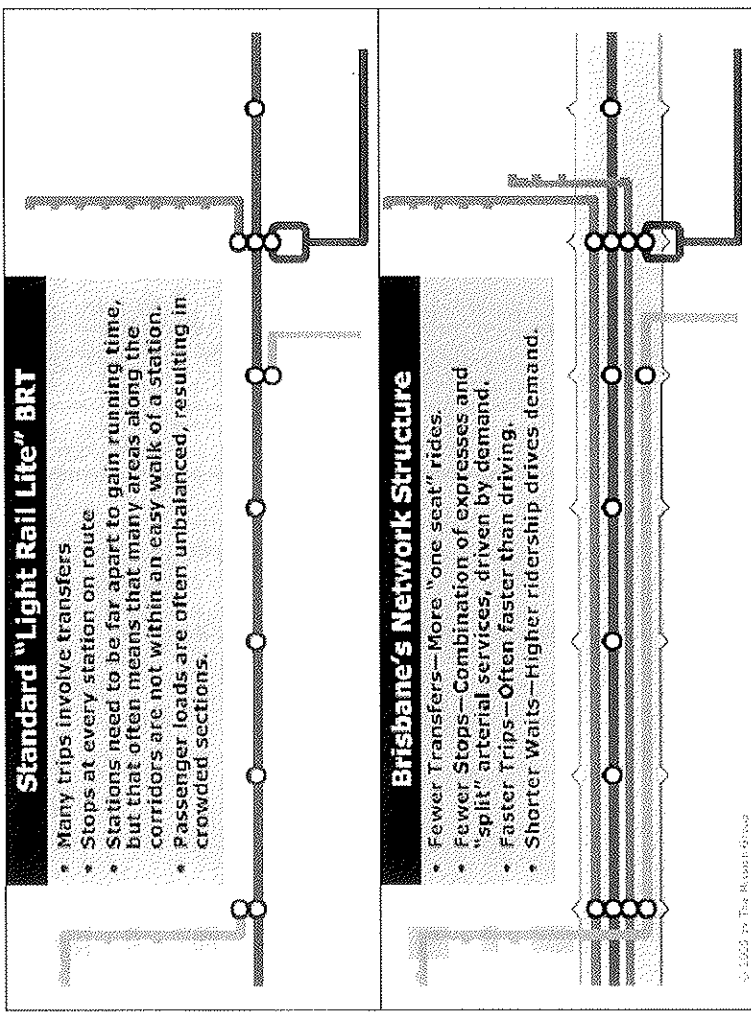


What are the types of stations?



Transit Station/Platform

What are examples of BRT service and operating plans?





Preliminary Forecast Overview

General Assumptions

- Year 2030
- TPB travel forecasting model, draft Version 2.3
- MWCOG Round 7.1 land use forecasts
- No consideration for TOD
- Does account for employment increase of 6,400 jobs at Seminary Road (BRAC 133 site)
- 2006 CLRP and FY 2007-2012 TIP networks
- Commuters only
- BRT fares same as other bus services

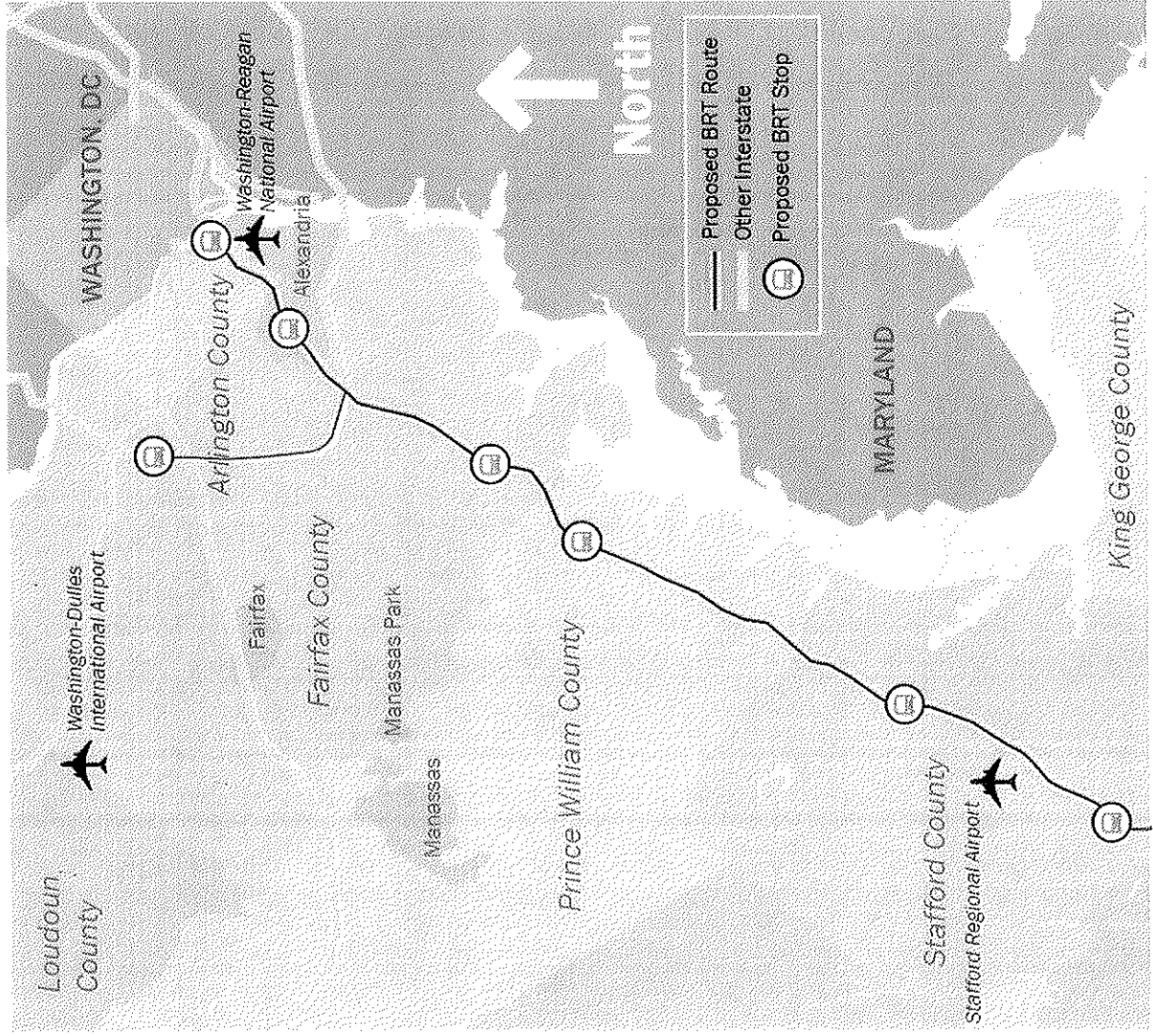


Preliminary Forecast Overview

Service Description

- “Base Case” BRT definition as examined in the previous TDM Study
- AM peak period & PM peak period
- 30 minute headways
- No cost to park for BRT service
- Unconstrained bus and parking supply
- Service to “dead-head” back from Fort Belvoir, Crystal City, and Washington, D.C.
- Other bus service running in HOT lanes with access to BRT Stations

Station Location Studies



Preliminary Forecast Overview

Study Station Type

Station	Type
US 17	Off-Line
VA 610	In-Line
Prince William Pkwy	In-Line
Lorton Road	In-Line
Seminary Road	In-Line



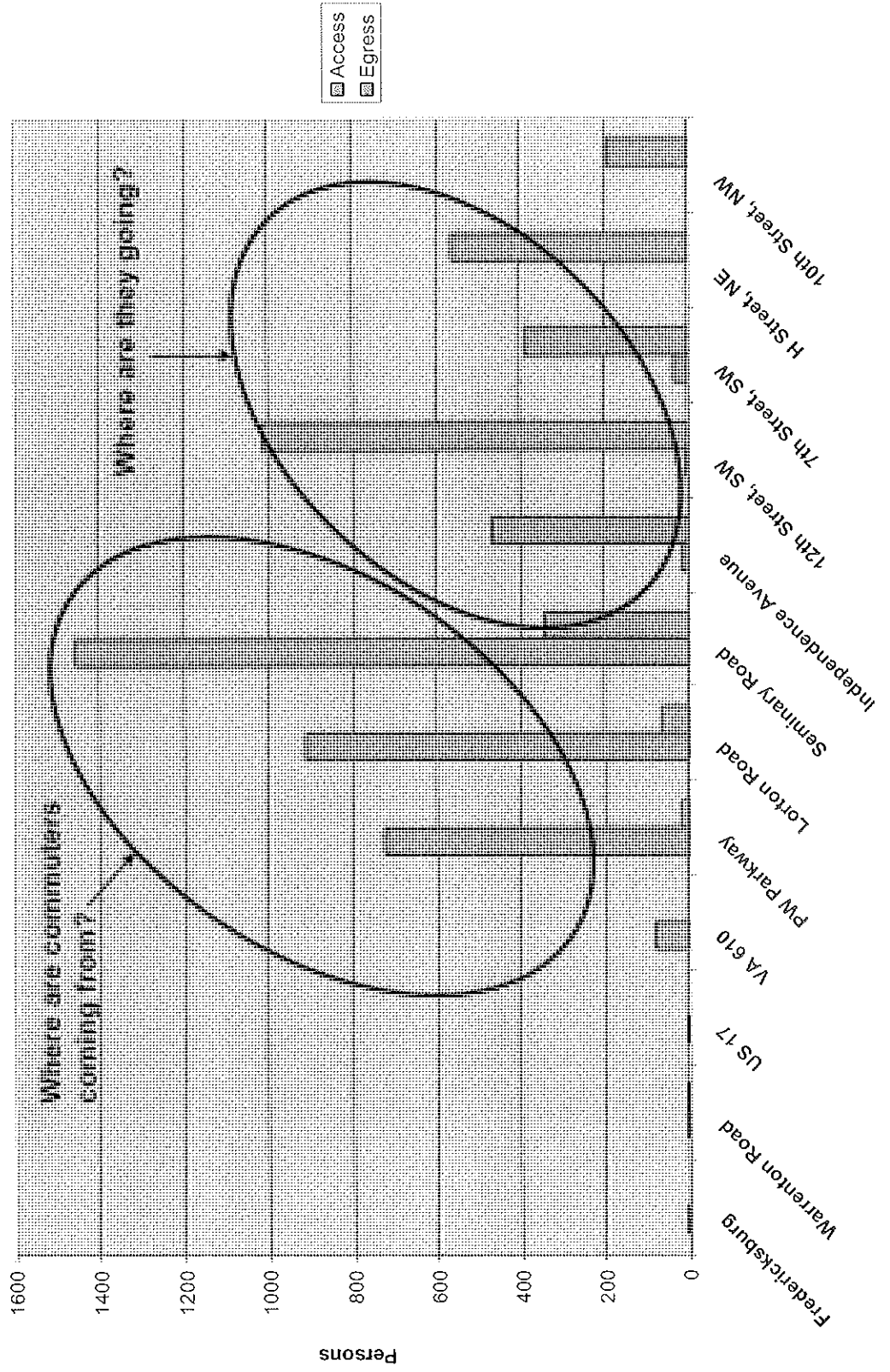
Preliminary Forecast Overview

Primary Observations

- Principle BRT commuter peak period market is to/from downtown Washington D.C.
- Approx. 80% of BRT patrons in D.C. commuter market were traveling by auto
- Minimal BRT demand from Massaponax and Fredericksburg station areas (*as currently coded – being reviewed now*)
- Very little BRT demand for Fort Belvoir or Crystal City service
- Highest demand for access to BRT at Seminary Road and Lorton Road stations
- Highest demand for egress from BRT at 12th Street, SW station

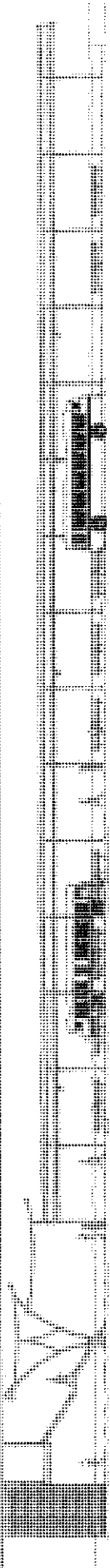
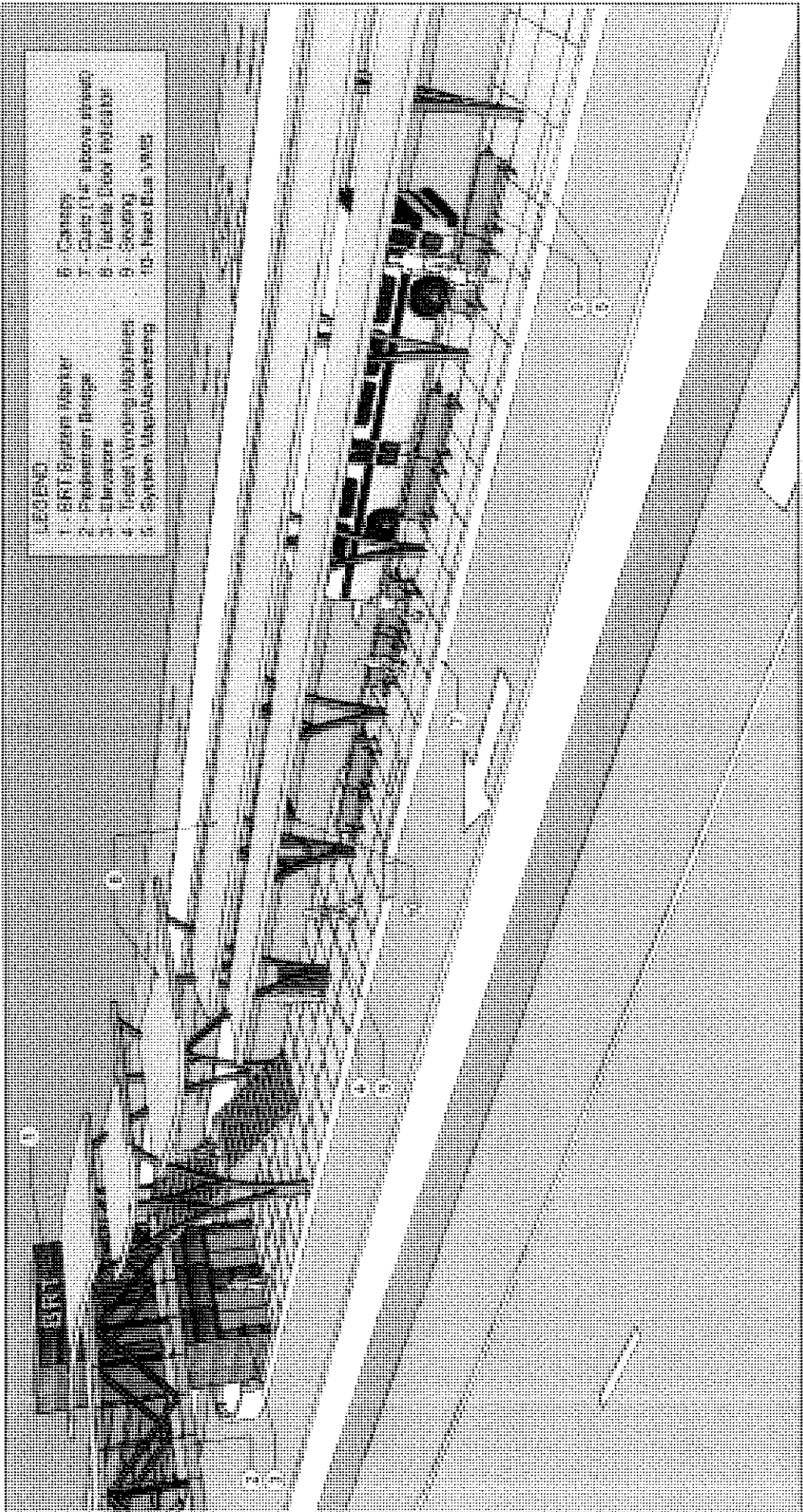
Preliminary Forecast Overview

Corridor Station Activity Summary – AM Peak



LEGEND

- 1. BRT System Marker
- 2. Proprietary Bridge
- 3. Access
- 4. Tunnel Vending Machines
- 5. System Meter/Accessing
- 6. Canopy
- 7. Canopy Above Platform
- 8. Ticket Booth Indicator
- 9. Station
- 10. Hand Bus Stop





Next Steps

Study Activities:

- ❑ Examine source of demand in station vicinity
- ❑ Continue to “vet” forecasts
- ❑ Develop demand forecasts to Tysons Corner
- ❑ Determine next alternatives to examine

Coordination Activities:

- ❑ Continue to coordinate with I-66 Transit/TDM Study
- ❑ Continue to work with TPB on ARRA Stimulus Proposal



Schedule

Study Schedule:

- Data Collection – January / February 2009
- Station Area Location Planning – March 2009
- Operational Modeling – April – July 2009
- Preliminary Recommendations – July 2009
- Draft Report – August 2009

Coordination Activities Schedule:

- ARRA Stimulus Proposal – September 2009
- I-66 Transit/TDM Study – November 2009



CITY OF FALLS CHURCH

Blue
AGENDA ITEM #6

Office of Communications

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FOR IMMEDIATE RELEASE

Friday, June 26, 2009

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NEWS RELEASE

GEORGE Service Changes Begin July 6

Changes to the City of Falls Church GEORGE service will begin Monday, July 6, when Arlington County begins operating the City bus system. Due to fiscal year 2010 budget reductions, the midday 26A route will be eliminated and fares on the 26E and 26W routes will increase. There will be no route or schedule changes to the 26E and 26W.

The fare will be \$1.35 cash or \$1.25 with a SmarTrip card - the same fare as Arlington County's ART service - and will remain at that price until Friday, Sept. 4. Per the City's request, Arlington will reprogram fare boxes on GEORGE (which takes six to eight weeks) and the fare will decrease to \$1 on Tuesday, Sept. 8. GEORGE does not operate on weekends and holidays, so there will be no service Sept. 5-7.

GEORGE is Falls Church City's clean diesel bus, providing local transit service to and from the Washington Metropolitan Area Transit Authority's (WMATA) East and West Falls Church Metrorail stations and throughout the City.

For more information about GEORGE, call 703-248-5040 (TTY 711).

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CQ TODAY ONLINE NEWS – TRANSPORTATION & INFRASTRUCTURE

July 1, 2009 – 3:55 p.m.

Administration Seeks \$20 Billion to Cover Highway Fund Shortfall

By Colby Itkowitz, CQ Staff

With the Highway Trust Fund on the verge of depletion, the Transportation Department sent Congress a more detailed plan Wednesday to keep surface transportation programs funded through March 2011.

In a two-page document, the department proposed borrowing \$20 billion from the Treasury's general fund, to be repaid over 10 years. But it did not recommend specific spending cuts or revenue raisers to offset the funding over the coming decade.

"A revenue measure that repays the general fund contemporaneously is not feasible given the economic situation and pressing needs of the transportation system," the department said.

The document also outlined transportation policy changes that Secretary Ray LaHood hinted at June 17 when he announced the White House's support for a short-term extension of current surface transportation law (PL 109-59). That authorization expires Sept. 30.

LaHood previously told Congress that the federal Highway Trust Fund would run short by \$5 billion to \$7 billion in August. He also said an additional \$8 billion to \$10 billion would be needed to finance projects already authorized through the end of fiscal 2010.

"Legislation to address the HTF shortfall should pass before August recess to avoid disruptions to state cash management and further strain on state budgets," the latest document said.

While the 18-month extension proposal does not provide specific ideas to pay back the general fund, it does say the administration would support a range of options, including "international tax enforcement proposals," which were in the president's fiscal 2010 budget request.

In its budget, the administration proposed several steps that would dramatically change the way the United States taxes multinational corporations based here. The most controversial proposal, which would raise an estimated \$51.5 billion over 10 years, would limit companies' ability to defer U.S. taxes on money they earn overseas. Other proposals would place new limitations on foreign tax credits and give companies less flexibility in using offshore subsidiaries.

Policy Changes

The extension proposal, which is labeled "Stage 1 Reauthorization," calls for \$300 million to help states and metropolitan planning organizations evaluate their transportation systems. It would provide \$10 million to help DOT "develop performance goals and establish guidelines for states and localities on project evaluation."

The document also proposes helping states and localities develop guidelines for projects that promote livability, which could mean tying transportation to business and housing development or integrating more walking and biking paths.

Some groups, including the American Association of Highway and Transportation Officials, say that keeping the Highway Trust Fund solvent should be the sole focus of a temporary extension.

"Reforms are not appropriate to be considered as part of legislation to provide interim funding to stabilize the Highway Trust Fund," the group said in a statement. "Major shifts in transportation policy should be considered in the comprehensive legislation currently under development in the House and Senate authorizing committees and not in legislative measures to provide interim funding."

It appears the Senate will take the lead on the 18-month extension, which House Transportation and Infrastructure Committee Chairman James L. Oberstar , D-Minn., wants no part of. He is pressing ahead with a \$500 billion, six-year reauthorization bill that was approved in a House subcommittee on June 24.

Oberstar's office would not comment further on the administration's proposal, but confirmed that it had received it.

Senate Environment and Public Works Committee Chairwoman Barbara Boxer , D-Calif., said last week that her panel will hold a markup on the 18-month bill in July.

"I think that's an intelligent number of months to give the certainty to our people at home and give us enough time to really reform the way we do transportation," Boxer said. "We intend to do this job."

Richard Rubin contributed to this story.

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