NVTC COMMISSION MEETING

THURSDAY, JUNE 4, 2009

NVTC CONFERENCE ROOM

8:00 PM

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. **Minutes of the NVTC Meeting of May 7, 2009.**

   Recommended Action: Approval.

2. **VRE Items.**

   A report will be provided from VRE's Chief Executive Officer. The VRE Operations Board did not meet in May.

   Information Item.

3. **WMATA Items.**

   A. Presentation by John Catoe, General Manager.

   B. Rail Modernization Report to Congress by the Federal Transit Administration.

   C. RFP for Open Payment System.

   D. Comments on FY 2010 WMATA Budget.

   Presentation and Discussion Item.

AWARD WINNER NVTC APTA 1995

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4. State Aid for FY 2010.

A copy of the statement to the CTB presented by Chairman Zimmerman on June 2nd is attached. The issues described therein were discussed further with DRPT staff at a workshop. The attached tables provide comparisons of state aid expected to be received from DRPT by NVTC in FY 2010.

Recommended Action: Authorize NVTC's Executive Director to sign DRPT grant agreements for FY 2010 on behalf of NVTC's jurisdictions and VRE.

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

Falls Church expects to execute a service agreement with ART to replace WMATA as the provider of GEORGE bus service effective July 1, 2009. NVTC is a party to an agreement with WMATA allowing NVTC to repurchase the four GEORGE buses currently titled to WMATA. NVTC will retain the same rights in the new agreement.

Recommended Action: Authorize NVTC's Executive Director, with the concurrence of NVTC's legal counsel, to execute appropriate contracts facilitating repurchase of the four GEORGE buses from WMATA for $1 each and providing title to the buses to ART, with NVTC retaining the right to repurchase the buses from ART for $1 each.

6. Legislative Items.

The status of pending federal legislation to authorize and appropriate funding for public transit will be reviewed.

Discussion Item.

7. Regional Transportation Items.

A. I-95/395 HOT Lanes.
B. VTA Conference in Fredericksburg on June 8-9, 2009.
C. EDF's Reinventing Transit Case Studies.
D. Bus Rapid Transit Update.
E. Examining the Speed-Flow-Delay Paradox in the Washington D.C. Region

Information Item.

8. Northern Virginia Transit Ridership as of April, 2009.

Information Item.

9. NVTC Financial Items for April, 2009.

Information Item.

Note: NVTC's July 2nd meeting will start at 6:30 p.m. and feature a holiday barbeque. After the meeting a 53-minute documentary will be shown of smart growth in Arlington, which includes archive material provided by NVTC.

Agenda Item #1

MINUTES
NVTC COMMISSION MEETING – MAY 7, 2009
NVTC CONFERENCE ROOM, ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Zimmerman at 8:10 P.M.

Members Present
Charles Badger
Sharon Bulova
Kelly Burk
Adam Ebbin
John Foust
Jeffrey Greenfield
Mark R. Herring
Pat Herrity
Catherine Hudgins
Mary Hynes
Dan Maller
Jeffrey McKay
Paul Smedberg
Christopher Zimmerman

Members Absent
David Albo
William D. Euille
Jay Fisette
Joe May
Thomas Rust
Mary Margaret Whipple

Staff Present
Lynn Everett
Rhonda Gilchrest
Corey Hill (DRPT)
Scott Kalkwarf
Greg McFarland
Adam McGavock
Kala Quintana
Rick Taube
Dale Zehner (VRE)

Minutes of the April 9, 2009 NVTC Meeting

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve the minutes. The vote in favor was cast by commissioners Badger, Bulova, Foust, Greenfield, Herring, Hudgins, McKay, Smedberg and Zimmerman. Commissioners Hynes and Maller abstained since they did not attend the April meeting.

VRE Items

Report from the VRE Operations Board. Mrs. Bulova stated that there are no VRE action items this month. She reported that the total number of VRE trips in March, 2009 was 6.1 percent higher than the same time last year. Although the growth rate has slowed, ridership continues to increase. Chairman Zimmerman noted that ridership has increased even with a recent fare increase, gas prices plummeting and the economic situation. He announced that there will be no Operations Board meeting in May.

When Mr. Zehner arrived, he was given an opportunity to comment on VRE items. Mr. Zehner stated that on-time performance for April was 93 percent on the Fredericksburg line and 94 percent on the Manassas line. Following six locomotive failures in March, VRE has taken a proactive approach and now has a contractor at the yards inspecting and maintaining the locomotive fleet on a daily basis.

GEORGE Bus

Mr. Taube announced that effective with this meeting, Dan Maller, who has been serving as an alternate, will now be the NVTC commissioner from Falls Church and Dave Snyder will serve as an alternate.

Mr. Snyder stated that it has been an honor to serve on NVTC and he continues to look forward to staying involved as an alternate. He will also continue to serve on the Transportation Planning Board. He recognized NVTC staff's hard work to correct some erroneous information about the GEORGE Bus system that had recently been circulated.

Mr. Taube added that the Falls Church City Council has agreed to continue the local bus system for FY 2010 at a cost of no more than $300,000. Funds held in trust for the city at NVTC are available for that purpose. A working group will be formed to examine the long-term future of the GEORGE Bus service. NVTC staff has been invited to participate.

I-66 Transit/TDM Study

Chairman Zimmerman introduced Corey Hill from DRPT, who gave a presentation on the I-66 Transit/TDM Study. Mr. Hill reviewed the study's goals and objectives, which include identifying more transportation choices through transit and transportation demand management (TDM) enhancements that will create mobility in the I-66 corridor; developing a recommended plan for short-term and medium-term transit and TDM service improvements in the I-66 corridor between Haymarket and Washington, D.C.; and providing input into the restart of the I-66 Multimodal Transportation Environmental Study.

Commissioners Burk and Ebbin arrived at 8:23 P.M. and 8:24 P.M., respectively.

Mr. McKay requested that under the BRT types of investments "bus-only" include existing lanes as well as the shoulder lane. Mr. Hill stated that the study will look at as many options as possible. There may be some low-cost and easy solutions that can be implemented in the corridor. He stated that he would be happy to return for a future meeting and update NVTC on this study.

Mr. Herrity arrived at 8:26 P.M.

2007 State of the Commute Survey

Mr. Hill explained that the survey expanded on one conducted by the Metropolitan Washington Council of Governments (MWCOG) in 2007. The Virginia State-of-the-Commute (SOC) project surveyed approximately 7,000 employed residents of the Commonwealth of Virginia. The purpose of the survey was to document trends in commuting behavior and collect attitudinal data regarding Virginia commuters. Mr. Hill reviewed some of the key findings of the survey:

1) When it comes to work trips, Virginians are embracing transportation choices;
2) Infrastructure and outreach are key for transportation choices;
3) Employer involvement lifts participation in transportation choices;
4) Telework has tremendous growth potential; and
5) Investment in transportation choices has broad based support.

In response to a question from Delegate Ebbin, Mr. Hill stated that the survey was scientifically balanced and he provided more details about how the survey was conducted and used.

Mr. McKay asked if employers in Virginia are doing a better job of offering employer-provided commute services than employers in Maryland and Washington, D.C. He also asked if the Commonwealth is reaching out to the other local governments who do not offer assistance to their employers in their jurisdictions. Mr. Hill responded that is a great question and it would be helpful to know if Virginia is as far ahead in this area as it thinks it is. He stated that he will further research this. Mr. McKay observed that if a commuter living in Virginia but working in Maryland or the District is not using transit because his employer is not providing these services, then it affects Virginia.

Chairman Zimmerman observed that the survey was conducted before the big spike in fuel prices. Therefore, some of the survey results may be understated because transit ridership significantly increased after fuel prices skyrocketed. Also, there needs to be a way to express the difference between using transit versus driving alone when transit is available. There is a dramatic difference in results of respondents living closer to the Beltway compared to those that live farther out. Mr. Hill stated that the survey was broken down by inside the Beltway and outside the Beltway for analysis and he will provide NVTC with this information. Mr. Maller stated that it would be helpful to have this information by zip code. Mrs. Hynes asked if DRPT cut the data by socio-economic or ethnicity criteria. Mr. Hill stated that DRPT can analyze the data in all different ways and would be happy to analyze the data to answer specific questions from commissioners.

Mrs. Bulova stated that it is interesting that people are not aware of the guaranteed ride home programs in the region. She suggested getting the word out through different media outlets. Mr. Zehner stated that VRE has a 30 percent turnover rate because of the transient nature of the region, so it is important to consistently educate riders.

In response to a question from Mrs. Hudgins, Mr. Hill stated that there is a lot of survey information about the respondents' commuter patterns (satisfaction of commute, how long is your commute, how do you commute, etc.) Mrs. Hudgins stated that it would be interesting to look at the frequency of transit.

Chairman Zimmerman expressed his concern about the short notice for the public hearings. Mr. Hill stated that there was a 30-day advanced public advertisement for the I-66 public hearings.

Support for Northern Virginia's Bus Rapid Transit Initiatives

Mr. Taube explained that the Transportation Planning Board of the National Capital Area, led by its Scenario Study Task Force, is preparing a proposal for federal stimulus funding of a regional Bus Rapid Transit (BRT) network. The commission is asked to go on record in support of regional efforts to initiate Bus Rapid Transit service in the I-66 and I-95/395 corridors within three years using federal stimulus funds that may become available from a discretionary $1.5 billion nationwide program. However, the criteria have not been identified yet. Commissioners were provided with a proposed statement crafted by Chairman Zimmerman and Vice-Chairman Hudgins.

Chairman Zimmerman stated that this is an exciting opportunity since the stimulus bill has a $1.5 billion provision for competitive grants, with no funding matches required. Awards can range from $25 - $300 million. By its nature, the grant application needs to be a region wide project.

Mrs. Hudgins moved, with a second by Mrs. Bulova, to go on record in support of regional efforts to initiative BRT service using federal stimulus funds if awarded, using the language in the written statement provided to commissioners (copy attached).

Mrs. Hudgins agreed that this is an opportunity to jumpstart BRT in the region, which will benefit the entire region. Even if the region is not successful in acquiring the funding, the initiative is still critical. Mr. McKay agreed, but suggested being more vague and taking out the word "two" in the sentence "existence of transit-advantaged facilities in two existing corridors" in paragraph C of the statement. Chairman Zimmerman observed that the proposed statement provided to commissioners will not be the exact language of the grant application. In response to a question from Mr. Smedberg, Mr. McKay stated that Fairfax County has decided to list many possibilities with the hope that some projects will qualify. Chairman Zimmerman observed that ultimately there will need to be a very specific application.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Bulova, Burk, Ebbin, Foust, Greenfield, Herring, Herrity, Hudgins, Hynes, Maller, McKay, Smedberg and Zimmerman.

I-95/395 HOT Lanes

Mr. Taube reported that NVTC finally received a response from Secretary Homer to its December, 2008 letter. Commissioners were provided with a copy of the Secretary's letter.

In response to a question from Mr. Smedberg, Mr. Taube responded that the BRT study for HOT lanes is expected to be completed by July and is, in his opinion, progressing well. Chairman Zimmerman observed that the potential for stimulus funding is timely with this study.

Mrs. Hynes suggested responding to Secretary Homer's letter with specific questions concerning the challenges listed in his letter, such as timing issues.

Mrs. Hynes moved, with a second by Mr. Smedberg, to authorize Chairman Zimmerman to send a letter to Secretary Homer in response to his letter with specific follow-up questions.

Mr. Ebbin stated that the letter should be clear that NVTC and the region want to be included before the commercial agreement is approved. Mr. McKay suggested that better information on performance measures is needed. Mr. Herrity asked for clarification of the issues to be addressed in the letter. Emphasis would be on the timing of actions described by the Secretary.

The commission then unanimously approved the letter. The vote in favor was cast by commissioners Badger, Bulova, Burk, Ebbin, Foust, Greenfield, Herring, Herrity, Hudgins, Hynes, Maller, McKay, Smedberg and Zimmerman.

Preliminary State Aid for FY 2010

Mr. Taube stated that as jurisdictions act on their FY 2010 budgets, to date no official indication has been received from DRPT on proposed state aid. The Commonwealth Transportation Board will be shown a draft program on May 21st and after that grantees will have limited opportunity to comment before the CTB adopts the final program in June. DRPT's grantees must submit their grant requests by February 1st each year, well before their own budgets are adopted. Grantees budgets are then adopted before the amount of state aid is known.

Mr. Taube explained that the commission is asked to authorize Chairman Zimmerman to deliver a statement to CTB at its June 2nd public hearing on its draft six-year program for FY 2010-15. The proposed statement cannot be provided to NVTC at this time because DRPT has not released the draft state program. It is expected to be available only after the CTB meeting on May 21st, providing less than two weeks for staff review and no opportunity for the commission to act prior to the hearing. Mr.

Taube stated that the NVTC statement should emphasize the need for increased flexibility in administering DRPT's state aid programs, among other concerns.

Mr. Taube explained that NVTC and its jurisdictions are experiencing several serious consequences of DRPT's rigid approach to its grant-making responsibilities, which has evolved over the past two years or so. One of NVTC's jurisdictions has recently reluctantly agreed to return unspent grant funds to DRPT from a significant grant awarded in FY 2007. The jurisdiction is unable to proceed because the developer is not prepared to say when or if it will go ahead with the project in the current severe recession. DRPT's grants now generally expire in two to three years and DRPT has been unwilling to allow the grant to be used for another project within that jurisdiction. Unfortunately, the unintended consequence of this action impacts NVTC's process of allocating state aid through its Subsidy Allocation Model. Other jurisdictions have received a lower share of state aid in anticipation of this project going forward as planned and the inability to bill the grant means less total state aid is available to share. To remedy this situation, jurisdictions' staff recommended that DRPT be asked to reconsider its policies to provide more leeway in situations like this in order to extend the grant, or to use it for other eligible projects. DRPT staff has indicated that it is willing to consider such requests.

Chairman Zimmerman noted that the $115,940 budget reduction for the ART Bus system was restored in Arlington's final budget. However, there is still a net reduction for transit overall since Arlington is taking over two Metrobus routes.

Mrs. Hynes moved, with a second by Mr. Smedberg, to authorize NVTC's chairman to give testimony on behalf of the commission reflecting NVTC's adopted positions. The vote in favor was cast by commissioners Badger, Bulova, Burk, Ebbin, Foust, Greenfield, Herring, Herrity, Hudgins, Hynes, Maller, McKay, Smedberg and Zimmerman.

Legislative Items

Mr. Taube reported that the Obama Administration has announced a Vision for High-Speed Rail in America, which provides a strategy, implementation schedule and funding approach. The program should benefit corridors used by VRE.

Mr. Taube stated that the Virginia Department of Taxation has replied to NVTC's March 31st letter documenting a discussion of SB 1532. The department will not be formally cooperating with documenting whether more or less taxes will be collected using this new method. NVTC will have to do the analysis.

WMATA Items

FY 2010 Budget. Public hearings were conducted and the WMATA Board approved the budget on April 30th. Many of the public comments at the hearings favored fare increases rather than bus service cuts, but the District of Columbia vetoed any such considerations of fare increases. Chairman Zimmerman announced that WMATA's General Manager, John Catoe, will attend NVTC's June meeting.

Clean Cities Grants for Hybrid-Electric Buses. WMATA is seeking funding from a grant program to help buy 150 hybrid-electric buses. Vice President Biden announced the new program in a ceremony at the Carmen Turner Maintenance and Training Facility.

SmarTrip Improvements. WMATA has implemented improvements for users of Smar Trip cards. Currently 1.6 million cards are active and 58 percent of Metrobus customers and 72 percent of Metrorail riders use these cards.

Transit Ridership and Gas Prices

Mr. Taube stated that staff is continuing to monitor the relationships between transit ridership and gas prices, vehicle miles traveled (VMT) and employment. The greatest visual correlation with VMT appears to be employment and the Consumer Confidence Index. Transit ridership appears to be strong, despite dips in gas prices and employment.

Mr. Maller expressed his appreciation for staff putting this information together and stated that one can start to see relationships between the data. He stated that this historical data is very useful, but suggested also including some predictions, such as scenarios of lack of investing in public transit. It is important for the Commonwealth to focus on this.

WiFi/WiMax Capabilities in Northern Virginia Transit Vehicles

Mr. Taube stated that NVTC staff has completed a survey of the availability and costs of these potential transit amenities. Within Northern Virginia, PRTC is proceeding with plans to offer WiFi to customers on some of its buses providing service to Tysons Corner. Arlington's ART will be adding WiFi to its Shirlington Transit Center, three

"super Stops" on Columbia Pike and all of WMATA's 16-series Pike Ride buses. Loudoun County surveyed its LCT customers and they are strongly opposed. VRE is unable to offer service because of dead zones.

Regional Transportation Items

GEORGE Bus System. As reported previously, Mr. Taube stated that the GEORGE bus service will continue with reduced service. Mr. Maller observed that it has been a painful process and unfortunately Falls Church staff did not utilize NVTC's expertise quicker. It is a temporary solution. Effective July 1st, service will be reduced by 50 percent. Mr. Maller also recognized Arlington County for their assistance and Falls Church will contract with the ART bus system for operation of the GEORGE Bus system. Chairman Zimmerman stated that Arlington County looks forward to working with Falls Church on this issue. He stated that if GEORGE service is permanently reduced as proposed, it is his opinion that it will not be successful since GEORGE service was not running frequent enough service before all this happened. To run successful bus service, frequency is the key.

Preliminary Results from Regional Bus Survey. MWCOG conducted a regional bus survey during 2008. Fairfax County also conducted an expanded bus survey during the same time period and the results have been incorporated together wherever possible.

Amphibus Tour Bus. An article was provided describing a possible alternative to ferry commuter services, although very calm water is needed. An amphibus is a fifty-seat road coach bus with sailing capabilities to be able to go from water to road.

VTrans 2035. The workplan for the statewide surface transportation plan calls for completion by the end of 2009. Several strategic corridors are being chosen as a means to establish priorities for focused investments and other initiatives. A workshop was conducted in Charlottesville on April 27th.

Bike to Work Day. The annual event is scheduled for May 15, 2009.

Virginia Survey on Climate Change. A new survey of Virginians shows that three quarters believe global warming is happening and 90 percent have made major or minor changes in lifestyle to protect the environment. A reported 62 percent are driving less. Also interesting is the fact that 55 percent support cutting funding for new highways to increase funding for rail, transit and other alternatives to driving.

NVTC Financial Items for March, 2009

Commissioners were provided with a copy of NVTC's financial reports. Mr. Maller observed the striking decline of gas tax revenues over a several month period. Chairman Zimmerman stated that it is mainly a result of a significant drop in vehicle miles travelled (VMT). Mr. Taube stated that as long as VMT and gas prices are low, it can be predicted that gas tax revenues will also be low.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 9:22 P.M.

Approved this 4th day of June, 2009.

_____
Christopher Zimmerman
Chairman

_____
William Euille
Secretary-Treasurer

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.

Northern Virginia Transportation Commission

AGENDA ITEM #2

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: May 28, 2009

SUBJECT: VRE Items

Report from VRE's Chief Executive Officer-- Information Item.

Note: There was no meeting of the VRE Operations Board in May. The report of VRE's CEO is attached.

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May 11, 2009

RECEIVED
MAY 12 2009

Board Members
Virginia Railway Express
Operations Board

Dear Board Members: Rick

Re: NO MAY 15th VRE OPERATIONS BOARD MEETING

Although no meeting is scheduled for May 15th, I wanted to update you on the following items:

1. On-time performance: During April we achieved 93.2% on the Manassas Line and 92.7% on the Fredericksburg Line. I'm confident we have a good handle on our mechanical process which should prevent any further large scale mechanical failure of our locomotives.

2. Ridership: Cumulative ridership is 6.8% higher than last fiscal year through April. The growth rate continues to slow. As you know we have a 6% fare increase scheduled for July 1st and at this time I'm not sure how the fare increase will affect our ridership level or its further growth. I continue to watch both very carefully.

3. Issued the Request for Proposal: We issued RFP on May 8th for a train service and mechanical service contractor to initiate service when our contract with Amtrak expires on June 30, 2010. I will be able to brief you with more information on this at the June meeting.

Attached is the CEO report for April. I will see you in June with a full board agenda.

Sincerely,

Dale Zehner
Chief Executive Officer

cc: Rick Taube
Al Harf
Stephen A. MacIsaac, Esquire

Virginia Railway Express

CHIEF EXECUTIVE OFFICER'S REPORT

May 2009

MONTHLY DELAY SUMMARY

	January	February	March	April
System wide				
Total delays	39	36	84	45
Average length of delay (mins.)	21	17	21	15
Number over 30 minutes	7	4	14	4
Days with Heat Restrictions/Total days	0/18	0/19	0/22	2/22
On-Time Performance	93.1%	93.5%	86.8%	92.9%
Fredericksburg Line				
Total delays	21	19	49	21
Average length of delay (mins.)	22	17	21	15
Number over 30 minutes	4	2	10	1
On-Time Performance	91.8%	92.3%	82.9%	92.7%
Manassas Line				
Total delays	18	17	35	24
Average length of delay (mins.)	21	16	21	15
Number over 30 minutes	3	2	4	3
On-Time Performance	94.2%	94.4%	90.1%	93.2%

SYSTEM RIDERSHIP

The total number of April trips in 2009 was 2.0% higher than in April 2008. The growth in ridership has leveled off more in April than in any other month due to spring break and Easter vacations, which were in March last year. The year-to-date gain through April in ridership was 6.8%.

SYSTEM ON TIME PERFORMANCE

System on time performance has improved significantly over last month. Mechanical difficulties have decreased significantly. After the poor performance in the month of March, we re-evaluated our maintenance program with all of our mechanical contractors. We are pleased with the end result of over 90% on-time for both lines. We have experienced over 90% on-time performance three out of the first four calendar months this year.

VISIT FROM LYNCHBURG AND CHARLOTTESVILLE DELEGATION

On Wednesday, April 29, VRE hosted a delegation from Lynchburg and Charlottesville to show them our rail operation. The delegation, which was comprised of Rex Hammond, President and CEO, Lynchburg Regional Chamber, Turner Perrow, Jr., Councilman for the City of Lynchburg, Rebecca White, Director of Transportation for the University of Virginia, and Corrin Hoffmann, Program Manager, Lynchburg Regional Chamber.

VRE staff escorted the group on Train 332 for a train ride from our Broad Run Station to our offices in Alexandria. We boarded a Manassas line train so that the delegation could see for themselves first-hand what commuter rail service was and the territory their train would be operating over.

Once in Alexandria, we toured the VRE headquarters, introduced them to all of the staff and then walked them through the various components of our daily operation in order for them to better understand the complexities of running a rail operation. In the end, the meeting proved very beneficial because it helped to shed light on what the Lynchburg train service should expect operationally, added greater understanding of existing needs to integrate into the rail network, and most importantly created a very positive working relationship between VRE and those members who will be active in the daily operation of the Lynchburg-Charlottesville train service.

VRE NOW ALLOWING FULL SIZE BICYCLES ON BOARD

Starting Friday May 15th, VRE will change its policy on bicycles and allow full size bikes on-board as a pilot program. This will be just in time for our riders to join in on "Bike to Work Day," which is May 15th. Bicycles will only be allowed on the last three northbound, the mid-day, and the last three southbound trains. They will also only be allowed to board on the northernmost car, or cab car, and utilize the south end, four folding seat bench, with a maximum of two bikes tethered to the area. Bicyclists will be responsible for tethering their own bikes with bungee cords to the eyelets on the seats, but will have priority to use the bench. The full policy is available on our website.

PARKING EXPANSION STATUS AT BROOKE AND LEELAND ROAD

At Brooke
The parking project is temporarily on hold for now until VRE is allowed access back on the selected property to conduct further test pitting, which is what is required to conclude the environmental work.

At Leeland
We are in the process of submitting the environmental assessment (EA) to FTA for their approval. Once approved, it can be put out for bid. This expansion is expected to provide 200 additional parking spaces.

MEET THE MANAGEMENT

The annual "Meet the Management" events started up again in April. The following schedule provides a list of remaining dates and locations.

May 13	Fredericksburg (am)	July 1	Burke Centre (am)
May 20	Broad Run (am)	July 8	Rippon (am)

May 27	Leeland Road	(am)	July 15	Rolling Road	(am)
June 3	Manassas	(am)	July 22	Woodbridge	(am)
June 10	Brooke	(am)	July 29	Backlick Road	(am)
June 17	Manassas Park	(am)	August 5	Lorton	(am)
June 24	Quantico	(am)			

LOCOMOTIVE UPDATE

MotivePower is in the process of buying raw materials now for the 9 new locomotives. On April 3, VRE signed the amended agreement with Motive Power for four additional locomotives. The nine new units will start arriving by October of 2010. VRE is also working with the Commonwealth to apply match toward the Omnibus appropriation signed by the President in March. This would allow one or two more units to be ordered, bringing us halfway to our goal of 20 locomotives. I intend to request authority to order the 10th and 11th locomotives at our June meeting.

CUSTOMER SERVICE SURVEY

Our Annual Customer Service Survey was conducted on Wednesday, May 6, 2009. This is the survey where customers rate our overall performance. We refer to this survey as the "VRE Report Card". VRE representatives were available on every morning train to assist with distribution, collect the surveys and answer any questions. Results will be available later this summer.

GAINESVILLE-HAYMARKET EXTENSION WORKSHOP

A meeting was held on Tuesday, May 5 to present the findings of the Gainesville-Haymarket Feasibility Study and Alternatives Analysis to the public. Approximately 25 people were in attendance. Discussion at the meeting included questions about the frequency of service on the proposed extension, cost and timeline to implement, sources of funding for the project, and potential impacts of the extension on existing VRE service and stations. The majority of the attendees expressed support for the project and desire to see expanded VRE service.

PUBLIC OUTREACH

On April 16, 19 national travel writers rode the Fredericksburg and Manassas lines to Union Station and back out again in the evening. There was a well represented group from Travel and Leisure Magazine, the LA Times, the Boston Globe, Ladies Home Journal – giving VRE national exposure. The process went so well that the touring association will be including VRE as a regular feature now, showcasing VRE to a national audience three times a year.

MONTHLY PERFORMANCE MEASURES – APRIL 2009

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
April Fredericksburg OTP Average	92.7%
April Manassas OTP Average	93.2%
VRE APRIL OVERALL OTP AVERAGE	92.9%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	3,199,780
VRE FY 2008 Passenger Totals	2,994,850
PERCENTAGE CHANGE	6.8%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
APRIL 2009	343,696
APRIL 2008	336,860
PERCENTAGE CHANGE	2.0%
SERVICE DAYS (CURRENT/PRIOR)	22 / 22

Chief Executive Officer's Ridership Report

MAY 2009

As Reported to the VRE Operations Board
April 17, 2009

Monthly Ridership and OTP: April 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	4,054	3,940	7,994	75%	3,992	4,575	8,567	77%	16,561	76%
2	4,000	4,103	8,103	100%	3,911	4,266	8,177	100%	16,280	100%
3	3,576	3,030	6,606	88%	3,790	3,814	7,604	92%	14,210	90%
4										
5										
6	3,815	3,660	7,475	88%	3,808	3,969	7,777	100%	15,252	93%
7	3,832	3,415	7,247	94%	3,835	4,354	8,189	85%	15,436	90%
8	3,512	3,398	6,910	81%	4,099	4,208	8,307	77%	15,217	79%
9	3,401	3,475	6,876	94%	3,998	4,406	8,404	100%	15,280	97%
10	2,518	2,622	5,140	100%	3,464	3,884	7,348	85%	12,488	93%
11										
12										
13	3,665	3,687	7,352	100%	4,037	3,730	7,767	92%	15,119	97%
14	3,943	4,125	8,068	100%	3,813	4,097	7,910	100%	15,978	100%
15	4,088	4,104	8,192	100%	3,817	4,037	7,854	92%	16,046	97%
16	3,921	4,000	7,921	94%	3,839	3,958	7,797	100%	15,718	97%
17	3,099	3,019	6,118	100%	3,424	3,395	6,819	100%	12,937	100%
18										
19										
20	3,760	3,816	7,576	88%	3,896	3,985	7,881	100%	15,457	93%
21	4,153	4,262	8,415	100%	4,201	4,659	8,860	92%	17,275	97%
22	3,914	3,762	7,676	88%	4,185	4,603	8,788	100%	16,464	93%
23	4,097	4,017	8,114	100%	4,433	4,365	8,798	100%	16,912	100%
24	3,166	2,959	6,125	100%	3,719	3,656	7,375	100%	13,500	100%
25										
26										
27	3,814	3,772	7,586	81%	4,141	4,293	8,434	46%	16,020	66%
28	4,043	3,936	7,979	88%	4,147	4,565	8,712	85%	16,691	86%
29	3,951	3,829	7,780	94%	4,086	4,512	8,598	92%	16,378	93%
30	4,137	3,936	8,073	100%	4,144	4,359	8,503	100%	16,576	100%
	82,459	80,867	163,326	93%	86,779	91,690	178,469	92%	341,795	92%
		Adjusted total:	163,384			Adjusted Total:	180,312	Adjusted Total:	343,696	

# of Service Days:	22			Total Trips This Month:	343,696	Adjusted Total:	343,696
Manassas Daily Avg. Trips:	7,424	Adjusted Avg.:	7427	Prior Total FY-2009:	2,856,084		
Fred'burg Daily Avg. Trips:	8,112	Adjusted Avg.:	8196	Total Trips FY-2009	3,199,780		
Total Avg. Daily Trips:	15,536	Adjusted Avg.:	15,623	Total Prior Years:	40,598,336		
				Grand Total:	43,798,116		

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

	MANASSAS			FREDERICKSBURG				
Current Month	Avg Daily FY2008	Avg Daily FY2009	% change	Avg Daily FY2008	Avg Daily FY2009	% change	Current Total	% change
July	6513	7003	7.52%	7393	8388	13.46%	15391	10.68%
August	6405	6885	7.49%	7379	8316	12.70%	15201	10.28%
September	6847	7495	9.46%	7652	8720	13.96%	16215	11.84%
October	6973	7491	7.43%	7754	8538	10.11%	16029	8.84%
November	6894	7330	6.32%	7707	8439	9.50%	15769	8.00%
December	6081	7158	17.71%	7235	8584	18.65%	15742	18.22%
January	6978	7610	9.06%	8148	8501	4.33%	16111	6.51%
February	6842	7578	10.76%	8018	8375	4.45%	15953	7.36%
March	6812	7568	11.10%	8050	8194	1.79%	15762	6.06%
April	6988	7427	6.28%	8324	8196	-1.54%	15623	2.03%
May	6832			8094			0	
June	7123			8504			0	
Average growth			9.31%			8.74%		8.98%

*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.

Chief Executive Officer's Report

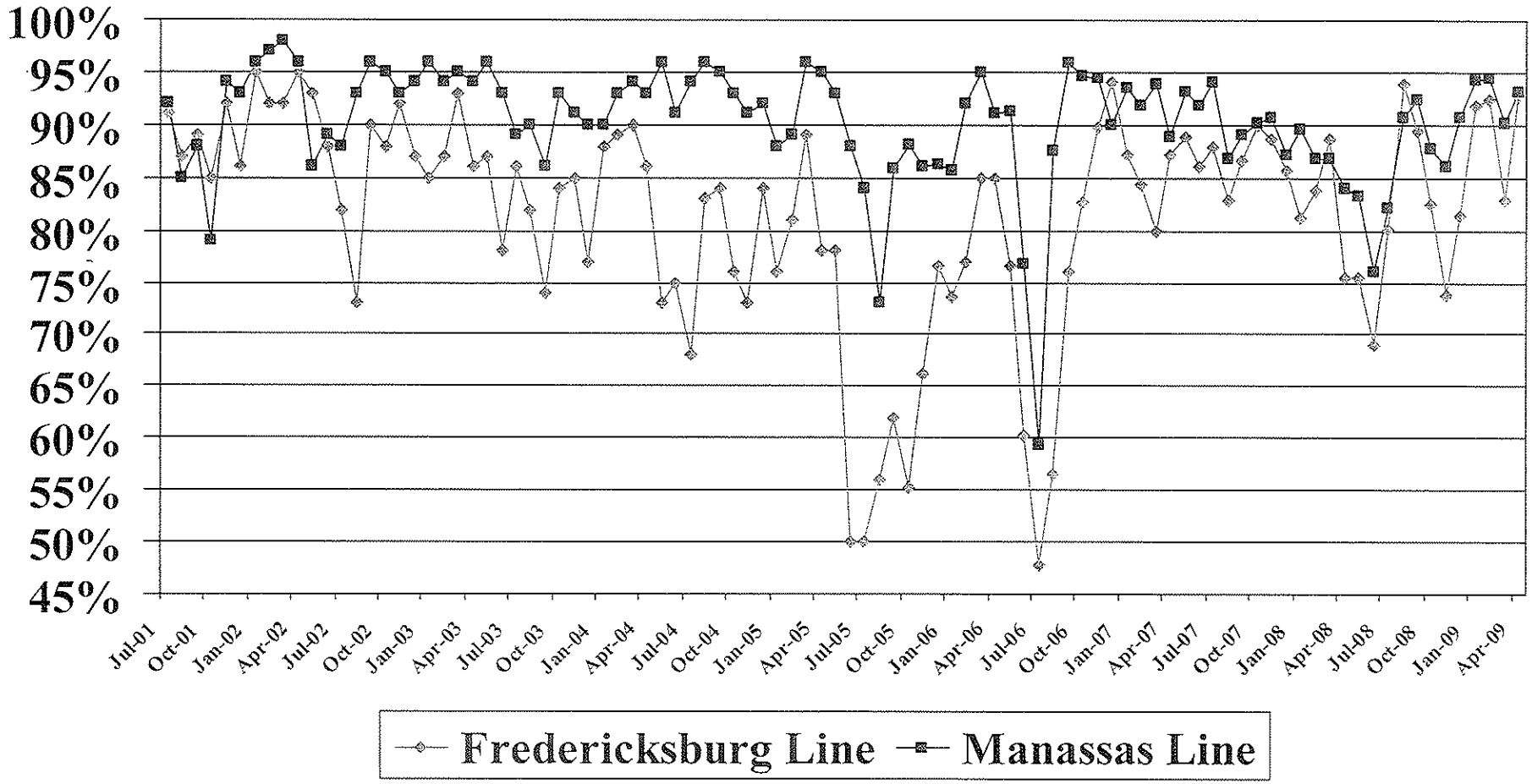
Chief Executive Officer's On-Time Performance

MAY 2009

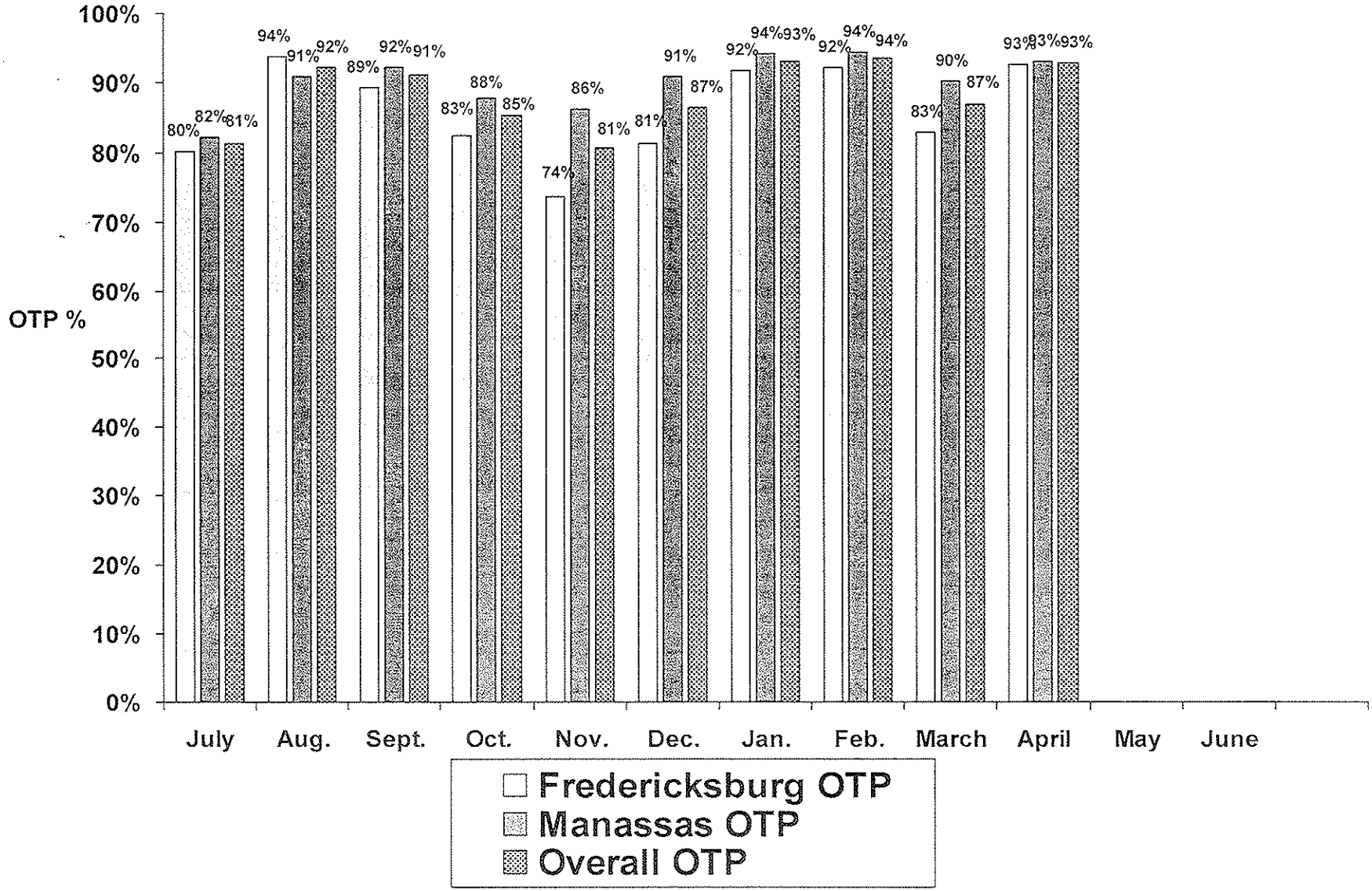
As Reported to the VRE Operations Board
April 17, 2009

On-Time Performance

July 2001 – April 2009



Average On-Time Performance FY-2009

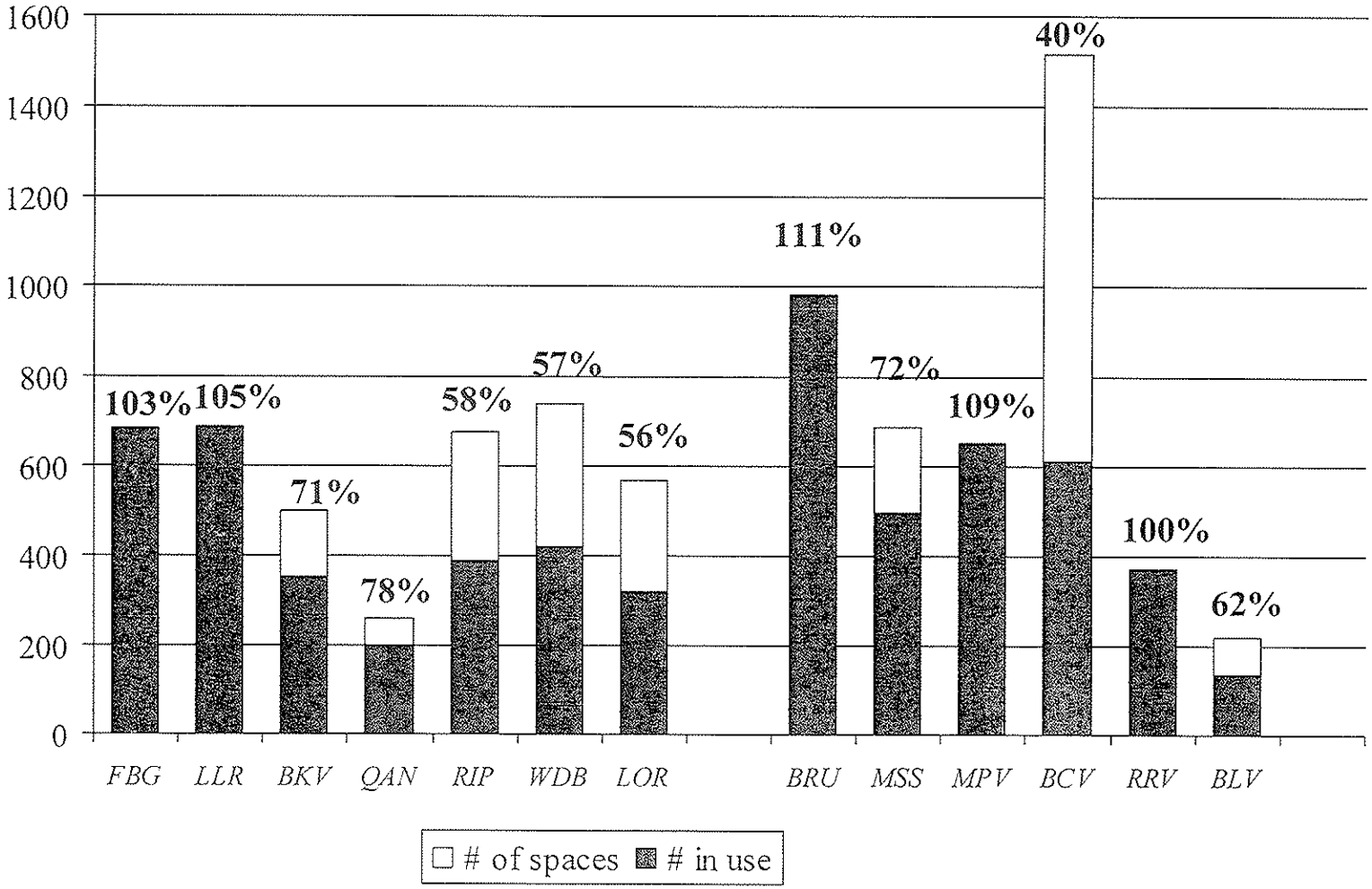


Chief Executive Officer's Parking Utilization

MAY 2009

As Reported to the VRE Operations Board
April 17, 2009

Parking Lot Utilization: April 2009

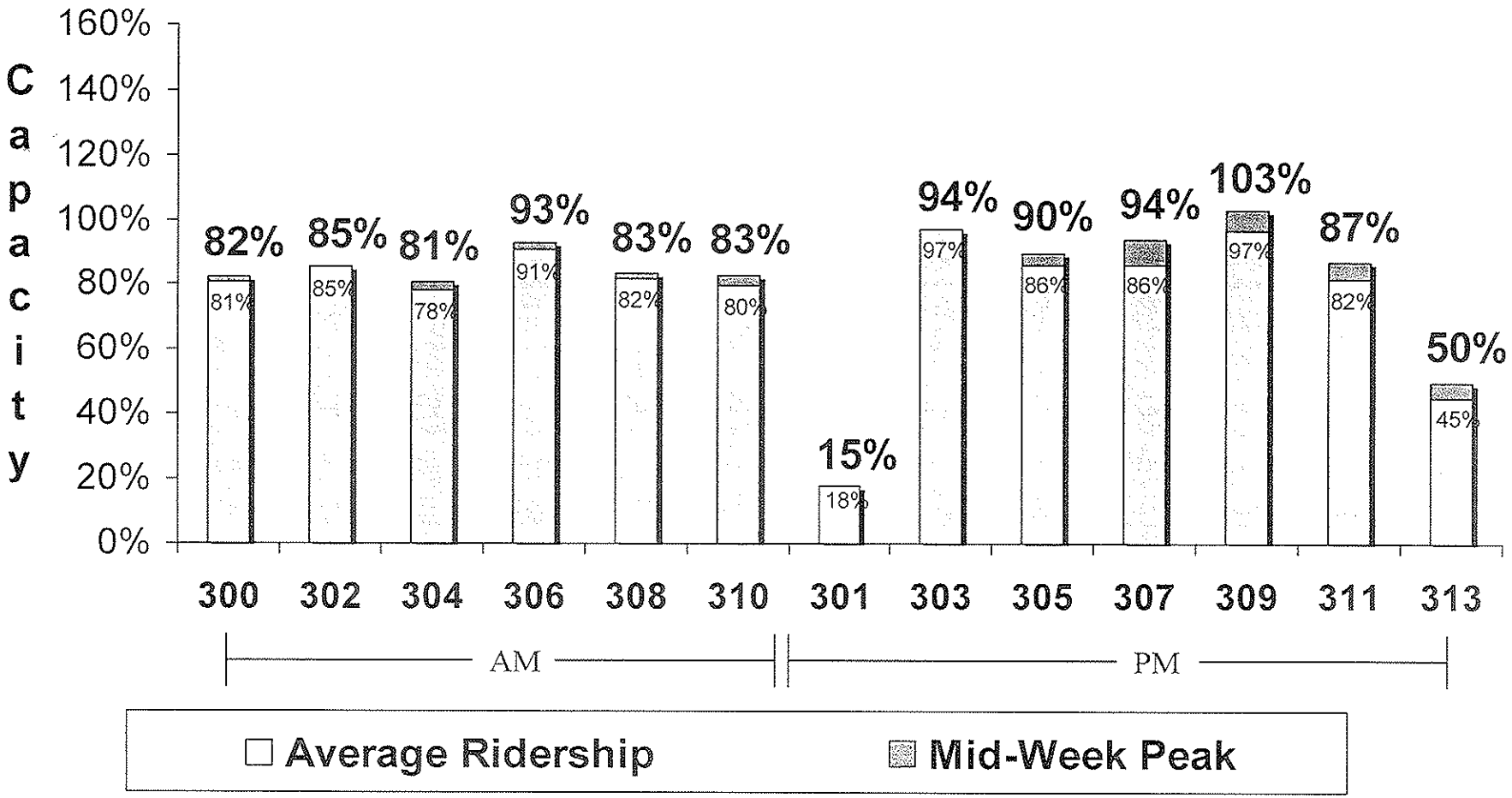


Chief Executive Officer's Train Utilization

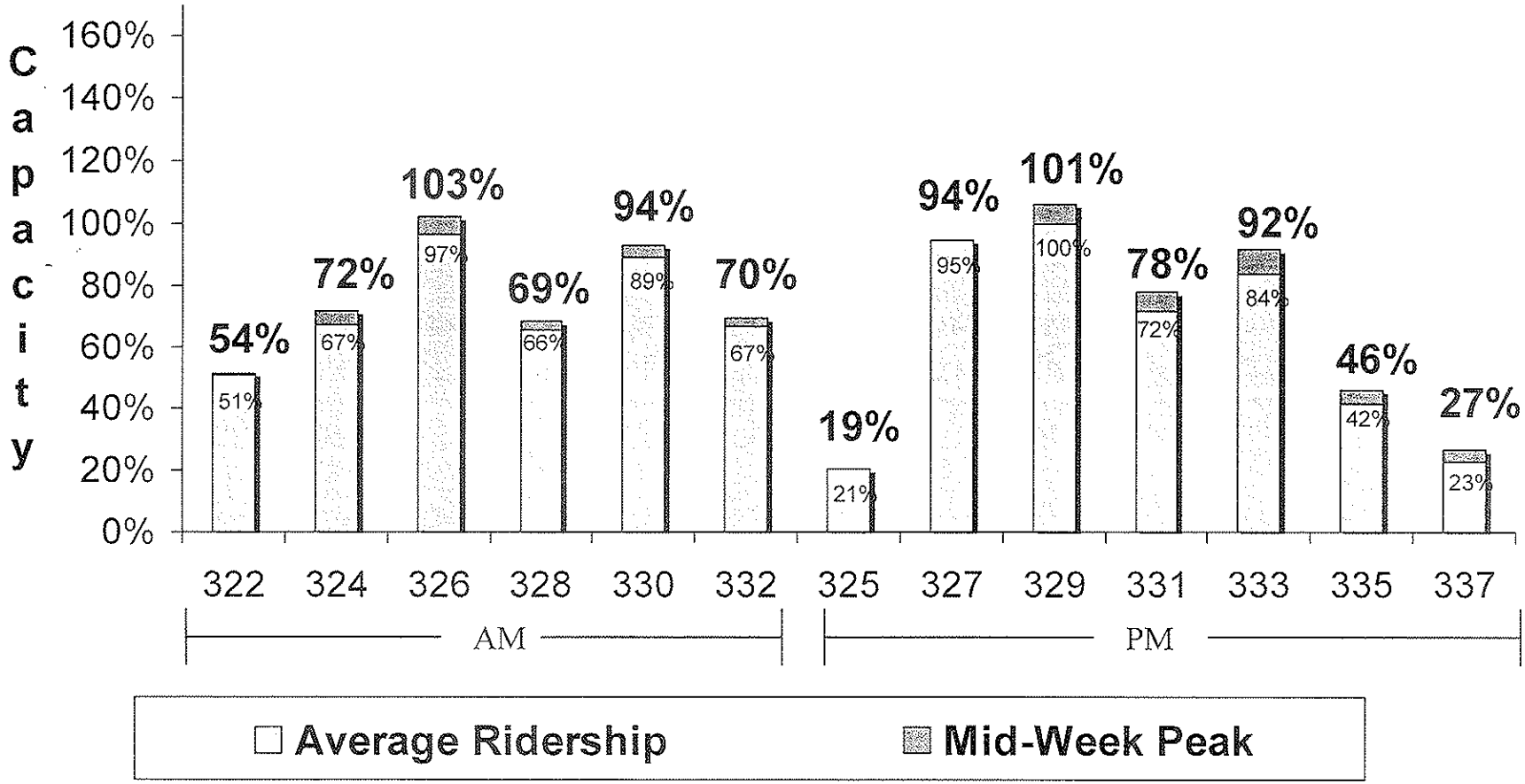
MAY 2009

As Reported to the VRE Operations Board
April 17, 2009

Train Utilization:
Fredericksburg Line – April 2009



Train Utilization: Manassas Line – April 2009



Chief Executive Officer's Capital Project Summary

MAY 2009

As Reported to the VRE Operations Board
April 17, 2009

VIRGINIA RAILWAY EXPRESS
CAPITAL PROJECTS - PROGRESS REPORT
Projects Underway in FY09 As of
May 1, 2009

PROJECT	LOCATION	TOTAL ADOPTED CIP BUDGET THRU FY09	TOTAL BOARD APPROVED FUNDS	PROJECT DESCRIPTION	PERCENTAGE (%) OF TOTAL PROJECT TASK COMPLETION	PROJECT COMPLETION DATE	STATUS
Track and Infrastructure							
Cherry Hill Third Track	Cherry Hill, Virginia	$2,500,000		This project includes the development of VRE's 13th station on the Fredericksburg Line. The VRE station is part of a larger development project on the Cherry Hill Peninsula. Proposed 3rd track will extend from MP 72.0 to MP 83.4.			
Cherry Hill Third Track PE/EA			$1,961,709	Prepare an environmental assessment and preliminary design for track alternatives and supporting structures.	40%	3rd Quarter 2009	Preferred track alignment alternative submitted to CSX for review. No formal feedback to date. Geotech field work on hold pending feedback from CSX on alignment options.
Cherry Hill Third Track PE/EA Support			$272,747	Provide flagging services and design reviews.	40%	3rd Quarter 2009	CSX continues to provide flagging, attend meetings and review design alternatives. Formal request to comment on preferred track alternative provided to CSX.
L'Enfant Storage Track	L'Enfant	$825,000		Construct approximately 1400 ft storage track just north of the existing platform and provide wayside power for two train sets.			
L'Enfant Storage Track Construction			$830,000	Construct approximately 1400 ft storage track just north of the existing platform	100%	Completed	Siding construction completed in late September. Passed CSX inspection upon completion. Paid final invoice ($139,198.17).
L'Enfant Storage Track Wayside Power Design			N/A	Design of wayside power for two train sets.	90%	2nd Quarter 2009	HDR to modify design based on pending CSX approval of conduit installation on catenary tower vs. under tracks.
L'Enfant Storage Track Wayside Power Construction			N/A	Construction of Wayside Power	20%	3rd Quarter 2009	Grant extension until 9/30/09 approved by FEMA. Additional grant funds ($300k) expected to be available shortly - will have until May 31, 2010 to use funds. CSX Wireline department indicated preliminary approval to install conduits and air line on existing catenary tower vs. under tracks. VRE currently preparing plan for CSX submittal. Location of compressor building will shift to east side of tracks to eliminate track clearance issues.
L'Enfant Storage Track Wayside Power Air Compressor Procurement			N/A	Procure and oversee installation of air compressor equipment for new storage track air system through Virginia state procurement process (eVA).	90%	3rd Quarter 2009	Procurement process has been completed. Air compressor system has been delivered and is being stored at Crossroads Yard.
Planning Studies and Communications Projects							
SmarTrip Technical Support Proj. No. 1310 020	VRE offices/ system wide	$155,000	$154,285	Technical assistance for the design, procurement, installation and testing of a SmarTrip compatible system for VRE.	31%	4th Quarter 2010	Negotiating final contract with S&B; S&B comments will be addressed in special T&C. Existing contract general terms and conditions will carry forward to contract amendment. Smart Benefits pilot continues.
WUT Train Movement Study	Washington, D.C.	$180,000	$179,677	Investigate train movements in WUT, Ivy City and Coach Yard and allocate cost to utilize the facility.	99%	4th Quarter 2008	Negotiations underway.

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VIRGINIA RAILWAY EXPRESS
CAPITAL PROJECTS - PROGRESS REPORT
Projects Underway in FY09 As of
May 1, 2009

2-Way Radio System				To install a radio communication system that will allow monitoring of train communication and communication with trains during emergencies.			
2-Way Radio System Design	System-wide	$346,400	$98,000	Design and develop RFP for new two-way radio system	100%	Completed	Design completed.
2-Way Radio System Construction			$248,400	Installation of new two-way radio system	97%	1st quarter 2010	System encountering interference. Bearcom is testing whether system will work in current location (likely to suggest alternate location in Alexandria); Received staff comments from Stafford County regarding rezoning submittals; Currently working on responses.
Gainesville Haymarket MIS	New Line	$1,537,340	$1,537,338	Develop expansion alternatives for new service to Gainesville and Haymarket	90%	4th Quarter 2009	Draft Alternatives Analysis report completed 2/27/09. Draft Feasibility Study completed 3/6/09. Public meeting scheduled for 5/5/09.
Commuter Station Projects							
Fredericksburg Viaduct Repairs		$2,606,000					
Fredericksburg Viaduct Repairs Design	Fredericksburg		NA	Develop scope of work to address spalling concrete and drainage with available funding	100%	Completed	Final report submitted to VRE on May 15, 2007.
			$148,281	Develop detailed design to address necessary repairs	35%	2nd Quarter 2009	Met with STV to review prelim 60% design. Formal 60% expected by end of April. Received comments from DHR and will address.
Manassas City Parking Deck				Construction of a 520 space parking garage in the City of Manassas.			
Manassas City parking Deck Environmental	Manassas, Virginia	$12,750,000	$170,675	Preliminary work (site location/environmental) for future garage parking.	100%	Completed	Completed
Manassas City parking Deck Design			$598,534	Design and limited construction administration for 520+ space parking structure.	100%	4th Quarter 2008	PB resubmitted revised as-builts to City of Manassas as requested for issuance of Certificate of Occupancy.
Manassas City parking Deck Construction			$9,189,400	Construction of Parking Garage	98%	2nd Quarter 2009	Punch list items essentially complete, with exception of minor leak repairs to occur shortly. City of Manassas Community Development approved canopy extension plans. Plans have received preliminary approval by Building Department. VRE coordinating with NS for provision of flagman.
Manassas City parking Deck Security Camera Installation			$0	Installation of Security Cameras on Interior and Exterior of Parking Garage	5%	2nd Quarter 2009	Site survey completed; drawings approved by VRE and City of Manassas. Quote obtained from sole source ADT Advanced Integration. Received Board approval at February meeting. Preconstruction meeting held 3/24/09 followed by site visit on 3/26/09. Work to begin once paperwork completed - estimated six weeks for installation.
Manassas City Parking Deck Electrical Line Relocation			$416,000	Relocate high voltage line along Prince William Street	100%	Completed	Relocation of new pole and transmission line work complete. Paid final Dominion invoice ($157,060.23).

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VIRGINIA RAILWAY EXPRESS
CAPITAL PROJECTS - PROGRESS REPORT
Projects Underway in FY09 As of
May 1, 2009

Woodbridge Station Expansion				This project includes a Kiss & Ride, Second Platform & Pedestrian Crossover -- which will join the parking garage and Second Platform.			
Woodbridge Station Expansion Design	Woodbridge, Virginia		$910,000	Design and limited construction administration for second platform, pedestrian crossover and elevator/stair tower.	100%	3rd Quarter 2007	Improvements to Route 1 in VDOT right-of-way eliminated, along with sidewalk connection from Route 1 to elevator/stair tower. These improvements to be addressed during later phase of project. Received PWC final site plan approval on 5/13/08.
Woodbridge Station Expansion Track Relocation	Woodbridge, Virginia		$870,543	Shifting of track 3 to the west to allow for future third track between platforms and flagging services.	10%	3rd Quarter 2009	Flagging services are ongoing. VRE/Costello met with CSX to discuss pedestrian bridge erection procedures. Costello submitted written request to VRE for 5/30/09 bridge erection - VRE forwarded request to CSX.
Woodbridge Station Expansion Construction	Woodbridge, Virginia	$7,013,000	$3,868,700	Construction of second platform, pedestrian crossover and elevator/stair tower.	40%	3rd Quarter 2009	Current work includes completion of storm drainage system and erection of tower steel. Upcoming work includes grading for track shift, completion of tower steel erection and assembly of bridge structure on ground adjacent to parking garage. Bridge scheduled to be lifted into place on 5/30/09.
Woodbridge Station Expansion Construction Engineering Services	Woodbridge, Virginia		N/A	Perform construction engineering services for construction of second platform, pedestrian crossover and elevator/stair tower.	40%	3rd Quarter 2009	Reviewing RFIs and submittals.
Woodbridge Station Expansion Special Inspection Services	Woodbridge, Virginia		N/A	Perform special inspection services for construction of second platform, pedestrian crossover and elevator/stair tower.	40%	3rd Quarter 2009	Performing special inspections and reporting to PWC Special Inspections Branch.
Woodbridge Station Expansion K&R Traffic Analysis	Woodbridge, Virginia		N/A	To obtain traffic data and prepare report of analysis results	100%	4th Quarter 2008	MCV resubmitted report in late October in response to VRE comments. Report finds no significant traffic impacts resulting from construction of proposed Kiss-n-Ride facility.
Woodbridge Station Expansion Land Acquisition	Woodbridge, Virginia	$4,346,000	$4,311,928	Acquisition of 8 parcels, relocation fees, relocation assistance, appraisals, surveys, and legal fees associated with those acquisitions.	100%	Completed	All property has been acquired and tenants and business relocated.
Burke Centre Platform Extension				Extend platform by 200ft and replace existing platform post lights	100%	3rd Quarter 2009	
Burke Centre Platform Extension Design		$1,200,000	$100,760	Design platform extension and provide limited construction support	100%	3rd Quarter 2009	Design Completed
Burke Centre Platform Extension Construction			$1,094,500	General Contractor for construction	3%	2nd Quarter 2010	Fairfax County permit anticipated Week of May 11th; Norfolk Southern is scheduling flagger; Project tentative start date in field May 25th; Submittals currently under review.
Leeland Rd Station Parking Lot Expansion Environmental	Stafford, VA	$959,000	$172,700	Prepare an environmental assessment (EA) and Preliminary Engineering for an expansion of the VRE Leeland Road Station Park and Ride Lot.	97%	4th Quarter 2009	Submitted EA draft to FTA; Met with Stafford County to discuss options.
Brooke Station Parking Lot Expansion Environmental	Stafford, VA		$275,124	Prepare an environmental assessment (EA) and Preliminary Engineering for an expansion of the VRE Brooke Station Park and Ride Lot.	92%	2nd Quarter 2010	Need access to 1717 Brooke Road to continue Phase II studies; Pursuing legal letter to gain access; Met with Stafford County to discuss options.

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VIRGINIA RAILWAY EXPRESS
CAPITAL PROJECTS - PROGRESS REPORT
Projects Underway in FY09 As of
May 1, 2009

Yard Projects							
Broad Run Yard Expansion / Maintenance Facility	Broad Run	$8,886,000		Design and construction of additional storage tracks and locomotive and train wash facilities.			
Broad Run Yard Expansion / Maintenance Facility Design			$766,887	Conceptual and final design of S&I building, carwash and track work.	100%	3rd Quarter 2008	Site plan, footing and foundation permit, and retaining wall permit have been approved and were pick-up from PWC on 5/5/2009. AECOM is currently providing on-going construction support.
Broad Run Yard Expansion / Maintenance Facility Construction			$4,559,500	Construction of S&I building and track work.	0%	1st Quarter 2010	Contract has been executed by VRE and Costello and insurance requirements are now complete. Pre-construction meeting held on 4/2/2009. NTP has been issued for 5/11/2009.
Broad Run Yard Expansion / Maintenance Facility Special Inspections			N/A	Special inspection services required by PWC during construction phase.	0%	1st Quarter 2010	Special inspection task order executed on 4/7/2009. Special inspections meeting was held on 4/29/2009.
Crossroads Yard Expansion / Maintenance Facility	Crossroads	$7,157,000		Design and construction of additional storage tracks and locomotive and train wash facilities.			
Crossroads Yard Expansion / Maintenance Facility Design			$524,628	Perform design of S&I building and car wash and limited construction support services	100%	4th Quarter 2007	Providing construction support as needed.
Crossroads Yard Expansion / Maintenance Facility Yard Air Installation			N/A	Install compressed air system to be used for air brake testing of train sets and communication lines for Train Wash system.	100%	1st Quarter 2009	Installation work is complete and punch list work is complete. Communication lines to the train wash system have been installed and activated by Verizon. Air compressor, tool air, and brake air systems are fully operational.
Crossroads Yard Expansion / Air Compressor Procurement			N/A	Procure and oversee installation of air compressor system for new S&I Building and yard air system through Virginia state procurement process (eVA).	100%	1st Quarter 2009	Kaeser is currently providing on-going support to optimize operation of new air compressor system. System fine-tuning expected to be completed by the end of 5/2009.
Crossroads Yard Expansion / Maintenance Facility Construction			$6,252,550	Construction of Service and Inspection Building, Train Wash and Additional Storage Tracks within the Crossroads Yard.	100%	1st Quarter 2009	S&I Building is currently in use. Train wash modifications were completed on 3/31/2009 and 4/1/2009 to improve wash performance. System testing has concluded and is currently in use. Permanent Certificate of Occupancy for both buildings was issued on 4/27/2009. Punch list work is on-going and expected to be completed by the end of 5/2009.
Rolling Stock							
New Railcar Procurement Proj No 90-42-16060	System-wide	$2.5 million annual payment					
New Railcar Fabrication (50 Cars)			$90,427,748	Construction of OPTION ORDER consisting of 10 cab cars, 20 trailers with toilets and 20 trailers without toilets.	95%	4th Quarter 2010	All 50 cars now in service. Still making field mods and working numerous warranty issues.
New Railcar Oversight (50 Cars)			$3,033,212	Perform all engineering oversight and warranty follow-up for construction of 50 car option order	89%	4th Quarter 2010	All work is now warranty work. Requesting a $700,000 increase in funding for the oversight at the January Board.
Top Deck Rebuilds	System-wide	$3,372,000	$2,225,776	Top Deck Rebuild for 10 Locomotives	96%	On going Project	V02, V07, V21, V06, V08, V09, V31, V24, V23, V10, V04 and V22 Top deck work has been completed. V20 is the next locomotive scheduled to get a top deck overhauled work

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VIRGINIA RAILWAY EXPRESS
CAPITAL PROJECTS - PROGRESS REPORT
Projects Underway in FY09 As of
May 1, 2009

Work Management Software Project No 90-57-16270				Provide software and License agreements to track parts management.	100%	Completed	
Work Management Software Training and Set-up	Yards & Warehouse	$95,000	N/R	Design software modifications for conformity with VRE specific needs and train personnel in use product. Training underway. Transferring all inventory data from QuickBooks to new software.	95%	2nd Quarter 2009	Warehouse converted to MM on May 1, 2008. Work management still not running. Version upgrade scheduled for December 2008; delayed until March 2009; will implement work management portion after version upgrade; purchase and install of VPN gateway for better connection to HQ and performance of remote client desktops
Locomotive Lease	System-wide	$597,000	$202,575/year	3-year lease of 3 locomotives	70%	2nd Quarter 2008	Third loco now on VRE property awaiting acceptance testing.
New Locomotive Procurement No. 90-55-16040							
New Locomotive Manufacture (2)	System-wide	$23,832,103	$36,413,676	Base Order is for five MP-36 locomotives at $3,694,922 each ($18,474,610).	4%	4th Quarter 2012	Locos go into production in July, 2009, 1st loco to arrive in June, 2010, balance between Nov, 2010 and Feb, 2011. Order now stands at 9 locos
New Locomotive Engineering Oversight			$3,165,548	On site engineering through warranty administration.	6%	4th Quarter 2012	
New Railcar Procurement Proj No 90-66-16060							
New Railcar Fabrication (10 Cars)	System-wide	$23,889,956	$22,660,000	Construction of 10 trailer cars without toilets	14%	1st Quarter 2012	Car shells under production in Toyokawa. Cars are to arrive in February and March of 2010.
New Railcar Oversight (10 Cars)			$1,009,956	Perform all engineering oversight and warranty follow-up for construction of 10 cars	8%	1st Quarter 2012	In-plant inspector on site in Japan.

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Northern Virginia Transportation Commission

AGENDA ITEM #3

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: May 28, 2009

SUBJECT: WMATA Items

A. Presentation by John Catoe, General Manager.

Following Mr. Catoe's remarks, there will be an opportunity for NVTC commissioners to ask questions and provide comments.

B. Rail Modernization Report to Congress by the Federal Transit Administration.

The April, 2009 report states that 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 about a third of their assets. Together, they require $8.4 billion annually over the next two decades to eliminate the backlog. This does not consider any expansion or capacity improvements.

The report does not provide any data separately for WMATA and the other agencies (CTA—Chicago; MBTA—Boston; MTA—New York; NJT—New Jersey; BART—San Francisco; SEPTA—Philadelphia).

The study also points out that the share of these "old" rail systems in FTA's Section 5309 fixed guideway modernization program is declining as new HOV and busway facilities enter.

FTA also pointed out that many of these rail systems fall short in maintaining comprehensive asset management systems, including inventories, prioritization and condition assessment.

FTA asked Congress to consider four reforms:

1. Modify the Section 5309 program and redirect funds to cover a roughly equal proportion of each grantee's capital needs (in general, commuter rail systems would lose and older subway systems would gain);

2. Establish a temporary funding program to address the $50 billion backlog;

3. Provide technical support to upgrade asset management systems; and

4. Require capital asset data reporting through the National Transit Database.

Excerpts from the report are attached.

C. RFP for Open Payment System.

On May 14th WMATA's Finance, Administration and Oversight Committee recommended to the full Board the issuance of a RFP that asks for descriptions of how WMATA could utilize bank and credit cards for fare collection together with its existing SmarTrip network. The bank/credit cards might permit passage through Metrorail's faregates and boarding buses with a "backend" processing system to deduct the proper fare. The current proprietary SmarTrip system manages the transactions on the cards themselves.

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. That is, 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.

It is likely that a NVTC staff representative will be asked to serve on the selection committee to review the RFP's.

D. Comments on FY 2010 Budget.

A proposed letter containing NVTC's comments is attached. It has been reviewed by staff of NVTC's jurisdictions. Following discussion, the commission is asked to authorize its chairman to send the letter to WMATA.

B

U.S. Department of Transportation
Federal Transit Administration

Rail Modernization Study

REPORT TO CONGRESS




April 2009

Prepared by:
Federal Transit Administration

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Overview

The nation's seven largest rail transit agencies deliver over three billion passenger trips each year, relying on over 6,000 miles of track, 1,700 passenger stations and close to 15,000 rail vehicles to do so. In a period of rising congestion and fuel prices, these services, and the infrastructure and rolling stock that support them, are critical to the transportation needs and quality of life of the communities they serve. At the same time, this infrastructure is aging and the level of reinvestment appears insufficient to address a growing backlog of deferred investment needs.

The main objective of this Rail Modernization Study is to assess the level of capital investment required to attain and maintain a state of good repair (SGR) for the nation's seven largest rail transit operators (see Exhibit ES-1). The study also considers these reinvestment needs within the context of past levels of Federal funding support as well as potential changes to the current Federal program.

Exhibit ES-1
Study Agencies and Rail Modes

Agency	Modes
Chicago Transit Authority (CTA)	Heavy Rail
Massachusetts Bay Transportation Authority (MBTA)	Commuter Rail, Light Rail and Heavy Rail
Metropolitan Transportation Authority (MTA)	Commuter Rail and Heavy Rail
New Jersey Transit Corporation (NJ TRANSIT)	Commuter Rail and Light Rail
San Francisco Bay Area Rapid Transit District (BART)	Heavy Rail
Southeastern Pennsylvania Transportation Authority (SEPTA)	Commuter Rail, Light Rail and Heavy Rail
Washington Metropolitan Area Transit Authority (WMATA)	Heavy Rail

Background

On December 7, 2007, FTA Administrator James Simpson received a letter from Senator Richard Durbin and 11 other Senators[1] requesting that FTA conduct a study to determine the infrastructure needs of our country's largest rail transit systems. This letter also referenced an amendment to the FY 2008 Transportation-HUD Appropriations bill which included the following text:

> *"Rail Modernization Study – The Appropriations Committees direct the FTA to conduct a study within one year of enactment of transit agencies in urbanized areas to determine the status of our Nation's commuter rail infrastructure. The study should include a funding history over the last three highway authorization acts; the estimated cost of bringing the infrastructure up to a state of good repair, and an analysis of the necessary formula modifications to achieve a state of good repair."*

At the same time, FTA has also received direct requests from several major U.S. transit operators to consider their recapitalization needs and the potential Federal role in helping to address those needs. The Rail Modernization Study presented in this report was completed in response to these requests.

[1] Senators Evan Bayh, Robert Casey, Hillary Clinton, Christopher Dodd, John Kerry, Edward Kennedy, Joe Lieberman, Robert Menendez, Barack Obama, Charles Schumer, and Arlen Specter

Study Agency Selection

The seven rail agencies (and fourteen different rail mode systems) included in this study were selected based on an analysis of National Transit Database (NTD) records of ridership of U.S. rail transit agencies operating commuter rail, heavy rail and light rail systems. The rail transit agencies with the largest total rail ridership were then selected and are listed in Exhibit ES-1. These agencies' combined assets encompass roughly two-thirds of the nation's total investment in rail transit assets as well as the majority of the nation's oldest rail transit infrastructure (including rail transit investments in New York, Boston, Chicago and Philadelphia). The study agencies also include several large rail systems that are just entering their first significant rehabilitation cycles, such as the rail systems in San Francisco, New Jersey and Washington, DC. Together, the seven rail agencies serve more than 80 percent of all rail transit riders.

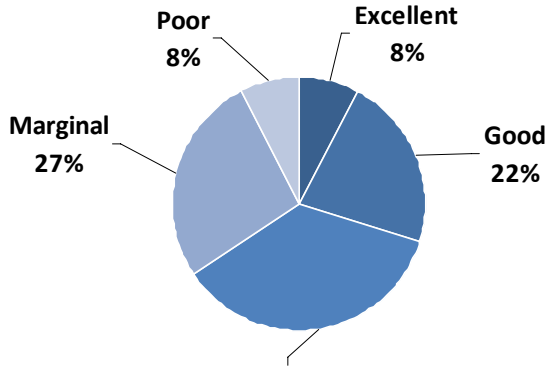
Current Asset Conditions

This study begins with a preliminary assessment of the agencies' reinvestment needs based solely on the physical condition of their existing transit assets. A summary of this analysis, developed using FTA's Transit Economic Requirements Model (TERM) and using asset inventory data supplied by the study agencies, is presented in Exhibit ES-2.

More than one-third of the study agencies' assets (weighted by replacement value) are in either marginal or poor condition, implying that these assets are near or have already exceeded their expected useful life. By way of comparison, the proportion of transit assets in marginal or poor condition for the nation as a whole *and excluding the seven study agencies* is less than 20 percent. This comparison suggests that the reinvestment needs for these seven operators is measurably higher (per dollar invested) than the rest of the transit industry.

Exhibit ES-2

Asset Conditions: Study Agencies



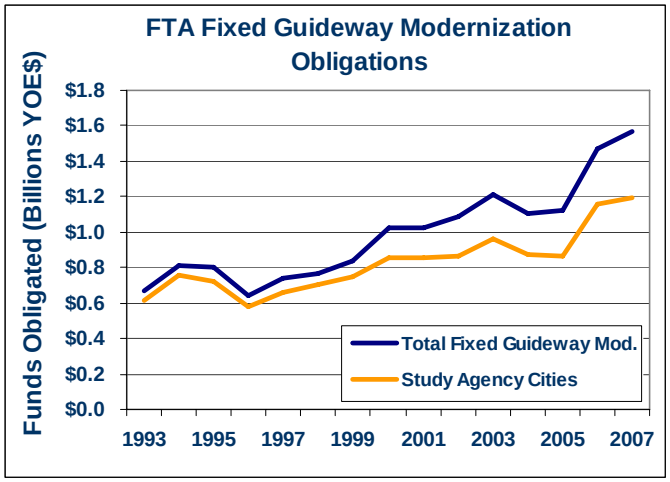
Source: TERM 2008

Past Trends in Federal Funding Support

The study also reviews the level of Federal funding for capital reinvestment available to the seven study agencies over the past three Surface Transportation Bills (ISTEA, TEA-21 and SAFETEA-LU), covering the eighteen-year period from 1991 to 2009. Over this period, the seven study agencies received roughly half of their capital funding from Federal sources (primarily from Section 5309 Fixed Guideway Modernization funds and Section 5307 Urbanized Area funds). While the actual dollar amount has increased over this time period, the share of Fixed Guideway Modernization Funds allocated to the seven study agencies and to the "old rail cities" in particular, has declined as new fixed guideway systems (including busways and HOV lanes) have entered the program (see Exhibit ES-3).

The seven study agencies currently receive $2.9 billion in Federal funds annually that can be reinvested in existing infrastructure. Of this amount, the agencies spend roughly $2.7 billion on rehabilitation and replacement activities, with a similar amount coming from state, local and dedicated sources. The remaining funds (less than 7% of all capital funds) are spent on expanding service. Roughly 50 percent of all transit capital expenditures are federally funded while roughly 90 percent of eligible Federal funds are spent on SGR-related investments. These funding and expenditure relationships have remained relatively constant over the past 18 years.

Exhibit ES-3



Study Approach: TERM and State of Good Repair

The Transit Economic Requirements Model (TERM): The study's estimates of the level of investment required to bring the study rail systems up to a state of good repair (SGR) were produced using FTA's Transit Economic Requirements Model (TERM). TERM is an analysis tool designed to estimate transit capital investment needs and has been used since 1995 to support preparation of U.S. DOT's biennial *Report to Congress on the Condition and Performance of the Nation's Highways, Bridges and Transit* (C&P Report). TERM was selected for this analysis because the model has been thoroughly tested and independently reviewed, and because the use of one analytical model such as TERM ensures that the needs of all seven operators are being assessed on a single, consistent basis.

While the core of this study's reinvestment needs estimates are derived from TERM, the figures have also been corroborated using each agency's own unconstrained needs estimates. These agency estimates were used as an independent check of those produced by TERM and TERM's estimates have been adjusted as appropriate to better reflect the costs and asset life expectancies of each study agency. In addition, staff from the study agencies participated in these comparisons.

State of Good Repair (SGR): For the purposes of this study, state of good repair was defined using TERM's numerically based system for evaluating transit asset conditions. TERM uses deterioration schedules to rate an asset's condition on a scale of 5 (excellent), 4 (good), 3 (adequate), 2 (marginal) through 1 (poor) based on the asset's type, age, rehabilitation history and other factors. Specifically, this study considers an asset to be in a state of good repair when the physical condition of that asset is at or above a specific condition rating value of 2.5 (the mid-point between adequate and marginal).[2] Similarly, an entire transit system would be in a state of good repair if all of its assets have an estimated condition value of 2.5 or higher. The level of investment required to attain and maintain a state of good repair is therefore that amount required to rehabilitate and replace all assets with estimated condition ratings that are less than this minimum condition value.

Study Estimates of SGR Needs

The study's estimates of the current investment backlog for the seven study agencies and the level of investment required to address that backlog over various time periods is provided below in Exhibit ES-4. Assuming assets are permitted to remain in service beyond their expected useful life for a limited time (a more realistic assumption based

[2] A complete description of TERM's condition rating system and how the model uses asset condition deterioration schedules, life-to-date mileage, maintenance histories and other factors to estimate an asset's physical condition are provided in Chapter 3.

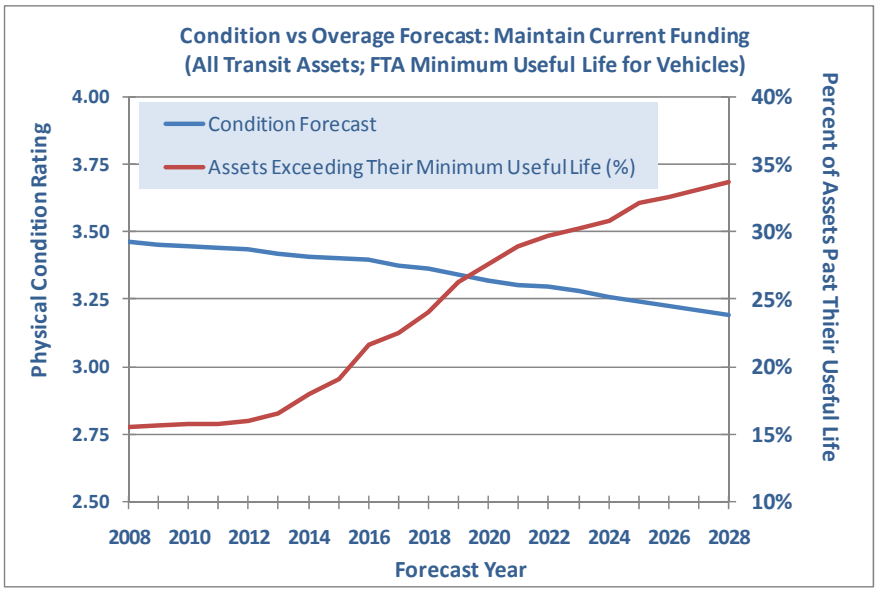
on current agency practices), TERM estimates a current SGR backlog of roughly $50.0 billion ($2008). Once this backlog has been addressed, an estimated annual average of $5.9 billion in normal replacement expenditures would be required to maintain that state of good repair. Alternatively, an annual investment of $8.4 billion is estimated as sufficient to attain SGR over a twenty-year period while simultaneously addressing normal replacement needs (or $2.5 billion to address the backlog alone).

Exhibit ES-4
Study Agencies' SGR Backlog and Annual Normal Replacement Needs (Billions of $2008)

Mode	SGR Backlog	Average Annual Normal Replacement Needs	Annual Investment to Attain SGR over (including normal replacement):			Annual Investment to Eliminate SGR Backlog over:		
			6 Years	12 Years	20 Years	6 Years	12 Years	20 Years
Rail	$46.8	$5.0	$12.9	$9.0	$7.4	$7.8	$3.9	$2.3
Non-Rail	$3.2	$0.9	$1.4	$1.1	$1.0	$0.5	$0.3	$0.2
Total	$50.0	$5.9	$14.3	$10.1	$8.4	$8.3	$4.2	$2.5

Needs vs. Current Expenditures: The actual level of investment in the rehabilitation, replacement and improvement of the seven agencies' existing transit assets was $5.4 billion in 2006.[3] This amount is well below the $8.4 to $14.3 billion required to address SGR backlog and normal replacement needs over any of the time periods considered in either of the scenarios shown in Exhibit ES-4. It is also less than the $5.9 billion required to simply *maintain* a state of good repair after the backlog is addressed, suggesting the investment backlog for these seven agencies may be increasing.

Exhibit ES-5



The potential consequences of the continuation of the current reinvestment rate are shown in Exhibit ES-5. This analysis suggests that continued reinvestment at current rates will result in a continuing decline in the overall condition of the study agencies' assets (left-axis), and the proportion of assets exceeding their useful life (right-axis) will increase from the current 16 percent to more than 30 percent by 2028.

Potential Changes to the Federal Fixed Guideway Modernization Funding Formula

The existing Fixed Guideway Modernization funding formula represents a complex mix of funding tiers, lump-sum funding allocations and formula-based allocations. While intended to capture the differing needs of program recipients, the current allocation process tends to favor newer systems and commuter rail operators by covering a

[3] Source: 2006 NTD; Note that the study's needs estimates do not include many types of improvement investments, hence the actual amount spent strictly on rehabilitation and replacement activities is less than the full $5.4 billion.

greater proportion of their capital reinvestment needs as compared to other systems. This Rail Modernization Study identifies several potential changes to this allocation process, as well as potential new allocation mechanisms, intended to more closely align Federal funding to capital needs across all rail modes and rail system ages.

Asset Management Practices of the Study Agencies

This Rail Modernization Study also documented the transit asset management (TAM) practices of the seven rail transit agencies included in this study. This analysis focused on a set of four key TAM practices designed to help organizations with large infrastructure holdings more efficiently manage their reinvestment needs given limited funding availability. At the same time, it has also been noted that the transit industry's adoption of these practices has been slow relative to that in other transportation sectors. Hence, a second objective was to obtain a better understanding of the transit industry's current utilization of asset management practices in general. The completed scan revealed the following:

- Asset Inventory Development (capital planning): While few transit agencies had capital asset inventories in the recent past, seven of the seven study agencies (or their oversight bodies) now maintain comprehensive asset inventories for capital planning purposes. This development is positive because asset inventories represent a minimum requirement for the development of a more comprehensive asset management program. However, there is wide variation in the level of detail and types of data reported in these inventories, and the transit industry may benefit from comparisons of best practices.

- Asset Condition Monitoring: At the present time, only three of the study agencies have committed to conducting comprehensive asset condition assessments on an ongoing basis. A fourth study agency has completed two major condition assessments since the mid-1990s, but does not plan to do so on a regular basis. The transit industry lags other sectors in this respect; in contrast, virtually all state DOTs maintain detailed and current condition records of at least their pavement and bridge assets.

- Decision Support Tools/Processes: Decision support tools (e.g., needs assessment models) help capital planning staff conduct "what-if" analyses and scenario planning to answer questions such as "what level of investment is required to attain SGR in 10 years" or "what happens to asset conditions if funding levels remain unchanged." Only one of the seven agencies currently maintains a decision support tool permitting these types of analyses.

- Investment Prioritization: The seven study agencies' approaches to prioritizing capital investments also vary widely. Each agency allocates resources between different asset types (for rehabilitation and replacement investments) and between different investment types, including SGR, expansion, core capacity improvements, safety or technology improvements. These prioritization approaches include:

  - "Mission Critical" assets first (e.g., vehicles and trackwork)
  - Safety first
  - Coordination of related line segment investments (to ensure efficiency)
  - Maintenance of historical funding levels

  Only two of the seven agencies use an objective, multi-factor project scoring process to help rank and prioritize their investment needs.

Options

The results of this Rail Modernization Study suggest four key options that Congress and FTA may want to consider:

- Fixed Guideway Funding Formula Modifications: Congress should consider revising the current funding apportionment structure for the Section 5309 Fixed Guideway Modernization program to help redirect existing funds to where they are needed most. These changes should strive for a more even match between funding allocations and the capital reinvestment needs of grantees based on differences in mode, alignment characteristics, and, to the extent possible, system age. After these revisions, the funding formulas would cover a roughly equal proportion of each grantee's capital needs (i.e., with needs being higher for larger and older systems).

- Temporary SGR Investment Fund: The rail transit industry would benefit from a temporary funding program designed to eliminate the existing SGR backlog. In practice, this temporary program could last for two or three six-year reauthorization periods (given the size of the existing backlog and "constructability" constraints, a single reauthorization does not provide sufficient time to address the problem). In concept, the existing Fixed Guideway Modernization program would remain in place to cover rail transit's normal replacement needs, while this temporary program would focus entirely on addressing the SGR reinvestment backlog. As shown in Exhibit ES-4, a temporary SGR investment program of $4.2 billion annually for 12 years (two authorization cycles) or $2.5 billion annually over 20 years would address the investment backlog of the seven study agencies. At the same time, the level of expenditures for normal replacement needs would need to increase to roughly $5.9 billion annually to ensure that the state of good repair is maintained into the future. The assumption is that the funds for these programs would originate from a mix of Federal, state and local sources.

- Technical Support for Asset Management: FTA should consider helping the transit industry catch up to other transportation sectors (most notably highways) in the implementation of transportation asset management practices by developing technical assistance programs, similar to those offered to State highway departments by the Federal Highway Administration (FHWA). Initial areas of focus should include the development and use of asset inventories (for capital planning purposes), condition assessment monitoring systems, decision support tools and multi-factor investment capital prioritization methods. The objective should not be to advocate for specific solutions, but to provide technical support in the development and use of these tools and techniques.

- Capital Asset Reporting: FTA should consider using the National Transit Database as the basis for national capital asset data. This Rail Modernization Study has benefited from the availability of good quality asset inventory data for the seven study agencies. FTA's ability to repeat this analysis nationally or for the seven study agencies would greatly benefit from the presence of a National Transit Capital Asset Reporting System that ensured (1) regular asset reporting and (2) a consistent structure and level of reporting across all urban transit agencies. This data would support better national needs assessments and transit asset condition monitoring than is currently possible. The National Transit Database represents the most logical reporting mechanism for this data. Enactment of this reporting requirement would also encourage agencies to develop and maintain their own asset inventory and condition monitoring systems (potentially supported by the asset management technical support recommendation identified above).

Local

Metro eyes bank card fare system

By: Kytja Weir

05/14/09 8:52 PM EDT

Metro took an initial step Thursday to create a new payment system that would let riders pay for their commutes directly with credit cards, eliminating the need to wait in line at fare machines.

A board of directors committee gave the transit agency preliminary permission to seek proposals from financial institutions as early as this summer. The full board must vote on the issue, but the idea has such widespread support among board members that they nearly gave the proposal presentation themselves. Metro staffers never presented their carefully prepared slide show.

"This is very much looked at as the next wave of fare systems," said board member Gordon Linton, who represents Maryland. "It allows us to get out of all the management issues of having cards."

More people are paying for their transit trips with credit and debit cards, according to the agency, but the new system would let riders skip the step of loading money onto SmarTrip cards or paper farecards. Riders would swipe a credit card — or possibly cell phone — embedded with a special chip that would deduct the correct fare.

It also would let the agency focus on moving people, not money. A special train loaded with money ferries around cash collected throughout the rail system each day.

Still, Metro leaders say they do not plan to eliminate SmarTrip cards, paper farecards or cash bus fares anytime soon.

But many questions remain unanswered. It's not clear how the system could incorporate existing programs such as bus passes or SmartBenefits allocated by employers.

"We want the creativity of the private sector and banks to come up with the solutions," said the agency's chief administrative officer, Emeka Moneme.

Metro spokeswoman Candace Smith said agency officials weren't too concerned about the security of riders' personal information because the financial industry has security standards for credit card technology. She also said the transit agency would ask companies that vie for the contracts to include security plans in their proposals.

But Linton, who said he served as a consultant to two companies working on such plans with other transit agencies, urged Metro to craft its requests carefully. He said Philadelphia's SEPTA system has had to revise its proposal about five times.

Citing Metro's own inspector general reports, he said the agency's track record on fare systems had not been great.
"I am very concerned we make sure that we are in control, that we understand the nuances going forward," he said.

baltimoresun.com

MTA plans to roll out 'smart' fare card in October

By Michael Dresser | michael.dresser@baltsun.com

4:18 PM EDT, May 11, 2009

The Maryland Transit Administration has set an October target for rolling out its long-awaited automated fare card system but has deferred its goal of making the service interchangable with a similar technology in use on Washington's subway and buses.

MTA spokeswoman Jawauna Greene said Monday that the agency, which had planned to introduce the "smart" card technology in December or January, is moving its target date up in response to customer demand.

"They want it now, they need it now," she said.

The cards, which store credits for fares on an embedded microchip, will be accepted on MTA core services buses, light rail and the Metro subway. They will not be usable on MARC trains or commuter buses, Greene said.

The MTA's plans had long called for its cards to be interchangeable with the Washington Metropolitan Area Transit Authority's SmarTrip cards. But Greene said the MTA has been unable to negotiate a revenue-sharing agreement with the Washington agency and has decided to move forward with a Baltimore-only system.

Greene said the MTA is adopting a technology that is compatible with the Washington cards — making it possible to intergrate the two systems in the future.

MTA customers would pay an undetermined up-front charge for a card and then would be able to add value to it by depositing cash at MTA machines around the region. In Washington, the up-front charge is $5, Greene said, but the MTA has yet to decide what the price would be here.

At some point, Greene said, the MTA hopes to upgrade the service so that it can accept credit cards.

Greene noted that the cards would deduct the exact fare for bus trips, thus avoiding overpayments by riders who aren't carrying exact change.

The full fare for a one-way trip on MTA buses, light rail and subway is $1.60. Greene said she is unaware of any plans to raise fares.

Finance, Administration and Oversight Committee

Action Item III-E

May 14, 2009

Open Payment System Request for Proposals

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

◉Action ○Information	MEAD Number: 100228	Resolution: ○Yes ◉No

TITLE:

Initiate Request for Proposals - Open Payment Syst

PURPOSE:

To request Board approval to initiate contract action to solicit proposals for an Open Payment System that would allow the use of contactless fare media (e.g. credit cards and debit cards) in Metro`s fare system, in addition to the currently accepted SmarTrip® cards and magnetic farecards.

DESCRIPTION:

Customer convenience will be increased by providing an alternative means for customers to pay fares by use of an "Open Payment System" that will provide the fare collection service while potentially reducing the future cost of revenue collection. The Open Payment fare system would be required to collect fare and parking fee payment from contactless credit and debit cards or other media which has the payment and billing tasks handled by a bank or similar firm. Contactless cards or contactless media are smart cards that have a miniature circuit embedded in the card that communicates with the processor in the machine over a radio frequency link that has limited range. The card is placed near the machine mounted antenna to initiate the communications and transfer of data. The SmarTrip® cards that are currently in use are examples of contactless cards. Requirements for the Open Payment System would include the use of contactless bank card media that meets a widely-accepted national or international standard, is available from a number of sources and has an existing means of distribution to the customers. The faregates in the rail system and the fareboxes on the buses would be equipped with a reader that would read the new contactless media. It is expected that the fare calculations and storage of the current value of each customer`s account would be handled by a centralized back-end processor rather than the current process in which the current value is stored on the card and the equipment in the field performs the fare calculation. The contractor will be responsible for integrating the new Open Payment System with Metro`s fare collection system. We would continue to accept the SmarTrip® cards and magnetic farecards for the payment of fares.

One potential source of this system is based on contactless credit cards issued by a bank with the bank processing the fare transaction calculation and directly billing the customer`s account. The goals are to significantly enhance customer convenience, to accommodate the present and future fare structure and to allow changes to be made by Metro, to minimize the cost of implementing the system, to reduce the cash handled by Metro, to reduce dependency on proprietary systems and to have an outside entity perform the task of issuing fare media, collecting the money, and performing the related customer service.

Prior to award of the contract, staff will return to the Board with findings, including cost and recommendation.

Staff will manage the utilization of resources to assure that the implementation of the Open Payment System does not impact the implementation of the continued improvements to the SmarTrip® operations.

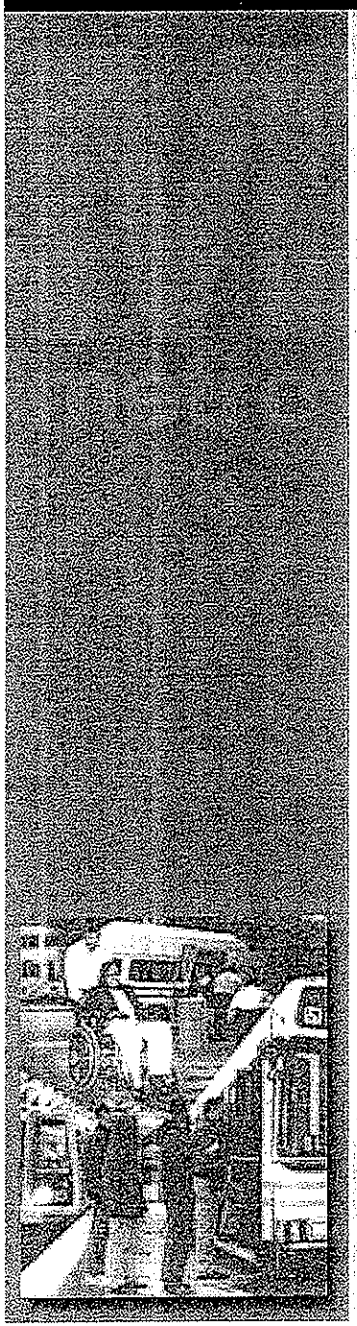
FUNDING IMPACT:

The initiation of this Request for Proposals has no impact on funding.

There currently are no funds programmed for this project in the approved budget. Any action that would result in an expenditure of funds would be subject to Board approval of the budget and subject to completion of the capital prioritization process.

RECOMMENDATION:

Approval to initiate a multi-step Request for Proposals process to implement an Open Payment System.



Open Payment System

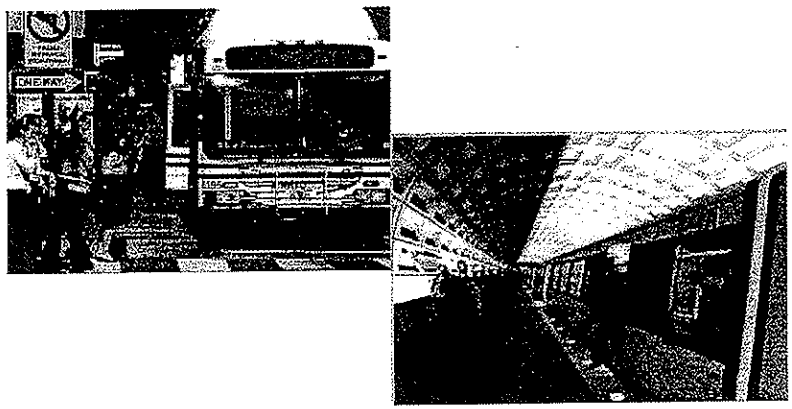
Presented to the Board of Directors:

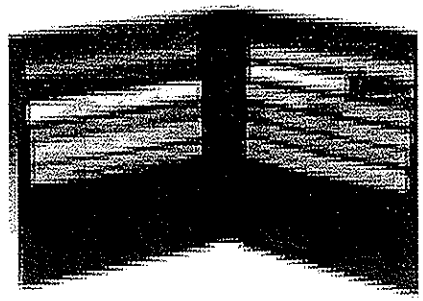
Finance, Administration, and Oversight Committee

May 14, 2009

Core Focus

- Concentrate on transit's core business: **moving people, not money.**
- Move toward acceptance of bank cards as an alternative fare payment option at the fare gates and on buses.
- Customers can use accepted bank card in their wallet to ride transit, no need to purchase fare media.

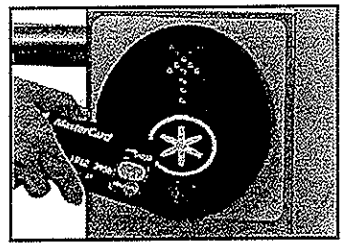




Purpose

Request Committee recommendation for Board approval to:

Authorize Metro staff to initiate a multi-step RFP to implement an open payment system.



New Initiative:

In 2008, the Technology Review Committee (Board Subcommittee) requested Metro staff to research and then initiate a solicitation for the use of contactless bank cards in Metro's fare payment system, sooner rather than later.

Definitions

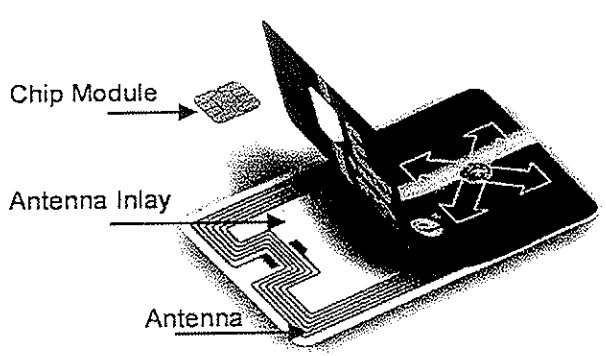
Open Payment System:

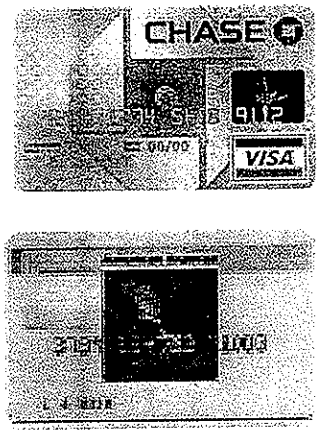
- A fare payment system that allows collection of fares through the use of any accepted contactless bank card or equivalent.
- Rather than proprietary technology, an open payment system uses commonly accepted file format standards.
- Acceptance of bank cards would allow another option for customers to pay fares, in addition to SmarTrip® cards and fare cards.

Definitions Continued

Contactless bank card or equivalent:

- Contactless technology traditionally takes the form of a small chip embedded in a plastic card, similar to a credit card.





Research Results

Using bank cards:

- New York City Transit and Utah Transit Authority are at different stages of their implementation.
  - ➢ Report positive customer and agency feedback.

Exploring the use of bank cards:

- Southeastern Pennsylvania Transit Authority (SEPTA)
- Chicago Transit Authority (CTA)
- Los Angeles County Metropolitan Area Transit Authority (Metro)

Goals

- Significantly enhance customer experience and convenience on the Metro system.
- Establish relationship with provider to distribute and manage bank cards used as fare payment (including processing customer support requests), and to provide for potential revenue opportunities.
- Accommodate current and future Authority fare structures and rules.
- Potentially reduce future cost of revenue collection.

Expected Benefits

Customer:

- Familiar with using a credit card
- Do not need to understand fare structure
- Expanded choices of fare media
- Readily accessible fare media
- Easier, faster access to transit system - will not have to wait in line at fare vending machine
- Improve customer relationship

Metro:

- Potentially reduce future fare collection operating and capital costs
- Potential future revenue source with provider
- Expanded marketing and promotional opportunities

Current Projects - Schedule

Current Projects - Key Milestones	
SmarTrip® System Upgrade	
• Flash pass pilot	Fall 2009
• Automatically load value for SmartBenefits	Dec 2009
• Self-service website and enhanced IVR	Dec 2009
Open Payment System	
• Issue Solicitation for Phase 1 Proposals	Spring 2009
• Evaluate Phase 1 Proposals	Summer 2009

Recommendation

Approval to initiate a multi-step Request for Proposal to implement an open payment system.

D

Draft: June 4, 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 Northern Virginia Transportation Commission heard from WMATA's General Manager, John Catoe, and also discussed the proposed FY 2010 WMATA budget.

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 year, given WMATA's current strong performance. 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 unappropriated 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.

Also, efforts to win increased federal funding 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, despite 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.

We appreciate the opportunity to comment.

Sincerely,

Christopher Zimmerman
Chairman

cc: John Catoe
William Euille
Catherine Hudgins
Jeffrey McKay

Northern Virginia Transportation Commission

AGENDA ITEM #4

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: May 28, 2009

SUBJECT: State Aid for FY 2010

Each year DRPT provides standard contracts to NVTC covering the terms and conditions for receiving grants on behalf of NVTC's jurisdictions and VRE. The commission is asked to authorize its executive director to sign the grant agreements when they are provided by DRPT for FY 2010.

The attached tables show the amounts of state aid expected to be received by NVTC in FY 2010, with comparisons to FY 2009. Also provided is a copy of a presentation to the CTB by DRPT staff.

In a nutshell, considering state funds, overall statewide 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 million. VRE actually gained $2.1 million in FY 2010.

It should be noted the NVTC's local jurisdictions applied for much less capital assistance in FY 2010. Even so, the amount of additional state aid to NVTC that would be necessary for the state to meet the General Assembly's target of 95% of eligible expenses is $112 million. Many more details are included in the attached tables.

Also attached is a draft copy of the PowerPoint statement of NVTC's Chairman Zimmerman. It will be presented at the June 2nd CTB hearing on the six-year program (FY 2010-2015). It contains new information on the local level of effort in Northern Virginia to support transit, including:

AWARD WINNER NVTC APTA 1995

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

- NVTC's gas tax revenues have fallen 37% in the first third of calendar 2009 from the same period a year ago;

- NVTC's jurisdictions provide $278 per person in local resources (fares, local subsidies, regional gas tax) for transit. The statewide average excluding Northern Virginia is only $20.16.

- In NVTC's jurisdictions, 99 transit trips per capita were taken in FY 2008. This is about nine times greater than the statewide average outside of Northern Virginia.

DRPT will conduct a staff workshop on its programs on June 2nd. NVTC staff and local jurisdictions have prepared detailed comments on DRPT's programs and procedures, including praise for strong performance as well as constructive suggestions for improvements. NVTC and local staff hope to have an opportunity to discuss these suggestions at the workshop.

A copy of a letter from Corey Hill of DRPT is attached. Mr. Hill takes exception to a memo provided to the NVTC Board at its May meeting. Further discussion of these issues will be possible at the June 4th NVTC meeting.

Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964

Commonwealth Transportation Board

Public Hearing on Six-Year Transportation Program

June 2, 2009

7:00 P.M.

Mary Ellen Henderson Middle School
7130 Leesburg Pike, Falls Church, VA

Statement of Christopher Zimmerman, Chairman
Northern Virginia Transportation Commission

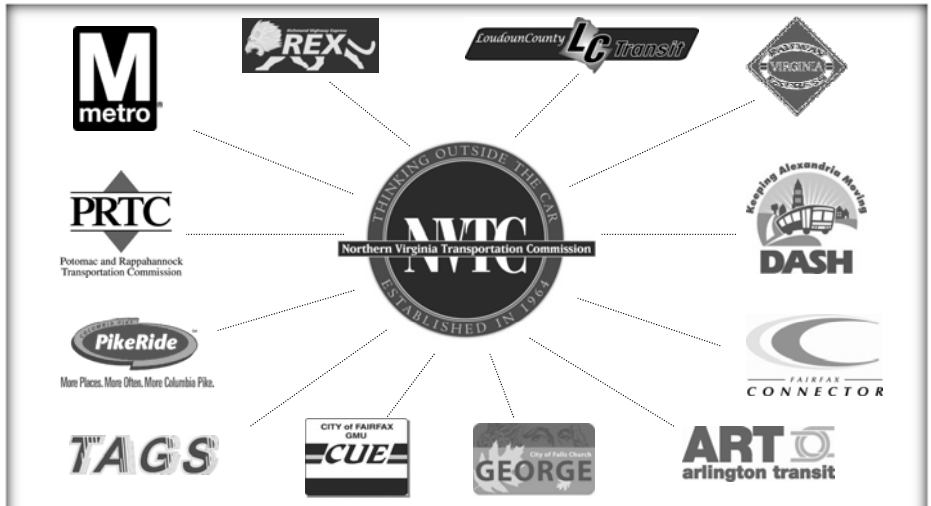
Summary

- Since my last statement to you in January, 2009, transit has continued to perform exceptionally well in Northern Virginia despite severe financial constraints. The slides in the appendix illustrate this fact.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs, including flexing federal stimulus and other funds to transit projects, because Northern Virginia's level of local effort far exceeds the rest of the commonwealth.
- The level of transit assistance for FY 2010 for NVTC's jurisdictions and VRE, while less than in FY 2009, is significant and appreciated.
- In these brutal economic times, we hope that DRPT will continue to be flexible in administering its programs.
- An effective dialogue is needed to resolve concerns with the I-95/395 HOT Lanes project.



2

Northern Virginia's Interconnected Transit Systems



In Northern Virginia: 142 million trips in FY 2008

3

Ridership Data Show Continued Positive Regional Transit Performance

Strong transit performance in Northern Virginia:

- Through April, 2009, ridership is up five percent in FY 2009 compared to the same period in FY 2008 (see slide 14 in appendix).
- 75% of Virginia's transit ridership is here.
- Northern Virginia's 2.1 million residents took 66 transit trips per capita in FY 2007, while in NVTC's WMATA jurisdictions residents took 96 (the statewide average outside of Northern Virginia was only approximately 11). For FY 2008, NVTC jurisdiction residents increased their per capita transit trips to 99.
- Transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and about half outside the Beltway.
- The Virginia State of the Commute survey shows 30% of Northern Virginia's work trips occur in alternative modes (other than driving alone), three times as great a share as the rest of the commonwealth.

4

Local Level of Effort

- It now costs over $636 million dollars annually to operate, maintain and invest in public transit in NVTC's jurisdictions.
- Local sources (fares, 2% gas tax, local subsidies) provide two-thirds of that amount, but economic challenges are threatening NVTC's transit revenues. So far in the first third of calendar 2009, NVTC's gas tax revenues are 37% lower than the comparable period in 2008.
- Local property tax revenues are also sharply lower, necessitating rate hikes in most jurisdictions.
- Transit fares have also been increased on most transit systems in Northern Virginia.

5

Local Level of Effort

- For FY 2009, the Northern Virginia Transportation District had a local level of effort funding transit of $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 the 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.
- 51% of Northern Virginia's employers provide commuter services to encourage transit and ridesharing, versus 40% in the rest of Virginia.

6

State Transit Aid for FY 2010

- Statewide assistance for transit using state funds is down about $26 million (10%) from the FY 2009 program. Increased state-administered federal funds cushion the decrease for a net reduction of $9.6 million (3.1%).
- For the state to meet the statutory target of 95% of eligible transit expenses for its programs another $166 million is needed ($153 million of that is for operating assistance).
- NVTC's portion of that shortfall is $112 million, including VRE.
- NVTC receives about 62% of statewide transit allocations and Northern Virginia (including Loudoun County and PRTC) receives 76%.
- DRPT has reduced its project management costs and properly allocated a portion of NVTC's Metro Matters project to bond funding which helps to cushion the impact of reduced state assistance to NVTC.

7

What can CTB do to Help Transit in Northern Virginia?

1. Give top priority for transit projects in Northern Virginia because this region has the greatest use of transit and greatest per capita local effort to invest in transit.

2. Encourage the General Assembly to increase statewide transit funding and restore regional funding.

8

What can CTB do to Help Transit in Northern Virginia?

3. Maintain flexibility in administering DRPT programs in light of the enormous funding pressures faced by local transit systems. Support DRPT's case-by-case decisions to extend grant deadlines and shift project funds within the same transit system, to allow full billing where warranted due to events beyond the control of grantees.

9

What can CTB do to Help Transit in Northern Virginia?

4. Consider carefully Northern Virginia's concerns with the I-95/395 HOT lanes project to protect levels of service and safety on the existing transit/HOV facility and encourage an active dialogue with stakeholders to resolve problems before the commercial agreement with the private partners is executed.



10

In Closing

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

11

APPENDIX

12

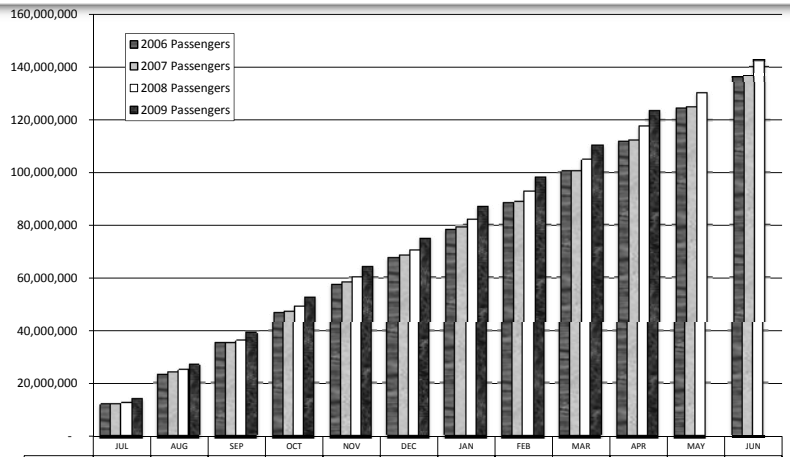
NVTC is…

- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.

- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.7 million.
- The agency manages over $200 million of state and federal grant funds and regional gas tax revenues each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit www.thinkoutsidethecar.org.

13

Cumulative Monthly Northern Virginia Transit Passenger Trips FY2006 - FY2009

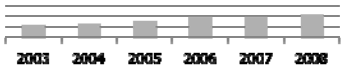


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2006 Passengers	11,827,150	23,456,875	35,126,061	46,671,161	57,598,592	67,760,308	78,464,368	88,429,718	100,458,632	111,938,133	124,243,702	136,509,624
2007 Passengers	12,102,314	24,199,757	35,419,367	47,304,063	58,197,365	68,506,034	79,325,889	88,950,203	100,895,012	112,550,549	124,827,724	136,946,748
2008 Passengers	12,452,450	24,900,431	36,124,627	49,171,532	60,413,205	70,572,507	82,019,230	92,908,470	104,961,987	117,677,949	130,203,206	142,858,066
2009 Passengers	13,924,269	27,010,155	39,226,327	52,826,635	64,283,888	75,164,160	87,024,247	98,237,622	110,479,554	123,558,687		

14

Total Transit Ridership Growth
NoVA FY 2003-2008

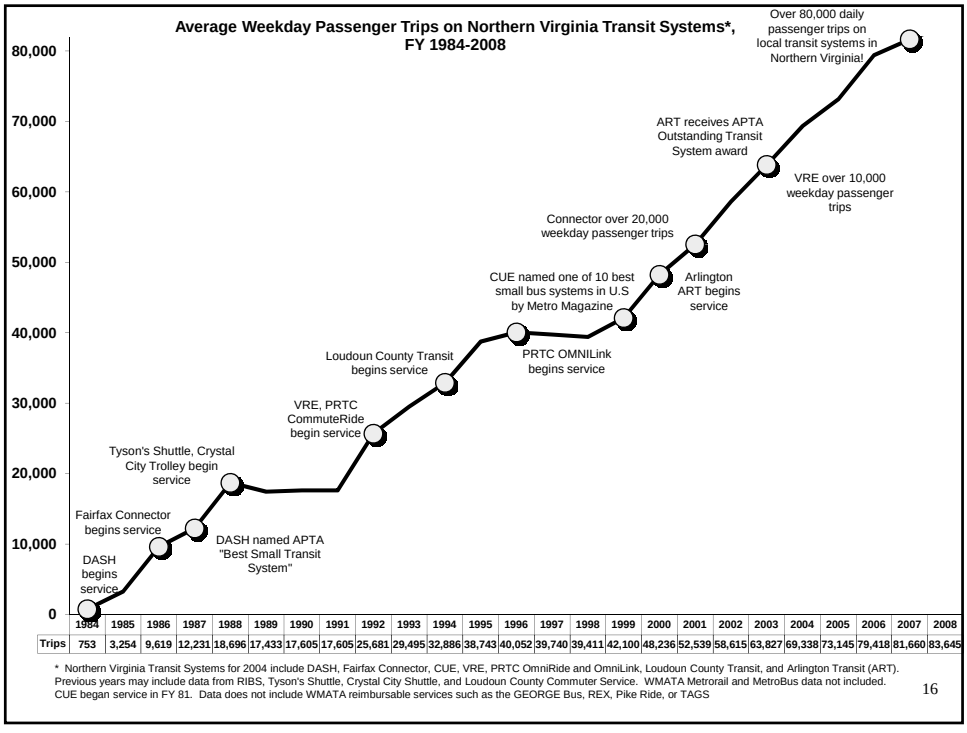
Transit Provider	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips	FY 2008 Passenger Trips
Metrorail (Northern Virginia)	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091	97,964,390
Mertrobus (Northern Virginia)	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434	20,870,898*
Fairfax Connector	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392	9,810,228
Alexandria DASH Bus	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449	3,978,773
Virginia Railway Express	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561	3,628,563
PRTC OMNI Ride Bus	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556	1,840,722
Arlington Transit	397,001	674,806	788,854	926,574	1,060,441	1,225,427
City of Fairfax CUE Bus	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346
PRTC OMNI Link Bus	649,405	604,586	694,367	843,407	870,206	1,008,626
Loudoun County Transit	281,829	392,901	513,766	602,333	652,347	777,273
Total	121,583,356	125,685,507	128,945,194	137,341,911	137,544,235	142,152,246



Annual Transit Ridership in NoVA has Increased 17% since 2003

*Preliminary.

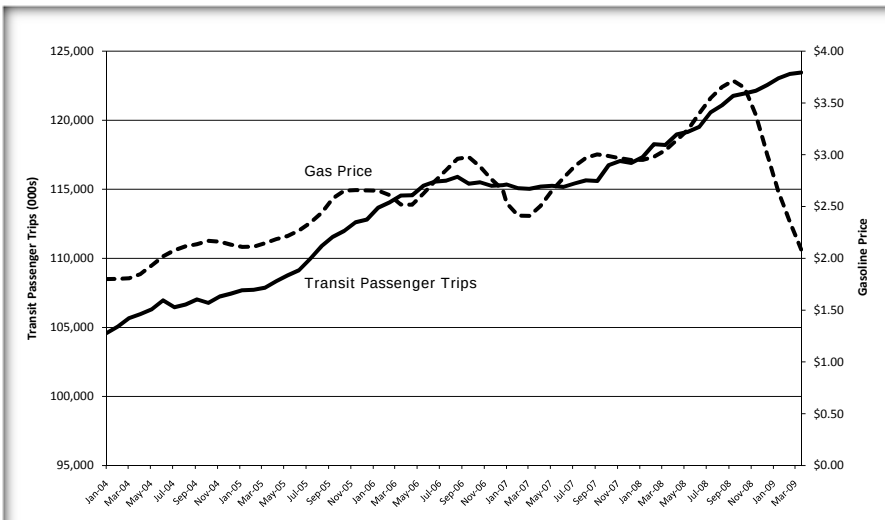
15



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

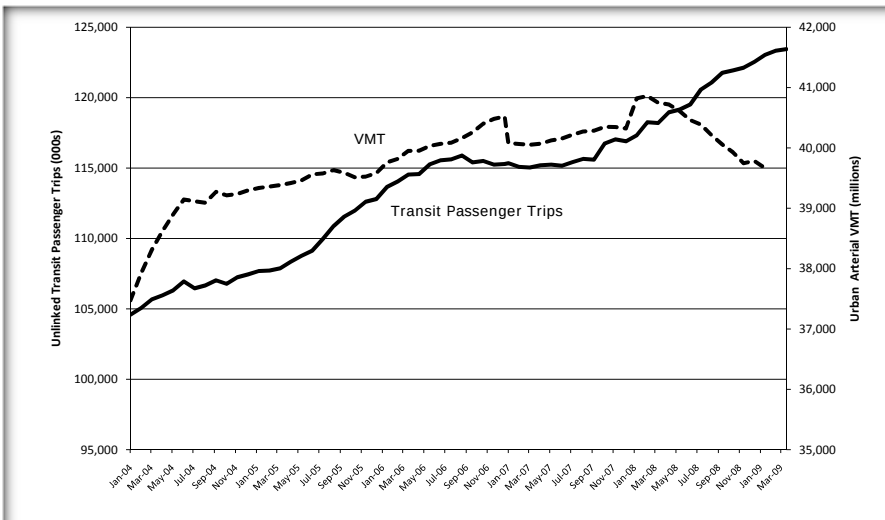
16

Northern Virginia WMATA Unlinked Transit Passenger Trips – 12 Month Moving Total vs. Gas Price



17

Northern Virginia WMATA Unlinked Transit Passenger Trips vs. Virginia Urban Arterial VMT -12 Month Moving Totals



18

NVTC
Schedules analyzing DRPT's FY 2010 Rail and Public Transportation Improvement Program

Comparison of Rail and Public Transportation Improvement Program

This schedule shows the amount of revenue, by program, that is expected to be received in FY10 compared with the FY09 revised program. The first section lists the state funds, and is broken down between the Mass Transit Trust Fund and Other State Assistance. The MTF provides formula operating, capital and special project assistance, and decreased only 0.1% from FY09. Other state assistance includes revenue for transit and rail programs. Significant sources of revenue for transit included in this "other" category includes $23.6M of recordation tax (operating assistance), which is unchanged from FY09. Bond funds available for capital programs decreased from $60M to $32.7M. Funding for the rail programs remained about constant, and includes the Rail Enhancement Fund, Rail Bond Funds, and the Railway Preservation Fund. Commonwealth Transportation Funds of $5.4M are included in the FY10 program for rail projects.

DRPT is utilizing a portion of the MTF, Recordation Tax, Rail Enhancement Fund, and the Railway Preservation to fund project management costs. For FY10, DRPT is deducting 2.3% from these programs, as opposed to 2.4% in FY09.

Overall state funds available decreased 10.3% from FY09.

The FY10 program diverts 1% of the MTF that is normally allocated to special projects, and instead applies this funding to the operating program.

DRPT also administers several federally funded programs. Funding through these programs increased by 25.8%, from $63.1M to $79.4M. Not shown on this schedule is an additional $17.3M of ARRA funding approved by the CTB in April, which was applied to various statewide capital projects through federal formulas.

Comparison of State Financial Assistance through DRPT

Two schedules are provided, one comparing statewide assistance with NVTC, the other with all of Northern Virginia. Both schedules show that the state assistance available for transit decreased by 15.3% from FY09 to FY10 ($212.2M to $179.7M). NVTC's share of the state-wide total decreased from $129.2M to $117.7M, however the percentage to the state-wide funding available increased from $60.9% to 62.2%. NVTC's share of the bond fund increased from 55.9% to 71.3% as a result of DRPT including a portion of the Metro Matters program in the bond fund.

The schedule comparing assistance for all of Northern Virginia shows that NOVA receives 75.9% of the statewide assistance available for transit. This includes 98.2% of the MTF capital program, and 82.7% of the bond fund capital program, compared with 96.6% and 64.8% in FY09.

Other financial assistance includes rail funding, part of which is contracted by DRPT directly with VRE. It should be noted that many of the other rail programs may indirectly benefit VRE and NOVA.

Statewide Eligibility and Assistance for Capital and Operating

This schedule compares the statewide eligibility, actual assistance, and shortfall for capital and operating programs for FY09 and FY10. Capital eligibility dropped from $139.5M in FY09 to $79.2M in FY10 as a result of less capital assistance applied for in FY10. Even though capital assistance available dropped over 30%, the overall state capital funding level increased from 64% to 78%, creating less of a shortfall in FY10 than FY09 ($12.7M compared to $43.7M).

NVTC Eligibility and Assistance for Capital and Operating

This schedule compares NVTC's eligibility, actual assistance, and shortfall for capital and operating programs for FY09 and FY10. The amount of capital assistance for NVTC decreased $14.5M, which is the result of a $39.5M decrease in capital assistance requested, offset by an increase in the state effective match from 61% to 79.1%. Operating assistance decreased by $3.6M, or about 5%. Overall state assistance for NVTC decreased by $18.1M. As explained in the footnotes, DRPT is allowing NVTC to utilize funding from a FY06 special appropriation for a portion of the FY10 Metro Matters subsidy. Taking into account this funding, assistance available decreased $8.1M instead of the $18.1M shown on the schedule.

VRE experienced a similar increase in the effective state capital percentage, from 56.2% to 78.0%, and also experienced a slightly greater decline in operating assistance (6.5%). However, since VRE's capital needs remained about constant from FY09, total assistance included in the FY10 program increased by $2.1M from FY09.

COMPARISON OF RAIL AND PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM
FY 2009 REVISED AND FY 2010 DRAFT
(in millions)

	FY09	FY10	Increase (Decrease) $	Increase (Decrease) %
State Funds				
Mass Transit Trust Fund Appropriation and Adjustments				
TTF Allocations to MTTF	118.8	124.2	$ 5.4	4.5%
Adjustments for Indirect Charges and Basis Points	(0.6)	(0.6)	-	0.0%
Adjustment for DRPT Project Management - 2.4% / 2.3% of TTF Allocations	(2.8)	(2.8)	-	
Adjustment for Paratransit Assistance Program	(1.5)	(2.5)	(1.0)	66.7%
Adjust for Prior Year Revenue / Estimate	4.5	-	(4.5)	-100.0%
Total MTTF Appropriation and Adjustments	$ 118.4	$ 118.3	$ (0.1)	-0.1%
Mass Transit Trust Fund Allocations				
FTM/Admin (Formula) Subprogram of MTTF	87.0	88.1	1.1	1.3%
Capital Assistance Subprogram of MTTF	29.6	29.6	-	0.0%
Special Projects Subprogram of MTTF	1.8	0.6	(1.2)	-66.7%
Subtotal	118.4	118.3	(0.1)	-0.1%
Other State Assistance				
Recordation Tax for Transit Operating (FTM/Admin)	23.6	23.6	-	0.0%
Adjustment for DRPT Project Management - 2.4% / 2.3% of RT	(0.6)	(0.5)	0.1	-16.7%
Additional Formula Funding	5.1	-	(5.1)	-100.0%
Mass Transit Capital Fund (Bond Funds)	60.0	32.7	(27.3)	-45.5%
Highway Maintenance and Operating Funds	-	0.5	0.5	
Paratransit Assistance Program	1.5	2.5	1.0	66.7%
Transportation Efficiency Improvement Fund	4.0	4.0	-	0.0%
Rail Enhancement Fund	24.5	24.2	(0.3)	-1.2%
Adjustment for DRPT Project Management - 2.4% / 2.3% REF	(0.6)	(0.6)	-	0.0%
Rail Bond Funds	12.9	12.9	-	0.0%
Commonwealth Transportation Funds	-	5.4	5.4	
Railway Preservation Fund	3.4	3.3	(0.1)	-2.9%
Adjustment for DRPT Project Management - 2.4% / 2.3% RPF	(0.1)	(0.1)	-	0.0%
Total State Funds	**252.1**	**226.2**	**(25.9)**	**-10.3%**
State Administered Federal Funds				
Flexible STP Funds carried forward from prior FY	8.7	2.0	(6.7)	-77.0%
Flexible STP Funds	14.4	13.7	(0.7)	-4.9%
Equity Bonus Funds for Transit (STP)	10.5	10.1	(0.4)	-3.8%
Subtotal	33.6	25.8	(7.8)	-23.2%
IM Funds Convert to STP (Dulles Extension)	-	17.8	17.8	
SAFETEA-LU Earmarks	-	4.1	4.1	
Federal Transit Act Section 5307 (Gov. Apport.) Appropriation (FY09)	10.1	10.7	0.6	5.9%
Federal Transit act Section 5311 & RTAP Program Appropriation (FY09)	11.9	12.6	0.7	5.9%
Federal Transit Act Section 5303 Program appropriation	2.0	2.1	0.1	5.0%
Federal Transit Act Section 5304 Program Appropriation	0.4	0.5	0.1	25.0%
Federal Transit Act Section 5310 Program Appropriation	2.8	3.0	0.2	7.1%
Federal Transit Jobs Access and Reverse Commute (JARC) Urban Program	0.7	0.8	0.1	14.3%
Federal Transit Jobs Access and Reverse Commute (JARC) Rural Program	0.7	0.9	0.2	28.6%
Federal Transit New Freedom Urban Appropriation	0.4	0.5	0.1	25.0%
Federal Transit New Freedom Rural Appropriation	0.5	0.6	0.1	20.0%
Total State Administered Federal Funds	63.1	79.4	16.3	25.8%
Total Rail and Public Transportation Improvement Program	**$ 315.2**	**$ 305.6**	**$ (9.6)**	**-3.1%**

COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT
FY 2009 REVISED AND FY 2010 DRAFT
(in millions)

	STATEWIDE				NVTC			
			Increase(Decrease)		FY09		FY10	
	FY09	FY10	$	%	$	NVTC %	$	NVTC %
Available for State-wide Transit Allocations:								
FTM/Admin (Formula) Subprogram of MTTF, plus Recordation Tax	$ 115.1	$ 111.1	$ (4.0)		$ 71.0	61.7%	$ 67.5	60.7%
Capital Assistance Subprogram of MTTF	30.0	29.2	(0.8)		23.9	79.5%	20.6	70.6%
Mass Transit Capital Fund (Bond Funds)	60.6	32.7	(27.9)		33.8	55.9%	23.3	71.3%
Paratransit Assistance Program	0.7	1.6	0.9		-	0.0%	-	0.0%
Special Projects Subprogram of MTTF (Note A)	1.8	0.6	(1.2)		0.2	12.2%	0.1	16.2%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-		0.3	7.4%	0.2	5.0%
Highway Maintenance and Operating Funds	-	0.5	0.5		-		-	0.0%
Total Available for State-wide Transit Allocation	**212.2**	**179.7**	**(32.5)**	**-15.3%**	**129.2**	**60.9%**	**111.7**	**62.2%**
Other Financial Assistance								
Commonwealth Transportation Funds	-	5.4	5.4		-	0.0%	-	0.0%
Rail Enhancement Fund (Note B)	23.9	23.6	(0.3)		-	0.0%	-	0.0%
Railway Preservation Fund (Note C)	3.3	3.2	(0.1)		-	0.0%	-	0.0%
Rail Bond Funds (Note C)	12.9	12.9	-		-	0.0%	-	0.0%
Passenger Rail Demonstration Service (Note D)	-	-	-		-	0.0%	-	0.0%
Total Other Financial Assistance	**40.1**	**45.1**	**5.1**	**12.6%**	**-**	0.0%	**-**	0.0%
Total State Financial Assistance Available Through DRPT	**$ 252.3**	**$ 224.8**	**$ (27.5)**	**-10.9%**	**$ 129.2**	**51.2%**	**$ 111.7**	**49.7%**

Notes

A. May include non-transit projects.

B. Table reflects current year anticipated funding. Actual amount available and programmed in FY10 includes an additional $11.3M carryover from previous fiscal years, plus $24.4M of Rail Bonds available. Total funding programmed for FY10 equals $46.9M, including $665,000 directly to VRE. Other projects may benefit NOVA.

C. Table reflects current year anticipated funding. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.

D. Revenue source is deobligated funding for DRPT projects totaling $5.4M for FY10.

*NVTC includes all NVTC jurisdictions

COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT
FY 2009 REVISED AND FY 2010 DRAFT
(in millions)

	STATEWIDE				NOVA			
			Increase(Decrease)		FY09		FY10	
	FY09	FY10	$	%	$	NOVA %	$	NOVA %
Available for State-wide Transit Allocations:								
FTM/Admin (Formula) Subprogram of MTTF, plus Recordation Tax	$ 115.1	$ 111.1	$ (4.0)		$ 84.2	73.2%	$ 80.3	72.2%
Capital Assistance Subprogram of MTTF	30.0	29.2	(0.8)		29.0	96.6%	28.7	98.2%
Mass Transit Capital Fund (Bond Funds)	60.6	32.7	(27.9)		39.3	64.8%	27.0	82.7%
Paratransit Assistance Program	0.7	1.6	0.9		-	0.0%	-	0.0%
Special Projects Subprogram of MTTF (Note A)	1.8	0.6	(1.2)		0.3	14.3%	0.1	16.2%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-		0.3	7.4%	0.3	6.4%
Highway Maintenance and Operating Funds	-	0.5	0.5		-		-	0.0%
Total Available for State-wide Transit Allocation	**212.2**	**179.7**	**(32.5)**	**-15.3%**	**153.1**	**72.1%**	**136.3**	**75.9%**
Other Financial Assistance								
Commonwealth Transportation Funds	-	5.4	5.4		-	0.0%	-	0.0%
Rail Enhancement Fund (Note B)	23.9	23.6	(0.3)		-	0.0%	-	0.0%
Railway Preservation Fund (Note C)	3.3	3.2	(0.1)		-	0.0%	-	0.0%
Rail Bond Funds (Note C)	12.9	12.9	-		-	0.0%	-	0.0%
Passenger Rail Demonstration Service (Note D)	-	-	-		-	0.0%	-	0.0%
Total Other Financial Assistance	**40.1**	**45.1**	**5.1**	**12.6%**	**-**	0.0%	**-**	0.0%
Total State Financial Assistance Available Through DRPT	**$ 252.3**	**$ 224.8**	**$ (27.5)**	**-10.9%**	**$ 153.1**	**60.7%**	**$ 136.3**	**60.6%**

Notes

A. May include non-transit projects.

B. Table reflects current year anticipated funding. Actual amount available and programmed in FY10 includes an additional $11.3M carryover fro previous fiscal years, plus $24.4M of Rail Bonds available. Total funding programmed for FY10 equals $46.9M, including $665,000 directly to VRE. Other projects may benefit NOVA.

C. Table reflects current year anticipated funding. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.

D. Revenue source is deobligated funding for DRPT projects totaling $5.4M for FY10.

*NOVA includes NVTC, PRTC and VRE

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEWIDE ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING
(FY 2010 Draft Six-Year Program and FY 2009 Final Revised Six-Year Program)

	FY 2010			FY 2009		
	Eligibility	Draft	Shortfall	Eligibility	Actual	Shortfall
Capital						
MTTF (77% / 45.5%)	36.039	29.211	(6.828)	62.663	30.012	(32.651)
MTCF (80%)	38.792	32.667	(6.125)	71.913	60.558	(11.355)
TTF (100%)	4.406	4.638	0.232	4.962	5.223	0.261
Total	79.236	66.515	(12.722)	139.538	95.794	(43.744)
Operating	264.546	111.125	(153.421)	273.122	115.145	(157.977)
Total	343.782	177.639	(166.143)	412.660	210.939	(201.721)

Eligibility assumes target of 95% for all capital lines.

MTTF - Mass Transit Trust Fund. Capital formula funds with target of 95%, draft FY10 at 77% and actual FY09 at 45.5%

MTCF - Mass Transit Capital Fund. State-wide bond funds for select capital categories funded at 80%.

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

FY 2010 STATE TRANSIT CAPITAL AND OPERATING
STATE ASSISTANCE THROUGH DRPT FOR NVTC SYSTEMS
(in millions)
(Includes only funding from current year funds for current year budgeted expenditures)

DRAFT 6-YEAR PROGRAM

	MTTF @ 77%(capital)	MTCF @ 80%	TTF @ 100%	Total	Effective State %	eligibility	Shortfall (see note)
CAPITAL							
WMATA	$ 20.3	$ 7.7	$ -	$ 28.0	77.8%	34.2	$ (6.2)
Local	-	13.0	1.4	14.5	81.6%	16.8	(2.4)
Subtotal	20.3	20.8	1.4	42.5	79.1%	51.1	(8.6)
VRE	7.6	2.8	0.1	10.5	78.0%	12.8	(2.3)
Subtotal	27.9	23.5	1.6	53.0	78.8%	63.9	(10.9)
FTM/ADMIN							
WMATA/Local	66.3			66.3	38.7%	162.7	(96.4)
VRE	8.7			8.7	61.4%	13.4	(4.7)
Subtotal	75.0			75.0	40.4%	176.0	(101.1)
COMBINED CAPITAL / FTM/ADMIN							
WMATA/Local	86.6			108.8	48.4%	213.7	(104.9)
VRE	16.3			19.2	69.6%	26.2	(7.0)
TOTAL	$ 102.9			$ 128.0	50.7%	$ 239.9	$ (112.0)

Notes:

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

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

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

Assistance Available from Other Program Years:
NVTC will be utilizing $15 million from a FY06 special appropriation for a portion of the FY10 Metro Matters subsidy. In FY09, NVTC utilized $5 million of this fun dinging for a portion of the FY09 Metro Matters subsidy. This funding was provided at 80% of costs and has not been included in the table above.

DRPT deducted $5.6 million from NVTC's capital assistance request to account for a portion of the required local match to rail car funds to be utilized in FY09. The remaining local match of $4.1M will be deducted from the FY11 Metro capital request.

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

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING
(FY 2010 Draft Six-Year Program and FY 2009 Final Revised Six-Year Program)

	FY 2010				FY 2009				Increase (Decrease)		
	Eligibility	Draft	Shortfall	**Effective State %**	Eligibility	Actual	Shortfall	**Effective State %**	Eligibility	Actual	**Effective State %**
NVTC											
Capital Assistance											
WMATA											
MTTF (77% / 45.5%)	$ 25.0	$ 20.3	$ (4.7)		$ 48.6	$ 23.3	$ (25.3)		$ (23.5)	$ (3.0)	
MTCF (80%)	9.2	7.7	(1.4)		-	-	-		9.2	7.7	
Total	34.2	28.0	(6.2)	77.8%	48.6	23.3	(25.3)	45.5%	(14.4)	4.8	32.3%
Local											
MTTF (77% / 45.5%)	-	-	-		0.9	0.4	(0.5)		(0.9)	(0.4)	
MTCF (80%)	15.5	13.0	(2.4)		37.9	31.9	(6.0)		(22.4)	(18.9)	
TTF (100%)	1.4	1.4	0.1		1.3	1.4	0.1		0.1	0.1	
Total	16.8	14.5	(2.4)	81.6%	40.1	33.7	(6.4)	79.9%	(23.2)	(19.2)	1.7%
Total Capital	51.1	42.5	(8.6)	79.1%	88.6	57.0	(31.7)	61.0%	(37.6)	(14.5)	18.0%
Operating Assistance											
WMATA	137.4	53.8	(83.6)	37.2%	136.2	57.6	(78.6)	40.2%	1.2	(3.9)	-3.0%
Local	25.3	12.5	(12.8)	47.1%	21.3	12.3	(9.0)	54.8%	4.0	0.2	-7.7%
	162.7	66.3	(96.4)	38.7%	157.5	69.9	(87.6)	42.2%	5.1	(3.6)	-3.5%
Total NVTC Assistance	**213.7**	**108.8**	**(104.9)**	**48.4%**	**246.2**	**126.9**	**(119.3)**	**49.0%**	**(32.4)**	**(18.1)**	**-0.6%**
VRE											
Capital Assistance											
MTTF (77% / 45.5%)	9.4	7.6	(1.8)		9.2	4.4	(4.8)		0.2	3.2	
MTCF (80%)	3.3	2.8	(0.5)		3.8	3.2	(0.6)		(0.5)	(0.4)	
TTF (100%)	0.1	0.1	0.0		0.2	0.2	0.0		(0.1)	(0.1)	
Total	12.8	10.5	(2.3)	78.0%	13.2	7.8	(5.4)	56.2%	(0.3)	2.7	21.8%
Operating Assistance	13.4	8.7	(4.7)	61.4%	17.6	9.3	(8.3)	50.2%	(4.2)	(0.6)	11.2%
Total VRE Assistance	**26.2**	**19.2**	**(7.0)**	69.6%	**30.8**	**17.1**	**(13.7)**	52.8%	**(4.6)**	**2.1**	**16.8%**

Notes:

Assistance Available from Other Program Years:
NVTC will be utilizing $15 million from a FY06 special appropriation for a portion of the FY10 Metro Matters subsidy. In FY09, NVTC utilized $5 million of this funding for a portion of the FY09 Metro Matters subsidy. This funding was provided at 80% of costs, and has not been included in the table above. Adjusting the FY09 and FY10 program to reflect these carryover funds shows the decrease in assistance available from FY09 to FY10 to be $8.1 million as opposed to the $18.1 million decrease reflected in the table.

DRPT deducted $5.6 million from NVTC's capital assistance request to account for a portion of the required local match to rail car funds to be utilized in FY09. The remaining local match of $4.1M will be deducted from the FY11 Metro capital request.

MTTF - Mass Transit Trust Fund. Funds are allocated by statute to the FTM/Admin Program (73.5%), the Capital Program (25%) and Special Projects Program (1.5%). The statutory target percentage for the Capital Program is 95% of non-federal costs, while the target percentage for the FTM/Admin (operating) Program is 95% of certain operating expenses. The actual capital percentage and FTM/Admin funding are products of the state-wide needs and funds available in the subprograms. For FY10, Special Projects were reduced to 0.5% with the balance allocated to the FTM/Admin program.

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

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

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

Virginia Department of Rail and Public Transportation

Draft Six-Year Improvement Program FY 2010-2015

Rail and Public Transportation

May 20, 2009

Steve Pittard
Chief Financial Officer

Topics

- Overall Program
- Public Transportation
  - Operating Funding
  - Capital Funding
- Rail
  - Demonstration Passenger Service
  - Capital Projects
- SYIP Process

Three Year Comparison of Six Year Program

$ in millions

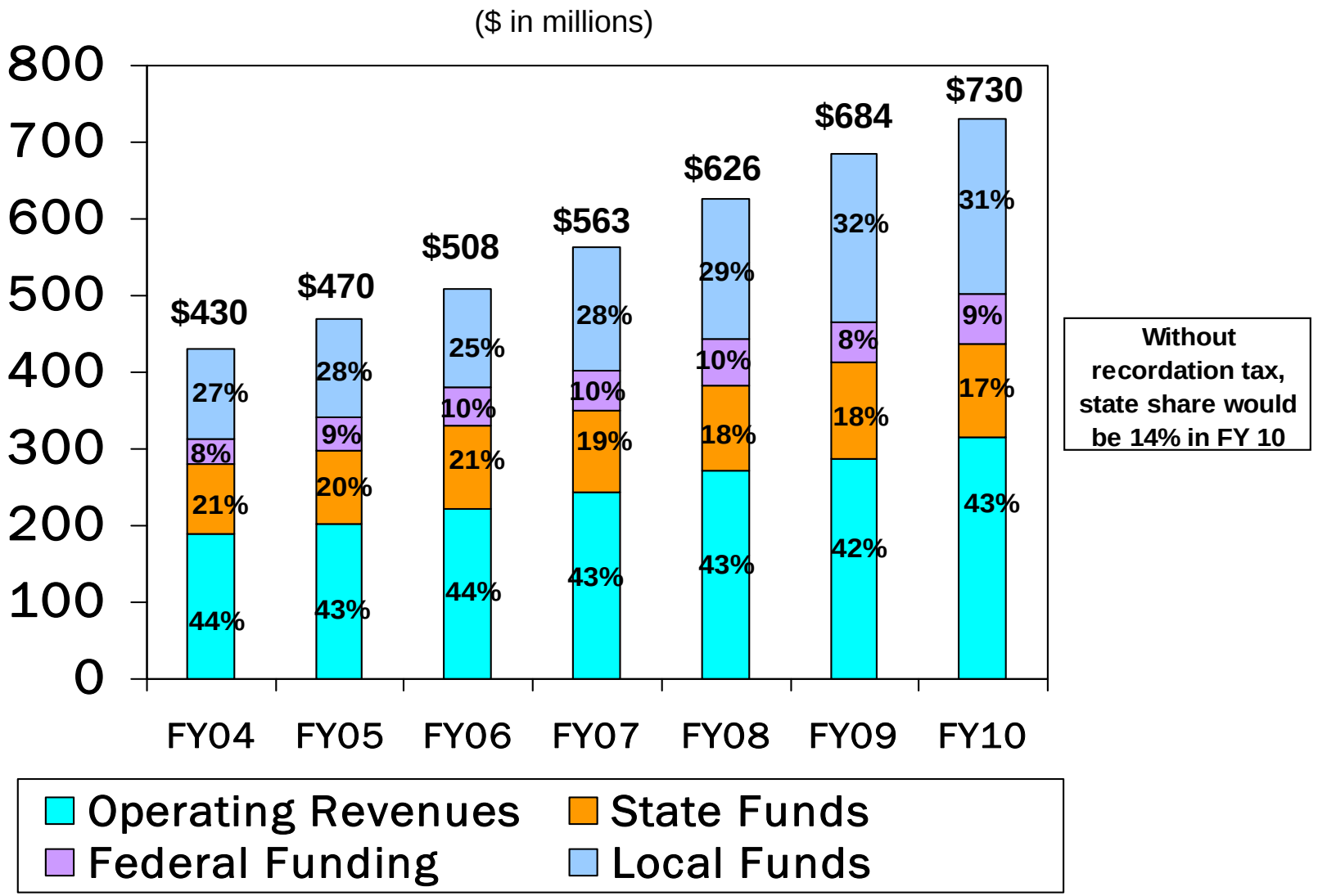
	FY 08 - 13	Revised FY 09 - 14	FY 10 - 15
Public Transit	$ 1,780	$ 1,833	$ 1,739
Rail	287	260	242
Dulles Metrorail	799	822	46
Total	$ 2,866	$ 2,915	$ 2,027

Overall Program

- The programmatic impact of the dedication of recordation tax revenue for transit operating has been significantly diminished
- State's blended matching share for transit capital projects at 78% - highest match in over a decade!
- Funding provided for a 3-year demonstration passenger rail service and related capital costs in the I-95 and I-81 corridors
- Allocation to rail projects through the Rail Enhancement Fund based on priorities identified in the Rail Resource Allocation Plan
- 30% decrease from FY 09-14 due to Dulles project removal

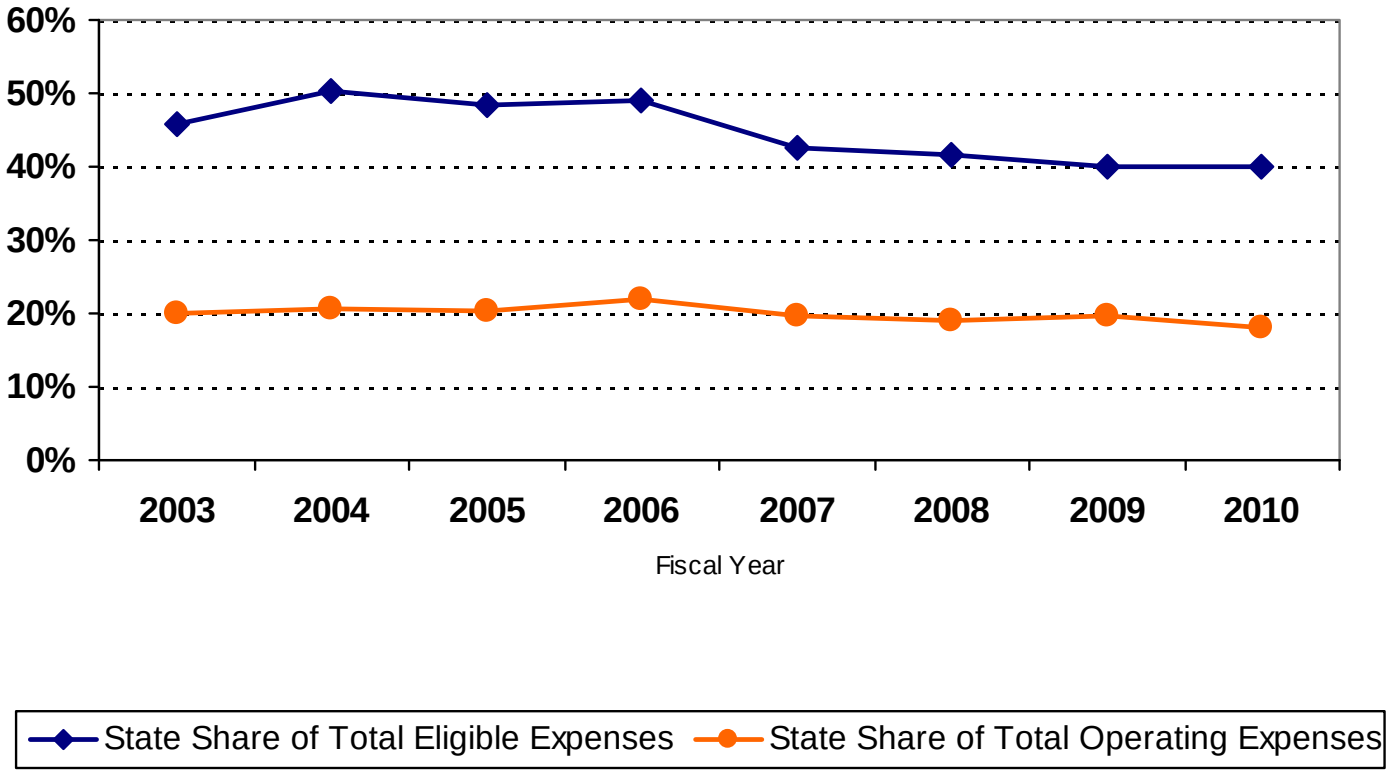
Public Transportation Operations Funding

Funding Sources



Public Transportation Operations Funding

40% State Share of Eligible Costs

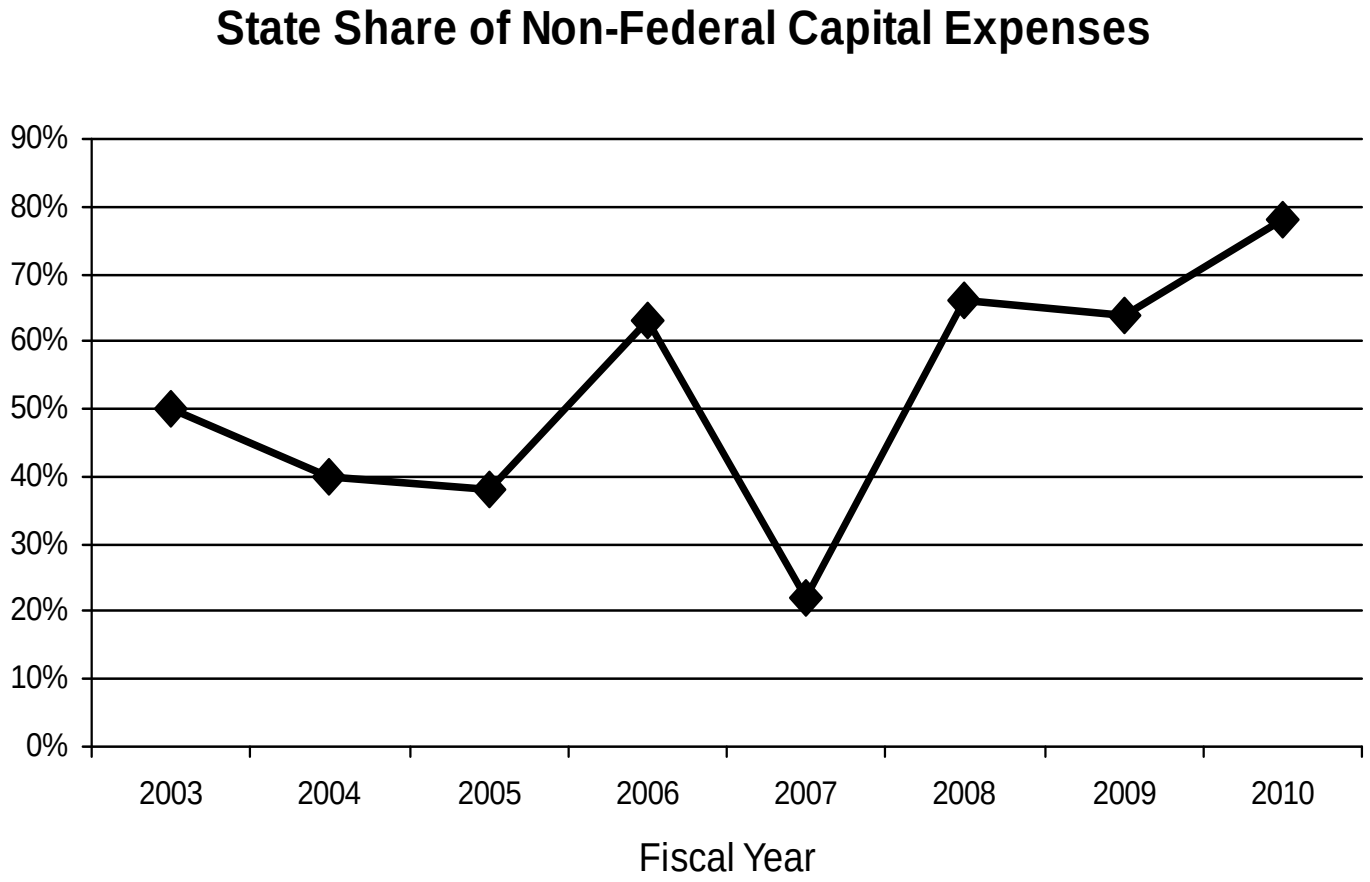


Public Transportation Operations Funding

- Decrease in operating funding available from $115.1 M to $111.1 M
  - FY 09 included $5.1 M of deobligated funds
  - FY 10 includes 74.5% of revenues vs. 73.5% in FY 09 ($1.2 M shift from Special Programs)

- Addition of recordation tax revenue allowed 40% state match for the FY 2010 program
  - Without recordation tax, state match would be 33% of eligible costs
  - State share has not increased as intended with dedication of recordation tax
    - Original projections were 55% state share

Public Transportation Capital Funding
78% State Share



Investments in Public Transportation and TDM

- 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 that will reduce maintenance costs and improve reliability
- Metro Matters program – helps address aging infrastructure and capacity constraints for Metrorail and Metrobus

Investments in Public Transportation and TDM

- 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
- Security investments for 10 systems to improve safety for the public and employees
- Marketing and outreach funding for transit, carpooling, vanpooling and teleworking

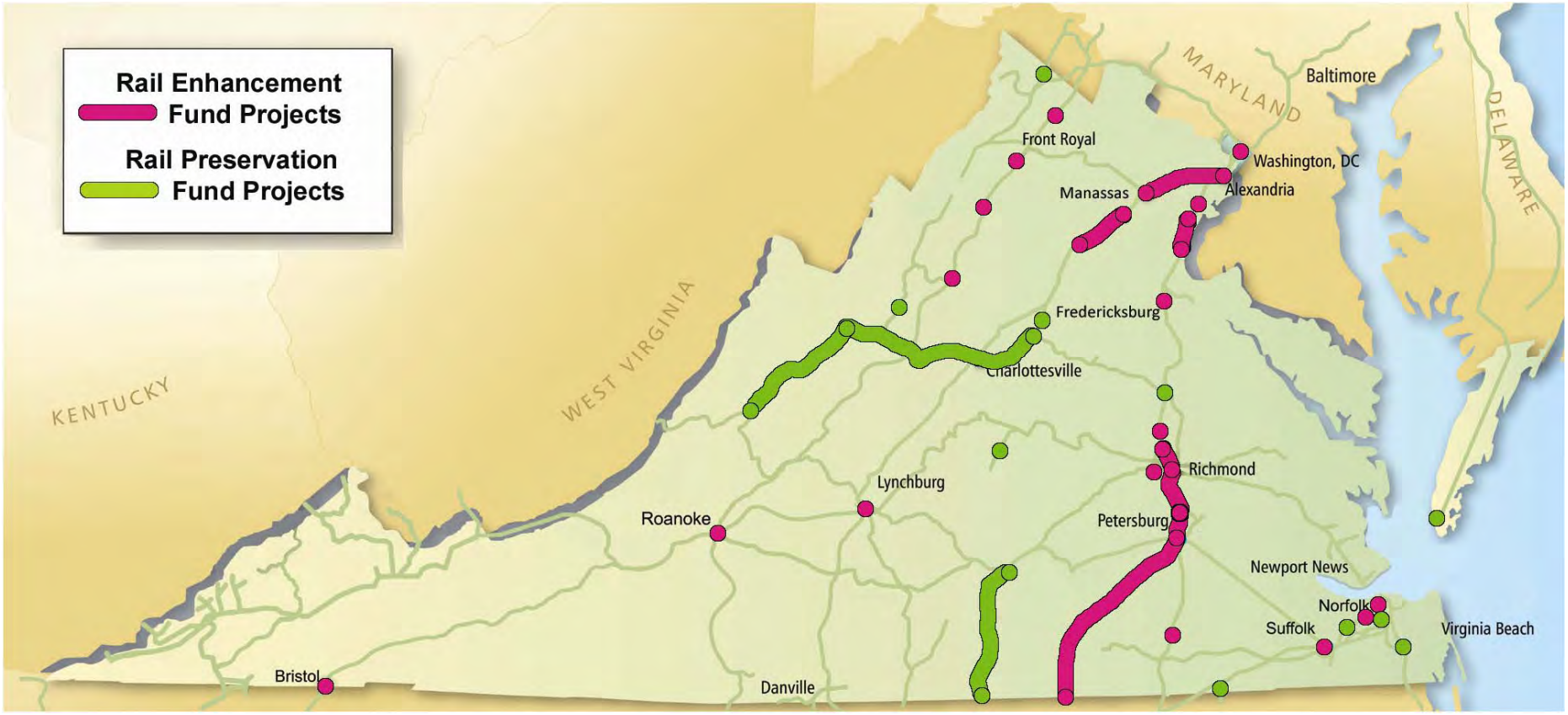
Rail Programs
Rail Enhancement Fund

- 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

Rail Programs
Rail Preservation Fund

- Includes $29.8 million for 14 projects for freight and passenger rail needs over the six-year period
  - Capital improvements include the rehabilitation of bridges, roadbed, rail, and grade crossings
  - Projects contribute to the continuation and reliability of the Amtrak *Cardinal* service on the Buckingham Branch Railroad
  - Several projects support rail service to the Port of Hampton Roads

Proposed Rail Projects FY2010-2015



Rail Programs
Demonstration Passenger Service

- Pilot intercity passenger service for 3 years
  - Lynchburg to Washington, DC
  - Richmond to Washington, DC
  - $17.2 million in FY 10 – FY 12 of Commonwealth Transportation funds for operational subsidy

New Passenger Rail Service

SYIP Process Items

- Incorporation of asset management, public benefit, maintenance of effort, and transit sustainability per Item 449.E. of Chapter 879 - 2008 Acts of Assembly
- ARRA funding included in FY 09 in April and May FY 09 supplemental allocation; FY 10 supplemental allocation planned for October
- Proposed 2.3% allocation for project development, administration and compliance activities
  - Down from 2.4% in FY 2009
- Public hearings in early June
- Minor technical corrections to the working draft

Major Transit and Rail Initiatives

DRPT
Virginia Department of Rail and Public Transportation

Questions?

COMMONWEALTH of VIRGINIA

CHARLES M. BADGER, P.E.
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
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May 19, 2009

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

Dear Mr. Taube:

I was very disappointed by the item presented without notice at the Northern Virginia Transportation Commission's May 7th meeting regarding authorization to provide a statement to the Commonwealth Transportation Board on the Draft FY2010-2015 Six Year Improvement Program. I would like to take this opportunity to respond to the item.

As the Virginia Department of Rail and Public Transportation (DRPT) has communicated directly to its grantees in workshops and numerous meetings over the past two years, there has been internal and external recognition that DRPT needs to improve upon its policies and procedures regarding grants in order to ensure accountability and transparency. With respect to the grant you mentioned in your item, it was the jurisdiction's decision to send DRPT a letter requesting that the funds for a grant be returned unspent because the jurisdiction had not been able to spend the FY07 grant and did not know when it would be able to advance the project. DRPT did question the jurisdiction about the grant and suggested that if the funds were turned in, the jurisdiction would be able to reapply for funding when it was ready to move forward and would likely benefit from a higher state match ratio than the FY07 grant.

Unfortunately, it was not until months later that the jurisdiction and NVTC staff realized that the deobligation of the grant negatively impacted the jurisdiction under NVTC's Subsidy Allocation Model. The jurisdiction submitted a letter to DRPT on May 7th requesting reconsideration of their prior request and on May 18th DRPT notified the jurisdiction that it would permit them to use the grant for a similar project approved by the Commonwealth Transportation Board. You may also recall another example of DRPT's flexibility when we approved on March 27th NVTC's request to extend an FY2006 grant that NVTC had failed to spend down. With these being just some of the recent examples of DRPT's flexibility, your statement that NVTC and its jurisdictions are experiencing severe consequences as a result of DRPT's rigid approach to grant administration is simply unfair and overstated.

The remainder of your item to the Commission details issues that have not had a demonstrable financial impact on grantees and mislead Commissioners with statements suggesting things such as DRPT jeopardizing federal grants.

As a final point, I would respectfully submit (as I have to other grantees around the Commonwealth) that it would be helpful if statements before the Commonwealth Transportation Board (CTB) focus on telling the outstanding job that public transportation and transportation demand management agencies are doing for our citizens and how the CTB can help them achieve even greater success. DRPT's policies and procedures are documented in the Grantee Handbook and the Program Application Guidance and are subject to discussion and modification at the semi-annual grantee workshops. Let's not waste an opportunity to provide the CTB with meaningful information that will help them continue to make a difference in the success of our programs.

Sincerely,

Corey W. Hill

Corey W. Hill
Chief of Public Transportation

Cc: Northern Virginia Transportation Commission Members
Northern Virginia Transportation Commission – Management Advisory Committee Members
J. Douglas Koelemay, Northern Virginia District, CTB
Julia A. Connally, At-Large Urban, CTB

Northern Virginia Transportation Commission

AGENDA ITEM #6

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: May 7, 2009

SUBJECT: Authorization to Provide a Statement to the CTB on the FY 2010-15 Transportation Program

---

Recommended Action.

The commission is asked to authorize Chairman Zimmerman to deliver a statement to the Commonwealth Transportation Board at its June 2nd public hearing on its draft six-year program for FY 2010-15. The hearing will be held at the Mary Ellen Henderson Middle School at 7130 Leesburg Pike, Falls Church, beginning at 7:00 p.m. The proposed statement cannot be provided to NVTC at this time because DRPT has not released the draft state program. It is expected to be available only after the CTB meeting on May 21st, providing less than two weeks for staff review and no opportunity for NVTC's board to act prior to the hearing. The NVTC statement should emphasize the need for increased flexibility in administering DRPT's state aid programs, among other concerns.

Background.

NVTC and its jurisdictions are experiencing several serious consequences of DRPT's rigid approach to its grant-making responsibilities. This approach has evolved over the past two years or so. NVTC's statement to CTB should point out those consequences and ask for consideration of a much more flexible approach, especially in light of the significant uncertainties and budget pressures resulting from the ongoing economic meltdown.

One of NVTC's jurisdictions has recently reluctantly agreed to return unspent to DRPT a significant grant awarded in FY 2007. The jurisdiction is unable to proceed because the developer is not prepared to say when or if it will go ahead with the project in the current severe recession. DRPT's grants now generally expire in two to three years and DRPT has been unwilling to allow the grant to be used for another project within that jurisdiction.

AWARD WINNER NVTC APTA 1995

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Unfortunately, the unintended consequence of this action is to impact NVTC's process of allocating state aid through its Subsidy Allocation Model. Other jurisdictions have received a lower share of state aid in anticipation of this project going forward as planned and the inability to bill the grant means less total state aid is available to share.

To remedy the situation, jurisdiction staff recommended that DRPT be asked to reconsider its policies to provide more leeway in situations like this in order to extend the grant, or to use it for other eligible projects. Both of these approaches worked well for the recipients in the past. It is acknowledged that DRPT has a responsibility to ensure that grant funds are not tied up indefinitely, but allowing the funds to be transferred with the permission of DRPT on a case by case basis to a project that can be promptly billed should pose no hardship for DRPT. DRPT staff has indicated it is willing to consider such requests and NVTC's statement should encourage a favorable decision.

As the April 30th deadline for extending grants approached, other similar issues came to light in other NVTC jurisdictions. Special circumstances beyond the control of the jurisdictions made it impossible to bill large grants within the duration of DRPT's grant agreements, while at the same time unanticipated expenses arose in related projects that could be billed now if only DRPT would allow a shift from one grant to another. In the past DRPT was very accommodating in allowing grant extensions and reprogramming. As a result, NVTC's jurisdictions have had an exemplary record of spending almost all DRPT grants and the current adverse consequences for NVTC's subsidy allocation formula were not experienced previously.

There are other examples of how DRPT's rigid policies can be counterproductive. NVTC must submit detailed project budgets to DRPT on behalf of VRE and NVTC's other partners by February 1, long before the jurisdictions actually approve their budgets. By the time the state grants are available, project budgets often change. In the case of VRE, their state funds are used to match federal grants. The federal grants are usually not available until months after the state funds, by which time the project budgets have changed still further. Ironically, the Federal Transit Administration provides much more flexibility to respond to such changed conditions than does DRPT. FTA even encourages contingencies for unexpected change orders related to projects in their grants.

The state matching funds are often a small fraction of the total project cost. For the state matching funds to jeopardize the much larger federal grant is unproductive and needlessly bureaucratic. It provides the incentive for state grant applicants to apply for more grants in order to be prepared for contingencies.

Overly inflexible policies contributed to the lengthy delay in NVTC receiving $40 million of state General Funds for WMATA rail cars acted on in January, 2005 by the Virginia General Assembly. The funds are finally expected to be provided later this month. The remaining $15 million of $20 million of state General Funds for WMATA

rolling stock from the 2007 General Assembly may be provided in FY 2010--but since the draft program is not available, this can't be confirmed.

NVTC staff has consistently pointed out to DRPT that it is unwise to require grant applications to be submitted by February 1st, long before local transit budgets are adopted. For DRPT not to release its grant recommendations until late May—well after the local budgets must be adopted—is also unproductive. To then provide only about two weeks for localities to prepare comments on DRPT's program is unfair.

Finally, DRPT's automated web-based financial tool (known as "OLGA") has not yet achieved the level of reliability that is needed. OLGA is used for on-line applications and for reporting monthly ridership, among other uses. DRPT establishes firm deadlines but applicants are sometimes unable to enter the required information into OLGA. DRPT is considering upgrades to this system and NVTC's statement should encourage DRPT to do so while improving the flexibility with which this tool is used. Currently, too many glitches and lockouts place an added burden on applicants.

As stated above, the commission is asked to authorize its chairman to deliver a statement on June 2nd to CTB members to outline these concerns and the proposed remedies. DRPT staff is often helpful and flexible with very positive results. NVTC's statement should ask that DRPT policies be restructured to provide a renewed emphasis on flexibility, at the very least during the current period of economic uncertainty.

Northern Virginia Transportation Commission

AGENDA ITEM #5

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: May 28, 2009

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

As has been discussed with the commission, Falls Church intends to contract with Arlington's ART to operate the city's GEORGE bus system effective July 1, 2009. Many activities must be completed before then, including arranging for buses and fareboxes.

The four GEORGE buses were originally procured with Federal Transit Administration funds by NVTC. For convenience, they were sold to WMATA for $1 and were titled and used by WMATA to provide the GEORGE service. In the initial operating agreement, NVTC provided funding but currently Falls Church is entirely responsible. However, NVTC retains the contractual right to repurchase the buses from WMATA for $1 if WMATA ceases to provide the service. This was necessary to ensure that NVTC's obligation to FTA on behalf of Falls Church is honored. The buses must be kept in service during their useful lives.

Consequently, as Falls Church negotiates a new service agreement with Arlington, NVTC is likely to need to obtain the buses from WMATA and provide them to Arlington while retaining the right to repurchase the buses from Arlington. The draft contracts are likely to be available in late June and must be executed before July 1, 2009. Accordingly, the commission is asked to authorize its 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. These contracts would be reviewed by NVTC's legal counsel before they are executed.

AWARD WINNER NVTC APTA 1995

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F.C. Wants Arlington, Not WMATA, to Run GEORGE

By Nicholas F. Benton
Wednesday, 06 May 2009 16:02

Scaled-Back Bus Line Asks New Operator

Falls Church City Manager Wyatt Shields was in the process of crafting a “letter of intent” to the Arlington County Department of Transportation when he picked up the phone to speak to the *News-Press* late yesterday.

The letter, for which he’d gotten the go-ahead from the Falls Church City Council Monday, will ask Arlington to take over the operation of F.C.’s scaled-back GEORGE bus system as of July 1.

It is the first step in reducing the cost of operating GEORGE, which became a major bone of contention during the just-completed F.C. budget deliberations. Data showed that the system, operating within the City’s 2.2 square mile area, cost taxpayers over $600,000 to serve what turned out to be only 70,000 rides in the past year.

Faced with having to make deep cuts in the City’s budget due to a recession-driven precipitous drop in tax revenues, Shields had proposed de-funding GEORGE, altogether. But that led to a lot of objections both from within the community and on the City Council.

Subsequently, City Hall learned it had the option of drawing on the state and Northern Virginia Transportation Commission trust funds for about $300,000, and the Council agreed to use that to operate GEORGE for another year in a scaled back form at half the past years’ cost.

So, the reduced-service GEORGE will continue to operate its routes during morning and evening rush hours at no added cost to City real estate taxpayers. The length of service of the rush hour routes will be cut, and the mid-day 26-A route will be eliminated. The exact parameters of the retained routes have yet to be worked out.

But while GEORGE is being given a one-year reprieve, the City Council will soon appoint and assign a task force to study the viability of the system for the long term. It will be asked to conclude its study in time to decide whether or not, or at what level, GEORGE should be funded in the next budget.

F.C. Council members stressed at a work session Monday that making GEORGE work from now on will require, among other things, a lot of publicity.

Shields got the OK Monday to take the first step of shifting the operations of the bus system from the Washington Metro Area Transportation Authority (WMATA) to the operators of the smaller Arlington Transit System (ART) serving Falls Church’s immediate but larger neighbor to the east.

Shields said he did not want to suggest anything negative about WMATA’s operation of the GEORGE system, but that there would be added benefits from the proximity of Arlington to Falls Church, as well as a lower cost to F.C. of funding the operation.

The process of Arlington formally agreeing to the terms of the new arrangement begins with Shields’ “letter of intent” that will go in the mail this week. But Shields said he would be shocked if Arlington did not accept the terms, since Falls Church and Arlington have been working “hand in glove” on the notion for months at the administrative level.

As in the case of the current relationship with WMATA, Arlington would provide the drivers and all the maintenance requirements to operate GEORGE. Falls Church’s only role, essentially, would be to provide the buses, themselves and to design or modify the routes. The new relationship will

become official when a “memorandum of understanding” is signed off on by both parties. It all has to be completed by this July 1.

This is the second time that GEORGE has been scaled back since F.C. took over responsibility for funding the system in 2004. Originally, the system included weekend and evening service that was removed mid-decade.

When first envisioned, GEORGE was a federally-funded prototype experiment in the use of environmentally-progressive electric hybrid buses. After many fits and starts, the technology was deemed a failure, the buses were converted to clean diesel, the federal money dried up, and the City assumed the full burden of its cost of operation.

The City Council is expected to hammer out the details of its plans for a GEORGE task force at its meeting this Monday night.

Comments

Name *

Email (For verification & Replies)

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- Crime Report: May 5 - 11, 2009 - 05/13/2009
- Falls Church City Crime Report: April 28 – May 4, 2009 - 05/06/2009
- Letters to the Editor: May 7 - 13, 2009 - 05/06/2009
- Classified Ads for Week of March 19 - 25, 2009 - 03/19/2009

Newer news items:

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- Falls Church News Briefs: May 21 - 27, 2009 - 05/20/2009
- M.E.H. Girls Advance to Odyssey of the Mind World Finals in Iowa - 05/20/2009
- 28th Parade Grand Marshal Echoes FCCPS Anniversary - 05/20/2009
- Annandale Man Dies in Motorcycle Crash in Falls Church City - 05/19/2009

<< Previous page

Northern Virginia Transportation Commission

AGENDA ITEM #6

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: May 28, 2009

SUBJECT: Legislative Items

Attached for your information are several items pertaining to federal legislation. Unfortunately, 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.

Also attached are materials from APTA describing progress in federal surface transportation program reauthorization and climate change legislation.

AWARD WINNER NVTC APTA 1995

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May 8, 2009

Administration Releases More Detailed FY 2010 Budget Submission
Proposes Baseline Funding for Transit Pending Action on Authorization Bill

On Thursday, May 7, 2009, the Obama Administration released its detailed budget recommendations for Fiscal Year (FY) 2010 for all federal programs, including federal surface transportation programs. The documents released yesterday provide the programmatic level detail that was not included in the Administration's initial budget submission to Congress, but as explained below, even this more detailed budget assumes only current baseline program levels for transit and highway programs under the expiring SAFETEA-LU authorizing law. The budget proposal essentially assumes that any funding growth under these programs will be subject to decisions made in the new authorizing bill.

For Federal Transit Administration programs in FY 2010, the Administration proposes total budget authority of $10.336 billion, which is essentially flat line funding from FY 2009 authorized levels, and a small increase over the FY 2009 appropriated levels (exclusive of stimulus funding). Capital Investment Grants are proposed to be funded at a level of $1.827 billion and Formula and Bus Grants at a level of $8.343 billion.

The proposal includes a higher level of support from general fund resources for both transit and highway programs currently funded principally from the Highway Trust Fund. In an effort to explain that its proposals on the Federal Transit Administration and Federal Highway Administration programs are really preliminary baseline proposals that will be modified in the authorization process, the Administration budget submission repeatedly states the following:

The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization, including highway programs. Instead, the Budget displays baseline funding levels for all surface transportation programs.

With regard to general fund provisions of federal transit programs, the budget states that it is not indicative of "recommended funding levels or a budgeting approach for the upcoming reauthorization" but is intended to provide an accurate picture of the current fiscal condition of the Highway Trust Fund/Mass Transit Account.

Additionally, as previously announced, the budget recommends $1 billion for Capital Assistance for High-Speed Rail Corridors and Intercity Passenger Rail Service. This would be the first year of a five-year proposal following-on the $8 billion in "seed money" for this program in the American Recovery and Reinvestment Act (ARRA). The budget also recommends a small increase in funding for Amtrak from $1.490 billion to $1.502 billion.

Finally, the budget submission recommends a reduction in funding for the Rail and Public Transportation Security Grants program to $250 million in FY 2010. The program received $400 million in FY 2009

Appropriations and additional $150 million through the ARRA, for a total of $550 million in FY 2009. Moreover, the program is authorized to be appropriated at a level of $900 million in FY 2010 under the 9/11 Commission Recommendations Act.

House Transportation and Infrastructure Committee to Introduce Authorization Bill

Chairman James Oberstar of the House Transportation and Infrastructure Committee has said he intends to introduce a committee draft of the next surface transportation authorization this month. The Chairman has indicated that he would like to have the legislation considered in the full committee and onto the House Floor by June. Few details regarding the Chairman's plans for the public transportation title of the bill are available at this time, but committee staff has said they are using APTA's recommendations as a starting point for the transit title. Committee leaders have begun discussions with the House Ways and Means Committee to develop the financing portion of the bill. In addition, the Transportation and Infrastructure Committee has extended the deadline for the submission of project requests until May 15.

On the Senate side, the Banking Committee has also been working to develop the public transportation portion of the authorization bill, but has not yet released any details on their proposal. The Senate Environment and Public Works Committee has also been working on its portion of the bill and leaders from that committee met recently with leaders from the House Transportation and Infrastructure Committee on their respective versions of the upcoming bill. Finally, in the President's budget request for FY 2010, the Administration has indicated that it is in the process developing its proposal for the surface transportation legislation, as well. More details will be reported as soon as they are available.

Stimulus Funds for Operating Purposes

Recently, there has been discussion about the possibility of adding legislative language permitting the temporary use of existing transit funds for operating purposes to the FY 2009 supplemental appropriations bill for military funding, which is likely to be considered in both the House and Senate in the next few weeks, with funds provided under either the American Recovery and Reinvestment Act (ARRA) or under the FY 2009 Transportation Appropriations bill. While it does not appear that the House will include such language in its version of the supplemental appropriations bill, the Senate Banking Committee is considering offering an amendment to the Senate version of the bill that would permit the use of transit funding under ARRA for operating purposes.

APTA has supported the use of a portion of ARRA funds for operating expenses to halt employee layoffs, service cuts, or fare increases, and continues to support efforts to permit the use of ARRA funds for such purposes. Funding under ARRA is from general funds and would not affect trust fund balances in the Mass Transit Account (MTA) or the outlay rate of spending from the MTA. More details will be provided as they become available.

House Likely to Move Climate Change Bill

The House Energy and Commerce Committee this week continued preparations for markup of its climate change bill, the "American Clean Energy Security Act of 2009." Following a meeting of Democratic Committee members and President Obama on Tuesday, Chairman Henry Waxman (D-CA) indicated that the bill could be fast-tracked and move directly to a full committee markup. A markup schedule has not been released, but the Chairman Waxman has repeatedly stated that the committee will approve a bill before Memorial Day.

APTA strongly urges its members to immediately contact members of the committee that represent your agency, business, or region, including Chairman Waxman and Subcommittee Chairman Edward Markey. APTA members need to make a strong case for public transportation investment in the bill as the committee has been reluctant to direct cap and trade revenue proceeds to specific purposes.

APTA President Bill Millar sent a letter to Chairman Waxman asking that 10 percent of emission allowance revenue be dedicated to investment in public transportation and other emission-reducing transportation infrastructure. A copy of the letter can be found here. The APTA Intergovernmental Issues Subcommittee and APTA staff have also developed a set of "Discussion Principles" to highlight transit industry priorities under a cap-and-trade program. To view the principles, click here.

When you talk to members of the committee, please ask the following:

* Urge your member of Congress to contact Chairman Waxman and ask for public transportation investment in climate change legislation. APTA has asked the committee to dedicate no less than 10 percent of allowance revenue created under a cap-and-trade program to investment in public transportation and transportation infrastructure.

* Explain that transportation is responsible for one-third of carbon dioxide emissions (CO2) and that current public transportation use already saves 4.2 billion gallons of fuel and prevents the emission of 37 million metric tonnes of CO2 annually.

* Ask that cap-and-trade revenue from fuel consumed by the transportation sector be reinvested in transportation infrastructure.

* Request that climate change legislation provide investment in public transportation to prevent service reductions related to a cap-and-trade program resulting from increases in the price of fuel and electricity costs. Transit systems are exempt from federal motor fuels taxes, and this principle should be extended to climate change legislation.

Members of the House Energy and Commerce Committee

Democrats
Henry A. Waxman, CA, Chair
John D. Dingell, MI, Chair Emeritus
Edward J. Markey, MA
Rick Boucher, VA
Frank Pallone, Jr., NJ
Bart Gordon, TN
Bobby L. Rush, IL
Anna G. Eshoo, CA
Bart Stupak, MI
Eliot L. Engel, NY
Gene Green, TX
Diana DeGette, CO
Lois Capps, CA
Mike Doyle, PA
Jane Harman, CA
Jan Schakowsky, IL
Charles A. Gonzalez, TX
Tammy Baldwin, WI
Mike Ross, AR
Anthony D. Weiner, NY
Jim Matheson, UT
G.K. Butterfield, NC
Charlie Melancon, LA
John Barrow, GA
Baron P. Hill, IN

Doris O. Matsui, CA
Donna M. Christensen, VI
Kathy Castor, FL
John P. Sarbanes, MD
Christopher S. Murphy, CT
Zachary T. Space, OH
Jerry McNerney, CA
Betty Sutton, OH
Bruce L. Braley, IA
Peter Welch, VT

Republicans
Joe Barton, TX, Ranking Member
Ralph M. Hall, TX
Fred Upton, MI
Cliff Stearns, FL
Nathan Deal, GA
Ed Whitfield, KY
John Shimkus, IL
John B. Shadegg, AZ
Roy Blunt, MO
Steve Buyer, IN
George Radanovich, CA
Joseph R. Pitts, PA
Mary Bono Mack, CA
Greg Walden, OR
Lee Terry, NE
Mike Rogers, MI
Sue Wilkins Myrick, NC
John Sullivan, OK
Tim Murphy, PA
Michael C. Burgess, TX
Marsha Blackburn, TN
Phil Gingrey, GA
Steve Scalise, LA

Northern Virginia Transportation Commission

AGENDA ITEM #7

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: May 28, 2009

SUBJECT: Regional Transportation Items

A. I-95/395 HOT Lanes.

A copy of NVTC's response to Secretary Homer's May 5, 2009 letter is attached for your information.

B. VTA Conference.

The annual conference of the Virginia Transit Association will be held in Fredericksburg on June 8 and 9, 2009. A copy of the program is attached for your information.

C. 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." Excerpts are attached, including:

- Bike station in Long Beach, CA and Chicago: Includes 24-hour bike parking, repairs, rentals; personal showers and lockers; and a car-share service; among other amenities. The Chicago Cycle Center used a $5 million grant from McDonald's and has 500 members.

- Shuttle buses to commuter rail stations in Maplewood, NJ: Daily ridership reaches 7,800 with single-trip fares of $1. Uses seed money from New Jersey Transit. NJT purchases 20-passenger minibuses and leases to municipalities at no cost. Currently 20 communities operate the shuttles for 50,000 monthly riders.

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D. Bus Rapid Transit Update.

The attached copy of a Railway Age article titled "BRT: Option or Oxymoron," contains several references to the opinions of Ed Tennyson on the relative merits of BRT versus rail alternatives.

TPB and FTA are sponsoring a one-day conference on "Opportunities for Priority Bus Transit in the Washington Region." It will be held on June 24th, 8:00 AM- 4:15 PM, at the Washington Plaza Hotel at 10 Thomas Circle, NW in Washington D.C. Registration is available at www.mwcog.org/busconference.

E. 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. A copy of the executive summary is attached and the full report is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop09017/fhwahop09017.pdf

The study examined "tipping points" at which free flow traffic breaks down as volume exceeds capacity and conversely how much traffic would have 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% decrease in peak traffic on congested freeways will reduce delay by 75 to 80%.

On one freeway segment included in the study (a 10-mile stretch of I-270), the average traveler would save 340 seconds in the peak hour, or 13.2 cents per vehicle mile. Those savings would yield millions of dollars summed over all travelers in a year.

The authors consider value pricing and disincentives to discretionary travelers and conclude, "It therefore appears feasible to restore and maintain free-flow on the freeways in the Metropolitan Washington area, without adding capacity (except to alleviate selected bottlenecks), by applying congestion pricing to major facilities, and at the same time increasing transit, carpool and vanpool programs."

This research is important because it confirms that transit investments are vitally important, even though more people continue to drive than use transit, because a relatively modest shift of drivers to transit reduces traffic congestion greatly and hence improves air quality, energy efficiency and safety.

The results of the TPB Skycomp survey are consistent with these findings. The number of lane miles operating at Level of Service F during the peak period declined, presumably due to a 3-4% drop in VMT (although there are some exceptions in which congestion actually increased).

Northern Virginia Transportation Commission

A

May 13, 2009

Re: I-95/395 HOT Lanes Project

Hon. Pierce R. Homer
Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, VA 23219

Dear Secretary Homer:

At its May 7, 2009 meeting, the Northern Virginia Transportation Commission reviewed your long-anticipated letter of that date. Your letter responded to the commission's letter of December 5, 2008 and to several other similar letters and comments from various regional entities. Because your letter was received just prior to the commission meeting we did not have the opportunity to examine it thoroughly. Even so, as you anticipated, we did have several initial reactions. Upon further review, we may have additional comments and questions beyond those below:

1. We note favorably your intention to provide the "basic elements" of the commercial agreement at least 45 days prior to its execution. NVTC will wish to examine the draft document to be certain that at least $195 million remains guaranteed for public transit improvements and that the performance (including travel speeds, ease of access/egress and safety of transit vehicles) of the existing HOV lanes is protected for the life of the project.

2. Your description of the new paradigm for project development (in which many problems are postponed for consideration after close of the business agreement) is, we believe, in need of further discussion. If transit safety or neighborhood congestion concerns remain unresolved, what leverage will remain after the agreement is executed to encourage the private partners to do what is needed to achieve a satisfactory result?

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3. You describe intensive efforts to work with the Department of Defense to improve access to several sites and to integrate DOD shuttles. You state that you are "working directly with the Pentagon to address their circulation and security concerns." When and how will the same level of effort be extended to working with local governments to address congestion on local streets and roads?

4. With respect to the safety challenges of reduced lane and shoulder widths, you state that the project team will "work through several operational scenarios with transit operators in the corridor" when more complete details are available. Since many of the operators attend NVTC we're anxious to know exactly when will this occur? Will it be before or after the execution of the commercial agreement?

5. You discuss various ways to measure performance. When will final decisions be made and will NVTC and others have an opportunity to comment before they are finalized?

As we have stated previously, NVTC's questions and comments should not be interpreted as opposition to the concept of the project. Rather, we continue to have concerns about the critical details of the project. How those concerns about safety and performance are resolved will determine whether the project is successful. We hope you will be responsive to our concerns and engage in a continuous and timely dialogue with us.

Sincerely,

Christopher Zimmerman
Chairman

cc: Martin Nohe, NVTA
Michael May, PRTC
Mark Dudenhefer, FAMPO
NVTC Commissioners

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
Fairfax, Virginia 22030

Mr. Mark Dudenhefer
Chairman
Fredericksburg Area Metropolitan Planning Organization
3304 Bourbon Street
Fredericksburg, Virginia 22408

Mr. Christopher Zimmerman
Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Dr. Suite 720
Arlington, Virginia 22203

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

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.

  - 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

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.

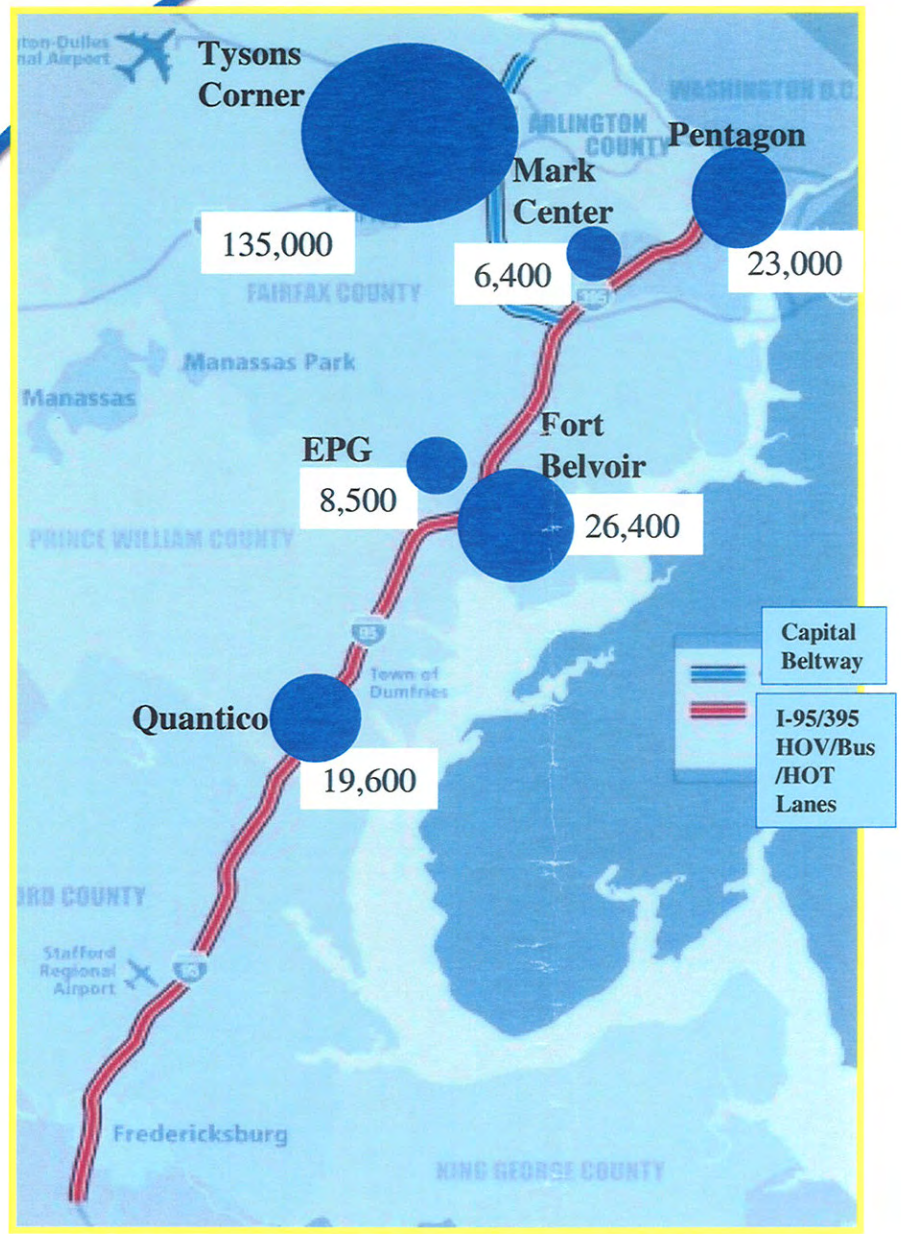
Sincerely,

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 employee 84,000 people.

Arlington Connection

Hot Over HOT Lanes

Arlington and Alexandria have withheld support for VDOT project on I-395.

By Michael Lee Pope
Thursday, May 07, 2009

Elected officials in Alexandria and Arlington have taken formal action to withhold their support for a Virginia Department of Transportation proposal to build high-occupancy toll lanes along two parts of the border between the city and county. Officials in both jurisdictions expressed concern that the proposal would create a confusing maze of off-ramps that would disadvantage Alexandria and Arlington residents to the benefit of outlying regions such as Spotsylvania.

"Wouldn't it be better for people in the inner jurisdictions to have people in outer jurisdictions to be in a carpool or transit?" asked VDOT project manager Young Ho Chang. "That's what this project has been designed to encourage."

The friction between jurisdictions closer to the District of Columbia and those further out is playing out as the Commonwealth Transportation Board is negotiating with a private firm known as Fluor-Transurban that would construct the lanes and operate them in a public-private partnership with VDOT. Currently plans call for expanding and extending the existing two-lane high occupancy vehicle facility on Interstate 395 into a three-lane high occupancy toll facility between Spotsylvania and Arlington counties, a portion of which is located within the city of Alexandria.

"We have not to date received a response to our request for data," said Arlington County deputy manager Marsha Allgeier in a written response to questions. "We continue to be concerned about the impact this would have on our streets, and we continue to press for answers."

In January, the Arlington County Board adopted a resolution that withheld its support for the HOT lane proposal until its concerns could be addressed. The Alexandria City Council followed suit in March, adopting a resolution that accused VDOT of improperly preparing environmental documentation for the project. Now VDOT is moving quickly on the project, recently removing more than two square miles of tree canopy in Fairfax County to make room for the new lanes.

"This is project is charging forward," said Del. David Englin (D-45), who represents both sides of the Arlington and Alexandria border at issue. "That's why I working with Alexandria and Arlington to slow this thing down."

ONE OF THE MAJOR areas of concern is around an area known as the Shirlington rotary, a circular series of on-ramps and off-ramps where neighborhood residents are concerned about six new traffic lights. Three of the signals would be on the Arlington side and three of the signals would be on the Alexandria side, prompting anxiety about which jurisdiction would be responsible for coordinating the flow of traffic.

"One of the options would be for one of the jurisdictions to take responsibility for all the traffic lights," said Chang. "Another option would be for VDOT to take control of the signals. These the kinds of things that are still being worked out."

Another area of concern is the intersection of the HOT lanes and Seminary Road, where VDOT plans to build a transit station in the middle of Interstate 395. Although plans call for similar installations, known as "in-line" transit stations, in Lorton and Woodbridge, local elected officials expressed concern that these kinds of facilities might not work as well inside the Capital Beltway.

"It sounds impractical to me," said Alexandria Councilman Tim Lovain, a member of the Transportation and Planning Board of the Council of Governments. "Putting one of these things at Seminary just strikes me as dubious."

TOLLS FOR THE HOT lanes would change throughout the day to regulate demand for the lanes in an effort to reduce congestion, especially during peak hours. When traffic increases, the tolls would go up — a concept known as "congestion pricing." Yet officials in Alexandria and Arlington are still waiting to hear the details of how their residents would fit into the system. Ultimately, VDOT officials suggest, the project has been designed so that the needs of the many outweigh the needs of the few.

"I can understand the concerns in Arlington and Alexandria," said Steve Titunik, s spokesman for

Courtesy of the Virginia Department of Transportation
Many neighborhood residents are concerned about six new traffic lights that are currently planned for an area known as the Shirlington rotary.

What is a HOT lane?

High-occupancy toll lanes are express travel lanes that are constructed and operated alongside highway lanes. They are designed to manage congestion by requiring travelers to use multi-passenger transportation or pay a toll. In December the Federal Highway Administration approved a proposal that would create a 56-mile HOT-lane corridor from Spotsylvania to the Pentagon. Under the proposed public-private partnership, the Virginia Department of Transportation would own and oversee the lanes while Fluor-Transurban would construct, operate and maintain them.

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VDOT. "But at the same time we need to take a look at the best way to move large amounts of people through the region with the least amount of congestion."

HOT lanes construction to pump billions into economy

May 6, 2009 - 5:00am

Hank Silverberg, WTOP.com

VIENNA, Va. - A study done at George Mason University indicates the Interstate 495 High Occupancy Toll lanes construction project is expected to pump $2.7 billion into the region's economy and support as many as 11,800 full-time jobs during its six-year construction period.

Fairfax County would see $2.33 billion generated, along with more than 5,600 jobs. Construction would add $3.46 billion to Virginia's economy. The $3.46 billion includes Fairfax County.

Stephen Fuller, director for the Center for Regional Analysis at George Mason University in Fairfax, Va., says in the short term, that equates to 10 percent of the job growth in the county in 2009.

Of the 11,800 full-time jobs the construction will support, about 600 would be full-time, on-site construction jobs. Other jobs would be indirectly related to construction. Additionally, more than 20,000 other jobs would be supported by HOT lanes construction elsewhere.

Fuller says in the long term, "This project, along with Metro rail through Tysons Corner, is going to create a whole new level of access to a very important part of the region's economy."

The project would help boost the local economy through direct spending, as well as through increased property values. The study projects that each dollar spent on materials and workers will generate $2.25 as the money is re-spent in local stores and restaurants.

"While many shovel-ready projects are still waiting for federal stimulus funding or are on hold due to tight budgets, Capital Beltway HOT Lanes construction is delivering real paychecks, real jobs and real economic growth today," says Fuller.

The study did not look at how much business the toll lanes might chase away simply because of the tolls.

Eleven key interchanges will be upgraded and aging infrastructure replaced, including more than 50 bridges and overpasses, as part of the $1.54 billion construction project. The projected completion date for the construction is 2013.

< Back

B

PRELIMINARY AGENDA—Subject to change

Show **All Sessions**

Monday, June 8, 2009
Tuesday, June 9, 2009

Monday, June 8, 2009

8:00 AM - 12:00 PM	***Exhibitors set up in the Expo*** Exhibitors start set up at 8:00. Formal exhibition begins at noon.
9:00 AM - 5:00 PM	***Conference Registration***
10:30 AM - 12:30 PM	**VTA Board Meeting** Meeting for VTA Board members.
12:00 PM - 7:00 PM	**Exhibitor Expo Opens—Today only**
12:30 PM - 2:00 PM	**Welcome Lunch with Exhibitors** What's new in the transit market? Meet our exhibitors in the Exhibit Hall for lunch.
2:00 PM - 3:00 PM	**APTA Briefing: From Recovery to Re-authorization** You will not want to miss this informative APTA briefing on federal directions that will dramatically impact transit in Virginia for years to come: from the recovery act and re-authorization to energy and climate legislation.
3:00 PM - 4:00 PM	**FTA Update** TBA
5:00 PM - 7:00 PM	**Cocktail Reception with our Exhibitors** Join our exhibitors in the Exhibit Hall for a cocktail reception.
7:00 PM	**Enjoy Fredericksburg Dining on Your Own** Enjoy the many dining experiences Fredericksburg has to offer on your own. A complimentary bus will be available for transportation to selected restaurants.

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Tuesday, June 9, 2009

8:00 AM - 9:30 AM	***Registration Continued***
8:30 AM - 9:45 AM	**DRPT Update** A two-part session with DRPT: Part One: DRPT's annual update—your source for information on state trends. Part Two: Incorporating Intelligent Transportation Systems (ITS) to maximize efficiency.
9:45 AM - 10:00 AM	***Hospitality Break***
10:00 AM - 11:00 AM	**Roundtable Discussions** Peer Exchange: Small group discussions on various topics while networking with other transit systems.
11:00 AM - 12:00 PM	**Concurrent Breakout Session - Making Smart Choices on Alternative Fuel Vehicles** Join us for an exploration of emerging research and tools that will guide you in making smart fuel and vehicle selections.
11:00 AM - 12:00 PM	**Concurrent Breakout Session - Marketing to Choice Commuters** Rosemary Sheridan, VP-Communications & Marketing at APTA goes in-depth with the new APTA marketing campaign to equip systems with a toolbox of marketing methods. Kathy Shaw Clary, Director of Sales, Marketing and PR at GRTC shares their success story with their latest advocacy campaign and marketing achievements.

12:00 PM - 2:30 PM

Awards Luncheon
Come applaud our transit systems at this annual luncheon recognizing individuals, groups, and projects for outstanding leadership and support for public transportation.

John Martin, President and CEO of SIR Research, co-founder of The Boomer Project, author of *The Boomer Consumer* and featured national speaker will be our Awards Luncheon speaker, launching the introduction of our webinar series this spring with "Five Things Transit Systems Should be Doing Right Now." Come join in the audience participation!

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REINVENTING TRANSIT

AMERICAN COMMUNITIES FINDING SMARTER, CLEANER, FASTER TRANSPORTATION SOLUTIONS

ENVIRONMENTAL DEFENSE FUND
finding the ways that work

CASE STUDY 10

Building new ways to commute: Bike-transit centers

BIKESTATION, INC.

Bikestations connect transit with bike parking and other travel services to create a new kind of transportation hub, dramatically expanding transit's market reach in an environmentally friendly way.

Bikestation overview

A key obstacle that has prevented more widespread use of bicycles has been the lack of safe or convenient places to park a bike. But now, companies like Bikestation are changing the equation. Bikestation offers a new kind of transportation hub that not only provides parking for cyclists but helps transit providers expand their reach to a wider market. Because cyclists can travel farther and faster than pedestrians, Bikestations enable access to transit over an area 35 times larger than pedestrian access[37] would allow. They also require only a fraction of the cost to build and operate as park-and-ride lots do.

Spotlight on Long Beach

- Location: First Street Transit Mall, a hub connecting light rail, buses, local shuttles, pedestrians, and 30 miles of bike paths.
- In June 2008, Long Beach had 2,500 bikestation users, a 39% increase over 2007.
- The City of Long Beach provides $48,000 (about a third) of the Bikestation's operating budget

Source:Long Beach Press-Telegram, 7/21/08

Bikestation has partnered with local communities, businesses and governments to provide parking and a full suite of services to cyclists. With 9 facilities built and more than 36 in the planning stages, Bikestation provides a scalable new form of infrastructure that can expand local commute options beyond driving. Bikestation has experienced enormous success in recent months (August through November 2008) showing a 64% increase in usage over the same period in 2007.

Description of service[38]

Bikestation aims to develop one-stop personal transportation centers. Though each is slightly different, a Bikestation might include some of the following features:

- Twenty-four-hour bicycle parking
- Bicycle repairs, rentals and retail sales
- Personal showers, lockers and changing rooms
- Snack bar/Café
- Car-share service
- LEV Sharing/Electric vehicle charging station
- Transit and bicycling information and/or ticket sales

U.S. bikestation locations

Facility	Year opened	Est. square footage	# of parking spaces	Car miles reduced
Long Beach	1996/2006	1200	70	39,000
Palo Alto	1999/2007	2000	94	62,400
Berkeley	1999	1000	77	120,120
Seattle	2003	2100	67	62,400
Embarcadero	2004	1200	142	70,200
Santa Barbara	2007	1360	78	46,800
Washington DC	2008	2500	140	No data
Totals			**668**	**400920**

Source: Andrea White, Executive Director, Bikestation, personal communication, November 2008.

How does it work?

Bikestation works by developing partnerships with local groups including:

- Municipalities
- Transit agencies
- Private developers
- Air quality management districts
- Parks and Recreation departments
- State DOTs
- Other private organizations, including local bike shops and nonprofits

Bikestation's role in partnerships varies, but typically includes consulting on needs assessments and facility design, facility operation, developing a partnership with a local operator, providing membership access to 24/7 parking, providing affordable liability insurance, banking and merchant systems, and marketing and other collateral materials.

Bike parking and rentals are available at the McDonald's Cycle Center in Millennium Park, Chicago, IL

MICHAEL REPLOGLE

McDonald's Cycle Center—Chicago, IL

The McDonald's Cycle Center in Chicago is another excellent example of innovative bike parking. With over 300 secure indoor parking spaces for bicycles, showers, lockers, bike repair services and solar panels, the Cycle Center is state of the art. The Cycle Center is an essential component of famed Millennium Park—a newly renovated public space renowned for its' unique public art displays and modern amphitheater facilities. The Cycle Center is not only close to public transit and cultural activities, but it has rental bikes and offers bike tours all throughout Chicago. The Cycle Center was first built utilizing federal transportation funds and as of 2006, McDonald's created a $5 million endowment for operations and fitness workshops over the next decade. During the Center's first two years, the facility met its 500-member capacity.

CASE STUDY 7

Extending commuter rail's reach: shuttle buses in New Jersey

MARY BARBER

Shuttle buses in New Jersey have helped eliminate the need for driving to and from commuter rail stations.

Overview

The New York City metro area has one of the most extensive transit networks in the country, with commuter rail services that reach into suburbs in Long Island, Connecticut and New Jersey. But getting to commuter rail stations can be a challenge without a car. Now NJ TRANSIT and several municipalities have developed a creative solution to this problem: the shuttle bus. During peak commute times, these buses travel along local routes, usually within a few blocks of commuters' homes. For a small fee, the bus takes passengers to the nearest station in time for the next NJ TRANSIT train or bus to New York's central business district. With additional funding assistance for new shuttle buses and seed funding for operations, communities nationwide could establish or expand shuttle systems, thus enabling people to drive less and making properties more valuable by connecting them with urban centers.

Maplewood, NJ
Town population: 24,000
Daily jitney ridership: 7,800
Jitney fares: Single trip, $1. Ten-trip, $5. Yearly pass: $80.
Annual cost to operate: $114,000
Typical distance to a jitney stop: 5–6 blocks
Source: Ed Bolden, Maplewood Transit

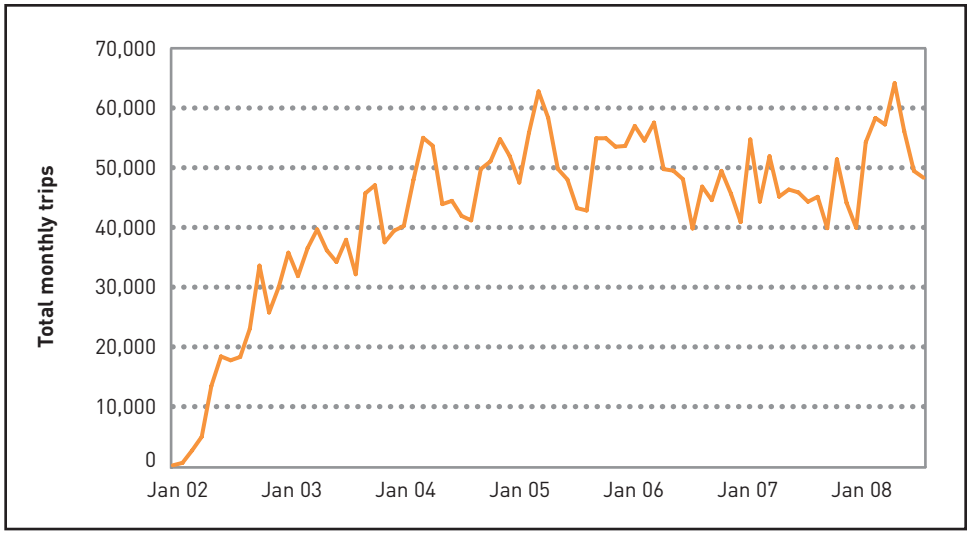
Maplewood's success story

One of the first NJ TRANSIT shuttles started in Maplewood, NJ and still serves as a successful model to this day. In 1996, Maplewood was advised to build a new parking

lot at their train station to handle the new Midtown Direct service. Protesting this idea, the town opted to set up a shuttle service instead. The Maplewood Shuttle was so successful that NJ TRANSIT expanded upon the idea in other communities through their Community Shuttle Program. Now the shuttle is seen as a major benefit to the community and has played a role in increasing property values.

FIGURE 10

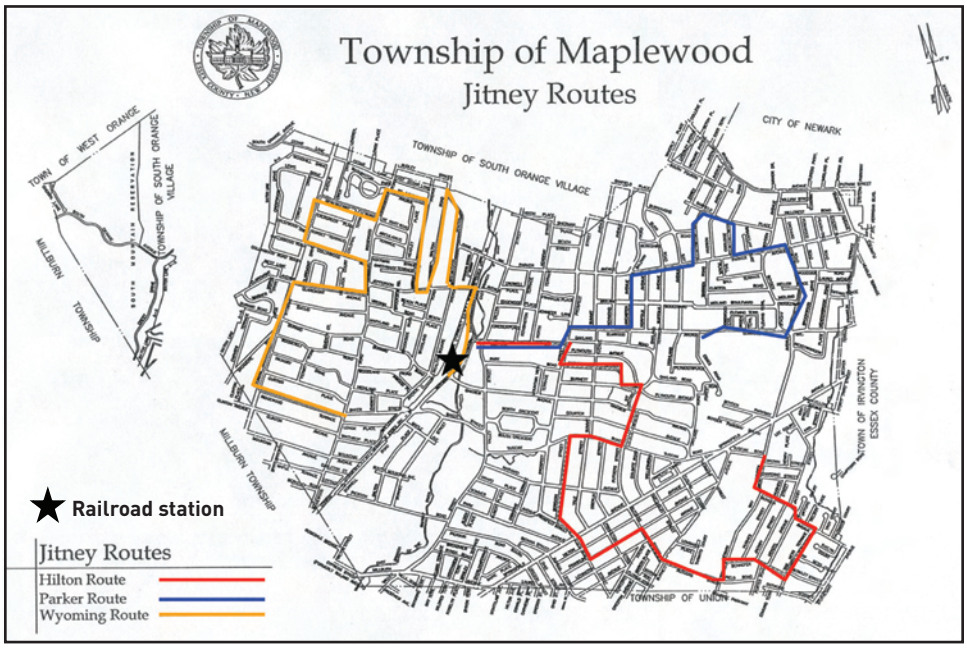
NJ Transit shuttle ridership (2002–present)



Source: NJ TRANSIT

FIGURE 11

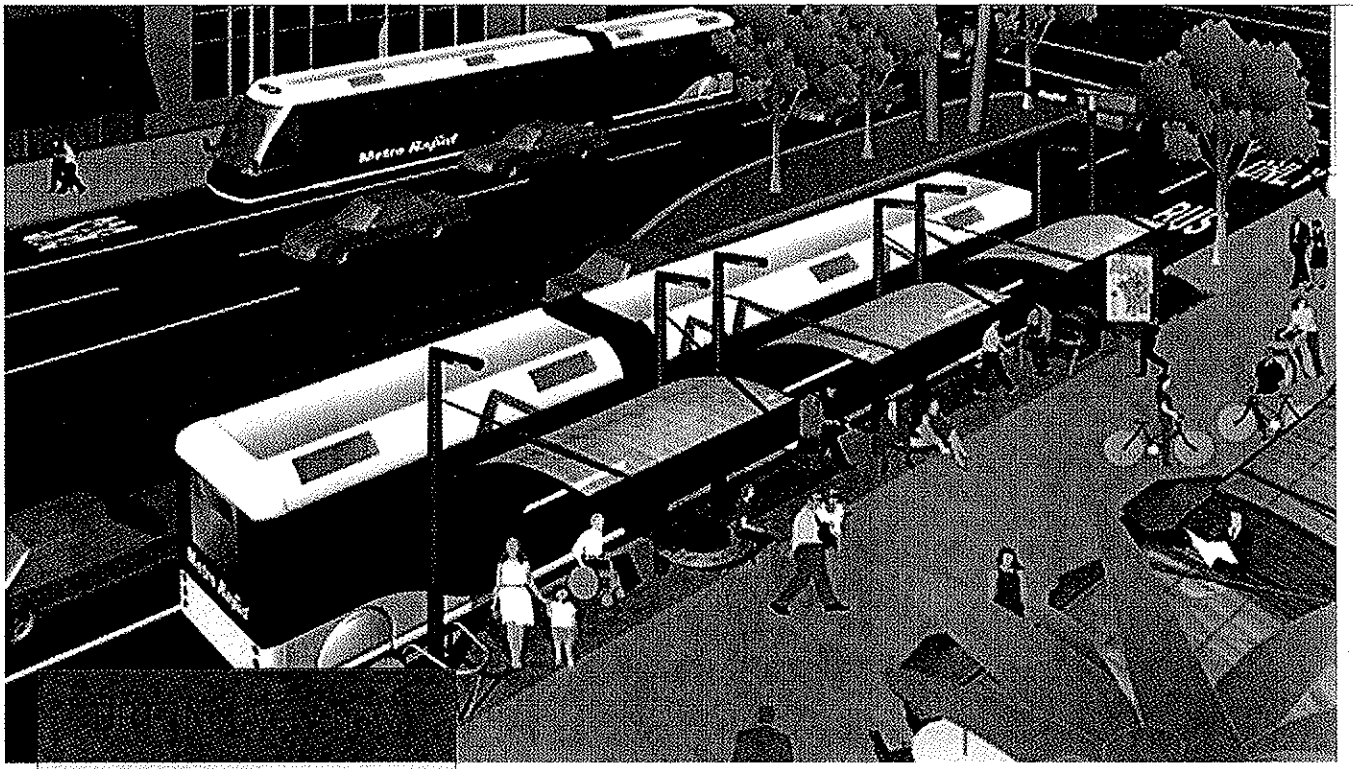
Maplewood, NJ community shuttle routes



Source: Ed Bolden, Maplewood Township

NJ TRANSIT seed funding[25]

NJ TRANSIT's Community Shuttle Program has allowed communities to provide shuttle service to and from a rail station, major bus corridor or a light rail station, during peak hours. The program was designed as a competitive process, open to any municipality or county. NJ TRANSIT used federal funds to purchase 20-passenger minibuses that are leased, at no cost, to municipalities for use in providing the service. In addition, NJ TRANSIT offers initial "seed" funding in partial support of the operating costs for the shuttle service, during the first three years of operation. To date, three rounds of seed funding have been awarded—the most recent of which is currently in the process of delivering vehicles. Thanks to seed funding shuttle services now operate in 20 communities throughout New Jersey, serving more than 50,000 monthly riders (Figure 10).[26]



Option or oxymoron?

Depending on who's talking, Bus Rapid Transit is a low-cost transit alternative, a precursor to rail development, or a federally sanctioned case of bait-and-switch.

By Douglas John Bowen, Managing Editor

Bus Rapid Transit: BRT. Cute acronym, with a catchy sales pitch: the sizzle of "satisfied customers" in North America and elsewhere. BRT: less costly to build. What's not to like?

Plenty, if protests from various rail planners and rail advocates are to be heeded. To them, BRT is a sinister if similar "acronym substitute" for LRT, designed in part to discredit or supplant light rail transit as an investment option. LRT supporters cite efforts by the Federal Transit Administration during the Bush Administration to promote BRT; bus and BRT "new starts" overwhelmed those of light rail, while FTA's website unashamedly touted that BRT was "just like light rail, only cheaper."

FTA since has backed off its zealous campaign, even before the change in presidential administrations. But even if FTA were guilty of modal bias ("or snake-oil salesmanship," one light rail advocate says scornfully), is it fair to state that BRT has no niche?

Fluid definition irks some

In a piece titled "BRT: A Case of Mistaken Identity," Jeffrey Wood, program associate at the transit-oriented development (TOD) advocacy group Reconnecting America, takes pains to parse out BRT's variable levels and potential benefits. But Wood points out that the lack of precise definition, coupled with some questionable sales pitch-

NATIONAL BRT INSTITUTE

Americans are adept at marketing, and "Bus Rapid Transit" certainly is an attempt to repackage and sell a venerable mode with a new slant, albeit (at times) a commitment to more intensive capital infrastructure. But one light rail transit advocate argues that the idea of BRT itself, not just the mode, is being recycled.

"'Bus Rapid Transit' as a concept actually dates at least from the late 1930s, making it about 70 years old," says Lyndon Henry, a transportation consultant for the national advocacy group Light Rail Now! "I sometimes call it 'Bus Repackaged Transit.'"

In the verbal war of labels and acronyms, Henry prefers to employ "Quality Bus service" when advancing public transit solutions where buses can be more effective. "'Quality Bus' can function as a as a useful precursor to light rail," he says, and Henry will present a paper asserting such to the 11th annual Light Rail Transit Conference being held in Los Angeles April 19-21. "However, to optimize this capability, bus-specific investment should be minimized, and infrastructure design should be configured as much as possible to facilitate eventual conversion to light rail."

The distinction between "Bus Rapid Transit" and "Quality Bus Service" is important, Henry asserts. "Public transport advocates definitely should support improvements to urban bus services, but 'BRT' seems to have emerged in part as a concept not just to improve buses, but to challenge rail development."

es, makes BRT different things to different prospective buyers.

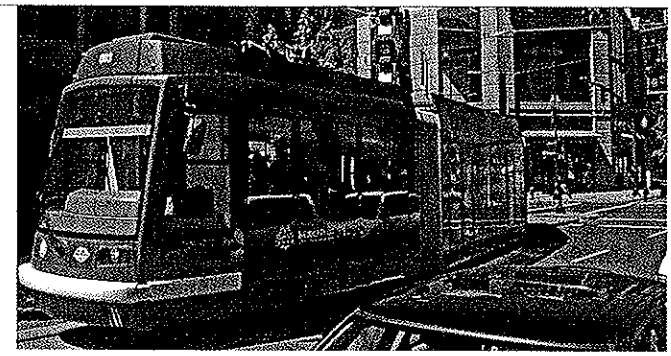
BRT backers say such flexibility makes the mode (and the label) adaptable. BRT bashers in response cite Humpty Dumpty's quote: "When I use a word, it means just what I choose it to mean, neither more nor less." They note BRT covers anything from full-buildout exclusive guideways, which can rival LRT capital costs, to modest enhancements that could (or should) be labeled simply as "better bus."

"Generally speaking, BRT is less expensive and faster to implement than rail projects," says Cliff Henke, senior analyst, Americas Transit Market, Parsons Brinckerhoff. "But from a capacity standpoint, from a per-passenger cost standpoint, rail probably is cheaper than bus."

Says Wood, "The 'Bus Rapid Transit' label is touted as a low-cost, easily implementable solution, but unless it is in an exclusive-use guideway, with boarding platforms and the ability to change streetlights ahead, it won't deliver all the benefits attributed to the concept. Riders and developers know the difference."

Precursor to LRT, or precluding it?

But are political officials and/or transit planners as savvy as those riders? Tampa, Fla.-based National BRT Institute, part of the University of South Florida Center for Transportation Research, insists most U.S. cities are ripe for some form of BRT, and cites success stories offered by 18 North American cities, including Los Angeles, Ottawa, and Pittsburgh. However, all three of those cities now are pursuing light rail options, with minimal if any BRT expansion in the works at this time.



BRUCE HARMON

The real McCoy: "Go by streetcar" is the mantra espoused by Portland, Ore., as the city proceeds with aggressive expansion of both its streetcar and MAX light rail network. Portland even hopes to contribute to a renaissance in U.S. streetcar manufacturing; the city has contracted with local supplier Oregon Iron Works for a prototype streetcar.

Among other locales, many have no rail at all, among them Aspen, Colo., which hopes to open a $61 million BRT system in mid-2012. Others, such as Newark, N.J., have some LRT, but seek quick transit improvements through revamping existing road infrastructure—in Newark's case, heavily patronized (and heavily congested) Springfield Avenue.

By contrast, the city of Houston, which operates BRT, has

opted for LRT implementation or expansion. (Houston's decision, reversing plans for an extensive five-line BRT network in favor of an LRT version, reportedly shocked FTA officials ready to showcase the city as an example of budget-conscious valor.)

"It needn't be either/or," says Henke. "They can complement each other. BRT is a great way to fill in the rail line, as a feeder." Los Angeles' Orange Line BRT riders flow to and from the city's Red Line subway, he notes. Henke also says BRT infrastructure can be built to allow for eventual conversion to rail use, though he acknowledges such conversion is "tricky."

LRT's long-term value stressed

Transportation engineer Edson Tennyson savagely questions any comparison suggesting equal performance—or customer preference—between the modal acronyms. "The data and experience are so starkly clear on the preference for LRT that I can not understand why anyone is confused," says Tennyson. "The National Transit Data Base reports that from 1984 to 2004, bus service lost 0.5% of its passenger-miles while 20% more buses were put on the road. The added buses did not attract one rider, net. At the same time, commuter rail and rapid rail attracted 57% more passenger-miles, and light rail 274% more, so now rail carries as many passenger-miles as buses do despite many fewer lines with much less coverage."

What about the purported U.S. busway successes, presaging the need for BRT? Says Tennyson, "Northern Virginia opened the Shirley Busway in 1969 and it grew from almost nothing until 1981; it has lost two- thirds of its riders since then. The South Busway in Pittsburgh has lost 45% of its riders since 1980. The Harbor Freeway Busway promised 63,000 weekday passengers and has leveled off at 3,300; a bigger failure is hard to find. The FTA recommended no more funding for Boston's Silver Busway—and FTA loves busways."

Both LRT and BRT camps tout their respective modes for TOD efforts now in vogue among major urban (and even suburban) municipalities. BRT supporters echo the boosterism of the Greater Cleveland Regional Transit Authority; LRT counterparts quote the likes of Dallas Area Rapid Transit, which claims $7 billion in private TOD along current lines and those under construction. "In general, light rail seems to attract TOD on a much higher level," Henke allows.

But LRT advocates insist light rail also has shielded and maintained existing development during rail transit's decline in the latter half of the 20th century. They point to the relative

Continued on p. 54

(continued from p. 48)

health of Newark, N.J.'s northern neighborhoods, continually served by the vestigial 5.5-mile Newark Light Rail, while other trolley segments—including along economically beleaguered Springfield Avenue, now to be served by BRT supplied by New Jersey Transit—were abandoned. That, they say, is part of the point: Buses were substituted for trolleys in the latter half of the 20th century, heralded as a more efficient mode, so buses have had their time as the dominant (if not only) public transit mode in most of North America—and were found wanting.

BRT's applicability disputed

Curatiba, Brazil, is justifiably cited as a huge BRT success and, perhaps less justifiably, a model for the U.S. to emulate. Often overlooked or not mentioned is the ongoing scramble by Curatiba to construct a rail subway system, due to the inability of its (admittedly successful) BRT system to accommodate more ridership growth. Print reports of Curatiba's BRT often are glowing, but anecdotal reports from U.S. observers actually visiting the Brazilian city suggest capacity crush-crowding (with loads up to 300 people per articulated motor coach) that no U.S. transit agency, let alone the U.S. public, would tolerate.

For some, LRT's operational efficiency and passenger draw trumps any BRT alternative, even if, as claimed, BRT costs less to construct. Says Tennyson, "The highly touted Orange Line in L.A. attracts about 2.5% of the San Fernando Valley population each weekday. But the Gold Line [LRT] attracts 7%, more than twice as many per capita. The Gold Line does it with only 20 scheduled cars with 20 motormen per day, where Orange Line needs 40 buses and 80 drivers for all day with a much slower trip."

Imitation as flattery? This Las Vegas articulated bus looks amazingly like an LRV.

NATIONAL BRT INSTITUTE

No doubt the debate won't end any time soon, even as light rail and streetcar proposals and real projects multiply across the U.S. and Canada. For the budget-conscious, bargain-basement municipal shopper, Bus Rapid Transit, in its myriad forms, may provide a way to buy into public transit. But those shopping for long-term value, to date, seem determined to commit to, and pursue, passenger rail options instead.

(D)

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May 22, 2009

Mr. Richard K. Taube,
Executive Director,
Northern Virginia Transportation Com's'n
4350 North Fairfax Drive, suite 720
Arlington, VA. 22203

Dear Rick:

At your May seventh meeting, you mentioned RAILWAY AGE quoting me on Bus Rapid Transit matters and also gave notice of the May 14th VaDR&PT meeting at Oakton on current I-66 TDM studies.

I attended the VaDR&PT Oakton meeting, not as a member of the Fairfax County Transportation Advisory Commission, but simply as a local citizen interested in the matter.

Several years ago, I was appointed to a Task Force which was advising VaDR&PT on the Major Investment Study of I-66 between The Beltway and US 15. The Task Force recommended Light Rail Transit in the median west of Vienna to through route with the Constrained Long Range Plan for Light Rail between Manassas and MetroRail at Dulles Corner. Fairfax City objected strongly to a huge MetroRail station at highway 123 and eight car trains did not fit well with 30,000 weekday passengers. MetroRail would need 80 cars per hour (40 passengers per car) but Light Rail would need only 36 cars per hour (92 passengers per car). Saving 44 car trips each peak hour is worth $ 8 million annually plus $ 70 million less investment to purchase cars. With West Falls Church crowded, an added car shop will be needed in any event for Route 28 Light Rail.

That past Task Force was ignored by the MIS which recommended MetroRail but the facts have not changed. With Light Rail direct service can be provided every 12 minutes at peak from Vienna to Manassas and to Chantilly and Dulles Corner, greatly reducing transfers at Centreville where headways will be longer. Unfortunately, the May 14th meeting never mentioned this past action. It is on the books and must be considered.

The May 14th meeting was concerned with Bus Rapid Transit, carpooling, slugging, working at home, shoulder use, feeder and neighborhood bus service, Transit Oriented Development and park-and-ride.

On the following pages, I wrote to VaDR&PT offering my comments on the meeting. I do not know that the May 14th meeting was relevant to your work but it may be.

Bus Rapid Transit was discussed but must be discarded. The CLRP has already determined rail is the mode we want, need and must have. VaDR&PT advised that demand has yet to be studied. Rail demand has been studied and 30,000 average per weekday has been determined. That is a "just right" Light Rail volume.

We already have express buses on I-66 from Centreville and Manassas to Vienna (or West Falls Church) that are just as fast as Bus Rapid Transit would be. Exclusive lanes are out of the question. We got that on I-395 and motorists took them away. The same thing happened on I-10 in Los Angeles. It is a snare and a delusion we can not afford anyway. We need to conserve the money for Light Rail.

I have had some experience with Bus Rapid Transit. In 1967, I was asked by commuters to testify under oath against converting a Pennsylvania Light Rail line to Bus Way. I testified that the Bus Way would lose riders and cost more. The transit company testified that brand new air-conditioned buses would attract riders and save money. The Utility Commission found in favor of the company, but sure enough, 15 % of the passengers were lost THEN and 90 % are gone now. A bus had to be added to carry the smaller load increasing costs with reduced revenue. The company got an income tax refund by abandoning the rail line but income taxes are no longer a factor.

My next experience was with the Shirley I-395 BusWay which took a three-trips-a-day Springfield Bus Route AB&W 18 and built it up to a goodly volume but when federal aid was removed, the company collapsed. Since then WMATA has lost 67 % of the Shirley BusWay riders to Springfield prior to MetroRail getting there. MetroRail increased transit use 500 % at lower operating cost.

My third BusWay experience was with the South BusWay in Pittsburgh where I was asked to sign over state funding to build it. They promised 32,000 passengers would turn up, 70 % more than the existing patronage. I withheld the money until they agreed to provide rails on a major bridge parallel to an existing 70-year old street car bridge and safety block signals where buses would share track space with street cars already equipped with such signals. After efforts to get around me failed, the project went ahead but it never attracted more than 20,900 weekday passengers during the Second Energy Crisis, only 11.5 %more, and it has fallen to only 10,000 as time went on, down 47 % from pre-BusWay. The old street car bridge was removed and new street cars were bought. Ridership went up 50 % to 36,000.

I am attaching hereto a record of Bus Rapid Transit experience in the nation. It is not good. Light Rail, by contrast, has attracted 22 % more than estimated. Missing from the tabulations are the recent projects, both Bus Rapid Transit and rail. The Wilshire-Whittier Rapid Bus Service in Los Angeles is the largest one. It claims a 40 % gain in riders of which 13 % were new to transit. However, bus ridership went down. Costs went up forcing the elimination of transfers. The new riders were just transfer riders from an express route #320 that was discontinued at the same time.

The Orange Bus Rapid Transit line in Los Angeles is the newest exclusive Bus Way. It was to be a Light Rail line, but NIMBY's got a law passed banning Light Rail. They also objected to the Bus Way but were told they had to accept something, even second choice. After the devastating experience with the Harbor Freeway Bus Way, they made an irrationally low estimate for the Orange Line, so as to be sure to exceed it and they did, BUT only 17 or 18 annual rides per capita are being attracted, compared to 40 on a new Gold Light Rail Line of similar length feeding the same Red Line subway. That huge difference can not be ignored. Despite many new Bus Rapid Transit lines in Los Angeles recently, for the last two years bus ridership there has declined (according to APTA) right when gasoline hit $ 4 per gallon. Light Rail increased by 10 % over those same two years. Last year, voters approved more Light Rail for Los Angeles not bus ways.

The first exclusive Bus Way I know of was in 1938 when Public Service Coordinated Transport (now New Jersey Transit) converted Newark's Cedar Street Subway from street car to electric bus. Gasoline rationing from 1942 to 1946 saved it for a time but after that, it was eventually abandoned. The newer City (light rail) Subway there has grown from 12,000 weekday riders in 1954 to 18,000 today despite the loss of population in Newark. Bus riding in New Jersey is down about 67 % since 1946.

There are also several new Light Rail lines since the enclosed tabulation was made. Minneapolis has one, which exceeded projections by a bit more than 22 %. Operating costs per passenger-mile are half bus costs there. Charlotte has had similar experience with Light rail costs of $ 2.70 per passenger, compared to $ 4.30 by bus. I estimate that would be 54 cents per passenger-mile by rail and a dollar by bus. Phoenix is the newest Light Rail system, hardly in a transit dependent city. They reported a million passengers in April, 33 % more than projected.

There are two reasons why buses often fail and Light Rail usually succeeds. People find Light Rail to be a better service and (2) federal rules forbid using actual Light Rail superiority in making patronage projections. It is bureaucratically ordained that buses and rail are the same. Experience proves they are not. We must accept the real world. We must also accept our need to clean the air and reduce oil importation.

That said, we do need better bus service, where appropriate. On I-66, bus routes 12-C, 12-L and 12-S need to be combined off-peak into a loop route to serve the 48,661 people in Centreville. They need and are entitled to it. With as low as six annual rides per capita, there would be 400 off-peak bus riders if there were service. If there were mid-day service, there would be more peak period bus riders who now do not ride for lack of a return trip when they need one. That will help with congestion.

The Washington POST on May 20th posted a map showing I-495 as most congested from Tyson's Corner to Maryland. We need a modest form of Bus Rapid Transit there now. About seven years ago, such a bus service, Route 14, was tried. It developed about 600 weekday passengers but Governor Ehrlich of Maryland ordered it abandoned

before being voted out of office. I testified at the public hearing that the data was erroneous but my testimony was ignored, although correct. Later, after the bus was removed, I got an apology. What good was that? Bus Route 14 needs to be restored but on a simpler more useful basis.

The abandoned Route 14 required a shuttle bus to actually reach most of Tyson's Corner. That deterred patronage. The hypothesis was that it kept the main line bus out of local congestion, but if the shuttle bus was congested, passengers missed their connection and the main line bus ran with fewer passengers. The other problem was shoulder use to by-pass congestion. Virginia DOT banned the practice as unsafe but Maryland allowed it. After several months bus drivers warned that they would soon refuse to operate Route 14 unless shoulder use was discontinued. They had had too many near misses. Instead, the whole bus route was discontinued. With Governor O'Malley in office, he will listen to reason about this. 600 passengers will justify about 20 bus trips, five in each peak period by direction, say 6,6:30, 7, 7:30 and 8am then 4pm, 4:30, 5, 5:30 and 6pm. It will help I-66 when MetroRail gets to Tyson's Corner but even now, it will connect with local Virginia bus routes that can relieve I-66 of auto traffic. We need a bus SYSTEM. I think Route 14 restored will grow to 1,000 weekday passengers by eliminating the costly shuttle buses and giving direct service to Tyson's I and II. Route 14 might well be interlined with a Springfield to Tyson's Corner HOT Lanes Express bus to provide better public transportation that would deter SOV operation.

The Vienna MetroRail station on I-66 is a true Transit Center with ten bus routes plus the Orange Rail Line. However, It has no connection to Reston with 56,407 population. That suggests 100 through transit trips per weekday plus 200 local trips already in existence. Bus Route 403 is largely wasted in downtown Vienna. It should be rerouted via Sutton Rd, Chain Bridge Rd 123, Lawyers Rd, Vale Rd, Hunter Mill Rd, Lawyers Rd. Twin Branches, South Lakes, Sunrise Valley and Whiele Ave. to North Shore Drive and Reston Town Center. When MetroRail arrives, the bus will already be there. To replace Route 403 in Vienna. Route 402 should be rerouted to connect Vienna with Navy Federal Savings & Loan (largest Vienna employer), MetroRail on I-66, Fairfax Hospital, Camelot and Northern Virginia Community College which needs north-south public transit with access to MetroRail. Forcing low income college students to drive is villainous. Look at the map you displayed at the public meeting. It shows a huge white area where Route 403 should go. I use Route 403 when I need transit so I know how misrouted it is.

Route 605 is also a problem. It is way underutilized because it fails to connect into Vienna Station. It serves Fair Oaks Hospital which has no transit connection to MetroRail. It needs to through route with Bus Route 622 to boost patronage and relieve traffic on US 50 into I-66. MetroBus Route 1 used to serve Fair Oaks Hospital but it was cut back because it failed to connect with MetroRail in a timely fashion. It should be rerouted to serve Waples Mill Rd and Government Center Parkway now well built up. It is not needed on US 50 west of Waples Mill Road but is still needed at Fair Oaks Mall.

We do not need Bus Rapid Transit to Gainesville and Haymarket. As these public meetings were being held, the radio was announcing a VaDR&PT study ordered by the General Assembly for Virginia Railway Express train service to Haymarket. That is what is needed but I warn you right now, the cost of a quarter billion dollars is unworthy of the project or the consultant. It only costs $ 4 million per mile to lay railroad track. Stations do not cost that much. No shop is needed. Broad Run has one. You can be sure I will contact the General Assembly about this extravagant study. We need the service but not so much pay-off to consultants and Norfolk Southern. I have had many years experience contracting with railroads. You need to get tough with them. You need to put some limits on consultants.

The VRE extension should be built as soon as possible. In the interim, the present P&RTC express bus service might be beefed up a bit but no capital investment other than a bus or two. Save the capital for the railroad. VRE was first built with bond money. That may be the way to go.

I must take issue with Chris Walker who falsely stated at your meeting that MetroRail to Dulles will cost $ 7 billion plus $ 100 million per year to operate, thus burdening taxpayers. No way will Dulles Rail cost $ 7 billion in constant dollars. Who can predict inflation, but that affects all projects and living costs. The Dulles Rail project will save us significant money. When complete for $ 5 billion or hopefully a bit less, it will move 225 million passenger-miles per year, saving 30 million gallons of motor fuel worth $ 62 million per year. By Fairfax Connector buses, 70 million annual passenger-miles would cost $ 10 million more than by MetroRail. The other 155 million passenger-miles will be diverted from autos, saving $ 31 million annually for a total annual saving of $ 103 million per year. Fares will yield $ 45 million annually. Total positive gain = $ 148 million. The annual cost of operation should not exceed $ 95 million = 42 cents per passenger-mile if inflation is held at bay. If inflation runs wild, it will hurt buses and autos more than rail because of their higher dependance on labor and oil.

We do not need more parking at Vienna MetroRail. Right now, it would be nice to have but MetroRail service to Whiele Avenue in Reston will blunt that need and service to Loudoun County will obviate any need for more Vienna parking, assuming VRE to Haymarket.

Others pointed out that bottlenecks at choke points that will not be relieved will obviate any value to I-66 improvements elsewhere. We must rely on rail transit for our future capacity to commute. The Orange Line is not overloaded. The Silver Line will not add trains to the Orange Line in the peak hour. Existing extra peak hour "tripper" trains will become Silver Line trains, together, two every 6.5 minutes = 148 cars per hour with 120 per car = 17,760 per hour. Present maximum volume is 13,200. No problem. Scheduling is a problem causing the complaints but diversion of trains to Dulles should solve that if Metro does not correct it sooner.

The moderator of the meeting told us that market potential has yet to be studied. We can not even think about service until we know the demands. We know that bus demand is weak and rail demand is high. If you will look at FTA and APTA data, you will see that from 1984 to 2004, urban buses added 20 % to service but gained no passenger-miles. Rapid Rail transit also added 20 % to service and gained 42 %. Regional Rail, including VRE, gained 57 %. Light rail gained 279 %. That is the market. We must address our attention accordingly.

We can not consider many neighborhood bus routes. I know of none that saves energy or justifies the cost. Efforts to serve VRE stations by bus have failed. Buses to MetroRail stations are very weak unless they also serve other important functions. Fairfax Connector Route 401 serving Springfield and Dunn Loring Metro is a very good route that needs half-hour frequency more of the day. Routes 402 and 403 are just the opposite. They need restructuring to find enough market to justify them. I have offered advice on such restructuring on page 4 herein.

To conclude these comments, let me remind VaDR&PT of the National Transit Data Base compiled by annually by FTA. We must be guided by that. For 2006 it shows:

	URBAN BUS	LIGHT RAIL	RAPID RAIL	REGIONAL RAIL
Cost per passenger-mile	78.3 cents	57.3 cnts	35.9 cnts	36.4 cents
Passenger-miles / vehcl-mile	9.2	25.6	22.6	32.9
Passenger-miles / employee	103,070	220,881	304,638	409,299
Average speed	12.6 mph	14.6 mph	19.4 mph	31.5 mph
Revenue / Passenger-mile	23.1 cents	15.7 cnts*	21.9 cnts	18.0 cents
Average length of ride-miles	3.8	4.6	5.0	23.5
Revenue-to-Cost Ratio	29.4 %	27.4 % *	61.0 %	49.3 %

* = NOTE * = Bus and Light Rail fares are usually the same and interchangeable with transfer slips. Fares paid on short feeder bus trips reduces recorded Light Rail revenue on longer trips. It may be better to look at both together, which would be 22.5 cents revenue per passenger-mile and 29.3 % revenue-to-cost ratio.

These data apply only when the mode is applied in the proper market.

I do hereby certify that everything herein is true and correct to the best of my ability to make it so.

Respectfully submitted,

E. L. Tennyson, P.E.

Busway and LRT Ridership Estimates

BUSWAY RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals		Percent Change	Notes
Dan'l Boone, St. Louis	(Minimal use achieved. To be replaced by LRT.)					
Mark Twain, St. Louis	(Minimal use achieved. Has been replaced by LRT.)					
Edsel Ford I-94, Detroit	(Not successful, discontinued)					
John Lodge, Highway 10, Detroit	(Not successful, discontinued)			2003 ↓		
Ardmore, Delaware County, PA	3,300	1967	2,800	560	-15.15%	1
Pittsburgh South	32,000	1977	14,500	10,000	-54.69%	
Pittsburgh East	80,000	1983	30,000	28,600	-62.50%	
Pittsburgh West	50,000	2000	9,000		-82.00%	2
Pittsburgh North (HOV)						
Shirley Highway, Northern VA	13,500	1970	4,500		-66.67%	3
LA Harbor Freeway I-110	63,000	1997	4,300	3300 now	-93.17%	
San Berdo Freeway I-10	30,000	1980	21,000		-30.00%	
Totals	271,800		86,100		-68.32%	

Notes:

1. Projection equals rail performance prior to conversion to a busway.
2. Busway to be completed in 2001. Current estimate of 9,000 by 2002. Still 9,000 in 2009
3. Projection data for bus routes 17 and 18.

LIGHT RAIL RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals			Notes	
Baltimore Central	33,000	1992-1996	29,500		-10.61%	5	
Boston Highlands Branch	12,000	1959	28,500		137.50%	6	
Dallas DART	30,000	1998	38,000		26.67%	7	
Denver RTD Route 101	25,500	2000	28,000		9.80%	6	now
Los Angeles Blue	50,000	1992-1999	58,000	73,000	16.00%	46%	79,000
Portland MAX	50,000	1999	63,000		26.00%		
Sacramento RT Metro	20,500	1988-1998	28,000		36.59%		
Salt Lake City TRAX	14,000	2000	20,000		42.86%	7	
Santa Clara VTA	20,000	1992-1999	23,500		17.50%		
St. Louis MetroLink	36,000	1994	38,000		5.56%	8	
Totals	291,000		354,500		21.82%		

Notes:

5. Four planned stations have not been provided.
6. Cars operating at an uncomfortable maximum capacity until additional cars available.
7. Cars operating at an uncomfortable capacity until additional cars available.
8. Official estimate was 17,000 but an independent estimate was 36,000.

Sources:

Passenger Transport of APTA
National Transit Data Base, FTA, US DOT §15
"Mass Transit Magazine"
"Metro" Magazine
Simmons-Boardman Publishing Co.
RTD Newsletters

TWENTY YEARS of RAIL TRANSIT GROWTH

TWENTY YEARS OF RAIL TRANSIT GROWTH

Year	REGIONAL RAIL	RAPID RAIL	LIGHT RAIL	TOTAL RAIL	URBAN BUS
PASSENGER-MILES TRAVELLED in millions :					
1984	6,207.	10,111.	0.416.	16,734.	21,959.
1994	7,996.	10,668.	0.833.	19,497.	19,019.
2004	9,719.	14,354.	1,576.	25,649.	21,903.
% Growth	+ 57 %	+ 42 %	+ 279 %	+ 53 %	(-0.3 %)
VEHICLES IN SERVICE :					
1984	4,975.	9,083.	739.	13,891.	64,161.
1994	5,126.	10,252.	1,051.	16,429.	69,000.
2004	6,228.	10,858.	1,633.	18,709.	78.000.
% Increase	+ 53 %	+ 20 %	+ 121 %	+ 35 %	+ 22 %
ANNUAL PASSENGER-MILES per VEHICLE					
1984	1,523,190.	1,113,178.	567,531.	1,204,665.	342,248
1994	1,538,891.	1,040,577.	792,578.	1,186,743.	275,638.
2004	1,560,333.	1,321,975.	971,640.	1,371,038.	280,769.
% Increase	+ 2 %	+ 19 %	+ 71 %	+ 14 %	(- 18 %)
ANNUAL COST of OPERATIONS ;			(millions)		
1984	$ 1,682.	$ 2,688	$ 126.2	$ 4,397	$ 10,334
1994	$ 2,228	$ 3,786	$ 413.	$ 6,429	$ 10,277
2004	$ 3,258	$ 4,556	$ 848	$ 8,662	$ 15,809
% Increase	+ 94 %	+ 76 %	+ 572 %	+ 97 %	+ 53 %
ANNUAL FARE REVENUE in millions :					
1984	$ 673.	$ 1,223	$ 40.2	$ 1,936	$ 3,292
1994	$ 1,083	$ 1,976	$ 135	$ 3,194	$ 3,304
2004	$ 1,572	$ 2,890	$ 234	$ 4,696	$ 4,377
% Increase	+ 134 %	+ 136 %	+ 482 %	+ 142 %	+ 33 %
COST per PASSENGER-MILE (cents) :					
1984	27.1 cts	25.6 cts	30.3 cts	26.3 cts	47.1 cts
1994	27.9 "	35.5 "	49.6 "	33.0 "	54.0 "
2004	33.5 "	31.7 "	53.5 "	33.8 "	72.2 "
% Increase	+ 24 %	+ 24 %	+ 77 %	+ 28.5 %	+ 53 %
REVENUE to COST Ratio % :					
1984	40 %	47 %	32 % *	44 %	32 % *
1994	49 %	52 %	33 %	50 %	32 %
2004	48 %	63 %	28 % *	54 %	28 % *
% Change	+ 20 %	+ 34 %	(-12.5 %)*	+ 23 %	(- 12.5 %)*

* NOTE * = Transfers between Light Rail and Bus tend to obscure the specific percentage by mode

SOURCE: U.S. DOT FTA NTDB and APTA Fact Book (2004 Preliminary)

NORTHERN VIRGINIA MOTOR FUEL CONSUMPTION - 2007

MONTH	2% TAX	SALES	PRICE / GALLON	GALLONS
August 2008	$ 4,500,000	$ 225,000,000	$ 4.15	54,216,887
July 2008	4,300,000	215,000,000	3.95	54,430,379
June 2008	4,000,000	200,000,000	3.50	57,142,857
May 2008	3,750,000	187,500,000	3.35	55,970,149
April 2008	3,250,000	162,500,000	3.15	51,587,301
March 2008	3,400,000	170,000,000	3.20	53,125,000
February 2008	3,500,000	175,000,000	3.15	55,555,555
January 2008	3,450,000	172,500,000	3.15	54,761,904
December 2007	3,335,000	166,750,000	2.90	57,500,000
November 2007	3,200,000	160,000,000	2.90	55,172,413
October 2007	3,335,000	166,750,000	2.93	56,911,262
Seprember 2007	3,450,000	172,500,000	3.00	57,500,000
Twelve Months		$ 2,173,500,000	$ 3.27	663,873,707

SOURCE: Northern Virginia Transportation Commission

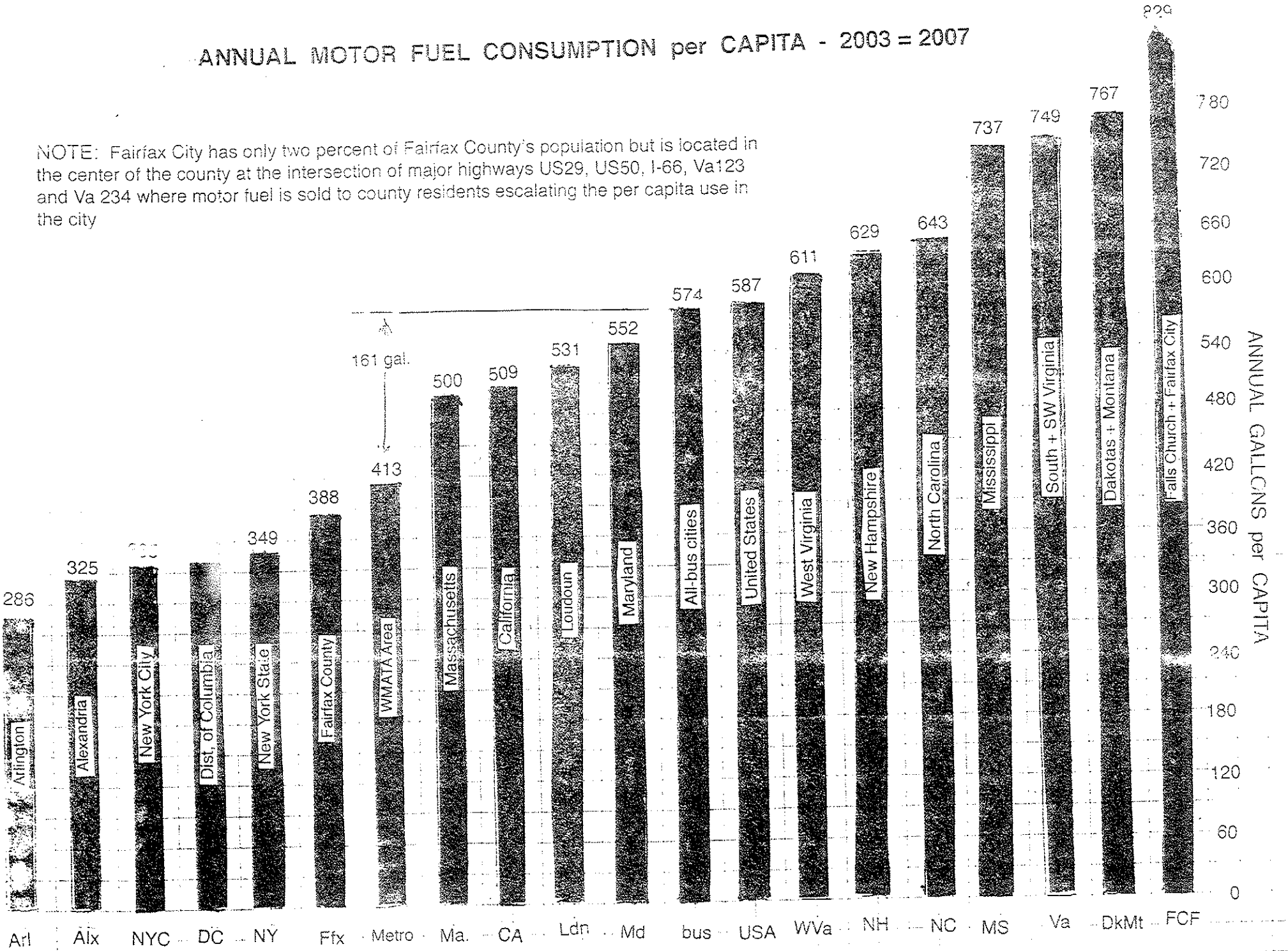
JURISDICTION	POPULATION		GALLONS	GALLONS per CAPITA
Alexandria	136,974	6.7 %	44,594,510	325
Arlington	199,776	8.5 %	57,124,537	286
Fairfax City	22,422	3.1 %	20,591,608	918*
Fairfax County	1,010,443	59.6 %	391,908,544	388
Falls Church	10,799	1.1 %	6,841,728	633
Loudoun	268,817	21.5 %	142,812,780	531
NVTC AREA	1,649,231	100 %	663,873,707	402
MetroRail Area	1,380,414	83.7 %	521,060,927	377
Virginia	7,642,884	100 %	[illegible] 3,446,100	654
Northern Virginia	1,649,231	21.6 %	663,873,707	402
South + S.W. VA.	5,993,653	78.4 %	1,572,393	723
All VA except Metro counties	6,262,470	81.9 %	477,385,173	715

* NOTE * = Fairfax City is at the center of Fairfax County so sells motor fuel to county
City + County = 399 gallons per capita

STATE SOURCE: World Almanac 2008

ANNUAL MOTOR FUEL CONSUMPTION per CAPITA - 2003 = 2007

NOTE: Fairfax City has only two percent of Fairfax County's population but is located in the center of the county at the intersection of major highways US29, US50, I-66, Va123 and Va 234 where motor fuel is sold to county residents escalating the per capita use in the city

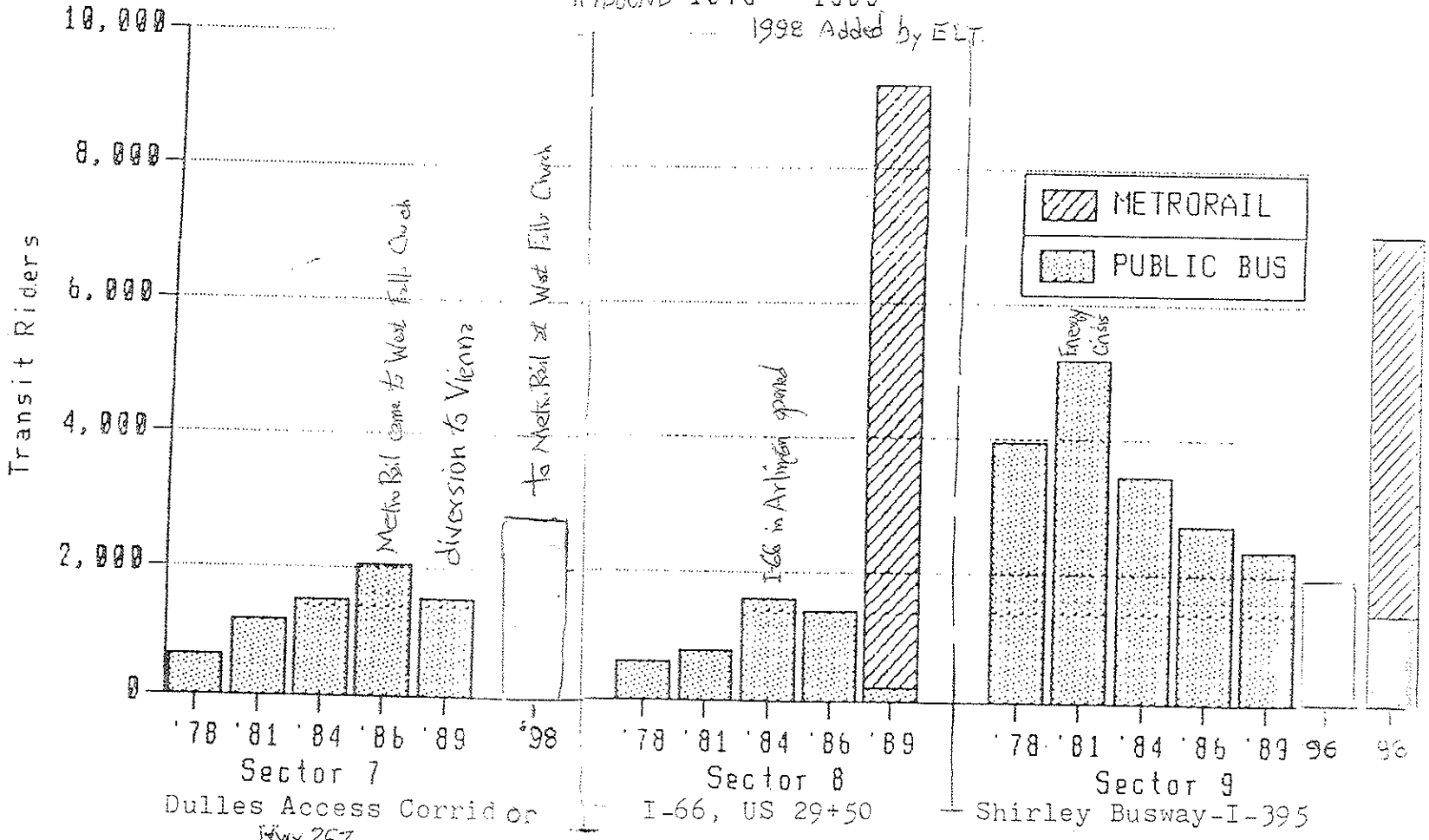


NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

BELTWAY CORDON COUNT

TRANSIT RIDERSHIP FOR VIRGINIA SECTORS 7-9

INBOUND 1978 - 1989



The Denver Business Journal

Exclusive Reports

From the January 26, 2001 print edition

Light rail's popularity stuns planners

Dallas, St. Louis, Salt Lake City also experiencing growing pains with light rail

Cathy Proctor Business Journal Staff Reporter

Packed light-rail cars, overflowing parking lots and passengers left behind on station platforms aren't unique to the Regional Transportation District's new Southwest light-rail line.

They are scenes repeated around the country as people flock to new rail transit lines in numbers far beyond initial projections.

Like Denver, transit agencies in Dallas, Salt Lake City and St. Louis all have endured problems associated with the openings of new, wildly popular rail lines that are drawing people who never considered taking the bus.

"I don't think we had any sense of how people would react to the rail line," said Mick Crandall, program director for Utah's Wasatch Front Regional Council, Salt Lake City's equivalent of the Denver Regional Council of Governments.

Salt Lake City's new 15-mile light rail line opened in December 1999 and is carrying an average of 20,000 people on weekdays -- 43 percent above projections, a transit agency spokesman said.

RTD's new Southwest rail line is carrying up to 14,000 people on weekdays -- 66 percent above the original projections of 8,400.

In Dallas, ridership on the popular new rail line missed projections by 30 percent.

In St. Louis, ridership on the 7-year-old system was 14 percent over projections for the year 2000, a spokesman said.

In Denver, parking is [illegible] at certain stations and complaints have rolled in about crammed trains and cars haphazardly parked on private property adjacent to the stations, stories that are repeated around the country.

RTD is scrambling to add parking lots, including a proposal for a multi-level garage at the Mineral Avenue station with the City of Littleton, and is waiting for 12 light-rail cars, at a cost of up to $30 million, to be delivered this year to ease the crowding.

RTD blames ridership underprojection on outdated population figures from DRCOG and rigid rules handed down from the Federal Transit Authority, which paid a significant portion of the light rail line.

"We were just coming out of the '80s recession" when the population figures used for the Southwest line were run, said Bill Van Meter, RTD's manager of systems planning. "DRCOG was conservative and just wrong on what they projected."

Population and employment statistics are being refigured to account for new information from the 2000 census, said Jeff Romine, a regional economist with DRCOG.

Ridership projections for the Southeast light rail line "will probably be closer on target," Romine said.

open last year
38,000 pmpy

The Southeast line, running from Interstate 25 and Broadway south along the highway to Lincoln Avenue with a spur along I-225 to Parker Road, is expected to open in seven years. Construction on the $1.7 billion joint highway and light-rail project is scheduled to begin this summer.

The other half of the problem stems from rules dictated by the FTA about which factors, such as fare cost and travel time, can be used to project light rail ridership, say transit agency officials around the nation.

"The federal government wants us to use these models to compare various projects, like light rail and bus lines, the same way," said Doug Allen, vice president of planning and development for the Dallas Area Rapid Transit agency.

The problem is that people like light rail a lot more than they like buses -- a fact the federal rules don't take into account, say transit agency officials.

Local FTA officials said the agency was working on the problem and referred questions to the Washington, D.C., communications office, which didn't return repeated calls for comment made over two weeks.

"How people respond to rail is different than how they respond to bus," said Utah's Crandall.

"There's a dependability in travel time with rail that there isn't with buses. It has its own tracks and you know where it goes," he said.

RTD's survey of riders on the Southwest line found nearly 60 percent of those who hadn't used RTD's bus system now jump on light rail three times a week.

In Dallas, ridership on a new rail line was three times greater than ridership on an express bus that used the same route, Allen said.

RTD, DRCOG and the Colorado Department of Transportation just started work on a new computer projection model that takes these factors into account, Van Meter said.

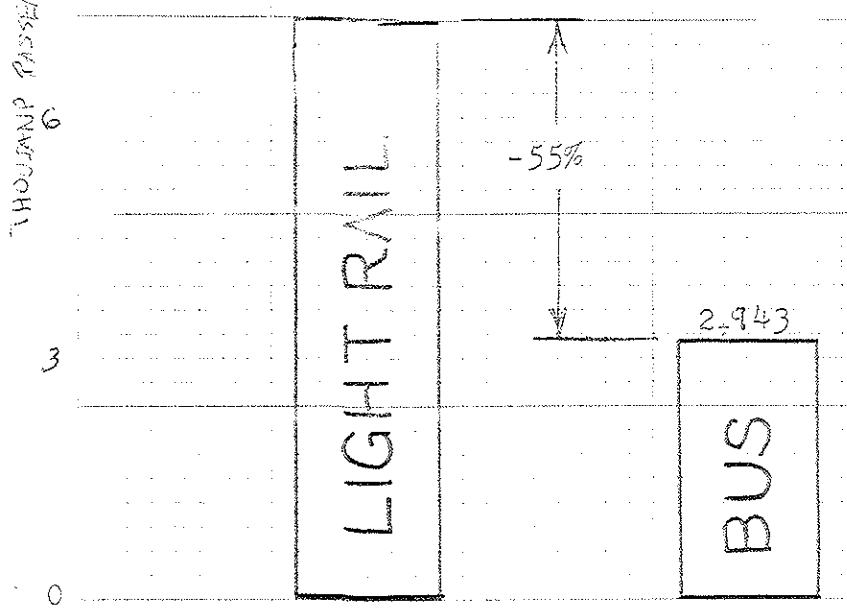
"The FTA recognizes that we're not predicting ridership well," Van Meter said. "If we can improve the model, make better projections and prove that it works, they'll be very happy."

1998
15,247

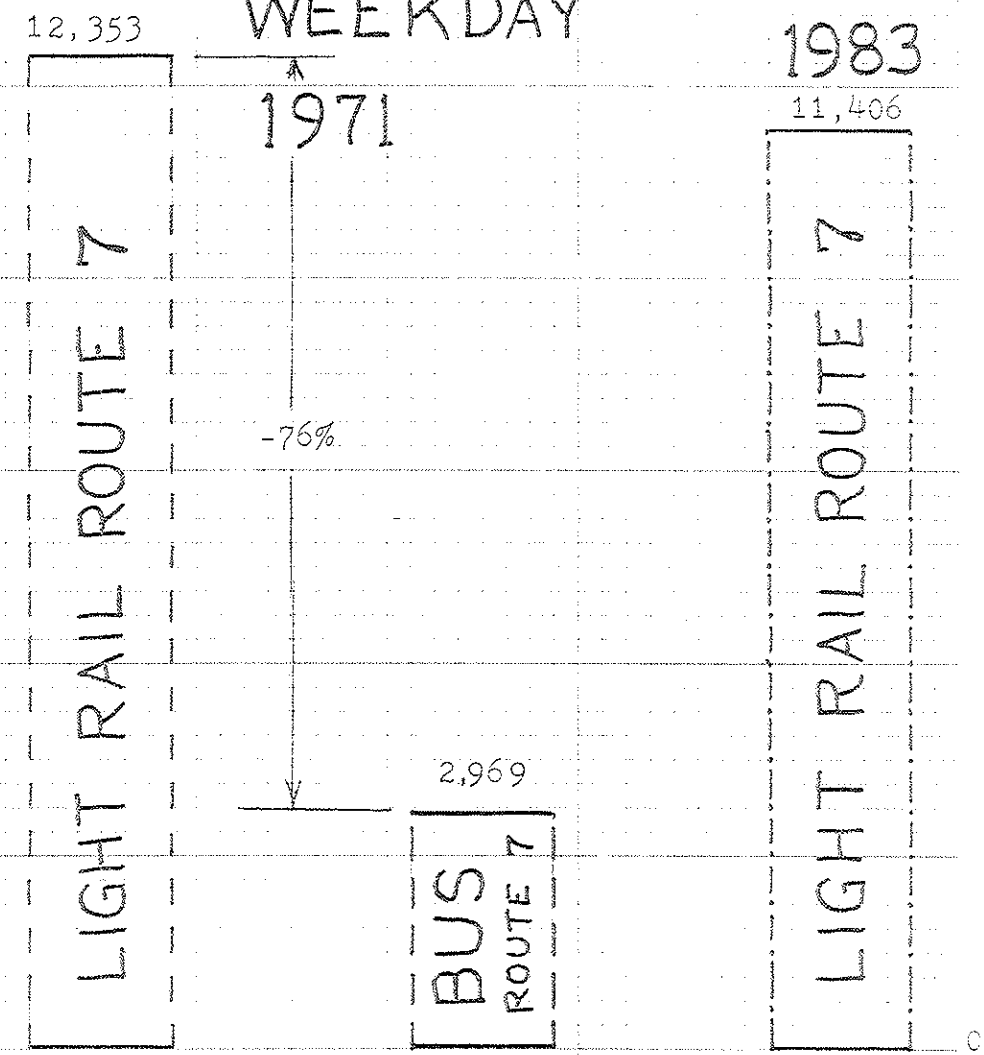
LIGHT RAIL PASSENGER ATTRACTION

NEWARK
NEW JERSEY

PASSENGERS PER TRIP
1971



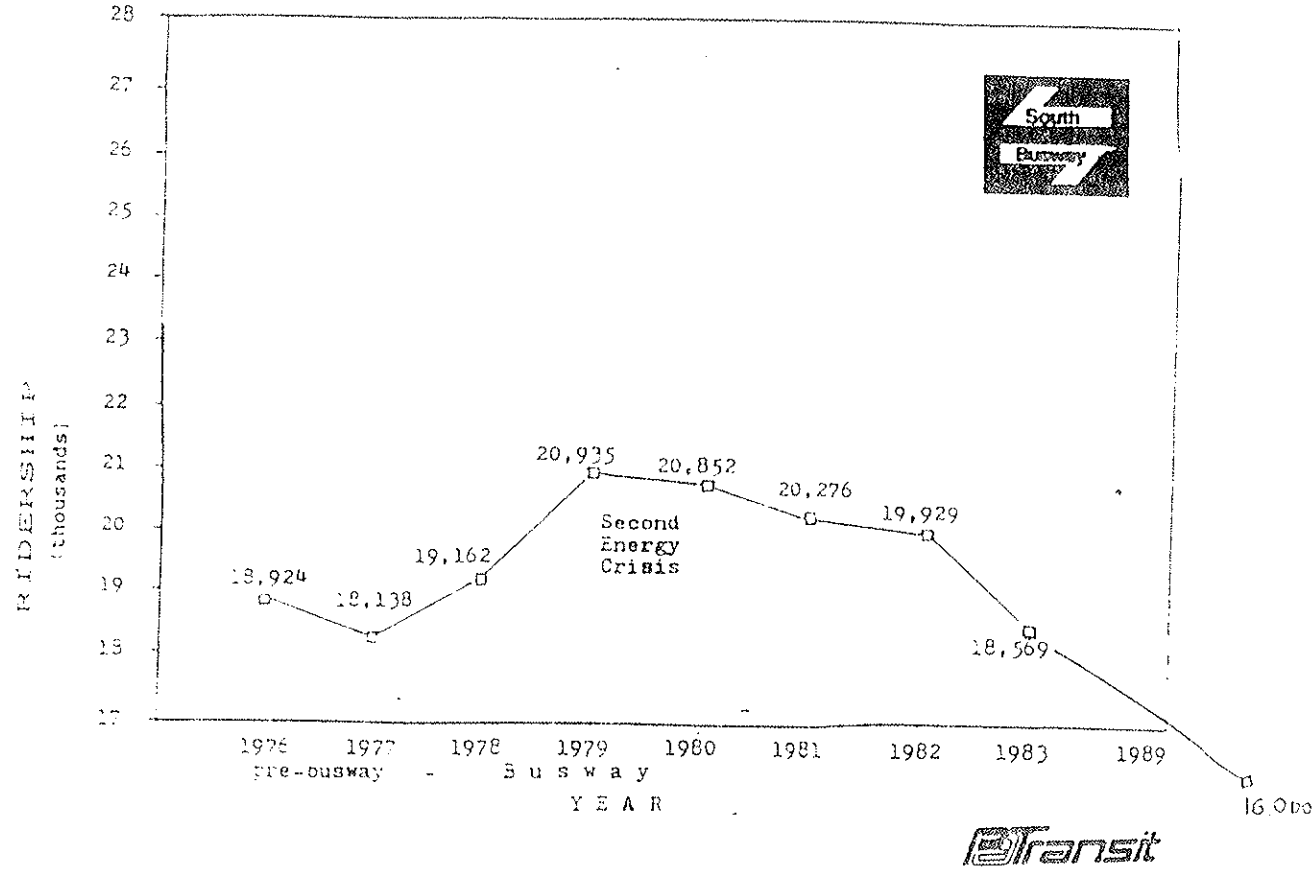
PASSENGERS PER WEEKDAY



SOURCE: New Jersey Public Utilities Board, Schedule 4000 for 1971 - MODERN RAILROADS May 1984
Light Rail Revenue 1971 = $ 4,000 per weekday - 1983 = $7,500 per weekday

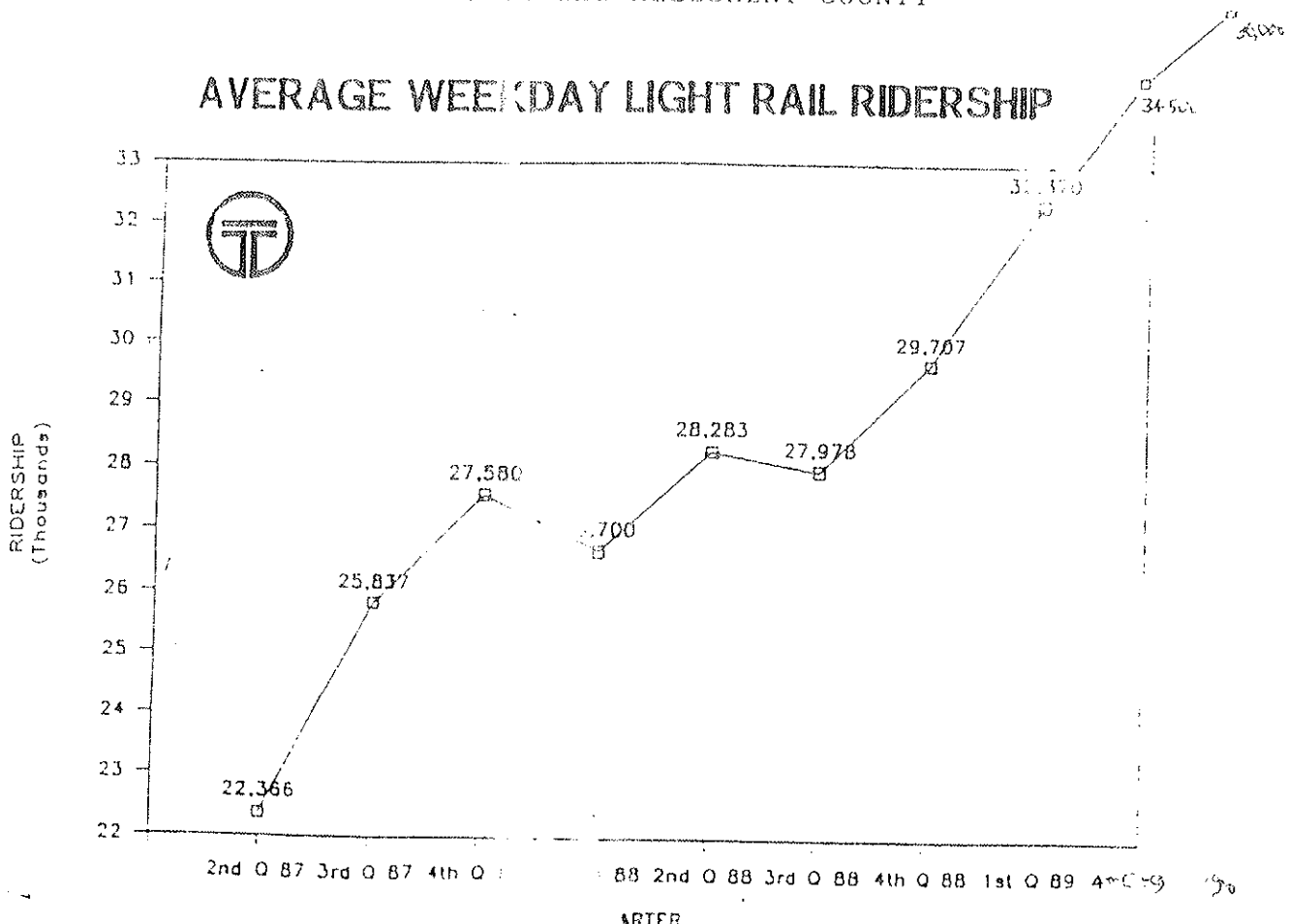
EFFECT OF SUBSTITUTING BUS FOR LIGHT RAIL SERVICE

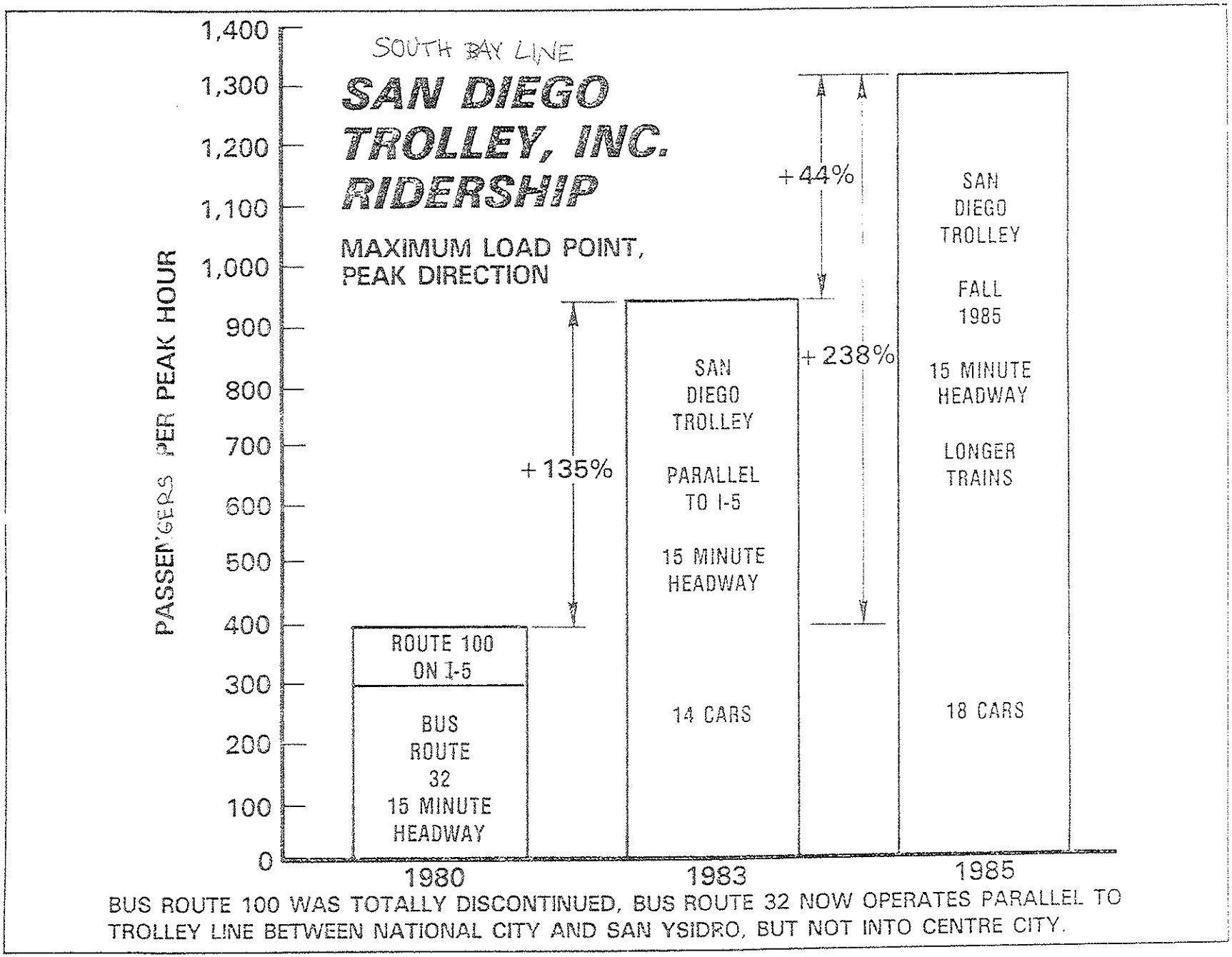
AVERAGE WEEKDAY SOUTH BUSWAY RIDERSHIP



PITTSBURGH and ALLEGHENY COUNTY

AVERAGE WEEKDAY LIGHT RAIL RIDERSHIP



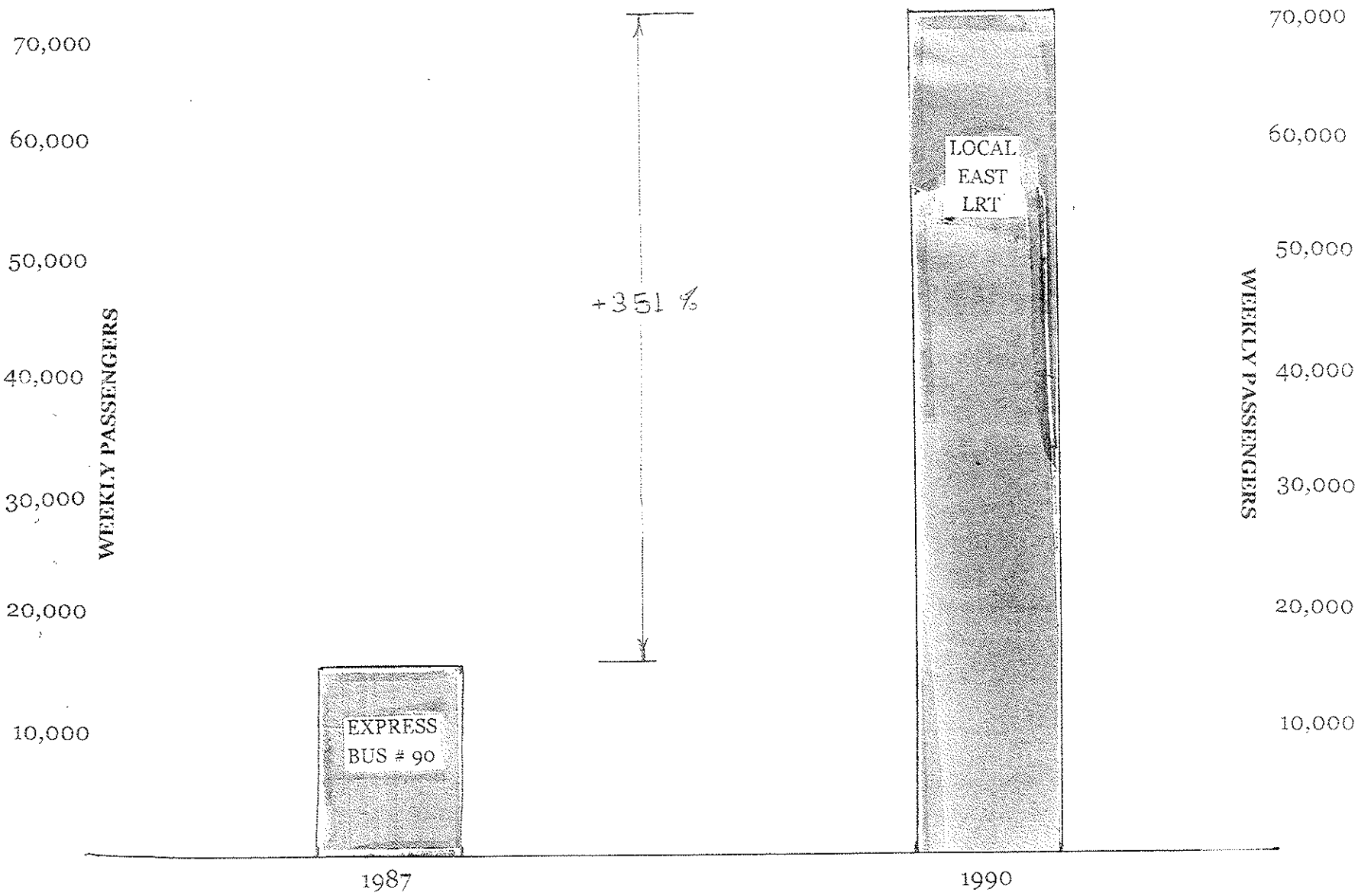


BUS ROUTE 100 WAS TOTALLY DISCONTINUED, BUS ROUTE 32 NOW OPERATES PARALLEL TO TROLLEY LINE BETWEEN NATIONAL CITY AND SAN YSIDRO, BUT NOT INTO CENTRE CITY.

SAN DIEGO TRANSIT - SAN DIEGO TROLLEY, Inc.

EAST LINE

PASSENGER COUNT BETWEEN ENCANTO and EL CAJON



Examining the Speed-Flow-Delay Paradox in the Washington, DC Region:

Potential Impacts of Reduced Traffic on Congestion Delay and Potential for Reductions in Discretionary Travel during Peak Periods

Final Report

December 2008

Prepared for the Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

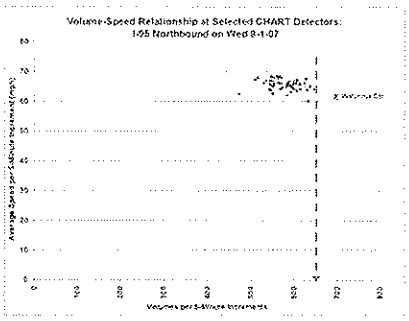
Prepared by:
The Louis Berger Group, Inc.
2445 M Street, NW
Washington, DC 20037

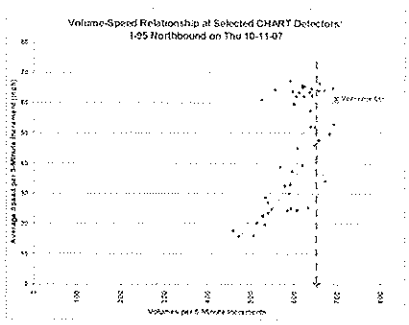
Executive Summary

Traffic congestion and delay have become an endemic component of commuting life in the Washington DC region. To many, the unpredictability of travel time is almost more annoying than delay- one day a 10 mile trip may require 20 minutes, and the next day 45 minutes. Because the system is so near capacity, and exceeding capacity in some areas, a minor incident or a rainstorm, or simply too much traffic, causes major breakdowns and systemic delays. In this research study we demonstrate that there is a way to restore reliability and predictability to our highway system, without spending billions on new lanes of traffic.

Traffic congestion in the Washington, DC area, especially congestion on our freeways, costs our residents every day in terms of wasted time, fuel, and increased air pollution, including green house gases that are a primary cause of climate change. Highway studies have determined that once traffic volumes exceed the capacity of the roadway, the system can rapidly "break down" to the point where all traffic slows markedly, and the capacity and throughput of the roadway drops precipitously. The Federal Highway Administration commissioned this study to specifically evaluate congested versus uncongested travel on some of the major roadways in the metropolitan Washington region, to identify the specific "tipping point(s)" at which free-flow traffic "breaks down", and conversely, the volume of traffic that would have to be reduced in peak periods to keep traffic free-flowing. The study also examined travel behavior based on the Metropolitan Washington Council of Governments Household Travel Survey, to estimate the number and percent of trips that people take in peak hours on our freeways that are discretionary trips. With appropriate incentives or disincentives, many of these discretionary trips could be shifted to off-peak hours or otherwise deferred. Finally, the study reviewed empirical findings on experiences with congestion pricing in the US and abroad, to provide ranges of estimates of the amount or percentage of traffic that could be shifted out of the peak period or encouraged to use ride-sharing through a comprehensive pricing and transportation demand management program.

The traffic analysis (Section 2) focused on a 12.9 mile segment of I-270, a 10.5 mile segment of I-95, and two independent count locations on the Capital Beltway for the evening rush hours (PM Peak).[1] The study compared speeds and volumes in the summer and on holidays to dates and times in September and October, when the system can be observed to "break down". This pair of figures is one of many examples – the left-hand figure shows volumes (horizontal axis) and speeds (vertical axis) on August 1, the right-hand shows October 11, when a short "spike" in demand generates an extensive period of lower volumes and lower speeds.





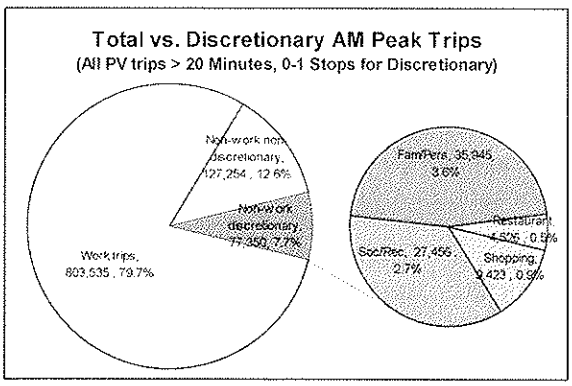
[1] The analysis also examined volume and speed for two segments in the morning rush hour (AM Peak).

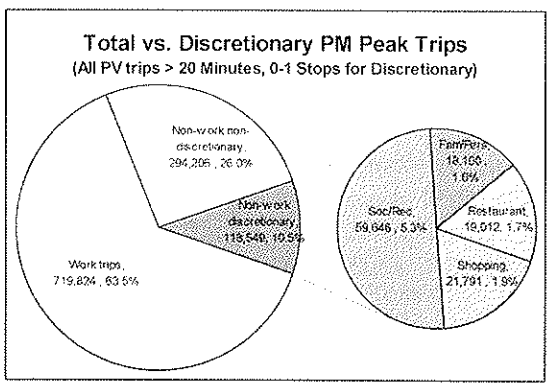
A main finding of this study has been that if relatively small changes can be made in peak demand (volume) through various programs and strategies, such as congestion pricing, then two beneficial things can happen: (1) there can be relatively large decreases in congestion and delay, especially at key choke points, and (2) there can be increased through-put along those roads during peak times of travel – thus by effectively managing the demand more travelers can be served per time period with the available fixed-supply of roadway capacity.

The analysis has shown that in many instances the amount of needed demand reduction can be on the order of five to ten percent of the peak period flow. However, there still may be a particularly difficult bottleneck in a corridor that would need reductions on the order of 15 to 20 percent. While demand reduction and operational strategies may be able to go a long way in improving the flow at those locations so that capacity is exceeded less often and/or recovery is quicker, there still may need to be localized geometric or lane use changes at those locations to routinely have freer flowing traffic at those troublesome locations.

We established that in general a 10 to 14 percent decrease in traffic on congested freeways will reduce delay by approximately 75 to 80 percent. For example, on I-95, an average traveler during the peak period would save 110 seconds each day, or about 5.3 cents per vehicle mile for that 10.5 mile stretch of road. During the most congested peak hour, the average savings in delay would be 310 seconds per person per day, or about 14.6 cents per vehicle mile. On I-270, the average traveler would save 220 seconds during the full peak period, or about 8.5 cents per vehicle mile. During the peak hour on I-270, a traveler would save about 340 seconds for that almost 13 mile stretch, or about 13.2 cents per vehicle mile. Those savings per traveler, multiplied by all drivers, multiplied by 250 work days, yields millions of dollars in annual time savings from reduced delay for these two roadways alone.

In Section 3 we establish that from 7.7 percent (AM Peak) to 10.5 percent (PM Peak) of the longer trips in personal vehicles (PV) are typically discretionary. The definition of discretionary trips includes restaurant visits, family/personal trips, shopping trips and social/recreational trips. Discretionary trips, by definition, should be fairly easy to divert to non-peak times or to routes other than freeways. We do not expect to divert all discretionary trips, but the 7 to 10 percent gives us a substantial base to start from, as we aim for a 10 to 14 percent reduction.





In Section 4 we demonstrate that modest pricing signals for private vehicles can reduce traffic enough to significantly reduce congestion and save time for all drivers, while at the same time

increasing the "people-carrying capacity" of the roadway. Experiences across the country and around the world have found that charging a modest toll for single-occupant vehicles while improving the availability of carpools, vanpools and transit can create significant shifts in travel behavior, in the ranges necessary for the DC area.

It therefore appears feasible to restore and maintain free-flow on the freeways in the Metropolitan Washington area, without adding capacity (except to alleviate selected bottlenecks), by applying congestion pricing to the major facilities, and at the same time increasing transit, carpool and vanpool programs. The combination of diverting most discretionary trips to other times and diverting an additional five to ten percent of personal vehicle work trips to HOV modes should achieve the needed 10 to 14 percent overall decrease in traffic needed to achieve major reductions in delay.

Such a system would require phased implementation and experimentation to identify workable technologies and appropriate rates to achieve the desired result.[2] (Implementation strategies are beyond the scope of this study, but many different proposals have been evaluated for the Washington region.) Rates could be adjusted up or down, to ensure the roadway is used to near-maximum capacity, without exceeding capacity to the point of breaking down and failing. Revenues collected could be used to improve HOV alternatives as well as maintain the roadways, address choke points and bottlenecks, and improve alternate routes. Finally, travelers in the region would truly benefit and travel in confidence, knowing that they can reliably predict their travel time on a daily basis.

[2] It is significant to note that the MWCOG Climate Change Report, approved by the COG Board November 12, 2008, mentions both evaluation of financial incentives such as congestion pricing and incentives for expanded transit use to reduce Vehicle Miles Traveled (VMT) and greenhouse gases (page 61). www.mwcog.org/publications

Northern Virginia Transportation Commission

AGENDA ITEM #8

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube and Lynn Everett

DATE: May 28, 2009

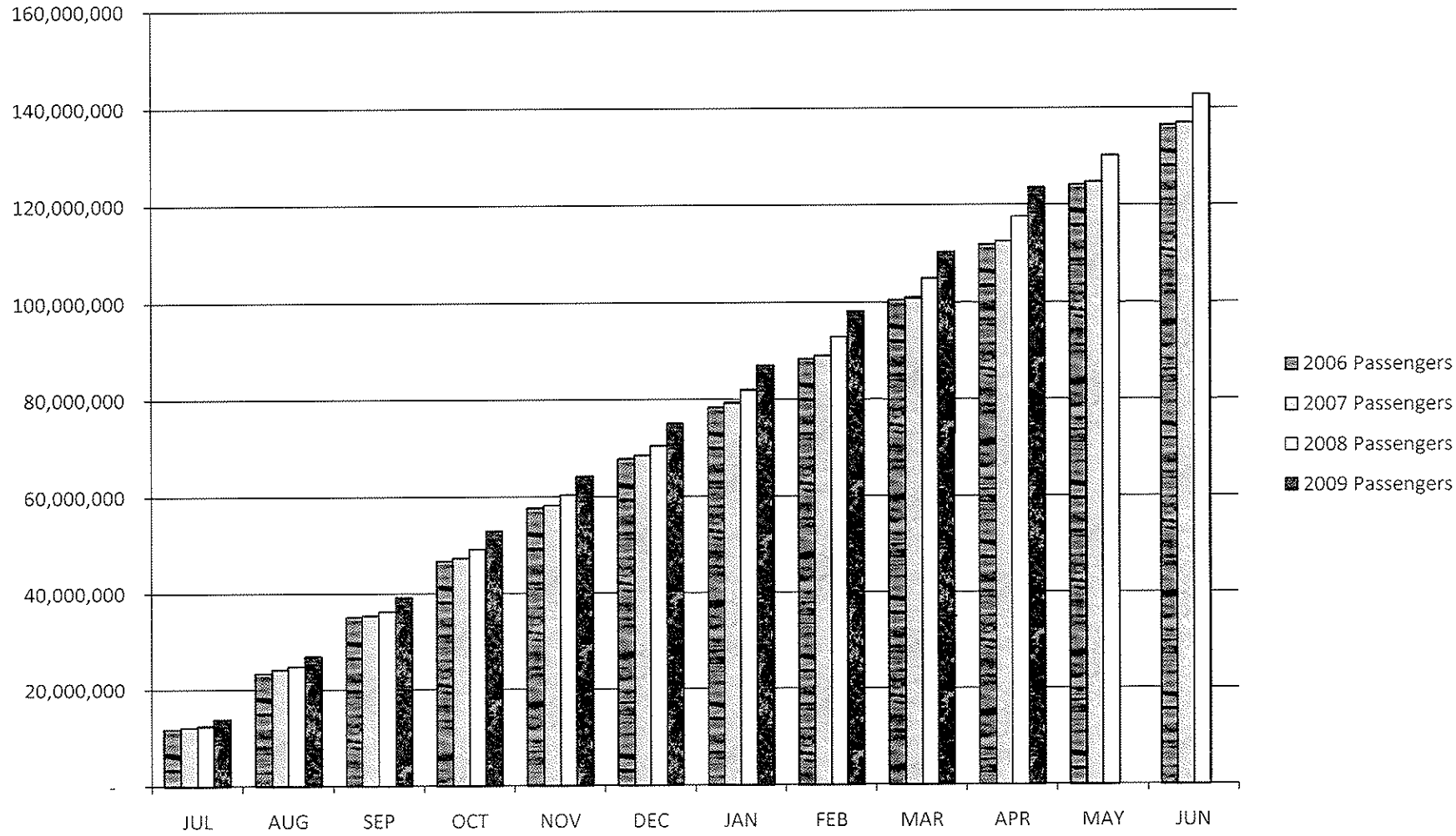
SUBJECT: Transit Ridership

New ridership data are provided for April, 2009.

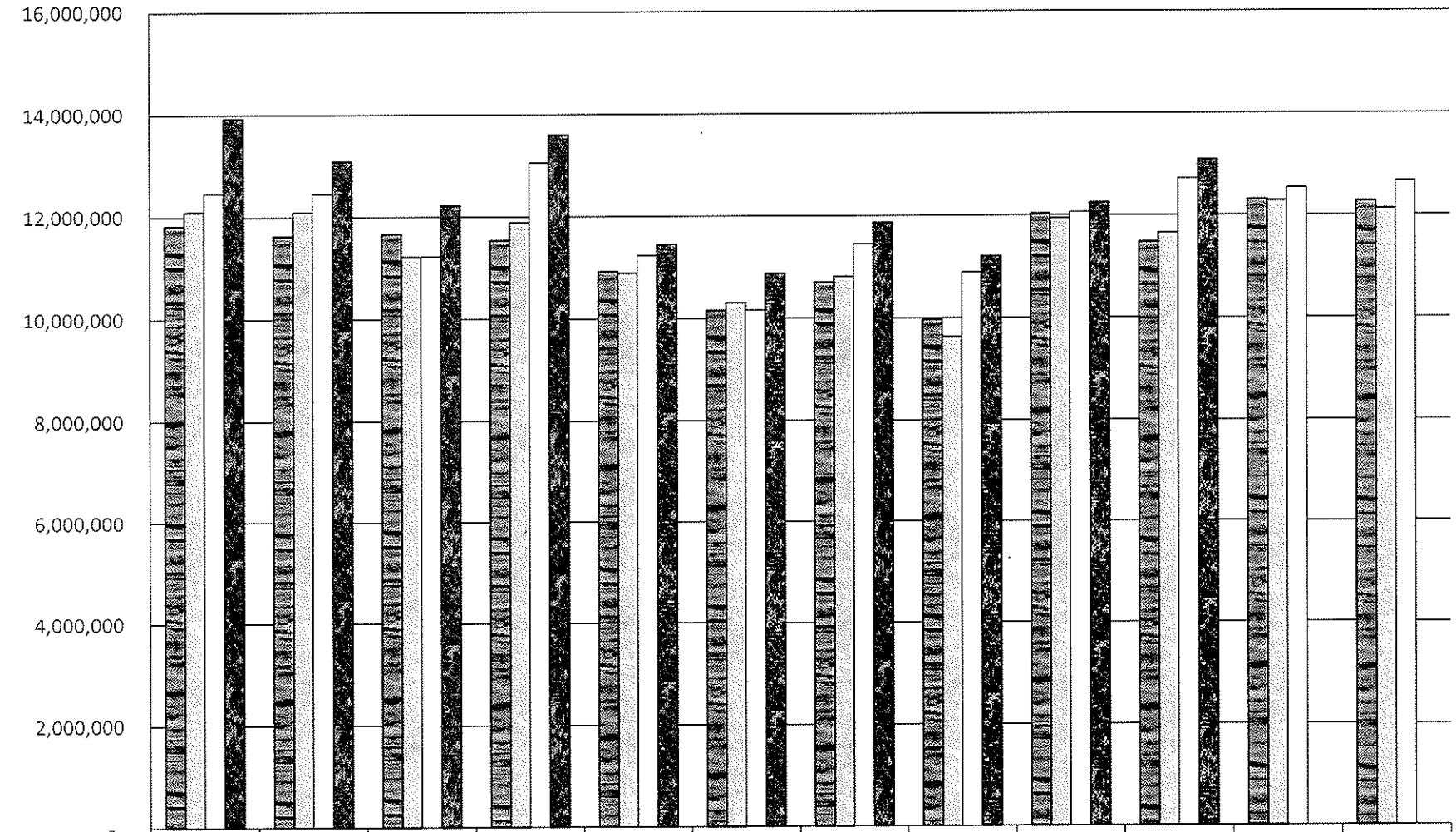
AWARD WINNER NVTC APTA 1995

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

Cumulative Monthly Northern Virginia Transit Passenger Trips
FY2006 - FY2009



Monthly Northern Virginia Transit Passenger Trips, FY 2006-FY 2009



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2006 Passengers	11,827,150	11,629,725	11,669,186	11,545,100	10,927,431	10,161,716	10,704,060	9,965,350	12,028,914	11,479,501	12,305,569	12,265,922
2007 Passengers	12,102,314	12,097,443	11,219,610	11,884,696	10,893,302	10,308,669	10,819,855	9,624,314	11,944,809	11,655,537	12,277,175	12,119,024
2008 Passengers	12,452,450	12,447,981	11,224,196	13,046,905	11,241,673	10,159,302	11,446,723	10,889,240	12,053,517	12,715,962	12,525,257	12,654,860
2009 Passengers	13,924,269	13,085,886	12,216,172	13,600,308	11,457,253	10,880,272	11,860,087	11,213,374	12,241,932	13,079,133		

Northern Virginia Transportation Commission

AGENDA ITEM #9

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: May 28, 2009.

SUBJECT: NVTC Financial Items for April, 2009.

Attached for your information are NVTC financial reports for April, 2009.

AWARD WINNER NVTC APTA 1995

4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
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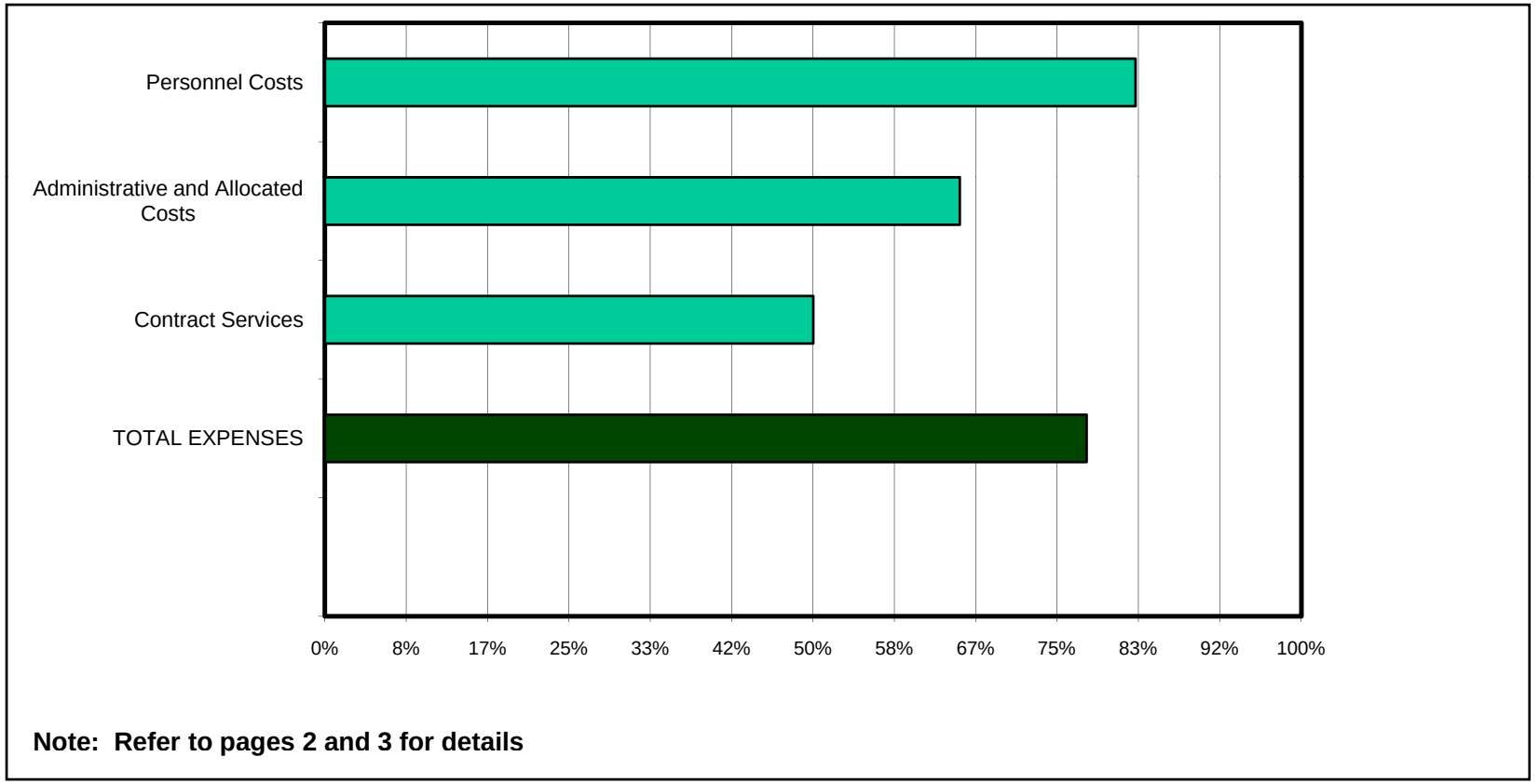
E-mail nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

April, 2009

Percentage of FY 2009 NVTC Administrative Budget Used
April, 2009
(Target 83.33% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April, 2009

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 60,301.25	$ 597,744.49	$ 700,900.00	$ 103,155.51	14.7%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	60,301.25	597,744.49	701,900.00	104,155.51	14.8%
Benefits					
Employer's Contributions:					
FICA	3,963.25	40,106.84	47,400.00	7,293.16	15.4%
Group Health Insurance	4,129.02	40,199.19	62,900.00	22,700.81	36.1%
Retirement	4,700.00	48,230.00	57,600.00	9,370.00	16.3%
Workmans & Unemployment Compensation	(1,776.66)	1,561.20	3,200.00	1,638.80	51.2%
Life Insurance	338.35	2,845.53	4,100.00	1,254.47	30.6%
Long Term Disability Insurance	198.80	2,639.01	4,400.00	1,760.99	40.0%
Total Benefit Costs	11,552.76	135,581.77	179,600.00	44,018.23	24.5%
Administrative Costs					
Commissioners Per Diem	1,300.00	12,150.00	42,000.00	29,850.00	71.1%
Rents:	*16,915.61*	*156,443.70*	*188,730.00*	*32,286.30*	*17.1%*
Office Rent	16,257.61	148,457.70	176,780.00	28,322.30	16.0%
Parking	658.00	7,986.00	11,950.00	3,964.00	33.2%
Insurance:	*300.00*	*3,229.00*	*4,500.00*	*1,171.00*	*26.0%*
Public Official Bonds	300.00	1,800.00	2,600.00	800.00	30.8%
Liability and Property	-	1,429.00	1,800.00	371.00	20.6%
Travel:	*490.97*	*3,780.50*	*16,700.00*	*12,919.50*	*77.4%*
Conference Registration	-	75.00	2,100.00	2,025.00	96.4%
Conference Travel	217.86	1,103.92	4,700.00	3,596.08	76.5%
Local Meetings & Related Expenses	273.11	2,531.58	6,400.00	3,868.42	60.4%
Training & Professional Development	-	70.00	3,500.00	3,430.00	98.0%
Communication:	*433.59*	*7,368.93*	*11,950.00*	*4,581.07*	*38.3%*
Postage	(2.70)	2,935.57	4,700.00	1,764.43	37.5%
Telephone - LD	76.30	902.29	1,350.00	447.71	33.2%
Telephone - Local	359.99	3,531.07	5,900.00	2,368.93	40.2%
Publications & Supplies	*909.21*	*11,823.88*	*23,900.00*	*12,076.12*	*50.5%*
Office Supplies	259.19	2,363.55	4,200.00	1,836.45	43.7%
Duplication	650.02	8,885.33	9,700.00	814.67	8.4%
Public Information	-	575.00	10,000.00	9,425.00	94.3%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April, 2009

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*477.44*	*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	477.44	5,508.88	11,500.00	5,991.12	52.1%
Other General and Administrative	*388.47*	*5,431.41*	*6,950.00*	*1,518.59*	*21.9%*
Subscriptions	-	169.00	400.00	231.00	57.8%
Memberships	172.43	1,024.30	1,800.00	775.70	43.1%
Fees and Miscellaneous	216.04	2,878.56	2,950.00	71.44	2.4%
Advertising (Personnel/Procurement)	-	1,359.55	1,800.00	440.45	24.5%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	21,215.29	205,736.30	320,380.00	114,543.70	35.8%
Contracting Services					
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	-	10,000.00	20,000.00	10,000.00	50.0%
Total Gross G&A Expenses	$ 93,069.30	$ 949,062.56	$ 1,221,880.00	$ 272,717.44	22.3%

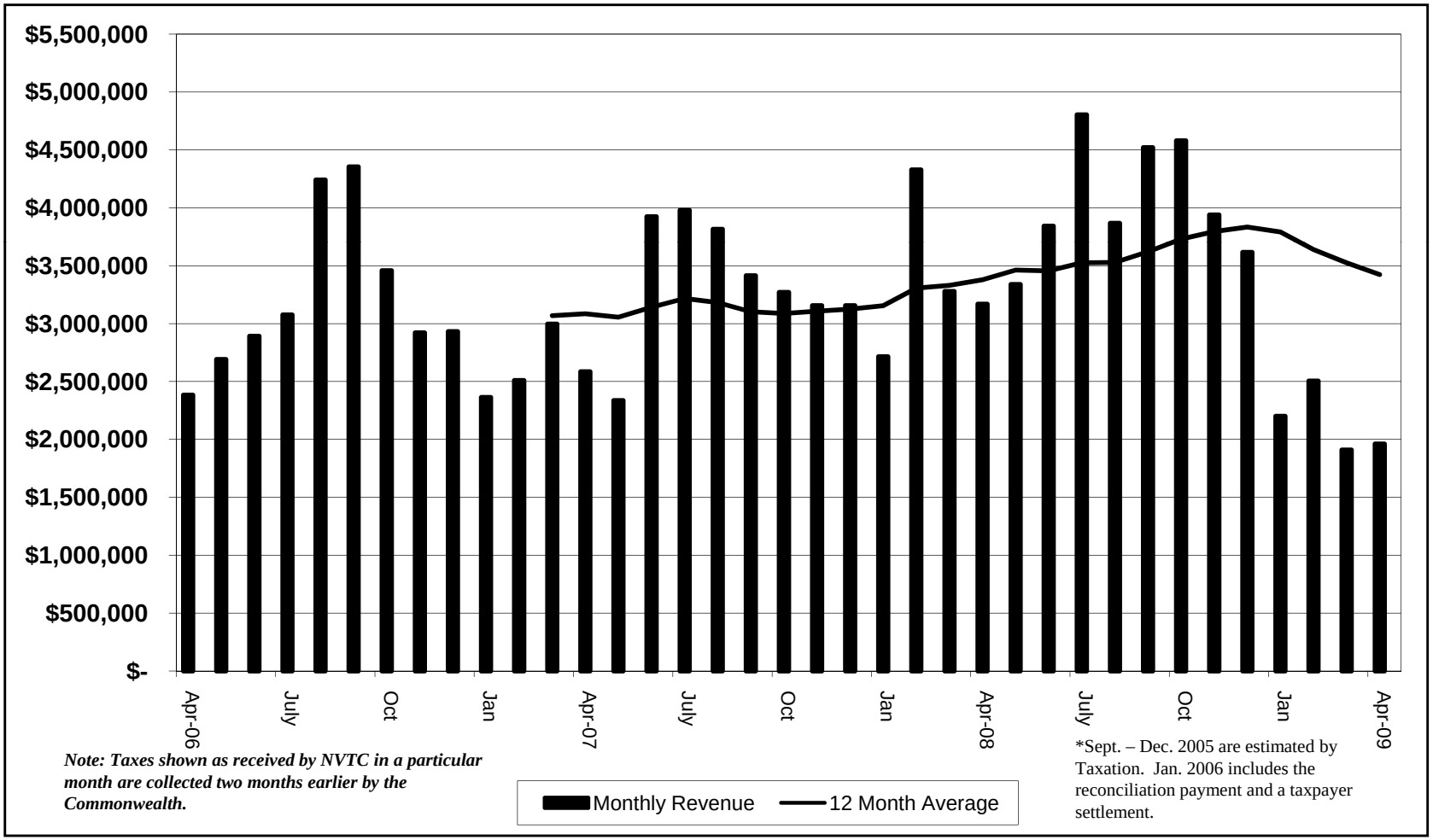
NVTC
RECEIPTS and DISBURSEMENTS
April, 2009

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
8	VRE	Staff support		$ 6,602.38		
9	Staff	Expense reimbursement		2.70		
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax				1,961,892.63
17	DRPT	FTM/Admin grants receipts				8,269,325.00
29	Loudoun County	G&A contribution			5,751.75	
30	DRPT	Capital grants receipts				4,859,895.00
30	Paychex	SUI tax refund	1,928.28			
30	Banks	Interest earnings		2.05	117.49	81,564.94
			1,928.28	6,607.13	5,869.24	15,172,677.57
	DISBURSEMENTS					
1-30	Various	NVTC project and administration	(88,757.44)			
1	WMATA	Bus operating				(16,761,566.00)
1	WMATA	Paratransit operating				(2,253,699.00)
1	WMATA	Rail operating				(8,762,699.00)
1	WMATA	Metro Matters				(2,331,766.00)
1	WMATA	Beyond Metro Matters				(173,000.00)
1	WMATA	Debt service				(1,853,125.00)
10	Loudoun County	Other operating				(712,045.66)
17	City of Fairfax	Other operating				(246,383.09)
29	Stantec	Consulting - bus data	(30,901.20)			
29	Loudoun County	Other operating				(5,751.75)
30	Wachovia	Bank charges	(35.94)			
			(119,694.58)	-	-	(33,100,035.50)
	TRANSFERS					
24	Transfer	From savings to checking	140,000.00	(140,000.00)		
			140,000.00	(140,000.00)	-	-
	NET INCREASE (DECREASE) FOR MONTH		$ 22,233.70	$ (133,392.87)	$ 5,869.24	$ (17,927,357.93)

NVTC
INVESTMENT REPORT
April, 2009

Type	Rate	Balance 3/31/2009	Increase (Decrease)	Balance 4/30/2009	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 72,229.27	$ 22,233.70	$ 94,462.97	$ 94,462.97	$ -	$ -
Wachovia: NVTC Savings	0.010%	279,262.10	(133,392.87)	145,869.23	145,869.23	-	-
Investments - State Pool							
Nations Bank - LGIP	0.890%	139,473,710.63	(17,921,488.69)	121,552,221.94	166,163.75	101,532,993.95	19,853,064.24
		$ 139,825,202.00	$ (18,026,778.62)	$ 121,792,554.14	$ 406,495.95	$ 101,532,993.95	$ 19,853,064.24

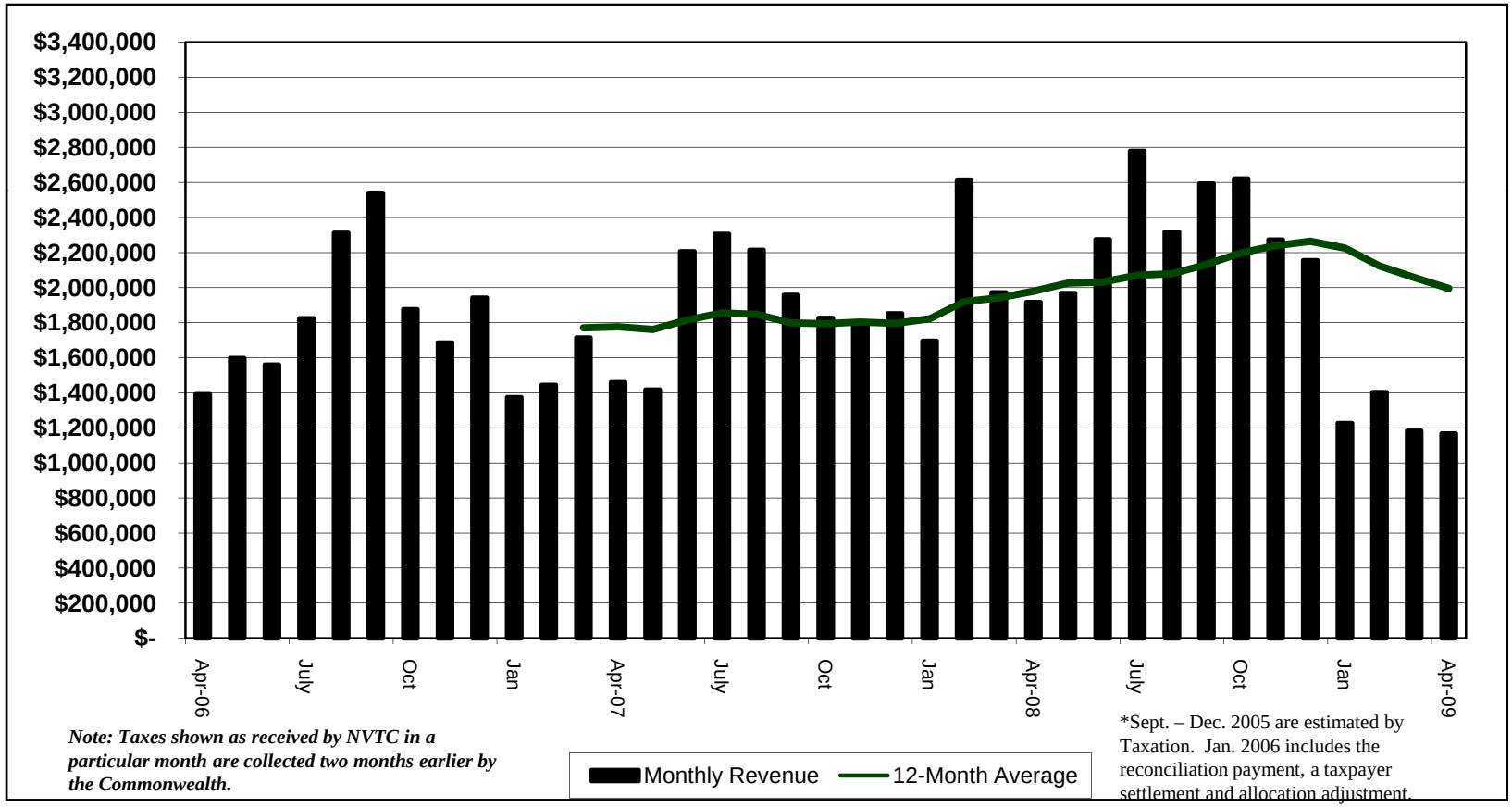
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2006-2009



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

*Sept. – Dec. 2005 are estimated by Taxation. Jan. 2006 includes the reconciliation payment and a taxpayer settlement.

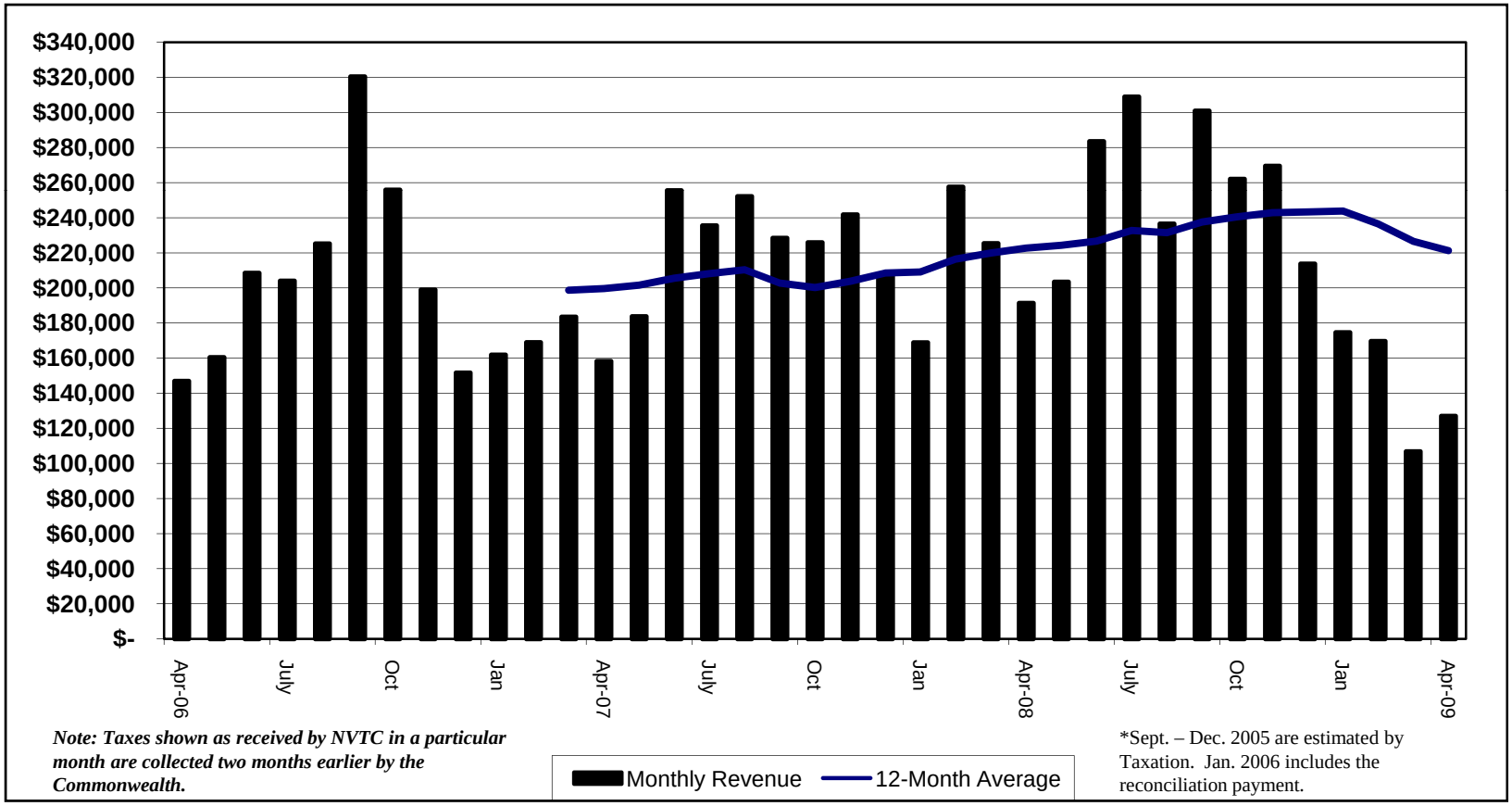
NVTC MONTHLY GAS TAX REVENUE
FAIRFAX COUNTY
FISCAL YEARS 2006-2009



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

*Sept. – Dec. 2005 are estimated by Taxation. Jan. 2006 includes the reconciliation payment, a taxpayer settlement and allocation adjustment.

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



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

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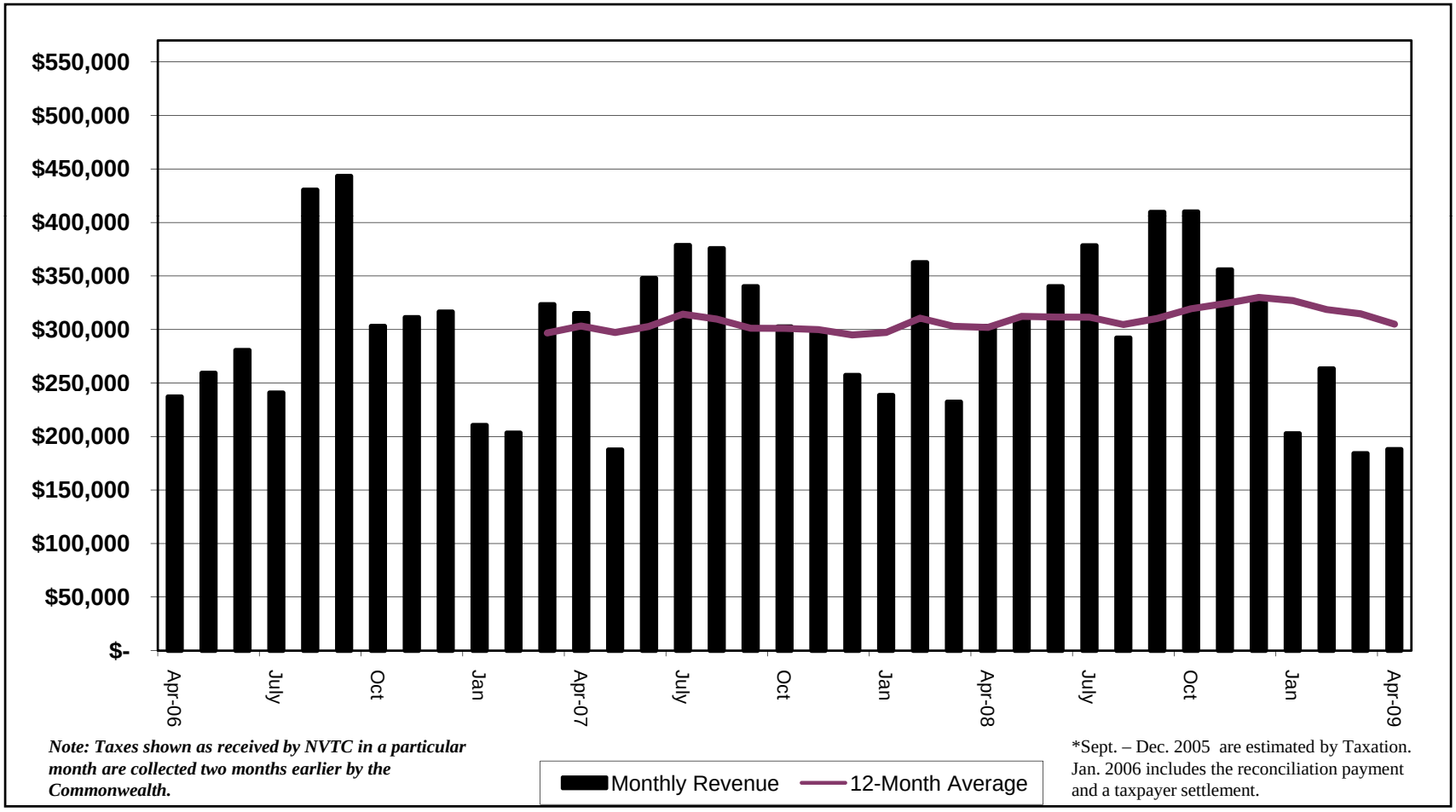
NVTC MONTHLY GAS TAX REVENUE
ARLINGTON COUNTY
FISCAL YEARS 2006-2009



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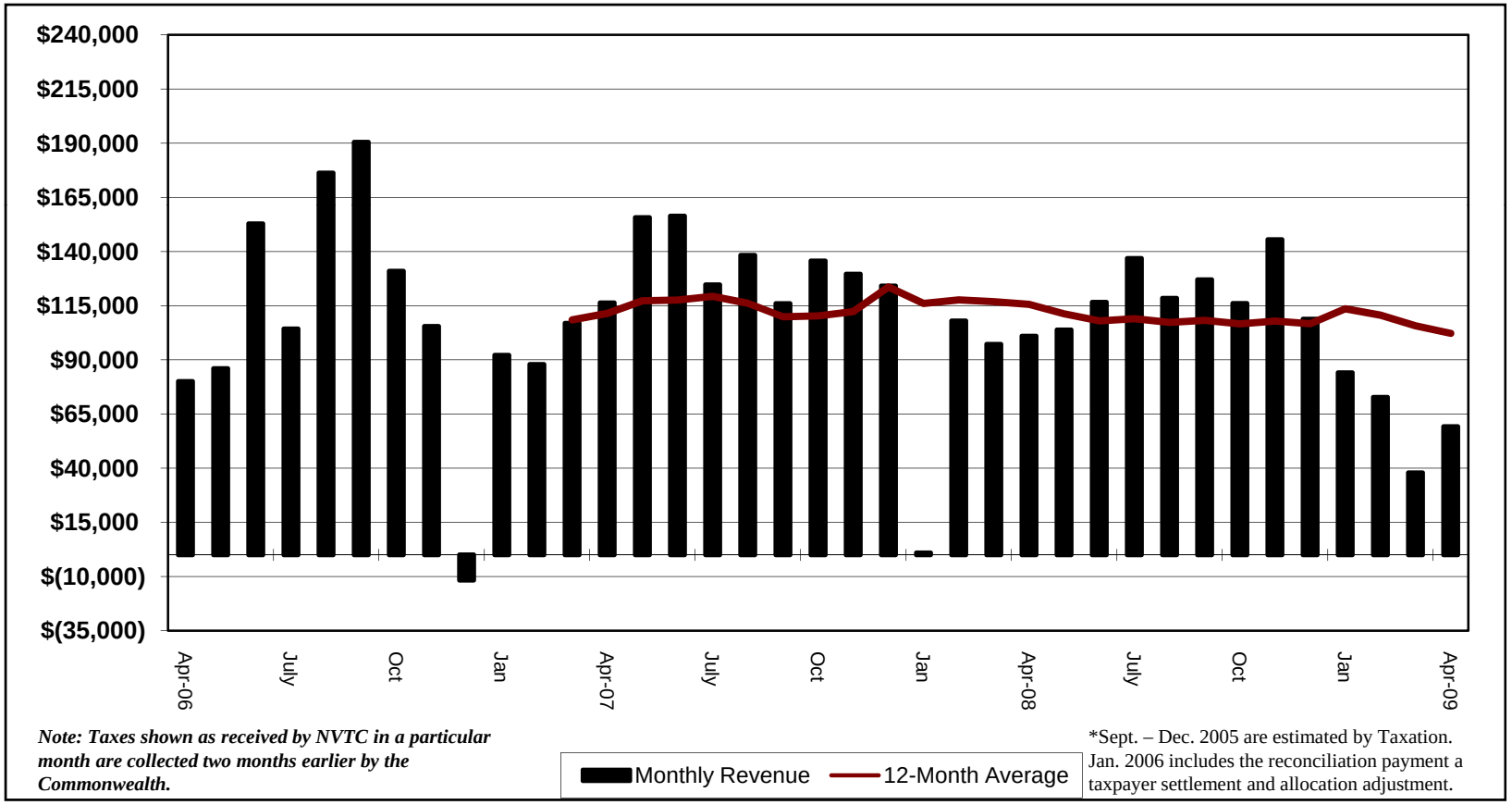
NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2006-2009



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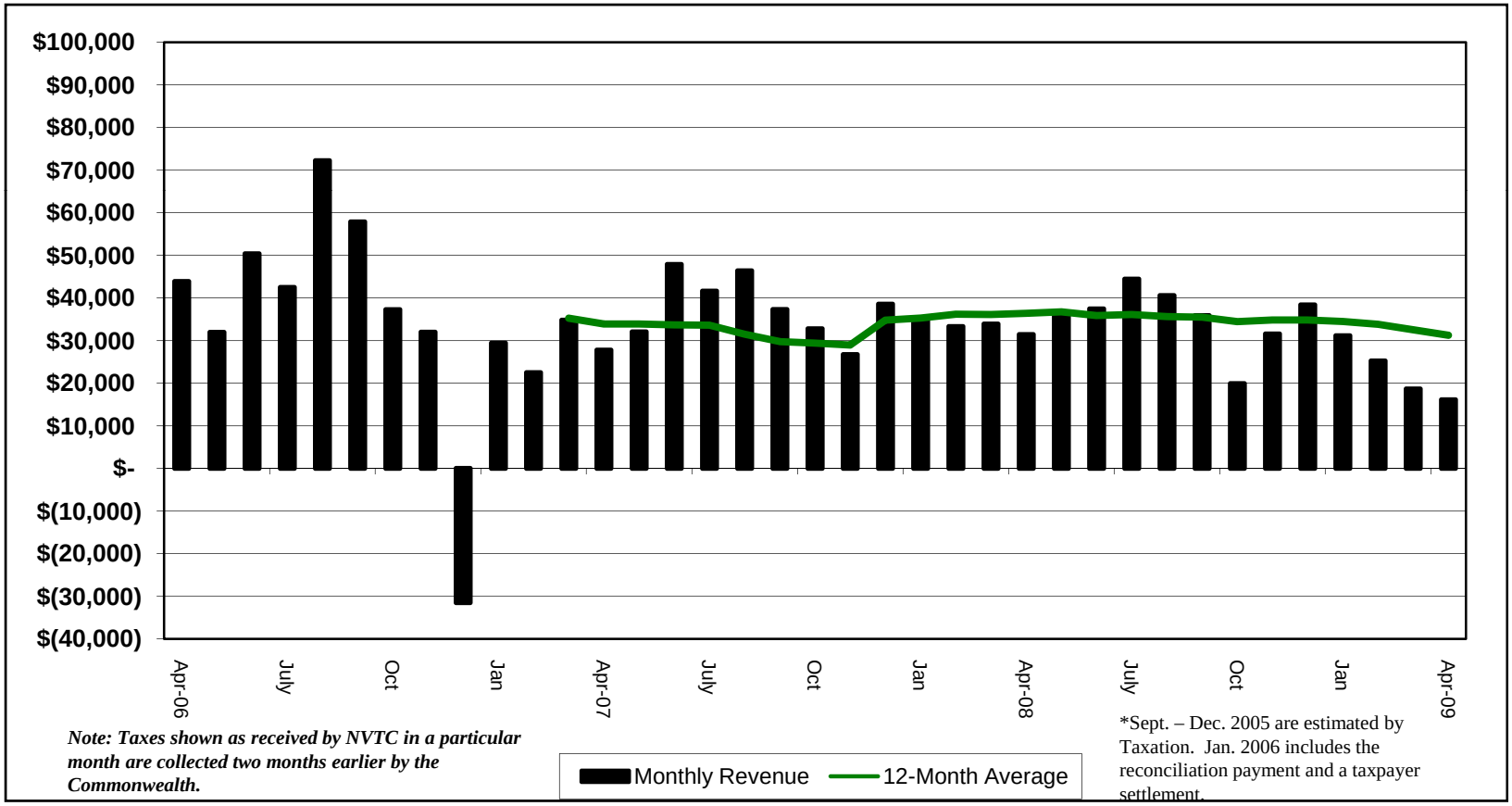
NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2006-2009



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

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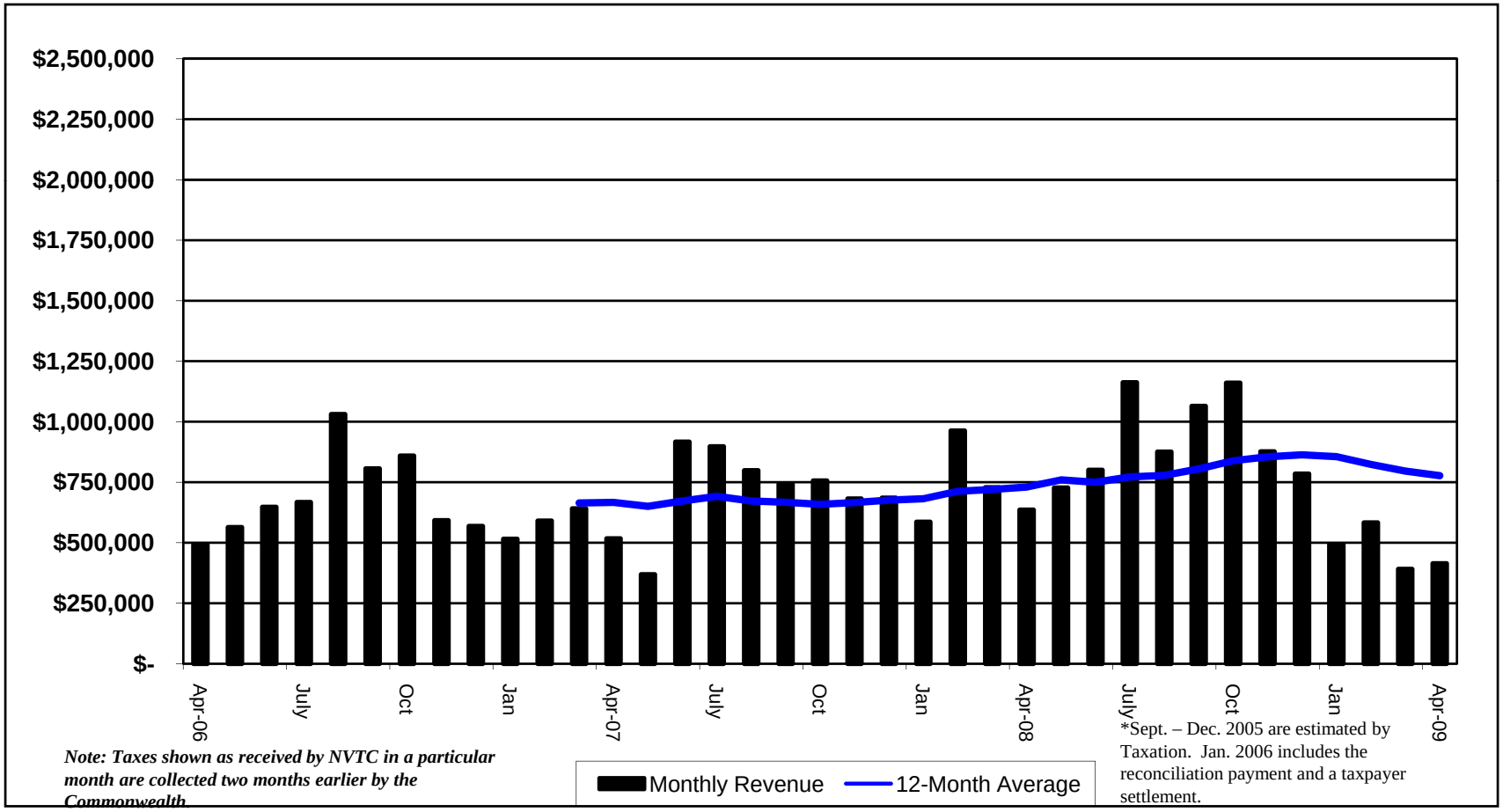
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2006-2009



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

*Sept. – Dec. 2005 are estimated by Taxation. Jan. 2006 includes the reconciliation payment and a taxpayer settlement.

 Blue

Item #3A

John Catoe named nation's top public transportation manager

For immediate release: May 28, 2009

SHARE

Complete overhaul of the transit system, leadership on national stage sets precedent

Metro General Manager John Catoe has been named the nation's 2009 top public transportation manager by the American Public Transportation Association (APTA). The annual Outstanding Public Transportation Manager Award goes to the top manager in North America who has made outstanding contributions to the public transportation industry.

Metro Board Chairman Jim Graham and APTA representative Rose Sheridan congratulate Metro General Manager John Catoe on being named the nation's 2009 top public transportation manager

"I congratulate John Catoe on his tireless efforts to advance public transportation, here in the Washington Metropolitan area and around the country," said APTA President William Millar. "With 30 years of experience in public transportation, John has a stellar track record of strong leadership and innovative performance. He has worked to improve public transportation at each of the public transit systems he has been associated with and has also worked to nurture the next generation of leaders."

"To be selected as the 2009 Outstanding Public Transportation Manager means that John Catoe is the 'best of the best'," Millar said.

Metro Board Chairman Jim Graham announced the award at a Board meeting today (May 28). "When the eyes of the world were upon us five months ago, when the biggest event in this city's history put us in the spotlight, when the most historic Inauguration took place, when 1.5 million people needed to get around this city and this region, on that day, January 20, 2009, this general manager led this transit system in a nearly flawless performance. It was perhaps this agency's finest hour," Graham said. "But his career is about more than one day. It's about 30 years of service to the public transportation industry. I'd like to take this opportunity to congratulate a remarkable man who has changed the culture of Metro."

Catoe joined Metro in January 2007, and the first weeks on his new job were brutal. In the span of six weeks, four pedestrians were fatally struck by Metrobuses and a train derailment caused 20 people to go to the hospital. Two months earlier, two rail employees were fatally struck by a train.

Catoe immediately focused on a complete overhaul of the transit system with the goal of operating Metro in the most efficient and cost-effective manner without sacrificing safety or service for customers.

Within four days of taking office, he announced his plan to create a corporate culture built on a solid foundation of safety. Safety committees were established at all of the Authority's work locations, making safety the responsibility of each employee.

He purchased a bus simulator for driver training and established a mentor program for new bus operators. Bus street supervisors used radar guns to monitor bus speeds. More than 3,200 bus operators were trained to understand traffic from a pedestrian's perspective through the "Street Smart" program that he established.

His hard work paid off. In 2008, there were no work-related employee fatalities and no Metro-related pedestrian fatalities. Additionally, the number of workers compensation claims was reduced by 10.2 percent in FY2008, and in the first half of FY2009 (July-December 2008) they had fallen by 17.4 percent.

The attitude toward safety was just one component of the culture that required change. For more than 30 years, Metro had been building a transit system. Catoe knew the agency needed to devote more attention to operations and customer service as it prepared for the future.

Within six months of his arrival, he eliminated departments that did not directly contribute to or support the new mission of service delivery. He cut 10 percent of the non-operations staff. The cuts and program changes helped Catoe avoid a fare increase and deliver a budget in FY2008 that focused on safety and quality service.

In developing the budget for FY2009, Catoe had to prepare for a projected $109 million deficit. He was direct with the Board and customers and told them Metro needed a fare increase to fund the current level of service. But he came to the table with an innovative way to erase the deficit and keep the fare increase as low as possible. Metro could raise fares in the last six months of FY2008, and then bank the surplus to fund FY2009 operating expenses.

For the remainder of the year, Catoe worked with the Board to implement the concept, and, as the agency is nearing the end of FY2009, data shows the concept was successful. With a 3.58 percent increase in ridership in a year during which fares were raised, the agency collected enough money to finance FY2008 operations and supplement FY2009 operations. In addition, Metro came in under budget by more than $13 million in FY2008, and is expected to be under budget again by the end of FY2009.

As the country's financial outlook took a turn for the worse in the fall of 2008, Catoe's national leadership was critical. Insurance giant AIG lost its triple-A credit rating, putting more than 30 transit properties with nearly 100 leaseback transactions at risk of losing as much as $4 billion in funding. Catoe went to court, led a group of chief executives in the transit industry to meet with legislators on Capitol Hill and helped prevent a financial domino effect that would have crippled the transit industry.

Perhaps nothing better illustrates Catoe's abilities as both a manager and a leader than Metro's performance for the 56th Presidential Inauguration in January 2009. Metro provided an unprecedented 17 hours of rush-hour service on its rail lines. Metrobus ran express service along more than 20 priority corridors to augment the rail system. MetroAccess offered the necessary transportation to help fulfill President Obama's vision of making this the most open inauguration in history. Hundreds of Metro staff from support offices volunteered to supplement the thousands of front-line workers that day, which became the highest ridership day in Metro history.

Congresswoman for the District of Columbia, Eleanor Holmes Norton, described Catoe's performance the day after the Inauguration: "Metro employees and their leader, General Manager John Catoe, were the 'unsung heroes' of the Inauguration. They gave their best and then some," Norton said. "Metro employees did not flinch at a challenge beyond that faced by any public transportation system in the country, but simply kept on going beyond the call of duty." She said Catoe deserved credit for "creating a new model for handling unprecedented crowds."

This is the first time in 20 years that a Metro General Manager has won APTA's Outstanding Public Transportation Manager Award. Carmen E. Turner, Metro's General Manager from May 1983 to December 1990, won the award in 1989.

APTA will present the award to Catoe in October at its annual meeting.

###

Media contact for this news release: Angela Gates for Metro: 202-962-1051 or Virginia Miller for APTA: 202-496-4816

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Washington Business Journal - June 3, 2009
/washington/stories/2009/06/01/daily69.html

WASHINGTON BUSINESS JOURNAL

Wednesday, June 3, 2009, 2:43pm EDT

Metro gets lower borrowing cost

Washington Business Journal - by Tierney Plumb Staff Reporter

Metro's largest bond sale in more than 10 years will help pay off short-term debt and fund much-needed capital projects,

On Tuesday the agency agreed to sell $307 million in A-rated bonds for an average interest rate of 4.69 percent.

Metro is expected to save millions on the move because it was able to nab a lower-than-expected average interest rate and did not have to pay for insurance or have a debt service reserve.

"There was very high demand, and the pricing of the bonds was below what we had anticipated," said Carol Kissal, chief financial officer.

Kissal said the good deal came as a result of the agency's low debt, recently upgraded credit rating and tax exempt status of bonds.

Earlier this year, **Moody's Investor Services** boosted Metro's bond rating to an A1 and **Standard & Poor**'s Rating Services raised it to an A.

The bonds will be used to cover repairs to platforms, tracks and trains.