Northern Virginia Transportation Commission

NVTC COMMISSION MEETING

THURSDAY, MAY 7, 2009

NVTC CONFERENCE ROOM

8:00 PM

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. **Minutes of the NVTC Meeting of April 9, 2009.**

   Recommended Action: Approval.

2. **VRE Items.**

   A report will be provided from the VRE Operations Board meeting of April 17, 2009 and from VRE's Chief Executive Officer.

   Information Item.

3. **I-66 Transit/TDM Study and 2007 State of the Commute Survey.**

   Corey Hill of DRPT will brief the commission on the purpose and progress of the I-66 study and the results of DRPT's 2007 State of the Commute Survey.

   Presentation.

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4. Support for Northern Virginia's Bus Rapid Transit Initiatives.

TPB is preparing a proposal for federal stimulus funding that would provide the start of a regional network of BRT service. Within Northern Virginia, BRT studies are underway in the I-66 and I-95/395 corridors, WMATA is adding these corridors to its regional priority bus network and the General Assembly's SJR 122 committee is also examining a regional network.

Recommended Action: Support BRT initiatives in the I-66 and I-95/395 corridor as part of a TPB stimulus funding application.

5. I-95/395 HOT Lanes.

Additional jurisdictions have provided comments and questions about the project. Secretary Homer has indicated that he expects to respond to NVTC's letter of December, 2008.

Discussion Item.

6. Preliminary State Aid for FY 2010.

Staff will describe the implications for Northern Virginia's transit systems based on preliminary estimates, if they are available.

Discussion Item.

7. Legislative Items.

State and federal items will be discussed including the status of the reauthorization of SAFETEA-LU and the Obama Administration's High-Speed Rail Initiative. A response has been received from the Virginia Department of Taxation regarding SB 1532.

Information Item.

8. WMATA Items.

A. FY 2010 Budget.
B. Clean Cities Grants for Hybrid-Electric Buses.
C. SmarTrip Improvements

Information Item.

9. Transit Ridership and Gas Prices.

NVTC staff has compiled monthly transit ridership data for Northern Virginia going back to FY 2006. Steady growth is shown through March of 2009. These results are compared to average gasoline prices and other related factors.

Information Item.

10. WiFi/WiMax Capabilities in Northern Virginia Transit Vehicles.

NVTC staff has completed a survey of the availability of these technologies.

Information Item.

11. Regional Transportation Items.

A. Status of Falls Church's GEORGE.
B. Preliminary Results from Regional Bus Survey.
C. Amphibus.
D. VTrans 2035.
E. Bike to Work Day.
F. Virginia Survey on Climate Change.

Information Item.

12. NVTC Financial Items for March, 2009.

Information Item.

MINUTES
NVTC COMMISSION MEETING – APRIL 9, 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
David Albo
Charles Badger
Sharon Bulova
William D. Euille
Jay Fisette
John Foust
Jeffrey Greenfield
Catherine Hudgins
Thomas Rust
Paul Smedberg
David F. Snyder
Mary Margaret Whipple
Christopher Zimmerman

Members Absent
Kelly Burk
Adam Ebbin
Mark R. Herring
Pat Herrity
Mary Hynes
Joe May
Jeffrey McKay

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

Minutes of the March 5, 2009 NVTC Meeting

Mr. Euille moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by commissioners Badger, Bulova, Euille, Foust, Greenfield, Hudgins, Rust, Smedberg, Snyder and Zimmerman. Delegate Albo was out of the room for the vote.

Senator Whipple arrived at 8:13 P.M.

VRE Items

Report from the VRE Operations Board. Mr. Zehner reported that VRE on-time performance for January and February was over 90 percent for both lines. VRE recently experienced five catastrophic locomotive failures, for which VRE staff is investigating the causes of the failures.

Contract Modification for New Locomotive Purchase. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2124, which would authorize VRE's CEO to modify the contract with Motive Power, Inc. to increase the base order of five new locomotives up to nine and to increase the contract value to $36.4 million from $20.3 million. VRE anticipates receiving $9.8 million of federal stimulus funds for this purchase. Mr. Taube stated that the resolution has been changed to reflect the new date of approval.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve the resolution. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Foust, Greenfield, Hudgins, Rust, Smedberg, Snyder, Whipple and Zimmerman.

Elimination of Free Bus Fares on Code Red Air Quality Days

Mr. Taube reminded commissioners that NVTC has been managing the program of free bus fares on forecast bad air quality days since 1999. The program reimburses transit agencies for lost revenue during forecast Code Red air quality days on which all Northern Virginia bus fares are free. The Jurisdiction and Agency Coordinating Committee (JACC) of the Northern Virginia Transportation Authority and NVTC's Management Advisory Committee (MAC) recommend that NVTC discontinue the region's Ride Free program. The remaining unspent funds totaling $2.6 million would be redistributed to other transit projects to cover reductions in FY 2010 Federal Congestion Mitigation and Air Quality funds.

Mr. Taube explained that staff has been unable to accurately count the number of people riding on free days and consequently could not accurately determine how many new riders were taken off the roads.

Chairman Zimmerman noted that if the program is discontinued then it leaves the question of where the $2.6 million will be spent. However, that decision is made by the Northern Virginia Transportation Authority and not NVTC.

Mr. Euille moved, with a second by Mrs. Bulova, to direct staff to close out the project and release the remaining funds to be reallocated by NVTA. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Foust, Greenfield, Hudgins, Rust, Smedberg, Snyder, Whipple and Zimmerman.

NVTC Administrative Budget for FY 2010

Mr. Taube explained that the commission asked staff to go back and reduce the size of the FY 2010 budget. This current version of the budget meets all the directives of the commission, including the elimination of all staff salary increases, expenditures held to the FY 2009 level, and local contributions held constant. This was achieved by making some drastic budget cuts in several areas, including removing travel and conference costs, reducing public information/outreach costs, and deferring the purchase of a new telephone system.

Chairman Zimmerman stated that the budget guidance given by the commission is not reflective of the commission's view of the value of NVTC and its staff, just reflective of the economic reality. He stated that this budget holds total spending constant, holds local contributions constant, and holds salaries constant, which is all consistent with the guidance given by the commission.

Mrs. Bulova stated that NVTC's budget is consistent with Fairfax County's budget strategy. She expressed her appreciation to NVTC staff for reworking the budget. Commissioners mentioned that most, if not all, jurisdictions are not including merit increases or cost of living adjustments in their budgets.

Delegate Rust asked why some jurisdictions' subsidies dropped. Mr. Taube replied that the formula is set by state statutes and is based on the shares of state aid and gas tax revenues each jurisdiction receives from NVTC.

Mr. Smedberg moved, with a second by Mr. Snyder, to approve the budget. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Foust, Greenfield, Hudgins, Rust, Smedberg, Snyder, Whipple and Zimmerman.

Briefing on I-66 Transit TDM Study

Chairman Zimmerman noted that Corey Hill from DRPT was unable to attend this rescheduled meeting, so the briefing will be put on next month's meeting agenda. Commissioners were provided with a written report.

Mr. Fisette arrived at 8:21 P.M.

Legislative Items

Delegate Albo reported that most of the federal stimulus package coming to the commonwealth is tied to certain criteria. The House of Delegates wanted some control over what happens to these funds. However, most of these federal funds flow through existing federal systems and do not go though the state legislative process. Transit funding seems to be flowing through the established formula. Chairman Zimmerman stated that the use of the majority of the funds will be decided by the Commonwealth Transportation Board. Senator Whipple stated that the Finance Subcommittee for the Senate Transportation Committee will meet in May and will try to provide some advice to CTB about how the stimulus funds should be spent.

Mr. Taube stated that NVTC and PRTC staff met with Department of Taxation staff regarding SB 1532. The Department of Taxation insists that no motor fuel will escape taxation due to retailers purchasing fuel prior to the effective date of the legislation of January 1, 2010 for sale after that date. They also insist that the department will be able to accurately attribute sales to the correct jurisdiction. Also they did not feel that any special amendments were needed for the veto session.

Mr. Taube stated that he sent a letter to William White, Assistant Commissioner for Tax Policy, which summarized the discussion between NVTC, PRTC and the Department of Taxation. The letter also requests tracking the changes to measure if the change in revenue is sufficient to provide revenues at least as great as the current two percent tax. If the Department of Taxation does not agree to do this assessment, NVTC staff could do it. The letter also requests an agreement identical to that of PRTC providing consultation with the commission when a taxpayer settlement is proposed over $25,000.

Mr. Taube stated that a letter has been prepared to send to Congressman Moran expressing NVTC's support for his requests for earmarks from the FY 2010 appropriations bill, including funding for WMATA, Dulles rail, and other transit projects. In particular, NVTC endorses his request for $500,000 to examine the feasibility of advanced transit in the Route 7 corridor linking King Street Metrorail with the Columbia Pike Streetcar through Falls Church and Tysons Corner.

Mr. Snyder moved, with a second by Mr. Greenfield, to authorize Chairman Zimmerman to sign and send the letter.

Mr. Smedberg observed that the term "advanced transit" is used in the second paragraph for Route 7 but Alexandria has yet not made a decision whether it will be BRT. Chairman Zimmerman observed that the wording was used to be expansive to encompass any possible outcome. Mr. Taube explained that those words were used because they were the words used on Representative Moran's website. Mr. Smedberg asked to follow-up with staff on the Potomac Yard issue. There was no objection to changing the word "buses" to "transit."

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

Mr. Greenfield left the meeting at 8:38 P.M. and did not return.

Response to Public Comments on NVTC's 2009 Workprogram

Mr. Taube stated that NVTC received comments from two citizens about its Work Program at the public hearing in January. Alan Muchnick, president of the Virginia Bicycling Federation, addressed VRE's bicycle policies and web-site information. VRE's CEO responded and NVTC staff is developing further information on the status of other Northern Virginia transit systems' bicycle policies and web-site information.

Ed Tennyson addressed the productivity of WMATA and VRE. His concerns about VRE's insurance costs prompted an analysis by DRPT provided to the General Assembly. Mr. Badger explained that through a data transposition error, the number of unlinked VRE passenger trips was overstated considerably. The result of this error was that the cost of casualty and liability expenses per passenger trip reported by VRE in FY 07 appeared to be in the middle of the range when in actuality it is near the top of the range. DRPT has sent a letter to the General Assembly explaining this error.

Northern Virginia Transit Technology Survey

Mr. Taube stated that DRPT is undertaking a plan for Intelligent Transportation Systems. One component is a survey of technologies in use by transit systems. NVTC staff has supplemented those survey results with further research. The issue of interoperability remains a serious concern. Technologies may not communicate effectively with each other if they are procured at different times from different vendors. More work is needed in this area.

Metro Items

Chairman Zimmerman asked Shiva Pant to introduce new WMATA employees. Mr. Pant introduced Sarah Kline, Director of Government Relations, and Jennifer Green, Virginia Government Relations Officer.

FY 2010 Budget Review. Chairman Zimmerman reported that public hearings for the budget are being conducted next week. Mrs. Hudgins stated that the hearing in Fairfax County is scheduled for April 13th at the Marshall Road Elementary School at 6:30 P.M. Chairman Zimmerman stated that another hearing will be held at the Arlington County Board room on April 14th at 6:30 P.M.

Metro Matters Bonds. Mr. Taube reported that the WMATA Board approved staff's request to issue bonds to finance the ongoing Metro Matters program. Some of NVTC's jurisdictions expect to "opt out" of that bond issue (fully or in part) using funds appropriated by the Virginia General Assembly in 2005. Close to $40 million will be provided by DRPT for that purpose.

Dulles Rail Full Funding Agreement. Chairman Zimmerman announced that the full funding agreement has been signed for the Dulles Rail project.

Metrorail Delays and Other WMATA Issues. Mr. Snyder stated that the Orange Line has had some serious delays. There needs to be better communication with the passengers. He asked for a report at the next meeting.

Mr. Snyder also stated that in some European cities visitors are given a free transit pass when they check into a hotel. He asked if Metro is doing anything like this because it could be a steady source of revenue. It seems to be a win-win situation.

Chairman Zimmerman stated that Metro does do something similar for conferences. He suggested staff find out more details about the programs in Europe.

GEORGE Bus. Mr. Snyder thanked NVTC staff for correcting erroneous information recently released about the GEORGE system. It is his view that if the Falls Church City Council eliminates this service, it would be a total breach of faith with the region and NVTC. He asked NVTC to strongly urge Falls Church to maintain the system in an efficient manner and that NVTC fully enforce the contractual provisions for the buses as they exist. Chairman Zimmerman stated that Mr. Taube is scheduled to speak at the next Falls Church City Council meeting regarding this issue.

Mrs. Bulova stated that she is personally supportive of the concept, but observed that her own jurisdiction, Fairfax County, is being faced with making hard decision about bus service in light on economic realities. Senator Whipple suggested NVTC write a short letter to Falls Church expressing the commission's understanding of the city's budget situation but hopeful that they can find a way to continue the GEORGE service and that NVTC is ready to assist. Chairman Zimmerman stated that it is important to remind city staff that they cannot dispose of the buses, since they are not the city's assets. Delegate Albo cautioned that NVTC should be responsive to its local government members and not attempt to dictate local policies, but he supported the tone suggested by Senator Whipple.

Without objection, Chairman Zimmerman agreed to send a letter based on Senator Whipple's approach.

Transit Ridership in Northern Virginia in FY 2009

Mr. Taube reported that overall transit ridership in Northern Virginia grew by three percent, but the growth rate is slowing, perhaps reflecting the economic situation.

Regional Transportation Items

Potomac Ferry Demonstration Ride. The Prince William County Department of Transportation has received a $225,000 VDOT grant to study the technical feasibility of running a high-speed passenger ferry service between points in Prince William County and points in Fairfax County, National Harbor, Old Town Alexandria, National Airport and the Washington, D.C. Navy Yard. Simulated test runs will be performed to measure total trip time and measure noise and wake at several points along both the Maryland and Virginia shores. In response to a question from Mr. Fisette, Mr. McFarland stated

that if there are wake and/or noise problems, the project may not advance. Mr. Taube stated that on May 6th commissioners are invited to attend a Commuter Ferry Summit to discuss commuter ferry service and to take a ferry ride.

Funding to Study a New Potomac Yard Metrorail Station. Alexandria has designated $1.5 million for WMATA to begin to study a potential Metrorail station in Potomac Yard (between Braddock Road and Reagan National Airport).

VTrans 2035 Work Program. Wilbur Smith Associates is the lead consultant and the plan is due for completion in December, 2009. It will culminate in 10-12 strategic investments recommended for Virginia with detailed documentation. An extensive public outreach program is included.

Testing SmarTrip Autoload on DASH. Alexandria's DASH is serving as a test transit system for new SmarTrip autoload functions. Customers with SmartBenefits can have value loaded automatically by tapping their SmarTrip cards on a DASH bus farebox target. Also, bank accounts can be linked to replenish value on the SmarTrip card and complex pass products can be accommodated. Testing will begin in April and this long-awaited feature should be implemented throughout the region in the fall, 2009.

I-95/395 HOT Lanes Project. There is still no response to NVTC/PRTC/NVTA requests for information from Secretary Homer. Alexandria has adopted a resolution similar to that of Arlington County.

Leesburg Vegetable Oil Trolley. Mr. Taube reported that Leesburg's ongoing demonstration continues to be a success. NVTC staff is exploring whether this approach might work in other areas of Northern Virginia as a means to reduce transit fuel costs, emissions and ground water pollution.

Bus Shelter Scales. A unique advertising approach from the Netherlands links a digital scale to a bus shelter bench. Patrons viewing their weight are directed to a local gym.

MWCOG Stimulus-Funded BRT Project. COG/TPB staff is working with the TPB Scenario Task Force to design a project to compete for up to $300 million of discretionary federal stimulus funds for a $1.5 billion nationwide program. The concept currently includes BRT corridors on Route 1 and Little River Turnpike or Route 7 in Virginia.

Arlington County Pursuing Columbia Pike Streetcar Funds. The Arlington County Board is expected to approve $3 million for environmental planning and preliminary

design. The funds would initially come from the 12.5 cents per $100 commercial real estate tax.

NVTC Financial Items for February, 2009

Commissioners were provided with a copy of NVTC's financial reports. There were no questions.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 9:02 P.M.

Approved this 7th day of May, 2009.

_____
Christopher Zimmerman
Chairman

_____
William Euille
Secretary-Treasurer

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2124

SUBJECT: Contract Modification for New Locomotive Purchase.

WHEREAS: In January of 2008, the Board approved the award of a contract to Motive Power, Inc. for the manufacture of two new locomotives at a cost of $4,379,271 per unit;

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

WHEREAS: The federal Stimulus Bill was enacted and VRE is expected to receive another $9.8 million to purchase locomotives; and

WHEREAS: This authorization is being requested to increase the base order by four additional units.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to modify the contract with Motive Power, Inc., for the purchase of locomotives so that the base order is increased from five to nine locomotives, increasing the contract value to $33,103,342, plus a 10% contingency of $3,310,334, for a total amount not to exceed $36,413,676.

Approved this 9th day of April, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer

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Northern Virginia Transportation Commission

AGENDA ITEM #2

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: VRE Items

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

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Item #2

Report from the VRE Operations Board

Attached for your information are minutes from the VRE Operations Board meeting of April 17, 2009. Also provided is the monthly report of VRE's Chief Executive Officer, together with reports on ridership, on-time performance, and locomotive failures.

Virginia Railway Express

CHIEF EXECUTIVE OFFICER'S REPORT

April 2009

MONTHLY DELAY SUMMARY

	December	January	February	March
System wide				
Total delays	75	39	36	84
Average length of delay (mins.)	14	21	17	21
Number over 30 minutes	3	7	4	14
Days with Heat Restrictions/Total days	0/19	0/18	0/19	0/22
On-Time Performance	86.5%	93.1%	93.5%	86.8%
Fredericksburg Line				
Total delays	47	21	19	49
Average length of delay (mins.)	15	22	17	21
Number over 30 minutes	2	4	2	10
On-Time Performance	81.4%	91.8%	92.3%	82.9%
Manassas Line				
Total delays	28	18	17	35
Average length of delay (mins.)	14	21	16	21
Number over 30 minutes	1	3	2	4
On-Time Performance	90.8%	94.2%	94.4%	90.1%

SYSTEM RIDERSHIP

The total number of March trips in 2009 was 6.1% higher than in March 2008. The year-to-date gain through March in ridership was 6.0%. The growth in ridership is still steadily declining when compared to previous months. The year-to date gain in September was 12.9%, November 9.2%, January 8.1%, and February 7.3%. These declines may be attributed to the slowdown in the economy and/or the escalation of fares – up 10% in FY 2010. With the potential increase in federal transit benefit from $120 to $230 in the coming months, VRE will hopefully see an uptick in ridership. However, I am concerned that the scheduled 6% fare increase in July could hamper ridership and add to the continuing ridership decrease. I intend to discuss the situation at the May Operations Board meeting after we have gained additional ridership data.

SYSTEM ON TIME PERFORMANCE

We experienced significant delays in March, when compared to January/February, which impacted our OTP:

- March 2 – Winter Storm caused delays on both lines
- March 3 - Mechanical problems on morning Fredericksburg Line and disabled Amtrak train in afternoon caused delays on both lines
- March 13 – Variety of railroad and mechanical issues caused delays
- March 17 – Significant locomotive failure caused delays
- March 18 – Two significant locomotive failures caused delays

- March 23 – Signal problems on CSX caused afternoon delays
- March 30 – Significant locomotive failure caused delays

The most significant delays were due to locomotive failures in route. Although none of the locomotive failures were due to the same reason. Most of the delays were due to engine component failures (water pump, auxiliary generator, and traction motors) or electrical shorts which prevented the engine from continuing to operate. I have asked the VRE maintenance contractor to perform a thorough review of our maintenance procedures and oversight to determine if we have shortcomings in our processes. In addition, I met with Amtrak's Chief Operating Officer and Chief Mechanical Officer on March 31st and indicated my dissatisfaction with the locomotive maintenance. There were a number of process and procedural problems that I felt compromised our locomotive maintenance. I wanted to make sure action was taken to correct the situation. Additional information is included in Agenda Item 9A.

PARKING EXPANSION STATUS AT BROOKE AND LEELAND ROAD

At Brooke, various options for increasing parking by 200-300 spaces have been studied. The most likely "build alternative" is south of the station and could provide approximately 200 parking spaces. While the property south of the station (Bracco property) may also be a good option, the land has significant archaeological importance and requires more work. The implications must be understood before FTA will sign off on the environmental or allow land to be purchased with federal money. Unfortunately, the owner is no longer willing to allow us back on the property to conduct test pitting, which is required to conclude the environmental work. As a result, the project is not on hold. For March 2009, parking lot utilization at Brooke was 83%.

At Leeland, the preferred site for expansion is the property adjacent to the station that is owned by VRE (PRTC). We are in the process of submitting the environmental assessment (EA) to FTA for their approval. While no issues are foreseen, it typically takes 4-6 months to get FTA approval. After FTA approves the EA, the design will be finalized and the project can be put out to bid for construction. This expansion is expected to provide 200 additional parking spaces. For March 2009, parking lot utilization at Leeland was 109%.

MEET THE MANAGEMENT

The annual "Meet the Management" events started up again April 1st at Union Station and April 8th at L'Enfant. The following schedule provides a list of remaining dates and locations.

April 15	Crystal City (pm)	June 17	Manassas Park (am)
April 22	Alexandria (pm)	June 24	Quantico (am)
April 29	Franconia-Springfield (pm)	July 1	Burke Centre (am)
May 13	Fredericksburg (am)	July 8	Rippon (am)
May 20	Broad Run (am)	July 15	Rolling Road (am)
May 27	Leeland Road (am)	July 22	Woodbridge (am)

June 3	Manassas	(am)		July 29	Backlick Road (am)
June 10	Brooke	(am)		August 5	Lorton

LOCOMOTIVE SALE

In June of 2007, the Operations Board provided authorization to sell the locomotive fleet, in anticipation of the procurement for new locomotives. Solicitation documents will be posted on the web for the sale of up to nine units. If sold, the money could be used to purchase additional locomotives. Any sales agreement will be brought to the Operations Board for approval.

VRE WINS TMCA AWARD

The Transportation Marketing and Communications Association notified VRE that the fall 2008 campaign, "New tracks, New Trains and a Fresh New Focus" has been recognized with an Award of Merit in the 2009 TMCA Compass Awards Program. This campaign was judged against the best in marketing communications among transportation and logistics organizations throughout North America. This year, TMCA received more than 160 entries from all modes and market segments of transportation. Of those, only 12% received an Award of Excellence, and another 28% received an Award of Merit.

MONTHLY PERFORMANCE MEASURES – MARCH 2009

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
March Fredericksburg OTP Average	82.9%
March Manassas OTP Average	90.1%
VRE MARCH OVERALL OTP AVERAGE	86.8%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	2,816,829
VRE FY 2008 Passenger Totals	2,657,990
PERCENTAGE CHANGE	6.0%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
MARCH 2009	331,002
MARCH 2008	312,098
PERCENTAGE CHANGE	6.1%
SERVICE DAYS (CURRENT/PRIOR)	21/21

Monthly Ridership and OTP: March 2008

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2*	2,305	1,920	4,225	56%	1,622	1,526	3,148	46%	7,373	52%
3	3,658	3,846	7,504	63%	4,373	3,990	8,363	62%	15,867	62%
4	4,050	3,990	8,040	100%	4,199	4,308	8,507	85%	16,547	93%
5	4,034	4,077	8,111	100%	4,179	4,405	8,584	100%	16,695	100%
6	3,349	3,130	6,479	94%	4,039	3,864	7,903	100%	14,382	97%
7										
8										
9	3,970	3,755	7,725	100%	4,077	4,237	8,314	77%	16,039	90%
10	4,026	4,040	8,066	100%	4,108	4,210	8,318	100%	16,384	100%
11	4,106	3,827	7,933	100%	4,023	3,832	7,855	85%	15,788	93%
12	3,563	3,934	7,497	100%	4,079	4,447	8,526	85%	16,023	93%
13	3,336	3,035	6,371	94%	3,679	3,699	7,378	62%	13,749	79%
14										
15										
16	3,992	3,846	7,838	94%	4,086	4,362	8,448	85%	16,286	90%
17	4,114	4,010	8,124	94%	4,141	4,044	8,185	62%	16,309	79%
18	3,887	3,320	7,207	44%	3,995	4,586	8,581	85%	15,788	62%
19	4,010	3,898	7,908	88%	3,956	4,198	8,154	100%	16,062	93%
20	3,280	3,257	6,537	81%	3,542	3,741	7,283	100%	13,820	90%
21										
22										
23	3,755	3,770	7,525	100%	3,883	3,729	7,612	54%	15,137	79%
24	3,929	4,053	7,982	100%	4,039	4,249	8,288	85%	16,270	93%
25	3,921	4,135	8,056	100%	4,014	4,255	8,269	85%	16,325	93%
26	3,984	3,885	7,869	100%	4,208	4,436	8,644	100%	16,513	100%
27	3,237	2,978	6,215	94%	3,677	3,841	7,518	92%	13,733	93%
28										
29										
30	3,884	3,951	7,835	81%	3,880	3,978	7,858	77%	15,693	79%
31	4,003	4,029	8,032	100%	3,754	4,477	8,231	100%	16,263	100%
	82,393	80,686	163,079	90%	85,553	88,414	173,967	83%	337,046	87%
		Adjusted total:	160,118			Adjusted Total:	170,884	Adjusted Total:	331,002	

# of Service Days:	21			Total Trips This Month:	337,046	Adjusted Total:	331,002
Manassas Daily Avg. Trips:	7,413	Adjusted Avg.:	7625	Prior Total FY-2009:	2,517,709		
Fred'burg Daily Avg. Trips:	7,908	Adjusted Avg.:	8137	Total Trips FY-2009	2,854,755		
Total Avg. Daily Trips:	15,320	Adjusted Avg.:	15,762	Total Prior Years:	40,598,336		
				Grand Total:	43,453,091		

Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days.
* desigates a full service day with inclement weather. Ridership was dramatically lowered as a result of the winter storm.

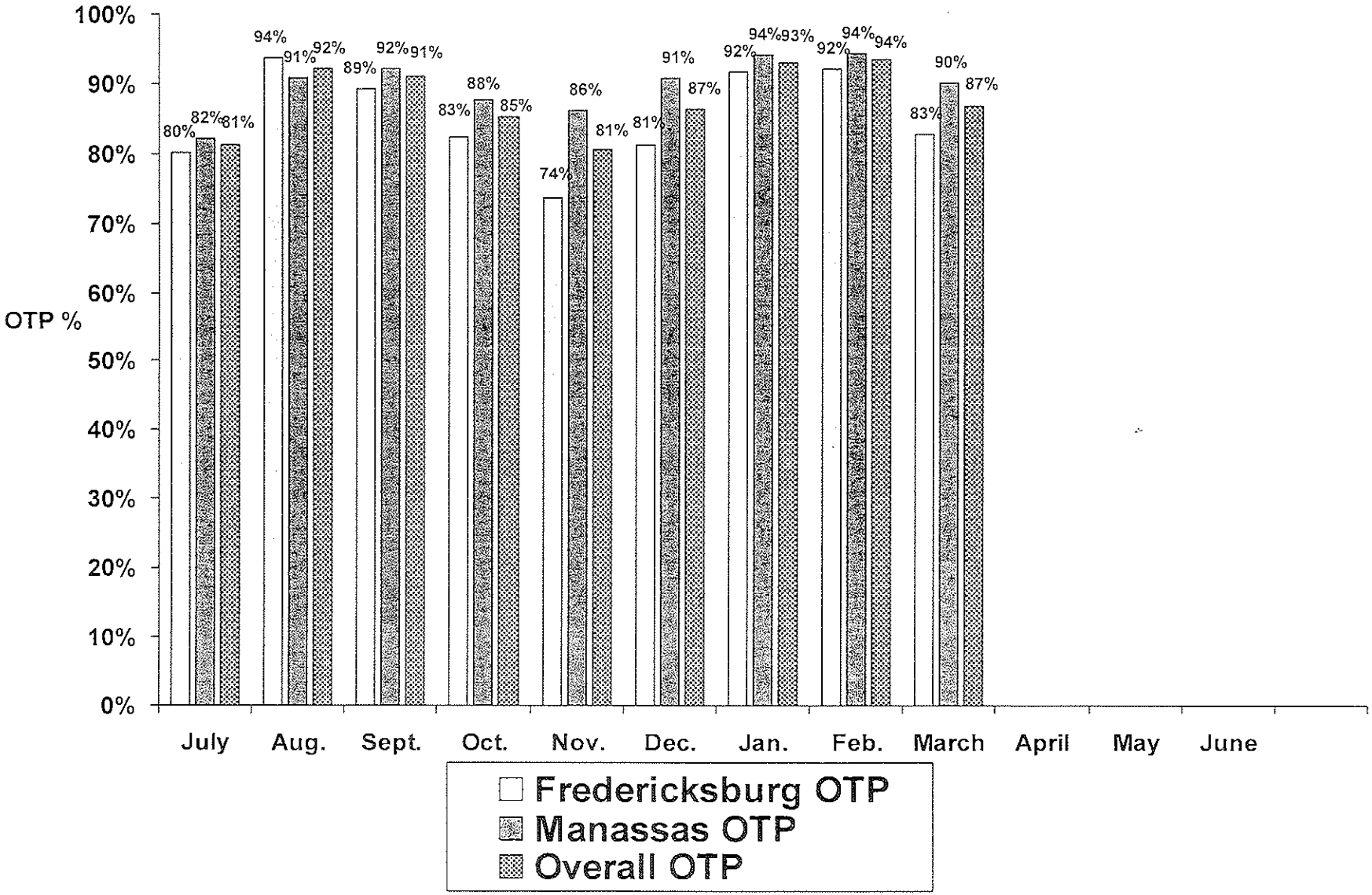
Monthly Ridership Changes:
Fiscal Year 2008 vs. 2009

	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	7625	11.93%	8050	8137	1.08%	15762	6.06%
April	6988			8324			0	
May	6832			8094			0	
June	7123			8504			0	
Average growth			9.74%			9.80%		9.75%

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

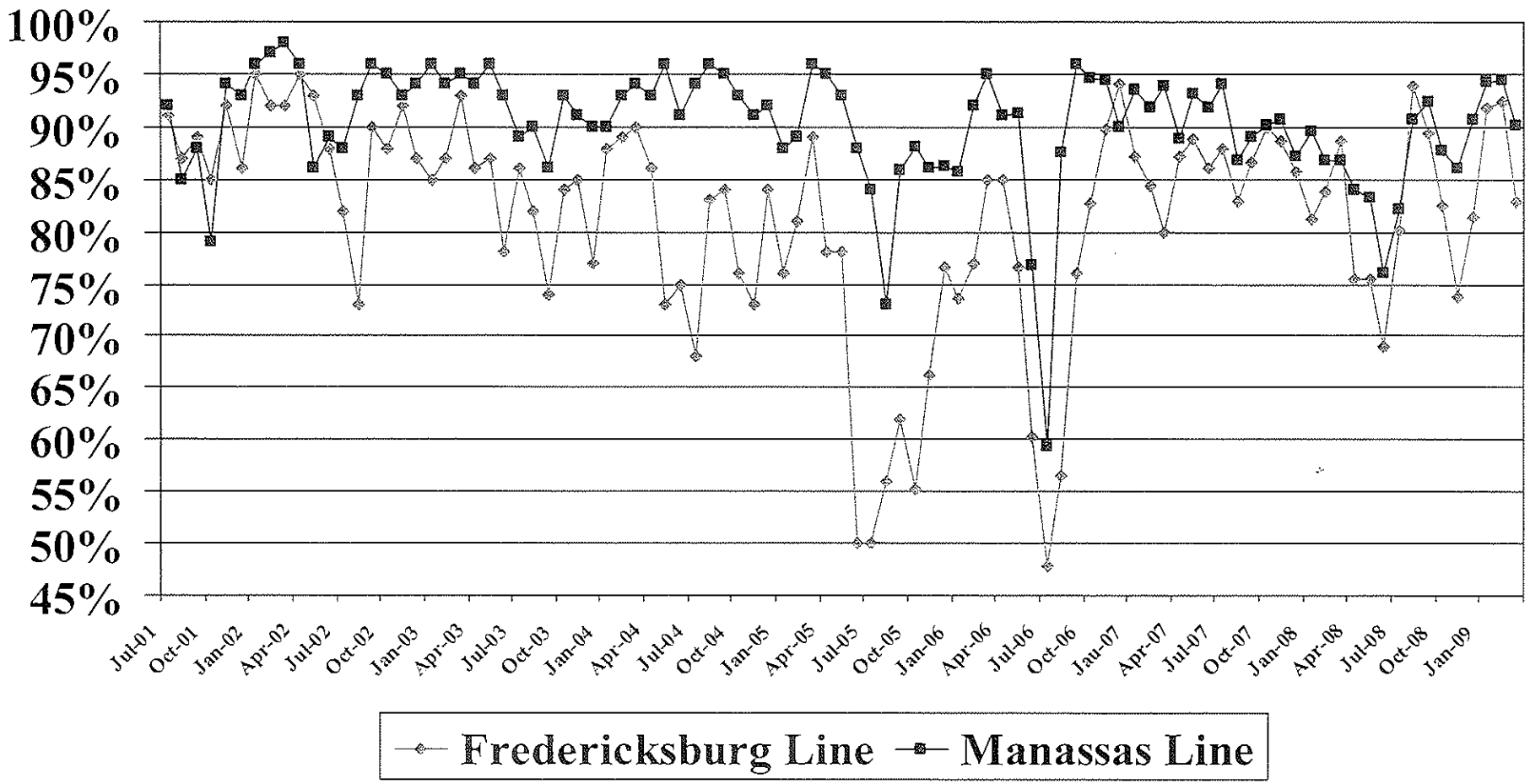
**Average daily ridership for May 2008 does not include 5/30/08 due to planned service disruption.

Average On-Time Performance FY-2009

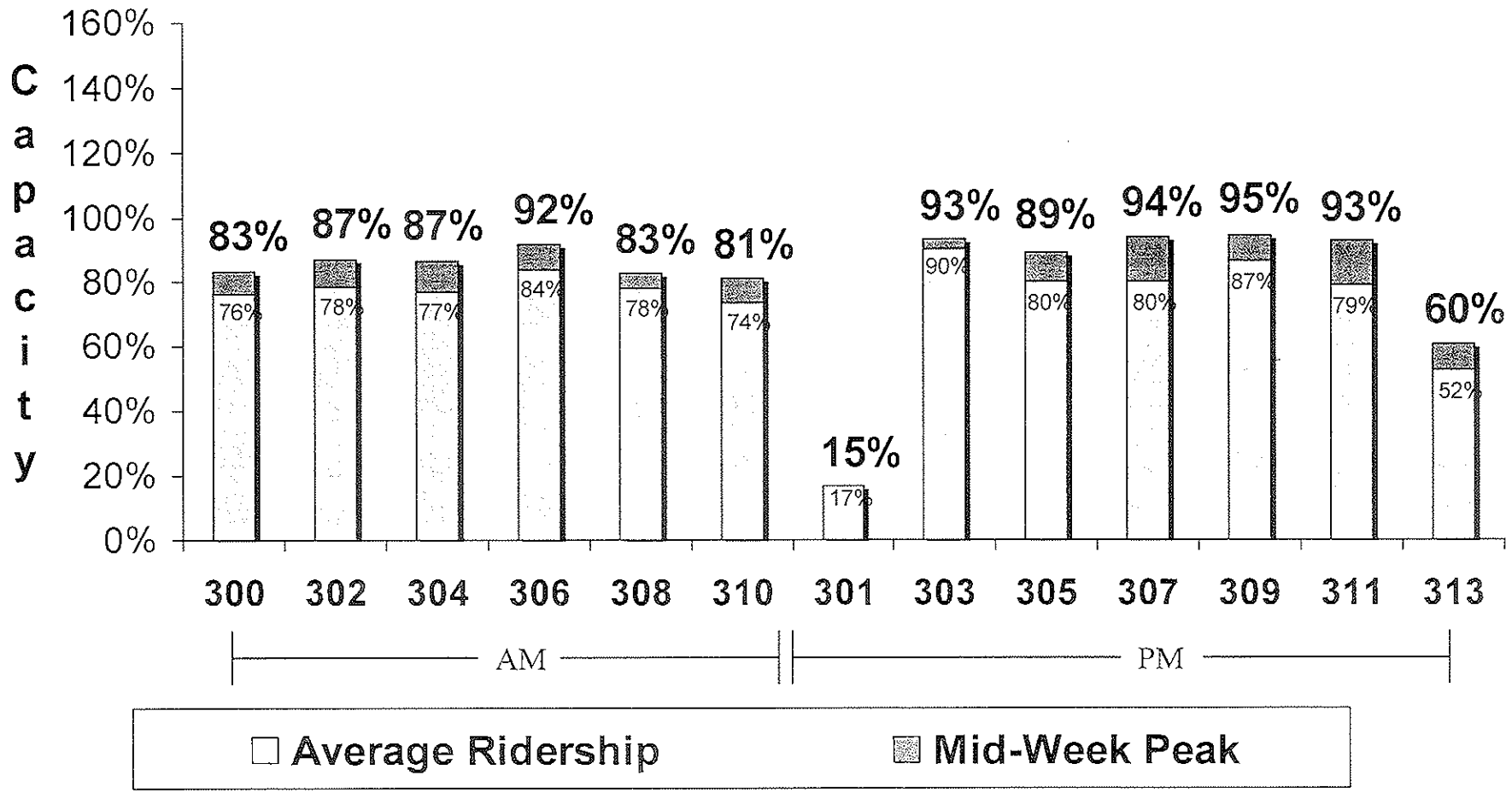


On-Time Performance

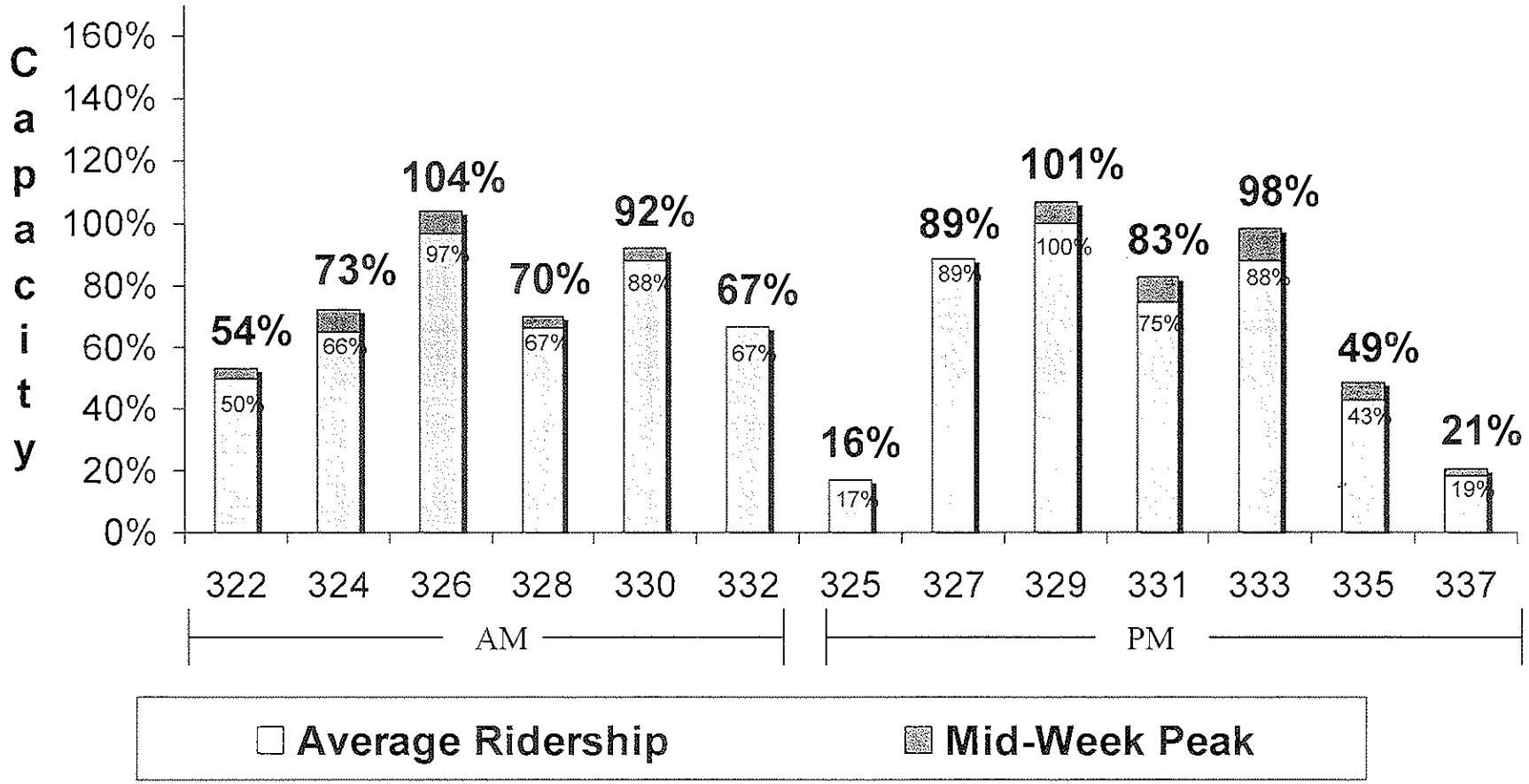
July 2001 – March 2009



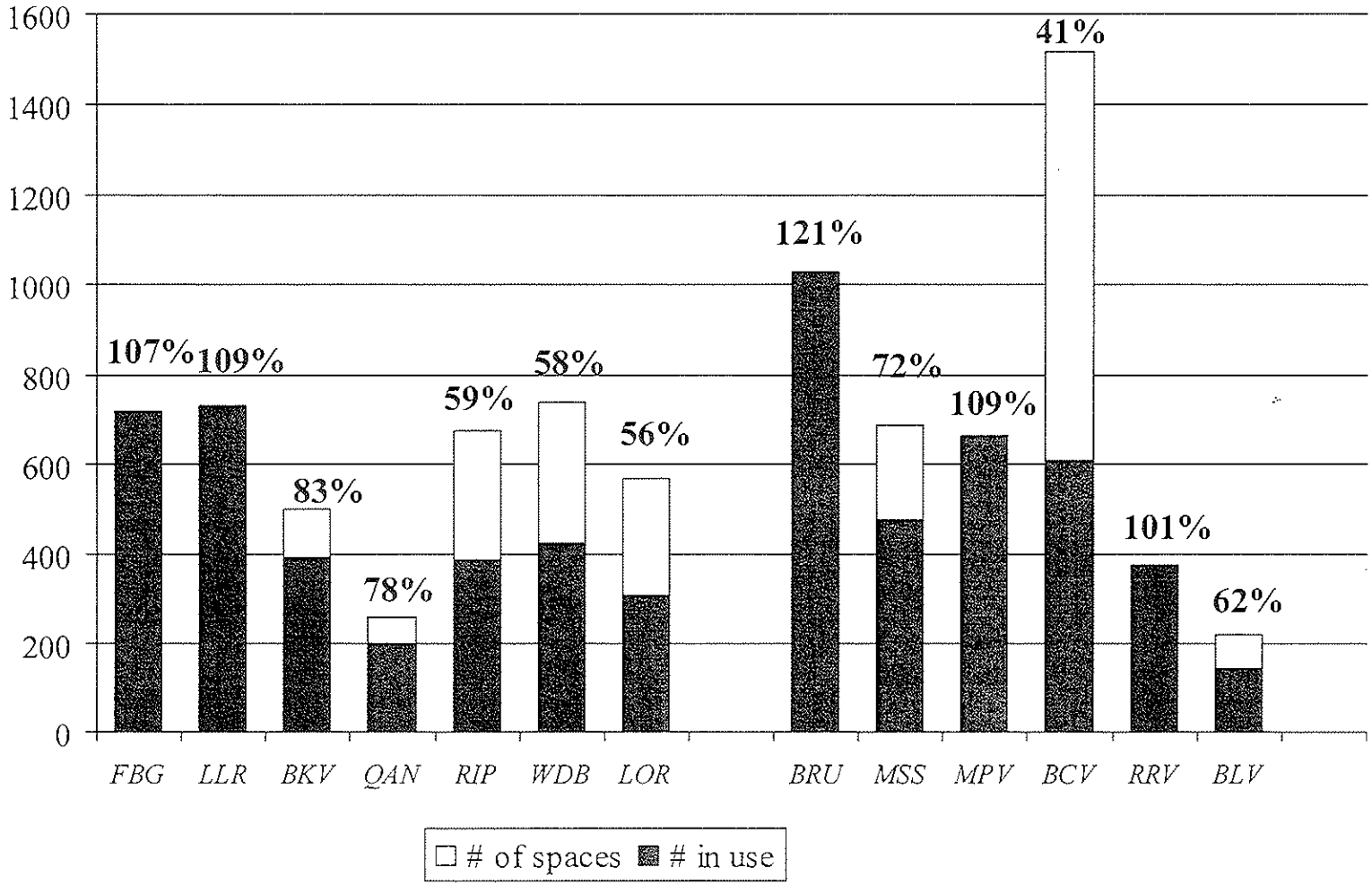
Train Utilization:
Fredericksburg Line – March 2009



Train Utilization: Manassas Line – March 2009



Parking Lot Utilization: March 2009



Virginia Railway Express Operations Board

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Web Site: http://www.vre.org • E-Mail: gotrains@vre.org

AGENDA ITEM 9-A
INFORMATION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: APRIL 17, 2009

RE: LOCOMOTIVE FAILURES UPDATE

At the last Operations Board meeting, Chairman Zimmerman requested that specific information on last month's locomotive failures be provided. In most cases, the failures were locomotive component failures and changes to maintenance practices have been proposed and are underway to minimize future mechanical breakdowns.

Date	Train	Unit	Reason for Delay	Length of Delay	Comments	Follow-up
March 17	#307	V23	Water pump snapped shaft	134 minutes	Water pump failure not preventable. However, Amtrak did not follow policy as the unit was recently serviced and was required to be protected with another locomotive. In addition, a power control cable required to couple the train was missing.	Amtrak is handling the man failure through their discipline process because the power cable was not connected as required.

March 18	#325	V21	Auxiliary generator failure	145 minutes	The voltage required to keep batteries charged at an idle was below the required output.	Amtrak is broadening their generator inspection procedures to ensure generators are producing the required output and that battery chargers are checked more thoroughly on regular inspections.
March 18	#338	V02	Blower motor failure	Train cancelled, causing cancellation of train 337 also	The failure caused continuous ground faults to be logged and finally latched out shutting down the engine.	Amtrak is broadening their blower motor inspection procedures to look at the amperage draw and predict the health of the motor. This will help determine when to change out and prevent this type of failure.
March 30	#301	V25	Power assembly failure	5 hours	Warranty component failure of a power assembly that was replaced in May 2008 by TMS	TMS provided new power assembly and change out has been made at no cost to VRE
April 1	#327	V31	Traction motor fire	Train cancelled – 40 minute delay to riders	Chafing of the lead electrical power input to the traction motor caused the fire.	Increasing regular inspection of all electrical leads to traction motors and blowers for chafing.
April 8	#336	V02	Low water	Train cancelled, causing cancellation to train 335 also	Locomotive made 1.5 round trips prior to receiving low water protection. Water tank was visually low.	Engine is undergoing pressure testing to detect leaks. None are currently visible.

I have directed the VRE locomotive maintenance contractor, Motive Power Inc. and Amtrak maintenance staff to do the following:

1. Conduct static electronic testing on all water pumps, battery chargers, batteries, and auxiliary generators for advance notice of the need for replacement.
2. Conduct water and oil leak inspections of the entire fleet.
3. Conduct visual inspections of all traction motors, traction motor cables, and traction motor gear cases.
4. Strengthen 92-day locomotive inspections of locomotives to include evaluation of all of the above plus include documentation indicating that the tests were performed and by whom.

5. Amtrak pledged to conduct a review of their mechanical processes by an independent team to ensure all applicable procedures are being followed. Changes to existing procedures or the development of new procedures to strengthen locomotive maintenance and oversight will sought.

VIRGINIA RAILWAY EXPRESS

BOARD MEMBERS

CHRIS ZIMMERMAN
CHAIRMAN

PAUL MILDE
VICE-CHAIRMAN

WALLY COVINGTON
TREASURER

SHARON BULOVA
SECRETARY

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

ALTERNATES

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

DALE ZEHNER
CHIEF EXECUTIVE OFFICER

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Web Site: www.vre.org

M I N U T E S

VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
APRIL 17, 2009

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

MEMBERS ABSENT	JURISDICTION
Patrick Herrity (NVTC)	Fairfax County
Suhas Naddoni (PRTC)	City of Manassas Park
George H. Schwartz (PRTC)	Stafford County
Paul Smedberg (NVTC)	City of Alexandria

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Charles Badger	DRPT
Brad Ellis	City of Fredericksburg
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Jay Fisette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Timothy Lovain (NVTC)	City of Alexandria
Michael C. May (PRTC)	Prince William County
Jeff McKay (NVTC)	Fairfax County
Martin E. Nohe (PRTC)	Prince William County
John Stirrup (PRTC)	Prince William County

STAFF AND GENERAL PUBLIC	
John Duque – VRE	Betsie Massie – PRTC staff
Jeremy Flores – VRE	Sirel Mouchantaf – VRE
Anna Gotthardt – VRE	Peyton Onks – Sup. Herrity's office
Al Harf – PRTC staff	Dick Peacock – citizen
Christine Hoeffner – VRE	Michael Schaller – citizen
Ann King – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax County	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Dale Zehner – VRE
Steve MacIsaac – VRE counsel	

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

Chairman Zimmerman called the meeting to order at 9:32 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Chairman Zimmerman stated that a Closed Session is needed for Agenda Item #9B "Voucher Program." Following discussion, Board Members unanimously consented to move Agenda Item #8D "Authorization to Amend the Contract with Scheidt and Bachmann to Upgrade the VRE Fare Collection System" and Agenda Item #9B "Voucher Program" to the end of the agenda since both items deal with fare issues.

Minutes of the March 21, 2009, VRE Operations Board Meeting – 4

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

Chairman's Comments – 5

Chairman Zimmerman stated that he had an opportunity to participate in an on-line interview on April 16th for a blog on the website "Greater Greater Washington" and he responded to several questions about VRE service. Some questions that he was unable to answer, including several questions about bike on rail, will be forwarded to VRE staff to address.

[Ms. Caddigan arrived at 9:35 A.M.]

Chief Executive Officer's Report – 6

Mr. Zehner reported that VRE's ridership growth rate continues to slow down. Some of the factors may be the economy, lower gas prices, and non-federal workers losing their jobs. Chairman Zimmerman noted that ridership is not down, just slowing, which is consistent with the rest of the transit industry. Mr. Zehner also gave an update on the ongoing Meet the Managements events. The most important issues riders have deal with the proposed fare increase in July, ticket issuing and locomotive maintenance.

Mr. Zehner reported that a public meeting for the Gainesville/Haymarket Extension Project is scheduled for May 5th at 6:30 P.M. at the Samuel L. Gravely, Jr. Elementary School in Haymarket. A report summary will be provided to Board Members prior to the meeting. After the public meeting, the final report will be completed and submitted to DRPT by the end of May 2009. In response to a question from Mr. Covington, Ms. Hoeffner responded that the last public meeting for this project was held at Battlefield High School in Haymarket. Mr. Covington noted that Gainesville Middle School would be a better location for future meetings so that more Gainesville riders can participate.

Mr. Way observed that the Broad Run parking lot is seriously over capacity and asked if VRE has any plans to improve or expand the facility. Mr. Zehner replied that there is no more land to expand, but staff has recommended that Prince William County consider building a parking garage. The County has agreed to apply for CMAQ funding next year for VRE to study the potential cost and design of a future garage facility.

Authorization to Execute a Force Account Agreement with CSX for Cab Signal Project – 8A

Mr. Zehner explained that the VRE Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to enter into a force agreement with CSX to install Automatic Cab Signal from Rosslyn (RO) to Virginia Avenue for a total amount not to exceed $1,260,000. Resolution #8A-04-2009 would accomplish this. The CSX line on the RF&P railroad, within the VRE territory, is equipped with automatic cab signalization except for this 3.2 mile segment of rail, which is where rail traffic is most dense and speeds are most restrictive. Curb signalization provides the train engineer with an advanced warning regarding the signal indication ahead. Installing the automatic cab signals will allow trains to maintain higher speeds through this area and, therefore, improve on-time performance as well as safety.

In response to a question from Chairman Zimmerman, Mr. Zehner stated that funding for this project is provided through a FY 2008 DRPT Rail Enhancement Fund grant and match provided by CSX. Once the force agreement is signed, CSX can complete the work within six months.

Mr. Milde moved, with a second by Mr. Kelly, to approve Resolution #8A-04-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Way and Zimmerman.

Authorization to Award a Contract for Repair and Overhaul of Air Brake Equipment – 8B

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to enter into a contract with Touchton Industries of Jacksonville, Florida, for the repair and overhaul of air brake equipment in an amount not to exceed $400,000 for a three year period. Resolution #8B-04-2009 would accomplish this.

Mr. Zehner stated that a RFP was issued in February 2009. Two proposals were received and following the selection committee review, Touchton Industries is recommended for award. The scope of services for this contract is principally the rebuilding and certification testing of individual air brake components. This work is required due to either federally required certification cycles or unexpected repair needs due to component failures. The contract will be for three years, a base year plus two one-year options, with the CEO exercising the option years at his discretion.

Mr. Way asked if VRE, as a matter of practice, debriefs the losing bidders so that they can improve future bids. Mr. Zehner responded that it is not a routine practice, but VRE does it if a bidder requests it.

Mr. Jenkins moved, with a second by Mr. Kelly to approve Resolution #8B-04-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Way and Zimmerman.

Authorization to Issue a Task Order for Overhaul of the Dynamic Brake System for VRE Locomotives – 8C

Mr. Zehner stated that Resolution #8C-04-2009 authorizes the CEO to issue a task order to MotivePower, Inc. to overhaul the dynamic brake control system in all 15 VRE GP-type locomotives at a cost not to exceed $74,675.

Mr. Zehner explained that this task order will improve locomotive reliability and is designed to dramatically reduce or totally eliminate delays from this cause. All work will be performed as a "running repair" and will not require that locomotives be removed from service. This task order work is planned to be completed by September 30, 2009. Funding is provided in the FY 2009-2010 operating budgets.

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

Authorization to Exercise Marketing Contract Option – 8E

Mr. Zehner explained that the Operations Board is being asked to authorize him to exercise the third option term of the marketing contract with Williams Whittle Associates for an amount of $250,000, plus a $117,000 option, for a total amount not to exceed $567,000 during the first year of the two-year term. Spending authority for the second year of the two-year term will be requested in 2010. Funding for the $117,000 option for a safety and security advertising campaign is anticipated from the Department of Homeland Security. The grant award is expected this fall. If the funding is not received for any reason, the option will not be exercised.

Mr. Kelly moved, with a second by Ms. Bulova, to approve Resolution #8E-04-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Way and Zimmerman.

Authorization to Investigate Refund of Series 1998 Commuter Rail Revenue Bonds – 8F

Mr. Zehner reminded Board Members that back in February 1990, NVTC issued $79,350,000 of tax exempt Commuter Rail Revenue bonds to fund the establishment of VRE. In 1993 and 1998, NVTC refunded a portion of the original debt in order to

achieve a lower interest rate and lower annual payments. VRE's financial advisor for bond financing, Public Financial Management, has calculated the net savings of again refunding the $25 million remaining balance of the Series 1998 bonds. At current prevailing rates, the net present value savings are estimated at $1.3 million, spread over the next six years. Resolution #8F-04-2009 would authorize VRE staff to investigate the refunding of the Series 1998 Commuter Rail Revenue Bonds.

Mr. Zehner stated that VRE's intention would be to pursue the refunding so long as net savings are in excess of $1 million and represent at least four percent of the value of the new debt. This approach is consistent with the parameters used by several of the jurisdictions and with a prior state law. Professional staff at Fairfax County, Prince William County and the Virginia Resources Authority have been consulted about this refunding opportunity. These conversations will continue as the options outlined above are reviewed. Jurisdictional and Commission staff will also be involved in discussions regarding refinancing options. A proposal will be brought back to the Operations Board and Commissions later this spring. Each of the member jurisdictions would then need to approve the issuance of refunding debt.

Mr. Way asked if it could be assumed that the new rate would be locked in and not speculative. Mr. Zehner responded that this assumption is correct.

Chairman Zimmerman questioned whether staff needs authorization from the Operations Board to do this investigation and expressed his opinion that it could be treated as an information item. Mr. Zehner explained that it was presented this way because he wanted the Board to be informed about what VRE staff wants to accomplish. Mr. MacIsaac provided his opinion that Board action is not needed. Chairman Zimmerman stated that he does not object to this item and, in fact, thinks it is a good idea. Board Members reacted positively to the investigation and agreed to treat this agenda item as an information item.

VRE Riders' and Public Comment – 7

Chairman Zimmerman apologized for forgetting to provide a time for riders' and public comment at the beginning of the meeting.

Dick Peacock stated that he supports VRE staff's response to the locomotive failures. He also likes the changes to the new Lynchburg DRPT intercity train schedule since the later time will be more attractive to riders from Lynchburg, Charlottesville and Culpeper. It also will give more options for VRE riders to access later trains, which should boost VRE ridership numbers. He stated that he is pleased to see that there will be a stop at Burke Centre.

Chairman Zimmerman stated that President Obama's announcement on April 20th unveiling a national high speed passenger rail plan seems to dovetail with DRPT's intercity rail plans. It may provide an opportunity to build up rail infrastructure across the country. However, there is some anxiety concerning the funding resources needed to run such a national service.

Locomotive Failure – 9A

At the last meeting Chairman Zimmerman requested specific information on the recent locomotive failures. Mr. Zehner explained that VRE's locomotive contractor, MotivePower, looked at each locomotive thoroughly. In most cases, the failures were locomotive component failures. Changes to maintenance practices have been proposed and are underway to minimize future mechanical breakdowns. Locomotives are now being looked at after each run as well as being inspected on the weekends. VRE is expecting nine new locomotives to be delivered by October 2010.

Chairman Zimmerman stated that it is important to conclude to what degree these locomotive failures are related to old equipment breaking down versus Amtrak's mechanical practices. Mr. Zehner stated that he met with Amtrak's CEO and Chief Mechanical Officer and they have pledged to conduct a review of their mechanical processes by an independent team to ensure all applicable procedures are being followed. Mr. Jenkins stated that he hopes these changes will include concentrating on fixing the same problem on 10 locomotives versus trying to fix one locomotive with 10 problems.

Mr. Way expressed his opinion that there does not seem to be a strong preventative maintenance plan in place. He recommended that before VRE receives the new locomotives, a new preventative maintenance plan already be in place. Mr. Zehner stated that the upcoming RFP for a rail service provider also includes a maintenance plan. Moving maintenance to VRE's yards has been a positive move, but VRE can continue to take maintenance to a higher standard. Mr. Page stated that federal regulations require a certain standard for maintenance. He stated that the Operations Board's forward thinking in supporting VRE staff's maintenance recommendations is a good thing.

Brooke Parking – 9C

Mr. Milde stated that the land owner is now not cooperating. He asked what the process is to keep this project moving forward. Ms. Straub stated that staff have a meeting scheduled with the Stafford County Executive next week to discuss the next steps. In response to a question from Mr. Milde, Ms. Straub stated that VRE has eminent domain through PRTC. Mr. Milde stated that Stafford County has already determined that it does not want to purchase the land with county funds, but access is needed to the property to complete the NEPA study. Mr. MacIsaac stated that there are procedures for Stafford County and PRTC to be able to access the property to complete this work. It is just a question of which body should do it. Ms. Straub suggested that the Board direct VRE to pursue right of access through PRTC. Board Members had no objection to tasking staff with this action.

Closed Session – Voucher Program – 9B

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

> Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7N and 3) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purposes of consultation with legal counsel concerning authority to establish fare policies and rates that distinguish member jurisdictions' riders from non-member jurisdictions' riders.

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

The Board entered into Closed Session at 10:10 A.M. and returned to Open Session at 10:41 A.M.

Ms. Bulova moved, with a second by Mr. Milde, the following certification:

> The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:
>
> 1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were discussed; and
>
> 2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

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

Authorization to Amend the Contract with Scheidt and Bachmann to Upgrade the VRE Fare Collection system – 8D

Mr. Zehner stated that the Operations Board is being asked to authorize him to amend the existing Scheidt and Bachmann USA, Inc. (S&B) contract for the VRE fare collection system to undertake a system upgrade. Resolution #8D-04-2009 would approve an increase of the contract by an amount not to exceed $967,863, plus a 15 percent contingency of $145,180, for a total contract value not to exceed $7,306,816.

Mr. Zehner explained that in 2005, Visa issued new requirements to protect PIN-based transaction processing within point-of-sale systems and host systems, including the VRE fare collection system. Replacement of the PIN pads on existing VRE TVM and

TOM units must be replaced by June 30, 2010 in order to comply with these requirements. While the majority of the upgrades will address maintenance issues and the new credit card requirements, they are also intended to support the future modification of the fare collection system to allow interoperability with the WMATA SmarTrip program. The full regional SmarTrip implementation, including the "autoload" functionality that will enable VRE integration with the region is currently expected to be completed by the end of 2009. Mr. Zehner explained that this action is just an upgrade and not a major extension of the current system. It will not help with the SmarTrip component. Chairman Zimmerman observed that the funding is listed as part of VRE's Capital Improvement Program as part of the SmarTrip/Fare Collection system improvement project. Ms. Straub explained that it is just a line item in the grant. The money being spent on this work is not specifically for the SmarTrip upgrade.

Mr. Milde stated that he would like for VRE to ask passengers their zip code when they purchase tickets from VRE TVM machines. Mr. Zehner stated that half of riders purchase tickets through vendors. Mr. Milde stated that it would not give a complete picture, but it would be a start. In response to another question from Mr. Milde, Mr. Zehner stated that there would be costs associated with making this change to the TVM machines. Mr. Milde asked staff to investigate the costs.

Mr. Milde moved, with a second by Ms. Bulova, to approve Resolution #8D-04-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Jenkins, Kelly, Milde, Page, Way and Zimmerman.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 10:50 A.M.

Approved this 15th day of May, 2009.

_____
Christopher Zimmerman
Chairman

_____
Sharon Bulova
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the April 17, 2009 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Northern Virginia Transportation Commission

AGENDA ITEM #3

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: I-66 Transit/TDM Study and 2007 State of the Commute Survey

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Corey Hill will brief the commission on the two studies. Material describing the studies is attached for your information.

AWARD WINNER NVTC APTA 1995

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E-mail nvtdc.org • Website www.thinkoutsidethecar.org

Virginia Department of Rail and Public Transportation
www.drpt.virginia.gov

I-66 Transit/Transportation Demand Management Study Fact Sheet

March 2009

Study Goal

To identify more transportation choices through transit and TDM enhancements that will increase mobility in the I-66 corridor.

About the Study

The study will evaluate short- and medium-term transit and transportation demand management (TDM) improvements along the I-66 corridor. These improvements could include new bus services such as Bus Rapid Transit (BRT) and commuter choices such as carpooling, vanpooling and park and ride lots.

The Virginia Department of Rail and Public Transportation (DRPT) is managing the study in coordination with a Technical Advisory Committee (TAC) consisting of local, state, regional and federal jurisdictional/agency staff.

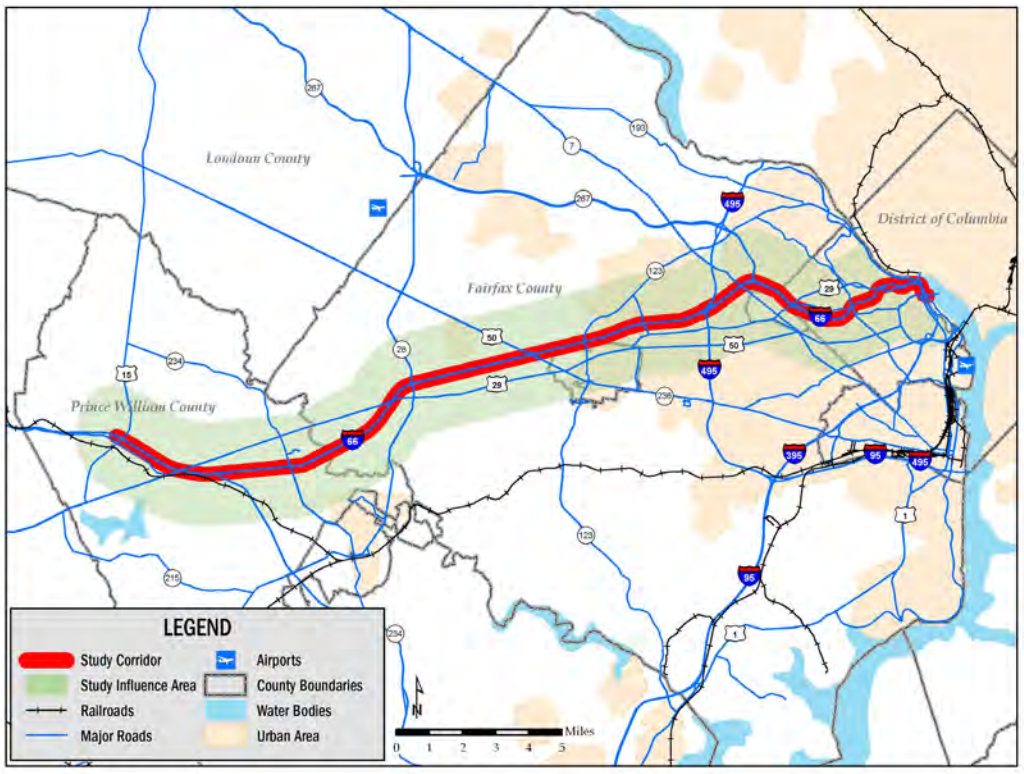
Existing Transit/TDM Services in the Corridor

- HOV lanes
- Metrorail service
- Virginia Railway Express commuter rail
- Park and ride lots
- Buses
- Vanpools
- Slugging (casual carpool) pick-up locations
- Rideshare/commuter service programs
- Telework centers

Potential Transit/TDM Improvements to be Studied

- Additional carpooling, vanpooling and slugging options
- Enhancements to transit routes
- New local feeder buses
- Neighborhood circulators/shuttle buses
- Bus Rapid Transit infrastructure and services
- Improvements to transit stations
- New or expanded park and ride lots
- Transit stations at major activity centers
- Operating buses on shoulders, queue jumpers, and other strategies
- Expanded VRE service within existing VRE territory

Study Corridor Map



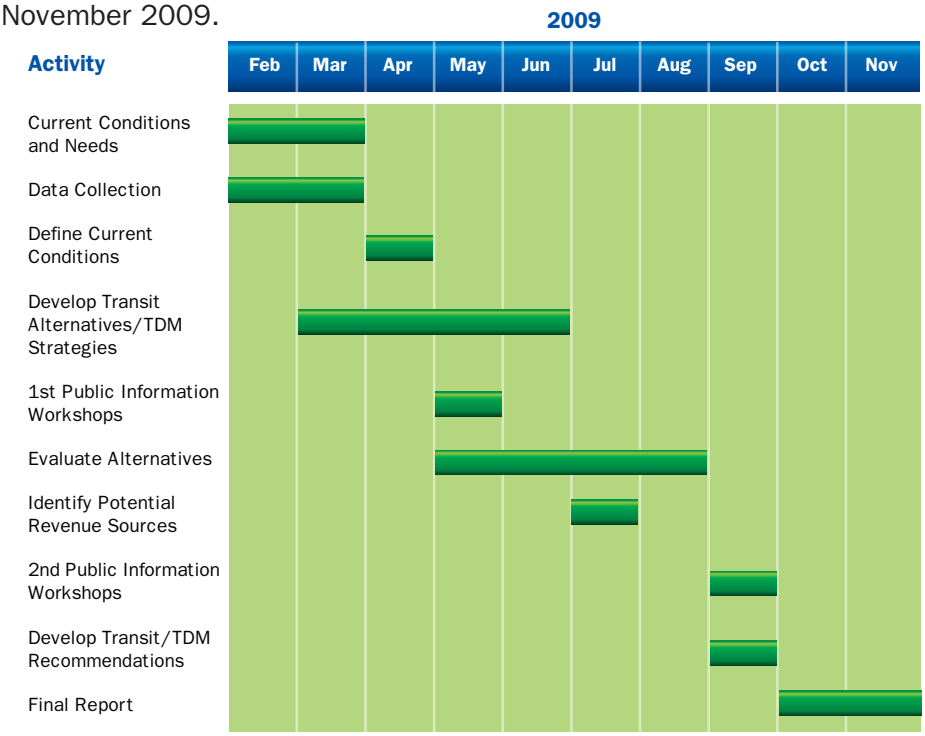
For the purposes of this study, the corridor is defined as 35 miles of the I-66 corridor inside and outside the Beltway between Washington, D.C., and Haymarket, Virginia. The study includes consideration of U.S. 50 between Fair Oaks and Arlington and U.S. 29 between Manassas and Arlington.

Virginia Department of Rail and Public Transportation

www.drpt.virginia.gov

Schedule

The study is currently underway and is scheduled for completion in November 2009.



Study Outcomes

The study will include the following principal outcomes:

- Inventory of existing transit and TDM services
- Analysis of transit and TDM options
- Identification of short- and medium-term improvements
- Development of cost estimates
- Analysis of potential revenue sources

Study Results and Next Steps

This study is a first step toward implementing transit and TDM improvements along the I-66 corridor. Results will be used to develop project-specific plans to implement enhanced transit and TDM services over the next 5 to 15 years. Study results will also inform the development of the I-66 Multimodal Transportation Environmental Study that will begin in 2009. The Multimodal Study will be conducted by VDOT and DRPT, and will examine potential long term transportation improvements in the I-66 corridor outside the Beltway, including but not limited to highway, Metrorail, commuter rail, bus and carpool/vanpool support improvements.

Public Participation Opportunities

The following public participation opportunities are available:

- Sign up to receive study updates electronically by sending an e-mail request to drptpr@drpt.virginia.gov.
- Attend a public information meeting on the study. Meetings are being scheduled for spring and fall 2009. Additional details on these meetings will be available soon.
- Send written comments to drptpr@drpt.virginia.gov or DRPT Public Information Office, 1313 E. Main St., Suite 300, Richmond, VA 23219.

More information on the I-66 Transit/TDM Study is available on DRPT's Web site at www.drpt.virginia.gov/activities/I66study.aspx.

What is BRT?

BRT is an enhanced bus system that combines the flexibility of buses with the efficiency of rail to provide service with faster speeds, greater service reliability and increased customer convenience than traditional transit.

BRT can incorporate:

- Technology solutions at stations and on vehicles
- Separate runningways to allow higher speeds
- Limited stop service
- Identifiable stations instead of traditional bus stops

DRPT
Virginia Department of Rail and Public Transportation

Virginia State of the Commute Survey: Five Key Findings

Corey Hill
Chief of Public Transportation
April 15, 2009

Background and Objectives

- The 2007 Virginia State-of-the-Commute (SOC) project was a survey of 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.

- The survey expanded on one conducted by the Metropolitan Washington Council of Governments (MWCOG) in 2007.

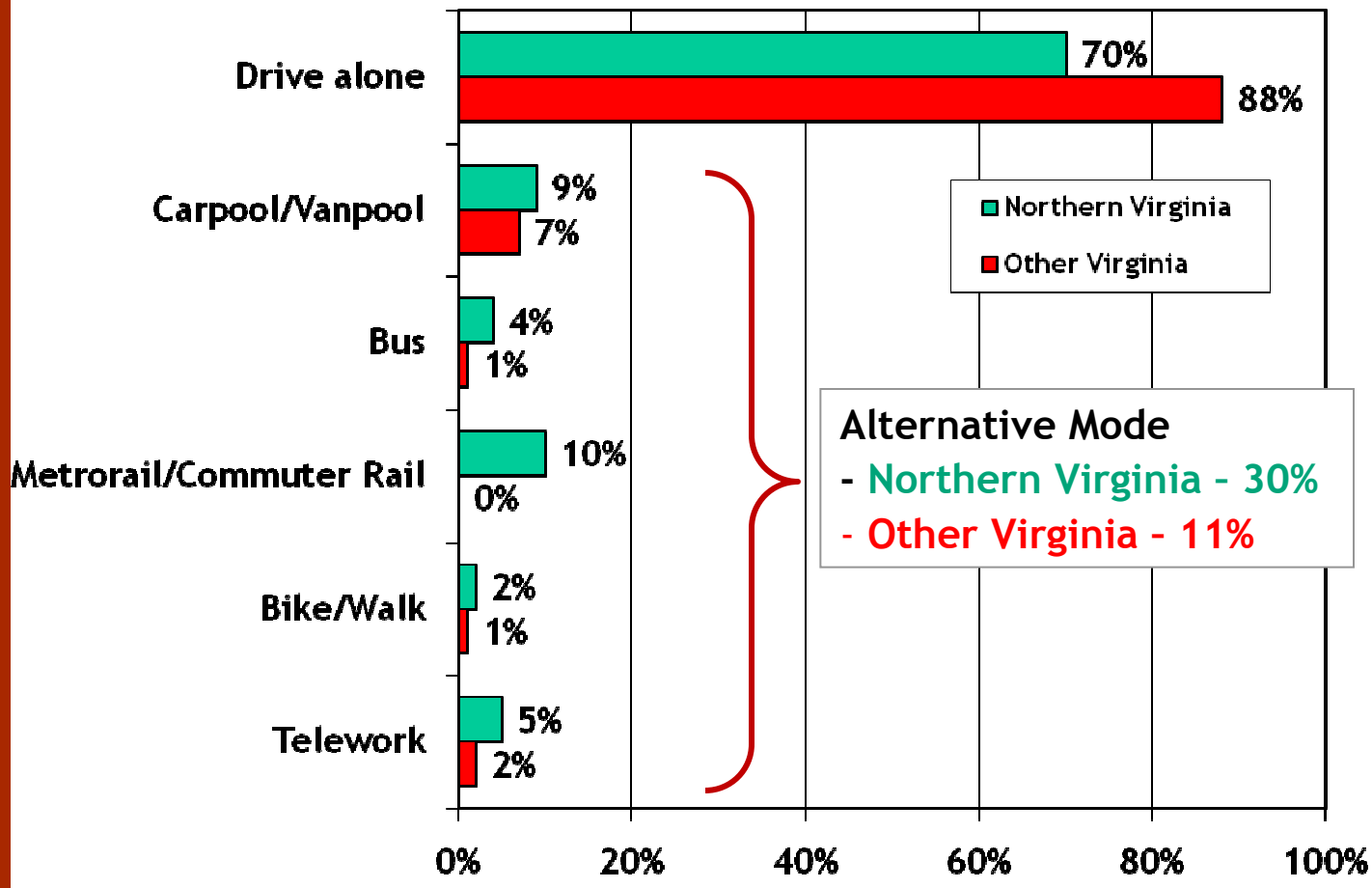
Objectives

- Develop a profile of the mode split for Virginia
- Understand differences between market areas
- Assess awareness and role of Transportation Choices
- Assess support for Transportation Choices

1.

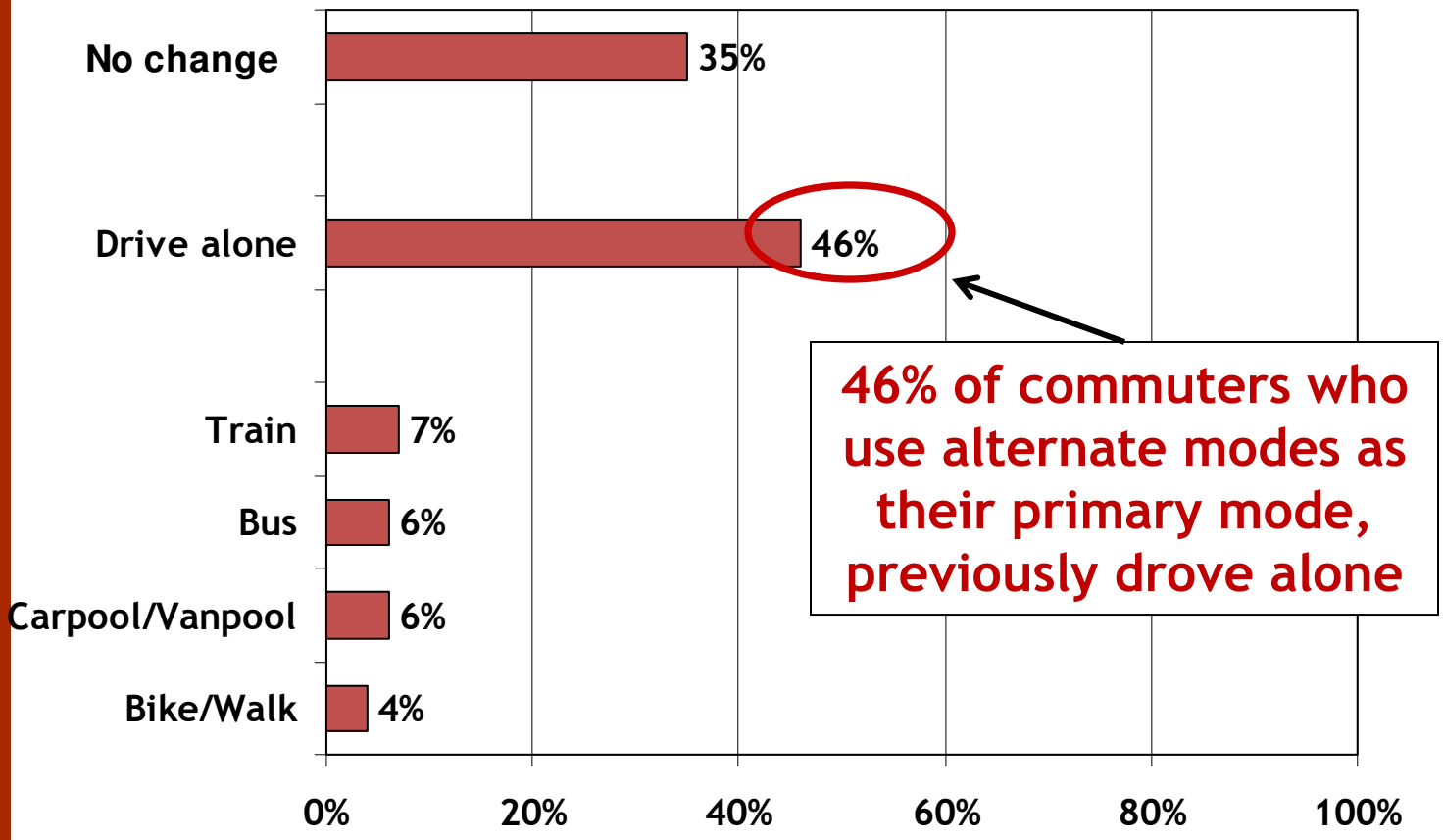
When It Comes to Work Trips, Virginians Are Embracing Transportation Choices

Alternate Mode Share Is Significantly Higher in Northern Virginia Than in Other Areas



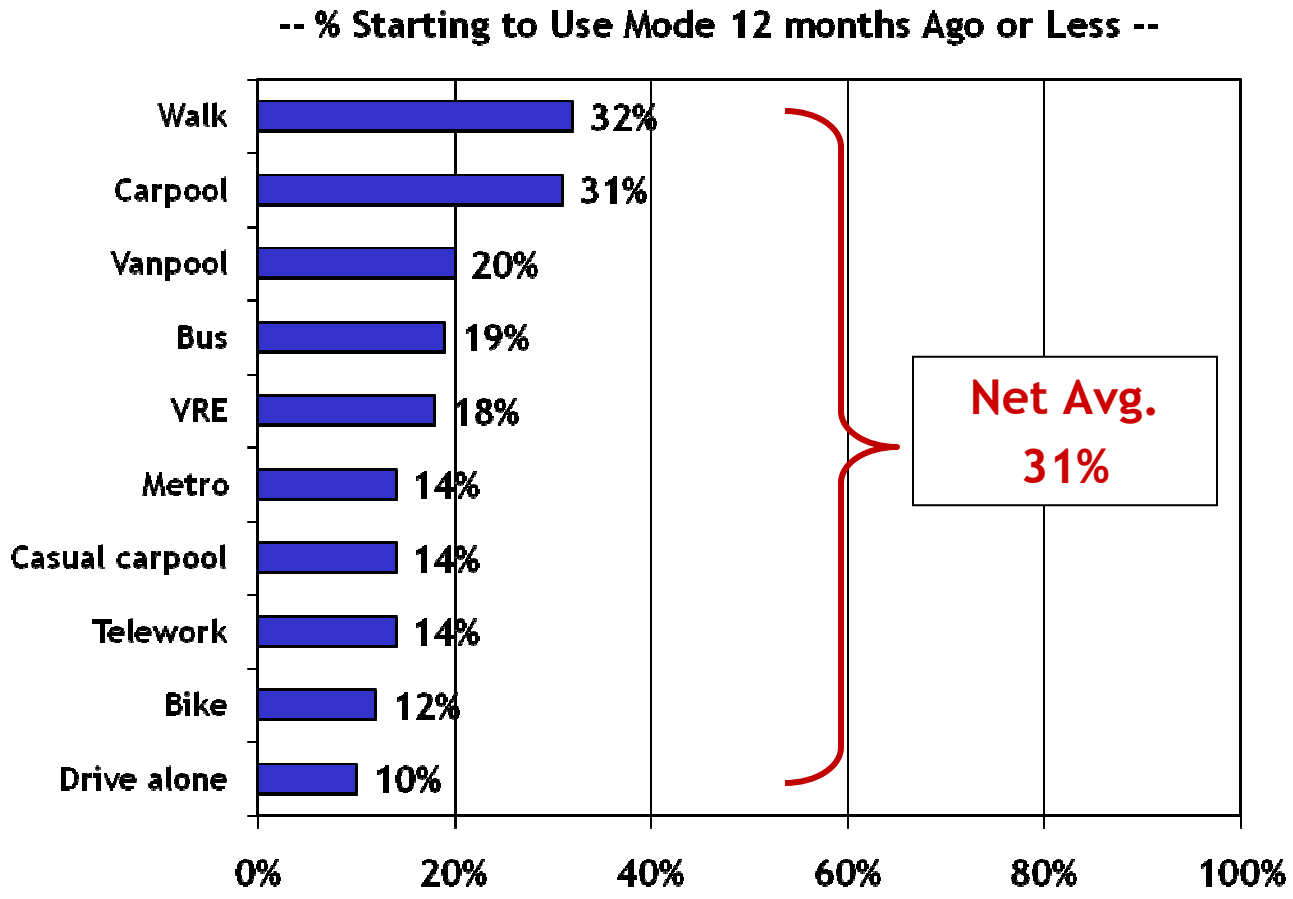
Primary Mode based on Q15 Now thinking about LAST week, how did you get to work each day . . .

Transportation Choices Are Attracting People That Use To Drive Alone



Q19a Before starting to <RECENT MODE Q15> to work, what types of transportation did you use to get to work?

One Out of Three (31%) Started Using Their Current Mode in Past 12 Months or Less



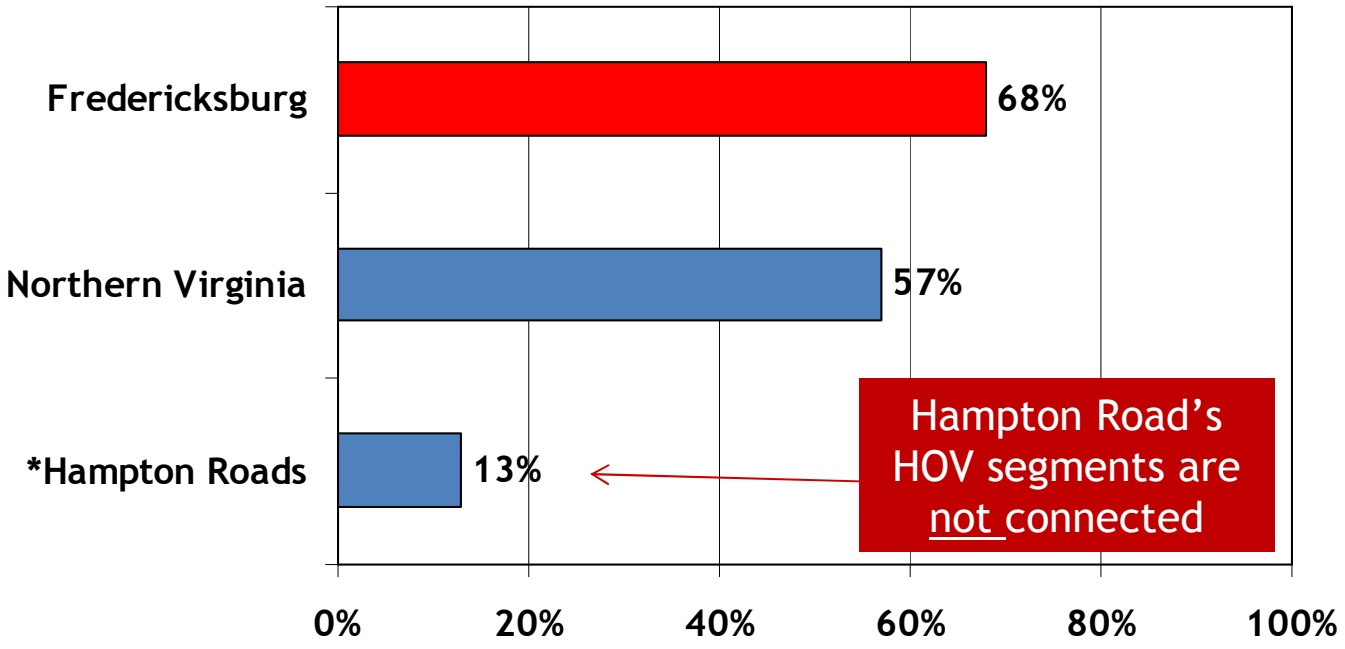
Q18 How long have you been using (mode Q 15) to get to work?
Q34 How long have you been telecommuting?

2.

Infrastructure and Outreach Are Key for Transportation Choices

HOV System Infrastructure Makes a Bigger Difference

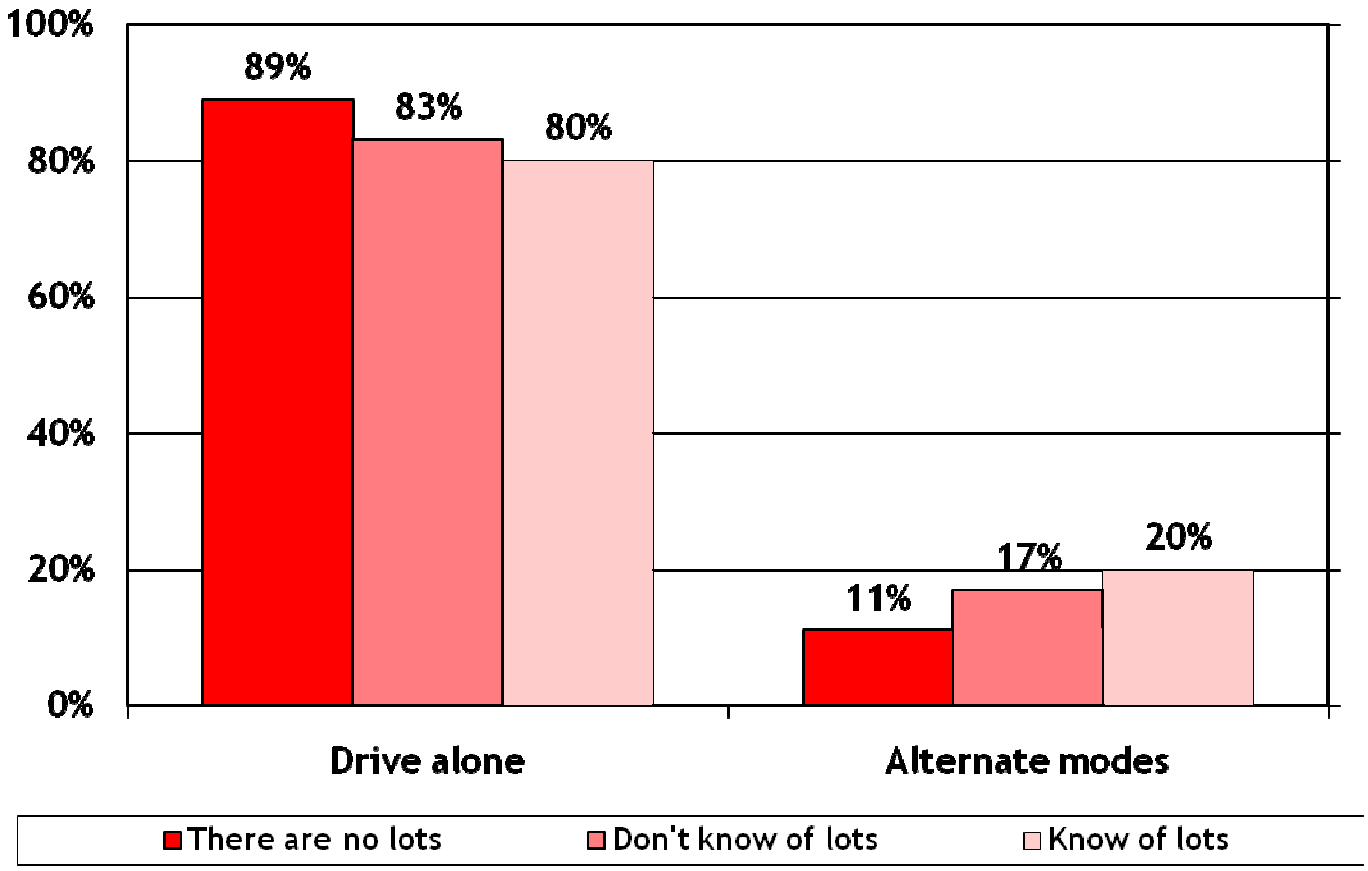
Hampton Road's HOV Lanes Are Not Connected



VASOC Q51. Did the HOV lane influence your decision to use your current way of commuting?

Park & Ride Lots Make a Difference

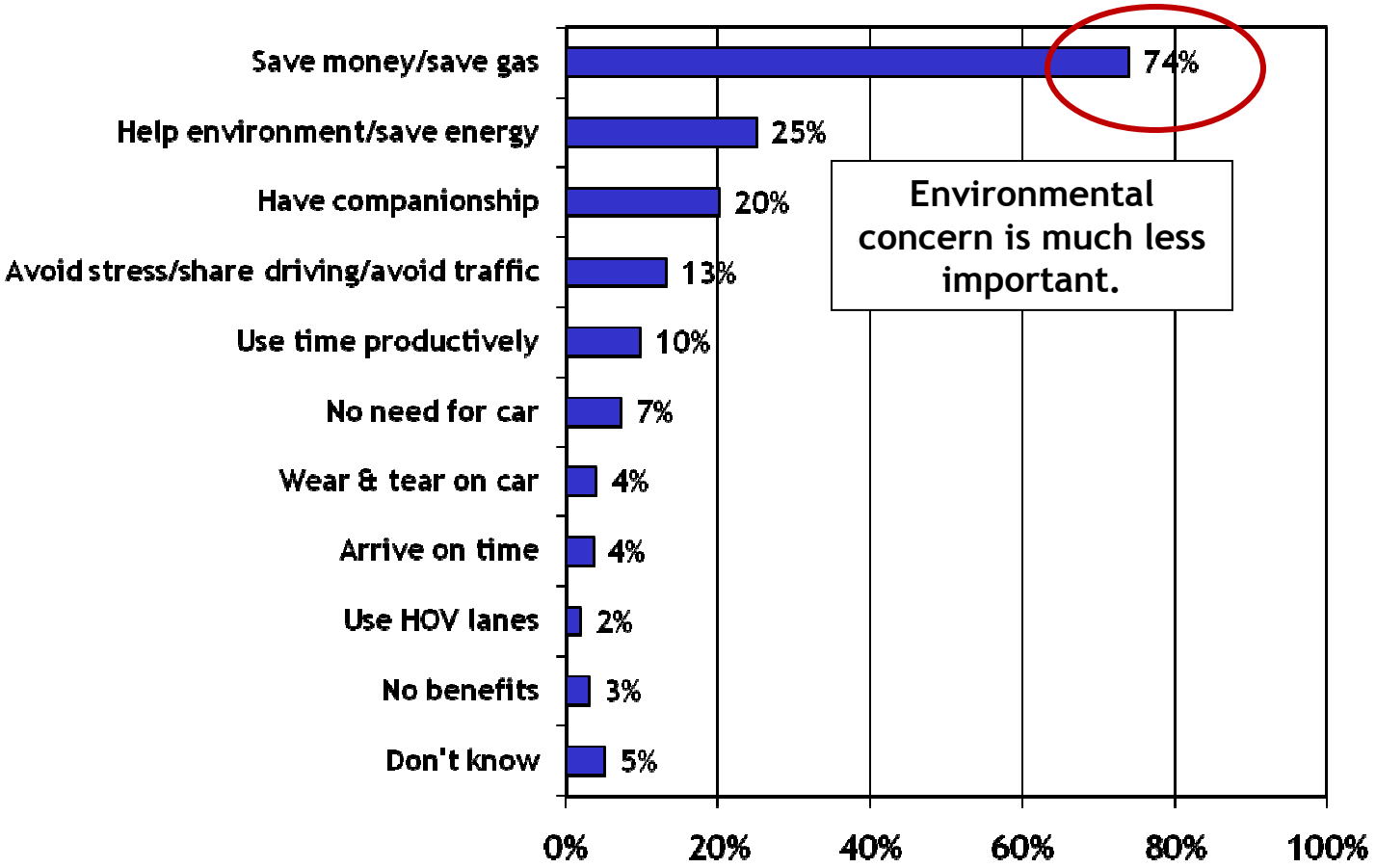
The Drive Alone Rate Is Lower When There Are Park and Ride Lots



VASOC Q52. Do you know the locations of Park and Ride lots along the route that you take to work?
VASOC Q15. Primary Mode

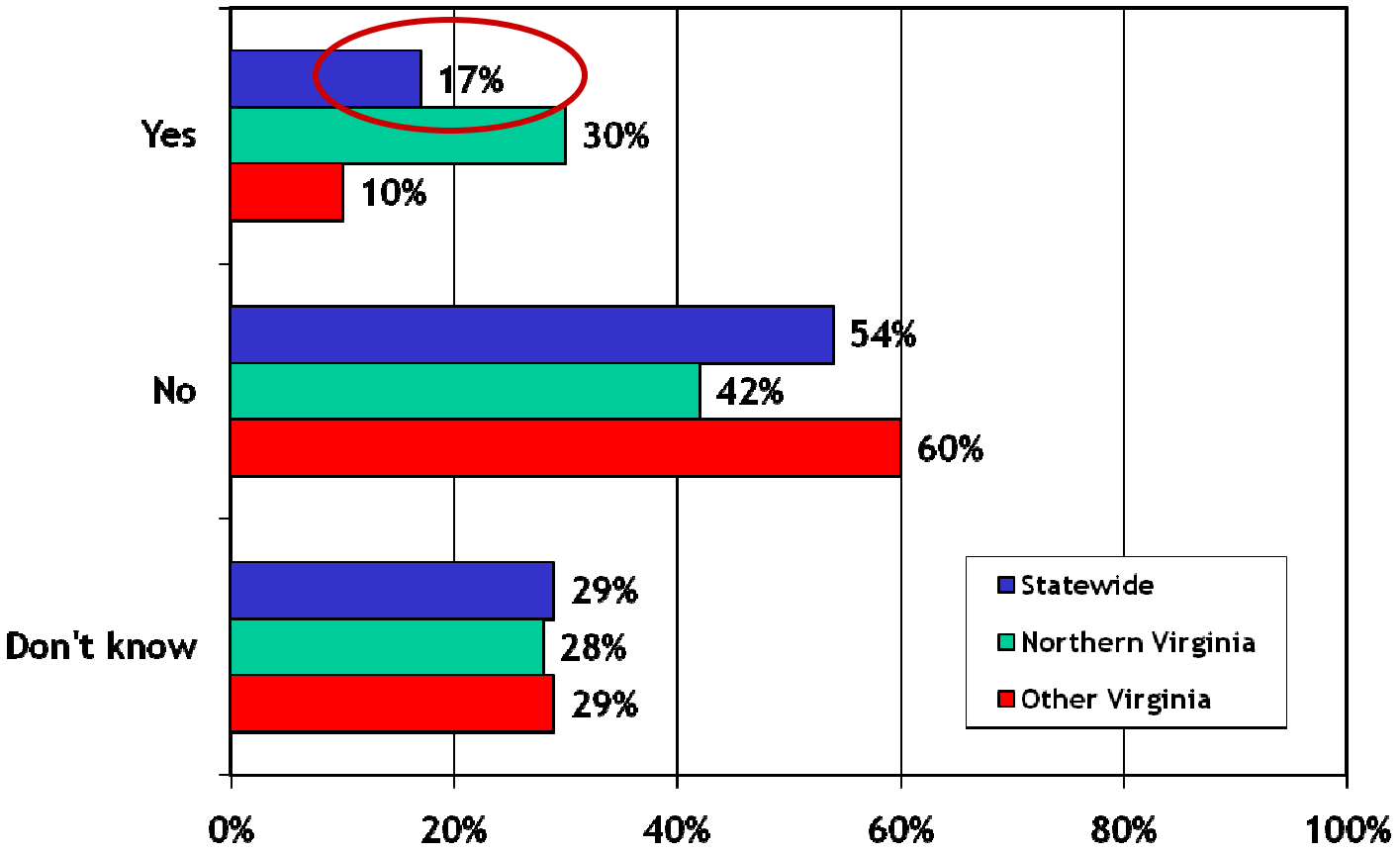
Majority of Commuters Now Recognize the Benefits of Ridesharing/Transit

74% Can Cite #1 Benefit



Q56f What personal benefits do you think people who rideshare receive from using this type of transportation (ridesharing - carpool, vanpool, bus or train)?

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



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

3.

Employer Involvement Lifts Participation in Transportation Choices

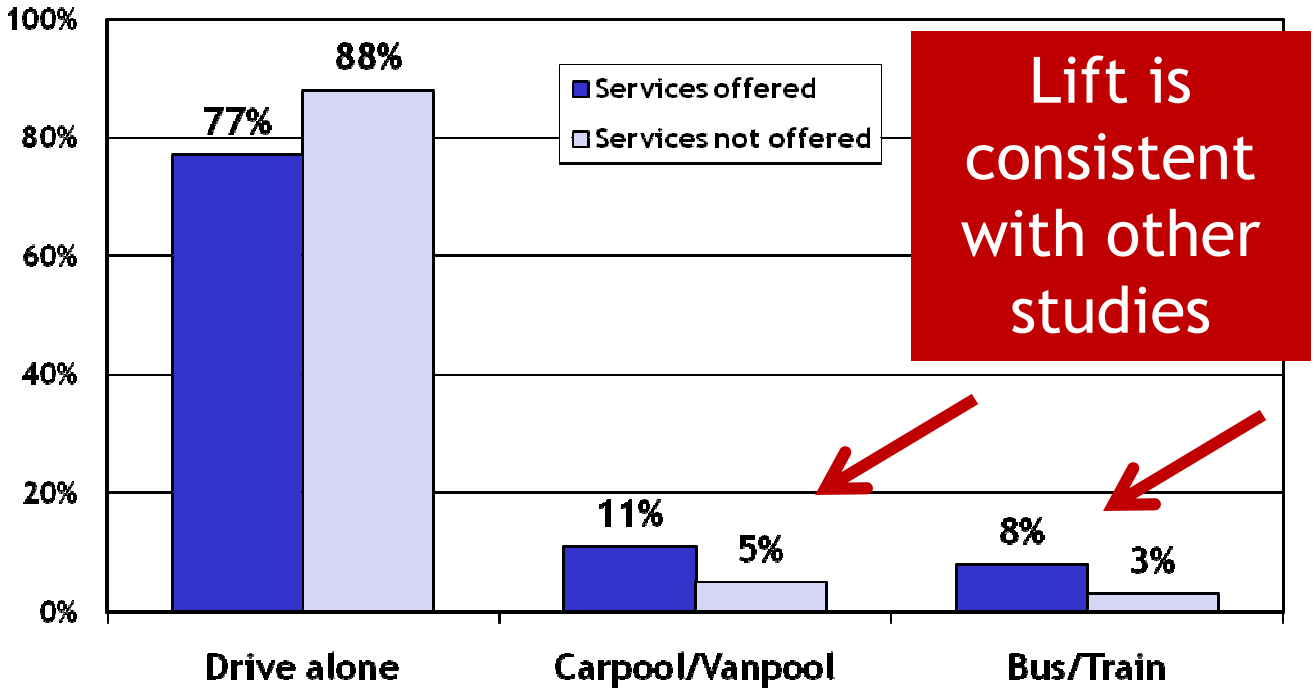
43% of Commuters Report Having One or More Employer-Provided Commute Services Available; The Proportion in Northern Virginia Is 10 Points Higher Than in Other Areas of Virginia

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

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

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

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



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

4.

Telework Has Tremendous Growth Potential

Overall, 1 in 10 Virginia Workers Telework

2 in 10 *Northern Virginia Workers Telework*

-- But workers who Telework have similar Telework characteristics, regardless of their home location.--

	All VA	No VA	Other VA
% commuters who ...			
- Telework (any frequency)	12%	21%	9%
- Telework 1+ day/wk	7%	12%	5%
Avg Telework days/week	1.7	1.6	1.9
Formal Telework program	39%	46%	35%
Informal arrangement	61%	54%	65%
Telework duration (months)	54	53	55

Q13 [Definition of Telework read]. Based on this definition, are you a telecommuter?
Q14 How often do you usually telecommute?
Q34 How long have you been telecommuting?

Teleworking Replaces Nearly 6% of Weekly Commute Trips in VA

- On average, teleworkers Telework 1.7 days per week.

	All VA	No VA	Other VA
% commuters who ...			
- Telework (any frequency)	12%	21%	8%
- Telework 1+ day/wk	7%	12%	5%
Estimated # Teleworkers	**438,000**	**216,800**	**221,200**
Avg. Telework days/week	1.7	1.6	1.9

Q13 [Definition of Telework read]. Based on this definition, are you a telecommuter?
Q14 How often do you usually telecommute?

There Is Substantial Telework Potential in Virginia

Regardless of the Workplace Geographic Region

- Nearly a quarter of non-teleworkers "could and would" telework if offered the opportunity.
- Statewide, this equals about 751,000 potential new teleworkers.

	Northern VA	Richmond	Hampton Roads	Other VA Areas	Total VA
Non-teleworkers who ...					
Have Telework-appropriate job responsibilities	38%	35%	31%	25%	31%
Are interested in Telework	33%	27%	21%	17%	24%
- Occasional	22%	18%	12%	10%	15%
- Regular	11%	9%	9%	7%	9%
Potential New Teleworkers	**268,000**	**120,000**	**152,000**	**211,000**	**751,000**

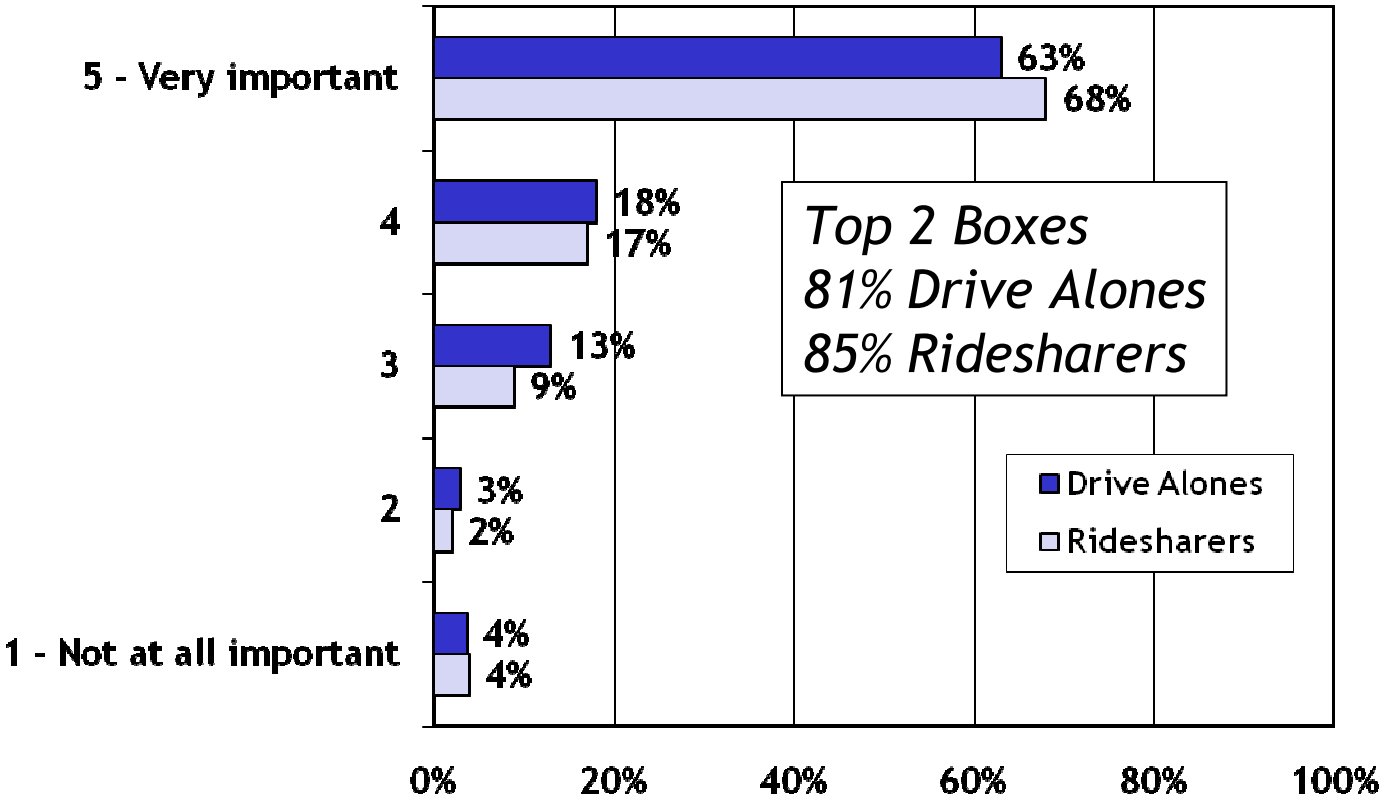
(Not discounted)

Q14e Would your job responsibilities allow you to work at a location other than your main work place at least occasionally?
Q14f Would you be interested in telecommuting on an occasional or regular basis?

5.

Investment in Transportation Choices Has Broad Based Support

Support for Investment in Transportation Choices Is Equally Strong Among Both Ridesharers and Drive Alones



Drive Alones (asked Q56n)

n = 2,995

Ridesharers (asked Q56r)

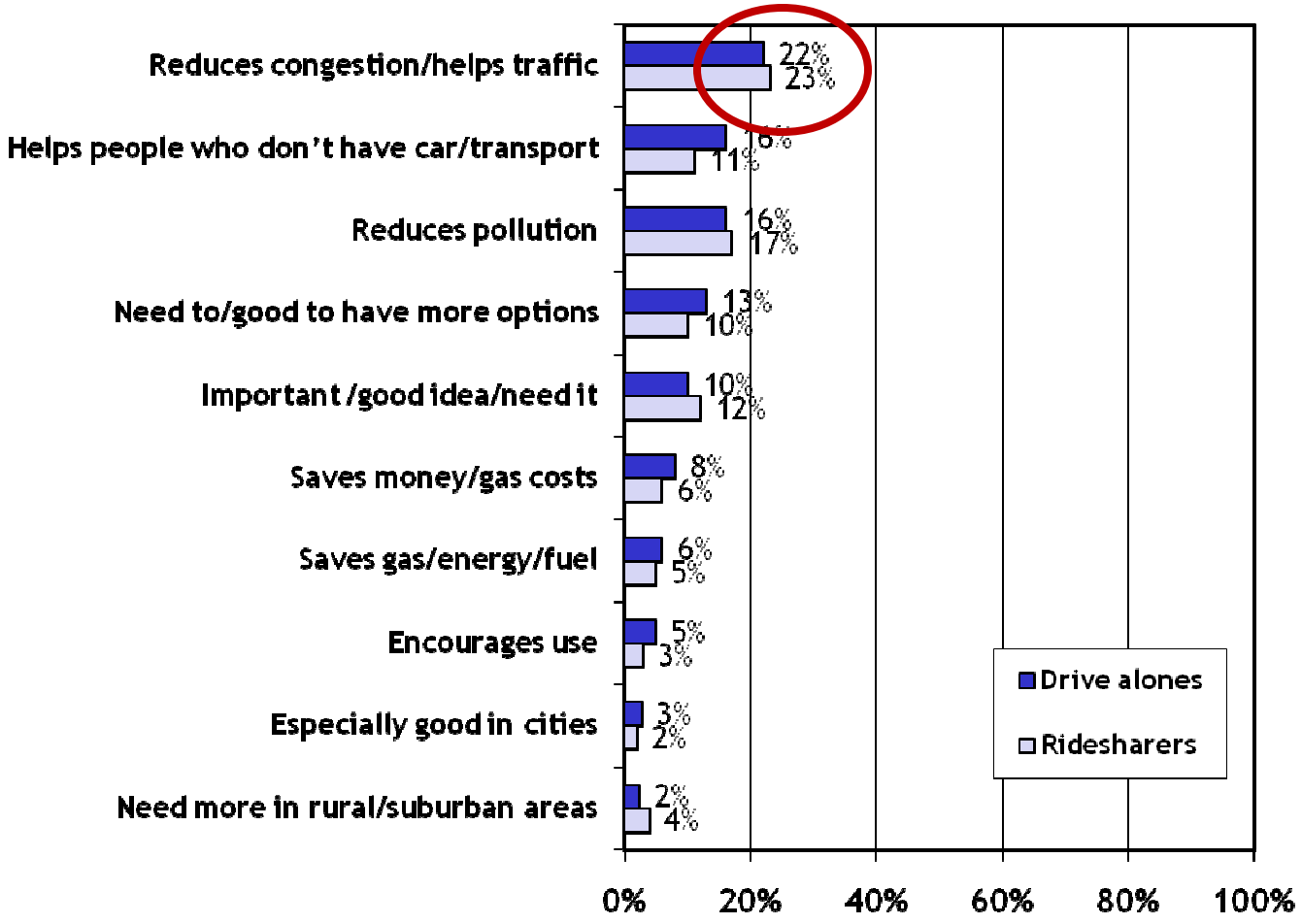
n = 496

Does not include those who said "Don't know."

Q56n/56r (Even though you might not carpool, vanpool, or ride a bus), how important to you is it that Virginia invests in programs to programs to support and make these transportation options more available to commuters?

Reasons for Supporting Investment in Ridesharing/Transit Programs Are Similar for Drive Alones and Rideshares – *Reduces Congestion*

List includes top 10 most common reasons for supporting investment in ridesahring.



DAs
n = 3,029

Ridesharers
n = 501

Q56o/56s. Why do you say that?

Summary: The Five Key Findings From the 2007 State of the Commute 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 ridesharing and transit
4. Telework has tremendous growth potential
5. Investment in transportation choices has broad based support


Any
Questions?

COMMONWEALTH of VIRGINIA
2007 STATE OF THE COMMUTE SURVEY

Summary Report - April 2009

Prepared for:

Virginia Department of Rail and Public Transportation

Prepared by:

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OVERVIEW AND METHODOLOGY

Overview

Transportation plays a significant role in the lives of Virginia commuters. It defines the opportunities and limitations of their mobility – their ability to travel when and where they want and need to travel. Transportation also affects residents' quality of life in more general ways, through links to environmental sustainability and economic growth.

In 2007, the Virginia Department of Rail and Public Transportation (DRPT) conducted a travel and transportation survey of employed residents of the Commonwealth of Virginia. The purpose of this Virginia State of the Commute (VA SOC) survey was to document a profile of Virginians' travel to work, their opinions and attitudes about commuting, and the services they use to make commuting easier. As the first such statewide commute survey performed in Virginia, it defines a baseline against which future commute changes can be examined. This report describes the survey methodology, presents key findings statewide, and offers comparisons of commute travel for various regions of the state.

Survey Methodology

The VA SOC survey expanded on a State of the Commute survey conducted by the Commuter Connections program of the Metropolitan Washington Council of Governments (MWCOG) in 2007 for the Washington, DC metropolitan region. The MWCOG survey collected data for 3,005 employed residents of Northern Virginia. Using a compatible survey instrument, the VA SOC survey collected data for 4,040 employed residents from other parts of the state. DRPT obtained data for Northern Virginia respondents from MWCOG and combined these data with data for the rest of Virginia to provide a statewide dataset for analysis.

The survey interviewed randomly-selected Virginia residents who were at least 18 years of age and who were employed, either full-time or part-time. The survey explored characteristics of and opinions about travel to work, thus residents who were not employed (e.g., retired, keeping house, looking for work, etc.) at the time of the survey were not included in the survey. Additionally, the travel patterns described in the report relate only to commute travel. They do not include travel for school, shopping, recreation, or other non-commute purposes. The survey also did not explicitly address stops, such as to drop children off at school or perform personal errands, which respondents might make as a regular part of their commute trips.

One goal of the survey was to compare commute patterns in various Virginia regions. To this end, survey interviews were sampled from 16 areas that collectively covered the entire state. Fourteen of the areas corresponded to the service areas of 14 regional organizations that provide travel information and services to commuters and other travelers in their regions. The remaining two areas included counties adjacent to the 14 regional commute service areas ("feeder" areas) and counties distant from these service areas ("unserved" areas).

At least 175 interviews were conducted in each of the 16 areas, but larger samples were collected for the major metropolitan areas of the state. The total 7,045 surveys were distributed as follows:

- Northern Virginia "Served" Areas (3,005) – Alexandria (600), Arlington (600), Fairfax (601), Loudoun (603), Prince William (601)
- Other "Served" Areas (4,040) – Charlottesville (301), Culpeper (305), Fredericksburg (604), Front Royal/Winchester (304), Hampton Roads (607), Middle Peninsula (175), Northern Neck (204), Richmond (632), and Roanoke (300)
- Feeder counties (302)
- Unserved counties (307)

Figure 1
TDM Service Area

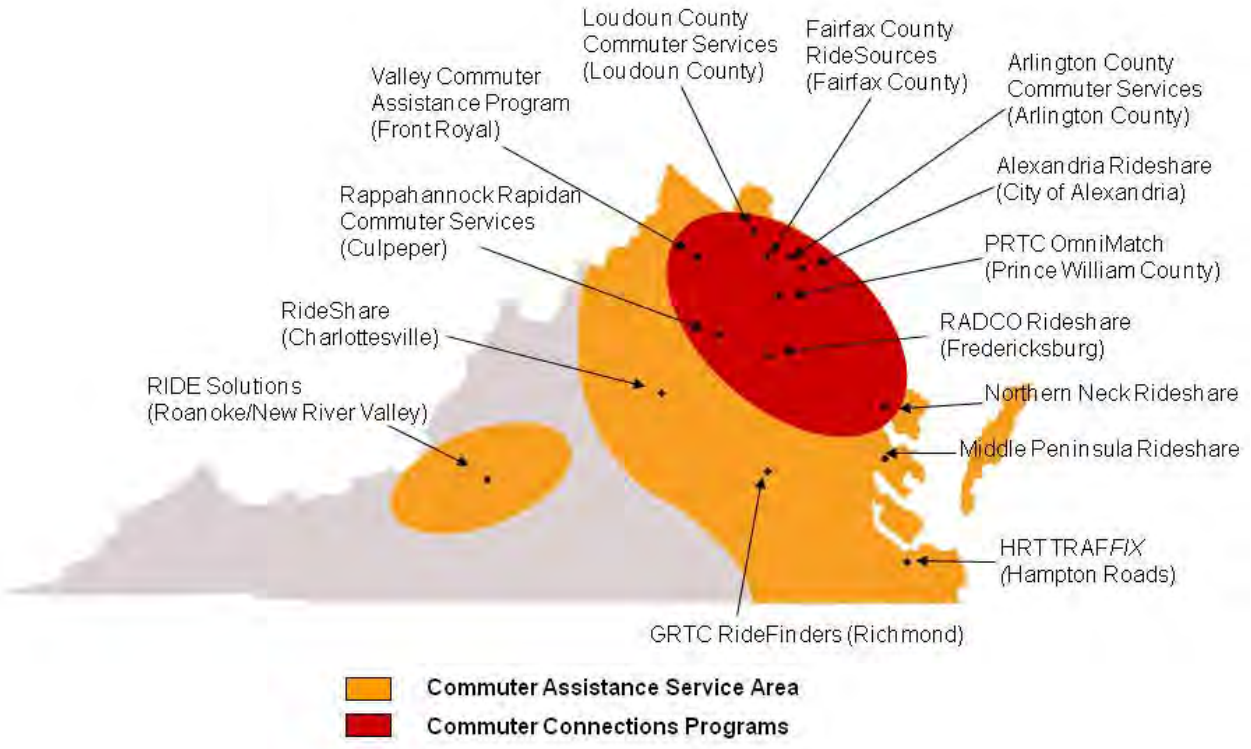


Table 1
TDM Service Areas

Northern Virginia Organizations – Members of the Commuter Connections Network	Service Area
Commuter Connections Regional Program	Northern Virginia, Washington DC, Maryland
Arlington County Commuter Services Program	Arlington County
City of Alexandria Rideshare	City of Alexandria
Fairfax County RideSources	Fairfax County
Loudoun County Rideshare	Loudoun County
Northern Neck Rideshare	Lancaster, Northumberland, Richmond, and Westmoreland Counties
PRTC OmniMatch (Potomac and Rappahannock Transportation Commission)	City of Manassas; Prince William County
GWRideConnect	Fredericksburg, Stafford, Spotsylvania, Caroline and King George counties
Commuter Services (Rappahannock-Rapidan Regional Commission)	Fauquier, Rappahannock, Culpeper, Orange, and Madison Counties
VCAP (Valley Commuter Assistance Program)	City of Winchester; Clarke, Frederick, Page, Shenandoah, and Warren Counties
Non-Northern Virginia Organizations	**Service Area**
HRT Traffix	Cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Tappahannock, Urbanna, Virginia Beach, West Point, Williamsburg; Accomack, Essex, Gloucester, Isle of Wight, James City, King & Queen, King William, Mathews, Middlesex, Northampton, Southampton, and York Counties
RideShare (Thomas Jefferson Planning District Commission)	City of Charlottesville, and the counties of Albemarle, Fluvanna, Greene, Nelson, and Louisa.
Middle Peninsula Planning District Commission	Essex, Gloucester, King & Queen, King William, Mathews and Middlesex Counties
RideFinders (GRTC)	Central Virginia (Greater Richmond locations such as Brandermill, Chester, Chesterfield, Colonial Heights and Midlothian. Long-distance commuting is also available to Washington D.C. and Blackstone and from Hampton, Williamsburg, Fredericksburg and Orange, Virginia.)
RIDE Solutions	Roanoke Valley and surrounding areas in southwest Virginia

Questionnaire Design and Survey Administration

The questionnaire for the survey was based on the questionnaire used for the MWCOG SOC survey, with some questions added, deleted, or modified to meet VA SOC goals. To shorten the survey, some survey questions were asked of a sub-set of respondents, resulting in smaller completed survey counts for these questions. Prior to conducting the survey, the survey research team completed a pretest of the questionnaire. Minor changes were made to the questionnaire after the pretest and the questionnaire was translated into Spanish. The survey instrument was designed for telephone administration using Computer Assisted Telephone Interviewing (CATI).

To ensure that Northern Virginia residents were represented in the questions that were added after the MWCOG survey was completed, a brief supplemental Northern Virginia Callback Survey was conducted with a random sample of 520 of the 3,050 Northern Virginia residents who completed the MWCOG survey. Responses to these call-back surveys were matched to the responses for these respondents to the MWCOG survey questions to provide consistent data across the state.

Survey Data Expansion

Survey responses to the VA SOC survey were expanded numerically to align the survey results with the total number of employed residents statewide. Published employment information from the Bureau of Labor Statistics (BLS), Local Area Unemployment Statistics (LAUS) for each of the survey's 16 sample areas was used to estimate the number of workers in each regional area. Additionally, the 2000 U.S. Census statistics were used to adjust the survey results for the distribution of race/ethnicity in Arlington, Middle Peninsula, and Roanoke.

SURVEY RESULTS

This section of the report presents the key findings of the survey. The survey data were expanded to represent the total number of employed people in each region of the state. The results displayed in the report show expanded percentages. But the figures and tables also indicate the number of respondents (e.g., n=__) who answered the question. Some of the results present comparisons of "Northern Virginia," the five Virginia counties located in the Washington metropolitan region, with "Other Virginia," which includes all counties located outside this region.

The results presented include the following.

- Profile of Virginia commuters' travel
- Travel characteristics commuters consider in choosing commute mode
- Commuter satisfaction
- Ease of commute and recent changes in commute
- Telework
- Availability and use of transportation facilities
- Availability and use of commute assistance services
- Employer incentives that support use of alternative modes
- Importance of future investment in alternative transportation

Profile of Virginia Commuters' Travel

A primary function of the VA SOC survey was to define how Virginia commuters travel. The survey included questions on the types of transportation commuters used to travel to work, use of telework and other "non-travel" options, and commute distance and time.

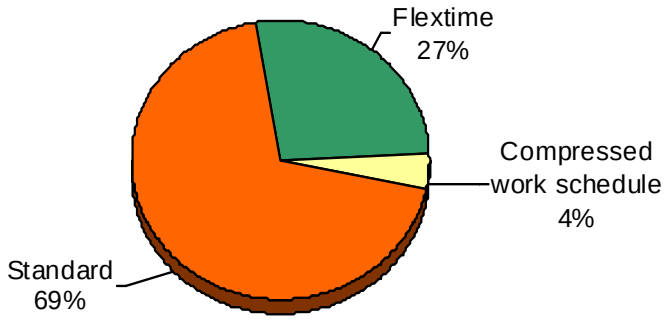
Work Hours

In 2007, Virginia was home to nearly 3.9 million workers. About 86% of these workers were employed full-time, defined as working 35 or more hours per week. The remaining 14% worked part-time.

Figure 2 shows the distribution of respondents' work schedules. Almost seven in ten (69%) said they worked a "standard" schedule, defined as five days per week. Of those who worked a "non-standard" schedule, the most common was flextime or flexible work hours, used by 27% of respondents. Compressed work schedules, in which commuters work a full-time schedule in fewer than five days per week, were used by about 4% of respondents.

Figure 2
Non-Standard Schedule Types Used

(n = 6,568)



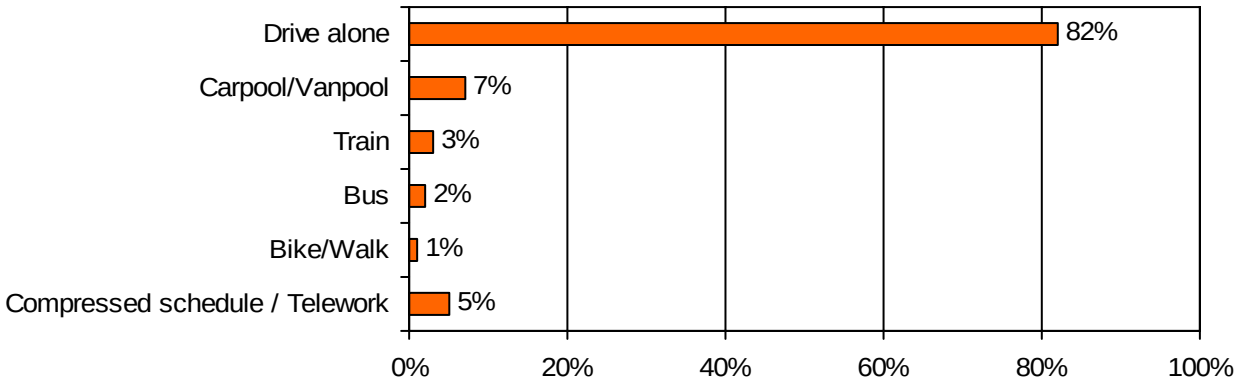
Travel Mode to Work

About 92% of the residents surveyed said they traveled one or more days per week to a work location outside their homes. These respondents were asked what types of transportation they used to travel to work each weekday (Monday-Friday) during the survey week. Respondents who were absent from work one or more of their regular workdays during the survey week were asked to report how they likely would have traveled if they had worked on those days.

Figure 3 presents the distribution of travel modes as a percentage of weekly work trips. Five traditional transportation mode groups are shown: drive alone, carpool/vanpool, bus, train (subway/commuter rail), and bike/walk. The figure also includes one additional "mode group," compressed work schedule and telework. These are not actually travel modes, but days these options are used are officially assigned work days, so they are included to show the percentage of weekly work trips eliminated through use of these work schedule options.

Figure 3
Weekly Commute Trips by Types of Transportation Used for Commuting

(n = 6,356)



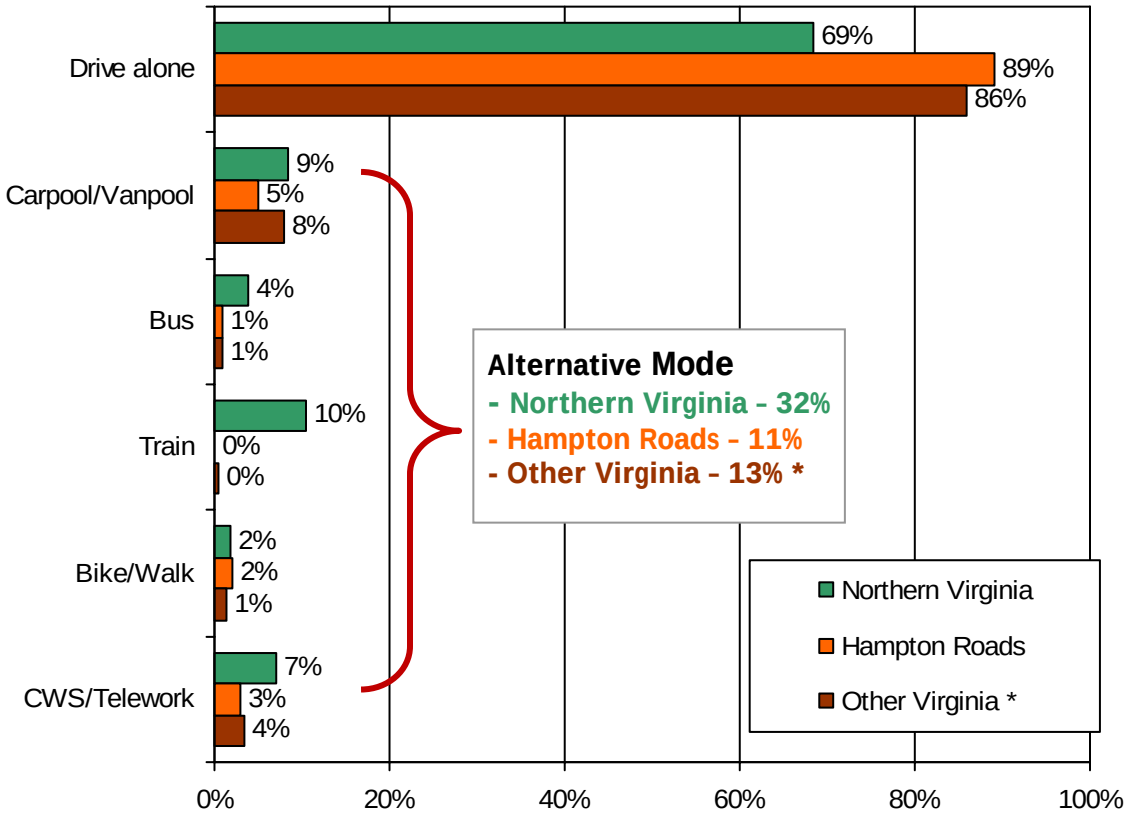
Driving alone was, by a large majority, the most common mode; more than eight in ten weekly commute trips were made by driving alone. The remaining 18% were made by non-drive alone "alternative modes," such as carpooling and public transportation. Carpooling and van-pooling accounted for about 7% of trips, slightly edging transit, which was used for 5% of weekly trips (train 3% and bus 2%). About 1% of weekly commute trips were made by walking or bicycling.

Compressed work schedule (CWS) days off and teleworking accounted for 5% of weekly work "trips." The CWS and percentage is notable, because it represented trips eliminated from the daily commute time, reducing congestion and saving fuel. On a typical day, 70,000 trips are eliminated across Virginia through use of these two work arrangements.

Travel Mode to Work – Northern Virginia vs. Other Virginia

The percentage of weekly work trips made by alternative modes was considerably higher than 18% in Northern Virginia, as illustrated by Figure 4. Nearly a third (32%) of weekly trips in this region were made by carpool/vanpool (9%), train (10%), bus (4%), bike/walk (2%), or compressed schedules/telework (7%). Only 69% of trips were drive alone trips.

Figure 4
Weekly Commute Trips by Types of Transportation
(Northern Virginia n = 2,798, Hampton Roads n = 580, Other Virginia* n = 3,210)



* - other Virginia, excluding Hampton Roads

Use of alternative modes was less common in Hampton Roads and other regions outside the highly urbanized Northern Virginia area. Carpool/vanpool rates were not dramatically different in various regions, but bus and train were used for only 1% of total weekly trips outside of Northern Virginia. Bike/walk and compressed schedules/telework accounted for 1% and 4% of trips, respectively. The drive alone rate for Hampton Roads was 89% and 86% for Other Virginia areas.

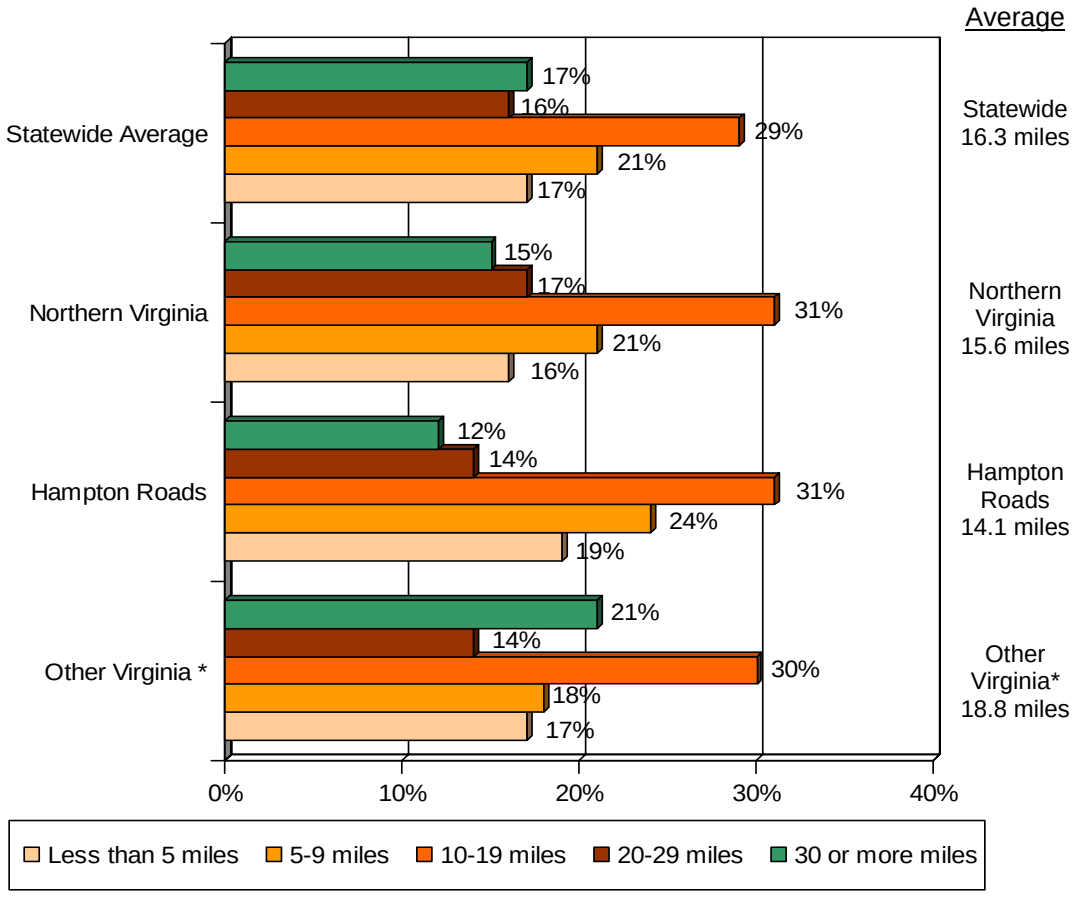
Among Other Virginia regions, only Fredericksburg had an alternative mode rate that rivaled Northern Virginia's 31%. In Fredericksburg, 27% of work trips were made by alternative modes. Carpool/vanpool was particular prominent; 16% of work trips made by Fredericksburg residents were in a carpool or vanpool. Alternative mode use was 16% or less in all "Other Virginia" regions.

Length of Commute

Commuters had a wide range of commute distances, ranging from less than one mile to more than 100 miles. Figure 5 presents the distribution of distance for all Virginia commuters and for commuters who live in Northern Virginia, Hampton Roads, and Other Virginia areas.

Figure 5
Commute Distance (one-way miles)

(Statewide n = 6,012, Northern Virginia n = 2,504, Hampton Roads n = 541, Other Virginia* n = 2,967)



* - other Virginia, excluding Hampton Roads

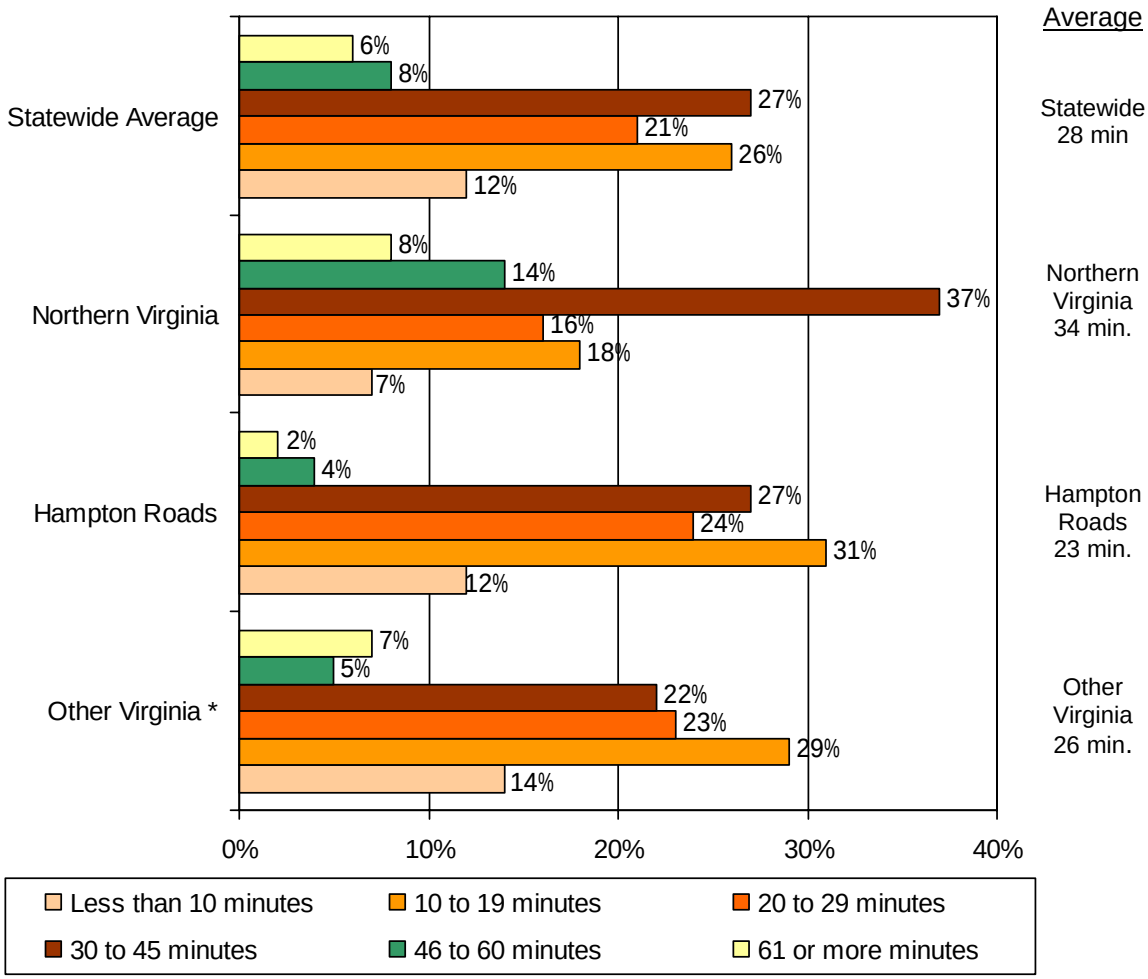
The average one-way distance statewide was 16.7 miles, slightly longer than the national average of 16 miles, as measured by a 2007 ABC news poll of commuters. As shown in Figure 6, 38% of respondents commuted fewer than 10 miles one-way. Three in ten (29%) said they traveled between 10 and 19 miles and 17% had commute distances of 30 miles or more.

Respondents who lived in Northern Virginia and Hampton Roads traveled shorter distances to work, averages of 15.6 miles and 14.1 miles one-way, while residents of Other Virginia areas traveled farther than the statewide average, about 18.8 miles one-way.

Survey respondents commuted, on average, about 28 minutes one-way. As shown in Figure 6, nearly four in ten (38%) respondents commuted fewer than 20 minutes and 48% commuted between 20 and 45 minutes. The remaining 14% traveled more than 45 minutes.

Figure 6
Commute Distance (minutes)

(Statewide n = 6,293, Northern Virginia n = 2,678, Hampton Roads n = 558, Other Virginia* n = 3,057)



* - other Virginia, excluding Hampton Roads

The commute time distribution was strikingly different in Northern Virginia than in other areas of the state. Although they traveled fewer miles than the statewide average, Northern Virginia commuters had longer travel times (34 minutes) than the statewide average (28 minutes). The longer commute time for Northern Virginia is likely the result of both higher levels of traffic congestion, leading to slower highway speeds for commuters who drive, and the higher share of trips made by public transit. Transit trips typically take longer per mile than do driving trips.

By comparison, residents of Other Virginia areas traveled more miles than the statewide average, but in a shorter amount of time (26 minutes). Hampton Roads commuters traveled both shorter distances and shorter times (23 minutes) than the statewide average.

Travel Characteristics Commuters Consider in Choosing Their Commute Mode

The location of commuters' homes and workplaces and the options available to them for commuting are obvious factors in commuters' travel choices. But commuters consider other factors also. The VA SOC survey provided new information on what mode and commuting characteristics influenced commuters' choice of travel modes and how commuters feel about their commutes.

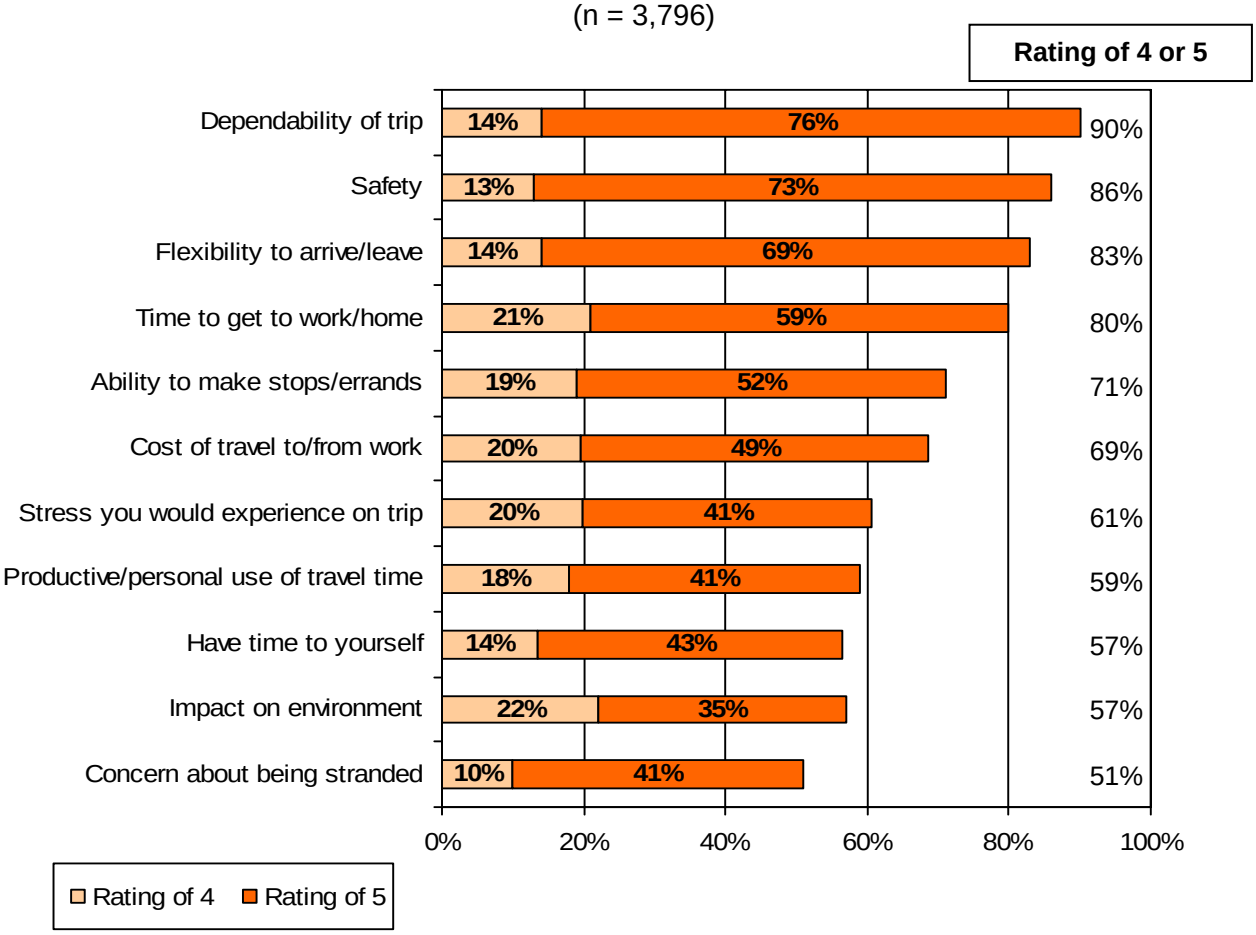
Survey respondents were asked how important safety, reliability, and other travel characteristics had been in their choice of type of transportation used to get to work. Respondents rated each factor on a scale of "1" to "5" where "1" meant it was "not at all important" and "5" meant it was "very important." Figure 7 presents the percentages of respondents statewide who rated each factor's importance as a 4 (somewhat important) or 5 (very important). These results are portrayed in Figure 7.

The most important factor was dependability of the trip; fully 90% of the respondents reported that this was at least somewhat important and three-quarters of respondents said it was very important. Other highly rated factors included safety, flexibility to arrive and leave work when needed, and the travel time needed to get to work or get home from work; at least eight in ten respondents said these factors were somewhat important or very important in their choice of commute mode.

> The importance of these attributes has been documented in other research in Virginia. The *Dulles Corridor Metrorail Project Impact Research* (2006), for example, reported that more than 9 of 10 commuters said that "dependability" was important in their commute choices.

Two factors, the ability to make stops or run errands during the commute trip or at other times of the day (71%) and the cost of travel (69%) were rated 4 or 5 by about seven in ten respondents. Other factors received 4 or 5 ratings from between 51% and 61% of respondents.

Figure 7
Importance of Factors in Choosing Commute Mode – Percent Rating Importance a 4 or 5
(n = 3,796)



It was expected that respondents who used different types of transportation for commuting might rate the importance of travel characteristics differently. Figure 8 shows the same factors with the ratings given by two groups of respondents – those who primarily drive alone to work and those who primarily use an alternative mode for their commute.

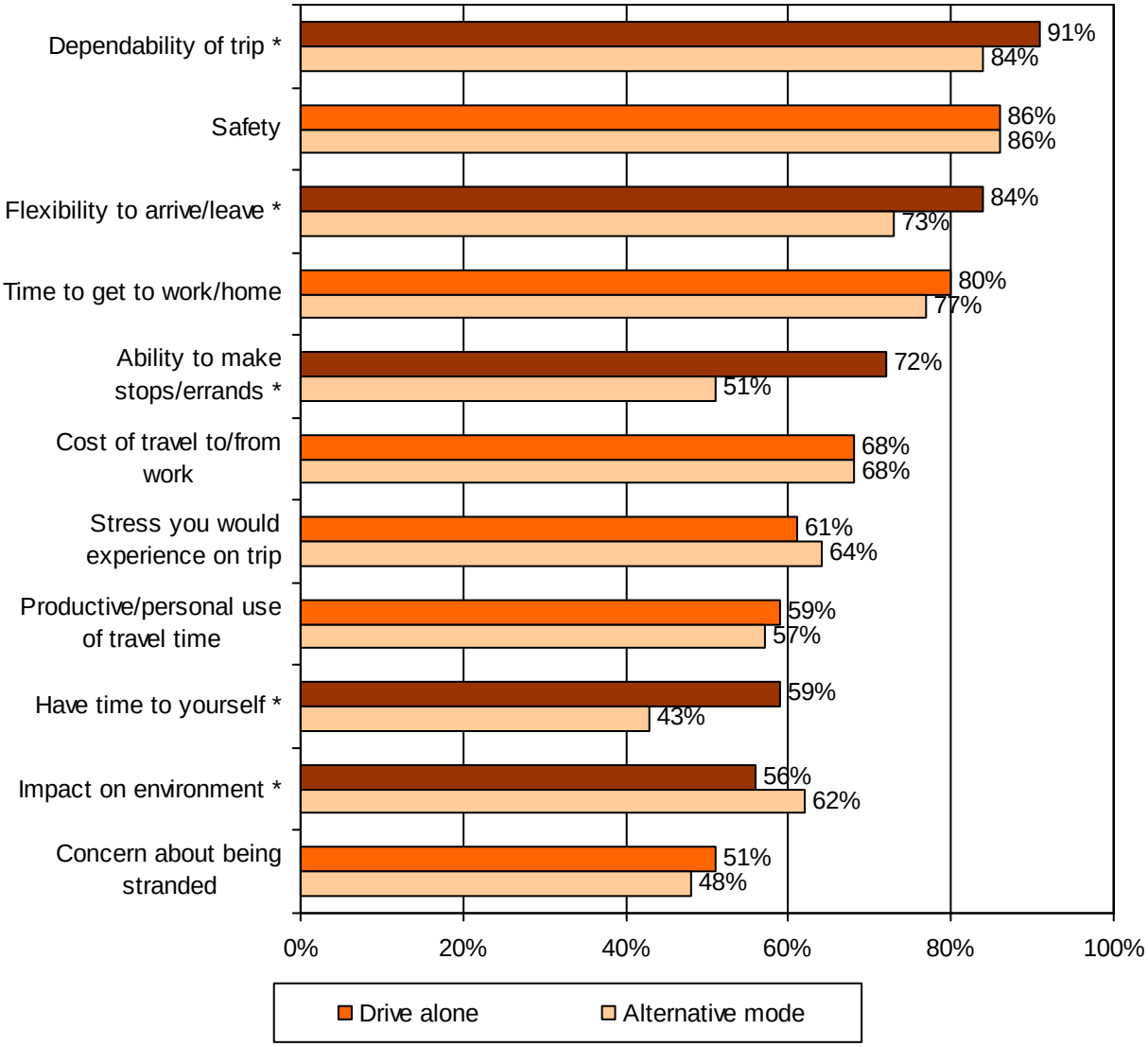
As is clear from the figure, commuters gave similar importance ratings for many factors, regardless of the type of transportation they used to get to work. Factors in which the ratings were not statistically different included: safety, time to get to work/home, cost of travel, stress experienced on the commute trip, desire for productive or personal use of commute time, and concern about being stranded.

Respondents gave statistically <u>different</u> ratings on five travel characteristics. Respondents who primarily drove alone gave higher importance than those who used alternative modes to dependability of the trip, flexibility to arrive or leave work when needed, the ability to make stops or errands on the commute trip, and the desire to have time to oneself. By comparison,

respondents who primarily used an alternative mode reported higher importance for the impact that their commute would have on the environment than respondents who drove alone.

Figure 8
Importance of Factors in Choosing Commute Mode – Percent Rating Importance a 4 or 5
Respondents who Primarily Drive Alone and Respondents who Primarily Use an Alternative Mode *

(Drive alone n = 2,663, Alternative Mode n = 359)



* Statistically different responses at 95% level

Reasons for Using or Not Using Alternative Modes

To learn more about perceived advantages of alternative modes, respondents who used these modes were asked how important various travel characteristics had been in their decision to use these modes. To learn more about perceived barriers to alternative mode use, respondents who drove alone to work were asked how important various factors had been in their decision not to use alternative modes. These results are shown in Tables 1, 2, and 3.

Reasons for Using Alternative Modes – Respondents chose alternative modes primarily to save time, save money, be less stressed, or to reduce pollution. More than seven in 10 alternative mode users rated "save time using a high-occupancy vehicle (HOV) lane" or "lower transportation cost" either a 4 or 5 in importance in their mode choice. About two-thirds gave a 4 or 5 rating to wanting to "reduce commute stress," or "help reduce pollution."

Table 2
Alternative Mode Users' Reasons to Use Alternative Modes
Percentage Reporting Importance of 4 or 5

(n = 489, HOV n = 77)

Reason	Percentage
Save time using HOV lane	73%
Lower transportation cost	72%
Be less stressed	67%
Help reduce pollution	64%
Would not have to find parking	44%
Use commute time for personal use	43%
Use commute time for productive work	41%
Have companionship	40%

Reasons for Not Using Alternative Modes – As indicated by Table 3, respondents who drove alone said they did not use alternative modes because they perceived that these modes were not available when and where they needed to travel, would not offer the flexibility they needed in their travel, would not offer a time advantage over driving alone, or simply were not their preference, relative to driving alone.

Seven in 10 respondents said they did not have a bus or train option between home and work at the time they needed to commute. The question about barriers to transit was asked only of respondents who said that transit operated in their home area, so either service did not operate at all during their commute time or did not operate on a frequent enough schedule to meet their commute time preference. About two-thirds of respondents said lack of availability was their reason for not carpooling/vanpooling; 64% said not being able to find a pool that matched their work hours and location was a somewhat or very important barrier.

Table 3
Drive Alone Users' Reasons NOT to Use Transit and Carpool/Vanpool
Percentage Reporting Importance of 4 or 5

Reason	Transit (n = 831)	Carpool/Vanpool (n = 1,722)
Mode Availability Reasons		
Bus/train does not go to workplace at commute time	72%	-----
Can't find pool that matches work hours and work location	-----	64%
Flexibility / Personal Preference Reasons		
Need to be able to leave work during day	77%	73%
Need to be able to make stops/run errands on commute trip	68%	64%
Like driving myself	66%	62%
Like riding alone	46%	-----
Don't like riding with strangers	41%	43%
Time or Cost Reasons		
Would take longer	72%	-----
Would not reduce travel time	69%	60%
Would not save money	50%	44%

The top perceived barrier overall was travel flexibility. About three-quarters of drive alone respondents rated the need to be able to leave work during the day a 4 or 5 for why they do not use transit (77%) or a carpool/vanpool (73%). Respondents also said using transit or carpool/vanpool would hinder their ability to make stops or run errands on the way to or from work (transit – 68%, carpool/vanpool – 64%). About two-thirds said they did not use alternative modes because they liked driving themselves. Two related reasons, "liked riding alone" and "don't like to ride with strangers," were less important, rated as 4 or 5 by fewer than half of drive alone respondents.

About seven in 10 respondents rated a time concern, either "would take longer" or "would not reduce travel time" as a somewhat or very important reason not to use transit. "Would not reduce travel time" was rated by 60% of respondents as an important reason not to carpool/vanpool. Cost did not appear to be as much of an issue, but half (50%) of respondents rated "would not save money" an important reason for not using transit and 44% rated this reason as important in their choice not to carpool/vanpool.

Commuter Satisfaction

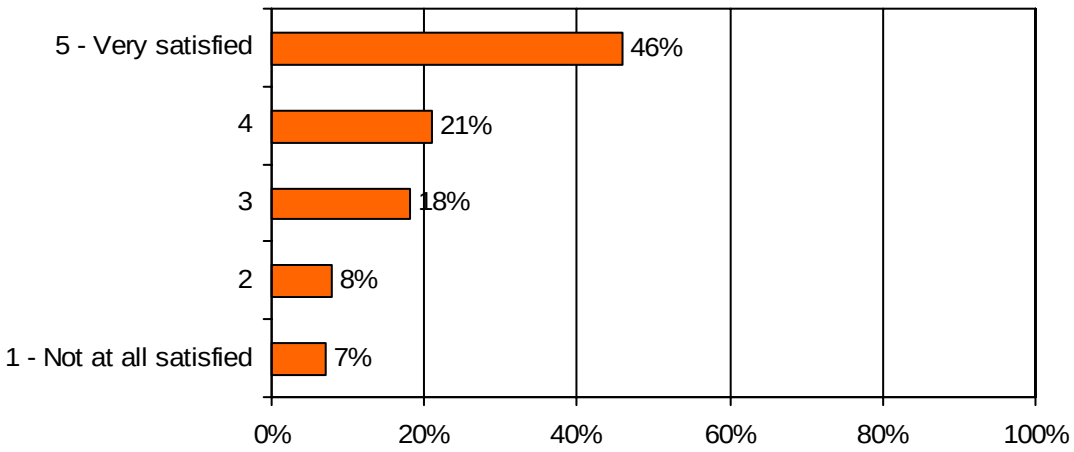
About two-thirds of Virginia commuters were satisfied with their commutes, but their level of satisfaction was influenced by many factors. The time it takes to get to work and the general ease of the trip were among the most important factors; commute satisfaction rose as the length of trip got shorter and satisfaction increased as commute difficulty dropped. Commuters also reported higher commute satisfaction when the trip cost less, was less stressful, was more dependable and felt safer.

Commuters have only a limited ability to change some of these factors, but commuters who used alternative modes for commuting reported distinct advantages in several of these characteristics. Two-thirds said using an alternative mode saves them money and reduces the stress of commuting. And commuters who could use a High-Occupancy Vehicle (HOV) or carpool lane on their trip save time, a very important factor in their commute satisfaction.

Overall Satisfaction – Statewide and by Region

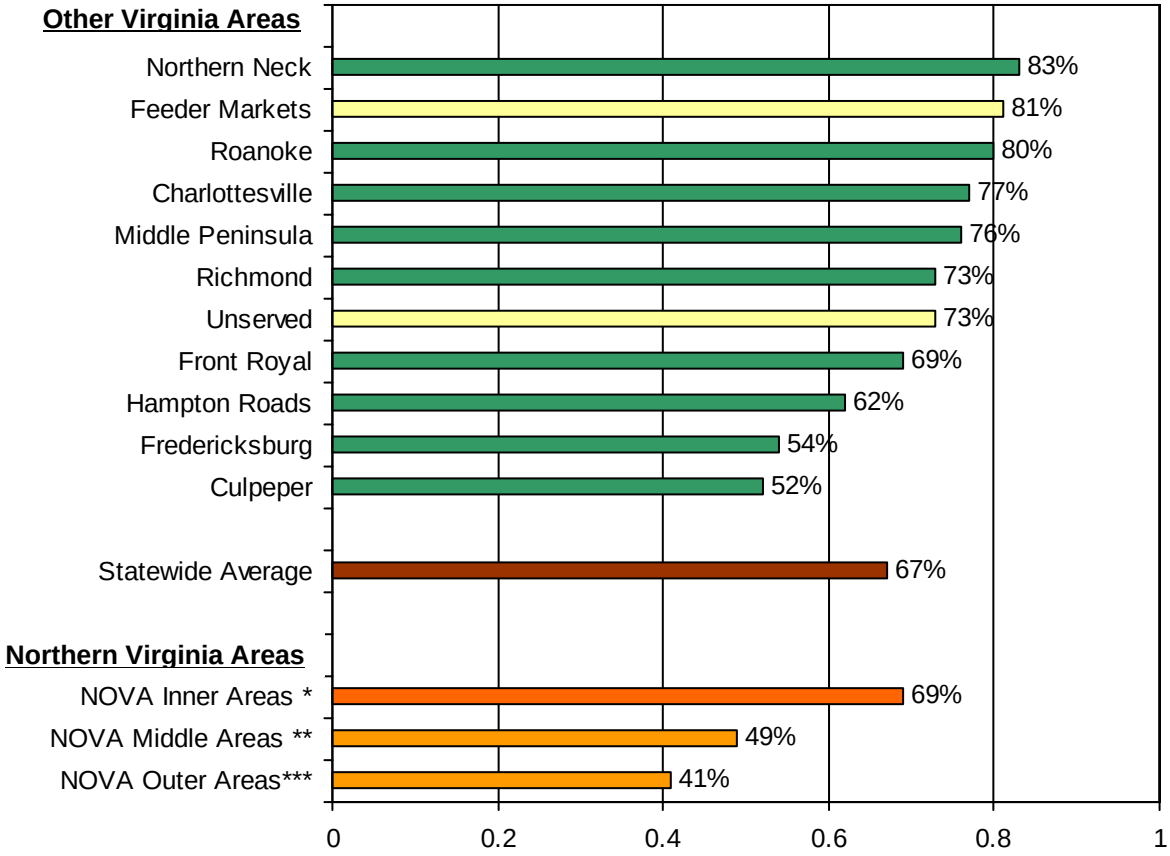
Two-thirds (67%) of Virginia commuters said they were satisfied with their commute overall. As shown in Figure 9, 46% rated their commute a 5 on a scale of 1 to 5 where 1 means not satisfied at all and 5 means very satisfied. Another 21% rated their commutes a 4. Only 15% said their commutes rated a very low score; 7% gave a rating of 1 (not at all satisfied) and 8% gave a rating of 2.

Figure 9
Overall Satisfaction with Commute – Scale of 1 to 5 Rating
(n = 3,253)



Commute satisfaction varied widely by where commuters lived. Figure 10 presents the percentages of commuters in each of the 16 Virginia areas who gave a rating of 4 or 5 for commute satisfaction. The top of the figure shows the Other Virginia regions, arranged in the figure from highest to lowest satisfaction rating. The bottom section of the figure shows three NOVA areas, Inner (Alexandria and Arlington), Middle (Fairfax), and Outer (Loudoun and Prince William). The statewide average of 67% is also shown. Nine of the regions were above the statewide average and five were below the average.

Figure 10
Overall Satisfaction with Commute – Percent Rating Commute a 4 or 5
By Region



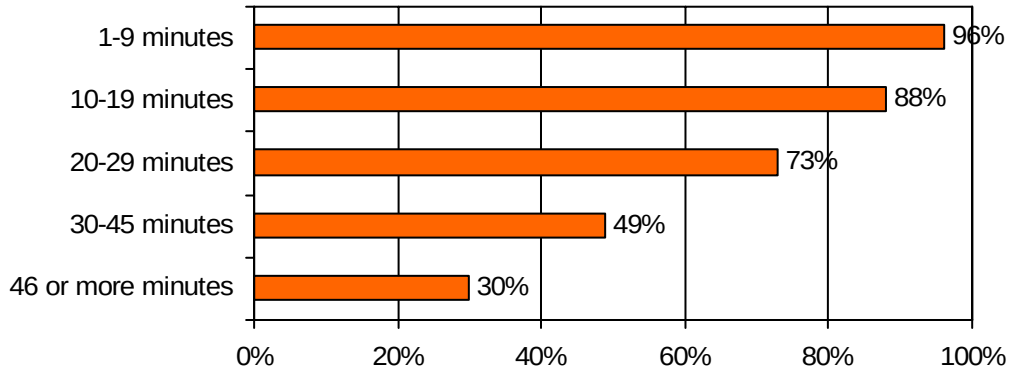
* - NOVA Inner Areas – Alexandria City and Arlington County
** - NOVA Middle Areas – Fairfax County
*** - NOVA Outer Areas – Loudoun County and Prince William County

Satisfaction was higher than average in rural areas, such as the Northern Neck, Middle Peninsula, feeder markets, unserved areas and smaller cities, such as Roanoke and Charlottesville. Commute satisfaction was lower than average in more urbanized parts of the state, particularly in Northern Virginia. Of the five areas with below average satisfaction, two were located in Northern Virginia and two (Fredericksburg and Culpeper) were adjacent to Northern Virginia.

Commute satisfaction declined dramatically as commute length increased. As shown in Figure 11, 96% of commuters who had very short commutes – less than 10 minutes – gave a 4 or 5 rating for satisfaction. When the commute was between 10 and 19 minutes, only 88% were satisfied. At 20 to 29 minutes, satisfaction dropped still further; only 73% gave a 4 or 5 rating. Only half of commuters who traveled 30 to 45 minutes were satisfied. And when travel time exceeded 45 minutes, only three in 10 said they could rate their commute a 4 or 5.

Figure 11
Overall Satisfaction with Commute – Percent Rating Commute a 4 or 5
By Length of Commute in Minutes

(1-9 min n = 380, 10-19 min n = 809, 20-29 min n = 662, 30-45 min n = 796, 46 or more min n = 534)



Ease of Commute and Recent Changes in Commute

Commute satisfaction was related to how easy or difficult it was to make the trip. Dissatisfaction with commuting and the ease of the commute also could motivate commuters to take actions to try to make the commute less difficult. The VA SOC survey examined these questions.

The survey results showed ongoing interest in and a fluid market for alternative mode use. Nearly half of Virginia commuters who used alternative modes for commuting started using these types of transportation within the past two years and 69% of those who made a switch shifted from driving alone.

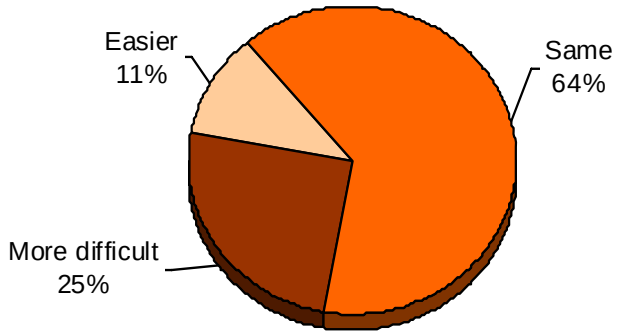
Some of these shifts might have been motivated by a desire to make commuting easier. A quarter of respondents said their commute was more difficult than it had been a year earlier, primarily because congestion was getting worse. Commuters who used or tried alternative types of transportation primarily did so to save money, save time, or avoid driving / traffic congestion.

Ease of Commute Compared to Last Year

Respondents who did not telework or work at home all the time were asked how their commute compared to a year before – was it easier, more difficult, or about the same as a year ago? As seen in Figure 12, a quarter (25%) said their commute was more difficult than a year ago. One in 10 (11%) said it was easier. The remaining 64% of respondents said their commute was about the same.

An overwhelming majority (74%) of respondents who said their commute was more difficult said their route had become more congested. About a tenth of respondents said either the distance was longer (11%), it was a slower/trip or it took more time (10%). A tenth of respondents with a more difficult commute cited road construction occurring along the route as the reason.

Figure 12
Commute Easier, More Difficult, or Same as Last Year
(n = 5,513)

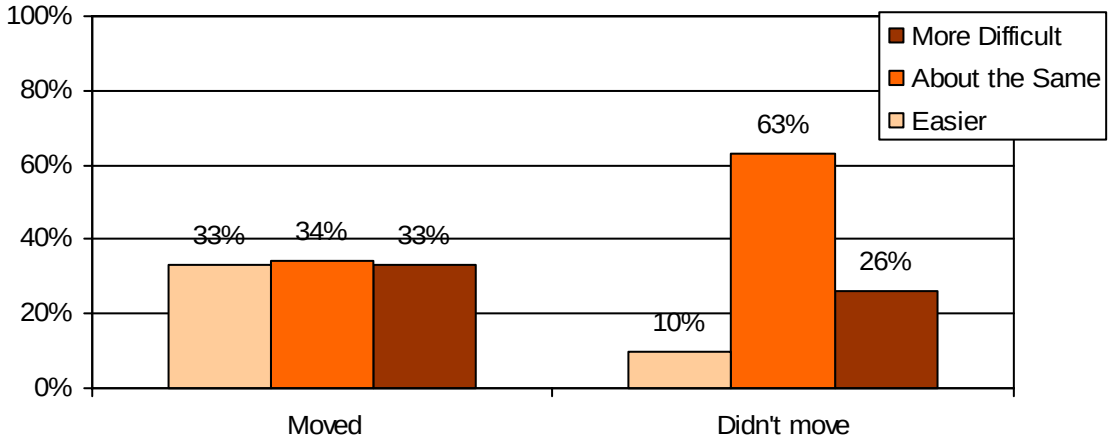


The primary reason mentioned by respondents who had an easier commute was that the trip was shorter (39%), presumably because the respondent changed either a work or home location. Slightly more than a quarter said the route they used was less congested (28%) and another 26% said the trip was faster. Seven percent said it was easier because road construction along the route had been completed.

Commute Ease as a Factor in Location Changes

For some respondents, commute ease appears to have been related to changes in home and work location. About 17% of respondents said they had changed either their home or work location within the past year. As illustrated in Figure 13, a much higher percentage of respondents who made a move said their commute was easier (33%) than did respondents who had not made a location change (10%).

Figure 13
Ease of Commute Compared to Last Year by Moved Residence or Work Location
(Moved n = 971, Did not move n = 4,927)



Respondents who moved also were more likely to say their commute had gotten more difficult; a third who moved experienced a more difficult commute, compared to a quarter of those who had not moved. Thus a move might have played a role in either improving or worsening a commute, but the move more often improved the commute.

Recent anecdotal reports have suggested that some commuters might move their residences and/or seek new jobs in part to make their commute easier or to save money. Respondents who made a location change were asked what factors they considered in making the change and how important commuting factors were, relative to other factors they considered.

> The *Virginia Beach Impact Study* (2006), for example, reported that 15% of commuters would consider changing their residence if the length of their commute increased by 30 minutes.

Table 4 shows that 47% of respondents named one or more job/career factors, such as career advancement, job satisfaction or income as important to their decision to change work or home location. Three in 10 named a residential factor, such as the size of the residence, quality of the neighborhood or cost of living. But nearly two in 10 (18%) named a commute-related factor as one that they considered in the moving decision. Length or ease of commute was cited by 16%; smaller percentages said the cost of commuting or the range of commuting options available at the new location had been a factor.

Table 4
Factors Considered in Home or Work Location Changes
Respondents Who Made a Change in Work or Residence Location
(n = 973, multiple responses permitted)

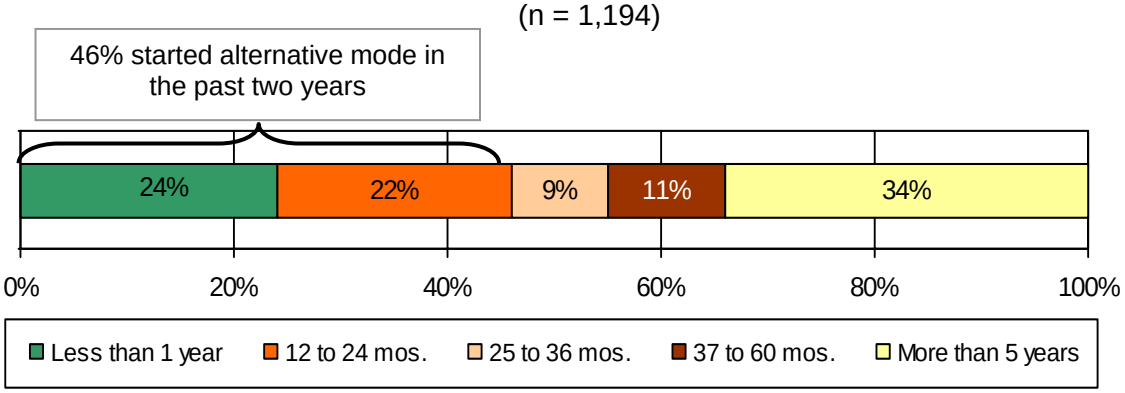
Location Change Decisions	Percentage
Job/career factors	47%
Residential factors	30%
Commute factors	18%
- Length of ease of commute	16%
- Cost of commuting	3%
- Commuting options that would be available	2%

Respondents who made location changes also were asked how important commuting factors had been in their decision, relative to the other factors they considered. A quarter (25%) said the commute factors were more important the others, half (49%) said they were about equally important and 26% said commuting factors were less important.

Changed Mode or Tried New Mode in Past Year

Respondents who used an alternative mode of transportation to get to work at the time of the survey were asked how long they had been using this type of transportation and what types of transportation they used before starting their current mode. Figure 14 presents the results to the first question.

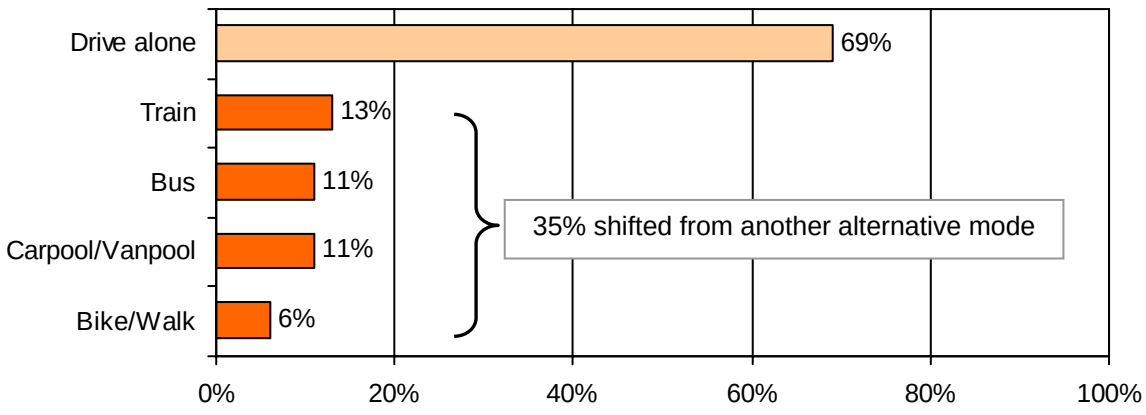
Figure 14
Length of Time Using Alternative Modes
(n = 1,194)



A third of alternative mode respondents were long-time users and 34% had used their current alternative mode more than five years. But commuters continue to explore alternative mode options; nearly half (46%) of commuters who used alternative modes shifted to these modes within the past two years. This suggests an ongoing need to make commute information and services available to commuters, because commuters' travel patterns change in response to changes in their personal situations.

A sizeable portion of alternative mode users were converted from driving alone. As presented in Figure 15, 69% of respondents who changed modes shifted from driving alone. A third (35%) of commuters who previously used alternative modes used a different alternative mode; 13% previously rode a train, 11% rode a bus, and 11% carpooled or vanpooled before switching to their current alternative mode. Six percent said they previously bicycled or walked to work.

Figure 15
Modes Used Before Starting Current Alternative Modes
(n = 1,194)



* Adds to more than 100% because multiple previous modes were permitted

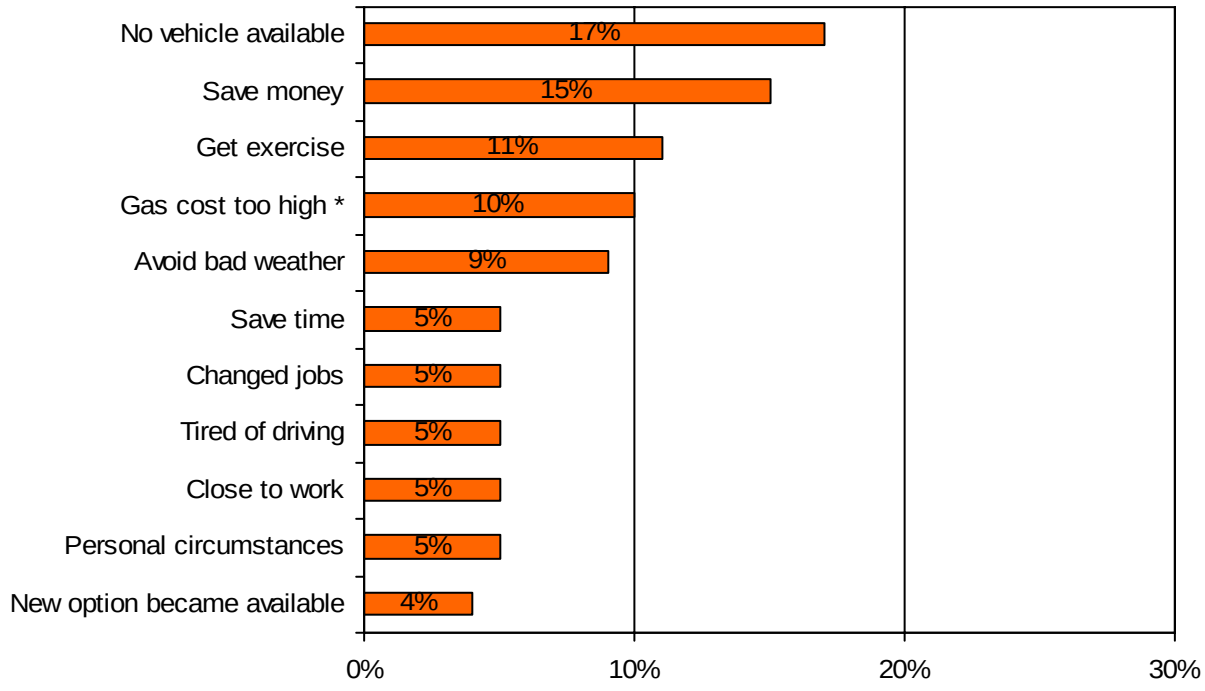
Commuters who used or tried an alternative mode did so primarily to save money, reduce commute costs (25%) or because they made a job or home location change (25%). Other reasons cited included: did not have access to a vehicle for regular commute use (9%), save time (9%), changed jobs or moved home location (6%), tired of driving (3%) or avoid congestion (3%).

Other Alternative Modes Tried – The survey also explored trial use of alternative modes. Respondents who were driving alone at the time of the survey were asked if they had used or tried an alternative mode for their commute within the past two years. Respondents who were using an alternative mode when the survey was conducted were asked if they had used another alternative mode, other than the mode they were currently using.

About 8% of commuters tried or used a new alternative mode for commuting in the past two years. About 3% mentioned trying a train and 2% said they tried a bus. Two percent tried or used a carpool or vanpool and 2% tried bicycling or walking.

Commuters used or tried an alternative mode primarily because they did not have access to a vehicle for regular commute use (17%), to save money (15%) or to reduce gas expenses (10%). Other reasons cited were to get exercise (11%), avoid driving during bad weather (9%), save time (5%), changed jobs or moved home location (5%), or tired of driving (4%). Figure 16 shows these results.

Figure 16
Reasons for Using/Trying Alternative Modes in Past Two Years
(n = 686)



* Note that the survey was conducted between May and July 2007. The average gas price in Virginia at this time was about $2.90 per gallon.

Telework

Twelve percent of Virginia commuters indicated that they teleworked, at least occasionally. This equates to approximately 440,000 telecommuters, using the expansion factors outlined on page four of this document. (The expansion factors involve weighting the data according to the number of employed residents of each county/city according to the Bureau of Labor Statistics. Weights are also applied for race/ethnicity in Arlington, Middle Peninsula, and Roanoke based to 2000 U.S. Census statistics.) Nearly half (45%) of these commuters who telework began doing so in the past three years, suggesting that the use of teleworking is growing. The growth of teleworking is well documented in Northern Virginia. Telework data were collected for that area in 2004. The 2007 telework percentage is 50% above the 2004 level.

Use of telework eliminates one in 20 commute trips from Virginia roads each commute day. Telework appears to be offer a significant additional potential to reduce commuting trips and commuting miles; an additional 20% of commuters statewide said they have job responsibilities that they could perform away from their main work place and that they would telework if given the opportunity.

Commuters' occupations and the types and sizes of employers for which they worked appeared related to their likelihood to telework. Occupations with higher than average teleworking rates included executive/managerial (17%), professional (16%), business/financial operations (technicians) (16%), and sales (15%).

Telework Definition

The 2007 VA SOC survey is the first survey to collect data on teleworking in Virginia. Teleworkers, as defined for this survey, are "*wage and salary employees who at least occasionally work at home or at a telework or satellite center during an entire work day, instead of traveling to their regular work place*."

Note that this definition counts only telework that eliminates trips commuters would otherwise make to an outside job location. It excludes four groups of workers that are sometimes counted as teleworkers: 1) workers who are self-employed and have no other work location except their homes, 2) workers who are assigned to work at client sites outside their main work location, 3) workers, such as sales or equipment repair staff, who travel to customer locations during the course of the day, and 4) commuters who work a portion of the workday at home but travel to the regular workplace for another part of the day. These situations are not generally considered teleworking for transportation-related purposes, thus were excluded in the VA SOC survey.

Current and Potential Teleworking

Current Telework – Table 5 presents telework details Virginia statewide, Northern Virginia, and Other Virginia areas. About 440,000 Virginia workers met the definition of telework, using this option either regularly or occasionally. This equates to about 11% of all workers statewide. But teleworkers accounted for a slightly higher percentage, 12%, of all regional commuters, that is, workers who travel or could travel to a main work location on non-telework days.

Using this base of commuters excludes workers who are self-employed and who have no other work location. These workers might occasionally travel outside their homes for meetings or other business purposes, but do not make regular commute trips. The calculation of teleworkers as a proportion of commuters reflects a more realistic representation of the role that teleworking can have in eliminating commute trips. As noted before, 4% of weekly work trips are eliminated by telework. This equals about 127,200 daily work trips.

Table 5
Summary of Current Teleworking

Teleworking Status Commuters (respondents who are not self-employed, and working only at home)	**Statewide** (n = 6,606)	**Northern Virginia** (n = 2,805)	**Other Virginia** (n = 3,801)
Currently teleworking			
- Percentage of commuters teleworking	12.0%	20.7%	8.5%
- Number of workers teleworking	440,100	216,900	223,200
- Weekly trips reduced by teleworking	127,200	63,900	64,300

As shown in the table, telework is much more common in Northern Virginia than in Other Virginia areas. More than two in 10 (20.7%) Northern Virginia commuters telework, compared to fewer than one in 10 (8.5%) in Other Virginia areas. Since the worker population is larger in Other Virginia, the total number of workers teleworking and the weekly trips reduced by teleworking are about the same for these two areas.

Although this is the first statewide survey documenting telework across all of Virginia, telework data were previously collected for the Northern Virginia region in the 2004 SOC survey conducted by MWCOG. These 2004 data provide a baseline against which the 2007 Northern Virginia results can be compared. In 2004, 13.2% of Northern Virginia commuters teleworked. The 2007 percentage of 20.7% represents a 50% increase in teleworking.

Potential for Telework – Commuters who said they did not telework were asked several questions to determine if telework might be a feasible option. First, they were asked if their job responsibilities could be performed at a location other than their main work place, at least occasionally. Those who said they "could" telework comprise about 27% of all commuters.

Respondents for whom telework was a possibility were asked if they were interested in telework, that is, they "would" telework if given the opportunity. Nearly three-quarters said they would be interested in telework on either an occasional basis (63%) or a regular basis (37%). These interested respondents equal about 20% of all commuters.

These results suggest telework could offer substantial additional potential for Virginia. Table 6 summarizes the telework potential. As noted before, 12% of Virginia commuters currently telework. But an additional 20% of commuters "could and would" telework, that is, they have job responsibilities that could be done while teleworking and they would be interested in teleworking, if given an opportunity. The remaining respondents said they would not be interested in teleworking (7%) or that their job responsibilities would not allow teleworking (61%).

Table 6
Summary of Potential Telework

Telework Status Commuters (respondents who are not self-employed, and work only at home)	**Statewide** (n = 6,606)	**Northern Virginia** (n = 2,805)	**Other Virginia** (n = 3,801)
Not teleworking			
- Job compatible with telework and INTERESTED in telework ("could and would")	20%	25%	19%
- Job compatible with telework, but NOT INTERESTED in telework	7%	5%	8%
- Job NOT COMPATIBLE with telework	61%	49%	65%

The table also summarizes the potential telework percentages for Northern Virginia and for Other Virginia areas. Northern Virginia offers higher potential; 25% of commuters in this region are potential new teleworkers. In Other Virginia areas, about two in 10 (19%) commuters are potential teleworkers. The upper limit on teleworking in the two areas is largely driven by the compatibility of jobs common in these areas. As also shown in Table 6, 65% of Other Virginia commuters reported having job responsibilities that were not compatible with teleworking; in Northern Virginia, only half (49%) said they could not perform their jobs away from the main work place.

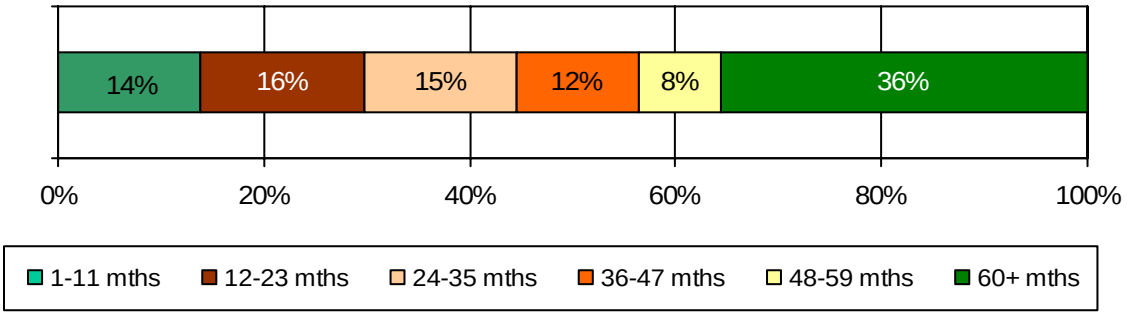
Telework Patterns

Respondents who said they teleworked at least occasionally were asked a series of questions about their telework location, length of time teleworking, use of informal or formal telework arrangement, and frequency of teleworking.

Telework Locations – The overwhelming majority (94%) of teleworkers said they teleworked exclusively from home. A very few teleworkers named another telework location. Three percent mentioned a satellite office operated by their employers and 3% said they teleworked from a telework center, a commercial business center, or a combination of locations.

Length of Time Teleworking – Figure 17 shows the distribution of teleworkers by the time they've been teleworking. More than four in 10 (45%) teleworkers started teleworking less than three years ago and 14% started within the past year. This is consistent with the results presented earlier that showed substantial growth in telework in Northern Virginia between 2004 and 2007. About a third (36%) said they had been teleworking more than five years.

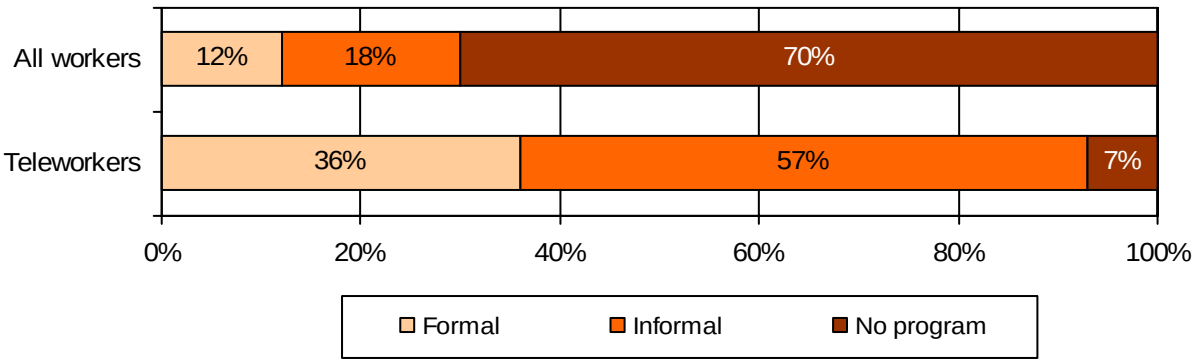
Figure 17
Length of Time Teleworking
(n = 908)



Formal or Informal Telework Arrangement – Employers can offer telework as part of a formal programs, with standard, defined telework policies, or through informal arrangements between individual workers and their supervisors. Respondents who teleworked were asked which arrangement they used. Respondents who did not telework were asked if their employer had a telework program, either formal or informal, even though the respondent did not use it.

Figure 18 presents the telework program status for all workers and for teleworkers. The top bar in the figure shows that about three in 10 respondents said their employers allowed some telework, either under a formal program (12%) or under an informal arrangement (18%). The majority (70%) of respondents said their employers did not have any telework program or that they didn't know about any program.

Figure 18
Formal or Informal Telework Arrangements
All Workers (n = 6,269) and Teleworkers (n = 912)



Teleworkers were more likely than were respondents overall to work for an employer with a formal telework program. Almost four in 10 (36%) said they teleworked under a formal arrangement and 57% said they teleworked under an informal arrangement with their supervisor. A small percentage (7%) said their employers did not have any telework program or that they didn't know about any program. A large share of these respondents teleworked infrequently, for special projects or in emergencies. This might mean that they occasionally request to work outside the main work place, but that they do not consider it an "arrangement" with a supervisor.

The availability of telework arrangements varied by the type of employer for which a respondent worked. Formal programs were most common among respondents who worked for a federal government agency. A quarter (27%) of respondents who worked for federal agencies said their employer had a formal program, compared to only about 13% of respondents who worked for non-profit organizations, 9% who worked for private employers, and 9% who were employed by state/local agencies.

Respondents who worked for non-profit organizations or private employers were most likely to have informal telework. A quarter (24%) of non-profit employees and 20% of employees of private firms said their employers permitted informal telework. Informal telework was offered to 17% of federal agency workers. State/local government agencies were least likely to permit telework under any arrangement; 13% offered informal telework, but more than three-quarters (78%) of these respondents said their employer did not permit telework under any arrangement.

Telework Frequency – As shown in Table 7, most teleworkers (60%) said they telework at least one day per week. Twenty-two percent said they telework a few times each month. The remaining two in 10 teleworkers do so infrequently, either for special projects (10%) or less than once per month/only in emergencies (8%). Teleworkers use this arrangement about 1.7 days per week on average.

Table 7
Frequency of Telework
(n = 921)

Frequency	Percentage
Occasionally for special projects	10%
Less than once per month/emergency	8%
1 – 3 times per month	22%
1 day per week	18%
2 days per week	15%
3 or more times per week	28%
Average days per week	**1.7**

Availability and Use of Transportation Facilities

The VA SOC Survey examined the availability of transportation options, such as HOV lanes, transit, and Park & Ride (P & R) lots and respondents' attitudes toward these facilities and services.

Commuters' choice of travel mode for commuting was influenced by the availability of infrastructure facilities that support the use of alternative modes. About half of Virginia commuters had access to public transit in the area where they live and about six in 10 said transit operated in their work area. Transit use was notably higher among commuters who lived close to bus stops and train stations than for those who lived farther away.

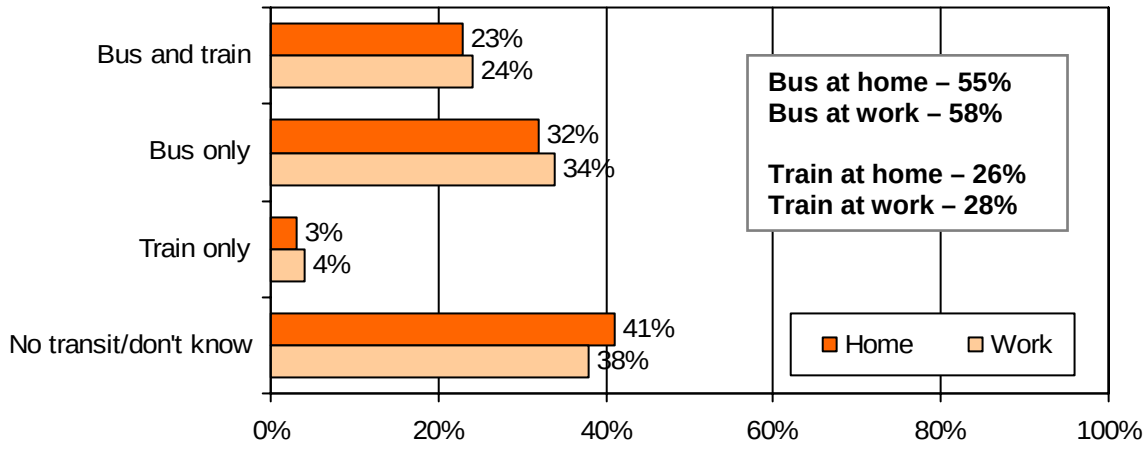
Availability of HOV lanes, which offer significant time savings and travel time reliability, also motivate use of alternative modes. These facilities are less widely available in Virginia; only about 21% of commuters said there was an HOV lane along their route to work. Greater availability of HOV lanes could generate SOV reductions for Virginia.

Public Transportation Services

An essential element for use of public transportation for commuting is that a bus or train operates between commuters' home and work areas. To assess transit availability, respondents were asked to name any public transportation operators that they knew provided service in the area where they lived. A second question asked about transit companies operating in the area where they worked. Respondents also were asked how far their homes were from the nearest bus stop and the nearest train station.

Transit Companies Operating – Figure 19 presents the results for the first question. More than half (59%) of respondents said that they knew the name of some public transportation operator that provided service in their home area. About a quarter (23%) said they knew of both bus and rail service, a third (32%) knew of bus service but not rail, and 3% said they knew of train service but not bus service. The remaining 41% of respondents said either that no bus or train companies provided service or that they thought service operated but did not know the name of the companies.

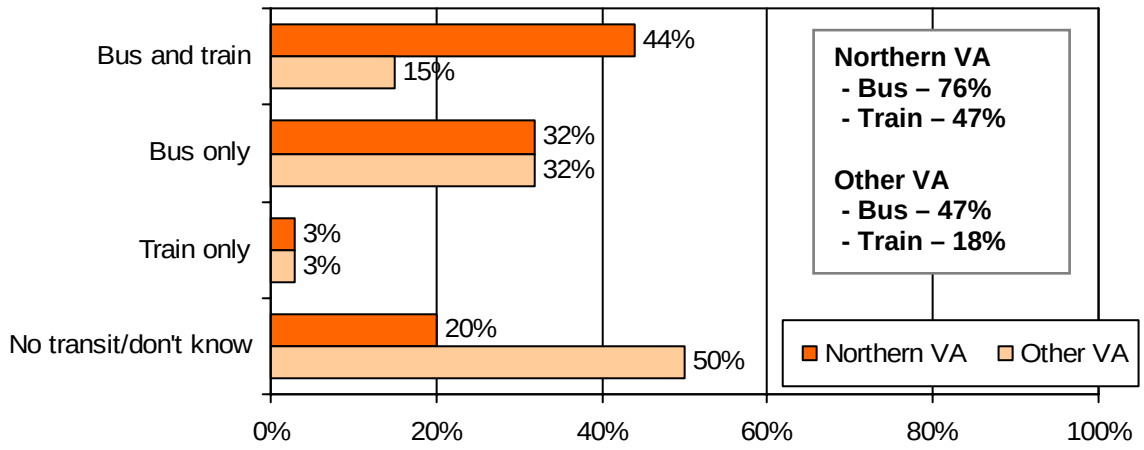
Figure 19
Transit Service Available in Home Area and Work Area
(Home Area n = 6,528, Work Area n = 6,472)



The percentage who said they knew the names of transit operators that provided service in their work area was approximately the same. A quarter (24%) named both bus and train service, a third (34%) knew of bus service only, and 4% said they knew only that train service was provided. About four in 10 said that no transit companies operated transit service in their work area or that they believed some service was available but did not know the names of operators that provided service.

As illustrated in Figure 20, transit service was much more widely available in Northern Virginia than in other parts of the state. More than three quarters of Northern Virginia respondents could name bus companies that served their home areas, compared with 47% of commuters in Other Virginia areas. Train service was similarly disproportionately distributed. About half of Northern Virginia respondents said they knew of train service in the area where they lived, while only two in 10 (18%) respondents who lived in Other Virginia areas could name a train service in their home area.

Figure 20
Transit Service Available in Home Area – Northern VA vs Other VA
(Northern Virginia n = 2,738, Other Virginia n = 3,790)

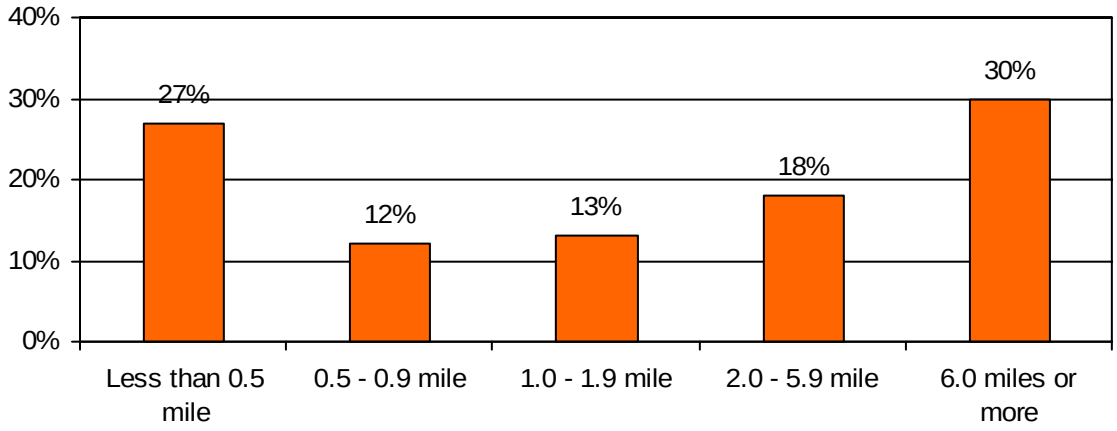


Distance to Bus Stop – The results presented above reflect respondents' perception of transit availability; they are not an objective measure of the level of transit access. A respondent who is willing to drive to a bus stop or rail station might consider service that operates within five miles of his home to be "in my home area," while another respondent who lives within one mile could feel that "no transit operates." The survey also did not address other factors that might enter into a respondent's assessment of the practical feasibility of using transit, such as the directness of the trip or the time needed to make the trip. It's possible that some respondents considered these factors in assessing whether "service was provided" and others might have excluded them from their assessment.

To assess a measure of the closeness of transit, all respondents, including those who said that no transit operated, were asked the distance from their homes to the nearest bus stop and nearest train station. Figure 21 shows the distribution of bus access distance. A quarter (27%) of respondents said they lived within one-half mile of a bus stop and half (52%) said they lived within two miles. Over all respondents, the average distance reported was 8.3 miles.

Figure 21
Distance from Home to Bus Stop (Reported by Respondents)

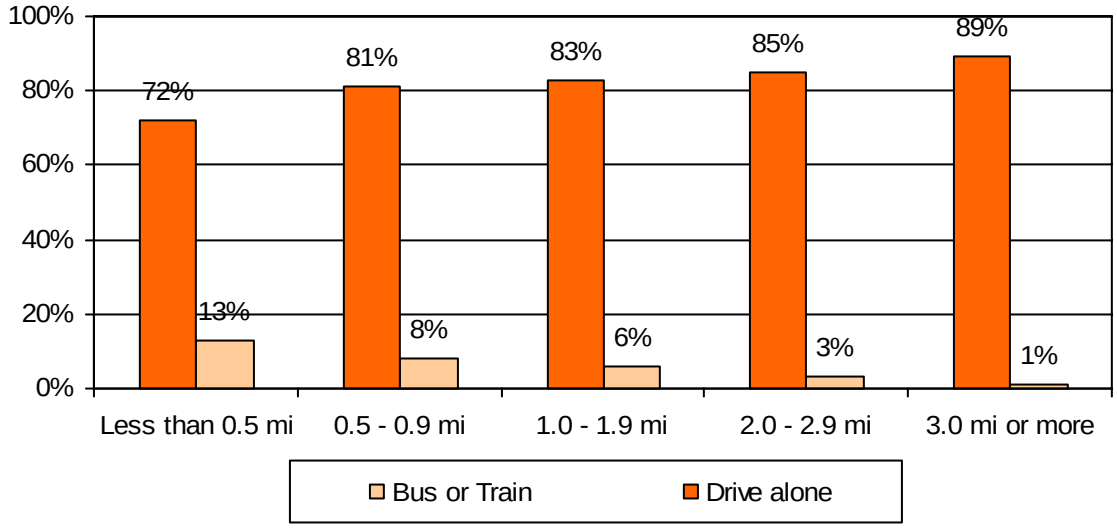
(n = 4,812)



Transit Use by Distance to Bus Stop – Use of transit for commuting is strongly related to the distance a commuter has to travel from home to a bus stop. Figure 22, which presents results for commuters who primarily ride a bus or train and for those who primarily drive alone to work, illustrates this clearly. As the reported distance to the nearest bus stop increases, the drive alone rate increases and the percentage of commuters who use transit declines.

Figure 22
Primary Commute Mode by Distance from Bus Stop (Reported by Respondents)

(Less than 5 blocks n = 1,580, 6 to 9 blocks n = 551, 1.0-1.9 miles n = 537, 2.0-2.9 miles n = 282, 3.0 miles or more n = 1,962)



More than one in 10 (13%) commuters who lives less than five blocks from a bus stop uses a bus or train to get to work and 72% drive alone. At a distance of between six and nine blocks (less than one mile), 81% of commuters drive and 8% ride transit. When the distance reaches between 2.0 mile and 2.9 miles, 85% drive alone and only 3% use transit. At a distance of 3.0 miles or more from a bus stop, bus/train use drops to just 1%.

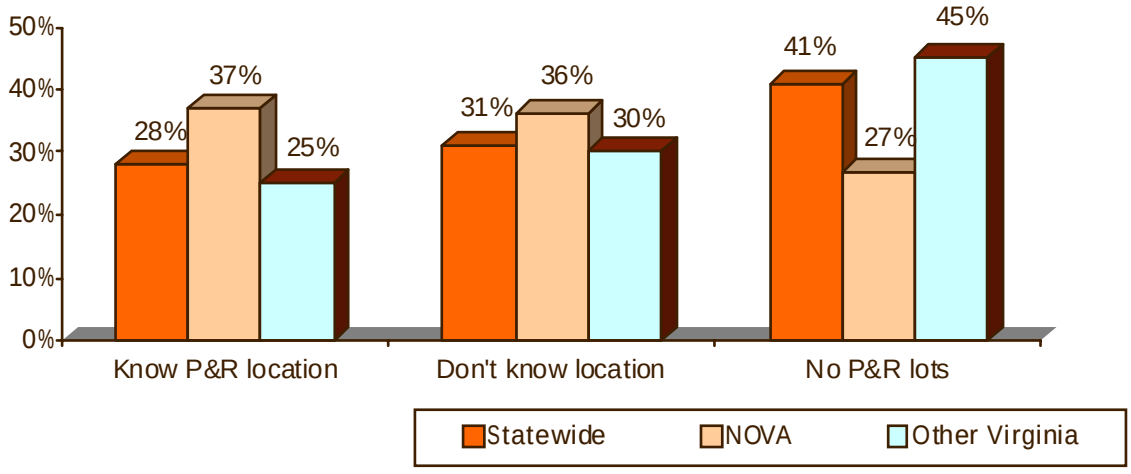
Park & Ride Lot Availability and Use

Statewide, about 16% of commuters who use an alternative mode for their trip to work drive to a central location, such as a P & R lot. These facilities serve an important function in supporting use of alternative modes. As shown in Figure 23, a quarter (25%) of respondents across the state said they knew the locations of P & R lots along their commuting route. About one in three (30%) said they did not know the locations and four in 10 (45%) said there were no P & R lots along their route to work.

This finding is quite consistent with other research in Virginia. The *Virginia Beach Impact Study* (2006) reported, for example, that 25% of commuters in the Virginia Beach area had a P & R lot available on their commute to work.

The figure also shows that awareness / availability of P & R lots varied by home location. Respondents who lived in Northern Virginia were more likely (37%) to say they knew of a P & R lot on their route, while only 25% of respondents who lived in Other Virginia areas knew of a lot along their route.

Figure 23
Awareness of Park & Ride Lots Along Route to Work – By Home Region
(Statewide n = 6,467, NOVA n = 2,732, Other Virginia n = 3,735)

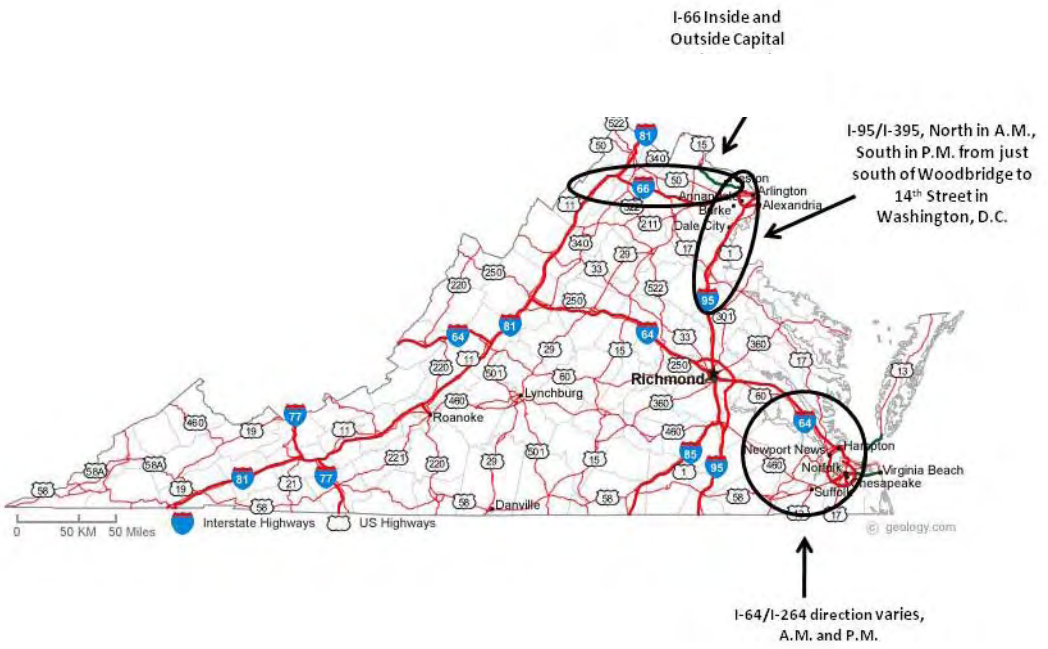


Of those who knew the locations, 13% had used these lots when commuting during the past year. Use of P & R lots was twice as high (19%) in Northern Virginia than in other areas of the state (10%).

Availability and Use of HOV Lanes

The survey also examined the availability and use of High Occupancy Vehicle (HOV) lanes, highway lanes that can be used only by vehicles that carry more than one occupant, such as carpools, vanpools, and buses. HOV lanes exist only in a few metropolitan areas of the state, including Northern Virginia, Hampton Roads, and in the Interstate-95 corridor between Fredericksburg and Washington, DC and the Interstate-66 corridor west of Washington DC.

Figure 24
Virginia High Occupancy Vehicle Lanes (HOV)

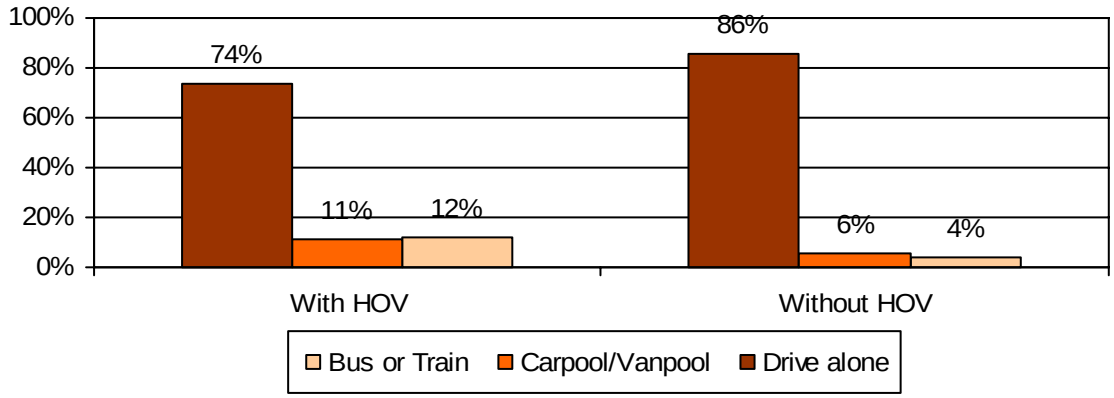


Over half (56%) of respondents lived and/or worked in one of the areas where HOV lanes exist. Of those residents, 37% said there was a special HOV lane along their route to work and 30% of these commuters said they used these lanes. This equated to about 6% of total Virginia commuters and 11% of commuters who lived in HOV areas. The incentive to use the HOV lane was substantial. Respondents who used HOV lanes for commuting estimated they saved an average of 23 minutes for each one-way trip.

HOV Lane Influence on Commute Choice – HOV lanes appear to influence commuters' choice of commute modes. Half (47%) of the respondents who used the lanes for commuting said availability of the HOV lane influenced their decision to carpool, vanpool, or ride transit for their commute. The influence on carpooling is best illustrated by the drive alone and carpool/vanpool mode shares when HOV lanes are available and when they are not. These results are shown in Figure 25.

Figure 25
Primary Commute Mode by Availability of HOV Lane

(With HOV n = 1706, Without HOV n = 2912)



About 11% of respondents who said an HOV lane was available to them carpooled or vanpooled, compared with 6% of respondents who did not have access to HOV. The drive alone rate for respondents who had access to HOV was 74%, compared to 86% for respondents who said there was not an HOV lane along their route to work.

Availability and Use of Commuter Assistance Services

One objective of the VA SOC survey was to determine commuters' awareness and use of commuter advertising and commuter information and assistance services that might be available to them to help with their travel to work. These services could be provided by a regional or local commuter service organization or by an employer.

Commuters' mode choice decisions are influenced by many factors, including travel time, travel cost, and convenience. Their decisions also can be influenced by how much they know of available travel options, the advantages of using various options, and support services that make use of the options easier or less costly. For this reason, information and support services are an important element in a comprehensive support system for alternative modes.

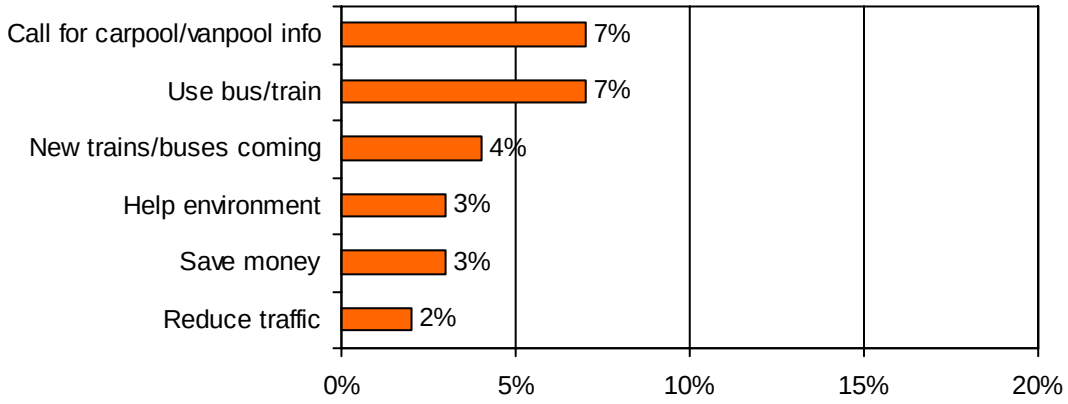
Commuter Advertising

Awareness of Advertising – About half (47%) of all respondents said they had seen, heard, or read advertising about commuting in the six months prior to the survey. These respondents were then asked what advertising messages they recalled. About two-thirds who had heard or seen ads said could recall a specific message. This represented about a third (31%) of all respondents in the state.

The most common messages recalled are presented in Figure 26. They fell into three broad categories: general rideshare, rideshare benefits, and commuter programs/services.

Figure 26
Commuter Advertising Messages Recalled

(n = 6,893)



One of the top reasons noted was a general rideshare message, "use the bus, train, Metrorail," which was recalled by 7% of respondents. Smaller numbers of respondents mentioned rideshare benefit messages, such as "it would help the environment" (3%), "saves money" (3%), or "it reduces traffic" (3%). Commuters also named messages related to commuter programs or services. Seven percent mentioned "you can call for carpool/vanpool information" and 4% said they had heard that "new trains or buses are coming."

About four in 10 (39%) respondents who recalled an advertisement said they heard it on television. A quarter (26%) said they heard the ad on the radio and a similar percentage (24%) said they saw the advertisement in a newspaper. One in 10 (13%) saw the ad on a transit vehicle or at a bus stop or train station. A few respondents mentioned other sources.

Influence of Advertising Messages on Commute Choice – Advertising appeared to have influenced some respondents to consider making a change in how they travel to work. One in five (21%) respondents who had seen, heard, or read advertising said that they were more likely to consider ridesharing or using public transportation after seeing or hearing the advertising and about 17% of these respondents said they took some action to try to change how they commuted. These respondents represented about 1.5% of the total workers in the state or about 45,000 commuters.

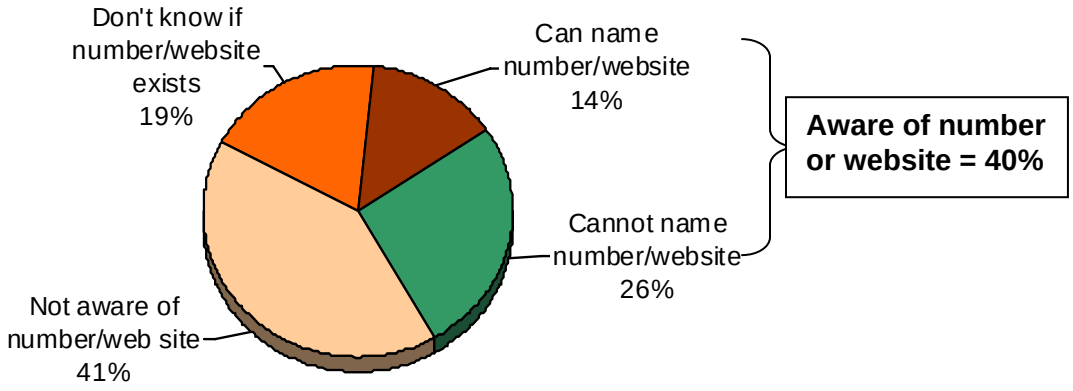
Most of the respondents who took an action sought information about commuting, either from a local or regional commute services organization (6%) or on the internet (4%). Three percent said they tried or started using an alternative mode for commuting. More than two-thirds (69%) of respondents who had taken some action said the advertising they saw or heard encouraged the action.

Awareness of Commuter Assistance Numbers/Websites

The survey also investigated commuters' knowledge and use of regional and local commuter assistance services. As noted earlier, 14 regionally-based organizations provide travel information and assistance to commuters in their respective service areas. The survey included questions to assess the programs' visibility to their target markets and to estimate how many commuters in the region have used the services.

First, respondents were asked if they were aware of a telephone number or website they could use to obtain information on ridesharing, public transportation, HOV lanes, and telework in the area where they live or work. As indicated in Figure 27, 40% of respondents statewide said they knew such a number existed and about a third of these respondents, about 14% of all respondents, could name a specific number or website. The remaining respondents either said there was not such a phone number or website (41%) or that they did not know if a phone number or website existed (19%).

Figure 27
Recall of Regional Commuter Assistance Telephone Number or Website
(n = 5,770)



Local or Regional Commuter Assistance Programs

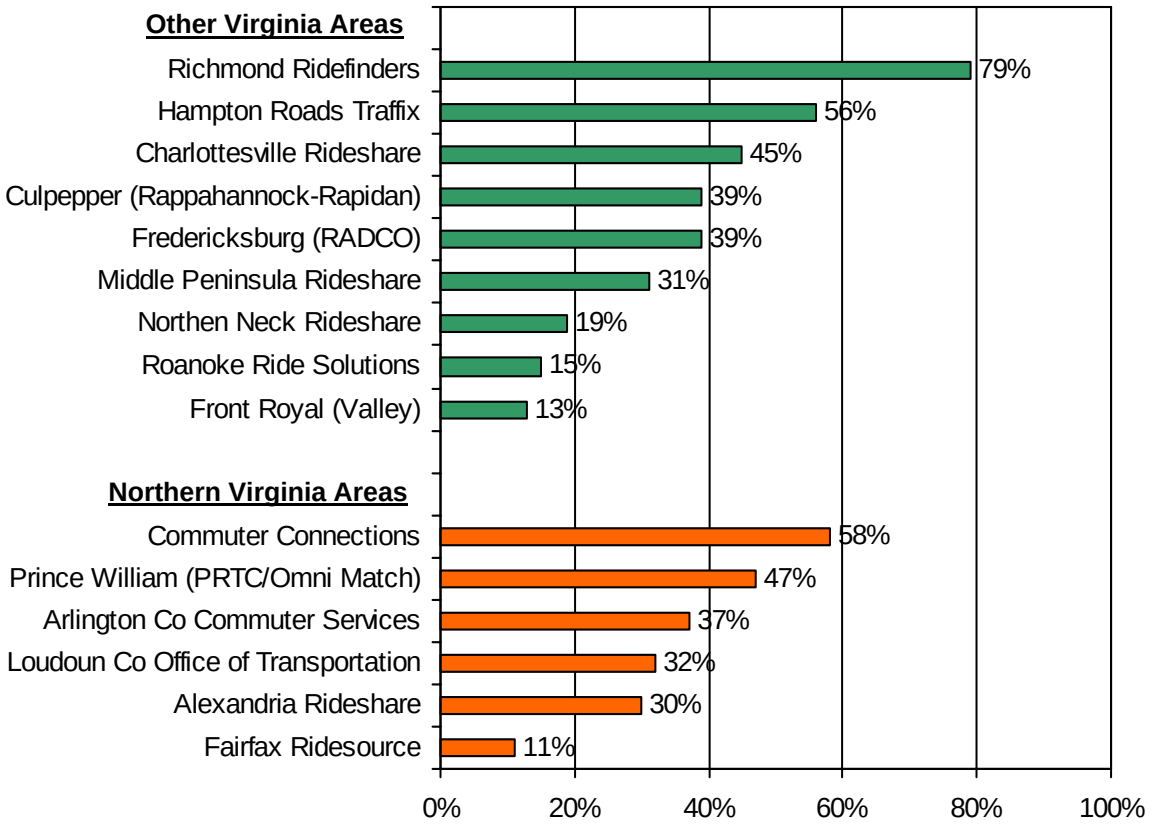
The survey also explored respondents' awareness and use of local or regional commuter assistance programs. Indications of respondents' awareness appeared in unprompted questions about regional commuter advertising messages, advertising sponsors, and regional commuter information resources, but respondents were asked specifically if they knew of and had used the program or programs that offered services in their home or work areas.

Half (50%) of commuters statewide said they knew of one or more regional commuter programs. Figure 28 presents the percentage of respondents who said they had heard of each of the 14 regional/local organizations, either unprompted or when prompted with the organizations' names. Programs listed at the top of the figure operate in "Other Virginia" areas and those at the bottom of the figure operate in Northern Virginia.

Figure 28
Heard of Local Jurisdiction Commute Assistance Program
Percentage by Region Ranked from Highest to Lowest

(Other Virginia - Richmond n = 687, Hampton Roads n = 667, Charlottesville n = 336, Culpeper n = 324, Fredericksburg n = 638, Middle Peninsula n = 219, Northern Neck n = 213, Roanoke n = 308, Front Royal n = 307)

(Northern Virginia - Commuter Connections n = 3, 628, Prince William n = 722, Arlington n = 830, Loudoun n = 690, Alexandria n = 714, Fairfax n = 1,288)



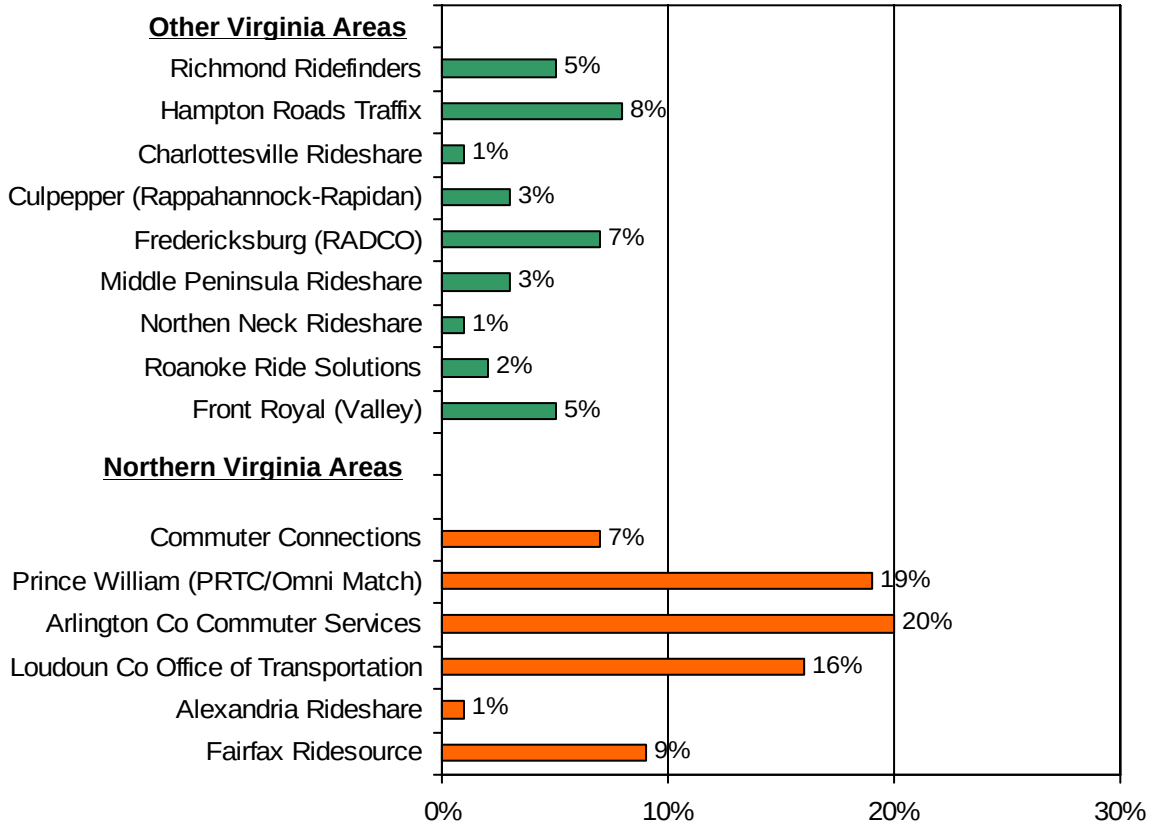
Awareness of regional/local programs ranged from 11% to 79% of respondents who lived and/or worked in a particular program's service area. Richmond Ridefinders was known to 79% of commuters who either lived or worked in its service area. Hampton Roads Traffix (56%) and the Northern Virginia regional program Commuter Connections (58%) were known to at least a half of their target area respondents. Five programs were recognized by between a third and half of the target population.

Use of Local Jurisdiction Services – Figure 29 shows the percentage of respondents who knew of the programs who said they had contacted the organizations. The programs are shown the same order as in Figure 19, that is, from highest awareness to lowest awareness in the "Other Virginia Areas" and Northern Virginia. As is quite clear, use was not consistent with awareness; use was generally higher for programs in Northern Virginia than for programs in Other Virginia Areas.

Figure 29
Used Local Jurisdiction Commute Assistance Program
Percentage by Region Ranked from Highest to Lowest
Percentage of those Aware of Programs

(Other Virginia - Richmond n = 513, Hampton Roads n = 358, Charlottesville n = 148, Culpeper n = 125,
Fredericksburg n = 242, Middle Peninsula n = 72, Northern Neck n = 84, Roanoke n = 39, Front Royal n = 38)

(Northern Virginia - Commuter Connections n = 2,004, Prince William n = 336, Arlington n = 312, Loudoun n = 209, Alexandria n = 225, Fairfax n = 139)



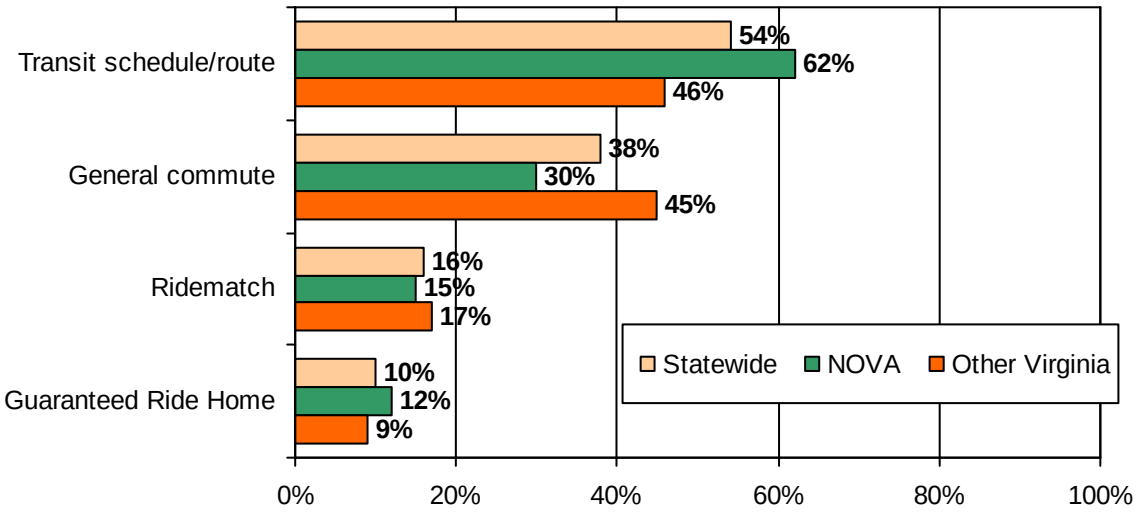
About two in10 respondents who knew about PRTC OmniMatch and Arlington County Commuter Services said they had contacted these organizations and 16% of respondents who were aware of the program in Loudoun County had contacted the program. Six other programs had been contacted by 5% or more of the respondents who knew of the programs. All other local organizations had lower contact levels.

The higher use of these services in Northern Virginia is likely due to the greater exposure of commuters to the services, through advertising and other outreach, and to need. Commuters in Northern Virginia face more congested travel, a factor that would be likely to encourage commuters to seek options and information on options for travel to work.

Commute/Travel Information Sought – Finally, respondents who had contacted a local or regional program were asked what information or services they were seeking. The services are shown in Figure 30.

Figure 30
Information and Services Sought from Local Commuter Assistance Programs

(Statewide n = 311, NOVA n = 203, Other Virginia n = 108)



By far, the most prominent service sought by respondents was transit information. More than half (54%) of respondents statewide who contacted a local program sought this information. About four in 10 (38%) said they were seeking general rideshare information and 16% wanted ridematching information or help finding a carpool or vanpool partner. One in eight respondents (12%) who contacted a local or regional program wanted information on Guaranteed Ride Home (GRH), a program that provides emergency transportation for commuters who do not drive alone to work and have a personal emergency for which they must leave work during the work day. Respondents who lived in Northern Virginia were more likely than those in Other Virginia areas to seek transit information, while respondents in Other Virginia areas were more likely to ask for general commute information.

Employer Incentives That Support Use of Alternative Modes

Commuters also can receive commuter assistance from their employers at their workplaces. To learn about these services, the VA SOC survey asked commuters about availability and use of two types of commuter assistance services and benefits that their employer might provide at their work place:

- Alternative mode incentives and support services
- Parking facilities and services

Employer-sponsored commuter assistance presents a particular opportunity to encourage use of alternative modes. The VA SOC survey demonstrated a positive connection between use of alternative modes for commuting and the availability of commuter support services, such as transit subsidies, commute information, preferential parking, and other services.

Employer Incentives and Support Services

Four in 10 (43%) respondents statewide said their employer offered one or more incentives or support services, such as a transit or carpool subsidy. About a third (35%) of respondents said their employers offered one or two of these services. An additional 8% said their employers offered three or more services. The percentages for individual services are shown in Table 8. Note that it is possible that some respondents were unaware of services that actually do exist at their worksite, thus, these reported results could undercount services offered by employers. Conversely, some respondents could have reported availability of services that are offered at their worksites by another organization, with the support and assistance of an employer. In these cases, the employer would be a partner in the service, but the results could over-represent employers' independent efforts.

Table 8
Alternative Mode Incentives and Support Services Reported as Provided by Employers Statewide, Northern Virginia, and Other Virginia Areas

Alternative Mode	Respondents Report Availability of Service *		
	Statewide (n = 6,603)	**Northern Virginia** (n = 2,802)	**Other Virginia** (n = 3,801)
Metrochek/other subsidies for transit/vanpool	14%	33%	6%
Information on commute options	12%	20%	9%
Bike/pedestrian facilities or services	12%	17%	10%
Preferential parking for carpool/vanpool	11%	16%	9%
Guaranteed Ride Home for emergencies/unscheduled overtime	20%	10%	24%
Financial incentives/subsidies for carpool/vanpool	3%	4%	2%
None – employer doesn't offer any services	57%	50%	60%

* Might add to more than 100% because multiple responses were permitted.

The most commonly noted service was GRH, mentioned by 20% of respondents. GRH programs are offered by most of the 14 regional commuter service organizations, thus these services would either be supplemental to the regional GRH programs or offered by the regional organization through the employer. Between 11% and 14% of respondents said their employers offered subsidies for transit/vanpool (14%), information on commuter transportation options (12%), services for bikers and walkers (12%), or preferential parking (11%). Only about 3 % said their employers offered carpool subsidies.

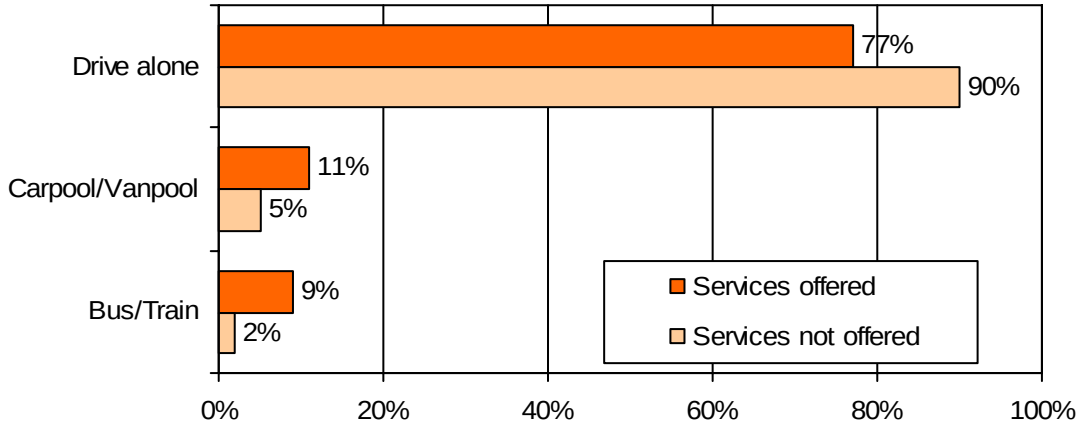
Respondents in Northern Virginia reported greater access to services than did respondents in Other Virginia areas; half (50%) of Northern Virginia respondents said one or more services was available compared to 40% of Other Virginia area respondents. But GRH was named much more often by respondents in Other Virginia areas (24%) than in Northern Virginia (10%). This is likely because Northern Virginia has an extensive regional GRH program, reducing the need for employers to provide individual GRH services.

About four in 10 (38%) commuters who said they had access to one or more alternative mode incentive or support service said they had used a service. Commonly used services included: commute information (44%), transit/vanpool subsidies (36%), GRH (28%), carpool subsidies (19%), bike/walk services (13%), and preferential parking (12%).

Commute Mode by Employer Commute Assistance – Research from many areas of the country suggests that commuters' travel choices are influenced by availability of worksite commute services and by the cost they have to pay to park at work. The VA SOC data support these conclusions. Figure 31 shows the percentages of respondents who used various commute modes by whether or not their employer provides commuter assistance services or benefits.

Other research in Virginia also documents the importance of employer programs in the choice of alternate commute modes. The *Regional Commuter Study* (2006), conducted in Hampton Roads, reported that commuters who rideshare were more likely than drive alones to work for employers who provided rideshare support. Drive alones who said they were *likely* to rideshare were more likely to work for employers who provided rideshare assistance than were other drive alones.

Figure 31
Current Primary Commute Mode
by Commuter Services/Benefits Reported Offered
(Services offered n = 3,054, Services not offered, n = 3,434)



As the figure illustrates, respondents whose employers provided alternative mode incentives and support services were less likely to drive alone (77%) than were respondents whose employers did not provide these services (90%). Respondents who had these services at their worksites carpooled or vanpooled at twice the rate of respondents who did not have these services. Train use was substantially higher; 9% of respondents whose employers offered incentives/support services rode the train to work, compared with 2% of respondents whose employers did not offer these services.

Parking Facilities and Services

Respondents also were asked about the parking services available at their worksites. These results are displayed in Table 9.

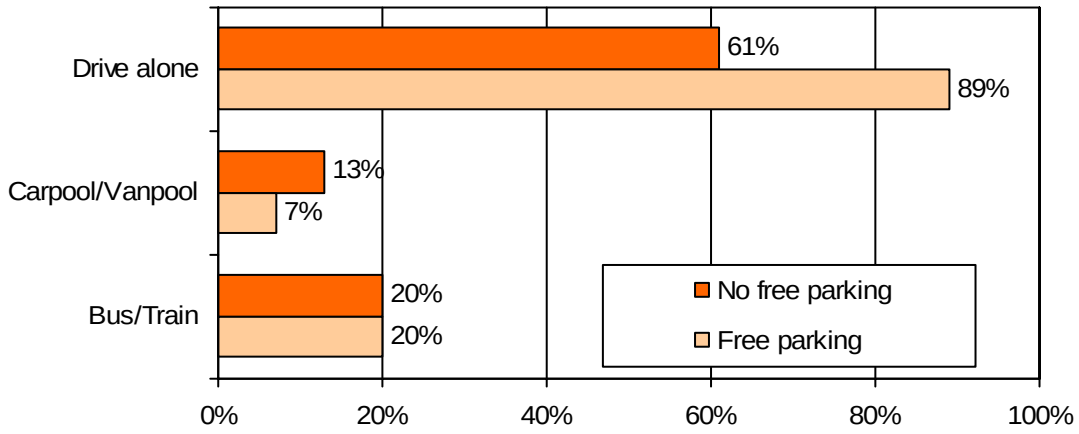
Table 9
Parking Facilities / Services Available to Commuters
Statewide, Northern Virginia, and Other Virginia Areas

Parking Facilities and Services	Parking Facilities Offered		
	Statewide (n = 6,426)	**Northern Virginia** (n = 2,706)	**Other Virginia** (n = 3,720)
Free parking, on-site or off-site	86%	73%	91%
Employee pays all parking charges	11%	19%	7%
Employee and employer share parking charge	3%	8%	2%

Statewide, 86% of respondents said they had free parking, either on-site or nearby off-site. Fourteen percent said they paid at least part of the cost of parking; 11% paid the total cost and 3% paid a portion of the cost with the balance paid by their employers. As the table indicates, free parking was less common in Northern Virginia than in other parts of the state. Fewer than three-quarters (73%) of Northern Virginia respondents had free parking, compared with nine in 10 respondents who lived in Other Virginia areas.

Commute Mode by Parking Services Offered – Figure 32 presents a comparison of mode use rates for respondents who had free parking and those who did not have free parking. The difference in drive alone rates for these two groups was dramatic; 89% of respondents who had free parking drove alone, compared with only six in 10 (61%) respondents who did not have this benefit. Respondents who had to pay for parking used carpool / vanpool and transit at higher rates than did respondents who had free parking. The difference was especially striking for transit; transit mode share was 20% for respondents who did not have free parking and 2% respondents who did.

Figure 32
Current Primary Commute Mode
by Availability of Free Parking
(No free parking n = 1,097, Free parking, n = 5,240)



The mode use differences illustrated in Figure 31 (incentives / support services) and Figure 32 (parking services) were statistically significant, but it is not possible to say that the availability of these services or lack of free parking was the only reason for differences in mode use. Employers located in urban areas were much more likely to offer commuter assistance services and much less likely to offer free parking than were employers in less urban settings. Respondents who worked in urban areas likely would be faced with greater impediments to driving alone, such as greater congestion levels, and have greater availability of commute options, such as transit, than would be experienced by workers outside these areas. Any of these factors might have been at least as important in influencing respondents' commute mode choices.

Importance of Future Investment in Alternative Transportation

Finally, the VA SOC survey examined commuters' opinions about the benefits generated by use of alternative modes and the importance of future Virginia investment in alternative transportation. Respondents were asked about the following:

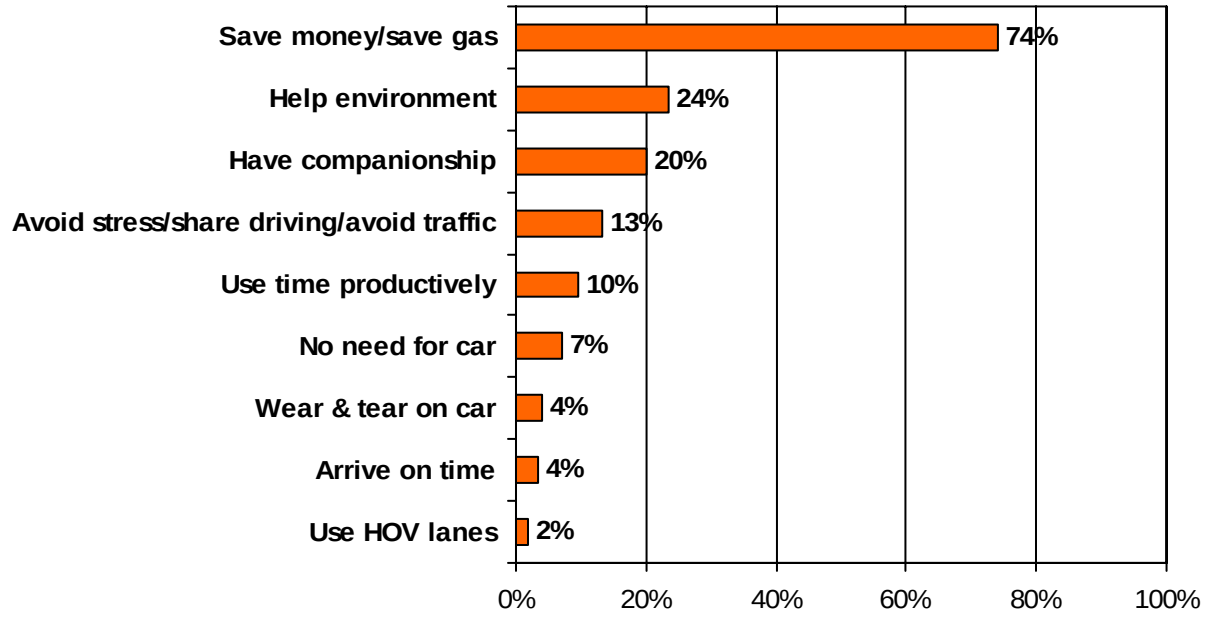
- What personal benefits do people who use alternative modes receive from using these types of transportation?
- How does society benefit from ridesharing; what impact or benefit does a community or region receive when people rideshare?
- How important is it that Virginia invests in programs to support and make these transportation options more available to commuters?

Previous sections of this report have demonstrated that both transportation infrastructure and commute support services play a role in encouraging commuters to use alternative modes for commuting. Expansion of these services in Virginia will require further state funding, an investment broadly supported by Virginia commuters, both those who use alternative modes and those who do not. The VA SOC survey showed that Virginia commuters recognize that use of alternative modes offers both personal benefits to commuters who use these modes and benefits to society generally, in the form of reduced traffic congestion, enhanced environmental quality, reduced energy use, and lower wear and tear on Virginia roads.

Personal Benefits of Alternative Mode Use

When asked what personal benefits users of alternative modes receive from using alternative modes, 90% named at least one benefit and 53% reported two or more personal benefits. Figure 33 details the responses to this question.

Figure 33
Personal Benefits of Alternative Mode \Use
(n = 3,530)



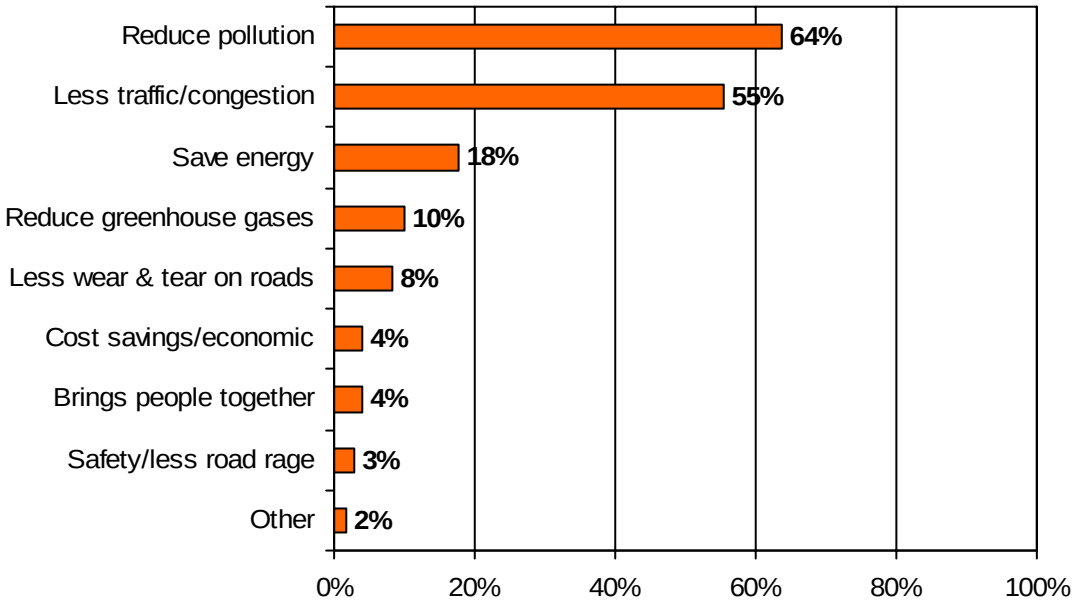
Saving money or gas topped the list of personal benefits, cited by an overwhelming 74% of respondents statewide. No other benefit came close in the percentage of responses. About a quarter (24%) of respondents said alternative mode users received a benefit by helping the environment, indicating a recognition that use of alternative modes has an impact on environmental quality and suggesting that alternative mode users appreciate contributing to cleaner air.

Two in 10 (20%) respondents noted that alternative modes offer companionship on the commute, 13% said use of these modes can reduce commute stress, and 10% said they believed alternative mode users could use commute time productively. Reducing the need for a car, reducing wear and tear on a car, and helping users arrive on time were three other benefits noted by 7%, 4%, and 4% of commuters, respectively.

Societal Benefits of Alternative Mode Use

When asked what benefits society receives from use of alternative modes, 89% of respondents named at least one benefit and 50% reported two or more societal benefits. Figure 34 displays these responses.

Figure 34
Societal Benefits of Alternative Mode\Use
(n = 3,318)



Nearly two-thirds (64%) of respondents said that use of alternative modes could reduce pollution or help the environment and 55% said it could reduce traffic/congestion. Nearly two in 10 (18%) cited energy savings as a benefit and one in 10 (10%) said alternative mode use could reduce greenhouse gases. About one in 10 (8%) also noted that it could reduce wear and tear on roadways, presumably reducing the cost to maintain or repair roads. Other benefits, such

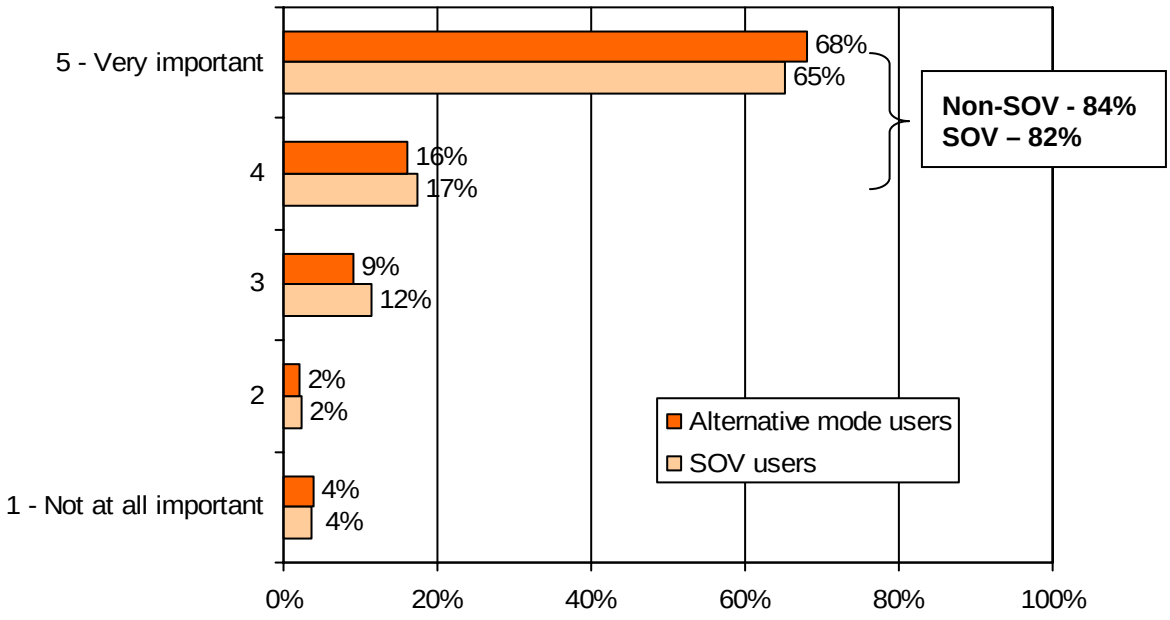
as economic cost savings, bringing people together, and reducing road rage, were cited by small percentages of respondents.

Importance of Investments in Alternative Mode Support

Both respondents who drive alone and those who use alternative modes were asked about the importance for Virginia to invest in alternative mode support services to make these options more available for commuters. Respondents were asked to rate the importance on a scale of 1 to 5, where 5 meant very important and 1 meant not at all important.

Overall, more than 8 in 10 respondents (82%) rated the importance either 4 or 5 on the 5-point scale. Only 6% of respondents statewide gave a rating of 1 or 2, indicating little or no importance. As illustrated in Figure 35, the type of transportation that the respondent used did not appear to influence commuters' ratings; 82% of commuters who primarily drove alone to work and 84% of commuters who primarily used an alternative mode rated the importance a 4 or 5.

Figure 35
Importance of Investing in Alternative Mode Support – by Primary Commute Mode
(Non SOV n = 496, SOV n = 2,997)



When asked why they felt it was important to make this investment, commuters mentioned many different reasons. Prominent reasons included the following:

- 22% Help reduce traffic congestion
- 16% Help people who don't have a car or other personal form of transportation
- 16% Reduce pollution or be good for the environment
- 13% Help give people travel options

- 8% Save costs/reduce gas prices
- 6% Save energy/reduce oil dependence
- 5% Encourage transit use/encourage respondent to use transit

Summary

This document reports the findings of the first Virginia State of the Commute Survey, a comprehensive survey of travel and transportation among employed residents of the Commonwealth of Virginia. This study was designed to document and profile Virginians' travel to work, their opinions and attitudes about commuting and the services they use to make commuting easier.

Data for this survey were collected during the spring and summer of 2007. This telephone survey used a questionnaire designed specifically for this research. It was broadly based and covered an extensive range of topics, including such issues as travel mode use for the work commute, availability of park & ride lots, and recall of transportation and commuting advertising and communications. Interviews lasted an average of 22 minutes.

The sample is robust, consisting of interviews with 7,045 employed Virginians. A sample of this size has a margin of error of +/- 1.2 points at the 95% confidence level. It also allowed for the examination of regional differences.

This first-ever Virginia State of the Commute Study defines a baseline against which future commute changes can be examined. DRPT anticipates conducting this study on a three-year cycle to monitor and assess changes and patterns in work commute behaviors and preferences in Virginia.

APPENDIX A

Characteristics of the Sample

At the end of the survey interview, respondents were asked a series of questions about themselves, including: sex, ethnic background, age, income, home and work locations, type of employer, size of employer, and occupation. These results are presented here, to define characteristics of the sample.

Demographic Characteristics

Sex – Most respondents were female (53%) and 47% were male.

Age – As shown in Table 10, about three-quarters of respondents (74%) were between the ages of 25 and 54. About 4% were under 25 and about 22% were 55 years or older.

Table 10
Respondent Age
(n=6,750)

Age Group	Percentage	Age Group	Percentage
Under 24	4%	45 – 54	31%
25 – 34	15%	55 – 64	20%
35 – 44	25%	Over 64	5%

Ethnic Background – As illustrated in Table 11, Caucasians and African-Americans represented the two largest ethnic groups of survey respondents, 80% and 13% respectively. Hispanic/Latino and Asian respondents each accounted for about 2% of respondents.

Table 11
Ethnic Background
(n=6,655)

Ethnic Group	Percentage	Ethnic Group	Percentage
White/Caucasian	80%	Asian	2%
African-American	13%	Other/Mixed	3%
Hispanic/Latino	2%		

Income – Table 12 shows that about six in 10 (63%) respondents had household incomes of $60,000 or more. A third (32%) had incomes of $100,000 or more.

Table 12
Annual Household Income
(n = 5,716)

Income	Percentage	Income	Percentage
Less than $20,000	3%	$80,000 – 99,999	15%
$20,000 – 29,999	7%	$100,000 – 119,999	11%
$30,000 – 39,999	9%	$120,000 – 139,000	7%
$40,000 – 59,999	18%	$140,000 – 159,000	4%
$60,000 – 79,999	16%	$160,000 or more	10%

Employment Characteristics

Type and Size of Employer – Respondents were asked for what type of employer they worked and the number of employees at their worksites. These results are shown in Tables 13 and 14, respectively.

More than half (52%) of the respondents worked for a private sector employer. Government agencies employed about one-third: state and local agencies 18%, federal civilian agencies 8%, and federal military agencies 4%. About one in 10 (8%) worked for a non-profit organization and the remaining 10% were self-employed.

Table 13
Employer Type
(n = 6,888)

Employer Type	Percentage
Private sector	52%
State/local agency	18%
Non-profit	8%
Federal agency – civilian	9%
Federal agency - military	4%
Self-employed	10%

The majority of respondents worked for employers that are either very small or very large. Over half (54%) worked for firms with 100 or fewer employees. About two in 10 (18%) worked for employers that employ 1,000 or more employees.

Table 14
Employer Size
(n = 6,203)

Number of Employees	Percentage
1-25	30%
26-50	12%
51-100	12%
101-250	13%
251-999	15%
1,000+	18%

Occupations – Respondents represented many occupations, as shown in Table 15. About six in 10 respondents worked in professional (41%) or executive/managerial occupations (18%). Other common occupations included administrative support (9%), service (7%), sales (6%) and technicians/technical support (5%).

Table 15
Occupation
(n = 6,799)

Occupation	Percentage
Professional	32%
Executive/managerial	18%
Administrative support	9%
Service	9%
Sales	8%
Business / finance operations / technicians	4%
Precision craft, production	7%
Transportation and materials moving	3%
Protective services	2%
Equipment handlers/cleaners	4%
Military	2%
Other*	2%

* Each response in Other category was mentioned by fewer than 1% of respondents.

Northern Virginia Transportation Commission

AGENDA ITEM: 4

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: Support for Northern Virginia's Bus Rapid Transit Initiatives

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Recommended Action:

The Northern Virginia Transportation 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.

Background:

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 funding source is a discretionary nationwide program of $1.5 billion. The TPB proposal may seek up to $300 million. Funds would need to be spent within three years. Northern Virginia has several possible corridors to include: among these are I-66 and I-95/395.

There are several other studies underway that are considering I-66 and I-95/395 for BRT service, including an ongoing DRPT study of I-66, an ongoing VDOT operational study of BRT on I-95/395 for the HOT lanes project and a completed DRPT transit enhancement study for the I-95/395 HOT lanes project. The General Assembly's SJR 122 committee, chaired by Senator George Barker, is mid-way through its two-year evaluation of the potential for BRT service. Transit improvements in both corridors are included in Northern Virginia's TransAction 2030 plan. Finally, WMATA is adding these two corridors to its Bus Priority Corridor Network Plan.

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E-mail nvtdc.org • Website www.thinkoutsidethecar.org

To qualify for the federal stimulus funds, BRT service must be ready to go in three years, which corresponds with the projected opening of the first phase of the I-95/395 HOT lanes. That project is expected to provide $195 million for capital and operating expenses of enhanced transit, including possible BRT connections to Tysons along the I-495 HOT lanes.

While it may not be possible to complete within three years a full-fledged BRT network in the entire Washington Metropolitan region, it could be possible to initiate a loosely connected core of BRT services within that time, recognizing that BRT-like services already are functioning in Northern Virginia in the Route 1 corridor (REX), in the Dulles Toll Road corridor (Fairfax Connector service linking Reston/Herndon with West Falls Church Metrorail) and on Columbia Pike in Arlington (Pike-Ride). Similar examples exist in the District of Columbia and Maryland.

The Jurisdiction and Agency Coordinating Committee of the Northern Virginia Transportation Authority has discussed the tentative TPB proposal and agrees that the I-95/395 corridor should be added, but did not recommend the I-66 corridor. JACC will discuss the subject again on April 30th. Concerns expressed informally regarding both corridors include the absence of a source of operating subsidies, the need for balanced flows of passengers in both directions, the need for expensive improvements to roadways and access points, an unwillingness to encroach on rights-of-way potentially needed for Metrorail expansion, an unrealistic deadline to comply with federal stimulus requirements and possible congestion at the Pentagon and/or 14th Street Bridges.

While a sustainable source of operating assistance for such enhanced BRT service has not been identified, it is possible that such sources could arise from efforts (by Rep. Gerry Connolly and others) to broaden federal assistance to include operations for major metropolitan areas, from efforts to increase Virginia's state assistance and make it more flexible, and from efforts to restore regional funding to NVTA. Waiting for these sources to materialize and to fully resolve every concern risks the loss of important seed money for BRT via the pending federal stimulus program.

The stimulus-funded project is only a first step toward achieving a regional BRT network. There will remain a need for additional BRT stations, related roadway improvements to provide additional dedicated right-of-way, improved bus access/egress, pedestrian connections, parking, additional buses and new routes.

In the meantime, support for the TPB's proposed stimulus-funded BRT network is reasonable, with emphasis on I-66 and I-95/395.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

TO: TPB Regional Bus Subcommittee

FROM: Monica Bansal and Michael Eichler
Department of Transportation Planning

SUBJECT: Outline of Criteria to Determine Corridors for Stimulus-funded Priority Bus Transit Project

DATE: April 28, 2009

The following memo outlines the current process for developing a short-term priority bus transit plan to compete for a discretionary grant under the American Recovery and Reinvestment Act. The goal of this plan is to quickly enhance existing transit service, improve travel efficiency and accessibility for all modes, and encourage transit-oriented land development through corridor improvements, transit center improvements, information technology, and transit management plans.

1. The planning process:
   a. A first draft containing five corridors was presented to TPB committees
   b. Additional routes to be considered have been incorporated to create an ***unconstrained regional bus transit plan***, which will serve as the starting point for a recommended set of corridors.
   c. Staff has developed criteria for review by TPB committees
   d. Upon final review of criteria, staff will apply this criteria to the unconstrained regional bus transit plan in order to develop a smaller set of possible corridors
   e. The possible corridors will be set as the region's recommended corridors for this short-term plan
   f. Staff will develop recommendations for running-way and service improvements for each recommended corridor
2. The Unconstrained Regional Bus Transit Plan:
   a. Transit projects are collected from the following sources:
      i. TPB Regional Bus Priority Projects List
      ii. WMATA Priority Corridor Network
      iii. DC Alternatives Analysis
      iv. NVTA TransAction 2030 Plan
      v. City of Alexandria Transit Concept Plan
      vi. VDRPT Studies: I-95/395 TDM Study, I-66 Transit Study
      vii. Prince George's County Transit Plan
      viii. Go Montgomery! Plan

b. Transit centers are an integral component of this plan and short-term proposal, because of their potential role in catalyzing transit-oriented land development, providing a more seamless regional system and identity, and of course creating a more efficient and reliable service.
    i. The source of the centers in the plan is the WMATA Regional Bus Study, including centers at Metrorail stations, activity centers and major transfer/terminus points. Please see attached table of transit centers for complete list and recommendations.
c. In addition to running-way improvements and transit centers, other components will be added to the plan to ensure highest level of service to customers and help decongest bus traffic in the core:
    i. DDOT's commuter bus management plan: This plan recommends specific commuter bus routes through the core as well as dedicated commuter bus layover facilities outside of but near the core. Better management of the existing commuter bus fleet is essential to increasing level of service for existing local and regional bus services.
    ii. A regional real-time arrivals prediction database: Many bus stops and transit centers provide access to multiple transit operators in the region. Each transit operator can or will have its own real-time arrival predictions system. In order for dynamic message signs at bus stops to display arrival predictions for multiple operators, a single real-time arrivals prediction database is required.

3. The criteria to apply to the unconstrained plan:
    a. Staff received tacit approval on an initial set of overarching criteria based on the stimulus bill, as described in a March 11, 2009 memo to the TPB Scenario Study Task Force:
        i. Can be completed by 2012
        ii. Is regionally significant:
            1. Benefit to 1+ jurisdictions or Service to core
            2. For existing service: meets ridership criteria (5000 per day)
            3. For new service: provides service in highly congested corridors, corridors with few multimodal options, or areas that relieve pressure on the Metrorail system
            4. Provides access to regional activity centers
            5. Enhances regional transit connectivity
        iii. Is multimodal: Provides synergistic highway/transit improvements
        iv. Cost is under $300 million for the total project
        v. Provides economic benefit and job creation
    b. Additional criteria based on service potential, land use, demographics, and existing service has also been developed by staff to choose routes that:
        i. Serve off-peak destinations (shopping and retail employment trips)
        ii. Serve transit dependent communities
        iii. Serve dense residential areas
        iv. Have infrastructure in place such that transit stations can be placed one per mile
        v. Are not already fully funded from other sources

vi. Do not require substantial additional operating costs

c. Criteria is also being developed for the inclusion of transit centers:
    i. High activity location (such as a regional activity center)
    ii. High transfer volumes (Circulator to trunk, multimodal transfer point, major terminus)
    iii. Accessibility to/from
    iv. Catchment Area of 25,000+ (walk and/or auto access)
    v. Enhances regional transit connectivity (provides network of hubs to connect corridors)

4. Next steps
    a. Staff will further develop this criteria based on feedback from TPB committees and local jurisdictions
    b. Criteria will be amended upon release of US DOT grant guidance, expected in mid-May.

Northern Virginia Transportation Commission

AGENDA ITEM #5

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: I-95/395 HOT Lanes

Attached are several recent news items and letters and resolutions from NVTC jurisdictions and WMATA addressing concerns with the design review for the HOT Lanes project.

Secretary Homer had indicated that he was prepared to answer several earlier letters from December/January in early April. If he does respond, it will be provided for the NVTC meeting.

The ongoing HOT Lanes BRT Operations study is progressing with a target completion date of July, 2009.

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February 20, 2009

Mr. Ronaldo Nicholson
Director, Regional Transportation Program
Virginia Department of Transportation
6363 Walker Lane, Suite 500
Alexandria, VA 22310

Dear Mr. Nicholson:

We would like to thank you for the opportunity to review the proposed designs of the I-95/395 High-Occupancy-Toll (HOT) Lane Project at the VDOT location and design public meeting on February 11, 2009. Over the past two years, Metro has been participating in the transit development aspect of the I-95/395 HOT Lane Project, in collaboration with VDOT, DRPT, local jurisdictions and other transit service providers in Northern Virginia.

As the largest bus and rail service provider in the I-95 corridor, Metro continues to advocate that the I-95/395 HOT Lane Project should include improvements to enhance the level and quality of transit services using the HOT lanes. In December 2008, we provided comments to VDOT regarding the schematic design options presented by VDOT and Transurban, raising concerns about bus operations at the South Eads interchange and the safety impact on bus operations in the HOT lanes. On January 15th, 2009, Metro received a letter from VDOT in response to the comments, informing us of its decision on the width of the cross-sections and the development of a lane use management system as part of the incident management plan.

This letter is to provide additional comments based on our review of the schematic designs at the public meeting. As the project prepares to move into the design phase, we would appreciate that VDOT and Transurban seek input from the transit service providers and local jurisdictions and integrate transit facility needs and operational enhancements into the I-95/395 HOT Lane Project.

1. Bus Operations at the South Eads Interchange.

Metro urges the VDOT and Transurban team to incorporate transit preferential treatments through exclusive bus lanes and/or transit signal priority at the South Eads interchange. This interchange is the most critical location for transit operations using the HOT lanes – it provides the quickest access to the Pentagon Transit Center, the largest

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square – Red Line
Gallery Place Chinatown – Red, Green and Yellow Lines
By Metrobus:
Routes D1, D3, D5, P6, 70, 71, 80, X2

multimodal transit facility in the region. The Pentagon Transit Center currently hosts Metrorail, Metrobus, Arlington Transit buses, OmniRide buses, DOD shuttles, long-haul coach operations from outer jurisdictions, as well as large-scale carpool operations. During the morning peak period, many buses traveling on HOV lanes exit at South Eads Street, which is already heavily congested and causes increased delays to transit operations. Specifically, we request the project team address the following issues:

- *Bus-only ramp.* In December 2008, Metro suggested an option of a bus-only ramp connected with HOT lanes, which would allow buses to bypass traffic exiting the Pentagon in the afternoon and gain immediate access to HOT lanes. At the February 2009 public meeting, the design consultants indicated that this bus ramp is not an option in the current design.

- *Bus lane on HOT ramps.* Metro staff was informed at various project meetings that the current HOV ingress and egress ramps at the South Eads interchange would be widened to three lanes, one of which was being evaluated for the bus-only designation. Again, the consultants at the February 2009 public meeting indicated that there is no such designation at present.

- *Transit signal priority.* Given the complexity of traffic operations on South Eads Street and the existing congestion condition, the lack of transit signal priority or other feasible preferential treatment would worsen transit operations at the opening of HOT lanes, when a portion of SOV traffic may exit HOT lanes at this interchange. We would also like to request VDOT and Transurban make the opening year and long-term projections of vehicular traffic using the South Eads interchange available for Metro staff to review.

2. Emergency Management and Bus Incidents

Both the public meeting presentation and the January 15th, 2009 VDOT letter explained that an incident management plan is being evaluated by VDOT and Transurban. We encourage the project team to work with the region's transit operators in developing the incident management plan to ensure safe and timely emergency response procedures in the event of transit vehicle breakdowns and accidents, which will also be consistent with incident management requirements of transit providers.

3. BRT Operations Study

At the February 2nd, 2009 Technical Advisory Committee meeting, we were informed of an upcoming BRT Operations Study. Without knowing the details of its scope, we would like to share with you some general comments.

- *Integration of the BRT Operations Study into the design phase of the I-95/395 HOT Lane Project.* Based on the public meeting materials, the project design appears to be on a fast track, with financial closing scheduled in fall 2009. We would like VDOT to clarify the timing of the BRT Operations Study in relation to the ongoing location and design. Also of particular interest is how the study's recommendations will be incorporated into the project's final design.

- *Transit ingress and egress from HOT lanes.* VDOT noted that the study intends to look at in-line BRT stations and BRT ingress and egress. We would like to emphasize that timely access in and out of HOT lanes will be important for transit operations throughout the corridor, and recommend the study conduct a comprehensive assessment of traffic operations and existing conditions at the access interchanges, identifying preferential treatments for transit vehicles entering and exiting the HOT lanes. These treatments should also include ramps and local streets immediately impacted by the interchanges.

- *Pedestrian and bicycling access to in-line BRT stations.* The design of in-line BRT stations should integrate and facilitate non-motorized access in the vicinity of the transit facilities, to reduce reliance on driving to the in-line stations.

- *Connection with Metrorail facilities in the corridor.* Metro recommends that the study identify potential BRT operations that may connect with the Franconia-Springfield station, which would also serve as the terminus for a proposed Springfield-Tysons BRT service via the I-495 HOT lanes.

Metro appreciates VDOT's engagement of transit operators and local jurisdictions during the course of the I-95/395 HOT Lane Project. We look forward to working with you in developing solutions and designs that will not only benefit the HOT lane project in general, but also further transit development in this historical transit corridor with safe, high-quality rapid bus transit service connecting communities with activities centers in the Northern Virginia region. Should you have any questions, please do not hesitate to contact me or Wendy Jia of my staff at 202-962-6474.

Sincerely

Tom Harrington
Director, Office of Long-Range Planning

cc:
Young Ho Change, P.E.
I-95/395 Project Manager, VDOT

Board Agenda Item
March 30, 2009

ACTION – 9

Comments on Design Plans for the I-95/395 High Occupancy Toll Lanes Project (Mason, Lee, and Mount Vernon Districts)

ISSUE:
Board issuance of comments on the design plans for constructing High Occupancy Toll (HOT) Lanes on I-95/395.

RECOMMENDATION:
The County Executive recommends that the Board offer conditional concurrence with the design plans for constructing HOT Lanes on I-95/395, generally as presented at the February 9, 10, and 11, 2009, public hearings, subject to the following modifications, comments, and requests for additional coordination to ensure that the project remains fully in conformance with the Board's Environmental Agenda and the Fairfax County Comprehensive Plan:

- Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). The County wants to ensure in particular that areas of known existing stormwater management concern and stream degradation adjacent to the project are adequately addressed to provide stabilization during and at the completion of construction, so as not to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.
- In order to reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95/I-395 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC facilities where physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC properties rather than at project cost.

- The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
- Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this arrangement continues at its current levels.
- The project team must ensure that, at a minimum, the project meets the federal performance thresholds for High Occupancy Vehicle (HOV) lanes that are converted to HOT lanes. These lanes provide the fixed guideway miles that allow Northern Virginia transit systems to qualify for federal funding. Therefore, it is critical to the region that this level of service does not fall below the minimum standards. If the facility is not able to meet the standards to receive federal money, the project partners must replace the lost funding.
- Introduction of low occupancy vehicles on the HOV lanes compromises transit's efficiency. Provide some type of priority to transit at especially congested points along the facility, such as the access/egress points.
- In locations where feasible, construct new sound walls before existing sound walls are removed or, at a minimum, in those areas where pre-replacement is not feasible due to topographic changes, commit to replace the sound wall within a minimal time frame after removal so that residents are not left without sound protection for long periods of time.
- Further review should be given to the construction of sound walls adjacent to Laurel Crest, Gunston Corner, Laurel Hill Park, Edsall Gardens, Landmark Mews, Lincolnia Community Park, and Brighton Square to protect the public parks and the communities.
- Provide a suitable pedestrian bridge at Franconia-Springfield Parkway (F-S Parkway). The project should either provide a separate pedestrian bridge that is functional and has no conflict with the traffic or change the alignment of the pedestrian bridge to follow the alignment of the F-S Parkway and to have the bridge tie into the Metro/Parkway trail located east of I-95. In addition to tying into the trail, the bridge should also provide an at-grade tie-in at the location that is currently shown on the plans.
- Coordinate plans for the location of the 3,000 park-and-ride spaces throughout the corridor with Fairfax County Department of Transportation (FCDOT) Transit Services Division and Transportation Planning Division. As part of this commitment, construct at least 450 park-and-ride spaces in the Springfield/Lorton area to serve the HOT lanes.
- Coordinate with FCDOT Transit Services Division and VDOT's Bus Rapid Transit (BRT) study to determine the best provision of transit in the corridor.
- Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor in order to ensure they can adequately and safely accommodate buses.
- Coordinate with FCDOT Transit Services Division and other transit operators using the I-95/395 HOV lanes to address safety concerns raised by the limited number of

refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.

- The project should provide a detailed plan for the emergency pull-outs and how these pull-outs impact the flow of traffic.
- Provide traffic mitigation during the construction phase and provide traffic management measures where neighborhoods are impacted by diverted traffic.
- When traffic is displaced as a result of the construction, develop traffic mitigation plans in accordance with the guidelines for temporary traffic management during construction adopted by the Fairfax County Board of Supervisors on September 22, 2008.
- Identify truck haul routes to be used for construction activity and ensure that construction vehicles associated with the project do not use local streets.
- Consider additional options for public transportation during construction.
- In identifying construction staging areas, work closely with the affected communities.
- Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.

TIMING:
The Board should take action on this matter as soon as possible to allow VDOT to proceed with the negotiations of a comprehensive agreement with their private partners, Fluor and Transurban. Final design and construction operations will follow once the agreement has been satisfactorily completed.

BACKGROUND:
Interstate I-95 from the Prince William County Line to the Springfield Interchange is on the County's Transportation Plan as a future 11-lane facility with HOV lanes. Interstate I-395 from the Springfield Interchange to the City of Alexandria line is on the County's Transportation Plan as a future 9-lane facility with HOV lanes. There are currently 10 lanes on I-95 and 8 lanes on I-395 plus auxiliary lanes at interchanges.

The I-95/I-395 HOT Lanes project will add capacity by expanding the existing HOV system from two to three lanes between Eads Street in Arlington to Dumfries, and will construct two new lanes south to Spotsylvania. The project is divided into the Northern and Southern sections. VDOT currently plans to design/build the Northern Section, which begins near the Pentagon in Arlington and ends near the Garrisonville Road (Route 610) area. The remaining stretch is the Southern Section which is to be constructed at a later date. HOV-3, motorcycles, buses, and emergency vehicles will use the HOV/Bus/HOT lanes free of charge. Non-HOV motorists will be able to access the HOV/Bus/HOT lanes by paying a toll. Tolls will be based on demand, also called congestion pricing. Tolls will change

throughout the day according to real-time traffic conditions to manage the number of cars in the HOV/Bus/HOT lanes and keep lanes free of congestion.

The project will improve transit services and provide an in-line BRT station near the Lorton Virginia Railway Express (VRE) station. The project will also add 3,000 park-and-ride spaces throughout the corridor. The project is designed to provide congestion relief to all drivers, keep traffic moving on I-95/395 and provide a 70-mile facility for buses, carpoolers, sluggers, and vanpoolers to the Pentagon, Tysons Corner, and the Dulles area when combined with the I-495 Capital Beltway HOT Lanes.

The Virginia HOV/Bus/HOT lanes project is being developed as a public-private partnership between VDOT and Fluor-Transurban. VDOT will continue to own the I-95/395 roadway and Fluor-Transurban will construct, operate, and maintain the HOT lanes.

The Virginia Department of Rail and Public Transportation (DPRT) is also playing an active role in the project as the project will provide opportunities for expanded public transportation in the I-95/I-395 corridor.

Public Hearing Comments:
Three public hearings were held on February 9, 10, and 11, 2009. Approximately 300 people attended the three hearings. There were 186 total commenters. Of the 54 oral and 132 written comments received, approximately 28 indicated support of the project as proposed and 38 indicated opposition to the project. The remainder of the comments raised specific issues and concerns about the project.

Major concerns/comments received are summarized as follows:

- Concerns have been raised that the private sector will own HOV lanes that were built with public funding and that the project will create inequality.
- There are concerns that the HOT lanes will run 24 hours a day / 7 days a week and people will have to pay tolls to utilize the facility during non-peak hours, whereas now they can use the HOV facility during non-peak hours and weekends for free.
- Sluggers are concerned that the number of carpoolers might decrease and return to single occupancy vehicles, which would result in deterioration of a successful HOV system.
- There are concerns that with the introduction of more access and egress points throughout the corridor, more traffic congestion will be added in neighborhoods along the corridor.
- The project should reevaluate the need for sound walls in the corridor, considering the needs of the communities along the corridor.
- The new pedestrian bridge located south of the F-S Parkway will be much more dangerous for all users. The replacement bridge should provide equivalent access as the original bridge, which provides grade-separated crossing of I-95 and does not have at-grade crossings of multiple exit/entrance lanes on a high-speed facility.

- There is a concern that the HOV speeds will deteriorate and Fluor-Transurban will not be able to maintain existing speeds.
- The project needs to inform the communities of the toll rates and the technology that will be used for accessing the HOT lanes facility.
- The project needs to mitigate the bottleneck at the 14th Street Bridge entering Washington, D.C. since the added volume will create longer queues at the bridge.

Project Cost and Schedule:
This project is a Public-Private Transportation Act (PPTA) project. VDOT is in the process of negotiations on a comprehensive agreement with their private partners, Fluor and Transurban.

The anticipated project schedule is as follows:

Commercial Close: Fall of 2009
Right-of-Way Acquisition: Starts after commercial close
Design/Construction: End of 2009 or early 2010
Completion/Opening of HOT Lanes: 3 - 4 years after start of construction

The cost of the project is not finalized and VDOT is in the process of finalizing the comprehensive agreement with Fluor-Transurban. The entire construction cost is to be funded by the private sector.

Right-of-Way Impacts:
The proposed project is anticipated to be located entirely within the existing right-of-way and therefore no permanent right-of-way taking will be required.

FISCAL IMPACT:
No Fairfax County funds are required for this project.

ENCLOSED DOCUMENTS:
Attachment 1: Design Public Hearing Brochure

STAFF:
Robert A. Stalzer, Deputy County Executive
Katharine D. Ichter, Director, Fairfax County Department of Transportation (FCDOT)
Ellen Gallagher, Chief, Capital Projects and Operations Division, FCDOT
Tom Biesiadny, Chief, Coordination and Funding Division, FCDOT
Karyn L. Moreland, Chief, Capital Projects Section, FCDOT
Seyed A. Nabavi, Senior Transportation Planner, Capital Projects Section, FCDOT
Randy White, Countywide Transit Services Coordinator, Transit Services Division, FCDOT

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 13, 2009

Mr. Morteza Salehi
District Administrator
Virginia Department of Transportation
14685 Avion Parkway
Chantilly, VA 20151-1104

Subject: Comments on Design Plans for the I-95/395 High Occupancy Toll (HOT) Lanes Project (Mason, Lee, and Mount Vernon Districts)

Dear Mr. Salehi:

I am writing you at the request of the Fairfax County Board of Supervisors to provide comments to you regarding the design plans for constructing the I-95/395 High Occupancy Toll Lanes. The Board reviewed this matter at their March 30, 2009 meeting and expressed concerns and provided comments regarding the project. For your information, I have listed staff recommendations as presented to the Board and the comments made at the March 30th board meeting.

Staff Recommendations:

- Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). The County wants to ensure in particular that areas of known existing stormwater management concern and stream degradation adjacent to the project are adequately addressed to provide stabilization during and at the completion of construction, so as not to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.

Fairfax County Department of Transportation
12055 Government Center Parkway, Suite 1034
Fairfax, VA 22035-5500
Phone: (703) 324-1100 TTY: (703) 324-1102
Fax: (703) 324 1450
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FCDOT
Serving Fairfax County for 25 Years and More

- In order to reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95/I-395 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC facilities where physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC properties rather than at project cost.

  NOTE: The Board asked that this comment be emphasized and highlighted-see additional Board comments below.

- The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
- Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this arrangement continues at its current levels.
- The project team must ensure that, at a minimum, the project meets the federal performance thresholds for High Occupancy Vehicle (HOV) lanes that are converted to HOT lanes. These lanes provide the fixed guideway miles that allow Northern Virginia transit systems to qualify for federal funding. Therefore, it is critical to the region that this level of service does not fall below the minimum standards. If the facility is not able to meet the standards to receive federal money, the project partners must replace the lost funding.
- Introduction of low occupancy vehicles on the HOV lanes compromises transit's efficiency. Provide some type of priority to transit at especially congested points along the facility, such as the access/egress points.
- In locations where feasible, construct new sound walls before existing sound walls are removed or, at a minimum, in those areas where pre-replacement is not feasible due to topographic changes, commit to replace the sound wall within a minimal time frame after removal so that residents are not left without sound protection for long periods of time.
- Further review should be given to the construction of sound walls adjacent to Laurel Crest, Gunston Corner, Laurel Hill Park, Edsall Gardens, Landmark Mews, Lincolnia Community Park, and Brighton Square to protect the public parks and the communities.
- Provide a suitable pedestrian bridge at Franconia-Springfield Parkway (F-S Parkway). The project should either provide a separate pedestrian bridge that is functional and has no conflict with the traffic or change the alignment of the pedestrian bridge to follow the alignment of the F-S Parkway and to have the bridge tie into the Metro/Parkway trail located east of I-95. In addition to tying into the trail, the bridge should also provide an at-grade tie-in at the location that is currently shown on the plans.
- Coordinate plans for the location of the 3,000 park-and-ride spaces throughout the corridor with Fairfax County Department of Transportation (FCDOT) Transit Services

Division and Transportation Planning Division. As part of this commitment, construct at least 450 park-and-ride spaces in the Springfield/Lorton area to serve the HOT lanes.

- Coordinate with FCDOT Transit Services Division and VDOT's Bus Rapid Transit (BRT) study to determine the best provision of transit in the corridor.
- Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor in order to ensure they can adequately and safely accommodate buses.
- Coordinate with FCDOT Transit Services Division and other transit operators using the I-95/395 HOV lanes to address safety concerns raised by the limited number of refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.
- The project should provide a detailed plan for the emergency pull-outs and how these pull-outs impact the flow of traffic.
- Provide traffic mitigation during the construction phase and provide traffic management measures where neighborhoods are impacted by diverted traffic.
- When traffic is displaced as a result of the construction, develop traffic mitigation plans in accordance with the guidelines for temporary traffic management during construction adopted by the Fairfax County Board of Supervisors on September 22, 2008.
- Identify truck haul routes to be used for construction activity and ensure that construction vehicles associated with the project do not use local streets.
- Consider additional options for public transportation during construction.
- In identifying construction staging areas, work closely with the affected communities.
- Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.

The Board had the following additional comments for consideration:

- Additional information is needed on transit and a report is due back to the Board at the upcoming Board Transportation Committee meeting on April 20. Transit improvements in the corridor should be coordinated with FCDOT Transit Services Division and VDOT's Bus Rapid Transit (BRT) study to ensure the best use of transit in the corridor.
- **The Board requested emphasizing the comment that the developer of Mark Center should bear the cost of constructing direct access from I-95/395 HOT lanes to/from the BRAC facilities. This access is critical to Mason District and to the County due to potential traffic impacts.**
- The narrow shoulder widths along the corridor should be reevaluated and the safety issues of these constrained areas are to be addressed for both transit and auto users.
- The Board emphasized the importance of further review of sound walls and expressed hope that lessons learned from the Beltway HOT Lanes project would benefit this project.

- It is important to integrate this project with the Beltway HOT Lanes project for a seamless system so that people can get from Woodbridge to Tysons and other destinations.

Attached for your information is a copy of the Board item that was presented on March 30, 2009.

I look forward to working with your Department to address these concerns. Please feel free to contact me or Seyed Nabavi at 703-877-5759 if additional information is needed.

Sincerely,

Katharine D. Ichter, P.E.
Director, Department of Transportation

Attachment

cc: Members, Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine Chianese, Assistant Fairfax County Executive
Ronaldo T. Nicholson, Regional Transportation Program Director, VDOT
Ellen Gallagher, Chief, Capital Projects and Operations Division, FCDOT
Karyn Moreland, Chief, Capital Projects Section, FCDOT
Tom Biesiadny, Chief Coordination and Funding Division, FCDOT
Randy White, Senior Transportation Planner, FCDOT
Seyed Nabavi, Senior Transportation Planner, FCDOT

ADMINISTRATIVE ITEMS
(continued)

10	**Approved**	Authorization for the Department of Community and Recreation Services to Apply for and Accept Grant Funding from the U.S. Department of Justice, Office of Juvenile Justice and Delinquency Prevention, for the Gang Prevention Coordination Assistance Program

ACTION ITEMS

1	**Approved**	Approval of a Memorandum of Understanding Between the Fairfax County Police Department and the Federal Bureau of Investigation (FBI) Establishing the Child Exploitation and Human Trafficking Task Force
2	**Approved**	Approval of Changes to the Fairfax County Guidelines Regarding Requests Made Pursuant to the Public-Private Education Facilities and Infrastructure Act of 2002
3	**Approved**	Approval of a Parking Reduction for 6118 Arlington Boulevard in the Baileys Crossroads/Seven Corners Commercial Revitalization District (Mason District)
4	**Approved**	Approval of Project Agreements for the Columbia Pike Streetcar Project (Mason District)
5	**Approved**	Adoption of a Resolution Approving Issuance by the Industrial Development Authority of its Health Care Revenue Bonds
6	**Approved**	Approval of Expenditure of Phase I Dulles Rail Transportation Improvement District Funds for the Dulles Rail Project
7	**Approved**	Authorization to Issue a Solicitation for Financing of Equipment Under a Master Lease-Purchase Agreement
8	**Approved**	Approval of Wolf Trap Foundation for the Performing Arts License Agreement (Dranesville District)
9	**Approved**	Comments on Design Plans for the I-95/395 High Occupancy Toll Lanes Project (Mason, Lee, and Mount Vernon Districts)
10	**Approved**	Approval of 2009 Zoning Ordinance Amendment Work Program

Board Agenda Item
March 30, 2009

ACTION – 9

Comments on Design Plans for the I-95/395 High Occupancy Toll Lanes Project (Mason, Lee, and Mount Vernon Districts)

ISSUE:
Board issuance of comments on the design plans for constructing High Occupancy Toll (HOT) Lanes on I-95/395.

RECOMMENDATION:
The County Executive recommends that the Board offer conditional concurrence with the design plans for constructing HOT Lanes on I-95/395, generally as presented at the February 9, 10, and 11, 2009, public hearings, subject to the following modifications, comments, and requests for additional coordination to ensure that the project remains fully in conformance with the Board's Environmental Agenda and the Fairfax County Comprehensive Plan:

- Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). The County wants to ensure in particular that areas of known existing stormwater management concern and stream degradation adjacent to the project are adequately addressed to provide stabilization during and at the completion of construction, so as not to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.
- In order to reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95/I-395 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC facilities where physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC properties rather than at project cost.

- The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
- Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this arrangement continues at its current levels.
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- Coordinate plans for the location of the 3,000 park-and-ride spaces throughout the corridor with Fairfax County Department of Transportation (FCDOT) Transit Services Division and Transportation Planning Division. As part of this commitment, construct at least 450 park-and-ride spaces in the Springfield/Lorton area to serve the HOT lanes.
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refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.

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- Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.

TIMING:
The Board should take action on this matter as soon as possible to allow VDOT to proceed with the negotiations of a comprehensive agreement with their private partners, Fluor and Transurban. Final design and construction operations will follow once the agreement has been satisfactorily completed.

BACKGROUND:
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The Virginia HOV/Bus/HOT lanes project is being developed as a public-private partnership between VDOT and Fluor-Transurban. VDOT will continue to own the I-95/395 roadway and Fluor-Transurban will construct, operate, and maintain the HOT lanes.

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Project Cost and Schedule:
This project is a Public-Private Transportation Act (PPTA) project. VDOT is in the process of negotiations on a comprehensive agreement with their private partners, Fluor and Transurban.

The anticipated project schedule is as follows:

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Right-of-Way Acquisition: Starts after commercial close
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Completion/Opening of HOT Lanes: 3 - 4 years after start of construction

The cost of the project is not finalized and VDOT is in the process of finalizing the comprehensive agreement with Fluor-Transurban. The entire construction cost is to be funded by the private sector.

Right-of-Way Impacts:
The proposed project is anticipated to be located entirely within the existing right-of-way and therefore no permanent right-of-way taking will be required.

FISCAL IMPACT:
No Fairfax County funds are required for this project.

ENCLOSED DOCUMENTS:
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STAFF:
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Randy White, Countywide Transit Services Coordinator, Transit Services Division, FCDOT

City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314

William D. Euille
Mayor

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alexvamayor@aol.com

March 18, 2009

Mr. Ronaldo T. Nicholson, P.E.
Regional Transportation Program Director
Virginia Department of Transportation
6363 Walker Lane, Suite 500
Alexandria, Virginia 22310

Re: I-95/395 HOV/Bus/HOT Lanes

Dear Mr. Nicholson:

On behalf of the City of Alexandria, I am pleased to provide comments concerning the referenced project for consideration by the Virginia Department of Transportation. These comments were authorized by the Alexandria City Council following a public hearing on March 14, 2009.

As the enclosed comments indicate, the City of Alexandria cannot support this project at this time based on concern about the overall project concept, several design and operational elements, its possible impact on current transit and HOV operations, and the associated enforcement and emergency response plans. In light of these concerns, the City has determined that it must withhold support for this project until such time as these issues have been adequately addressed and satisfactorily resolved.

Thank you in advance for your consideration of these comments, and we look forward to the Department's responses on these matters.

Sincerely,

William D. Euille
Mayor

Enclosure

cc: The Honorable Pierce Homer, Chairman, Commonwealth Transportation Board
Julia A. Connally, Commonwealth Transportation Board
J. Douglas Koelemay, Commonwealth Transportation Board

City of Alexandria, Virginia

Comments on the I-95/395 HOV/Bus/HOT Lanes

March 18, 2009

Project Concept

1. Based on the operational analysis summarized in the Interchange Justification Report (IJR), the overall benefits of the project appear minimal, with relatively limited increase in the volume of traffic served and predominately "neutral impacts" on traffic operations. Moreover, project benefits appear more pronounced in the southern segments of the project than in the northern segments, particularly on I-395 inside the Capital Beltway. What benefits, if any, are projected within the I-395 portion of the corridor as a result of this project?

2. The summarized IJR analysis results do not distinguish between the general purpose lanes and the HOV/bus/HOT lanes. These results must be disaggregated to separately identify the project benefits and impacts on the general purpose and reserved use lanes.

3. The current I-395 HOV/transit facility is functioning satisfactorily, with the exception of recurring congestion near its northern terminus, and the proposed project appears to only exacerbate this condition. Additional information demonstrating that the receiving roadway network can adequately serve the increased volume of traffic projected to enter and depart the HOV/bus/HOT lanes near the northern terminus during peak periods is requested for review and consideration of all potentially impacted local jurisdictions.

4. As conceived, this project is more supportive of continued suburbanization than of local jurisdiction plans for transit-supportive urban development and transportation systems appropriate for that environment. With our local streets significantly impacted by commuter vehicular traffic on a daily basis, Alexandria is concerned that this project will result in even greater commuter impact on our local streets and neighborhoods. Analyses to date have been limited the I-95/395 corridor and immediately adjacent local streets. We request that these analyses be expanded to include all impacted local streets, and that project agreements include both financial and operational provisions that can effectively avoid or mitigate all adverse impacts to our local streets.

Design and Operational Elements

5. As currently designed, the project requires 18 design exceptions and waivers, the majority of these relating to lane and shoulder width in the northern segments. The effects of these exceptions and waivers on safety have not been, but must be adequately addressed. Unless the safety of the HOV/bus/HOT lanes can be

reasonably assured, the final project agreements must include provisions that discontinue HOT lane operations inside the Capital Beltway and return to existing HOV/transit conditions based on an independent finding that the safety performance of the HOV/Bus/HOT lanes has failed to maintain the current level of public safety.

6. Alexandria concurs with those who have questioned the adequacy of the traffic modeling used to support the project's environmental documentation and review, and joins in their call for the basis of the approved categorical exclusion to be thoroughly reviewed to ensure that this determination was made in full compliance with federal environmental requirements.

7. The proposed new south-facing access ramp at Seminary Road, designated for transit use only, raises a number of questions for the City of Alexandria. We request clarification or additional information on the following:
   - How will the transit-only restriction be enforced to insure minimal violation rates?
   - Believing the transit-only restriction will prove difficult to effectively enforce, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
   - The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
   - VDOT is currently working with the City and the Department of Defense in seeking approval of a modification of this interchange to provide direct ingress and egress to the adjacent BRAC 133 site. Will the proposed new south-facing access point preclude this modification?
   - What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?

8. Proposed changes to the Shirlington / Quaker Lane interchange include the addition of a new south-facing entry point to the HOV/Bus/HOT lanes, five new traffic signals, one at each of the interchange entry points, and additional lane capacity on both the rotary and interchange approaches. Staff in both Alexandria and Arlington are concerned that this interchange does not adequately serve pedestrian and bicycle traffic, cannot be operated satisfactorily and may experience unacceptable traffic backups on the local roadways. Alexandria needs from VDOT convincing information indicating that the facility will operate in a satisfactory manner after modification to accommodate the HOT lanes.

Transit and HOV Operations

9. The proposed TDM/Transit concessions and BRT service are the most significant benefits that this project offers for the inner-beltway jurisdictions, and must be included in the final project scope. Alexandria will oppose approval of any final scope that does not include these transit programs.

10. Alexandria considers the proposed BRT operation in the HOV/Bus/HOT lanes an essential element of this project; however, there are significant concerns about the operation of and access to the associated in-line station at Seminary Road. We are aware of the BRT operational study that is currently underway and ask that options to incorporate this service into the transit center being constructed as part of the BRAC 133 facilities be identified and evaluated, in addition to the in-line station. The City will reserve comment on this element until the findings and recommendations of that study are available.

11. There are currently sixty-eight (68) transit buses (DASH, WMATA, Fairfax County Connector, and PRTC) per hour using the existing HOV lanes during the morning peak and seventy-eight (78) transit buses per hour during the evening. The lane narrowing for conversion from two to three lanes, the narrower shoulders and the addition of HOT lane traffic will likely decrease the operating speed for transit vehicles and deteriorate the transit service delivered by all local and regional providers. Alexandria needs to know the extent to which transit speeds will decrease for transit vehicles using the HOV/Bus/HOT lanes and who will fund the additional capital and operating costs associated with maintaining current service levels.

Enforcement and Emergency Response

12. Originally it was indicated that automated technology would be used to enforce HOT lane compliance. It now appears this will not be the case. A clear and comprehensive enforcement plan should be developed and made available to local jurisdictions and the public, specifically addressing:
    - The use of electronic or photographic enforcement techniques;
    - The agency or agencies responsible for enforcement;
    - How enforcement will be effectively accomplished without compromising safety or unduly impacting operations; and
    - What is the estimated cost of enforcement and how will it be funded.

13. Some aspects of the emergency/incident response plans for this project need clarification and/or better definition. These include:
    - How will emergencies, such as collisions and vehicle breakdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/ clearance policy or plan?
    - Will local first responders be expected to respond to emergencies and/or incidents in the HOV/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
    - How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where is it located?

EXHIBIT NO. 1 — 18 — 3-24-09

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 20, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: RESOLUTION ON THE I-95/395 HOV/BUS/HOT LANES PROJECT

ISSUE: Consideration of a resolution expressing the sense of Council on the Virginia Department of Transportation's I-95/395 HOV/Bus/HOT lanes project.

RECOMMENDATION: That City Council adopt the attached resolution (Attachment 1).

BACKGROUND: On March 14, 2009, on recommendation of the Alexandria Transportation Commission and following a public hearing, City Council approved comments for submission to the Virginia Department of Transportation (VDOT) for the public record of design public hearings on the proposed I-95/395 HOV/Bus/HOT lanes project that were held on February 9, 10 and 11, 2009. These comments were submitted to VDOT on March 18, 2009 (Attachment 2). At the March 14 hearing, Council also asked for a resolution to be drafted for Council's consideration.

The attached resolution was drafted to reflect those issues, questions and concerns raised by Council on March 14, and its position that the City will withhold support for the I-95/395 HOV/Bus/HOT lanes project until such time as those questions and concerns have been adequately addressed.

FISCAL IMPACT: None.

ATTACHMENTS:
Attachment 1. Draft resolution.
Attachment 2. Letter and comments submitted to VDOT regarding the I-95/395 HOV/Bus/HOT lanes project.

STAFF:
Mark Jinks, Deputy City Manager
Rich Baier, Director, Transportation and Environmental Services
Tom Culpepper, Deputy Director, Transportation and Environmental Services
Jim Maslanka, Division Chief, Transit Services and Programs

RESOLUTION _____

WHEREAS, the Commonwealth Transportation Board (CTB) is negotiating with a private firm, Fluor/Transurban, to expand and extend the existing two-lane high occupancy vehicle (HOV) facility on I-95/395 into a three-lane high occupancy toll (HOT) facility between Spotsylvania and Arlington counties, a portion of which is located within the City of Alexandria; and

WHEREAS, the City of Alexandria is concerned that this project may have significant adverse impacts on mobility and quality of life along this corridor; and

WHEREAS, the City of Alexandria has requested documentation from the HOT lanes project team that indicates how the HOT lanes will benefit Alexandria as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two existing HOV lanes on I-95/395 outside the Capital Beltway carry about 25 percent more people than the four conventional lanes, and inside the Beltway the existing HOV lanes carry 50 percent more people than the conventional lanes; and

WHEREAS, the City of Alexandria is committed to preserving and improving the person throughput on this corridor; and

WHEREAS, local jurisdictions and regional transportation organizations of which Alexandria is a voting member, including the NVTC and the Northern Virginia Transportation Authority (NVTA), have expressed concerns about this project and its potential impacts on transit and mobility in the region; and

WHEREAS, most of these concerns have not be adequately addressed or resolved; and

WHEREAS, despite these outstanding concerns, the Federal Highway Administration (FHWA) has concluded that the Virginia Department of Transportation (VDOT) and Fluor/Transurban have satisfied the conditions laid out on August 31, 2006 for a Categorical Exclusion (CE), despite the numerous design exceptions and waivers that are required to construct the project and that will make the HOT lanes less safe and less usable as a transit facility; and

WHEREAS, Alexandria believes that the environmental documentation for this proposed project was not properly prepared nor did it receive adequate review, and that this project will have an adverse impact on the citizens of Alexandria and the Northern Virginia region as it is currently designed.

NOW, THEREFORE, BE IT RESOLVED THAT, the City of Alexandria must withhold its support for the I-95/395 HOV/Bus/HOT lanes project until the issues, questions and concerns herein expressed are adequately addressed.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests that:

1. VDOT and Fluor/Transurban provide additional information specifically detailing project impacts and benefits within the northern segment of the I-395 portion of the corridor,
2. The operational analysis results presented in the project Interchange Justification Report (IJR) be disaggregated to separately present the project benefits and impacts on the general purpose and reserved use lanes,
3. Additional information be provided clearly demonstrating that the receiving street network at the northern project terminus can satisfactorily serve the projected increases in traffic demand as a result of this project,
4. The project demonstrate its consistency with local jurisdictions plans for transit-supportive development, expand its operational analyses to include all impacted local streets, and include in any subsequent project agreements financial and operational provisions to mitigate all adverse impacts,
5. Unless the project can provide convincing evidence that the numerous design exceptions and waivers will not compromise the safety of the HOV/Bus/HOT lanes, any final project agreement define safety performance standards for the project and require that HOT operations be discontinued inside the Capital Beltway based on an independent finding that the actual safety performance of the facility has failed to meet those standards, and
6. The environmental documentation submitted by Fluor/Transurban be re-examined by VDOT and FHWA, including a thorough review of the required design exceptions and waivers, and that both agencies work directly with each local jurisdiction to ensure that the impacts to localities resulting from this project are fully identified and adequately addressed in the environmental document and any subsequent project agreements.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests additional information specifically addressing the following issues, concerns and questions with regard to the I-395/Seminary Road interchange:

1. How will the transit-only restriction be enforced to insure minimal violation rates?
2. In the event the transit-only restriction cannot be adequately enforced, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
3. The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
4. VDOT is currently working with the City and the Department of Defense in seeking approval of a modification of this interchange to provide direct ingress and egress to the adjacent BRAC 133 site. Will the proposed new south-facing access point preclude this modification?

5. What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests additional evidence that the reconfigured Shirlington/Quaker Lane interchange will operate in a satisfactory manner, including traffic flow around the rotary, reasonable pedestrian/bicycle accommodations and avoiding unacceptable queuing on interchange approaches.

BE IT FURTHER RESOLVED THAT, improved transit and HOV operations is the primary benefit of this project, the project design should reflect this priority and the City of Alexandria will strongly oppose any final project agreement that does not include significant improvements to transit and HOV services, including, but not limited to, the proposed bus rapid transit (BRT) service operating in the HOV/Bus/HOT lanes and project concession payments to support off-line transit service improvements.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests information specifically identifying the impact of the proposed project on the travel times of transit services currently operating in the I-95/395 HOV lanes and who will fund any additional capital and operating costs that may be incurred in order to maintain current service levels.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests clarification of several issues, questions and concerns regarding HOT lane enforcement, specifically:

1. To what extent will electronic or photographic enforcement techniques be used?
2. What agency or agencies will be responsible for enforcement?
3. How enforcement will be effectively accomplished without compromising safety or unduly impacting operations? and
4. What is the estimated cost of enforcement and how will it be funded?

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests clarification of several issues, questions and concerns regarding emergency/incident response for the HOV/Bus/HOT lanes, specifically:

1. How will emergencies, such as collisions and vehicle breakdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/ clearance policy or plan?
2. Will local first responders be expected to respond to emergencies and/or incidents in the HOV/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
3. How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where will it be located? and

BE IT FURTHER RESOLVED, that the City of Alexandria requests that VDOT and Fluor/Transurban fully address in detail each of the issues, questions and concerns contained in this Resolution, as well as respond back to the City in a timely manner.

ADOPTED: _____

_____
William D. Euille, Mayor

ATTEST:

_____
Jacqueline M. Henderson, CMC, City Clerk

cc: The Honorable Pierce Homer, Chairman, Commonwealth Transportation Board
Julia A. Connally, Commonwealth Transportation Board
J. Douglas Koelemay, Commonwealth Transportation Board

City of Alexandria, Virginia

Comments on the I-95/395 HOV/Bus/HOT Lanes

March 18, 2009

Project Concept

1. Based on the operational analysis summarized in the Interchange Justification Report (IJR), the overall benefits of the project appear minimal, with relatively limited increase in the volume of traffic served and predominately "neutral impacts" on traffic operations. Moreover, project benefits appear more pronounced in the southern segments of the project than in the northern segments, particularly on I-395 inside the Capital Beltway. What benefits, if any, are projected within the I-395 portion of the corridor as a result of this project?

2. The summarized IJR analysis results do not distinguish between the general purpose lanes and the HOV/bus/HOT lanes. These results must be disaggregated to separately identify the project benefits and impacts on the general purpose and reserved use lanes.

3. The current I-395 HOV/transit facility is functioning satisfactorily, with the exception of recurring congestion near its northern terminus, and the proposed project appears to only exacerbate this condition. Additional information demonstrating that the receiving roadway network can adequately serve the increased volume of traffic projected to enter and depart the HOV/bus/HOT lanes near the northern terminus during peak periods is requested for review and consideration of all potentially impacted local jurisdictions.

4. As conceived, this project is more supportive of continued suburbanization than of local jurisdiction plans for transit-supportive urban development and transportation systems appropriate for that environment. With our local streets significantly impacted by commuter vehicular traffic on a daily basis, Alexandria is concerned that this project will result in even greater commuter impact on our local streets and neighborhoods. Analyses to date have been limited the I-95/395 corridor and immediately adjacent local streets. We request that these analyses be expanded to include all impacted local streets, and that project agreements include both financial and operational provisions that can effectively avoid or mitigate all adverse impacts to our local streets.

Design and Operational Elements

5. As currently designed, the project requires 18 design exceptions and waivers, the majority of these relating to lane and shoulder width in the northern segments. The effects of these exceptions and waivers on safety have not been, but must be adequately addressed. Unless the safety of the HOV/bus/HOT canes can be

reasonably assured, the final project agreements must include provisions that discontinue HOT lane operations inside the Capital Beltway and return to existing HOV/transit conditions based on an independent finding that the safety performance of the HOV/Bus/HOT lanes has failed to maintain the current level of public safety.

6. Alexandria concurs with those who have questioned the adequacy of the traffic modeling used to support the project's environmental documentation and review, and joins in their call for the basis of the approved categorical exclusion to be thoroughly reviewed to ensure that this determination was made in full compliance with federal environmental requirements.

7. The proposed new south-facing access ramp at Seminary Road, designated for transit use only, raises a number of questions for the City of Alexandria. We request clarification or additional information on the following:
   - How will the transit-only restriction be enforced to insure minimal violation rates?
   - Believing the transit-only restriction will prove difficult to effectively enforce, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
   - The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
   - VDOT is currently working with the City and the Department of Defense in seeking approval of a modification of this interchange to provide direct ingress and egress to the adjacent BRAC 133 site. Will the proposed new south-facing access point preclude this modification?
   - What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?

8. Proposed changes to the Shirlington / Quaker Lane interchange include the addition of a new south-facing entry point to the HOV/Bus/HOT lanes, five new traffic signals, one at each of the interchange entry points, and additional lane capacity on both the rotary and interchange approaches. Staff in both Alexandria and Arlington are concerned that this interchange does not adequately serve pedestrian and bicycle traffic, cannot be operated satisfactorily and may experience unacceptable traffic backups on the local roadways. Alexandria needs from VDOT convincing information indicating that the facility will operate in a satisfactory manner after modification to accommodate the HOT lanes.

Transit and HOV Operations

9. The proposed TDM/Transit concessions and BRT service are the most significant benefits that this project offers for the inner-beltway jurisdictions, and must be included in the final project scope. Alexandria will oppose approval of any final scope that does not include these transit programs.

10. Alexandria considers the proposed BRT operation in the HOV/Bus/HOT lanes an essential element of this project; however, there are significant concerns about the operation of and access to the associated in-line station at Seminary Road. We are aware of the BRT operational study that is currently underway and ask that options to incorporate this service into the transit center being constructed as part of the BRAC 133 facilities be identified and evaluated, in addition to the in-line station. The City will reserve comment on this element until the findings and recommendations of that study are available.

11. There are currently sixty-eight (68) transit buses (DASH, WMATA, Fairfax County Connector, and PRTC) per hour using the existing HOV lanes during the morning peak and seventy-eight (78) transit buses per hour during the evening. The lane narrowing for conversion from two to three lanes, the narrower shoulders and the addition of HOT lane traffic will likely decrease the operating speed for transit vehicles and deteriorate the transit service delivered by all local and regional providers. Alexandria needs to know the extent to which transit speeds will decrease for transit vehicles using the HOV/Bus/HOT lanes and who will fund the additional capital and operating costs associated with maintaining current service levels.

Enforcement and Emergency Response

12. Originally it was indicated that automated technology would be used to enforce HOT lane compliance. It now appears this will not be the case. A clear and comprehensive enforcement plan should be developed and made available to local jurisdictions and the public, specifically addressing:
    - The use of electronic or photographic enforcement techniques;
    - The agency or agencies responsible for enforcement;
    - How enforcement will be effectively accomplished without compromising safety or unduly impacting operations; and
    - What is the estimated cost of enforcement and how will it be funded.

13. Some aspects of the emergency/incident response plans for this project need clarification and/or better definition. These include:
    - How will emergencies, such as collisions and vehicle breakdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/ clearance policy or plan?
    - Will local first responders be expected to respond to emergencies and/or incidents in the HOV/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
    - How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where is it located?

RESOLUTION NO. 2325

WHEREAS, the Commonwealth Transportation Board (CTB) is negotiating with a private firm, Fluor/Transurban, to expand and extend the existing two-lane high occupancy vehicle (HOV) facility on I-95/395 into a three-lane high occupancy toll (HOT) facility between Spotsylvania and Arlington counties, a portion of which is located within the City of Alexandria; and

WHEREAS, the City of Alexandria is concerned that this project may have significant adverse impacts on mobility and quality of life along this corridor; and

WHEREAS, the City of Alexandria has requested documentation from the HOT lanes project team that indicates how the HOT lanes will benefit Alexandria as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two existing HOV lanes on I-95/395 outside the Capital Beltway carry about 25 percent more people than the four conventional lanes, and inside the Beltway the existing HOV lanes carry 50 percent more people than the conventional lanes; and

WHEREAS, the City of Alexandria is committed to preserving and improving the person throughput on this corridor; and

WHEREAS, local jurisdictions and regional transportation organizations of which Alexandria is a voting member, including the NVTC and the Northern Virginia Transportation Authority (NVTA), have expressed concerns about this project and its potential impacts on transit and mobility in the region; and

WHEREAS, most of these concerns have not been adequately addressed or resolved; and

WHEREAS, despite these outstanding concerns, the Federal Highway Administration (FHWA) has concluded that the Virginia Department of Transportation (VDOT) and Fluor/Transurban have satisfied the conditions laid out on August 31, 2006 for a Categorical Exclusion (CE), despite the numerous design exceptions and waivers that are required to construct the project and that will make the HOT lanes less safe and less usable as a transit facility; and

WHEREAS, Alexandria believes that the environmental documentation for this proposed project was not properly prepared nor did it receive adequate review, and that this project will have an adverse impact on the citizens of Alexandria and the Northern Virginia region as it is currently designed.

NOW, THEREFORE, BE IT RESOLVED THAT, the City of Alexandria must withhold its support for the I-95/395 HOV/Bus/HOT lanes project until the issues, questions and concerns herein expressed are adequately addressed.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests that:

1. VDOT and Fluor/Transurban provide additional information specifically detailing project impacts and benefits within the northern segment of the I-395 portion of the corridor,
2. The operational analysis results presented in the project Interchange Justification Report (IJR) be disaggregated to separately present the project benefits and impacts on the general purpose and reserved use lanes,
3. Additional information be provided clearly demonstrating that the receiving street network at the northern project terminus can satisfactorily serve the projected increases in traffic demand as a result of this project,
4. The project demonstrate its consistency with local jurisdictions plans for transit-supportive development, expand its operational analyses to include all impacted local streets, and include in any subsequent project agreements financial and operational provisions to mitigate all adverse impacts,

5. Unless the project can provide convincing evidence that the numerous design exceptions and waivers will not compromise the safety of the HOV/Bus/HOT lanes, any final project agreement define safety performance standards for the project and require that HOT operations be discontinued inside the Capital Beltway based on an independent finding that the actual safety performance of the facility has failed to meet those standards,
6. The environmental documentation submitted by Fluor/Transurban be re-examined by VDOT and FHWA, including a thorough review of the required design exceptions and waivers, and that both agencies work directly with each local jurisdiction to ensure that the impacts to localities resulting from this project are fully identified and adequately addressed in the environmental document and any subsequent project agreements.

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2. In the event the transit-only restriction cannot be adequately enforced, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
3. The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
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5. What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests additional evidence that the reconfigured Shirlington/Quaker Lane interchange will operate in a satisfactory manner, including traffic flow around the rotary, reasonable pedestrian/bicycle accommodations and avoiding unacceptable queuing on interchange approaches.

BE IT FURTHER RESOLVED THAT, improved transit and HOV operations is the primary benefit of this project, the project design should reflect this priority and the City of Alexandria will strongly oppose any final project agreement that does not include significant improvements to transit and HOV services, including, but not limited to, the proposed bus rapid transit (BRT) service operating in the HOV/Bus/HOT lanes and project concession payments to support off-line transit service improvements.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests information specifically identifying the impact of the proposed project on the travel times of transit services currently operating in the I-95/395 HOV lanes and who will fund any additional capital and operating costs that may be incurred in order to maintain current service levels.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests clarification of several issues, questions and concerns regarding HOT lane enforcement, specifically:

1. To what extent will electronic or photographic enforcement techniques be used?
2. What agency or agencies will be responsible for enforcement?
3. How enforcement will be effectively accomplished without compromising safety or unduly impacting operations?
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1. How will emergencies, such as collisions and vehicle breakdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/ clearance policy or plan?
2. Will local first responders be expected to respond to emergencies and/or incidents in the HOV/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
3. How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where will it be located?

BE IT FURTHER RESOLVED, that the City of Alexandria requests that VDOT and Fluor/Transurban fully address in detail each of the issues, questions and concerns contained in this Resolution, as well as respond back to the City in a timely manner.

ADOPTED: March 24, 2009

WILLIAM D. EUILLE **MAYOR**

ATTEST:

Jacqueline M. Henderson, CMC City Clerk

Northern Virginia Transportation Commission

AGENDA ITEM #6

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: Preliminary State Aid for FY 2010

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 in May and after that grantees will have the 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. This is far from an ideal process.

For the May 7th meeting, NVTC staff will try to provide an informal indication of the amount of state aid tentatively reserved for its jurisdictions.

Attached for your information is a chart showing the extent to which fares are being raised and budgets and bus service being cut for local transit systems. VRE and WMATA budgets also reflect significant service and cost cutting.

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

Proposed 2010 Transit Service Reductions for Northern Virginia - Summary

Agency	Proposed Budget Reductions in 2010 from the 2009 Budget	Level of Service Changes	Revenue Offset (fare increase)
Arlington ART	-$115,940	Reduce Saturday Service, eliminate lunch-time service and restructure ART 74 - Roughly 1600 hours of service cuts	Not at this time
Alexandria DASH	-$263,000	Roughly 2700 hours of service cuts	Not at this time
Fairfax Connector	-$3,950,313	Net reduction in approximately 40,800 hours of service	Express Routes increase to $7 each way
Fairfax CUE	-$157,862	none	Not at this time
Loudoun County	$0	No cuts - increasing service	Expanding
PRTC	-$840,000	5% reduction in service hours OmniLink only	Not at this time
GEORGE	-$300,000	Cut daily revenue hours from 23.5 to 12	Increase to $1.35 from 50 cents
TOTAL	-$5,627,115		

Source: Agency Staff, Proposed Budget Documents, Reports of County Executives.

Northern Virginia Transportation Commission

AGENDA ITEM #7

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: Legislative Items

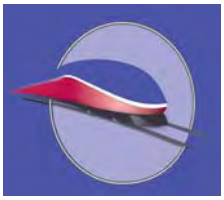
Attached for your information are several items pertaining to federal legislation. The Obama Administration's Vision for High-Speed Rail in America provides a strategy, implementation schedule and funding approach. This program should benefit corridors used by VRE.

Also attached are materials from APTA describing progress in federal surface transportation program reauthorization, climate change legislation and energy-related grants for transportation.

Finally, the Virginia Department of Taxation has replied to NVTC's March 31st letter documenting a discussion of SB 1532.

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



A Vision for High-Speed Rail in America

Highlights of Strategic Plan
April 16, 2009

This plan outlines the President's vision to build a network of high-speed rail corridors across America. It is the first high-speed rail requirement under the American Recovery and Reinvestment Act 0f 2009 (ARRA).

- **VISION—**Proposal is to transform the nation's transportation system, by rebuilding existing rail infrastructure while launching new high-speed passenger rail services in 100-600 mile corridors that connect U.S. communities. Similar to how interstate highways and U.S. aviation system were developed in 20th century: partnership between public sector and private industry, including strong Federal leadership that provided a national vision.

- **OBAMA ADMINISTRATION IS MOVING AHEAD OF SCHEDULE TO STAND UP THIS NEW PROGRAM**—Strategic rail plan issued just 58 days after passage of ARRA, before the Congressional deadline. Application procedures expected to be published also before Congressional deadline—this spring. First round grant awards expected to be announced before the end of this summer, up to three years ahead of the schedule required by law.

- **COMMITMENT TO HIGH-SPEED RAIL—**Unprecedented $8 billion investment in high-speed rail: $8 billion in ARRA considered a down payment on a national network of corridors, along with $1 billion per year for at least 5 years (proposed in FY 2010 budget). Completion of vision will require long-term commitment from both the Federal Government and States.

- **BENEFITS OF HIGH-SPEED RAIL**—Promotes economic expansion (including new manufacturing jobs), creates new choices for travelers in addition to flying or driving, reduces national dependence on oil, and fosters urban and rural community development.

- **HIGH-SPEED RAIL IS GREEN**— Today's intercity passenger rail service consumes one-third less energy per passenger-mile than cars. It is estimated that if we built high speed rail lines on all federally-designated corridors (on map), it could result in an annual reduction of 6 billion pounds of CO2.

- **TRANSPARENT APPROACH—**projects selected for funding based on merit/benefits of investment.

- First round of applications will focus on projects that can be completed quickly and yield measurable, near-term job creation and other public benefits.

- Next round to include proposals for comprehensive high-speed programs covering entire corridors or sections of corridors.

- Additional funds will be available for planning to help jump-start corridors not yet ready for construction.

o Ten major corridors are being identified for potential high-speed rail projects:

- **California Corridor** (Bay Area, Sacramento, Los Angeles, San Diego)
- **Pacific Northwest Corridor** (Eugene, Portland, Tacoma, Seattle, Vancouver BC)
- **South Central Corridor** (Tulsa, Oklahoma City, Dallas/Fort Worth, Austin, San Antonio, Little Rock)
- **Gulf Coast Corridor** (Houston, New Orleans, , Mobile, Birmingham, Atlanta)
- **Chicago Hub Network** (Chicago, Milwaukee, Twin Cities, St. Louis, Kansas City, Detroit, Toledo, Cleveland, Columbus, Cincinnati, Indianapolis, Louisville,)
- **Florida Corridor** (Orlando, Tampa, Miami)
- **Southeast Corridor** (Washington, Richmond, Raleigh, Charlotte, Atlanta, Macon, Columbia, , Savannah, Jacksonville)
- **Keystone Corridor** (Philadelphia, Harrisburg, Pittsburgh)
- **Empire Corridor** (New York City, Albany, Buffalo)
- **Northern New England Corridor** (Boston, Montreal, Portland, Springfield, New Haven, Albany)

Also, opportunities exist for the **Northeast Corridor** (Washington, Baltimore, Wilmington, Philadelphia, Newark, New York City, New Haven, Providence, Boston) to compete for funds for improvements to the nation's only existing high-speed rail service, and for establishment and upgrades to passenger rail services in other parts of the country.

o **OUTREACH—**Administration will take a collaborative approach to formulate program; will work with stakeholders to gather feedback on strategic plan and help shape the program.

VISION *for* HIGH-SPEED RAIL *in* AMERICA

American Public Transportation Association

Discussion Principles for Climate and Energy Legislation in the 111th Congress[1]

March 26, 2009

Principle #1: Climate change and energy legislation must provide substantial new investment in public transportation and high-speed and intercity passenger rail that supplements existing current federal transportation funding.

At a time when America must create more jobs, reduce its dependence on foreign oil, and become more carbon efficient, public transportation can make a significant contribution quickly and cost-effectively. Public transportation already saves 4.2 billion gallons of fuel and 37 million metric tons of carbon emissions per year, while supporting 1.7 million jobs. If transit ridership was more than tripled by 2020 using new infrastructure funding sources, public transportation could support 7.4 million jobs and save the country 15.2 billion gallons of fuel annually—almost as much as we currently import from the Persian Gulf. This investment would also cut 141.9 million metric tons of carbon emissions per year—about **8 percent** of the total annual carbon emissions from the U.S. transportation sector.[2]

Public transportation investment, investment in high-speed intercity passenger rail, efficient land-use policies and other strategies that promote sustainable transportation choices are proven means to reduce emissions from the transportation sector. Unfortunately, continuing the present levels of federal, state and local investment in public transportation will not achieve increases in transit ridership necessary to unlock the full emissions reduction potential of transit. The federal government traditionally provides less than 50 percent of the capital investment in transit. To simply double transit ridership in the coming years, the federal government needs to invest upwards of $30 billion a year in public transportation, significantly more than the $10.2 billion a year that it currently provides.

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[1] Principles considered by APTA Intergovernmental Subcommittee on 3/7/09, pending before full APTA Legislative Committee at the present time.

[2] "Changing the Way America Moves: Creating a More Robust Economy, a Smaller Carbon Footprint, And Energy Independence," a Discussion Paper by the American Public Transportation Association, Spring 2009, Pg. 10, http://www.apta.com/research/info/online/documents/america_moves_09.pdf .

Principle #2: Revenue derived from transportation fuels under a "cap-and-trade" program must be reinvested in transportation infrastructure and operations that reduces greenhouse gas emissions and fuel consumption.

A cap-and-trade system will likely generate significant revenue from emission allowances related to the consumption of transportation fuels. If those revenues are used to achieve emissions reductions and mitigate transition costs for industries outside of the transportation sector, surface transportation infrastructure will be deprived of its traditional source of federal investment, and a national cap-and-trade program will achieve significantly fewer emissions reductions both in the transportation sector and on a national level.

The Mass Transit Account of the Federal Highway Trust Fund receives approximately $5 billion annually from federal motor fuels taxes. Under a cap-and-trade program the price of transportation fuels under could increase by an amount equal or greater than the current federal motor fuels tax (18.4 cents per gallon on gasoline, 2.86 cents of which are dedicated to transit). While the increased cost to consumers could be mitigated by a "dividend" element of a cap-and-trade program, consumers would miss out on the broader benefits of investment in transit, high-speed and intercity passenger rail, and other strategies that promote transportation choices: reduced greenhouse gas emissions, reduced congestion, increased mobility, economic development, job creation, etc.

A failure to invest in transit and other types of transportation infrastructure that reduce emissions would also hinder the ability of the broader cap-and-trade program to achieve national goals for emissions reductions. Research indicates that the projected growth in private motorized vehicle travel in the next 30 years will negate much of the emission savings from improved vehicle economy and low carbon fuel requirements.[3] In addition, analysis of the Lieberman-Warner legislation (S. 2191, 110th Congress) showed that the price signal for transportation fuels under that bill's cap-and-trade program would not be large enough to change patterns of demand for transportation.[4] In contrast, investment in "green" transportation infrastructure can produce guaranteed emissions savings, and those savings do not rely on unproven technology.

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[3] Urban Land Institute, "Growing Cooler: The Evidence on Urban Development and Climate Change," Don Chen, Reid Ewing and Steve Winkelman, January 2008.

[4] EPA Analysis of the Lieberman-Warner Climate Security Act of 2008, Key Results & Insights, http://www.epa.gov/climatechange/downloads/s2191_EPA_Analysis.pdf

"The transportation sector provides a relatively small proportion of CO2 emissions abatement. This result reflects relatively modest indirect price signal an upstream cap and trade program sends to the transportation sector. The price signal provided by S. 2191 (~$0.53 increase in the price of gasoline in 2030, ~$1.40 increase in 2050), is not high enough to cause large changes in the demand for transportation or changes in how transportation services are provided." Pg. 2

Principle #3: Climate change and energy legislation must address the operating needs of transit systems and high-speed and intercity passenger rail providers.

In 2006, U.S. transit providers spent more than $3.8 billion on diesel, electricity and other fuels for vehicle operations, and transit systems across the country are presently cutting service, laying employees off, and raising passenger fares to address shortfalls in operating funding from state and local sources. If fuel and electricity prices rise further, transit systems will be forced to undertake significant service reductions and further reduce their workforce. Climate change and energy legislation should provide funding for transit systems to offset increased costs related to fuel and electricity and to expand services where cost-effective emissions reductions can be demonstrated. At present, transit providers are exempt from federal motor fuels taxes, and they should similarly be exempt from cost increases related to a cap-and-trade program. Similarly, providers of current and future high-speed and intercity passenger rail services will also need assistance to mitigate any increased operating costs associated with a cap-and-trade program.

Principle #4: Public transportation systems should be eligible for assistance to address adaptation costs associated with a warming climate.

The public transportation industry is currently evaluating how a more volatile climate will affect transit infrastructure and operations. Weather plays a critical role in both the design and performance of transit systems, and transit providers may face significant costs related to retrofitting tunnels, stations and other facilities in order to maintain and expand transit service as our climate is affected by rising temperatures. For example, more frequent and intense storms that produce flooding will affect rail transit tunnels and stations, and the infrastructure of transit systems in urban areas near coastal areas could be severely impacted by changes in sea level. Public transportation systems and high speed and intercity passenger rail providers should be eligible for assistance under any federal programs that address needs related to climate adaptation costs.

About APTA

APTA is a nonprofit association of more than 1,500 public and private member organizations including transit systems and commuter rail operators; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. Over ninety percent of persons using public transportation in the United States are served by APTA members.

Rick Taube

From: APTA Legislative Update [legislativeupdate@apta.mmsend.com] on behalf of APTA Legislative Update [legislativeupdate@apta.com]
Sent: Thursday, April 23, 2009 11:16 AM
To: Rick Taube
Subject: APTA Legislative Alert - April 23, 2009

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April 23, 2009

CLIMATE CHANGE LEGISLATION MOVING IN THE HOUSE – HOUSE TRANSPORTATION & INFRASTRUCTURE COMMITTEE OFFERS TIMELINE FOR CONSIDERATION OF SURFACE TRANSPORTATION AUTHORIZATION BILL- AMERICAN RECOVERY AND REINVESTMENT ENERGY GRANTS NOW AVAILABLE

House Climate Change Bill Under Development; APTA Members Urged to Contact Members of the Energy and Commerce Committee!

The House Energy and Commerce Committee is holding a series of hearings this week in preparation for the Energy and Environment Subcommittee markup of the "American Clean Energy Security Act of 2009," the draft climate legislation sponsored by Chairman Henry Waxman (D-CA) and Energy and Environment Subcommittee Chairman Ed Markey (D-MA). The draft bill proposes a new cap-and-trade program to reduce U.S. emissions of greenhouse gases, and it includes a section that would establish emission reductions goals for the transportation sector (Sec. 841, Greenhouse Gas Emissions Reductions Through Transportation Efficiency).

The current draft bill does not assign any revenue from emissions allowance auctions or make any other funding decisions, but that could change soon. The Energy and Environment Subcommittee is expected to hold its markup during the week of April 27, and committee leaders could begin making funding decisions this week.

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.

ACTION ALERT:

APTA urges its members to immediately contact members of the committee that represent your agency, business, or region, including Chairman Waxman and Subcommittee Chairman

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

- Urge 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 that reduces greenhouse gas emissions.

- 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 revenue derived from transportation fuels under a cap-and-trade program be reinvested in transportation infrastructure.

- Request that climate change legislation provide assistance to public transportation to offset increases in the cost of fuel and electricity under a cap-and-trade program in order to prevent service reductions. Transit systems are exempt 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

House Transportation & Infrastructure Committee Working on Surface Transportation Authorization Bill

House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) has set a tentative timeline for consideration of the next surface transportation authorization bill, to replace the Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century – A Legacy for Users (SAFETEA-LU), which expires on September 30, 2009. The Chairman and his staff have indicated that the committee plans to complete a draft of the legislation by mid-May for consideration by the full committee prior to the Memorial Day recess, which begins on May 29. The Chairman then hopes to have the legislation on the House floor sometime in mid-June. Although these dates are subject to change, the timeline signals the committee's commitment to moving this legislation soon. Committee staff have indicated that they are currently in the process of drafting the legislation. Few details of the content of the Chairman's bill are available at this time, and it is unclear when the Ways and Means Committee will begin moving a financing title. Chairman Oberstar has sent a letter to House Members asking for the submission of project requests and legislative language prior to May 8. In the meantime, Secretary of Transportation Ray LaHood has indicated that the Administration is developing a set of principles for the authorization bill, which will be released in the near future. APTA will provide more information as it becomes available.

ACTION ALERT:

APTA urges all members to arrange meetings with your Representatives and Senators to brief them on APTA's Recommendations for Federal Surface Transportation Authorization Legislation. The recommendations can be found here.

- Remind your legislators that the authorization legislation should provide no less than $123 billion for public transportation over the six year authorization period.

- Explain to your legislators that APTA, along with several of its coalition partners and the two commissions chartered under SAFETEA-LU, strongly support an increase in the motor fuels user fee to finance growth in the transit and surface transportation programs.

- Explain to your legislators the importance of completing the authorization bill prior to the

expiration of SAFETEA-LU on September 30, so that transit systems can continue to make uninterrupted investments to meet growing demand and continue to realize the national benefits that public transportation delivers.

FTA Issues Grant Guidance for the Transit Investments for Greenhouse Gas and Energy (TIGGER) Program

The Federal Transit Administration (FTA) has published guidance and grant application instructions for the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) Grant Program. Through the American Recovery and Reinvestment Act (ARRA), Congress made $100 million available to public transit agencies for capital investments to assist in reducing energy consumption and/or greenhouse gas emissions. Examples of these investment include replacement of existing buses with more energy efficient models (hybrid, fuel cell), conversion to more efficient control technology vehicles and construction or rehabilitation of transit system facilities. Grants may range from $2 million to $25 million, and transit agencies may apply together to reach minimum funding threshold requirements. The application deadline for this program is May 29, 2009. For additional FTA grant guidance, click here.

U.S. Department of Energy Issues Grant Guidance for ARRA State and Local Block Grants, Alternative Fueled Vehicles Pilot Grant Program and Transportation Electrification Program

The U.S. Department of Energy (DOE) recently published guidance on the Energy Efficiency and Conservation Block Grant (EECBG) Program, funded under the American Recovery and Reinvestment Act (ARRA).

The ARRA appropriated $3.2 Billion for the Energy Efficiency and Conservation Block Grant (EECBG) Program within the U.S. Department of Energy. The program was authorized in Title V, Subtitle E of the Energy Independence and Security (EISA) Act of 2007. Eligible activities under this program include developing programs to conserve energy used in transportation (e.g., flex time by employees, satellite work centers, promotion of zoning requirements that promote energy efficient development, transportation infrastructure: bike lanes/pathways, pedestrian walkways); implementing building codes and inspection services to promote building energy efficiency; and developing, implementing, and installing on or in any government building onsite renewable energy technology that generates electricity from renewable resources. Over $2.6 billion in formula grants are now available to U.S. states, territories, local governments and Indian tribes under this Program. Specifically,

- nearly $1.9 billion is available to cities and counties,
- more than $770 million is available to states, U.S. territories, and the District of Columbia,
- nearly $54 million is available to Indian tribes.

To see a list of entities eligible for formula grants and allocation amounts, click here. To obtain a copy of the Funding Opportunity Announcement, which contains complete information for grantees on the program and application process, go to FedConnect and search for Reference Number DE-FOA-0000013.

Deadline -- The application due date for states is **May 26, 2009**, at 8:00:00 PM Eastern Time. The application due date for cities, counties, and Indian tribes eligible for direct formula grants from the DOE is **June 25, 2009**, at 8:00:00 PM Eastern Time.

There will also be approximately $455 million for competitive grants, which will be awarded through a separate Funding Opportunity Announcement to be announced at a later date.

For the full detail on this program, please visit the Department of Energy website at http://www.eecbg.energy.gov/#lf1.

Clean Cities Alternative Fueled Vehicles Pilot Grant Program

The DOE has released guidance for the Clean Cities Alternative Fueled Vehicles Pilot Grant Program.

This programs provides $300 million for grants to assist eligible recipients in acquiring motor vehicles with a higher fuel economy, including hybrid vehicles, electric vehicles, commercially available plug-in hybrid vehicles and the necessary infrastructure. Eligible recipients include states, local governments, metropolitan transportation authorities, air pollution control districts, and private or nonprofit enterprises. Transit agencies may team with states, local governments or metropolitan transit authorities to seek grants for the purchase of alternative fueled vehicles for their fleet. Thirty grants, based on geography, will be awarded on a competitive basis. Grant applications are due on May 29, with a second round scheduled for September 30. For more information, click here.

Transportation Electrification Grant Program

The DOE has also released guidance on the Transportation Electrification Program. This program provides $400 million for grants to assist eligible recipients in acquiring plug-in electric drive buses or for projects that implement electric transportation technologies that would significantly reduce greenhouse gas emissions and the use of petroleum. Transit agencies may partner with states, local governments, air pollution control districts, metropolitan transportation authorities, or non-profits if they are interested in seeking funds for eligible vehicles. A minimum of one-third of total funding must go to local governments. Grant applications for this program are due on May 13. For more information, click here.

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COMMONWEALTH of VIRGINIA

Department of Taxation

April 20, 2009

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

Dear Mr. Taube:

This is in response to your letter dated March 31, 2009, regarding our meeting on March 30, 2009.

In general, your letter accurately reflects my understanding of the discussion, but I would like to clarify three points. As mentioned in the meeting, both TAX and the Attorney General's Office review any tax legislation proposed in the General Assembly. Both agencies had the opportunity to propose amendments to the legislation to the Governor, and neither did so. However, TAX cannot make any assurances on behalf of another agency. Also, while TAX will make every reasonable effort to ensure compliance with both the current Motor Vehicle Fuel Sales Tax and the changes to the tax imposed by Senate Bill 1532, TAX cannot guarantee that all taxpayers will comply with the law. Finally, as was stated in the meeting, both fleet owners and military exchanges would meet the definition of "person" provided in Senate Bill 1532. However, without further research and more facts, TAX is not prepared to rule that any specific entity would be considered a "retail dealer" and required to pay the Motor Vehicle Fuel Sales Tax.

You asked TAX to provide empirical confirmation that the estimated retail price markup used in the revenue estimate for Senate Bill 1532 is realistic by asking retailers to provide their price markup on the tax returns. As was stated in the meeting, the revenue impact of the changes to the Motor Vehicle Fuel Sales Tax imposed by Senate Bill 1532 depends on the price markup from the distributor's sales price to the retailer's sales price, which varies with many factors and from business to business. In providing a revenue estimate, TAX used an average price markup of 4%, which was taken from a University of Wisconsin study. TAX agreed to consider your request.

Upon further reflection after the meeting, TAX is concerned that collecting any data beyond what is necessary to administer the tax would entail TAX deviating from its

longstanding policy of only collecting information on tax returns that is necessary to ascertain a taxpayer's tax liability. Furthermore, as the price markup that a retail business chooses is so tied to its profit margin, even asking for this information could prove to be very controversial. This would especially be true when Senate Bill 1532 goes into effect and distributors selling motor fuel to retail businesses start filing the tax returns. In order for TAX to collect this information after January 1, 2010, a retail business would have to provide its price markup to its distributor.

TAX will work closely with the transportation commissions and with industry as it promulgates Guidelines for the new tax this summer. I look forward to working with you to ensure that the new tax is a success.

If you have any further questions or concerns, please contact Mark Haskins, Director of Policy Development at (804) 371-2296.

Sincerely,

William J. White
Assistant Commissioner for Tax Policy

JEB/amm

c: Janie E. Bowen, Tax Commissioner
Alfred Harf
Mark C. Haskins

Northern Virginia Transportation Commission

March 31, 2009

William J. White
Assistant Commissioner for Tax Policy
Virginia Department of Taxation
P.O. Box 2475
Richmond, VA 23218

Dear Mr. White:

On behalf of Al Harf of PRTC, Scott Kalkwarf of NVTC and myself, I wish to thank you for hosting our productive discussion yesterday with you and your colleagues Mark Haskins, Joe Mayer and Andrea Muse, regarding SB 1532.

I will take this opportunity to summarize our understanding of the discussion and ask that you acknowledge receipt, correct any misinterpretations and add any pertinent details I may have missed.

My letter and Al Harf's letter both dated March 18, 2009, to Commissioner Bowen, set forth several questions and concerns relating to SB 1532. You and your staff assured us that the Department of Taxation, as well as the Attorney General's Office, have carefully reviewed that bill and found no reason to propose to the Governor any amendments.

Specifically, you assured us that you are empowered to ensure that no motor fuel will escape taxation due to purchases by retailers prior to the effective date of the legislation of January 1, 2010 for sale after that date. You cited similar circumstances in cigarette taxation and others in which your department successfully collected taxes on inventories so that none escaped taxation during a transition (nor was a tax payer required to pay more tax than was due).

You also assured us that the definitions within SB 1532 are sufficient to ensure that all entities are covered, including fleet owners and military exchanges.

You stated that you are confident that data from distributors will be accurately collected to attribute sales to specific NVTC and PRTC jurisdictions.

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You described your ongoing process of developing forms, audit plans and policies for the new tax. You estimated by late summer or early fall, 2009, you would have solidified these plans. You cited your previous experiences in developing plans for collection of regional taxes provided by HB 3202. You intend to involve NVTC and PRTC as well as taxpayers and other affected entities. You anticipate no problems in effectively auditing large and/or out of state tax payers.

Regarding the current 2% retail motor fuels tax, you remain convinced that compliance is excellent due to significant audit resources being applied and that comparison of existing forms submitted by distributors to forms from retailers provides an effective means to ensure sufficient taxes are being paid. You stated further that your department investigates every instance in which an allegation is made about insufficient retail taxes being paid.

I pointed out to you my concerns with your department's estimates of the fiscal impact of SB 1532. It is my view that the assumption of a 4% retail markup is not supported by sufficient empirical data to provide any certainty that the fiscal estimate is realistic. Without determining empirically the retail markup, there can be no way of knowing whether the 2.1% tax rate on distributors is sufficient to provide revenues at least as great as the current 2% tax on retailers. Accordingly, I asked you to consider cooperating in addressing this concern, perhaps by a minor adjustment to your current forms for distributors and/or retailers, to enable tracking of the price paid by retailers versus the price paid by their customers. Preferably this would be accomplished prior to January 1, 2010 while retailers are still required to submit forms. The reason for this request is to permit an informed judgment about the consequences of SB 1532 and whether the tax rate may need to be adjusted in the future to ensure tax revenue neutrality at a minimum.

You agreed to consider my request and to inform us later as to whether your department would cooperate.

Finally, we discussed NVTC's long-standing request for an agreement identical to that of PRTC providing consultation with the commission when a taxpayer settlement is proposed over $25,000. You asked for documentation of our earlier requests and acknowledged the request in my letter of March 18, 2009. With this information in hand you agreed to take care of NVTC's request.

I trust this accurately summarizes the results of our meeting. Please feel free to correct any misstatements and add any details you believe should be included.

Sincerely,

Richard K. Taube
Executive Director

cc: Al Harf

Northern Virginia Transportation Commission

AGENDA ITEM #8

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube

DATE: April 30, 2009

SUBJECT: WMATA Items

A. FY 2010 Budget.

Public hearings have been concluded and the WMATA Board is scheduled to consider the budget on April 30th. Many of the comments for the record of the hearings favored fare increases rather than bus service cuts but the District of Columbia vetoed any such consideration of fare increases.

B. Clean Cities Grants for Hybrid-Electric Buses.

The attached media release describes a grant program from which WMATA is seeking $15 million 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.

C. SmarTrip Improvements.

A media release is attached that describes improvements for users of SmarTrip cards. Currently 1.6 million cards are active and 58% of Metrobus customers and 72% of Metrorail riders use the cards.

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B

Vice President Biden announces new initiative at Metro facility on Earth Day

For immediate release: April 22, 2009

Metro to apply for millions of dollars to buy hybrid-electric buses

Metro plans to apply for $15 million in Recovery Act funds to buy hybrid-electric buses under an Energy Department program announced today (April 22) by Vice President Joe Biden at a Metro facility in Landover, Md.

"The Department of Energy is going to make $300 million in funding available to state and local governments and transit authorities to expand the nation's fleet of clean, sustainable vehicles with a fueling infrastructure available to them so they run," Vice President Biden said on Earth Day.

The vice president was joined by Maryland Governor Martin O'Malley, United States Senator Ben Cardin (D-MD) and Congresswoman Donna F. Edwards (D-MD) at Metro's Carmen Turner Maintenance and Training Facility.

The Clean Cities Program offers the funding to support at least 30 alternative fuels or advanced vehicles projects around the country and requires a 50 percent participant cost share.

"If awarded these funds, Metro would use the money to help buy 150 hybrid-electric buses, which are less polluting and burn 10 percent less fuel than our current diesel buses," said Metro General Manager John Catoe.

Catoe said the transit agency saves about a million gallons of fuel every year by using hybrid-electric buses. Metro has a fleet of more than 1,500 buses – 1,000 are diesel buses, 461 run on Compressed Natural Gas fuel and 74 are hybrid-electric buses. Metro hopes to have nearly 500 more hybrid-electric buses by 2012 – almost half could be paid for with American Recovery and Re-investment Act funds.

The transit agency also plans to apply for millions of dollars in Recovery Act grant program funds, which could pay for rail, bus and security improvements.

Media contact for this news release: Candace Smith or Lisa Farbstein at 202-962-1051.

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SmarTrip® customer service improvements planned

For immediate release: April 23, 2009

New SmarTrip® Web site and automated phone upgrades to launch this year

Accessing the balance and transaction history of SmarTrip® cards, reporting lost or stolen cards, and adding value to the cards will get easier as Metro upgrades the SmarTrip® Regional Customer Service Center telephone system and launches a new customer-focused SmarTrip® Web site.

Metro's Board of Directors today gave the go-ahead to make the customer-focused improvements at a time when SmarTrip® cards are gaining more widespread use on Metrobus and Metrorail. The transit agency is looking to award a contract or contracts to develop a new Web site for SmarTrip® and advance the interactive voice response (IVR) system at the customer service center.

"The improvements are intended to benefit riders with easier and more immediate access to their SmarTrip® card data and also help Metro manage costs at the customer service center, as the SmarTrip® program expands," said Cyndi Zieman, who manages SmarTrip® for Metro.

With the growing popularity of SmarTrip®, Metro is answering more calls at the customer service center and fulfilling more customer requests for information about their cards. There are currently 1.6 million active SmarTrip® cards, or cards that have been used in the past six months. Approximately 58 percent of Metrobus riders and 72 percent of Metrorail riders now use SmarTrip to pay for their trips

"The new self-service Web site and improved IVR system at the customer service center will give SmarTrip® users the ability to do more when they call or logon to the site. They will have access to their balance and transaction history at their fingertips online or by phone, and eventually will be able to 'load value' onto their SmarTrip® cards online." Zieman said.

SmarTrip® card users will begin to benefit from new customer conveniences by the end of the year, with the roll out of the advanced IVR and initial phase of the Web site. Additional features will debut in 2010 as they become available.

The first feature of the new self-service SmarTrip® Web site, which will launch by year-end, will give card users immediate access to their transaction data and card balances. Riders continually ask for their card transaction history and currently need to file a formal Public Access to Record Policy request to obtain that data.

Another anticipated feature of the Web site planned for next year will give riders the ability to load value onto SmarTrip® cards electronically. The Web site will have an "autoload" feature, enabling riders the ability to automatically have funds added to their cards once the balance drops below a designated dollar amount, similar to what EZ Pass users do. Also in the works are options for riders to register their SmarTrip® cards, and report lost or stolen cards online.

The advanced IVR will give callers more options when they call the Regional Customer Service Center, including finding out their card balance and recent card transactions. Callers will be able to get more information through the automated IVR without having to wait to talk to a customer service center representative.

Customer calls have risen more than 50 percent from December 2007, when the Regional Customer Service Center received 23,500 calls, to December 2008 when call volume reached 37,000. Last month, the customer service center handled more than 43,000 calls. It is anticipated that call volume will drop when the self-service Web site is available.

In addition to Metrorail and Metrobus, passengers can use SmarTrip® on regional bus systems including ART, CUE, DASH, Ride On, Fairfax Connector, Loudoun County Transit, PRTC, TheBus and the DC- Circulator, and for parking at Metro parking facilities.

Media contact for this news release: Cathy Asato or Lisa Farbstein at 202-962-1051.


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Northern Virginia Transportation Commission

AGENDA ITEM #9

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube, Lynn Everett and Greg McFarland

DATE: April 30, 2009

SUBJECT: Transit Ridership and Gas Prices

New ridership data are provided for March, 2009. Also, Lynn Everett has been able to go back to FY 2006 to provide monthly data for each NVTC transit system. These historical charts will be posted on NVTC's website.

Further, Greg McFarland is continuing to monitor the relationships between transit ridership and gas prices, vehicle miles traveled (VMT) and employment. His PowerPoint report is provided for information. 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.

Also attached is an article from Todd Litman examining changing travel demand.

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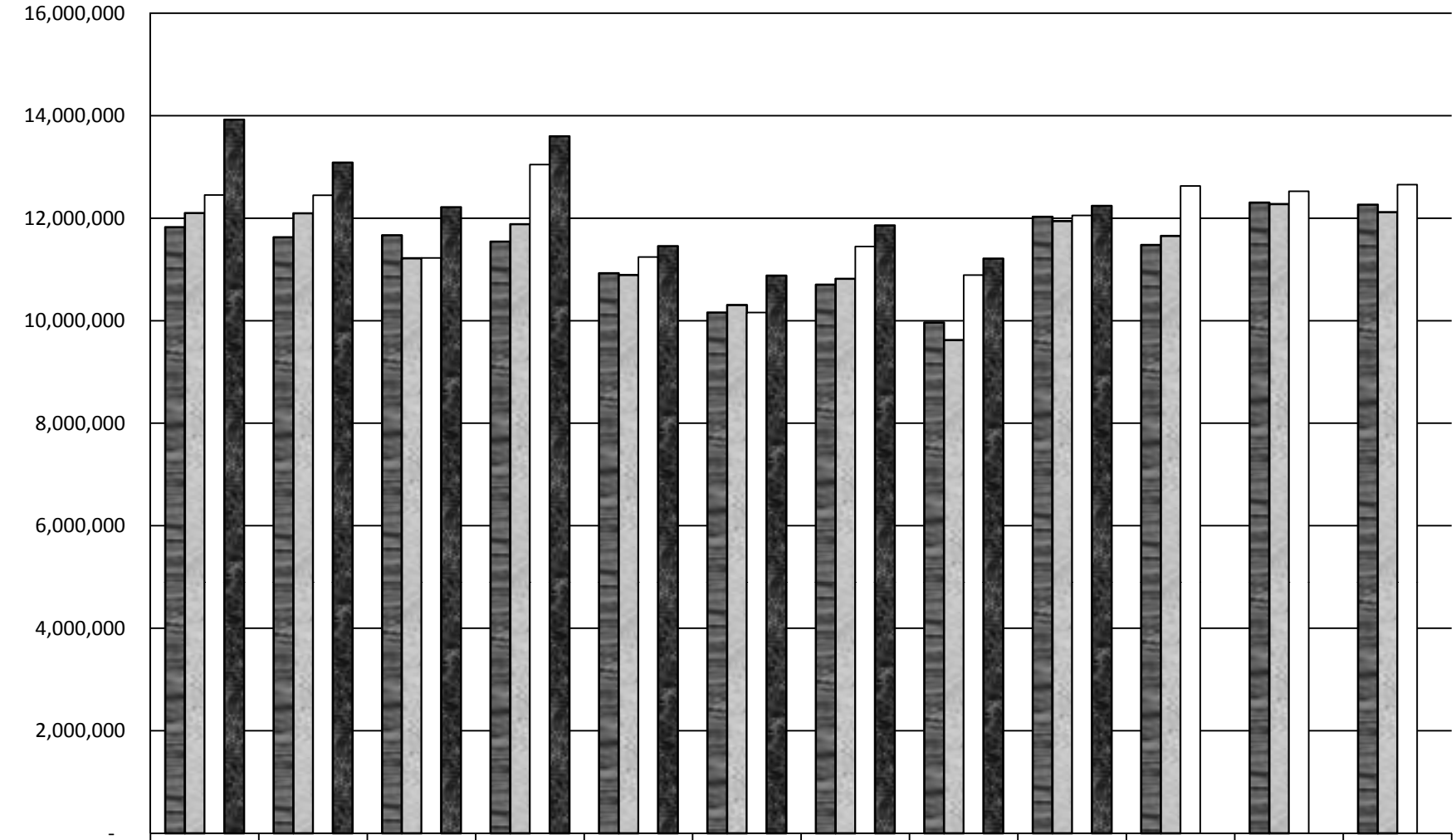
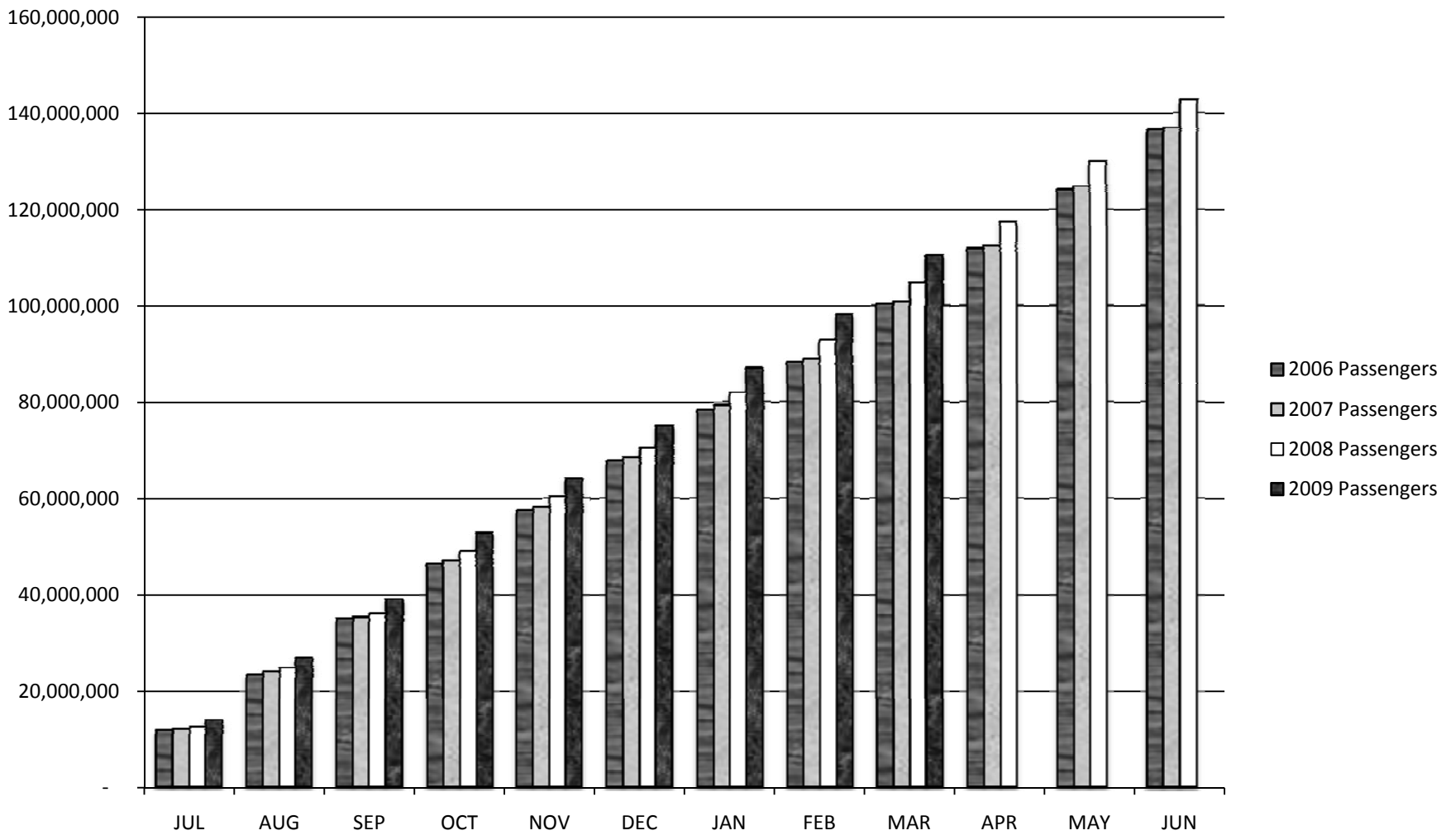
Monthly Northern Virginia Passenger Trips, FY 2006-FY 2009



	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	12,628,501	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			

Cumulative Monthly Northern Virginia Passenger Trips FY2006 - FY2009



RELATIONSHIPS OF MOTOR FUELS PRICES TO DRIVING BEHAVIOR AND TRANSIT USE

--WHAT HAS HAPPENED SINCE $4 GASOLINE BECAME $2 GASOLINE?--

--April 30, 2009--

Summary

- Examine and illustrate the patterns of Vehicle Miles Traveled (VMT), transit ridership, employment and gasoline prices.
- Consider possible explanations for the patterns.
- Conclusion: High unemployment and consumer uncertainty is most likely cause of falling VMT since 2007. Transit ridership was trending upward before the spike in gas prices and has remained relatively strong after the gas prices subsequently dropped.

2

Patterns

- After rising steadily through the 1990s Vehicle Miles Traveled (VMT) began to drop in November 2007. VMT is still declining as of Jan. 2009. Rural VMT fell sooner and faster than urban VMT (transit's "competition").
- Gas prices were relatively steady through the 1990s but began to rise in 2004 and peaked in July, 2008 at over $4 per gallon. Gas prices began to fall rapidly in 4Q 2008, and are now hovering at $2 per gallon.
- Transit use dropped in the early 1990s and began a steady climb in 1995, with many systems setting ridership records in the first quarter of FY 2009. Ridership growth is slowing in 2009 as public transportation systems begin to curtail service in response to budgetary pressures.

3

Patterns

- Employment rose steadily through the 2000s until reaching a peak in Feb. 2008 and since then has fallen by 2.5%.
- The Consumer Confidence Index (CCI) has hovered around 100 since 2004 but since the summer of 2007 it has rapidly fallen to under 30, the lowest point measured since CCI measurement began in 1967.

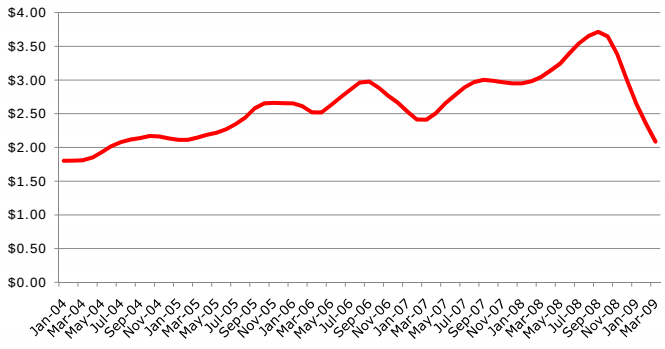
4

Patterns

- The following slides illustrate the trends of gas prices, VMT and employment, first at the national level and then for Virginia and/or Northern Virginia. Monthly data are shown, many as 12-month moving totals.
- Next, side by side comparisons are presented to illustrate relationships, including transit ridership versus gas prices, VMT and employment. Again, national comparisons are followed by those of Virginia and/or Northern Virginia using monthly data.

5

U.S. Gas Prices from Jan. 2004 to Mar. 2009



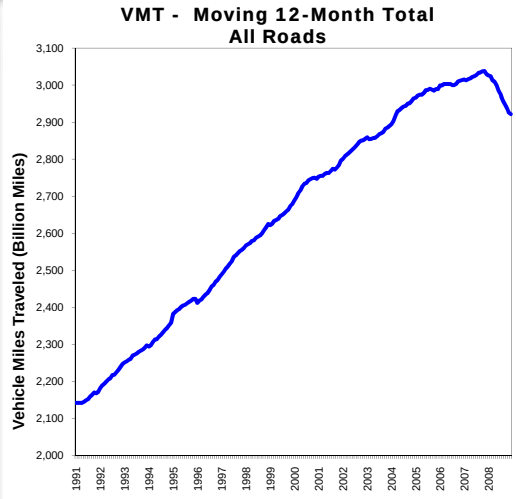
Gas price trend line increased by 119% from Jan. 2004 – Sept. 2008.

Gas prices have decreased by $2.00/gallon, or 50% since mid-2008.

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

6

U.S. Vehicle Miles of Travel (VMT) 1991 - 2008



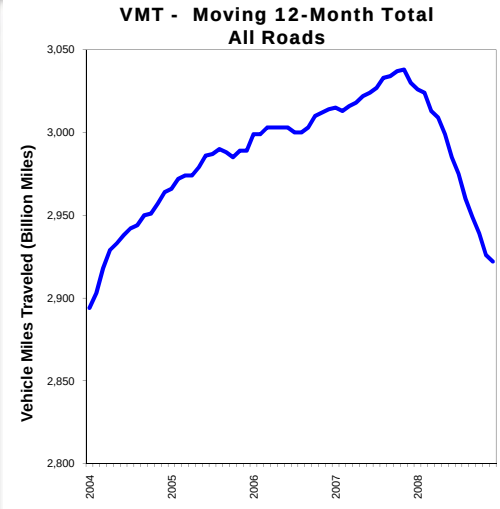
VMT rose from 2.1 trillion miles in 1991 to 3.0 trillion miles in 2007.

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

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

7

U.S. Vehicle Miles of Travel (VMT) 2004 - 2008



VMT fell by 116 billion miles from Nov. 2007 to Dec. 2008.

This is a 3.8% decrease in VMT.

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

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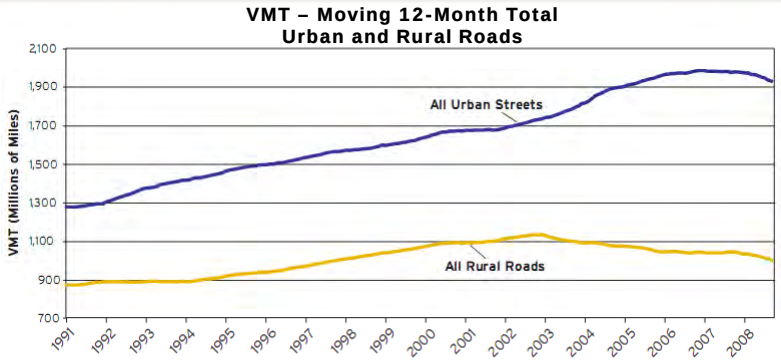
U.S. Vehicle Miles of Travel (VMT) 1991 - 2008

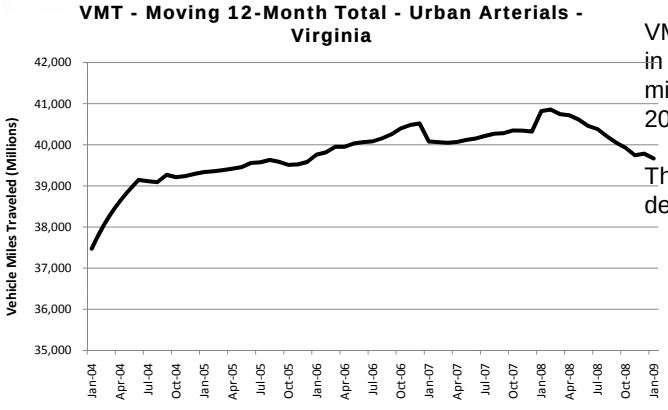


Rural VMT has decreased 11% since reaching a peak in 2003. Urban VMT has decreased 2.5% since reaching a peak in 2007.

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

9

Virginia Vehicle Miles of Travel (VMT) 2004 - 2008



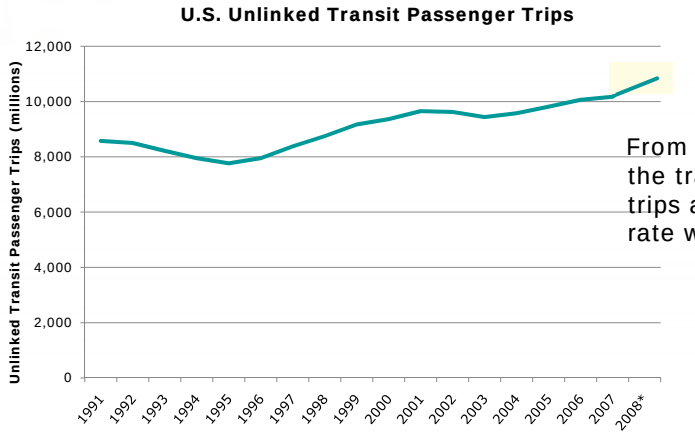
VMT on urban arterials in Virginia fell by 1,200 million miles from Feb. 2008 to Jan. 2009.

This is a 2.9% decrease in VMT.

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

10

U.S. Unlinked Transit Passenger Trips 1991 - 2008

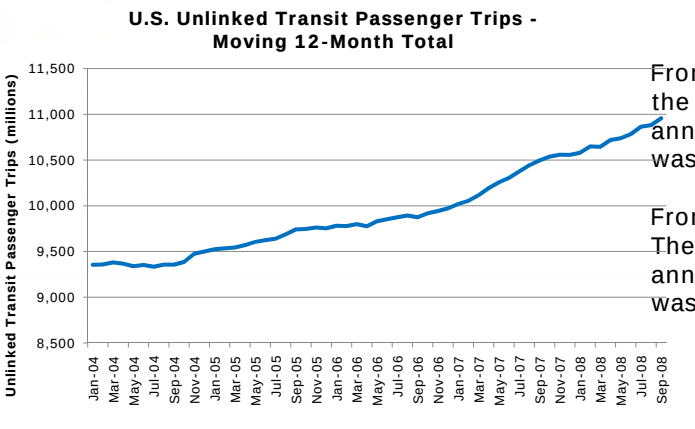


From 1995 to 2008, the transit passenger trips annual growth rate was 3.9%.

http://www.apta.com/research/stats/factbook/documents08/2008_fact_book_final_part_2.pdf

11

U.S. Unlinked Transit Passenger Trips 2004 - 2008



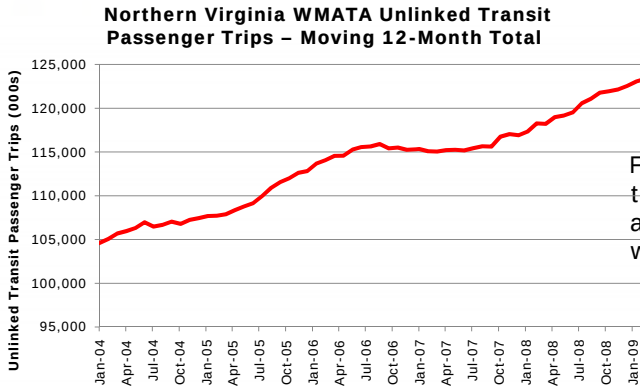
From 2004 to 2007, the transit trips annual growth rate was 2.3%.

From 2007 to 2008, The transit trips annual growth rate was 4.2%.

Source: http://www.apta.com/research/stats/ridership/riderep/indexmode.cfm

12

Northern Virginia WMATA Unlinked Transit Passenger Trips 2004 – 2009

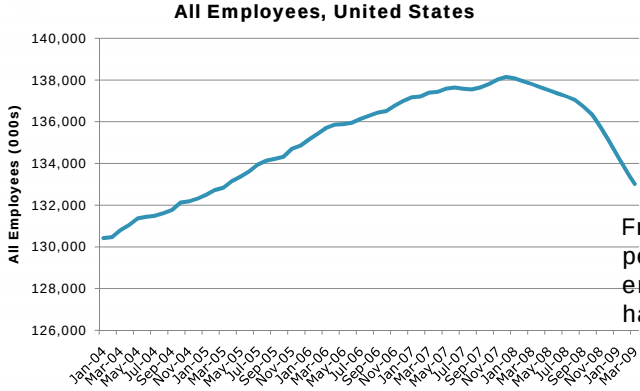


From 2004 to 2009, the transit trips annual growth rate was 4.5%.

Source: NVTC Note: WMATA NoVa transit trips includes both bus and rail.

13

U.S. Employment 2004 - 2009

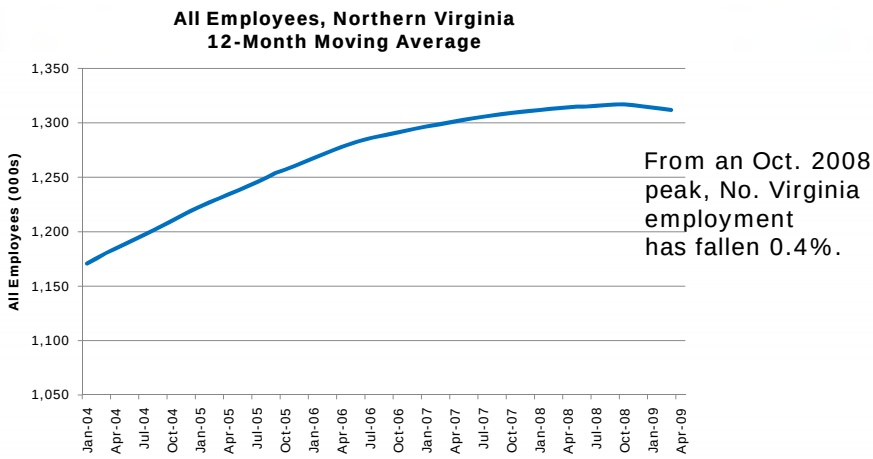


From a Feb. 2008 peak, U.S. employment has fallen 2.5%.

Source: http://www.bls.gov/data/#employment

14

Northern Virginia Employment 2004 - 2009

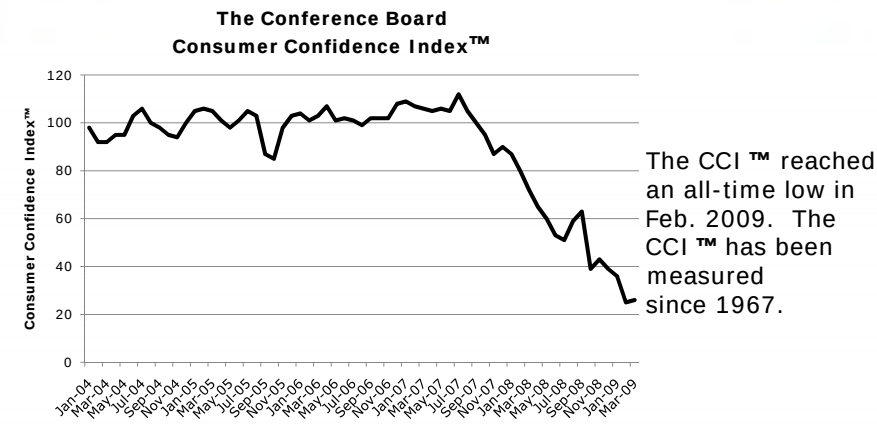


From an Oct. 2008 peak, No. Virginia employment has fallen 0.4%.

Source: http://www.bls.gov/data/#employment

15

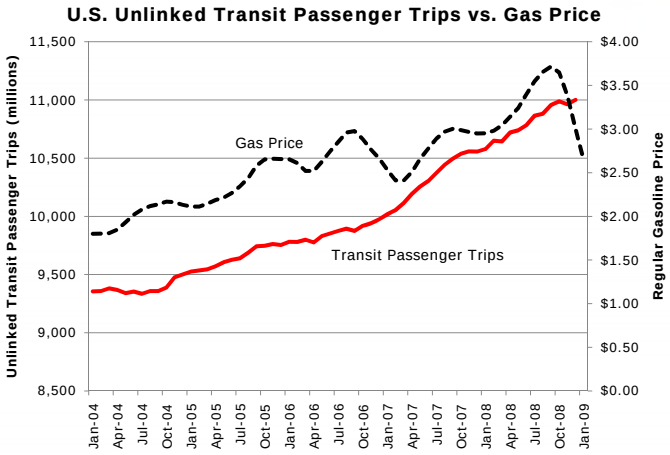
Consumer Confidence Index™



The CCI ™ reached an all-time low in Feb. 2009. The CCI ™ has been measured since 1967.

16

U.S. Unlinked Transit Passenger Trips vs. Gas Price



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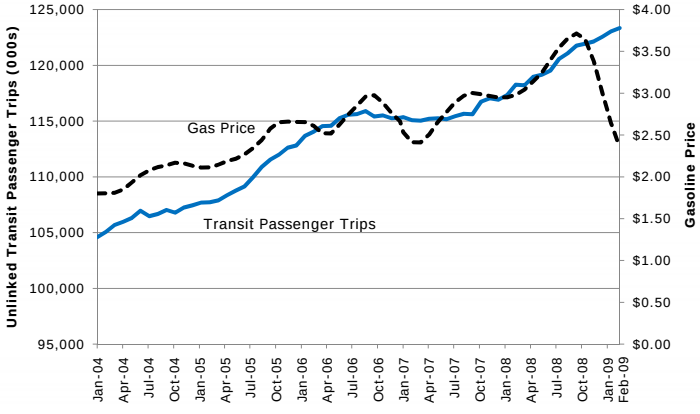
Northern Virginia WMATA Unlinked Transit Passenger Trips vs. Gas Price



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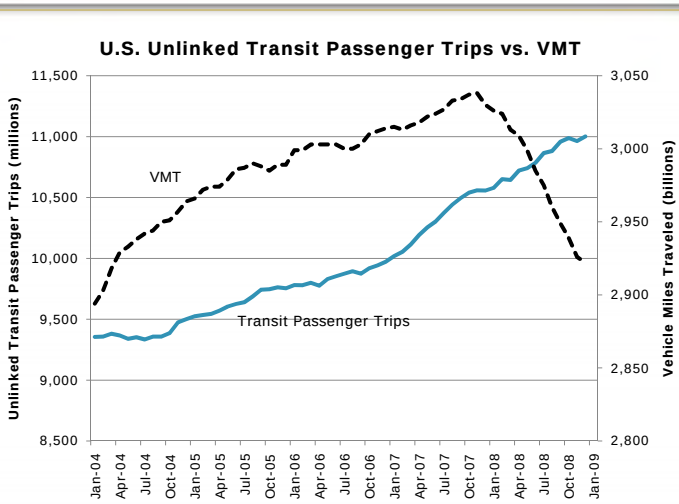
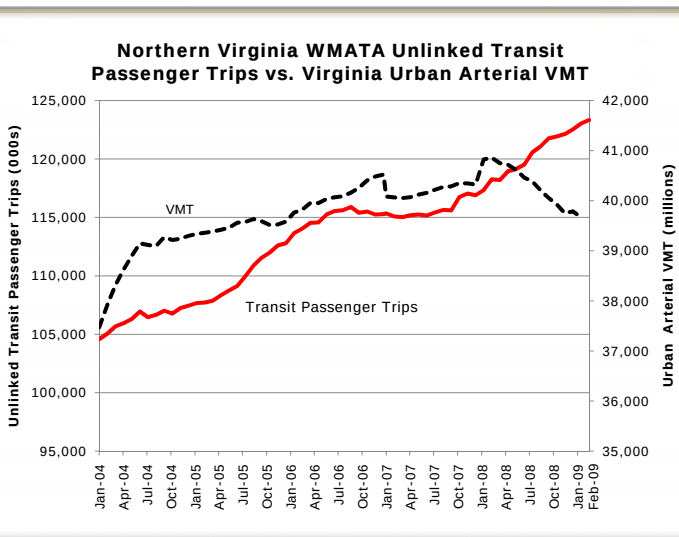
U.S. Unlinked Transit Passenger Trips vs. VMT



19

Northern Virginia WMATA Unlinked Transit Passenger Trips vs. Virginia Urban Arterial VMT



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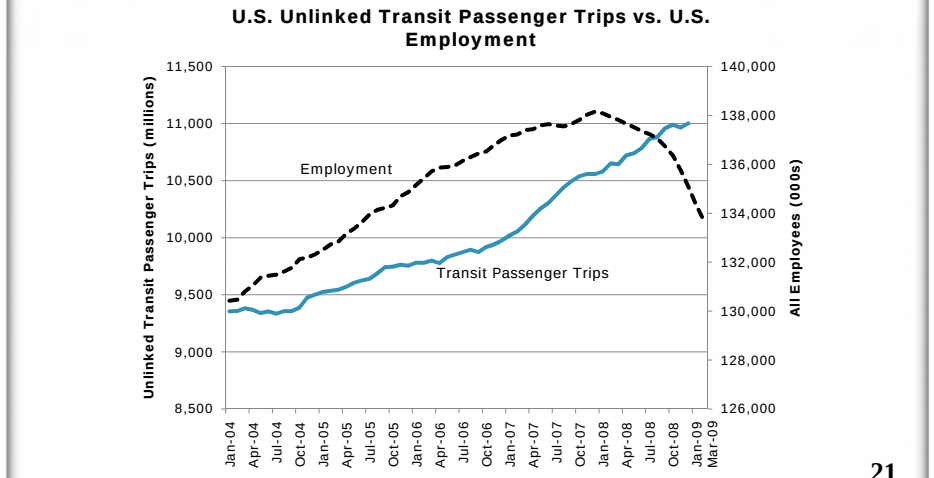
U.S. Unlinked Transit Passenger Trips vs. Employment



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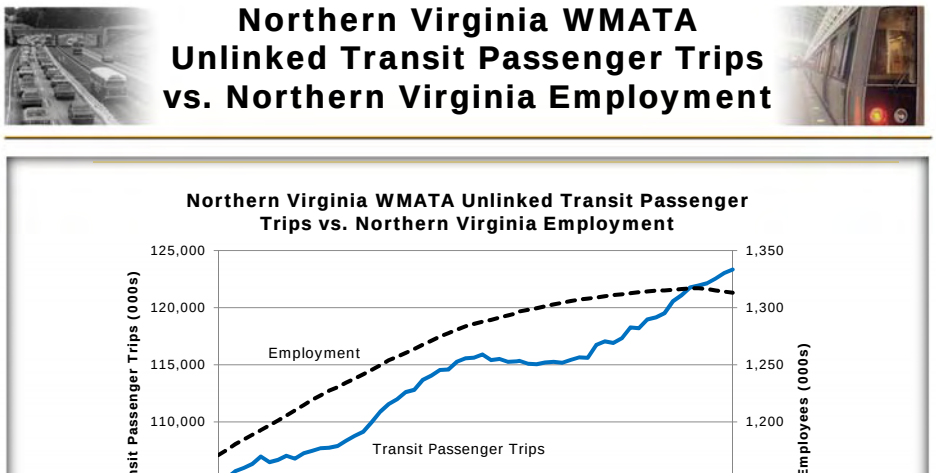
Northern Virginia WMATA Unlinked Transit Passenger Trips vs. Northern Virginia Employment



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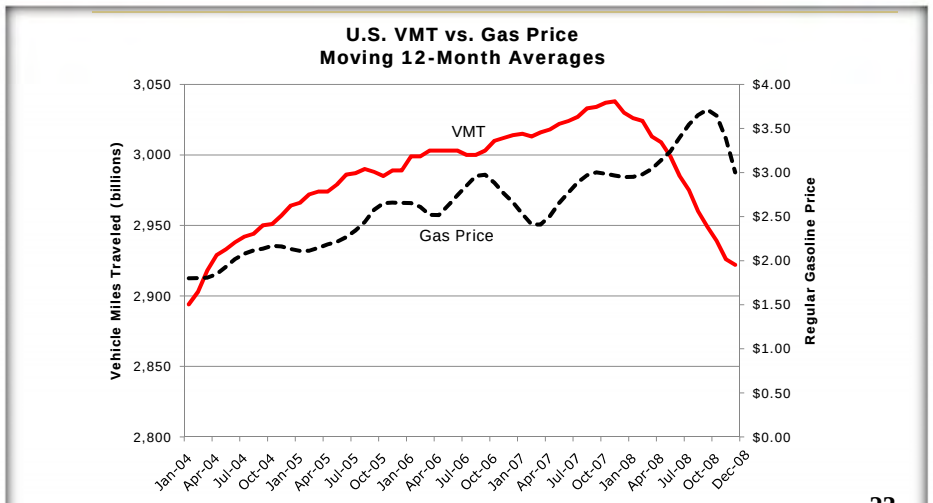
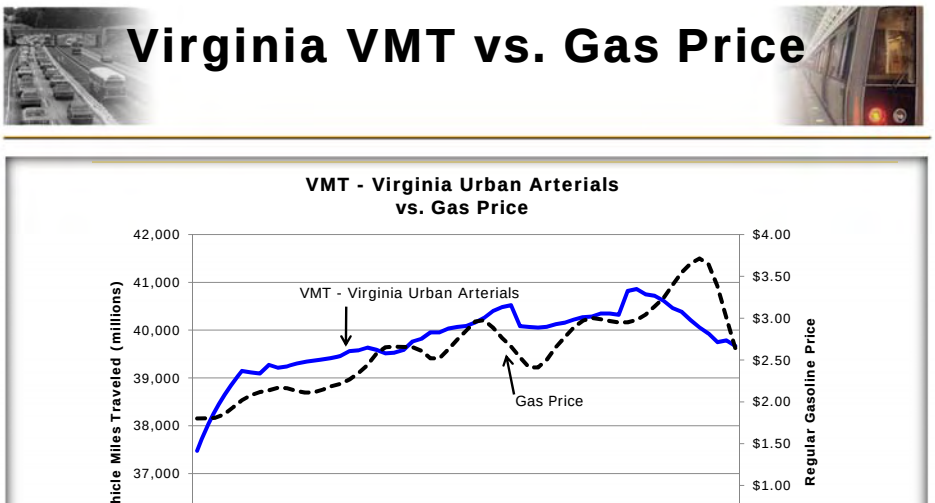
U.S. VMT vs. Gas Price



23

Virginia VMT vs. Gas Price



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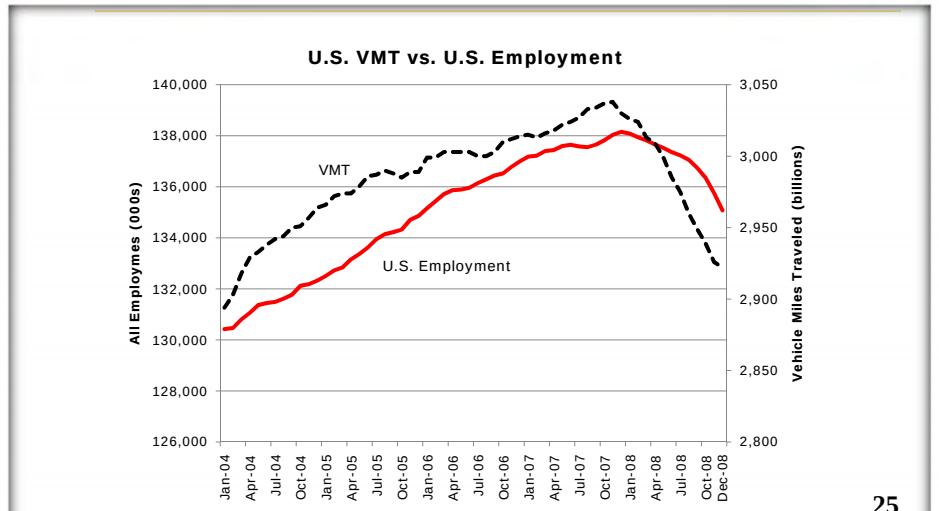
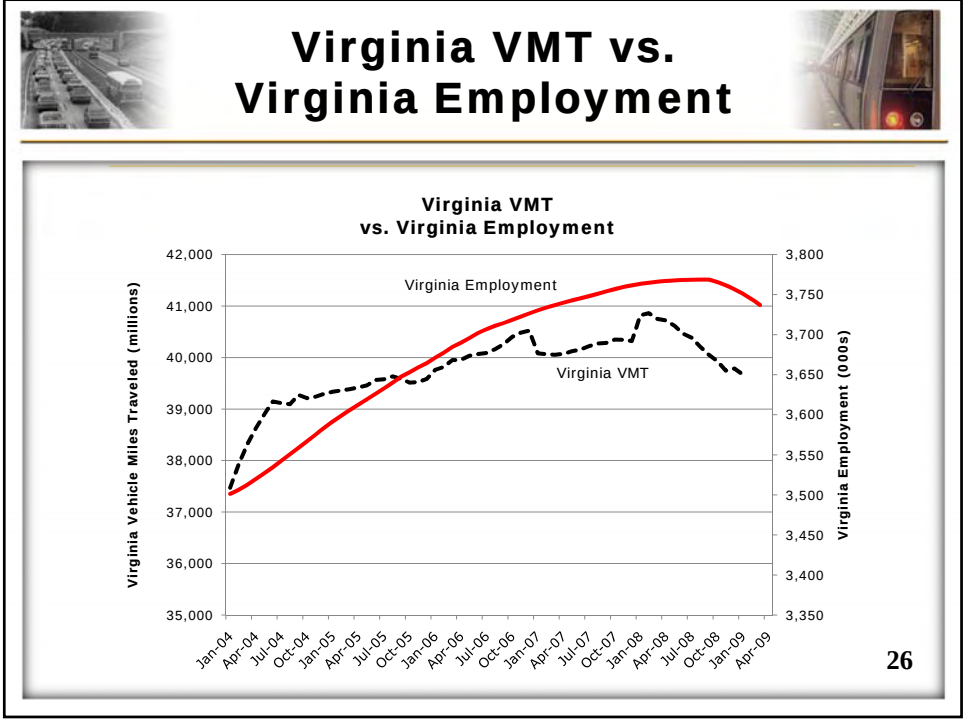
U.S. VMT vs. U.S. Employment



25

Virginia VMT vs. Virginia Employment



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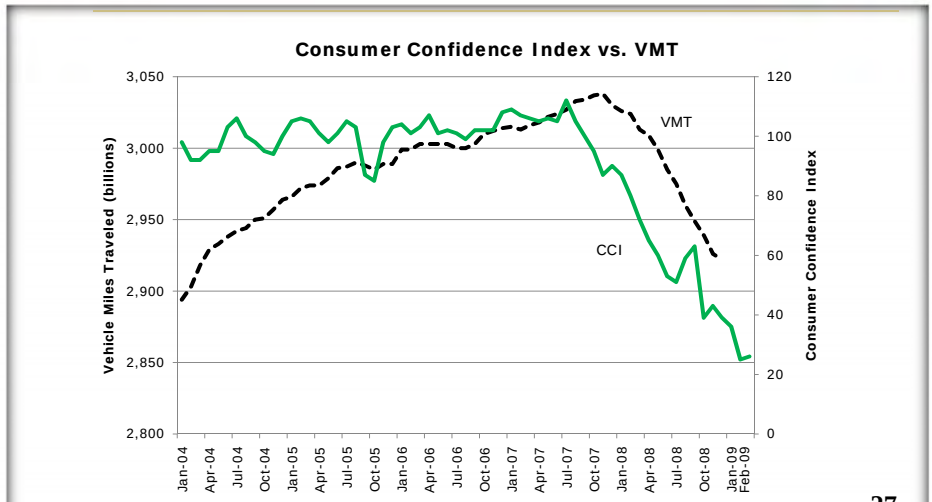
U.S. VMT vs. Consumer Confidence Index™



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Explanations

- According to a Brookings Institution study*, the leveling off in VMT growth is a natural byproduct of demographic trends, including:
  - growth of vehicle ownership is approaching saturation after decades of rapid growth
  - growth of women in the workforce is slowing after decades of rapid growth
  - there is a natural ceiling to the amount of driving that individuals are willing to tolerate
- Others believe the decrease in VMT is mostly a byproduct of gas prices and/or the weak economy. The increase in transit trips accommodates at most 3% of the reduction in urban VMT. A 5% reduction in VMT would yield a 25% to 50% increase in transit ridership, as transit now carries many fewer trips than private automobiles.**

* "The Road Less Traveled: An Analysis of Vehicle Miles Traveled Trends in the U.S." Robert Fuentes and Adie Tomer, Brookings Institution, Dec. 2008.

**"Travel Demands Are A-Changing: So Should Our Spending" Todd Litman, April 12,2009 at www.planitezen.com/node/38283.

28

Explanations

- Past research on elasticities (responsiveness of gas consumption, driving and transit use to changes in gas prices and other factors) suggests that in the short run changes in gas prices do not change in proportion with gas consumption, autos owned or miles driven. Nor do they impact transit use much. In the long run there is more of an impact, but still quite modest.*

* Todd Litman (2008), *Transportation Elasticities: How Prices and Other Factors Affect Travel Behavior*, Victoria Transport Policy Institute; at www.vtpi.org/elasticities.pdf.

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Conclusion

- VMT growth has been declining with each successive decade while gas prices and transit use fluctuated up and down.
- Slowing of growth in VMT has serious implications for transportation finance that is currently highly dependent on gas taxes.
- Inflation-adjusted gas prices per mile of travel are lower now with $2 per gallon gas (8.4 cents per mile) than in the 1980's at 18.8 cents per mile.
- $2 per gallon gas now comprises about three percent of current median disposable income versus eight percent in 1980 with inflation-adjusted gas prices of about $3.
- Fuel comprises at most a quarter of the total cost of driving.

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For Further Information

Go to: www.thinkoutsidethecar.org

Contact:

Northern Virginia Transportation Commission

4350 N. Fairfax Drive, Suite 720

Arlington, VA 22201

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PLANETIZEN

Travel Demands Are A-Changing: So Should Our Spending

Todd Litman
Sun, 04/12/2009 - 15:33
Tagged:

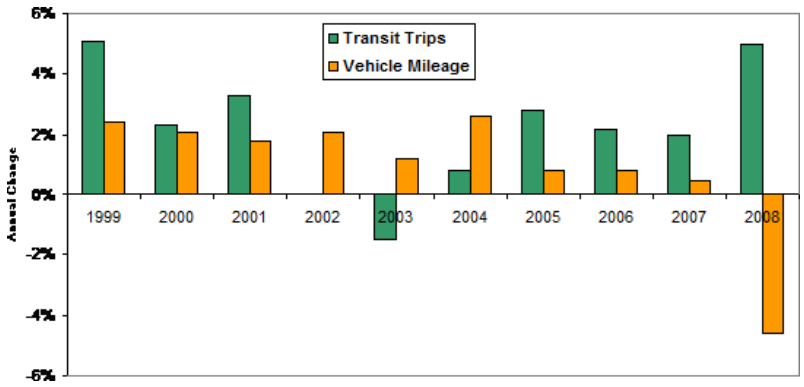
Politicians and planners be warned: you will now be judged according to your ability to improve walking, cycling and public transit services.

Last month I visited beautiful Melbourne, Australia to examine their transportation system and speak at various workshops. Severe commuter train crowding is considered the city's most urgent problem. The main **newspaper** recently demanded that the Public Transport Minister resign because of her failure to heed warnings of this problem. Similar dramas are playing out in most cities.

Travel demands are changing, and so should transportation planning priorities. It is time to shift resources from roadway to public transit investments in response. Expanding roads and parking facilities makes no sense when consumers really want better alternatives. Yet, our funding mechanisms continue to favor automobile-oriented improvements.

A few years ago my article, **Changing Travel Demand: Implications for Transport Planning**, published in the *ITE Journal,* predicted that automobile travel demand would stagnate while demand for alternative modes would increase due to various demographic and economic trends. These predictions are proving accurate. In recent years automobile travel has grown little or not at all (on a per capita basis it is negative) while transit ridership has increased dramatically. U.S. Transit travel increased more than automobile travel during seven of the last ten years and each of the last four years as illustrated in the table below. In total transit travel grew 24% compared with a 10% VMT increase during the last ten years.

U.S. Transit Ridership And Automobile Travel Trends



These shifts provide significant economic, social and environmental benefits. Automobile traffic reductions substantially reduce **traffic congestion delays**, **traffic fatalities** and **fuel consumption**. Unfortunately, transportation policies are slow to respond. Most public transit systems are now experiencing severe peak period crowding which discourages some potential transit users and perpetuates the impression that public transit is an uncomfortable and inferior form of transport.

This occurs because small reductions in vehicle traffic cause proportionately larger increases in public transit demand. Currently, about 98% of motorized travel is by automobile and 2% by public transit. When people reduce driving in response to incentives such as higher fuel prices or reduced incomes, 10-20% typically shifts to

public transit, the rest consists of reduced or shorter automobile trips, and shifts to walking, cycling and ridesharing. Thus, a 5% reduction in automobile travel demand increases public transit demand by 25-50%.

Few public transit systems are prepared for such increases. This is a lost opportunity to solve traffic problems. Virtually everybody benefits from transit service improvements that attract travelers who would otherwise use an automobile.

Let's put this into perspective. The U.S. federal government is currently considering investing about $34 billion to support automobile manufactures to maintain about 200,000 jobs. According to the American Public Transportation Association's **Transit Statistics** 2008 report, capital investments in transit vehicles (both buses and trains) total about $3.8 billion annually and about 25 million commuters use public transit each workday. Thus, for about a tenth of the money being spent to support the automobile industry the federal government could double current transit vehicle funding which directly benefits ten times as many people and provides even larger indirect benefits.

Of course, these trade-offs are complex. The automobile industry bailout is supposed to be a one-time investment while transit system expansion will need to continue for decades. Many transit systems require facility improvements in addition to more vehicles, and increased service will require additional operating funds. On the other hand, increased ridership increases fare revenue and voter support for future public transit investments.

Critics often complain that public transit is inefficient and requires excessive subsidies, but their analysis often overlooks the important roles that transit plays in a modern transportation system. Although public transit carries only a small portion of total travel it serves particularly valuable and costly trips. It provides basic mobility (which requires service at times and places with low demand and special vehicles to accommodate people with disabilities) and commute travel on major urban corridors where accommodating additional automobile trips (including roadway, parking and vehicle costs) is particularly costly. In addition, high quality public transit is a catalyst for more accessible, multi-modal land use development patterns that leverage additional automobile travel reductions and so provide large indirect benefits.

High quality public transportation, such as in Boston, Chicago, Philadelphia, New York and San Francisco, requires about $200 annual per capita in additional public subsidy, but households living in these cities save more than $500 annually per capita in reduced transportation costs, and enjoy other **benefits**:

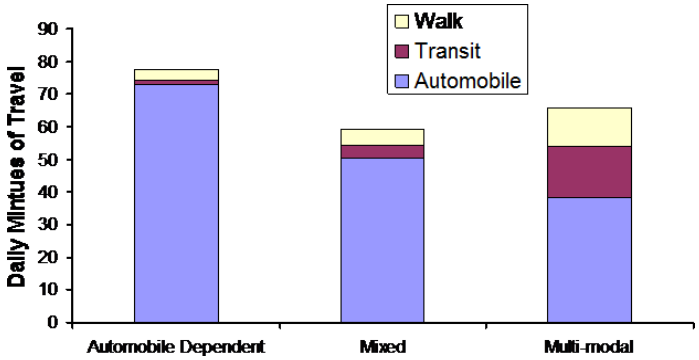
- A fifth lower per capita vehicle mileage.
- 30-50% lower per capita congestion costs.
- A third lower per-capita traffic fatality rates.
- A third lower transit operating costs.
- 58% higher transit service cost recovery.
- More money circulating in the local economy.
- More per capita walking.
- More efficient land use and higher property values.
- Improved environmental performance.

Shifting federal investments from automobile to transit industries is particularly beneficial because expanding the automobile industry contradicts other strategic development objectives: automobile manufacturing is a declining industry that increases transport system costs and inefficiencies, and increases fuel consumption and

environmental impacts. In contrast, public transit expenditures create more domestic jobs per dollar (particularly if domestic vehicle manufactures can produce competitive buses and train cars), and help achieve various strategic planning objectives including congestion reduction, road and parking facility cost savings, increased consumer affordability, improved mobility for non-drivers, increased traffic safety, energy conservation, emission reductions, improved public fitness and health, and urban redevelopment.

What is your ideal mode split (portion of travel by various modes)? Overall, people spend an average of 60 to 80 minutes a day in travel. In automobile dependent areas, nearly all this time is spent driving, while in multi-modal communities a significant portion of travel is by walking, cycling and public transit, as illustrated in the graph below. As a result, residents of multi-modal communities tend to be healthier and wealthier than if they lived in more automobile-dependent areas.

Travel Mode Split – Portland Region (Lawton 2001)



Although few motorists want to give up automobile travel completely, many people would prefer to drive less and rely more on alternative modes, provided that they have quality facilities and services. Shifting resources from roads and parking facilities to improving walking and cycling conditions and public transit services is the way to provide the options people really want.

For more information

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DFT (2006), *Transport Analysis Guidance*, Integrated Transport Economics and Appraisal, Department for Transport (**www.webtag.org.uk/index.htm**).

ECONorthwest and PBQD (2002), *Estimating the Benefits and Costs of Public Transit Projects*, TCRP Report 78, TRB (**www.trb.org**); at **http://gulliver.trb.org/publications/tcrp/tcrp78/index.htm**.

David J. Forkenbrock and Glen E. Weisbrod (2001), *Guidebook for Assessing the Social and Economic Effects of Transportation Projects*, NCHRP Report 456, Transportation Research Board, National Academy Press (**www.trb.org**).

Keith T. Lawton (2001), *The Urban Structure and Personal Travel: an Analysis of Portland, Oregon Data and Some National and International Data*, E-Vision 2000 Conference (**www.rand.org/scitech/stpi/Evision/Supplement/lawton.pdf**).

Todd Litman (2005), *Evaluating Public Transit Benefits and Costs*, VTPI (**www.vtpi.org**); at **www.vtpi.org/tranben.pdf**.

Todd Litman (2009), *Smart Transportation Economic Stimulation*, VTPI (**www.vtpi.org**); at **www.vtpi.org/econ_stim.pdf**.

Robert Puentes (2008), *The Road…Less Traveled: An Analysis of Vehicle Miles Traveled Trends in the U.S.*, Brooking Institution (**www.brookings.edu**); at **www.brookings.edu/reports/2008/1216_transportation_tomer_puentes.aspx?emc=lm&m=220694&l=17&v=39243**.

TRL (2004), *The Demand for Public Transit: A Practical Guide*, Transportation Research Laboratory, Report TRL 593 (**www.trl.co.uk**); at **www.demandforpublictransport.co.uk**.

Todd Litman is the executive director of the Victoria Transport Policy Institute.

»

Northern Virginia Transportation Commission

AGENDA ITEM #10

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube and Greg McFarland

DATE: April 30, 2009

SUBJECT: WiFi/WiMax Capabilities in Northern Virginia Transit Vehicles

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NVTC staff has completed a survey of the availability and costs of these potential transit amenities. Within Northern Virginia, only 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 (shown on the attachment).

AWARD WINNER NVTC APTA 1995

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E-mail nvtdc.org • Website www.thinkoutsidethecar.org

WiFi and WiMAX Availability on Transit Vehicles

WiFi is the ubiquitous wireless communications technology that connects computers to routers. Routers are in turn connected to the Internet via land lines like cable or DSL, or by wireless means with GPRS, or Verizon's EV-DO or Sprint's EDGE cell phone technologies.

Nationwide, some transit providers are finding that WiFi Internet access for transit passengers is a cost effective way to attract new riders and to retain existing riders. Deployment is normally limited to longer distance commuter routes, including both buses and trains. Normally, Internet access is provided free of charge to passengers. Transit systems that offer free WiFi Internet access to their passengers include:

BART (San Francisco)
Southwest Ohio Regional Transit Authority (Cincinnati)
Utah Transit Authority (Salt Lake City)
Mountain Metropolitan Transit (Colorado Springs)
New Jersey Transit Authority
MBTA (Boston)
Metro (King County, WA)
MTA (New York City)
LYNX (Central Florida)

NVTC staff interviewed regional transit providers regarding plans to demonstrate or deploy WiFi Internet access on transit vehicles.

- VRE explored the possibility of providing Internet access, but shelved the project when service "dead spots" were found on both the Manassas and Fredericksburg lines.
- Loudoun Transit surveyed their passengers regarding Internet access. Passengers opposed the idea as disruptive to a quiet and peaceful ride.
- PRTC has plans to deploy WiFi Internet access on board their new commuter bus service to Tysons Corner beginning in fall of 2009. PRTC will offer this as a free service to passengers. PRTC seeks to replicate a CalTrans program whereby employers credit their workers with time worked while commuting.
- ART will be adding WiFi to its Shirlington Transit Center, and three new 'Super Stops' on Columbia Pike, and will be adding free WiFi service to all 16-series WMATA Pike Ride buses. ARTs primary purpose of connecting the Pike Ride buses to the Internet is for bus tracking and management, a secondary purpose is for AVL, and a tertiary purpose is to provide WiFi to customers. ART has plans to test similar service on its ART 41 route as well.
- No other transit providers have any plans to test or deploy WiFi Internet access.

The costs associated with providing WiFi Internet access aboard transit vehicles are relatively low. Each bus requires a WiFi access point, a router, an antenna, and a mobile broadband account. Equipment and installation costs are approximately $2,000 per bus, and the monthly operating costs range from $70 to $100 per bus, depending on the volume of passengers' Internet usage. For no additional charge some equipment providers provide routers with built-in Internet filters to block inappropriate content, and bandwidth metering to prevent passengers from consuming more than their fair share of bandwidth.

A review of both Sprint's and Verizon's mobile broadband coverage maps confirmed VRE's understanding of "dead spots" near Clifton and Quantico (see Exhibits 1 and 2). All major arterials and Interstates in Loudoun, Prince William, and Fairfax counties have good mobile broadband coverage, however.

A new generation of mobile broadband is becoming available from Sprint, called WiMAX . WiMax was first deployed in Baltimore in September of 2008. Sprint has plans to deploy WiMax in an additional ten cities in 2009, and in Washington, DC in 2010. WiMax promises average access speeds of at least 3 to 5 times faster than current GPRS mobile broadband, with only a 20% price premium. If PRTC wants to upgrade their Tysons Corner commuter buses to WiMax, when it becomes available, they will have to upgrade their on-board equipment.

Exhibit 1. Verizon Mobile Broadband Coverage Gap near Quantico, VA (white area denotes no signal)

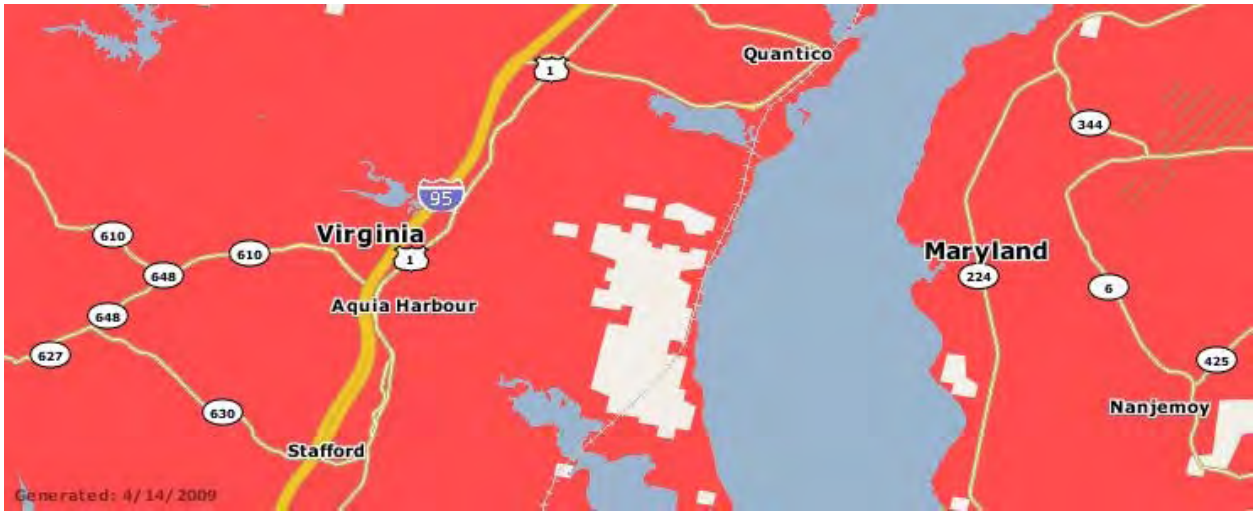

Exhibit 2. Verizon Mobile Broadband Coverage Gap near Clifton, VA (white area denotes no signal)

Northern Virginia Transportation Commission

AGENDA ITEM #11

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Rick Taube, Adam McGavock, Kala Quintana and Greg McFarland

DATE: April 30, 2009

SUBJECT: Regional Transportation Items

A. Status of Falls Church GEORGE.

The Falls Church City Council has agreed to continue its 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. The off-peak route 26A may be eliminated and fares raised from 50 cents to match WMATA's at $1.25/$1.35. A working group will be formed to examine GEORGE's long-term future. NVTC staff has been invited to participate.

Several attachments are provided for your information.

B. Preliminary Results from the Regional Bus Survey.

MWCOG staff presented additional results from the Regional Bus Survey that was conducted during 2008.

Fairfax County conducted an expanded bus survey during the same time as MWCOG performed its regional bus survey and the results have been incorporated wherever possible. The Fairfax Connector data are being incorporated into its Transit Development Plan that is nearing completion. Loudoun County Transit is not included in the survey results.

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

AGENCY	NUMBER OF SURVEYS COMPLETED	PERCENT COMPLETED
ART	448	49%
CUE	420	47%
DASH	924	43%
PRTC	686	36%
CONNECTOR	6,635	45%
GEORGE	241	N/A
WMATA	26,223	22%

Of the 26,223 Metrobus respondents, 16% live in Northern Virginia.

Some highlights from the results are presented here:

- CUE has the highest percentage of riders surveyed who transferred from rail to bus (26%). GEORGE has the highest percentage of riders surveyed who transferred to rail from the bus at 72%.
- For ART and CUE, 62% of riders transfer at least once to rail or bus, as do 66% of Connector and 67% of Metrobus riders surveyed. PRTC had the fewest riders reporting transfers with 42% transferring at least once to rail or bus.
- For ART, 32% of riders receive SmartBenefits, as do 23% of CUE riders, 35% of DASH, 42% of PRTC, 66% of GEORGE and 24% of Metrobus riders. The Connector survey did not ask this question.
- For ART, 58% of riders reported no vehicle was available for this trip, as did 67% for CUE, 63% for Connector, 60% for DASH, 33% for GEORGE, 46% for PRTC, and 72% for Metrobus riders.
- For ART, 14% of those surveyed had household incomes of $100,000 or more, and 32% had incomes of $20,000 or less; for CUE, those percentages were 12% and 29% respectively; for DASH they were 14% and 24%; for PRTC they were 28% and 20%; for GEORGE they were 46% and 16%; and for Metrobus they were 9% and 30%. The Connector survey results indicated that 18% of respondents have incomes of $100,000 or more, 20% of respondents have incomes of up to $10,000, and 23% have incomes of between $10,001 and $30,000.

C. Amphibus.

The attached article describes a possible alternative to ferry commuter services, although very calm water is required.

D. 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. Materials are attached.

E. Bike to Work Day.

This annual event will occur on May 15th this year. Details are shown in the attachment.

F. Virginia Survey on Climate Change.

A new survey of Virginians shows that three quarters believe global warming is happening and 90% have made major or minor changes in life style to protect the environment. A reported 62% are driving less. Of special interest, 55% support cutting funding for new highways to increase funding for rail, transit and other alternatives to driving.

The telephone survey included 659 randomly selected voters between March 18 and 27, 2009. Results have a margin error of 3.8% at the 95% confidence level.

The media release describing the study is attached. The full report is available at http://cpp.cnu.edu/.

Northern Virginia Transportation Commission

April 13, 2009

Honorable Robin Gardner
Mayor, City of Falls Church
300 Park Avenue
Falls Church, VA 22046

Dear Mayor Gardner:

At its meeting of April 9, 2009, the Northern Virginia Transportation Commission was briefed on the status of ongoing deliberations on the future of the city of Falls Church's GEORGE bus system. As you know, NVTC was instrumental in establishing the GEORGE system, as a demonstration of new technologies as well as a neighborhood feeder service linked to the East and West Falls Church Metrorail stations. The commission asked me to inform you that we hope you will find a way to keep GEORGE in operation in some form as an effective provider of public transit service.

As our commission consists of local and state officials, we are well aware of the unprecedented financial pressures experienced by all of our jurisdictions. We are sympathetic to your need to ensure that all of your expenditures are yielding the maximum return on taxpayers' dollars. As an advocate of public transit for the entire region, we also recognize that investments in effective transit pay dividends that extend beyond each of our borders and that are experienced in the form of traffic congestion relief, clean air, reduced green house gas emissions, improved mobility, access to jobs and stimulation of economic growth.

We are aware that NVTC's staff has been in continuous contact with the city's staff to provide facts about GEORGE and suggestions for improvement. The commission asked me to reiterate that we stand ready to cooperate and be helpful to you in whatever ways we can. For example, NVTC staff has suggested several marketing techniques that might serve to boost GEORGE ridership, while changes in fares, hours of service and routes may also improve GEORGE's productivity.

We wish you well as you evaluate the future of GEORGE. We hope that you will find a public transit solution that builds on the potential of GEORGE and that functions effectively within our region's interconnected network of transit services.

Sincerely,

Christopher Zimmerman
Chairman

cc: Wyatt Shields
NVTC Commissioners

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Northern Virginia Transportation Commission

SUGGESTIONS FOR EVALUATING AND REVISING GEORGE BUS SERVICE IN FALLS CHURCH IN THE IMMEDIATE AND LONGER TERM

--DRAFT: APRIL 14, 2009--

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Introduction

At a public meeting on its FY 2010 budget conducted by the Falls Church City Council on April 13th, the council asked its staff to consider within the next two weeks possible changes to GEORGE as a means to control costs and improve efficiency. Hours of service would be cut back, especially during the mid-day, and a new operating contract with ART would be considered to reduce costs. Trust fund balances at NVTC potentially would be used during FY 2010 to avoid the need to raise the city's property tax rate to fund GEORGE. After the budget is adopted on April 27th, a process would be started to carefully evaluate the long-term future of GEORGE for FY 2011 and beyond.

The council had several remaining questions and the following suggestions would help provide the answers. Whether these suggestions are pursued is entirely up to Falls Church staff. NVTC staff is prepared to help as indicated, if asked to do so.

Immediate Actions (to be completed before April 27, 2009)

1. With WMATA's cooperation, post notices in all GEORGE buses in English and Spanish about the potential demise of the 26A and route/fare changes for the 26E/W with a contact office in Falls Church to receive comments from riders.

2. After informing WMATA, place a staff person on the 26A for several days to ask each customer where they are coming from and going to, how frequently they ride, whether they have SmartBenefits and what they would do for that trip if GEORGE were not available. NVTC can provide two people. Spanish speakers would be preferable.

3. Request farebox data from WMATA to show on-off information by location for the 26A and 26E/W. Lynn Everett from NVTC could do this, although it is unlikely to be available in time given WMATA's workloads.

4. Use historical monthly ridership data by route from WMATA to show trends, illustrate important relationships (e.g. gas prices, employment) and compare to neighboring local transit systems. Lynn Everett and Greg McFarland of NVTC could do this.

5. Assemble a group of transit experts to discuss route and fare changes for FY 2010 for the 26A/E/W as well as Metrobus routes such as the 3B. Include Jim Hughes and Jim Hamre of WMATA, Steve Yaffe and Lynn Rivers from Arlington, and Adam McGavock and Lynn Everett from NVTC as well as Falls Church staff. NVTC could invite these experts and host the meeting, preferably in the next week.

6. Determine likely FY 2010 Falls Church state aid and gas tax revenues at NVTC with Scott Kalkwarf. This depends on timely receipt of information from DRPT.

7. Determine whether Falls Church will require local funds during FY 2010 to match $800,000 for bus shelters and $500,000 for a light rail study being requested in the federal FY 2010 appropriations bill by Representative Moran.

8. Ask NVTC's WMATA Board members to obtain a firm decision from WMATA staff regarding the need for and timing of a major overhaul of the GEORGE buses during FY 2010 and who will be financially responsible. Because WMATA charges the same price whether or not buses are provided, WMATA should be persuaded to perform such an overhaul (if it's required) as part of the standard platform hour rate.

9. Confirm at what date the hourly rate of the proposed new ART contractor will be known with certainty. Include a contingency in the budget in case the assumed ART savings cannot be realized.

10. Correct financial slides in Falls Church's April 13, 2009 staff PowerPoint with the help of Scott Kalkwarf (gas tax earnings are underestimated for FY 2009).

11. Confirm with WMATA and ART whether union rules permit the split shifts that would be required if the 26A is eliminated and service on the 26E/W is cut back to as few as four hours daily.

12. WMATA and ART should be asked if their platform hour charges would be reduced if fares were not collected on GEORGE. WMATA would gain by removing the fareboxes for use elsewhere in the system and would not have to handle cash. It is possible that reduced costs would exceed the sacrificed fare revenue. GEORGE would generate many more riders and the ancillary benefits would grow (clean air, greenhouse gas emission reductions, energy savings, etc.).

<u>Longer Term Actions (to be completed by January 1, 2010)</u>

1. Establish a community task force to evaluate GEORGE, including goals, objectives, routes, fares, bus type, hours of service, costs and benefits of various alternatives. Members should include GEORGE riders, community leaders, business representatives, transportation advisory committee members. Staff to the committee could include Falls Church and NVTC representatives. A person such as Robert Puentes (Brookings Institution and Falls Church resident) could be asked to chair the group.

2. Ask DRPT for the free use of an on-call consultant to prepare a Transit Development Plan. Such a plan would evaluate options and set a multi-year course for GEORGE, including capital needs and operating plans. The Falls Church City Council would consider and approve such a plan. The consultants would work with the community task force.

3. Develop a marketing plan, adopt it and implement it. Ideas are included in NVTC's March 17, 2009 issues paper. The business community and major health providers must be included.

4. On-board ridership surveys should be designed and implemented. NVTC can assist with survey design and has a firm under contract (MCV Associates). This would involve a minor cost ($10,000?) for surveyors with analysis to be performed by staff. Other alternatives include household surveys with distribution by volunteer organizations (Boy/Girl Scouts), use of low-cost college students or on-line surveys at less cost. The purpose is to establish demographic characteristics of current and potential riders, their origins/destinations, preferences for bus type and desired service characteristics.

5. Examine alternatives for selling or replacing the existing GEORGE buses. Possibilities include WMATA (not currently interested), other neighboring transit systems (ART, TAGS), Sonny Merriman and advertising in Passenger Transport.

6. The GEORGE buses could be retrofit as bio-diesel, similar to the experience of Leesburg with trolleys powered by vegetable oil collected from restaurants. Conversion costs have been moderate ($10,000 per bus) and performance acceptable.

7. Negotiations with FTA would establish the minimum level of service required for GEORGE buses to avoid any requirement from Falls Church to repay the depreciated value to FTA.

8. Negotiations with the contract operator (WMATA or ART) should establish that experienced drivers are provided if the city is paying the standard platform hour fee.

9. Regarding long-term, sustainable funding of GEORGE, gas tax and state aid may continue to cover Falls Church's entire WMATA obligations. If regional funding is reestablished for NVTA, or if the city chooses to enact the $.125 commercial property tax for transportation, it may be financially feasible to consider expanding GEORGE.

A Bus to Nowhere

In Falls Church, a transit boondoggle

EASING TRAFFIC gridlock in the Washington area isn't an either-or proposition. More mass transit is desperately needed, but buses and trains alone won't clear clogged roads. Transit projects such as the Purple Line, a light-rail line in Montgomery and Prince George's counties, are necessary, but so are road improvements, such as the widening of Interstate 66.

Yet sometimes transit advocates allow their zeal to obscure what is practical. Such is the case in Falls Church, where some officials continue to defend a bus system that is, by any measure, indefensible.

Falls Church is already transit rich. The 2.2-square-mile city has only 11,200 residents, yet is served by two Metrorail stations and Metrobus. There are few spots in the city that are more than a 20-minute walk from a Metro station. Yet, in the mid-1990s, city officials envisioned a fleet of technologically advanced, environmentally friendly buses that would feed into the Metro system. Officials were able to secure enough grants to launch a pilot program. When electric buses proved to be expensive and unworkable, the city acquired four clean diesel buses at a cost of about $250,000 each. In early 2003, the George bus system, named for the country's first president, started operating.

The buses, operated by Metro, are state of the art, but interest has been tepid. George has averaged only 70,000 trips annually, half of what was expected. That amounts to a measly 10 riders per hour of service, according to the Northern Virginia Transportation Alliance. Most of the outside grants have dried up, and George now costs $600,000 a year to operate, half of which is subsidized by the state. The 50-cent fare, which generates $18,000 a year, barely makes a dent. The overall cost to taxpayers is an eye-popping $8 per ride, compared to $1.20 per ride in Fairfax City and $2.08 per ride in Arlington. It would be cheaper, as the alliance has noted, for taxpayers to pay for a cab.

With a painful fiscal 2010 budget shortfall forcing Falls Church to freeze pay and reduce services, George is a luxury the city can't afford. There has to be a better way to spend $600,000.

Wash. Post
4/20/09
A-20

Falls Church Times

Thursday, April 30, 2009

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Little GEORGE Bus Suddenly Infamous Around the World

April 18, 2009 by George Southern

The story of GEORGE — Falls Church City's beleaguered commuter bus — exploded Friday in a shot heard 'round the world as newspapers, tv, and radio stations featured a one-sided story by the Associated Press.

Los Angeles Times: "Taking taxpayers for a ride: Congressional bus experiment costs $8 per trip"

Washington Post: "Pricey bus test a bust"

The Miami *Herald*, *Boston Globe*, and *San Francisco Chronicle* used the same headline as the Washington Post.

The London *Guardian* had no headline at all, but ran the same Associated Press story that is all over the United States.

The Ankara, Turkey, English-language *Turkish Weekly* ran it next to a story on Scottish sensation Susan Boyle.

The editors of the Las Vegas *Review-Journal* got so exercised that they wrote an editorial assigning blame, starting with President Obama and concluding with Falls Church Councilman David Snyder:

"President Obama now wants us all to ride trains — just like in his beloved Europe — as a means of reducing our carbon footprint."

Objectivity went downhill from there, with the editorial concluding that Snyder *"sounds like a man angling for a spot in the Obama administration."*

As of Saturday morning almost everyone, including the Wall Street Journal, New York Post, Newsday, WTOP, and more than 100 other media outlets had reported it.

The April 17 AP story by Matthew Barakat is more or less accurate, as far as it goes. But by leaving out crucial information it tells only one side of the story.

City Manager
Wyatt Shields

Most egregiously, the AP story links to the City's website for the GEORGE service options presentation. But it's the March 19 version — not the April 13 version, when City Manager Wyatt Shields revised the numbers and threw out the "$8 per ride" cost to City taxpayers.

The AP story says *"Falls Church would have to pay as much as $600,000 to maintain service next year, according to city manager Wyatt Shields. Bus systems in the nearby suburbs of Fairfax, Alexandria and Arlington provide an average subsidy of $2 per ride or less. Shields recommends eliminating the service."*

Shields admitted last Monday at the City budget hearing that the claimed $600,000 cost to the City isn't true, since half would be paid by state subsidies. And it's not clear in the story whether the $2 "average subsidy" in nearby suburbs includes federal money.

The AP story leads with a "government waste" theme, built around information coming from an organization known as "Citizens Against Government Waste."

According to Wikipedia, "Citizens Against Government Waste" was formed in 1984 by industrialist J. Peter Grace and syndicated columnist Jack Anderson. CAGW has generated a little controversy of its own over the years: According to the St. Petersburg *Times*, the group accepted money from tobacco interests and subsequently lobbied against a federal tobacco control initiative as "government pork."

A sample from the AP story:

Citizens Against Government Waste spokesman Leslie Paige said GEORGE demonstrates many of the problems with earmarks. Among them is the temptation to throw good money after bad, with local governments on the hook for heavy operating subsidies to justify the money spent to establish the system. "Earmarks become like a seed for even more wasteful spending further on down," she said.

The AP story concludes with a quote from Congressman Jim Moran:

Moran, a defender of the earmark system who has requested a $2 million earmark in the upcoming budget cycle for neighboring Arlington County's bus service, said the federal government can no longer continue subsidizing the GEORGE service, but he doesn't see the earmark as a waste.

"We gave it our best shot," he said. "If we hadn't had this financial depression or recession we probably could have continued. But in tough fiscal times like this, you have to make tough choices. That doesn't mean it wasn't a good idea."

The AP story fails to note that even if the federal government can't subsidize GEORGE (even while it provides $2 million for Arlington's ART), the state government can, and $300,000 subsidy is waiting in the transit trust fund for use by GEORGE, if the service continues. In fact, Councilman Dan Maller is exploring whether even more money can come from the trust fund next year in order to avoid a tax increase to continue operating GEORGE.

The Falls Church Times reported April 7 on the campaign by another industry-funded lobby, the Northern Virginia Transportation Alliance, to discredit GEORGE.

Other newspapers, radio, and tv stations featuring the AP story on GEORGE include:

ABC News

Alaska GCI

AOL Money & Finance

Arizona Daily Star

Arizona Republic

Austin TX American Statesman

Baltimore WJZ Channel 13

Bellingham WA Herald

Birmingham AL WBMA-TV

Birmingham AL News

Breitbart.com

Buffalo NY News

Business Week

CBS News

Centre PA Daily Times

Charleston WV Gazette-Mail

Charlotte NC WBT-AM

Charlottesville WVIR-TV

CNBC Business

Clarke County WA Columbian

Cleveland OH Plain Dealer

Columbia SC State
Comcast News
Columbus GA Ledger-Inquirer

Connecticut *The Day*

Charlotte NC *Observer*

Corpus Christi TX Caller-Times

Dayton OH Daily News

Durham NC Herald-Sun

Elizabeth City NC Daily Advance

Fayetteville, AR, Channel 5 KFSM

Forbes Magazine

Fort Wayne IN Journal-Gazette

Harrisburg PA Patriot-News

High Point NC WGHP-TV

Houston Chronicle

Idaho Statesman

Las Vegas NV Sun

Lawrence KS Journal-World

Lehigh Valley PA Express-Times

Lynchburg News & Advance

Medford OR KDRV-TV

Memphis TN WREG-TV

Minneapolis MN Star-Tribune

Minneapolis and St. Paul KSTP-TV

Mississippi Press

MSN Money

New Mexico KOB-TV

NJ.com

Oakland CA InsideBayArea

Omaha NE World-Herald

Orlando FL Sentinel

Philadelphia Inquirer

Portland OR Oregonian

Providence RI WJAR-TV

Providence RI *Journal*

Raleigh NC WRAL-TV

Raleigh NC News and Observer

Richmond Times Dispatch
Richmond WRIC-TV

San Jose CA *Mercury News*

Seattle WA KIRO-FM

Seattle WA *Post-Intelligencer*

Sacramento CA *Bee*

Salon.com

Staunton VA *News-Leader*

San Diego CA *Union-Tribune*

Syracuse NY *Post Standard*

St. Louis MO KTVI-TV

San Francisco *Examiner*

Seattle WA *Times*

Springfield OH *News-Sun*

Springfield MA *Republican*

Tampa FL BayNews9

Temple TX Daily Telegram

Washington Federal News Radio 1500-AM

Washington WUSA-TV

Washington Times

Washington Examiner

Yahoo! News

Filed Under: City Hall, Features
Tagged: Transportation

Comments

5 Responses to "Little GEORGE Bus Suddenly Infamous Around the World"

1. Charlie on April 18th, 2009 8:25 pm

   I am so proud to live in such a famous city! Way to go City Hall! This is what happens when you exaggerate and don't do your homework.

   Who wants to bet how long it is until our astute city manager gets a job offer for his ability to find such pork? Little will they know when they hire him that his numbers were plain wrong.

2. Barry Buschow on April 19th, 2009 8:26 pm

   All this could have been avoided if we paid attention and did our jobs correctly……

3. TFC on April 20th, 2009 8:13 am

   Add the editorial opinion in today's Washington Post to the media list. Now I'm starting to feel embarrassed…….like the Rodeo Drive shoppers that want their purchases in a plain brown bag….

4. Chris on April 20th, 2009 8:33 pm

   We should save the money from GEORGE and use it to pay Fairfax Water (and our lawyers) when the city loses the lawsuit…

5. Topics about Los-angeles » Blog Archive » Little GEORGE Bus Suddenly Infamous Around the World on April 21st, 2009 4:11 pm

   [...] Falls Church Times added an interesting post on Little GEORGE Bus Suddenly Infamous Around the WorldHere's a small excerptThe story of GEORGE — Falls Church City's beleaguered commuter bus — exploded Friday in a shot heard 'round the world: Los Angeles Times : "Taking taxpayers for a ride: Congressional bus experiment costs $8 per trip" Washington Post: " INSIDE WASHINGTON: Pricey bus test a bust" MSN Money , The Providence, RI, Journal , NJ.com , and Breitbart.com used the same headline as the Washington Post. The London Guardian had no headline at all, but ran the same As [...]

Feel free to leave a comment...
and oh, if you want a pic to show with your comment, go get a gravatar!

Name (required)

NOVELTIES

Amphicoach Amphibious Tourist Bus: Greyhound Meets Dolphin

By Matt Hardigree, 12:00 PM on Wed Mar 18 2009, 7,423 views

It's a bus. It's a boat. No! The Amphicoach is both! According to the Maltese company behind this ambitious tourist vehicle, it's the only fully amphibious passenger vehicle meeting "relevant" EU standards. Whatever those are.

The Wheels On The Bus Go Swish Swish Swish

We're not sure what the relevant laws are but the photos seem to indicate its sea-worthiness. However, a look at the vehicle on the road shows four tiny wheels and a general layout not exactly best for road-worthiness. These are for sale worldwide so, if you run a marching band out of Mackinac Island, maybe give them a call.

Company Notes

A traditionally neglected segment of the mass transit market has been the Amphibious Vehicle Segment, which is now about to go mainstream on a global scale. This is due to the huge undertaking by our company. We have reworked and reinvented the amphibious tourist vehicle as everyone knows it. By creating a unique and exciting vehicle that is going to transform the world of city and harbour tours etc. A new vibrant industry will be created offering investors excellent returns for their money. Soon people will no longer be satisfied with just a city coach tour, they will want the complete package, a city coach tour with a water cruise built in. Investors involved in the early stages with these new vehicles, will achieve huge returns for their investment.

The starting point for this undertaking was the setting of criteria and targets that had to be met. The final product had to overcome all the shortcomings of previous attempts, assess where others had failed, and improve on previous successes. It also had to be very safe and easy to operate with minimal training and maintenance. The final hurdle was the one that thwarts most new projects; basically that it is relatively easy to build a one off prototype as a showcase or concept vehicle. However, the final production model has to be buildable on an industrial scale, whilst keeping within a realistic budget. It also has to be very saleable, and it has to comply with all relevant legislation worldwide to be truly considered a success.

The Amphicoach is a fifty seat road coach, which is also a true amphibious vehicle which has been developed over six years under professional supervision. It can compete with any luxury standard road coach on the basis of performance, level of finish, passenger safety and comfort, ride comfort, stability and manoeuvrability. On the other hand its sailing capabilities are accepted by marine experts involved in the project as being astonishing. This feature consequently makes the vehicle suitable for extended water tours. Its stunning good looks also grant it the opportunity to operate tours from five star hotels whilst fitting in with the opulent surroundings. The Amphicoach is able to operate day and night, in both fresh and salt water, which is highly unusual. All this amazingly enough has been achieved with full compliance to all relevant E.U. Legislation for Passenger Vehicles and Passenger Vessels. This legislation is widely known to be the most extensive in the world, and is achieved without any need for exemptions for the vehicles dual purpose capability.

Whilst boasting of all the amenities associated with a traditional tourist coach, such as A.B.S. Ventilated Disc Brakes all round, Pulse Electric Wiring, a Complex Electronic Engine Management. It also has a state of the art Communication System to keep the pilot informed on all aspects of the vechicle's performance in real time, Air Conditioning & Heating can also be incorporated. Excellent all round vision is aided with a Reversing Camera to assist the driver and all necessary Navigational Equipment from Navigation Light's to VHF and Depth Sounder. LCD Screens, DVD players and PA Systems are now standard equipment; furthermore the vehicle can be specified to include extras such as GPS, Autopilot, Toilets and Luggage Compartments. All electronic equioment on our vehicle is backed up by an additional power suppy to eliminate electronic failure, our vehicles are also supplied with the world famous Seago life jackets which are excellent. Naturally a full Medical Kit, Flares, Boat Hooks, Life Belts etc are also supplied.

Furthermore, reliability issues are minimised due to the use of the well proven Iveco Tector common rail turbo diesel power plant. These are available in outputs varying from 250HP TO 300HP in both two and four wheel drive versions, to suit each and every individual application. All engines conform to EURO 5 standards, making the vehicle "future proof" as EURO 5 will not become compulsory till 2016 and ensure a lucrative long term investment opportunity. This produces impressive green

credentials due to its low emission and consumption figures. Our vehicles are supplied with a twelve month warranty for parts and labour. We also supply a customer service regime second to none, to provide clients with technical support should they require it.

The Coaches hulls are built using 6mm Marine Grade Aluminium (Hydro 5083). This is the best suited material for this application, due to its lightweight and superior strength qualities. The uniquely designed watertight compartmented hull design includes collision bulkheads which help to make the coach relatively unsinkable. In the unlikely event that the hull is breached or swamped, the vehicle will remain completely upright and afloat, making it in our opinion and of our experts surveyors, the safest amphibious passenger vehicle in the world.

The Amphicoach utilises a marine jet drive unit specifically designed for the amphicoach by one of the worlds leading manufacturer in jet propulsion, this is driven by the vehicles main power plant. An electric propulsion system is also available, and is the ultimate in green power for areas which would benefit from the silence and zero emission levels achieved from this technology. This would still provide equal performance to the standard marine propulsion. An onboard whisper quiet generator is incorporated into the drive train, so that the vehicle can be used as long as required without any loss of power. The system is then recharged by a high powered alternator system whilst on the road segment of the journey.

The final but possibly most important innovation to the drive train is a one-off wheel retraction system that retracts the rear wheels into the hull when under sail, dramatically reducing drag. This permits speeds in excess of eight knots whilst fully laden in the water, truly exceptional for an amphibious vehicle with full EU Certification. This feature can be supplied as an extra to clients wishing to have this fitted.

Standard safety equipment includes: self inflating lifejackets, safety belts, the latest Pyrogen Patented Automatic - Manual Fire Suppressant Systems for instant eradication of danger in the event of fire in the machinery area. (This includes electronic temperature sensors strategically located and calibrated for their working environment. Electronic air density monitoring equipment which are linked to a digital control panel situated on the dashboard). Automatic Bilge Pumps are fitted in every compartment, including manual back up pumps. Banks of sensors which include visual and audible warnings constantly monitor every aspect of the vehicle to ensure smooth, problem free running and ensure complete passenger safety at all times. The passenger area is also sealed from the from the engine and machinery compartment for ultimate safety.

The Amphicoach is the one and only fully Amphibious Passenger Vehicle to fully meet all relevant E.U Legislation and is certified meet UN/ECE R66 Roll-Over Protection legislation, which was achieved by a physical test and not by calculation. Every single Amphicoach that rolls out of the factory is independently assessed and inspected by Professional Surveyors and Engineers and they are delivered with full TUV Classification Society certification for road use in Europe. It is possible however to also have a vehicle built to comply with all the relevant legislation in other countries throughout the world including certification as above, should this be required; there is no extra charge for this service.

The high level of customisation, finish and legislative compliance is only possible due to the highly skilled and experienced craftsmen used throughout construction and design. These include a unit that has previously been commissioned to affect modification to various US Naval Units in the Mediterranean fleet. This is the ultimate accolade possible for naval engineers as it requires an unparalleled standard of work, with impeccable attention to detail. They have Lloyd's certification for welding and all other qualifications required to build our vehicles.

Vehicles can be finished in any colour specified by the client, with a level of finish that is normally only seen in automobiles; custom one-off, artistic paint jobs are also possible. Interior trim options are varied, and range from industry standard touristic levels to the height of VIP and diplomatic luxury. Whatever the trim and finish chosen it is certain that it will surpass any expectations as it is hand assembled using latest techniques, equipment and technology.

All exterior components are treated with the latest corrosion barrier products which can withstand up to 3500 hours of constant immersion in the highest concentration of salt water without any adverse effects. The amphicoach can be serviced at any truck or bus service station which shows that this product has been designed and built with ease of maintenance and limited down time in mind, clients will also have full access to all components and tooling to ensure years of uninterrupted service.

Meanwhile as the first consignment is ready for service, Our Search and Rescue Vehicle concept is complete. This has been designed using some of the technology of the Amphicoach, but they are 4 Wheel Drive All-Terrain Trucks that can carry 10 tons of cargo or in excess 50 whilst travelling at 20+ knots in the water and 70mph on the road. The uses for a vehicle like this are endless, Search and Rescue, Armed Forces, Amphibious Troop Carrier, Navy Ship Tenders, for collecting supplies from normally inaccessible areas, Remote Island Emergency Fire Tender, Customs Intervention Vehicles, Flood Rescue Vehicles etc. etc. These vehicles can be armoured built for use by the armed forces. We are confident this vehicle will become a permanent fixture fixture with several Government and Military Agencies throughout the world.

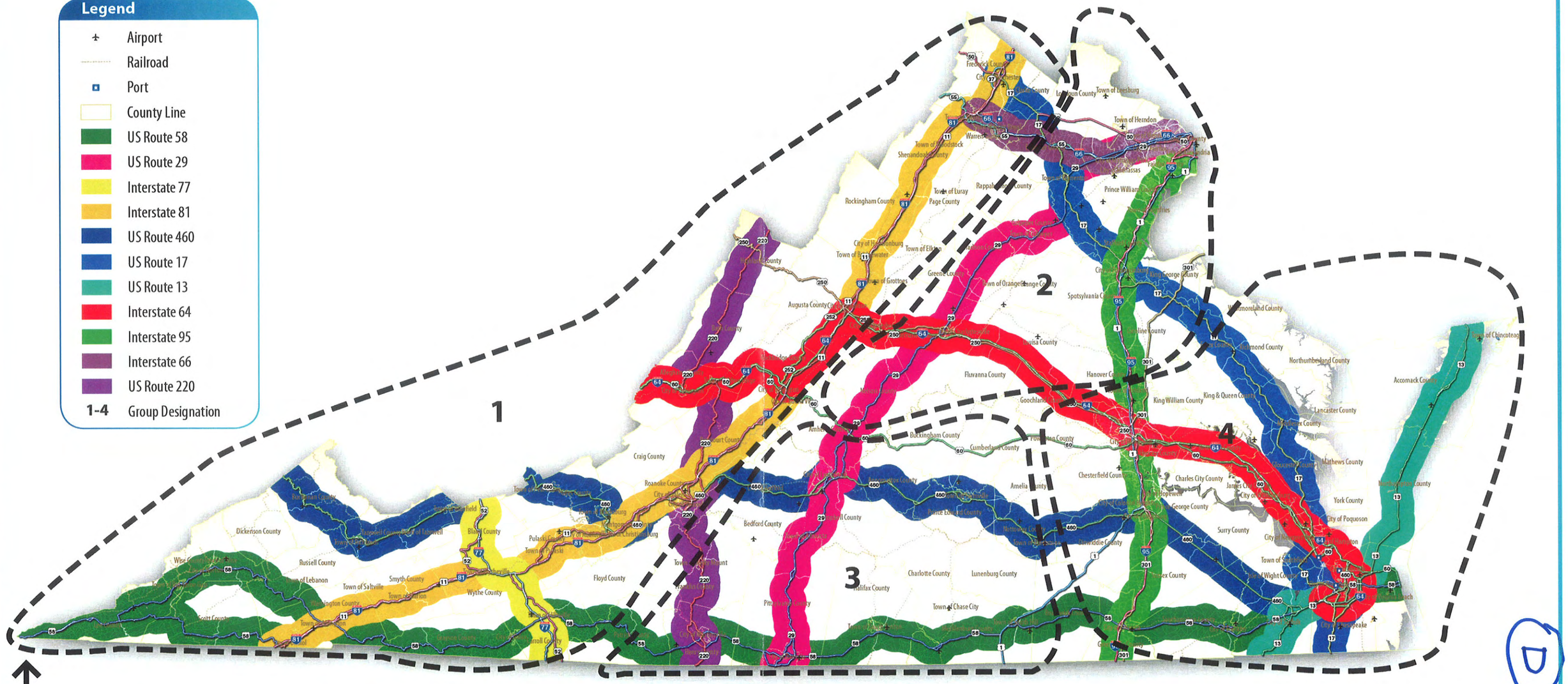
[Amphicoach via 4wheelsnews via Le Blog Auto]

2035 VTrans
SAFE • STRATEGIC • SEAMLESS

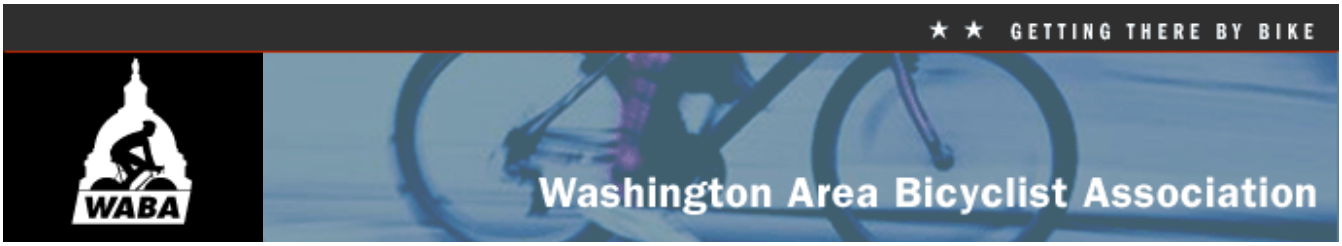
Virginia Statewide Multimodal Transportation Plan

Legend

- Airport
- Railroad
- Port
- County Line
- US Route 58
- US Route 29
- Interstate 77
- Interstate 81
- US Route 460
- US Route 17
- US Route 13
- Interstate 64
- Interstate 95
- Interstate 66
- US Route 220
- 1-4 Group Designation



April 27, 2009 Regional Planning Forum Breakout Groups



ABOUT WABA
JOIN
RENEW
DONATE
MEMBER BENEFITS
VOLUNTEER
ADVOCACY
EVENTS
BIKE EDUCATION
BIKE TO WORK DAY
BIKE VALETS
OTHER AREA EVENTS
SPONSORSHIP
AREA BIKING
BIKING FOR KIDS
SAFE ROUTES TO SCHOOL
PACE CAR
FAQS
SITE MAP
WABA STORE
CONTACT US

BIKE TO WORK DAY

Join thousands of area commuters for a celebration of bicycling as a clean, fun and healthy way to get to work! Meet up with your neighbors at one of 26 pit stops all over the region, ride into the city with experienced commuter convoys and meet your colleagues at Freedom Plaza. Washington Area Bicyclist Association and Commuter Connections invite you to try bicycling to work as an alternative to solo driving. Help the washington region become a better place to ride. Bike to Work Day is a **FREE** event and open to all area commuters. There will be raffle prizes, food, drink, and more at all pit stops throughout the region.

Free t-shirts will be available for the first 7,000 registrants who are in attendance at the pit stop they registered for.

Download a PDF of the Bike to Work Day Poster>>

GETTING STARTED: PIT STOP RALLIES

Registration for Bike to Work Day 2009 is now open! Follow the pit stop link below and register for the pit stop rally you plan to attend. Raffles will be held at each pit stop for prizes including commuter bags, bike locks, and bicycles.

Find Your Pit Stop>>

RIDING IN: COMMUTER CONVOYS

New to bike commuting? WABA's here to make your commute easy! WABA volunteers will be leading "commuter convoys" from across the area to the central pit stop in downtown, DC and other pit stop destinations around the region. Each convoy leader is an experienced bicycle commuter that can assist you with safe riding and equipment tips as well as the best route to your destination. You do not need to register for a convoy, simply show up at the designated time and location.

Find a Commuter Convoy>>

SPONSORS

Thank you to the following sponsors for making Bike to Work Day possible:

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

WABA

BIKE TO WORK DAY MEMBERSHIP DISCOUNT

Bike to Work Day is one of many reasons you should be a WABA member. We want to reward you for your participation in one of our biggest events, so if you've been thinking about joining WABA, try us out for a year for just $25!

Click here to join WABA for $25, because you bike to work>>

BIKE COMMUTING AND CAR FREE LIVING

Looking for more information about bike commuting? Learn how to not only commute to work, but also make your life car free by checking out our bike commuting page.
go here>>

Still feeling a little uneasy about taking your bike out on the streets? Let WABA help you build your confidence. Take advantage of our FREE Confident City Cycling Classes! Learn to safely share the road with cars, other bikes, and pedestrians.
learn more>>

NEW TAX BENEFITS FOR BIKE COMMUTERS

People who commute to work by bike are now eligible for a $20 a month tax benefit. To see how your employer can provide this benefit please visit the website of our friends at the **League of American Bicyclists**.

TAKE THE WABA CYCLIST SURVEY!

WABA is currently conducting a detailed survey in an effort to better understand needs of cyclists in the DC area. A special survey is reserved for Federal workers in an effort to learn how cyclists are accommodated at Federal office buildings. Please click on the appropriate link below. The surveys each take about 10 minutes to complete.

WABA Cyclists Survey>>
WABA Survey of Federal Workers>>

CNU Center for Public Policy and the Virginian Environmental Endowment Release Results of Virginia Survey on Climate Change

News Release - April 22, 2009

Media Contact:
Dr. Quentin Kidd, Director – CNU Center for Public Policy
qkidd@cnu.edu
Office: (757) 594-8499
Mobile : (757) 320-3980

(HAMPTON ROADS, VA) – Christopher Newport University's Center for Public Policy and the Virginia Environmental Endowment released today the results of a statewide survey on the public's perceptions of the natural environment in Virginia. This is the first of three studies on the environment scheduled for release on Earth Day in 2009, 2010 and 2011. The goal of these studies is to provide an assessment of public opinion on the natural environment and in turn contribute to public dialogue on the topic.

The survey released today asks respondents for a general assessment of the state's natural environment and uses a novel question format - the letter grade - as an assessment tool. Respondents are also asked to look into the future and assess in what state they think the natural environment will be in 10 years. Respondents are then asked about their personal views on the issue of climate change and to describe ways in which their own behavior has changed as a result of concerns about the environment. Finally, respondents are asked about specific environmental issues facing Virginia and about their support for specific policy options.

The survey shows several important things about the public's perception of the natural environment in Virginia. First, Virginians are largely pessimistic about the state's natural environment, giving it only an average grade overall. Second, Virginians have made changes to their own living and shopping habits in an effort to help better protect the environment. Third, Virginians are more concerned about the natural environment and the natural beauty of Virginia than about their own health. Finally, Virginians respond positively to many, but not all, policy proposals designed to change their behavior in ways that would be beneficial to the state's environment.

Other findings include:

• 52.9% of Virginians grade the natural environment in Virginian as either “C”, “D”, or “F.” The average grade is “C.” Two-thirds of Virginians think the environment will stay about the same or get worse over the next 10 years.

• 76.1% of Virginians think global warming is happening, and 29.6% of them have made major changes to their living and shopping habits to help protect the environment. 59.8% have made minor changes to their living and shopping habits.

• The most severe environmental problems facing Virginia are the health of the Chesapeake Bay and the mountaintop removal of coal method of mining, according to respondents. The least severe problems are air pollution and pollution of drinking water.

• Nearly eight in 10 Virginians think it would be worth paying more for a new car or new home if new cars used less gas and new homes used less energy to heat and cool, but only half support cutting funding for new highway construction to increase funding for rail, transit and other alternatives to driving. A tax credit of up to $500 would encourage about seven in 10 Virginians to make existing homes and buildings more energy efficient, but would only encourage about half of Virginians to purchase a hybrid car.

• Support for a “cap and trade” system hovers around 50% unless the money raised by the system goes back to individual people, in which case support goes up to 60%.

The full report, survey toplines and survey cross-tabs can be found at http://cpp.cnu.edu/

Christopher Newport University is a four-year public university in Newport News, Virginia. CNU enrolls 5,000 students in rigorous academic programs through the College of Liberal Arts and Sciences and the Joseph W. Luter III College of Business and Leadership and offers great teaching, small classes and an emphasis on leadership, civic engagement and honor. Visit us at www.cnu.edu.

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Northern Virginia Transportation Commission

AGENDA ITEM #12

TO: Chairman Zimmerman and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: April 30, 2009.

SUBJECT: NVTC Financial Items for March, 2009.

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

AWARD WINNER NVTC APTA 1995

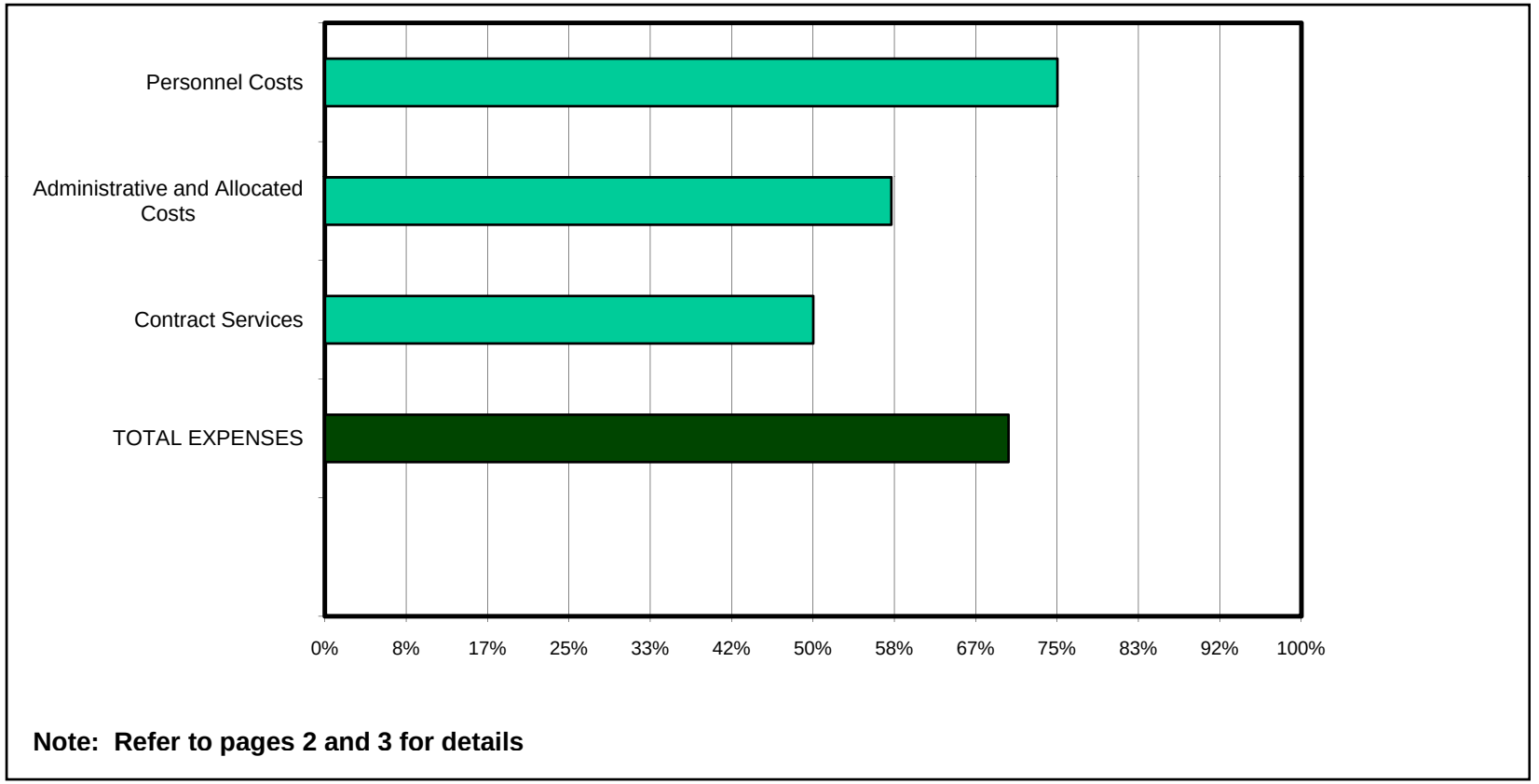
4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

March, 2009

Percentage of FY 2009 NVTC Administrative Budget Used
March, 2009
(Target 75% or less)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 59,721.71	$ 537,443.24	$ 700,900.00	$ 163,456.76	23.3%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	59,721.71	537,443.24	701,900.00	164,456.76	23.4%
Benefits					
Employer's Contributions:					
FICA	3,967.20	36,143.59	47,400.00	11,256.41	23.7%
Group Health Insurance	4,124.03	36,070.17	62,900.00	26,829.83	42.7%
Retirement	4,700.00	43,530.00	57,600.00	14,070.00	24.4%
Workmans & Unemployment Compensation	183.43	3,337.86	3,200.00	(137.86)	-4.3%
Life Insurance	357.69	2,507.18	4,100.00	1,592.82	38.8%
Long Term Disability Insurance	283.13	2,440.21	4,400.00	1,959.79	44.5%
Total Benefit Costs	13,615.48	124,029.01	179,600.00	55,570.99	30.9%
Administrative Costs					
Commissioners Per Diem	1,850.00	10,850.00	42,000.00	31,150.00	74.2%
Rents:	*15,638.23*	*139,528.09*	*188,730.00*	*49,201.91*	*26.1%*
Office Rent	14,980.23	132,200.09	176,780.00	44,579.91	25.2%
Parking	658.00	7,328.00	11,950.00	4,622.00	38.7%
Insurance:	*100.00*	*2,929.00*	*4,500.00*	*1,471.00*	*32.7%*
Public Official Bonds	100.00	1,500.00	2,600.00	1,100.00	42.3%
Liability and Property	-	1,429.00	1,800.00	371.00	20.6%
Travel:	*344.67*	*3,289.53*	*16,700.00*	*13,410.47*	*80.3%*
Conference Registration	-	75.00	2,100.00	2,025.00	96.4%
Conference Travel	-	886.06	4,700.00	3,813.94	81.1%
Local Meetings & Related Expenses	344.67	2,258.47	6,400.00	4,141.53	64.7%
Training & Professional Development	-	70.00	3,500.00	3,430.00	98.0%
Communication:	*1,267.29*	*6,935.34*	*11,950.00*	*5,014.66*	*42.0%*
Postage	805.71	2,938.27	4,700.00	1,761.73	37.5%
Telephone - LD	85.13	825.99	1,350.00	524.01	38.8%
Telephone - Local	376.45	3,171.08	5,900.00	2,728.92	46.3%
Publications & Supplies	*1,655.31*	*10,914.67*	*23,900.00*	*12,985.33*	*54.3%*
Office Supplies	411.15	2,104.36	4,200.00	2,095.64	49.9%
Duplication	1,244.16	8,235.31	9,700.00	1,464.69	15.1%
Public Information	-	575.00	10,000.00	9,425.00	94.3%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*79.95*	*5,031.44*	*25,650.00*	*20,618.56*	*80.4%*
Furniture and Equipment	-	-	13,150.00	13,150.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	79.95	5,031.44	11,500.00	6,468.56	56.2%
Other General and Administrative	*471.50*	*5,042.94*	*6,950.00*	*1,907.06*	*27.4%*
Subscriptions	169.00	169.00	400.00	231.00	57.8%
Memberships	72.43	851.87	1,800.00	948.13	52.7%
Fees and Miscellaneous	230.07	2,662.52	2,950.00	287.48	9.7%
Advertising (Personnel/Procurement)	-	1,359.55	1,800.00	440.45	24.5%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	21,406.95	184,521.01	320,380.00	135,758.99	42.4%
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	$ 94,744.14	$ 855,993.26	$ 1,221,880.00	$ 365,786.74	29.9%

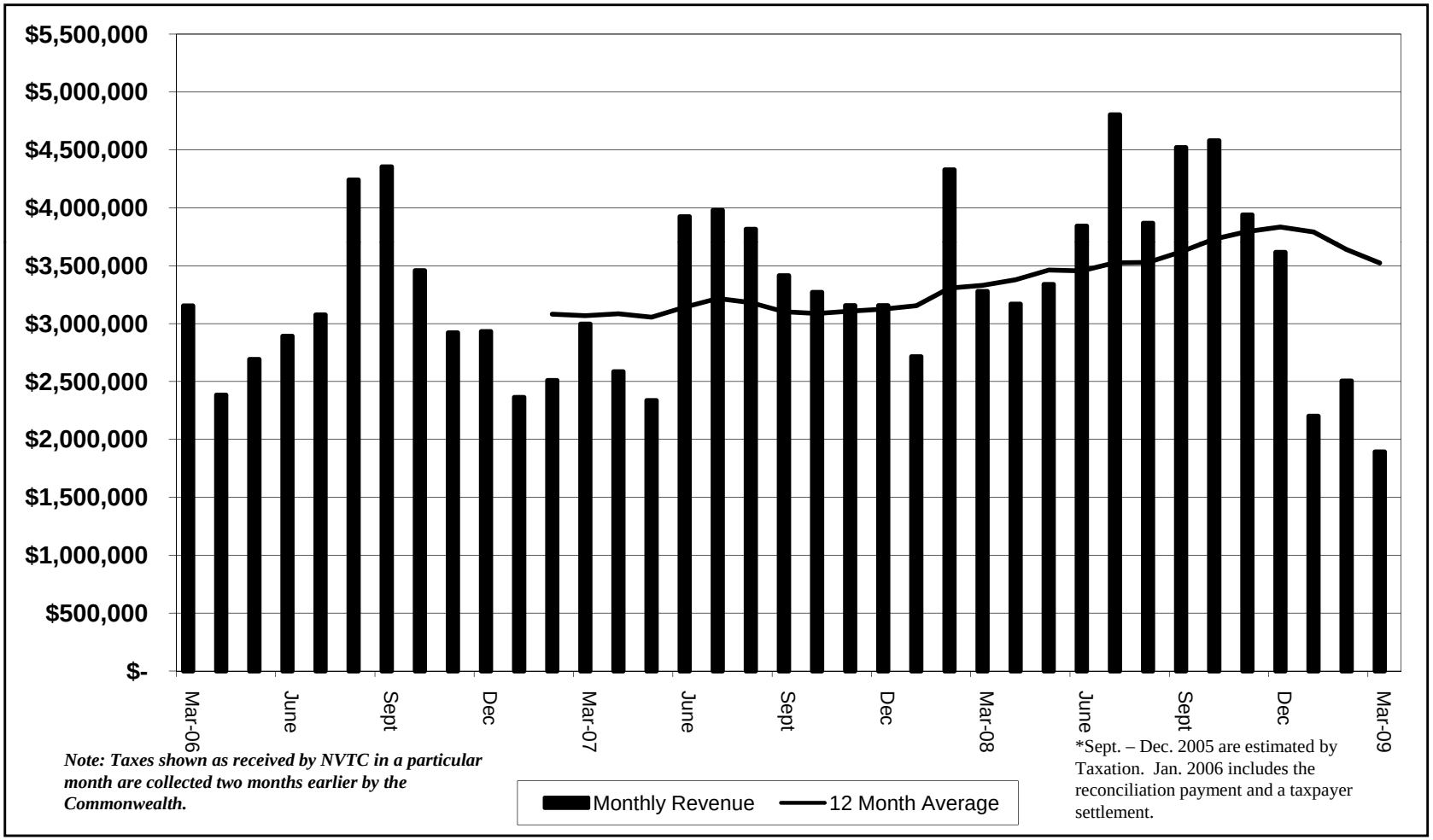
NVTC
RECEIPTS and DISBURSEMENTS
March, 2009

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
9	VRE	Staff support		$ 6,166.22		
9	Staff	Expense reimbursement		15.35		
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax				1,892,903.67
17	DRPT	FTM/Admin grant receipt				5,247,696.00
19	Dept. of Taxation	Motor Vehicle Fuels Sales tax				17,137.70
26	DRPT	Capital grant receipts				3,002,704.00
31	Arlington County	G&A contribution		15,182.00		
31	City of Alexandria	G&A contribution		9,468.75		
31	Staff	Expense reimbursement		13.64		
31	Banks	Interest earnings		2.21	168.01	117,133.19
			-	30,848.17	168.01	10,277,574.56
	DISBURSEMENTS					
1-31	Various	NVTC project and administration	(100,792.44)			
17	Stantec	Consulting - Bus Data	(10,965.72)			
31	Wachovia	Bank charges	(36.27)			
			(111,794.43)	-	-	-
	TRANSFERS					
9	Transfer	From LGIP to checking	140,000.00		(140,000.00)	
18	Transfer	From LGIP to LGIP (Bus Data)			10,965.72	(10,965.72)
			140,000.00	-	(129,034.28)	(10,965.72)
	NET INCREASE (DECREASE) FOR MONTH		$ 28,205.57	$ 30,848.17	$ (128,866.27)	$ 10,266,608.84

NVTC
INVESTMENT REPORT
March, 2009

Type	Rate	Balance 2/28/2009	Increase (Decrease)	Balance 3/31/2009	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 44,023.70	$ 28,205.57	$ 72,229.27	$ 72,229.27	$ -	$ -
Wachovia: NVTC Savings	0.010%	248,413.93	30,848.17	279,262.10	279,262.10	-	-
Investments - State Pool							
Nations Bank - LGIP	1.036%	129,335,968.06	10,137,742.57	139,473,710.63	160,294.51	119,169,309.92	20,144,106.20
		$ 129,628,405.69	$ 10,067,930.04	$ 139,825,202.00	$ 511,785.88	$ 119,169,309.92	$ 20,144,106.20

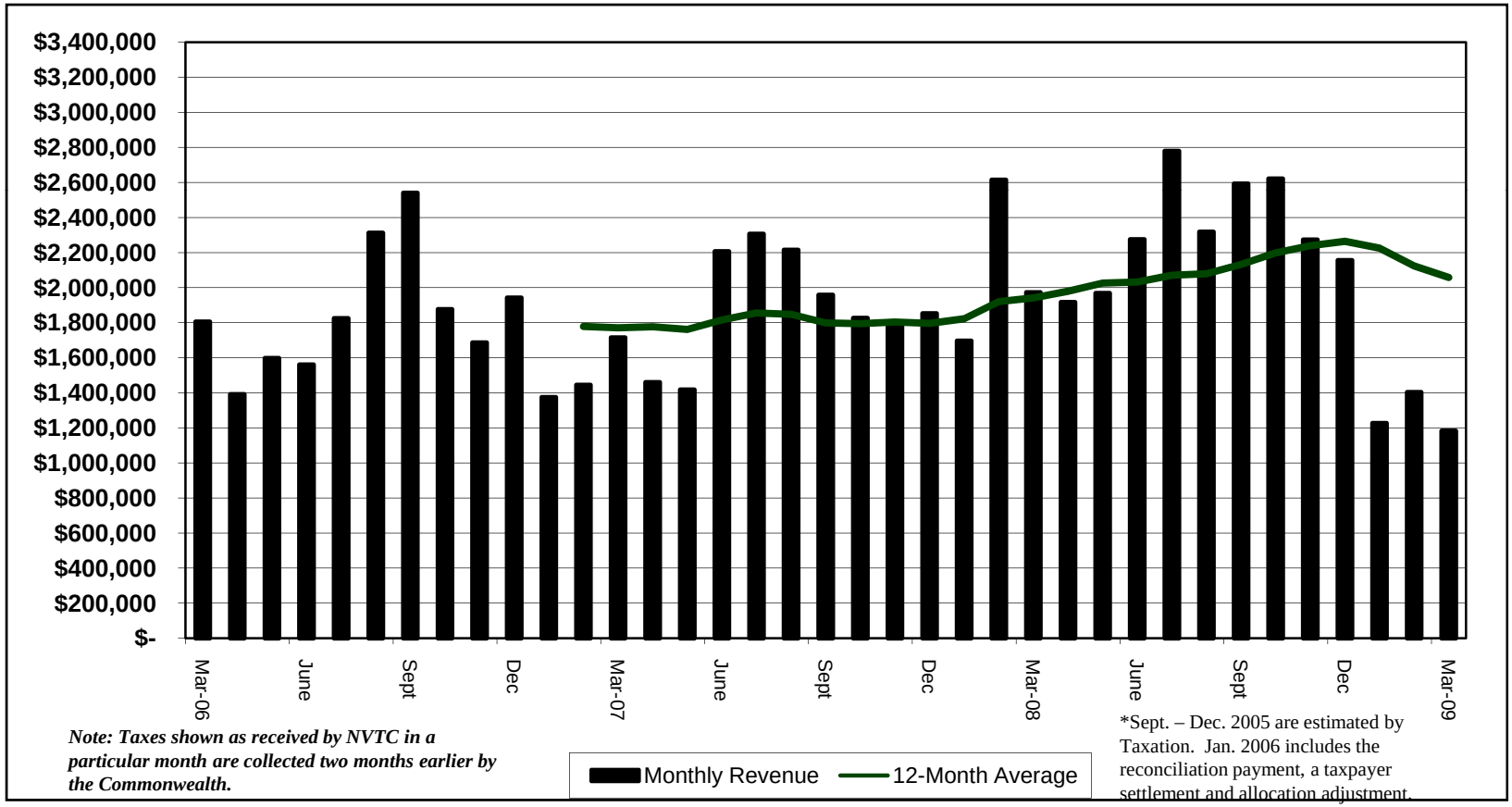
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2006-2009



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

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

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



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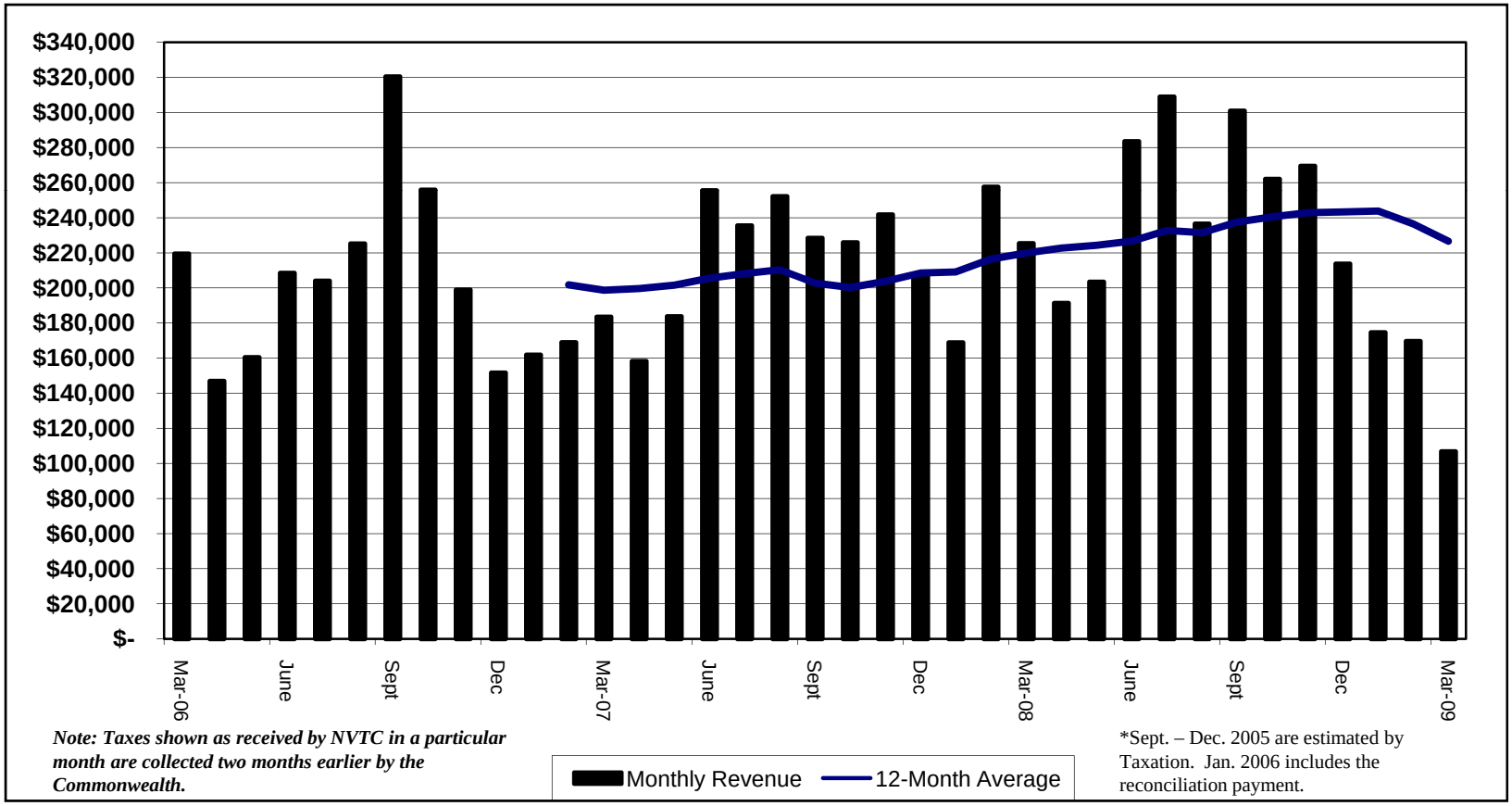
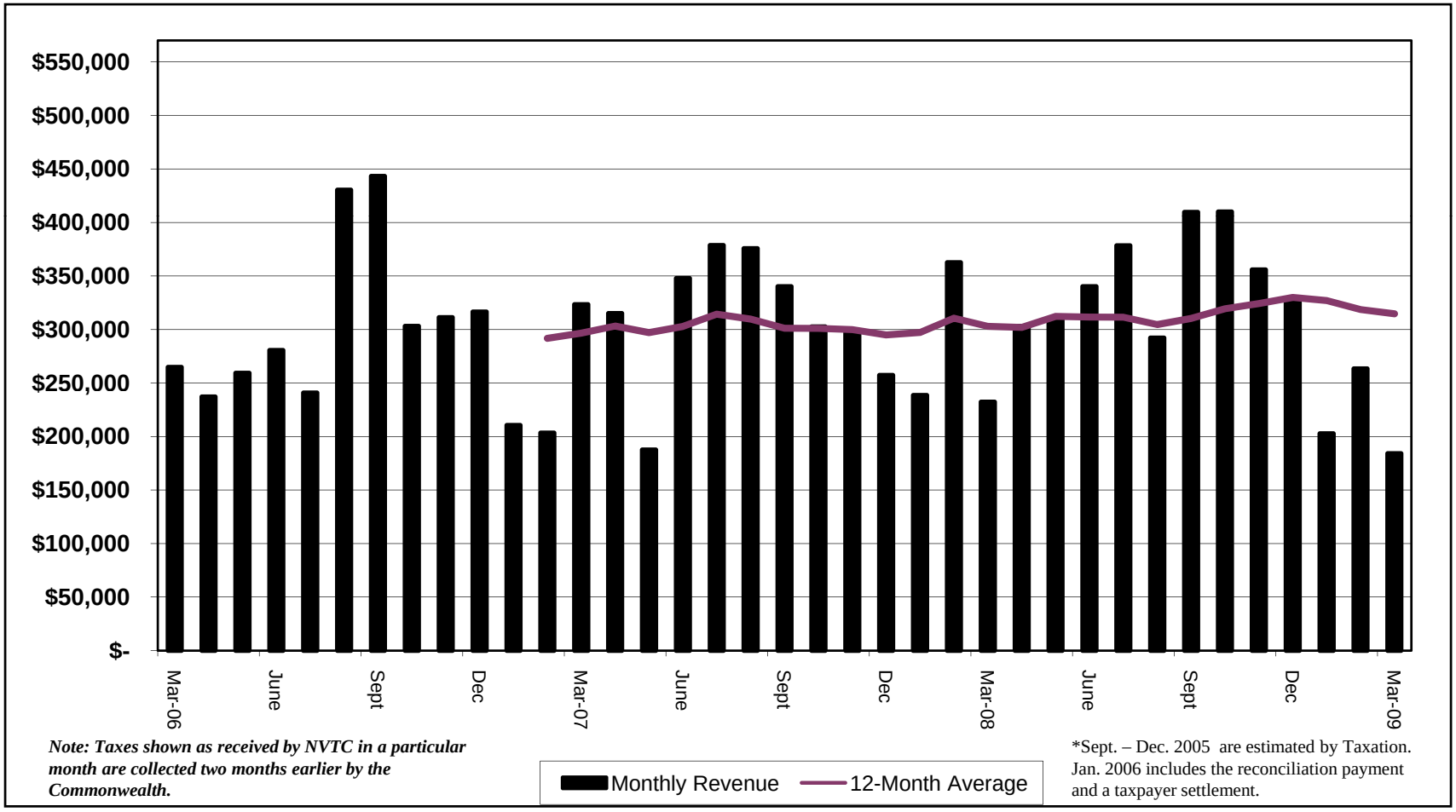
NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2006-2009



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.

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



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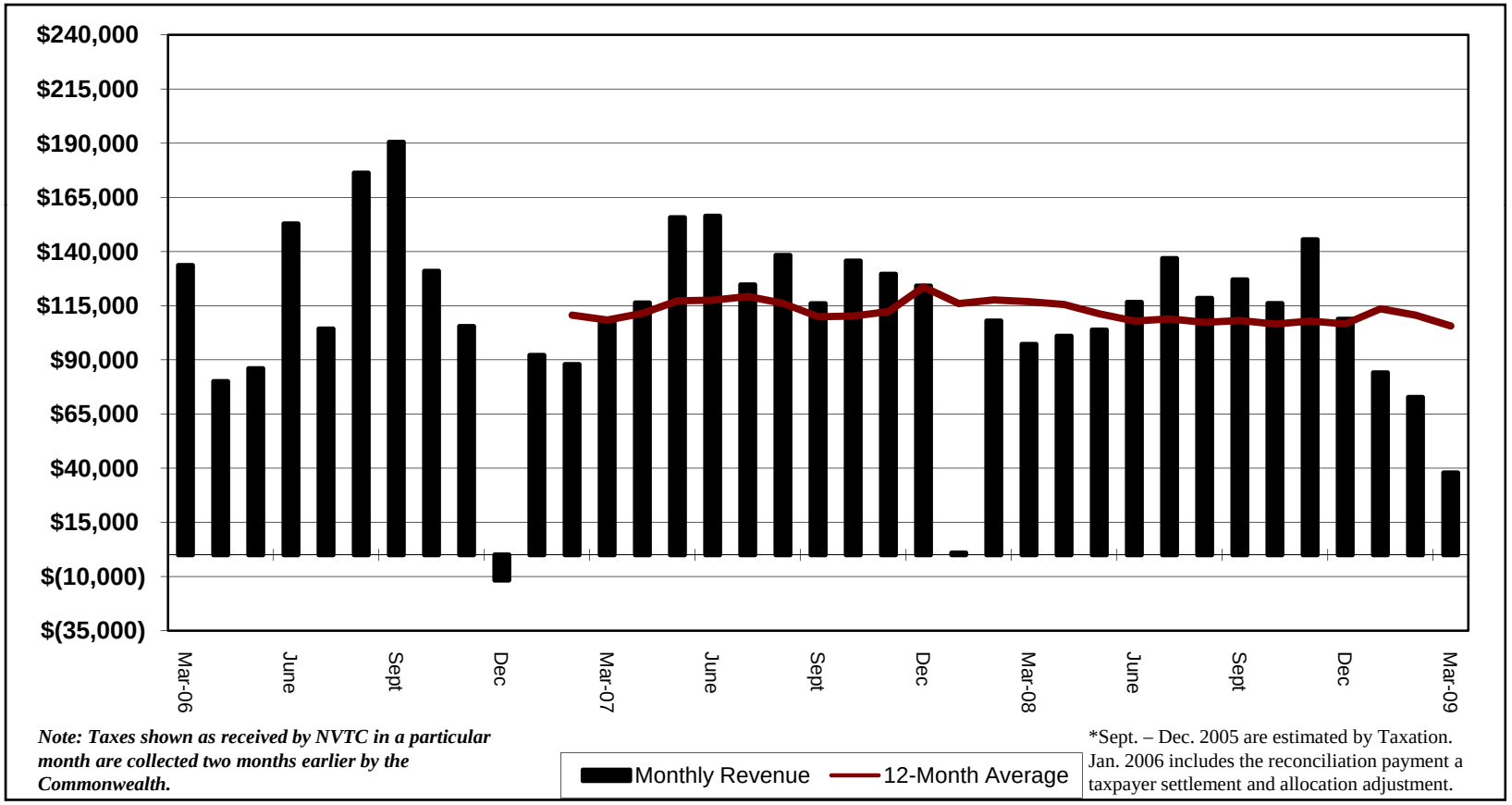
NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2006-2009



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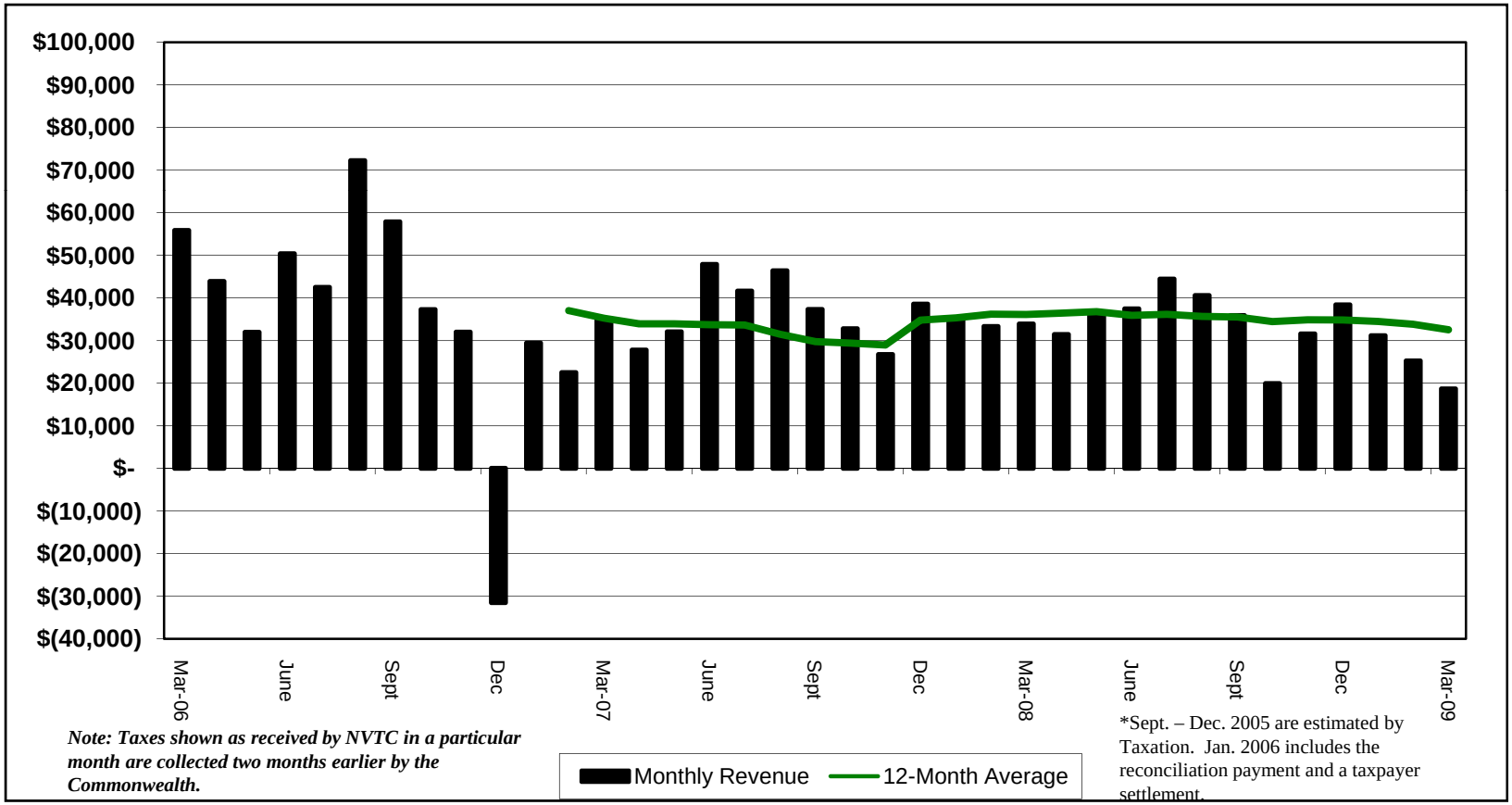
NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2006-2009



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

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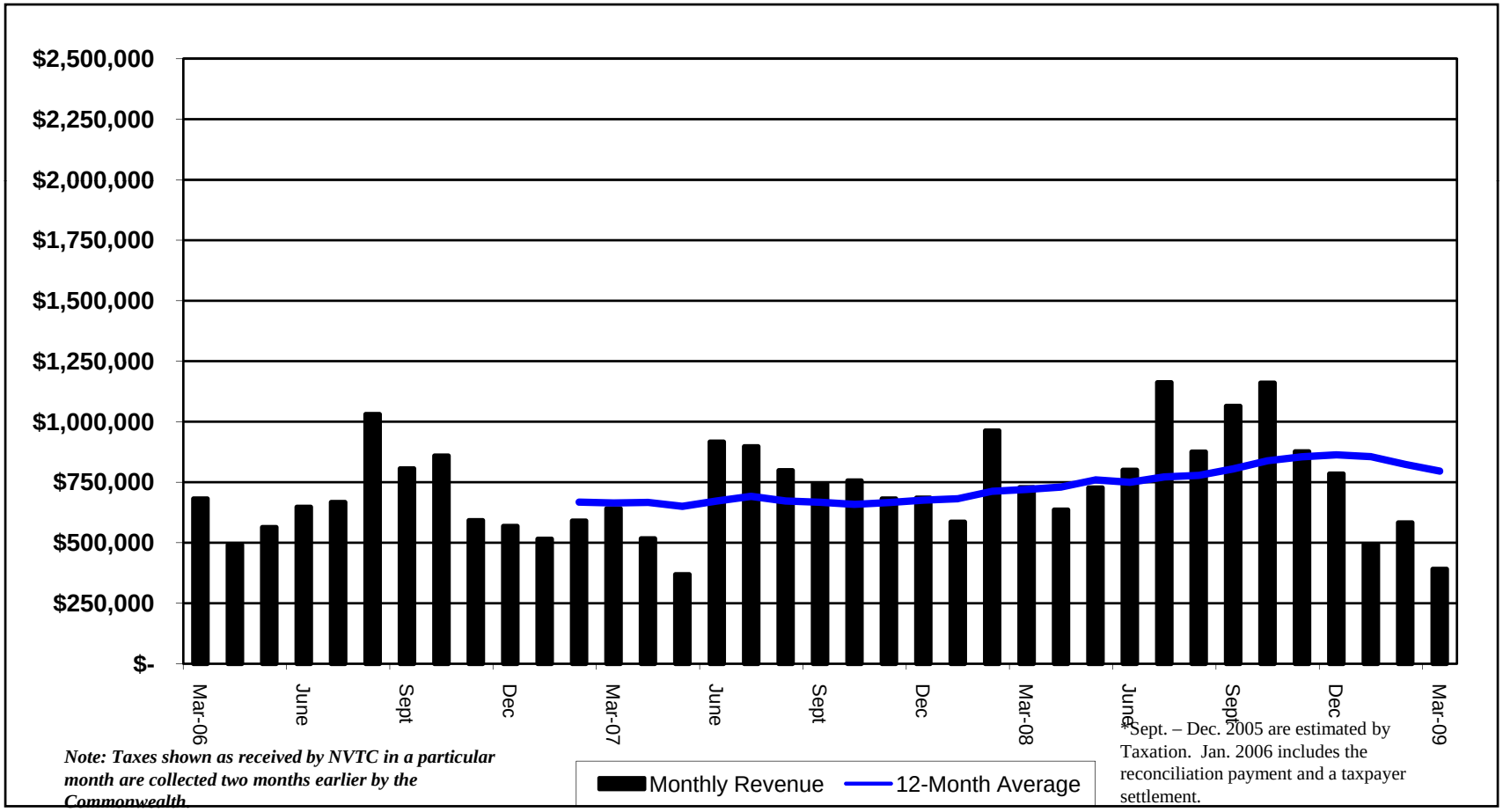
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2006-2009



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.

AGENDA ITEM #3 Blue

Virginia Department of Rail and Public Transportation

Public Information Meetings

I-66 Transit/Transportation Demand Management (TDM) Study

The Virginia Department of Rail and Public Transportation (DRPT) is conducting this study to identify potential short- and medium-term transit and TDM enhancements that will increase mobility in the I-66 corridor between Washington D.C., and Haymarket, Virginia. Improvements could include new bus services such as Bus Rapid Transit (BRT) and commuter choices such as carpooling, vanpooling and park and ride lots.

Public information meetings are being held for the public to learn more about this study. Each meeting will include a continuous open house with representatives available to provide information on the study corridor and alternatives under consideration. In addition, a presentation will be given twice (at 7 p.m. and 8 p.m.) with an opportunity for questions and answers afterward.

Tuesday, May 12, 2009
Williamsburg Middle School Auditorium
3600 N Harrison St., Arlington, VA 22207

Wednesday, May 13, 2009
Battlefield High School Auditorium
15000 Graduation Dr., Haymarket, VA 20169

Thursday, May 14, 2009
Oakton High School Auditorium
2900 Sutton Rd., Vienna, VA 22181

6:30 p.m. to 9:00 p.m. – Open House
7:00 p.m. – Presentation and Q&A
8:00 p.m. – Presentation and Q&A

For more information on the study, visit www.drpt.virginia.gov/activities/I66study.aspx. If you are unable to attend a meeting, comments on the study may be sent to Public Information Office, DRPT, 1313 E. Main St., Suite 300, Richmond, VA. 23219, or DRPTPR@DRPT.Virginia.gov. Comments will be accepted until May 22, 2009.

DRPT ensures nondiscrimination in all programs, services and activities in accordance with Title VI of the Civil Rights Act of 1964. For special assistance or information, call (804) 786-4440 or TDD 711 at least 48 hours in advance of the meeting date.

Blue 3

DRPT
Virginia Department of Rail and Public Transportation

www.drpt.virginia.gov

I-66 Transit/TDM Study

Study Overview
May 2009

May 7, 2009

Genesis of the I-66 Transit/TDM Study

2007

- Letter from Secretary Homer indicating state's intent to initiate multi-modal studies as a follow up to the I-66 Inside the Beltway Study (2005)
- Request from CTB Member Connally to examine short term bus improvements inside Beltway
- Funding announced by Congressman Wolf to examine BRT on I-66 outside the Beltway
- Request from Congressman Moran to continue BRT examination inside the Beltway

2008

- Discussions with VDOT about restarting the I-66 Multimodal Transportation Environmental Study outside the Beltway
- Budget and direction provided to DRPT to initiate the I-66 Transit/TDM Study

Study Goals and Objectives

- To identify more transportation choices through transit and transportation demand management (TDM) enhancements that will increase mobility in the I-66 Corridor

- To develop a recommended plan for short- and medium-term transit and TDM service improvements in the I-66 Corridor between Haymarket and Washington, DC

- Provide input into the restart of the I-66 Multimodal Transportation Environmental Study

Study Team

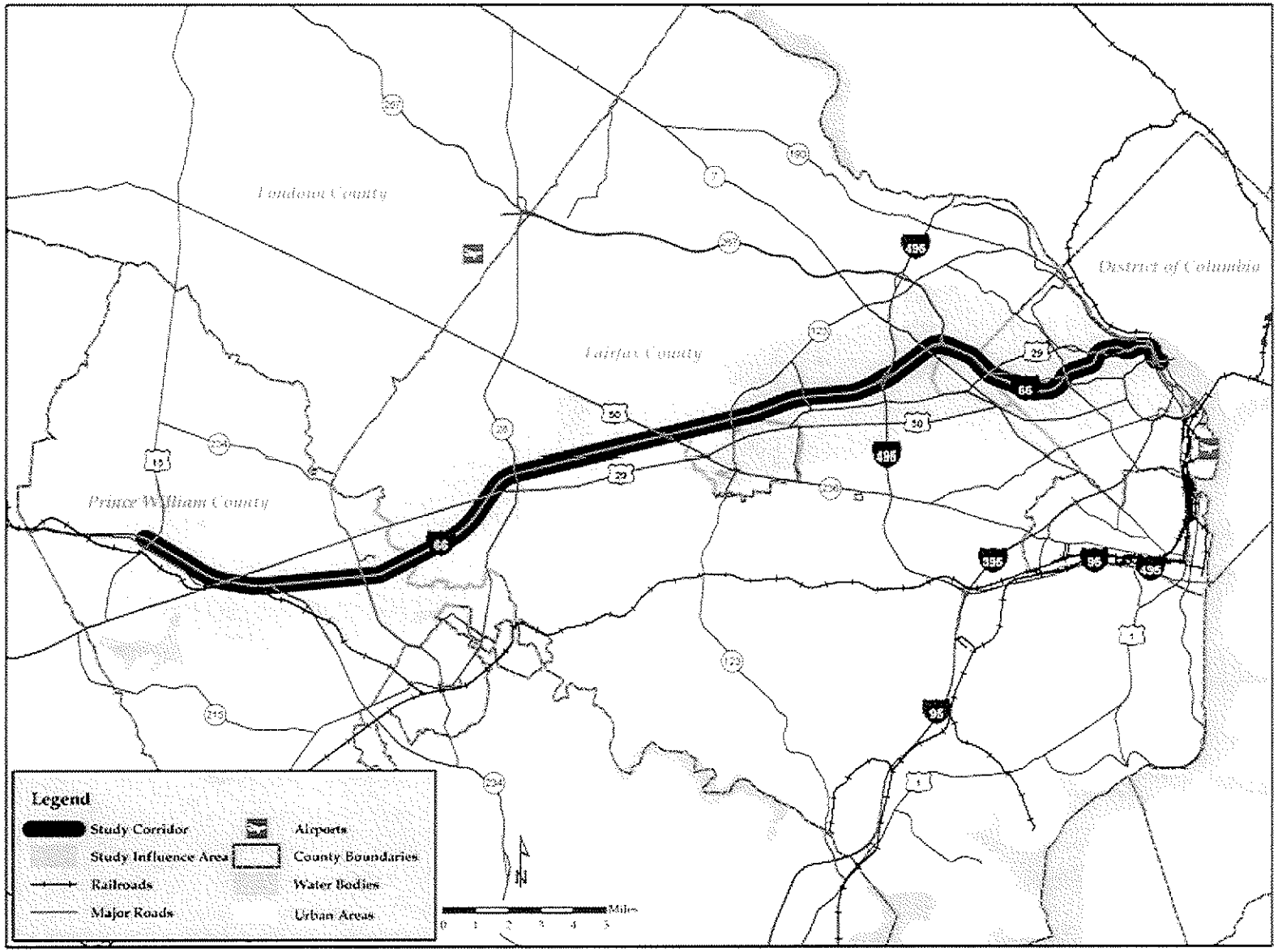
- Conducted by the Virginia Department of Rail and Public Transportation (DRPT) in coordination with a Technical Advisory Committee (TAC)
  - TAC reviews and provides comments on study scope and deliverables

- TAC Members
  - Arlington County
  - City of Fairfax
  - City of Manassas
  - District of Columbia
  - DRPT
  - Fairfax County
  - Falls Church
  - Loudoun County
  - Metropolitan Washington Council of Governments (MWCOG)
  - Northern Va. Transportation Commission (NVTC)
  - Prince William County
  - Potomac and Rappahannock Transportation Commission (PRTC)
  - Virginia Department of Transportation (VDOT)
  - Virginia Railway Express (VRE)
  - WMATA (Metro)

Study Corridor

- Approximately 35 miles of I-66 from Haymarket, VA to Washington, DC
- Includes consideration of US 50 between Fair Oaks and Arlington and US 29 between Manassas and Arlington

Study Corridor Map



Framework and Key Assumptions

- Focus on transit and TDM services in the defined corridor
  - Improvements and enhancements beyond those already programmed
  - Short- to medium-term improvements that can be implemented over the next 5 to 15 years

- Evaluate alternatives based on the following key factors:
  - Current and forecast travel demands
  - Market analysis
  - Stakeholder input/Public Comments
  - Cost and feasibility

- Complement other planning initiatives in the region
  - Provide input to the long range I-66 Multimodal Transportation & Environmental Study to be conducted by VDOT and DRPT, VRE Gainesville-Haymarket Alternative Analysis, and other initiatives
  - Consider data available through completed regional planning initiatives

Study Activities

- The study includes the following general activities:
  - Inventory of existing transit services and TDM programs in the corridor
  - Public outreach and market research to gather public feedback regarding transit and TDM improvements in the corridor
  - Analysis of transit and TDM options
  - Identification of short and medium-term transit improvements and TDM strategies
  - Development of cost projections for potential improvements
  - Analysis of potential revenue sources to support improvements

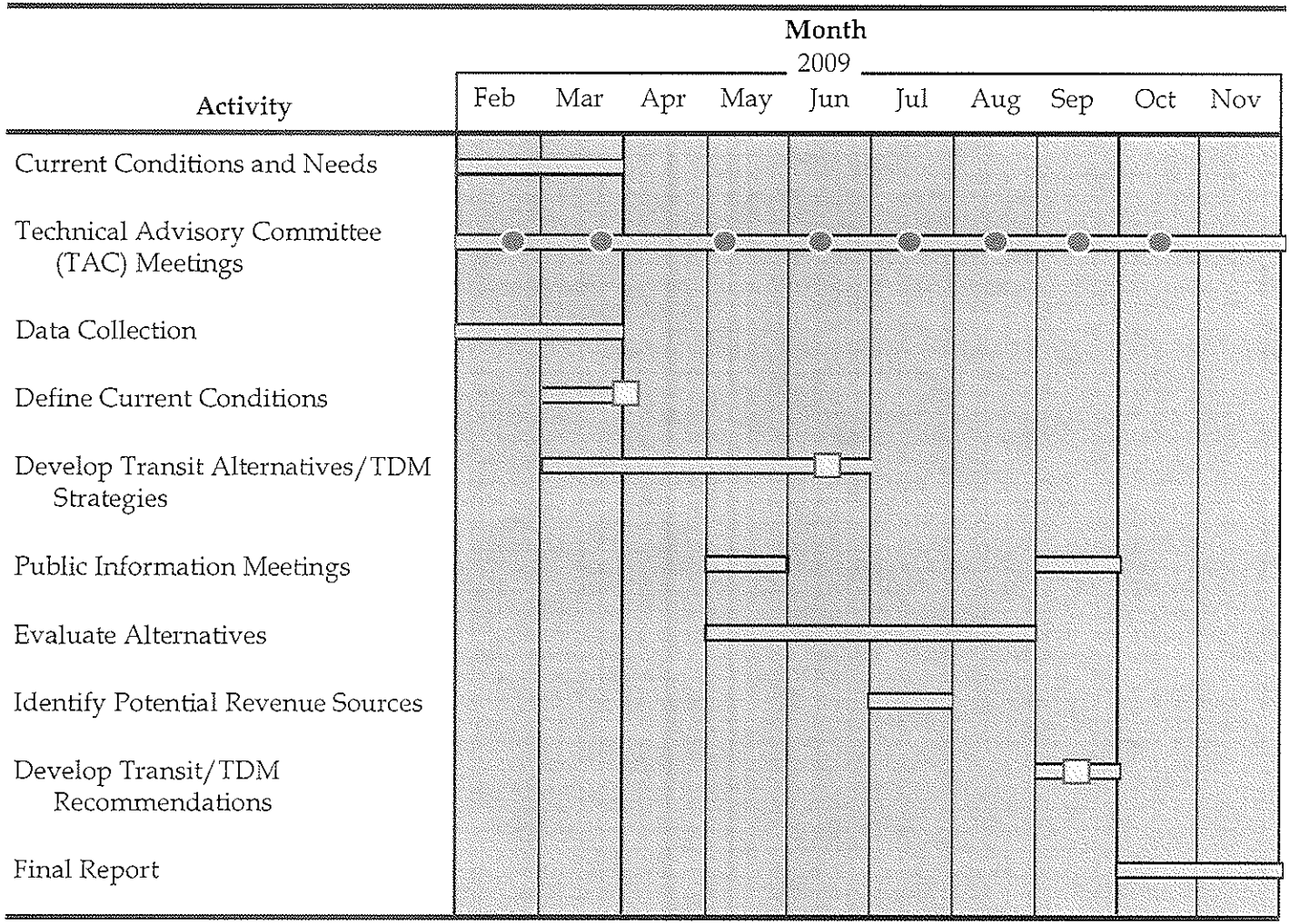
Existing Transit/TDM Services in the Study Corridor

- HOV Lanes
- Metrorail service
- Virginia Railway Express commuter rail
- Park and ride lots
- Buses
- Vanpools
- Slug (casual carpool) pickup locations
- Rideshare/commuter service programs
- Telework centers

Potential Transit/TDM Improvements

- Short and medium term improvements may include:
  - TDM enhancements
    - Marketing efforts
    - Financial support incentives for carpooling, vanpooling and slugging
  - Expanded bus services
    - New line-haul routes to serve new markets
    - New connecting services to enhance access to line-haul routes
    - Activity center services (e.g. neighborhood circulators, shuttle buses)
  - Facility investments to promote increased bus/TDM usage
    - BRT types of investments
      - Use of shoulders by buses as a queue jumping strategy
      - Other forms of queue jumping
      - Bus only or bus and HOV lanes
      - Substantial stations (i.e. in-line, direct access)
  - Transit station improvements
  - Park-and-Ride lot expansion

Study Schedule and Milestones



May 7, 2009

Study Phases

- Data Collection
  - Data Collection Report- available on DRPT's Web Site: www.drpt.virginia.gov/activities/I66study.aspx
    - Inventory of existing and planned transportation services in the corridor, their performance, and assessment of how well activity centers are served by current transportation services
  - Park-and-Ride Lot Survey
    - Inventory existing conditions and conduct a license plate survey at 20 park-and-ride lots near the corridor

- Baseline and Alternatives Development
  - Evaluate transit and TDM options such as buses, Bus Rapid Transit, vanpools, carpools, and park-and-ride facilities

- Evaluation of Alternatives
  - Travel demand forecasting and modeling
  - Transportation Demand Management (TDM) analyses
  - Sensitivity analyses

Study Phases (continued)

- Market Demand Analysis
  - Examine potential markets for enhanced transit/TDM services
  - Forecast future market demand
- BRT Definition and Station Sketch Planning
  - Describe and evaluate options for potential BRT service
  - Define general footprint, operating characteristics, and type of stops/stations
- Financial Projections
  - Cost estimates (capital, operations, maintenance)
  - Revenue sources
- Document Results/Findings
  - Issue draft report
  - Issue final report

Public Participation

- Stakeholder interviews, public information meetings, and a market research survey are part of the study schedule

- The following public participation opportunities are available:
  - Sign up to receive study updates electronically by sending an e-mail request to drptpr@drpt.virginia.gov.
  - Attend a public information meeting on the study. Meetings are being scheduled for spring and fall 2009. Additional details on these meetings will be available soon.
  - Send written comments to drptpr@drpt.virginia.gov or DRPT Public Information Office, 1313 E. Main St., Suite 300, Richmond, VA 23219.

- More information on the I-66 Transit/TDM Study is available on DRPT's Web site at www.drpt.virginia.gov/activities/I66study.aspx

- Contact the project manager, Michael Harris, at michael.harris@drpt.virginia.gov or 703-999-6977

Virginia Department of Rail and Public Transportation

The Smartest Distance Between Two Points

www.drpt.virginia.gov

drptpr@drpt.virginia.gov

804-786-4440

BMW

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.

Blue

AGENDA ITEM #5

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY/TDD: 828-1120

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 Fads 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 E-ZPass 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,

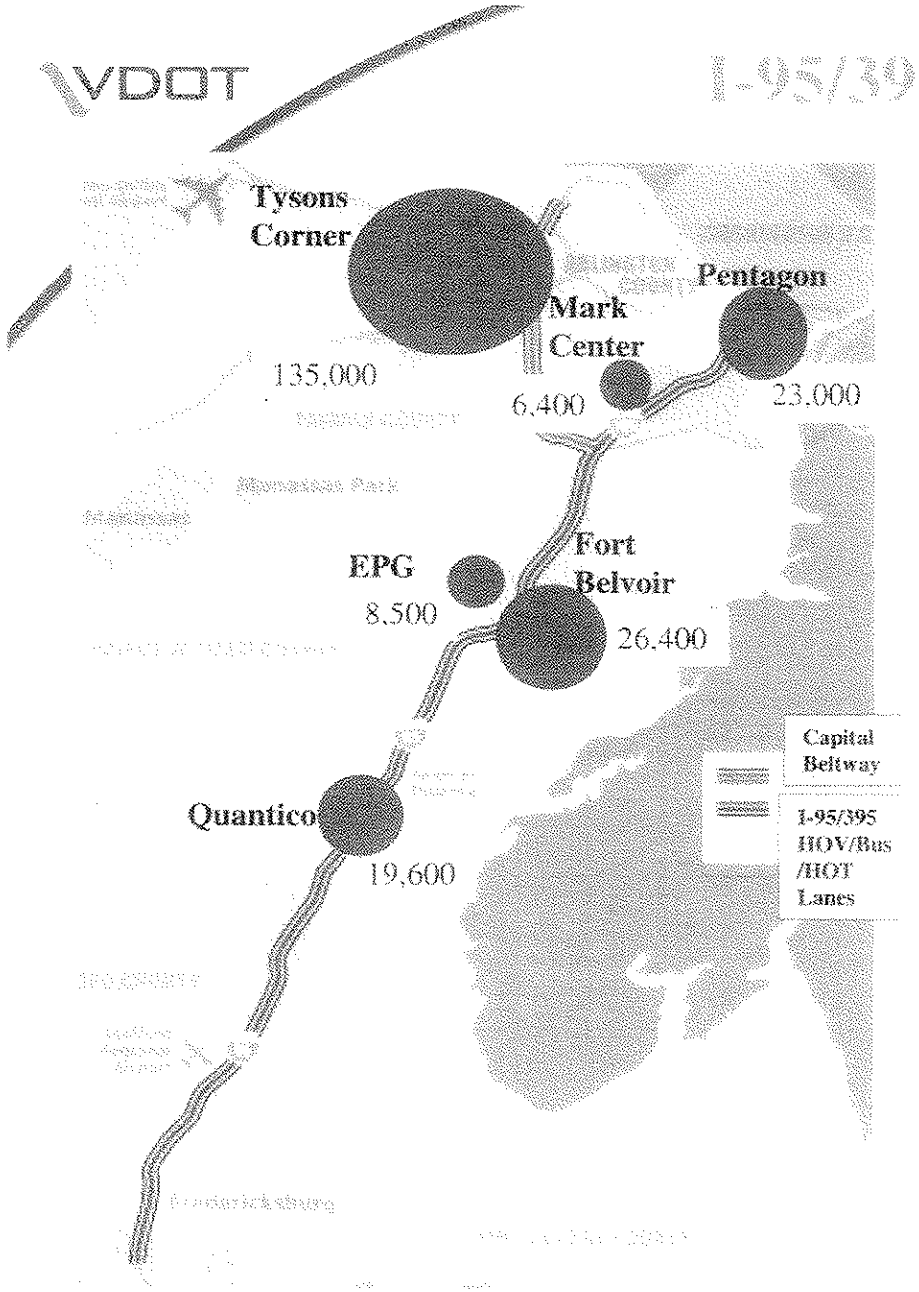
Pierce R. Homer

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.

Blue

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

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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 1996

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 nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

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.

AGENDA ITEM #6

Blue

ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD
2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us

HOPE HALLECK
CLERK TO THE
COUNTY BOARD

MEMBERS
BARBARA A. FAVOLA
CHAIRMAN
JAY FISETTE
VICE CHAIRMAN
MARY HYNES
J. WALTER TEJADA
CHRISTOPHER ZIMMERMAN

April 8, 2009

The Honorable Pierce Homer
Secretary of Transportation
1111 East Broad Street, Third Floor
Richmond, Virginia 23219

Dear Mr. Secretary:

I am writing to request clarification with regard to your decisions about funding allocations pursuant to Virginia's share of the federal fiscal stimulus legislation ("ARRA"). As you know, that Act gives the state policy discretion over much of the nearly $800 million in funding the Commonwealth will receive. The exercise of that discretion is an indication of the Administration's policy priorities. I am wondering if I have misunderstood the materials released by your office last week.

Given the Governor's commitment to public transportation, I would have expected the use of ARRA funding to reflect a high priority for transit. And yet, it appears that the allocation you have announced does not include any funding for transit, apart from formula funding mandated by Congress under Sections 5307, 5309, and 5340 (which I believe will provide $ 69.1 million in "Virginia" funding to WMATA, VRE, and PRTC – not $215 million, as implied by the presentation).

Are you not recommending that the Governor exercise his discretionary authority under the federal law to "flex" at least some of the dollars for transit purposes?

Similarly, given the Administration's past support for the Northern Virginia Transportation Authority, I would have expected to see the state's discretion utilized to provide more than ***de minimus*** funding to the Authority, in order to better meet this region's needs. And yet, it appears that the only funding to be allocated to NVTA is that mandated by Congress (amounting to just $52 million).

Perhaps I have misinterpreted the statements issued thus far by your office. Maybe I have failed to understand that announced decisions are partial, and not fully reflective of the ultimate policy intention. If so, I hope you will clarify the matter for me. If not, I would very much like to understand how these decisions square with the Governor's policy priorities.

Throughout his term, Governor Kaine has shown a clear appreciation of the needs of the Northern Virginia; he has consistently emphasized support for transportation policymaking at the regional level; and he has repeatedly pledged a commitment to public transportation throughout the Commonwealth. In view of which, I find the apparent policy choices in your Department's recent announcement puzzling.

I would be grateful if you could help me to understand the policy you are recommending to the Governor. Thank you.

Sincerely,

Christopher Zimmerman

Cc: Senator James Webb
Senator Mark Warner
Congressman Jim Moran
Congressman Gerald Connolly
Julia Connally, CTB Member Urban - at Large
Douglas Koelemay, CTB Member, Northern Virginia
Marty Nohe, NVTA
Rick Taube, NVTC
Linda McMinimy, VTA

Proposed 2010 Transit Service Reductions for Northern Virginia - Summary

Agency	Proposed Budget Reductions in 2010 from the 2009 Budget	Level of Service Changes	Revenue Offset (fare increase)
Arlington ART	-$115,940	Reduce Saturday Service, eliminate lunch-time service and restructure ART 74 - Roughly 1600 hours of service cuts	Not at this time
Alexandria DASH	-$263,000	Roughly 2700 hours of service cuts	Not at this time
Fairfax Connector	-$3,032,132	Net reduction in approximately 29,347 hours of service	Express Routes increase to $7 each way
Fairfax CUE	-$157,862	none	Not at this time
Loudoun County	$0	No cuts - increasing service	Expanding
PRTC	-$840,000	5% reduction in service hours OmniLink only	Not at this time
GEORGE	-$300,000	Cut daily revenue hours from 23.5 to 12	Increase to $1.35 from 50 cents
TOTAL	-$4,708,934		

Source: Agency Staff, Proposed Budget Documents, Reports of County Executives.

AGENDA ITEM #6

Blue

Blue RECEIVED

APR 30 2009

AGENDA ITEM #7

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

April 29, 2009

The Honorable Christopher Zimmerman
Member, Arlington County Board
2100 Clarendon Boulevard
Suite 300
Arlington, Virginia 22201-7430

Dear Mr. Zimmerman:

Thank you for your recent letter regarding the use of transportation funding provided by the American Reinvestment and Recovery Act (ARRA).

A you may know, the Commonwealth of Virginia will receive approximately $810 million for highway and transit transportation improvements. Of this amount $116 million is available for public transit properties within the Commonwealth. The remaining $694.5 million will be used for highway, rail, and transit projects. Approximately $118 million of this amount will be sent directly to certain metropolitan planning organizations. You correctly note that the Northern Virginia Transportation Authority will receive $52 million.

At its recent meeting the Commonwealth Transportation Board authorized $345.3 million in contracts for ARRA-funded projects. These funds will be used as follows:

- $110 million to rehabilitate or repair more than 430 lane miles of deficient pavements;
- $17.3 million for small urban and rural transit projects;
- $66.1 million to repair or replace 119 structurally deficient bridge structures;
- $20.8 million for transportation enhancement projects;
- $96 million for transportation projects to address the impact of BRAC decisions; and,
- $34.2 million for design build projects to advance the Route 3 widening in Spotsylvania County and to double track the Route 164 Median Rail Relocation project in Portsmouth.

The remaining funds will be allocated for projects throughout the Commonwealth after additional consultation and outreach with the Virginia Congressional delegation, members of the General Assembly, applicable metropolitan planning organizations, individual localities and industry representatives at the Commonwealth Transportation Board's May 21st meeting.