



NVTC COMMISSION MEETING
THURSDAY, SEPTEMBER 3, 2009
NVTC CONFERENCE ROOM
8:00 PM

NOTE: WMATA General Manager John Catoe will be present. A buffet supper will be provided for attendees.

AGENDA

1. Minutes of the NVTC Meeting of July 2, 2009.

Recommended Action: Approval.

2. WMATA Items.

A. General Manager John Catoe will discuss WMATA items of current interest (including the FY 2011 budget, safety and legislation) and respond to questions.

B. Response to NVTC's letter on WMATA Budget.

Discussion Item.



3. VRE Items.

- A. Report from the VRE Operations Board and Chief Executive Officer--Information Item.
- B. Sale of Three F-40 Locomotives--Action Item/Resolution #2128.
- C. Spotsylvania County Joining VRE/PRTC--Action Item/Resolution #2129.
- D. Endorsing Virginia's High Speed Rail ARRA Application--Action Item/Resolution #2130.
- E. FY 2011 Preliminary VRE Budget--Action Item/Resolution #2131.
- F. 2009 VRE Passenger Survey Results--Information Item.

4. Vanpool Incentive Program.

NVTC staff has developed a proposal to encourage additional vanpooling and to increase the region's earnings of federal formula assistance.

Recommended Action: Endorse a project design study and authorize staff to pursue funding.

5. NVTC's Preliminary Administrative Budget for FY 2011.

A preliminary budget is provided that holds total expenditures and local contributions constant and continues to freeze staff salaries.

Recommended Action: Authorize NVTC's executive director to forward the preliminary budget to the commission's jurisdictions for their use in planning their own FY 2011 budgets.

6. Status of NVTC Projects.

- A. Real-Time Bus Information--Adam McGavock
- B. E-Schedules--Kala Quintana
- C. I-66 Mode Share Report--Lynn Everett

Information Item.

7. Legislative Items.

- A. State: A draft VTA legislative agenda is being used to brief candidates for state office.
- B. Federal: Authorization, climate change and appropriation legislation will be reviewed.

Discussion Item.

8. Status of I-95/395 HOT Lanes Project.

The project has been delayed. Staff will share current information.

Information Item.

9. Regional Transportation Items.

- A. Monthly Transit Ridership Report.
- B. 2007/08 MWCOG Household Travel Survey.
- C. City of Fairfax Operates Six New Hybrid Buses.
- D. Status of Regional BRT TIGER Application
- E. Capital Flyer Bus Service (November, 1971).
- F. Texas Transportation Institute's Annual Traffic Congestion Report.
- G. Statewide Transit Plan/Surface Transportation Plan/Corridors of Statewide Significance.
- H. VTrans 2035 Research.
- I. APTA 2009 Public Transportation Fact Book.
- J. 2008 Transportation Statistics Annual Report (U.S. Bureau of Statistics).
- K. Transportation Energy Data Book (28th Edition).
- L. Try Transit Week.
- M. David R. Goode Transportation Policy Conference.
- N. Stranded at the Station (Transportation for America, August 2009).

Information Item.

10. NVTC Financial Items for June and July, 2009.

Information Item.

11. Closed Session for a Personnel Item (Section 2.2-3711.A.1 of the Virginia Code).



AGENDA ITEM #1

MINUTES
NVTC COMMISSION MEETING – JULY 2, 2009
NVTC CONFERENCE ROOM, ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Zimmerman at 6:50 P.M.

Members Present

David Albo
Charles Badger
Sharon Bulova
Adam Ebbin
William D. Euille
John Foust
Mark R. Herring
Catherine Hudgins
Dan Maller
Joe May
Jeffrey McKay
Thomas Rust
Christopher Zimmerman

Members Absent

Kelly Burk
Jay Fisette
Jeffrey Greenfield
Pat Herrity
Mary Hynes
Paul Smedberg
Mary Margaret Whipple

Staff Present

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



Chairman Zimmerman suggested that while the commission waits for a quorum, Corey Hill begin his presentation. There were no objections.

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

Mr. Hill gave an overview of the study and the transit/TDM study recommendations, which include \$137 million in capital projects and \$161 million in operating costs over a 20-year period. He then reviewed the BRT Operational Study analysis.

Delegate Ebbin arrived at 6:56 P.M.

In response to a question from Chairman Zimmerman, Mr. Hill explained that they are trying to take advantage of existing transit service and stations, so there will be new service as well as modifications to existing service. In response to a question from Mrs. Bulova, Mr. Hill reviewed the proposed station locations and stated that the Franconia/Springfield station is not being tested in the BRT study. There is a time sensitivity issue to keep riders moving. If a bus has to come off I-395 and go to Franconia/Springfield station, pick up riders and then come back out to I-395, it takes a long time and the attractiveness of the service drops. However, the Franconia/Springfield station could be a termination or an origination point. Mrs. Bulova observed that people will want to get on the new HOT lanes from the communities that are near the HOT lanes construction.

Mr. Hill announced that the preliminary BRT study recommendations should be finalized in the next three weeks and the draft report completed in August 2009. Coordinated activities include the ARRA Stimulus Proposal due in September 2009 and the I-66 Transit/TDM study in November 2009.

Chairman Zimmerman observed that a quorum has been reached and he suggested the commission move forward to action items and then return to this item later in the meeting to allow commissioners to ask questions. There were no objections.

Minutes of the June 4, 2009 NVTC Meeting

Mr. Euille moved, with a second by Mr. Maller, to approve the minutes. The vote in favor was cast by commissioners Albo, Badger, Bulova, Ebbin, Euille, Foust, Herring, Maller, McKay, Rust and Zimmerman.

VRE Items

Report from the VRE Operations Board. Mr. Zehner reported that VRE's year-to-date on-time performance has increased by three percent systemwide. VRE has issued a RFP for a service provider. Amtrak has been VRE's sole source provider since VRE's inception. He reported that 16 vendors, including Amtrak, attended the required pre-proposal conference. Proposals are due at the end of August with the provider to begin service in July 2010.

Modify Contract for New Locomotives. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2125, which would authorize VRE's CEO to modify the contract with Motive Power, Inc., to increase the base order to 12 from nine locomotives. This increases the contract value to \$48.5 million, an increase of \$12 million including contingency. The unit price of the new locomotives remains the same at just under \$3.7 million. Grant funds are available for this purchase.

On a motion by Mrs. Bulova and a second by Mr. McKay, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Albo, Badger, Bulova, Ebbin, Euille, Foust, Herring, Maller, McKay, Rust and Zimmerman.

Extend Contract with CSXT. Mrs. Bulova stated that Resolution #2126 would extend the operating access agreement with CSXT through January 31, 2010. The current agreement expires July 31, 2009. Failure to agree on the level of liability protection has delayed completion of a new contract.

Mrs. Bulova moved, with a second by Mr. Foust, to approve Resolution #2126 (copy attached). The vote in favor was cast by commissioners Albo, Badger, Bulova, Ebbin, Euille, Foust, Herring, Maller, McKay, Rust and Zimmerman.

Extend Contract with Norfolk Southern. Mrs. Bulova reported that Resolution #2127 would extend the operating access agreement with Norfolk Southern through January 31, 2010, since the current contract extension expires July 31, 2009. Liability protection issues have also delayed the completion of a new contract.

Mrs. Bulova moved, with a second by Mr. Foust, to approve the resolution.

In response to a question from Delegate Rust, Mr. Zehner stated that the railroads want VRE to have \$500 million in liability insurance. VRE currently has \$250 million in insurance. Following this discussion, the commission unanimously approved

the resolution (copy attached). The vote in favor was cast by commissioners Albo, Badger, Bulova, Ebbin, Euille, Foust, Herring, Maller, McKay, Rust and Zimmerman.

Gainesville-Haymarket Alternatives Analysis Report. Mrs. Bulova stated that the VRE Operations Board asked that the commissions be briefed on this item prior to the release of the RFP for the Gainesville-Haymarket Environmental Analysis and preliminary engineering services. Mr. Zehner provided an overview of the results provided to the Operations Board of the recently competed Gainesville-Haymarket Alternatives Analysis. The next step in the project development process is to procure engineering and environmental services to conduct environmental analysis to fulfill National Environmental Policy Act requirements and to prepare the preliminary engineering and design. The scope of work for this phase includes defining and analyzing various implementation alternatives; identifying potentially affected environments; conducting a capacity study to determine rail infrastructure needs; developing various design options for the proposed extension (including right-of-way acquisition and potential station locations); and refining the general project scope of work, project cost estimate, time line, and ridership projections developed for the Alternatives Analysis. The environmental analysis and preliminary engineering work will take approximately three years to compete. Upon receipt and review of proposals, VRE staff will return to the Operations Board with a recommendation for award. Mr. Zehner stated that this project has garnered a great deal of interest from people living in the Gainesville-Haymarket area.

Delegate May arrived at 7:19 P.M.

Mr. Badger stated that there are significant costs involved with this project and it is appropriate for policy makers to look at this before proceeding. Mr. Zehner stated that the Environmental Analysis is not completed yet and therefore cost estimates are not available. Mr. Badger stated that there are preliminary numbers. Mr. Zehner stated that Mr. Badger is correct that there will be substantial costs for this project (\$150 - \$250 million). Following the Environmental Analysis and preliminary engineering, which will cost \$5 million, solid cost estimates will be available.

Delegate Rust observed that the projected capital costs seem to be coming down. Mr. Zimmerman explained that these reductions are the result of CSXT putting in a signal system and therefore, VRE will not have to do it. Chairman Zimmerman observed that the recommendation of award by the Operations Board is expected in November 2009. This will provide some time to look at the numbers that will be available soon.

Delegate Albo asked if the region really wants to spend \$5 million on analysis of a project that the region has not yet committed to funding. Chairman Zimmerman stated that would be a question that needs to be answered in November.

Mr. Maller disclosed that he will recuse himself from any action concerning this project because he has a potential conflict of interest since one of his clients owns a piece of property in the service area.

Delegate Albo asked why it costs \$250 million for an extension project that is basically a new station and parking lot. Mr. Zehner stated that cost estimates for service from Manassas to Haymarket include at least one more rail line, three stations, and three parking garages. If the service is only extended from Manassas to Gainesville, the costs would be significantly lower.

In response to a question from Delegate Rust, Mr. Zehner explained that the analysis shows that rail in this corridor would carry many more people than bus-only on I-66.

Delegate May expressed his opinion that this extension is a good idea because for every car that can be taken off I-66, the entire corridor benefits. There is interest in this project from the business community. He stated that he would like to see the project move forward.

PRTC Resolution. Mr. Taube explained that a copy of a resolution to be discussed and acted upon at PRTC's July 9th meeting has been provided to NVTC at the request of VRE counsel. The resolution would provide authorization to execute a proffer statement for zoning reclassification of a parcel at Leeland Road VRE Station in Stafford County. NVTC does not need to take any action.

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

Mr. Taube explained that the commission is asked to authorize NVTC's executive director to spend \$37,288 of existing project grant funds to equip DASH buses with mobile data terminals. NVTC is currently managing a contract with Strategic Mapping, Inc., to install a passenger information system on the Alexandria DASH bus system using a federal earmark. Alexandria DASH wishes to enhance this system with the addition of mobile data terminals on each of their 62 vehicles. The terminals will allow the DASH drivers to better maintain schedules, monitor the passenger information system and will allow for the broadcasting of alerts and emergency notifications.

Mr. Euille moved, with a second by Mr. McKay, to authorize the executive director to spend \$37,288 of project funds to equip DASH buses with mobile data terminals. The vote in favor was cast by commissioners Albo, Badger, Bulova, Ebbin, Euille, Foust, Herring, Maller, May, McKay, Rust and Zimmerman.

Mr. Euille left the meeting at 7:32 P.M. and did not return.

Continuation of the Briefing on I-95/395 HOT Lanes BRT Operational Study

Chairman Zimmerman opened the floor for questions on the earlier briefing by Mr. Hill.

Chairman Zimmerman asked about off-corridor improvements. Mr. Hill responded that it does not make sense to invest in corridor improvements and then lose commuting time because there are back-ups getting off the HOT lanes, so off-corridor improvements are being analyzed. Chairman Zimmerman stated that it is important to look at on and off locations. If in-line stations are built then basically no development around the station is available. Mr. Hill stated that in-line stations as well as direct access ramps will be analyzed. Chairman Zimmerman observed that while it is good to model new service, there is already existing service and it is important to look at how to integrate it all.

Mr. McKay asked about how to get people from the Lorton Station to Fort Belvoir. Mr. Hill agreed that this is a huge task. He agreed that there needs to be better access. Mr. McKay stated that existing bus service to Fort Belvoir is already heavily used. He is still unconvinced that Franconia/Springfield should not be considered a BRT station. He also observed that there are distinct differences between the two sides of I-95 in Springfield area. It merits another look and he suggested looking at doing something on the west side of I-95. He stated that it is important not to assume that when buses arrive at the Franconia/Springfield station that people will switch to rail. Many people prefer riding the bus rather than rail. Delegate Albo agreed that there will be many people coming from the south into the Springfield area and Fort Belvoir. Chairman Zimmerman stated that a bus-only lane is needed across the 14th Street Bridge.

Mr. Hill stated that he will take these comments back to DRPT's consultants. He stated that DRPT can do a better job of articulating how the Franconia/Springfield area is already being served by the many bus routes and transit services and how it will be integrated into the entire system.

In response to a question from Mr. Maller, Mr. Hill explained that BRT is broadly described and flexible.

Bus Rapid Transit Stimulus Funding Application

Mr. Taube stated that TPB's Scenarios Task Force is coordinating an ambitious application for up to \$300 million of discretionary federal stimulus funding for a regional BRT network. Proposals are due September 15, 2009 and federal selection criteria have been released. The criteria are being used by local/regional staff to evaluate candidate routes for this regional proposal. Whatever is included in the application and funded must be completed by September 2012. The Task Force is expected to meet on July 15th to finalize the list of projects.

Mr. Taube also reported that the Regional Priority Bus Conference held on June 24th was very well attended. There was a good discussion about BRT services across the country. Also, the second year of the SJR 122 Joint Subcommittee will look at BRT systems in Northern Virginia. The subcommittee will meet three more times. At the June 24th meeting, Secretary Homer gave a presentation that emphasized the need for a dedicated, sustainable source of funding for rail passenger and transit operating expenses. The lack of such operating funding will be an impediment to any plans for expanded BRT services.

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

Mrs. Hudgins arrived at 7:57 P.M.

Chairman Zimmerman agreed that the conference was well attended. The bus-on-shoulder program in Minneapolis-St. Paul area is very interesting, which was highlighted at the conference. The 270-miles of bus lanes in that region are heavily used and have been operational for approximately 16 years. He stated that he would like to see VDOT be as creative. It could be a big increase in the region's transportation capacity with a modest investment.

Status of the GEORGE Bus Service

Mr. Taube explained that Arlington's ART is set to take over operation of Falls Church's GEORGE bus system on July 6th. An operating agreement will be signed between those two parties and NVTC will be relieved of its responsibilities to take ownership of the buses even if Arlington ceases to operate them. On the advice of a Federal Transit Administration (FTA) official, supported by legal counsel, Arlington will now be responsible instead of NVTC. Arlington County has agreed. Based on the advice from FTA, NVTC staff wrote to WMATA to accomplish the transfer of the four buses directly from WMATA to Arlington. Effective July 6th the new fares for GEORGE will be \$1.35 cash or \$1.25 with a SmarTrip card, which is the same fare as Arlington County's ART service. These prices will remain until September while the fareboxes are being reprogrammed and then the fares will be reduced to \$1 on September 8th.

Mr. Maller thanked Arlington County for their partnership with the city of Falls Church to keep the GEORGE Bus system running.

Employer Assistance for Commuters from Virginia's State of the Commuter Survey

Mr. Taube reminded commissioners that at the last meeting there were questions raised about the shares of respondents reporting employer-provided commuting services. The findings may reflect fundamental misunderstandings of who is providing the service. In Northern Virginia, the guaranteed ride home program of MWCOG is available to virtually any commuter. While respondents may not distinguish correctly between an employer-provided versus an employer-endorsed program, another pitfall in interpreting these responses includes the possibility that respondents may not be fully aware of the services offered by their employers and thus under report. The survey does confirm the effectiveness of employer-provided commuter services for those employees who actually use the services.

Mr. Hill stated that Northern Virginia has a guaranteed ride home program run by Commuter Connections; however, the rest of the state generally does not have these guaranteed ride home programs.

WMATA Items

Next Metro Capital Funding Agreement. Mr. Taube reported that meetings are underway with local, regional and state financial staffs to determine the shape and form

of the successor capital funding agreement to Metro Matters. Early indications are that most favor another multi-year agreement, commencing in FY 2011.

Metro Access Status. The costs of this federally mandated service continue to rise sharply, which has serious implications for the future success of WMATA.

Public Hearing on Relocation of Royal Street Garage. Mr. Taube stated that a public hearing on the relocation of the Royal Street Garage has been scheduled for July 28, 2009 in Supervisor McKay's offices. The Royal Street operations would be moved to Newington in Fairfax County to a site on Cinder Bed Road. Funding would have to be identified in the successor to Metro Matters.

Recent Metrorail Accident. In response to a question from Delegate Albo asked if WMATA has an insurance cap similar to VRE. Chairman Zimmerman stated that he does not have this information and WMATA Board members are unable to discuss the details of the accident.

Other Metro Items. As of July 1st Metro riders can find real-time information about bus arrivals through the use of a cell phone, web-enabled device or computer.

Legislative Items

Mr. Taube reviewed the Obama Administration's proposal to borrow \$20 billion of general funds to cover the Highway Trust Fund shortfall. This extension proposal, which is labeled "Stage 1 Reauthorization," calls for \$300 million to help states and metropolitan planning organizations evaluate their transportation systems. It would provide \$10 million to help DOT "develop performance goals and establish guidelines for states and localities on project evaluation."

Delegate Albo questioned the number of people who will actually use the rail service from Lynchburg to Washington, D.C. Mr. Badger clarified that it is not just service between Lynchburg and D.C, but passengers can continue on to Baltimore, New York and Boston. Delegate Albo expressed his opinion that the cost per person is not a good value. Delegate Rust stated that the authorization for this three-year trial came out of the budget and not legislation. Chairman Zimmerman noted that generally intercity rail in Virginia is a good thing. The potential ridership on the rail line from Washington, D.C., to Richmond is good. Mr. Foust asked if the Lynchburg service will connect to Richmond. Mr. Badger stated that it does not. The rail lines follow the Route 29 and I-95 corridors.

Regional Transportation Items

Highlights of the Virginia Transit Association Conference. Mr. Taube reported that the VTA Conference was held in Fredericksburg on June 8-9, 2009. Mr. Euille was elected President of VTA and Senator Whipple, Delegate May and Director Badger received VTA recognition. Mr. Fissette received the VTA Public Official of the Year award for his strong advocacy of transit, smart growth and particularly his work with the "Go Green Virginia" initiative that he helped launch through VML/VACO.

Status of Virginia's VTrans 2035 Plan. A public meeting was held on June 22, 2009 at the Mary Ellen Henderson Middle School in Falls Church.

Comparative Review and Analysis of State Transit Funding Program. Statewide in Virginia, transit funding for FY 2010 consists of operating revenues of 31 percent plus local government funds of 25 percent for a combined local share of 56 percent. Federal funds contribute another 26 percent. State funds provide the remaining 18 percent.

Monthly Northern Virginia Transit Ridership. Commissioners were provided with charts showing monthly and cumulative ridership through May, 2009 for Northern Virginia. Mr. Taube stated that results are generally positive. For the first 11 months of FY 2009, transit ridership is still up four percent compared to the same period in FY 2008. The American Public Transportation Association has announced that transit ridership nationwide in the first quarter of calendar 2009 reached 2.6 billion trips. However, that was down 1.2 percent from the same (record) period last year. Vehicle Miles Traveled fell nationwide in the first quarter of 2009 by 1.7 percent. In Northern Virginia, transit ridership was up 2.7 percent in the first quarter of 2009 compared to 2008.

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

NVTC Financial Items for May, 2009

Commissioners were provided with a copy of NVTC's financial reports. Mr. Taube observed that gas tax revenues continue to trend downward.

Next Month's Meeting

Chairman Zimmerman reminded commissioners that NVTC will not meet in August. The next meeting is scheduled for September 3rd at 8:00 P.M. He invited commissioners, staff and the public to stay after this meeting and view an optional 53-minute documentary on the history of smart growth planning and the ascendance of Metro in Arlington. Chairman Zimmerman also noted that the documentary can be viewed on-line.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 8:23 P.M.

Approved this 3rd day of September, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2125

SUBJECT: Modify Contract for New Locomotives.

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

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

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

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

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

Approved this 2nd day of July, 2009.



Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer





RESOLUTION #2126

SUBJECT: Extend Contract with CSXT.

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

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

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

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

WHEREAS: Necessary funding has been incorporated into the FY 2010 budget to allow VRE to continue its operations over CSXT tracks via this contract extension.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing amended operating/access agreement with CSXT to January 31, 2010.

Approved this 2nd day of July, 2009.

A handwritten signature in black ink, appearing to read "Christopher Zimmerman", is written over a horizontal line.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer





RESOLUTION #2127

SUBJECT: Extend Contract with Norfolk Southern.

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

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

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

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

WHEREAS: Necessary funding has been incorporated into the FY 2010 budget to allow VRE to continue its operations over Norfolk Southern tracks via this contract extension.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing amended operating/access agreement with Norfolk Southern to January 31, 2010.

Approved this 2nd day of July, 2009.

A handwritten signature in black ink, appearing to read "Christopher Zimmerman", is written over a horizontal line.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer





AGENDA ITEM #2

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: WMATA Items

A. General Manager John Catoe.

Mr. Catoe will discuss WMATA items of current interest and respond to questions.

B. Response to NVTC's Letter on WMATA's Budget.

The response from WMATA's Board Chairman Jim Graham is attached.



RECEIVED

JUL 10 2009



July 9, 2009

The Honorable Christopher Zimmerman
Chairman
Northern Virginia Transportation Commission
4350 N. Fairfax Drive, Suite 720
Arlington, VA 22203

Dear Mr. Zimmerman:

Thank you for your June 5, 2009 letter expressing your various concerns about the budget process of the Washington Metropolitan Area Transit Authority (Metro) and other process issues.

I share your concerns regarding the development of a balanced FY2011 budget — one that not only provides the necessary resources to support and maintain the Metro system, but also takes into account the financial constraints each jurisdiction must contend with in the current economy. It should also be a process that continues to engage our stakeholders and customers.

As part of the approval of the FY2010 Budget Resolution, Metro has committed to seek Board guidance in the development of the FY 2011 budget this September, after which the staff will submit a proposal for the preliminary FY2011 budget in December 2009 and deliver a proposed budget book in January 2010. These initial steps will form the framework for greater transparency and provide opportunities for both regional cooperation and public comment.

As you know, we are doing all we can to secure additional federal appropriations. We are looking forward to the continued leadership and

Washington
Metropolitan Area
Transit Authority

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

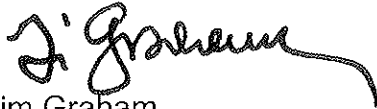
By Metrorail:
Judiciary Square - Red Line
Gallery Place-Chinatown -
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia,
Maryland and Virginia
Transit Partnership

The Honorable Christopher Zimmerman
Page 2

support of the Northern Virginia Transportation Commission and Metro's other jurisdictional partners as we continue to strengthen our role as the premier transit system in the country.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Graham", with a long, sweeping underline that extends to the right.

Jim Graham
Chairman

cc: John B. Catoe, Jr.
The Honorable William D. Euille
The Honorable Catherine Hudgins
The Honorable Jeffrey McKay



NVTC

Northern Virginia Transportation Commission

Chairman
Hon. Christopher Zimmerman

Vice Chairman
Hon. Catherine M. Huggins

Secretary/Treasurer
Hon. William D. Eullie

Commissioners:
City of Alexandria
Hon. William D. Eullie
Hon. Paul Smedberg

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

Fairfax County
Hon. Sharon Bulova
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Hon. Catherine M. Huggins
Hon. Jeffrey McKay

City of Fairfax
Hon. Jeffrey C. Greenfield

City of Falls Church
Hon. Daniel Maller

Loudoun County
Hon. Kelly Burk

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

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

Executive Director
Richard K. Taube

June 5, 2009

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

Re: Comments on FY 2010 WMATA Budget

Dear Chairman Graham:

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

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

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

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

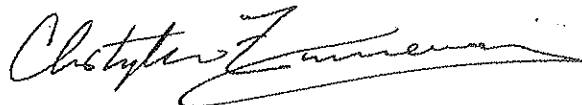
NVTC's members believe the process of arriving at an acceptable budget is as important as the final result. Specifically, we wish to emphasize that WMATA's customers should be fully informed and involved at every stage of budget development. Most importantly, the public should have an opportunity to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

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

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

The members of NVTC appreciate the opportunity to comment.

Sincerely,



Christopher Zimmerman
Chairman

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



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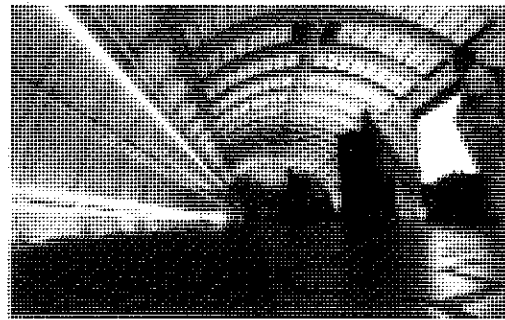
Metro ridership down since June's deadly crash

By: Kytja Weir
Examiner Staff Writer
August 18, 2009

Metro ridership has dropped on both the train system and bus lines since the June 22 crash, prompting questions about whether the deadly train accident may have undermined rider confidence in the system while leaving lasting budget implications on the financially strapped agency.

Metrorail ridership dropped 2.3 percent in July compared with the same time last year, according to Metro statistics, after a long period of booming ridership.

"We don't know at this point if it's the incident or the economy, with people taking fewer vacations," Metro spokesman Steven Taubenkibel said earlier this month.



(Examiner file)

Compared with a year earlier, bus ridership dropped even more, falling 4 percent in July.

The bus system was possibly propped up by Red Line riders opting for buses instead of slow-moving trains delayed by the crash aftermath. Metro officials say they have seen an increase in ridership on the Georgia Avenue and 16th Street bus lines after the June 22 train crash that killed nine people and injured more than 70 people.

"We promoted those routes as alternatives to the Red Line immediately following the accident and during the subsequent investigation," spokeswoman Angela Gates wrote in an e-mail. "Ridership continues to remain high on those routes."

Ridership falls

Bus ridership	2008	2009	Change
June	11,445,491	11,257,867	-1.6%
July	12,131,090	11,628,386	-4.1%
Rail ridership	2008	2009	Change
June	19,729,641	20,066,919	+1.7%
July	21,017,166	20,541,380	-2.3%

Source:
Metro

But the rest of the rail system has faced delays as officials grapple with safety concerns on other track circuits in the wake of the crash. Some riders have said they can no longer count on the trains to get them to work on time, opting for cars or buses instead.

Still, it's too early to know if the change in ridership is solely related to the crash. Last summer, the transit agency hit multiple new ridership highs as drivers ditched their vehicles when gasoline prices spiked. But job losses and cheaper fuel may have turned some riders away from the transit system since then.


Metro debuted the Next Bus service July 1, which shows riders when the next bus is slated to arrive. The agency has been trying to find ways to convince more riders to take the bus as the rail system has been growing closer to capacity.

It's also too early to know how the ridership declines will affect Metro's coffers, as fewer passengers means less money in fares coming into the agency. Metrobus and rail had been expecting ridership to grow by at least 3 percent for the current fiscal year.

kweir@washingtonexaminer.com

Find this article at:

http://www.washingtonexaminer.com/local/Metro-ridership-down-since-June_s-deadly-crash-8119837-53509042.html

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Check the box to include the list of links referenced in the article.



AGENDA ITEM #3

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: VRE Items

- A. Report from the VRE Operations Board and Chief Executive Officer--Information Item.
- B. Sale of Three F-40 Locomotives--Action Item/Resolution #2128
- C. Spotsylvania County Joining VRE/PRTC--Action Item/Resolution #2129.
- D. Endorsing Virginia's High Speed Rail ARRA Application--Action Item/Resolution #2130.
- E. FY 2011 Preliminary VRE Budget--Action Item/Resolution #2131.
- F. 2009 VRE Passenger Survey Results--Information Item.



Report from the VRE Operations Board and Chief Executive Officer

Attached for your information are minutes from the VRE Operations Board meeting of August 21, 2009. Also attached are reports from the VRE Chief Executive Officer for July and August, including ridership and on-time performance, among other information.



CHIEF EXECUTIVE OFFICER'S REPORT

July 2009

MONTHLY DELAY SUMMARY

	March	April	May	June
System wide				
Total delays	84	45	50	76
Average length of delay (mins.)	21	15	15	21
Number over 30 minutes	14	4	2	18
Days with Heat Restrictions/Total days	0/22	2/22	0/20	3/22
On-Time Performance	86.8%	92.9%	91.4%	88%
Fredericksburg Line				
Total delays	49	21	33	43
Average length of delay (mins.)	21	15	18	22
Number over 30 minutes	10	1	2	11
On-Time Performance	82.9%	92.7%	87.3%	84.9%
Manassas Line				
Total delays	35	24	17	33
Average length of delay (mins.)	21	15	11	19
Number over 30 minutes	4	3	0	7
On-Time Performance	90.1%	93.2%	94.7%	90.6%

SYSTEM RIDERSHIP

The total number of June trips in 2009 was 1.5% higher than in June 2008. There were nearly 200 more passengers this June compared to last June. This growth in ridership is reassuring given last year's high price of gas at this time. We had one day over 17,000 trips and twelve days over 16,000 trips. The final tally on the number of trips for FY 2009 is 3,847,646, which represent a 6.3% year-to-date gain in ridership.

SYSTEM ON TIME PERFORMANCE

System on time performance for June was 88%. OTP on the Manassas Line was 90.6% and the Fredericksburg Line dropped to 84.9%. Two major events occurred on the Fredericksburg Line that significantly reduced the OTP – one on June 8th and another on June 26th. The first was a disabled freight train south of Alexandria that delayed all afternoon trains. The second was two significant mechanical failures on VRE trains which delayed all afternoon trains. Without these two events, OTP would have been 88.8% for the month of June on the Fredericksburg Line

In addition, delays during the morning commute have been almost non-existent on both lines. This has been a major goal for VRE with the two host railroads. Riders have indicated that delays in the morning are much more disruptive than delays in the afternoon as it affects their timely arrival for work.

FARE INCREASE

VRE implemented the FY 2010 6% fare increase on June 28th. We are watching ridership numbers and will report any concerns to the Board at the August meeting.

SPOTSYLVANIA PUBLIC MEETINGS

At this time, the Spotsylvania Board is planning to hold a public hearing on VRE on August 18th followed by a vote on the VRE Master Agreement, VRE Membership agreement, and PRTC founding ordinance. In July, VRE answered over 30 questions resulting from the previous public hearing on June 11th.

BROAD RUN MAINTENANCE FACILITY

Work at the Broad Run maintenance facility is underway and expected to be completed in March 2010. At that time, VRE will have a new Service and Inspection building as well as lengthened tracks to store longer train sets. Plans for a train washer are also currently being developed.

LYNCHBURG SERVICE

On September 30, DRPT will run their Inaugural Train for the new state-funded Lynchburg service. The train is currently scheduled to depart Union Station at 10:00 am and arrive in Lynchburg at 3:10 pm. Along the way, the train will make station stops at Alexandria, Burke Centre, Manassas, Culpeper, and Charlottesville. The train is planning to stop for 15 minutes at each station to accommodate any elected officials wishing to speak. The train will then be in place for its first revenue run on Thursday, October 1.

The round trip train between Lynchburg and Washington, D.C. occupies one of the two train slots that VRE transferred to the Commonwealth earlier this year. The second train, a round trip between Richmond and Washington, is expected to start after the third track between Alexandria and Franconia/Springfield is completed.

HIGH SPEED RAIL

On Tuesday, July 21, I attended Governor Kaine's press conference in Richmond as he announced his intent to seek federal funding for the development of high speed rail in the Interstate 95 corridor. The pre-application seeking \$2.5 billion was filed on July 10th under the ARRA high speed rail program. That program designated \$8 billion in federal funding, although requests of \$102 billion have been received by the Federal Railroad Administration (FRA) from over 40 states. The Virginia application seeks \$72 million in funding for 11 miles of third track from Powell's Creek (Prince William County) to the Arkendale crossover (Stafford County) as the state's number one project (ready to go projects). To-date, the environmental analysis and preliminary engineering have been completed for the project.

If funding can be secured, the result would be speeds of up to 90 MPH. This would allow for faster Amtrak trains, more intercity trains at faster speeds and the potential for additional VRE service with express trains and reduced trip times.

WEBSITE REDESIGN

On July 20, 2009, VRE launched a fresh new version of its website. The site, while also designed to match new printed collateral, was created with the user in mind by providing a more streamlined format that enhances both the aesthetics and user-friendliness. Some of the features include direct links to our social-networking sites, Facebook and Twitter, as well as a rotating animation that highlights some of our most useful programs.

In addition to the new look, we took the opportunity to enhance the usability of the highly popular Rail Time Interactive Map. Using rider feedback, we removed wording that made it difficult to view the application on handheld electronic devices, thus improving our ability to deliver important operational information.

MEET THE MANAGEMENT

The annual “Meet the Management” events are almost complete. The remaining stations include Backlick on July 29 (am) and Lorton on August 5 (am).

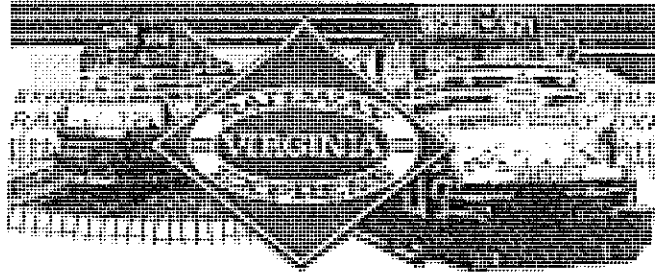
MONTHLY PERFORMANCE MEASURES – JUNE 2009

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
June Fredericksburg OTP Average	84.9%
June Manassas OTP Average	90.6%
VRE JUNE OVERALL OTP AVERAGE	88%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	3,857,646
VRE FY 2008 Passenger Totals	3,628,563
PERCENTAGE CHANGE	6.3%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
JUNE 2009	348,826
JUNE 2008	328,153
PERCENTAGE CHANGE	1.5% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	22/21

Chief Executive Officer's Ridership Report



JULY 2009

*As Reported to the VRE Operations Board
July 28, 2009*

Monthly Ridership and OTP: June 2009

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	3,207	3,744	6,951	50%	4,061	4,144	8,205	77%	15,158	62%
2	4,102	3,952	8,054	94%	4,214	4,477	8,691	62%	16,745	79%
3	4,124	4,212	8,336	88%	4,113	4,232	8,345	77%	16,681	83%
4	4,125	4,084	8,209	89%	4,131	4,254	8,385	77%	15,594	83%
5	3,533	3,175	6,708	94%	3,468	3,765	7,233	100%	13,941	97%
6										
7										
8	3,766	3,840	7,606	63%	4,106	4,463	8,569	62%	16,175	62%
9	3,992	4,047	8,039	88%	4,230	4,768	8,998	100%	17,037	93%
10	4,037	4,112	8,149	94%	4,115	4,269	8,384	100%	16,533	97%
11	4,073	4,155	8,228	94%	4,483	4,156	8,639	77%	16,867	86%
12	3,279	3,153	6,432	100%	3,566	3,870	7,436	100%	13,868	100%
13										
14										
15	3,825	3,882	7,707	94%	3,917	4,190	8,107	85%	15,814	90%
16	4,039	4,046	8,085	100%	4,296	4,354	8,650	100%	16,735	100%
17	4,067	4,011	8,098	100%	3,927	4,135	8,062	100%	16,160	100%
18	4,070	3,851	7,921	100%	3,884	4,178	8,162	100%	16,083	100%
19	3,019	3,379	6,398	94%	3,326	3,795	7,121	100%	13,519	97%
20										
21										
22	3,874	3,652	7,526	100%	3,954	4,156	8,110	100%	15,636	100%
23	4,025	3,671	7,696	94%	4,175	4,073	8,248	100%	15,944	97%
24	3,996	3,868	7,864	63%	4,304	4,354	8,658	77%	16,522	69%
25	3,901	3,857	7,758	100%	4,150	4,183	8,333	69%	16,091	86%
26	3,072	3,150	6,222	100%	3,392	3,500	6,892	54%	13,114	79%
27										
28										
29	3,760	3,789	7,549	100%	3,687	4,030	7,717	77%	15,266	90%
30	3,954	3,905	7,859	100%	4,177	4,513	8,690	77%	16,549	90%
	83,860	83,535	167,395	91%	87,776	91,859	179,635	85%	347,030	89%
	Adjusted total:		167,428		Adjusted Total:		181,398	Adjusted Total:	348,826	

# of Service Days:	22	Total Trips This Month:	348,826	Adjusted Total:	348,826
Manassas Daily Avg. Trips:	7,609	Prior Total FY-2009:	3,508,820		
Fred'burg Daily Avg. Trips:	8,165	Total Trips FY-2009:	3,857,646		
Total Avg. Daily Trips:	15,774	Total Prior Years:	40,598,336		
		Grand Total:	44,455,982		

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

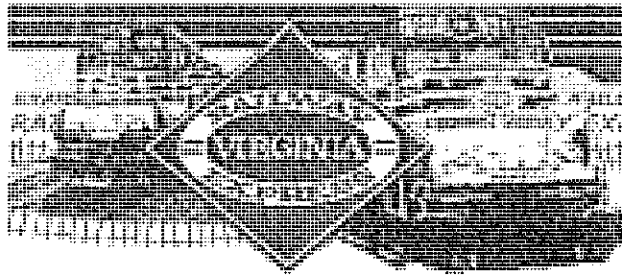
Monthly Ridership Changes: Fiscal Year 2008 vs. 2009

Current Month	MANASSAS			FREDERICKSBURG		
	Avg Daily FY2008	Avg Daily FY2009	% change	Avg Daily FY2008	Avg Daily FY2009	% change
July	6513	7003	7.52%	7393	8388	13.46%
August	6405	6885	7.49%	7379	8316	12.70%
September	6847	7495	9.46%	7652	8720	13.96%
October	6973	7491	7.43%	7754	8538	10.11%
November	6894	7330	6.32%	7707	8439	9.50%
December	6081	7158	17.71%	7235	8584	18.65%
January	6978	7610	9.06%	8148	8501	4.33%
February	6842	7578	10.76%	8018	8375	4.45%
March	6812	7568	11.10%	8050	8194	1.79%
April	6988	7427	6.28%	8324	8196	-1.54%
May	6832	7437	8.86%	8094	8015	-0.98%
June	7123	7610	6.84%	8504	8245	-3.05%
Average growth			9.07%			6.95%
						7.90%
						10.68%
						10.28%
						11.84%
						8.84%
						8.00%
						18.22%
						6.51%
						7.36%
						6.06%
						2.03%
						3.52%
						1.46%

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

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

Chief Executive Officer's Report



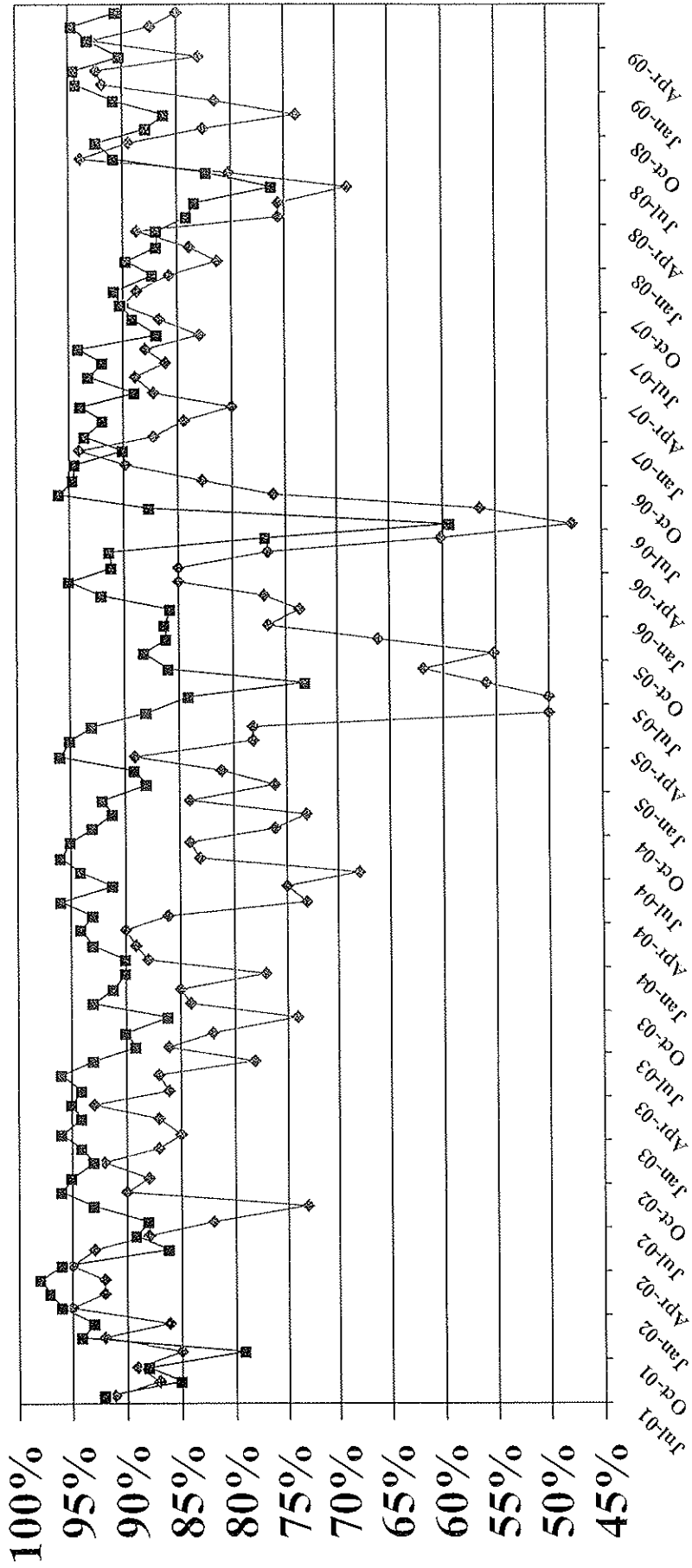
Chief Executive Officer's On-Time Performance

JULY 2009

*As Reported to the VRE Operations Board
July 28, 2009*

On-Time Performance

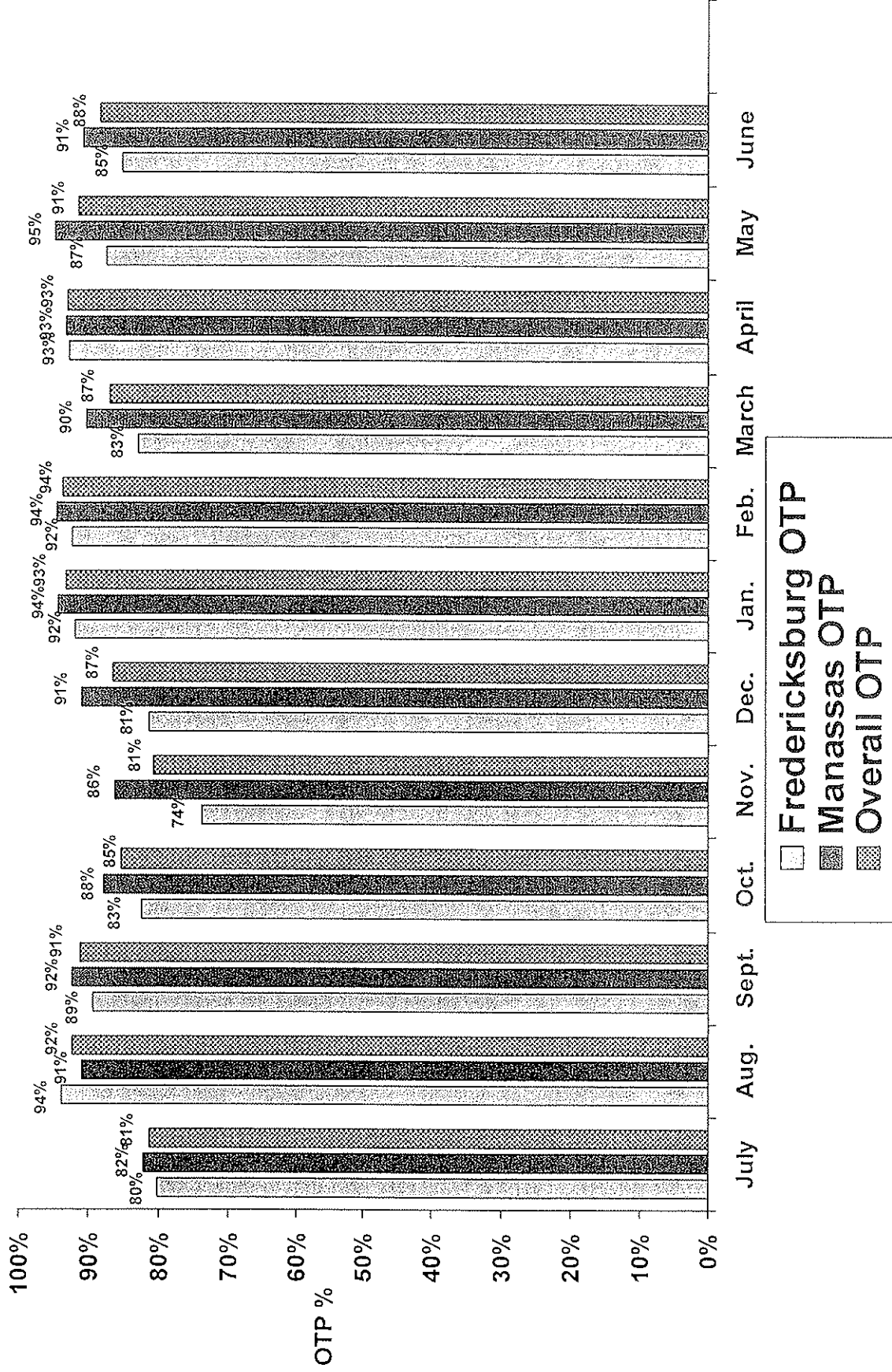
July 2001 – June 2009



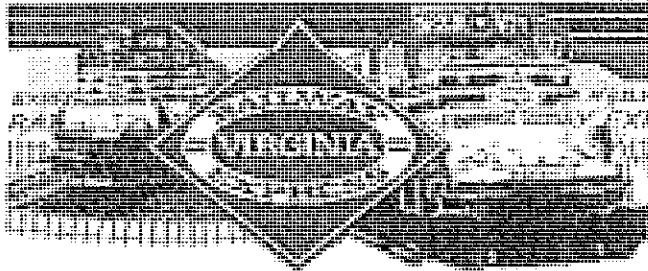
—◆— Frederickburg Line —■— Manassas Line

Average On-Time Performance

FY-2009



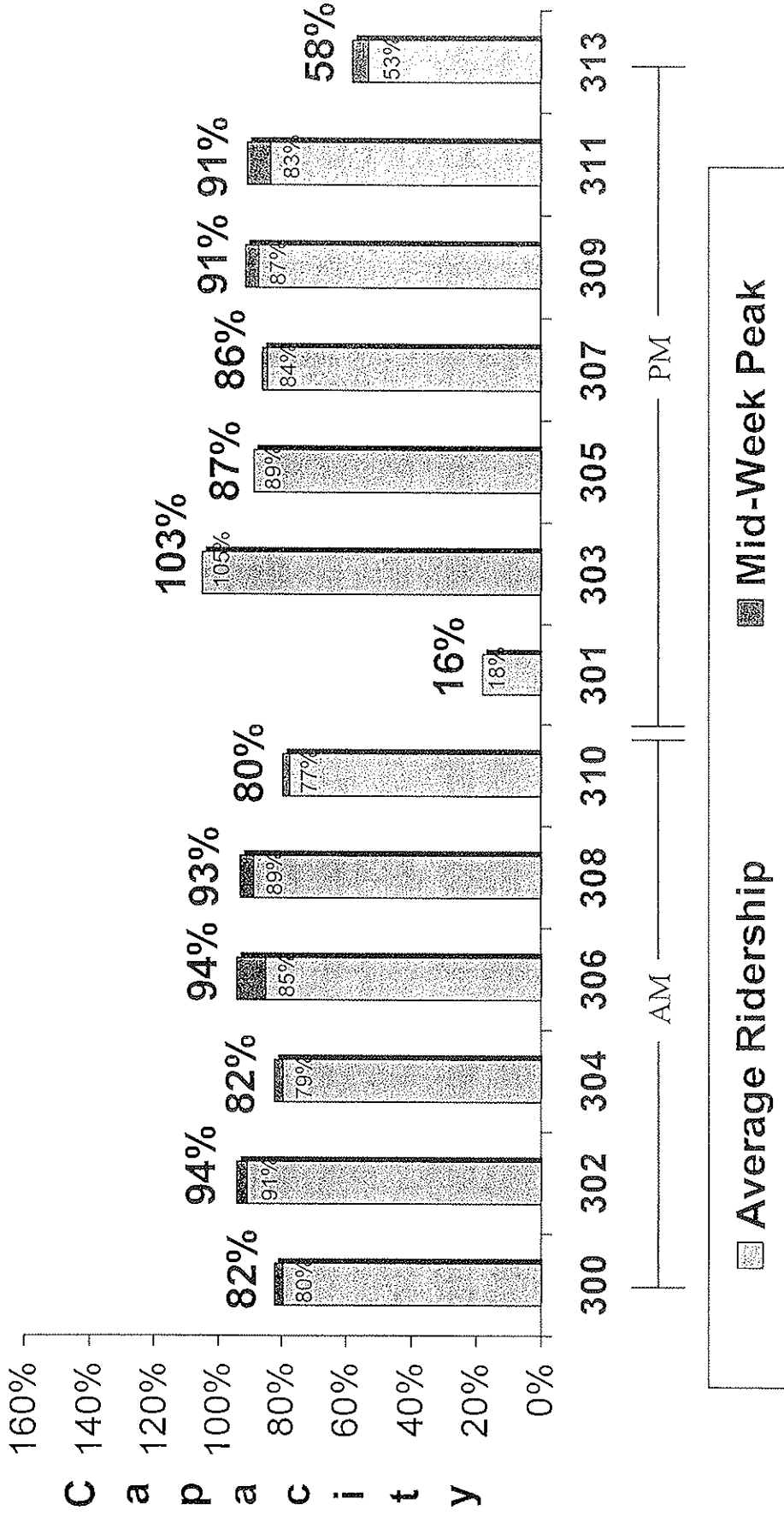
Chief Executive Officer's Train Utilization



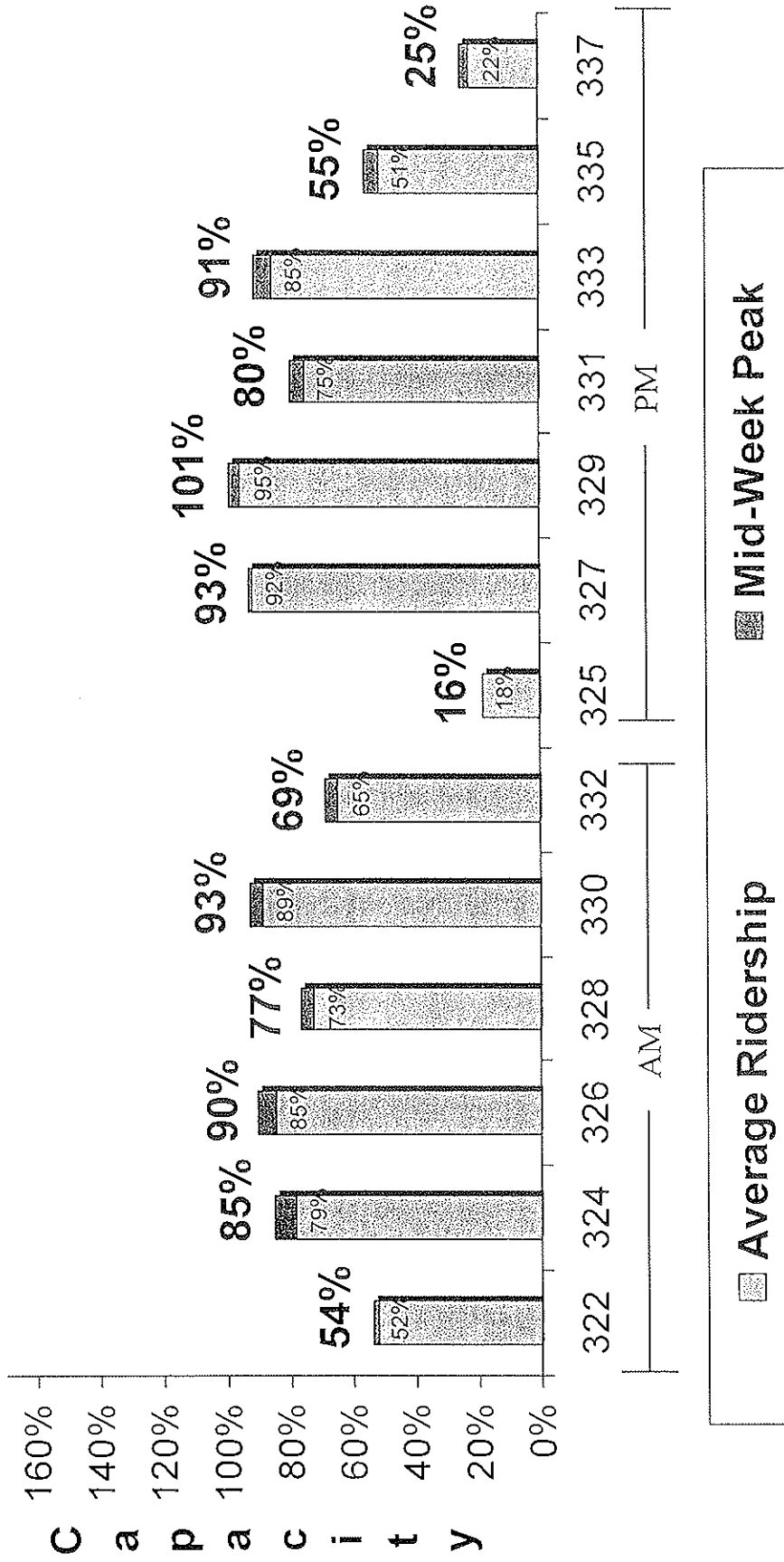
JULY 2009

*As Reported to the VRE Operations Board
July 28, 2009*

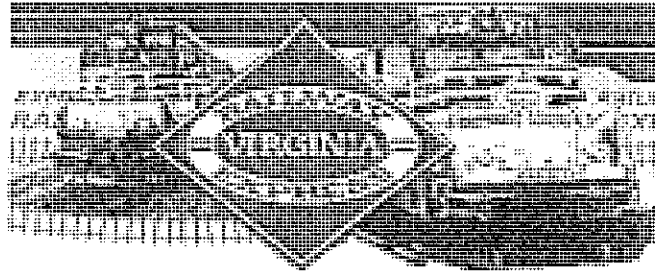
Train Utilization: Fredericksburg Line – June 2009



Train Utilization: Manassas Line – June 2009



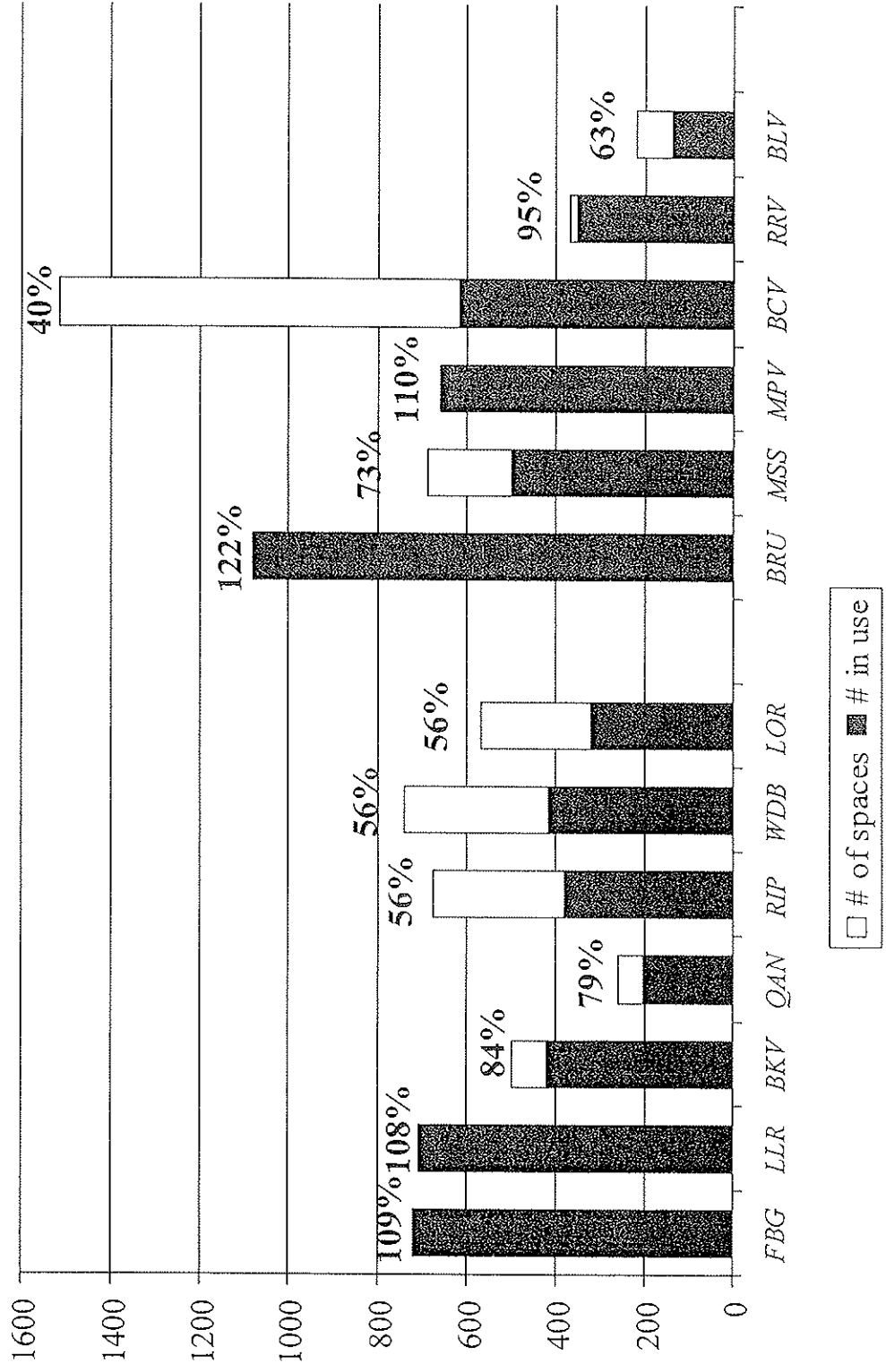
Chief Executive Officer's Parking Utilization



JULY 2009

*As Reported to the VRE Operations Board
July 28, 2009*

Parking Lot Utilization: June 2009





CHIEF EXECUTIVE OFFICER'S REPORT

August 2009

MONTHLY DELAY SUMMARY

	April	May	June	July
System wide				
Total delays	45	50	76	45
Average length of delay (mins.)	15	15	21	20
Number over 30 minutes	4	2	18	5
Days with Heat Restrictions/Total days	2/22	0/20	3/22	0/22
On-Time Performance	92.9%	91.4%	88%	92.9%
Fredericksburg Line				
Total delays	21	33	43	24
Average length of delay (mins.)	15	18	22	19
Number over 30 minutes	1	2	11	2
On-Time Performance	92.7%	87.3%	84.9%	91.6%
Manassas Line				
Total delays	24	17	33	21
Average length of delay (mins.)	15	11	19	21
Number over 30 minutes	3	0	7	3
On-Time Performance	93.2%	94.7%	90.6%	94.0%

SYSTEM RIDERSHIP

The total number of July trips in 2009 was 1.3% higher than in July 2008. Interestingly, the growth was on the Manassas Line, up 5.9% when compared with July 2008. Meanwhile, the Fredericksburg Line dropped 2.5%. On-time performance on the Fredericksburg Line has shown long-term improvement. It is possible that Fredericksburg Line riders have been more affected by the recent series of fare increases. Survey results show that our Manassas Line riders are more affluent than our Fredericksburg Line riders.

SYSTEM ON TIME PERFORMANCE

System on-time performance for July was 92.9%. OTP on the Manassas Line was 94% and the Fredericksburg Line was 91.6%. We had 10 days that we operated 100% on-time on the Manassas Line and 8 days that we operated 100% on-time on the Fredericksburg Line. We also had 16 days of no delays during the morning service and only 8 out of the 45 delays occurred during the morning service, accomplishing our goal to focus on getting riders to work in a timely fashion.

We reached an unprecedented milestone during the month of July by not having a mechanical failure or a mechanical delay the entire month. This is the first time in anyone's memory that this has occurred.

SPOTSYLVANIA PUBLIC MEETINGS

The Spotsylvania Board is planning to hold a public hearing concerning VRE on August 18th and may vote on joining PRTC/VRE and may ratify the VRE Master Agreement, VRE Membership agreement, and PRTC founding ordinance. Results of this meeting will be discussed at the Operations Board meeting.

WOODBIDGE STATION UPDATE

Work continues on various elements of the elevator/stair tower and pedestrian bridge at the Woodbridge station. Construction of the platform and canopy will begin following the shifting of the west track, which is anticipated for late August or early September. The project is expected to be completed this fall.

NEW EQUIPMENT UPDATE

The first five of the last ten new rail cars are now in Milwaukee where they will be fitted with seats and the interior of the cars will be completed. The second five are en-route between Savannah and Milwaukee. Delivery time is on-schedule. The first five will be delivered in mid-January, and the last five will be delivered in February.

OCTOBER SCHEDULE CHANGE

On September 30, DRPT will run their Inaugural Train for the new state-funded Lynchburg service. The Inaugural train is currently scheduled to depart Union Station at 10:00 am and arrive in Lynchburg at 3:10 pm. Along the way, the train will make station stops at Alexandria, Burke Centre, Manassas, Culpeper, and Charlottesville. The train is planning to stop for 15 minutes at each station to accommodate any elected officials wishing to speak. The train will then be in place for its first revenue run on Thursday, October 1.

The state-funded train will accept Virginia Railway Express passengers who use the Amtrak “step-up” ticket which upgrades a VRE ticket for an extra \$10.00. This new train will be worked into our existing schedule and some of our train times will be adjusted slightly. The new schedule will be available as soon as it is approved. New Rider’s Guides, pocket schedules and posters will be printed in time for the new service.

BROOKE AND LEELAND ROAD PROJECTS

VRE is continuing to investigate the preferred site for parking expansion at Brooke. All field work has been completed and no evidence of significant archaeological findings was discovered. The archaeological and historical report is being prepared for submission to VDHR. Once approved, the report will be included in the Environmental Assessment submitted to FTA. VRE and Stafford County are working to consider options for property

acquisition at the site. Final design of the approximate 200 space parking expansion will begin once the environmental phase is finalized.

The Environmental Assessment for the Leeland Road parking lot expansion project is currently under review by FTA. In order to keep the project on schedule, VRE is soliciting proposals for final design. The project will provide approximately 200 additional parking spaces on the PRTC owned lot to the west of the existing parking lot. The Stafford County Planning Commission is currently considering a zoning reclassification (to allow for parking and a radio tower) of the parcel. The item will be presented before the Planning Commission August 19, 2009, and then to the Board of Supervisors in September 2009.

EMERGENCY TRAINING EXERCISE

Each fall, VRE conducts an annual emergency simulation, usually at one of our rail yards. These emergency simulations include a train crew, a train set consisting of a locomotive and passenger cars, and passengers. We are asking for volunteers from our passengers for this year's event scheduled for Saturday, October 17th at Broad Run. The goal is to understand how well coordination between train crews, train dispatchers, first responders (such as police, fire, EMS, & federal authorities) occurs in an actual emergency as well as gauge how well emergency procedures are followed.

Federal agencies such as the FRA, NTSB, FTA, the FBI and the host railroads – CSX, AMTRAK and Norfolk Southern – are invited to observe and evaluate how well the response actions are coordinated among the various players.

MONTHLY PERFORMANCE MEASURES – JULY 2009

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
July Fredericksburg OTP Average	91.6%
July Manassas OTP Average	94%
VRE JULY OVERALL OTP AVERAGE	92.9%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	342,930
VRE FY 2008 Passenger Totals	338,591
PERCENTAGE CHANGE	1.3%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
JULY 2009	342,930
JULY 2008	338,591
PERCENTAGE CHANGE	1.3%
SERVICE DAYS (CURRENT/PRIOR)	22 / 22

Monthly Ridership and OTP: July 2009

Date	Manassas AM	Manassas PM	Total Manassas	# Trains Op MSS	Trains Delayed MSS	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	# Trains OP Fred'burg	# Trains Delayed Fred'burg	Actual OTP TD	Total Trips	Actual OTP TD
1	3,926	4,222	8,148	16	1	94%	3,958	4,062	8,020	13	2	85%	16,168	90%
2	3,140	3,099	6,239	16	0	100%	3,828	4,203	8,031	13	0	100%	14,270	100%
3														
4														
5														
6	3,347	3,436	6,785	16	1	94%	3,729	3,947	7,676	13	0	100%	14,451	97%
7	3,930	3,896	7,828	16	5	69%	4,139	3,959	8,098	13	1	92%	15,926	79%
8	3,835	3,998	7,833	16	2	88%	4,302	4,353	8,655	13	0	100%	16,488	93%
9	3,813	3,937	7,750	16	0	100%	4,060	4,202	8,262	13	0	100%	16,012	100%
10	3,422	3,336	6,758	16	0	100%	3,768	3,803	7,571	13	4	69%	14,329	86%
11														
12														
13	3,786	3,788	7,574	16	0	100%	4,086	4,059	8,145	13	1	92%	15,719	97%
14	3,927	3,916	7,843	16	0	100%	4,220	4,206	8,426	13	0	100%	16,269	100%
15	4,005	3,858	7,863	16	3	81%	4,063	4,120	8,183	13	2	85%	16,046	83%
16	3,763	3,629	7,392	16	2	88%	4,054	3,845	7,899	13	0	100%	15,291	93%
17	3,428	3,276	6,704	16	1	94%	3,540	4,001	7,541	13	1	92%	14,245	93%
18														
19														
20	3,796	3,766	7,562	16	0	100%	4,007	4,177	8,184	13	1	92%	15,746	97%
21	4,088	3,956	8,044	16	0	100%	4,160	4,408	8,568	13	1	92%	16,612	97%
22	3,982	3,840	7,822	16	0	100%	3,897	4,594	8,491	13	0	100%	16,313	100%
23	3,843	3,875	7,718	16	1	94%	4,175	4,230	8,405	13	2	85%	16,123	90%
24	3,192	3,242	6,434	16	1	94%	3,614	3,869	7,483	13	0	100%	13,917	97%
25														
26														
27	3,669	3,612	7,281	16	1	94%	4,035	4,146	8,181	13	2	85%	15,462	90%
28	3,981	4,051	8,032	16	2	88%	4,145	4,354	8,529	13	3	77%	16,561	83%
29	3,821	3,941	7,762	16	1	94%	3,808	4,078	7,886	13	1	92%	15,648	93%
30	3,653	3,846	7,499	16	0	100%	4,253	4,406	8,669	13	2	85%	16,168	93%
31	3,116	3,081	6,197	16	0	100%	3,659	3,668	7,327	13	1	92%	13,524	97%
	81,453	81,605	163,058	352	21	94%	87,510	90,720	178,230	286	24	92%	341,298	93%
	Adjusted total: 163,100													Adjusted Total: 342,930
	Adjusted Total: 179,830													Adjusted Total: 342,930
	Adjusted Total: 342,930													Adjusted Total: 342,930
	Adjusted Total: 342,930													Adjusted Total: 342,930
	Adjusted Total: 44,455,982													Adjusted Total: 44,455,982
	Adjusted Total: 44,798,912													Adjusted Total: 44,798,912

of Service Days: 22
 Manassas Daily Avg. Trips: 7,412
 Fred'burg Daily Avg. Trips: 8,101
 Total Avg. Daily Trips: 15,514
 Total Trips This Month: 342,930
 Prior Total FY-2009: 0
 Total Trips FY-2009: 342,930
 Total Prior Years: 44,455,982
 Grand Total: 44,798,912

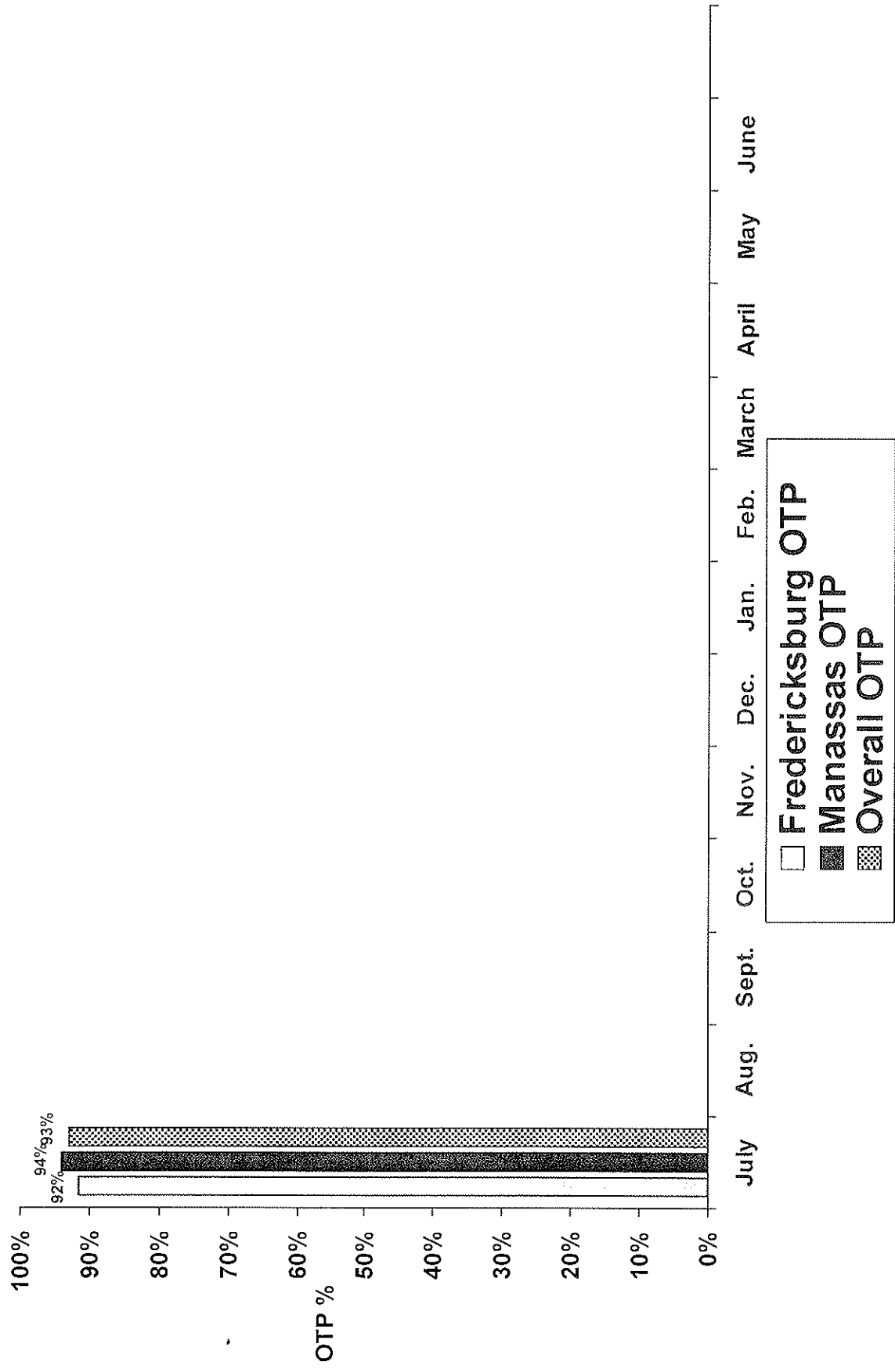
Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days. "S" designates "S" schedule day

Monthly Ridership Changes: FY 2009 v. FY 2010

Current Month	MANASSAS			FREDERICKSBURG				
	Cumulative FY2009	Cumulative FY2010	% change	Cumulative FY2009	Cumulative FY2010	% change	Current Total	% change
July	154,066	163,100	5.9%	184,525	179,830	-2.5%	342,930	1.3%
August	298,659			359,154				
September	456,054			542,275				
October	620,865			730,116				
November	746,905			875,201				
December	883,468			1,035,994				
January	1,021,679			1,192,914				
February	1,165,667			1,352,042				
March	1,328,811			1,527,273				
April	1,492,195			1,707,585				
May	1,640,938			1,867,882				
June	1,808,366			2,049,280				

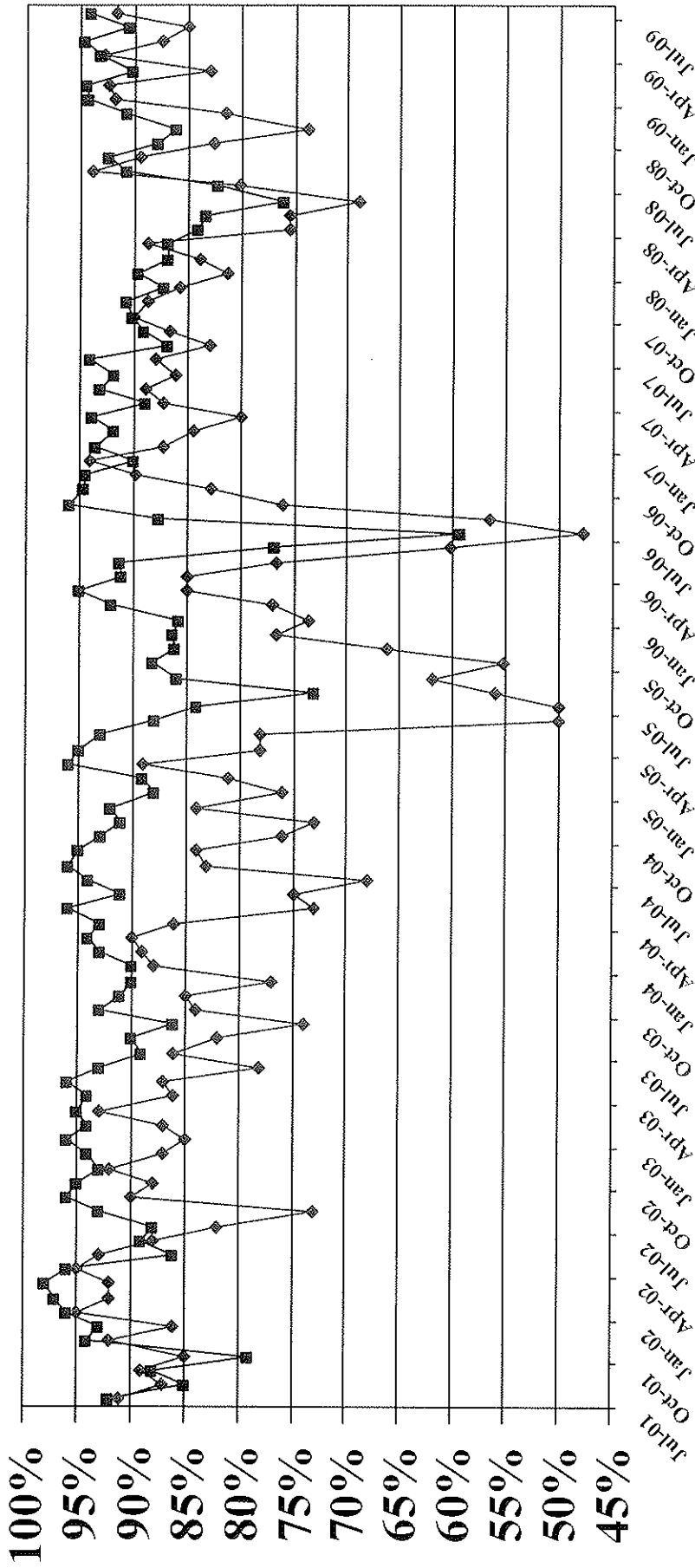
*Ridership figures are shown in passenger trips. Includes Amtrak cross honor train riders.

Average On-Time Performance FY-2010



On-Time Performance

July 2001 – July 2009



◆— Frederickburg Line ■— Manassas Line

FINANCIAL STATISTICS FOR JUNE 2009

A summary of the financial results (unaudited) as of June 2009 follows. Detail on the major revenue and expense categories are provided in the attached Operating Budget Report. The projected surplus at this time is \$4.1M. Major factors contributing to this surplus are:

- *Fare Revenue* estimated to be over 5.8% or \$1.4M above the budgeted amount; revenue in FY 2009 is 18.5% higher than the FY 2008 amount. Other revenue was \$200K over the budgeted amount.
- *Debt Service* estimated to be \$600k (net of revenues) under budget, due to the timing of the borrowing for the 50 railcars and the use of higher percentage state match funds.
- Additional funds were allotted to *Amtrak*, in the event of unforeseen expenses. Amtrak concluded the year \$600k under budget.
- *Facilities* was under expended by \$600k because of the timing of planned improvements.
- *Contingency* funds were not expended, resulting in a savings of \$600k.

These amounts are unaudited and will continue to be revised during the year-end close process.

Measures		Goal	Actual
Operating Ratio		55%	70%
Budgeted Revenue	67,653,913		
Budgeted Revenue YTD	67,653,913		
Actual Revenue YTD	68,996,990		
Cumulative Variance	1,343,077		1,343,077
Percent Collected FY 07 YTD		100.00%	101.99%
Budgeted Expenses	67,653,913		
Budgeted Expenses YTD	67,653,913		
Operating Expenses YTD	64,814,555		
Cumulative Variance	2,839,358		2,839,358
Percent Collected FY 07 YTD		100.00%	95.80%
Net Income (Loss) from Operations			4,182,435

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2009 Operating Budget Report
 June 30, 2009

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	YTD VARIANCE %	TOTAL FY09 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,234,084	2,049,398	25,694,794	24,300,000	1,394,794	5.7%	24,300,000
Equipment Rental and Other	12,365	12,777	339,929	151,500	188,429	124.4%	151,500
Subtotal Operating Revenue	2,246,449	2,062,175	26,034,723	24,451,500	1,583,223	6.5%	24,451,500
Jurisdictional Subsidy (1)	-	-	16,361,819	16,361,819	-	0.0%	16,361,819
Federal/State/Other Jurisdictional Subsidy	2,010,135	2,588,275	26,243,561	26,630,594	(387,033)	-1.5%	26,630,594
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	243,887	49,759	356,888	210,000	146,888	69.9%	210,000
Total Operating Revenue	4,500,471	4,700,209	68,996,990	67,653,913	1,343,078	2.0%	67,653,913
OPERATING EXPENSES							
Departmental Operating Expenses	5,380,782	5,148,381	47,333,983	48,738,978	1,404,995	2.9%	48,738,978
Debt Service	1,862,826	2,754,530	12,545,855	13,487,241	941,386	7.0%	13,487,241
Insurance	500,000	550,507	4,349,493	4,400,000	50,507	1.1%	4,400,000
Other Non-Departmental Expenses	570,402	1,027,694	585,224	1,027,694	442,470		1,027,694
Total Operating Expenses	8,314,010	9,481,112	64,814,555	67,653,913	2,839,358	4.2%	67,653,913
NET INCOME (LOSS) FROM OPERATIONS	(3,813,539)	(4,780,903)	4,182,435	(0)	4,182,436		0
CALCULATED OPERATING RATIO							
						68%	

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



MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA AUGUST 21, 2009

**VIRGINIA RAILWAY
EXPRESS**

BOARD MEMBERS

CHRIS ZIMMERMAN
CHAIRMAN

PAUL MILDE
VICE-CHAIRMAN

WALLY COVINGTON
TREASURER

SHARON BULOVA
SECRETARY

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

ALTERNATES

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

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

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

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

MEMBERS ABSENT	JURISDICTION
Suhas Naddoni (PRTC)	City of Manassas Park

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Charles Badger	DRPT
Brad Ellis	City of Fredericksburg
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Jay Fiset (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 Andreas – Bombardier	Bob Leibbrandt – Prince William County
Laura Bateman – PHD Consulting/ Bombardier	Steve MacIsaac – VRE counsel
Donna Boxer – VRE	April Maguigad – VRE
Tim Craver – BLET	Greg Marston – Teamsters
Heather Diez – VRE	Betsie Massie – PRTC staff
John Duque – VRE	Peyton Onks – Sup. Herrity's office
Anna Gotthardt – VRE	Barbara Reese – Governor's Office
Kelly Hannon – Free Lance Star	Lynn Rivers – Arlington County
Al Harf – PRTC staff	Mark Roeber – VRE
Herbert Harris, Jr. – Brotherhood Locomotive Engineers	Brett Shorter – VRE
Christine Hoeffner – VRE	Rick Taube – NVTC staff
Ann King – VRE	Carl Winstead – FCDOT
	Dale Zehner – VRE

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

Chairman Zimmerman called the meeting to order at 9:31 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Chairman Zimmerman requested that the agenda be amended so that Agenda Item #9D “Authorization to Adopt a Resolution Supporting the High Speed Rail Project” be discussed as the first action item. There were no objections.

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

Minutes of the June 19, 2009, VRE Operations Board Meeting – 4

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

Chairman’s Comments – 5

Chairman Zimmerman reported that since the last Board meeting, he had the opportunity to ride VRE from end-to-end. He found it interesting to see a number of different features within the VRE system, including track repair, safety and equipment reporting. He is impressed with the state of VRE's fleet. The rolling stock is quite impressive from a customer standpoint, since it is more comfortable to ride compared to some other systems. He thanked Mr. Zehner and his staff for giving him this opportunity.

Chief Executive Officer’s Report – 6

Mr. Zehner reported that VRE’s on-time performance for July systemwide was 93 percent (91.6 percent for Fredericksburg and 94 percent for Manassas). VRE reached an unprecedented milestone during the month of July by not having any mechanical failures or delays the entire month. This is the first time in VRE’s history that this has occurred. Ridership in July 2009 is the highest VRE has experienced for the month of July. Mr. Milde applauded VRE’s on-time performance for July. Mr. Zehner also announced that the Spotsylvania County Board of Supervisors voted on August 18th to join VRE/PRTC. The Operations Board will have a closed session discussion regarding related contractual issues.

VRE Riders' and Public Comment – 7

There were no comments.

Consent Agenda – 8

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

- Resolution #8A-08-2009: Authorization to Issue a RFP for Repair of Locomotive Electrical Components
- Resolution #8B-08-2009: Authorization to Issue a RFP for the Purchase and Installation of Security Cameras at the Manassas Parking Station
- Resolution #8C-08-2009: Authorization to Issue a RFP for a Security and Emergency Preparedness Training Program

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

Authorization to Adopt a Resolution Supporting the High Speed Rail Project – 9D

Chairman Zimmerman introduced Barbara Reese, the Governor's Deputy Director of Policy. Ms. Reese reviewed the history of intercity rail in Virginia and the proposed new intercity high speed rail. She assured the Operations Board that VRE train service will always take precedence on service priority during its commuting hours. She announced that the ribbon cutting ceremony is scheduled for October 1, 2009 for the Route 29 rail service on the Norfolk Southern line from Lynchburg to Washington, D.C. The Richmond – Washington, D.C. train will go into service sometime after December 2009.

[Mr. Herrity arrived at 9:45 A.M.]

Ms. Reese stated that the Commonwealth of Virginia has applied for funding for rail infrastructure improvements between Arkendale and Powell's Creek under the American Recovery and Reinvestment Act (ARRA) high speed rail program. Nationwide, the ARRA program will provide \$8 billion in federal funding to support high speed rail and intercity passenger rail projects. She stated that Virginia is in a strong competitive position to receive funding. The only project that meets the definition and criteria for the Track 1 submission (ready to go projects) is the Arkendale and Powell's Creek third track project. VRE staff has already done the preliminary design and environmental work for this project. VRE would continue to be the lead on design and project management.

Ms. Reese reported that the Track 2 submission is due on October 2nd, which is for the High Speed Rail Corridor Program of projects that would create up to 90 mph high speed train service between north of Petersburg, Virginia to Washington, D.C.

Ms. Reese explained that the Operations Board is being asked to adopt a resolution supporting the Commonwealth's application for the \$72 million project which includes construction of the 11 miles of third track from Arkendale to Powell's Creek. She also stated that support from the local governments would also be appreciated. She asked that VRE have the flexibility to respond quickly when application procedures change in order to compete effectively.

Mr. Jenkins stated that the Prince William Board of Supervisors meets again on September 15th and he asked if this would be enough time to pass a resolution of support. Ms. Reese stated yes. She also explained that the resolution is not a funding commitment. Ms. Caddigan asked that Ms. Reese and VRE staff be available to brief the County Board at their September 15th meeting. She stated that it is important for citizens to hear about the project. Ms. Bulova expressed her support and stated that this would be a tremendous way to advance the cause of intercity rail as well as increase rail speed in the corridor. In response to a question from Mr. Smedberg, Ms. Reese asked that local jurisdictions provide resolutions by the end of September.

Ms. Bulova moved, with a second by Mr. Jenkins, to approve Resolution #9D-08-2009 endorsing High Speed Rail in Virginia.

Mr. Way asked if this project has any negative cost implications or funding requirements on VRE or the jurisdictions. Ms. Reese replied that there are no funding requirements. Federal funding is being sought and the Commonwealth is looking for new sources of funding for operating costs.

Mr. Kelly stated that he supports this project. He observed that the station extension at Fredericksburg is a VRE project. Mr. Smedberg asked if the Commonwealth has been in contact with jurisdictional executives and transportation staff. Ms. Reese replied that there has been some contact but she will be actively reaching out to the jurisdictions.

Chairman Zimmerman stated that these are the first real steps to getting effective intercity high speed rail in Virginia. It is an important project and he supports it. It will benefit both commuter and freight rail service.

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

[Mr. Page stepped out of the room.]

Authorization to Award a Contract for Repair and Overhaul of Air Brake Equipment – 9A

Mr. Zehner explained that Resolution #9A-08-2009 would authorize him as CEO to enter into a contract with Wabtec Corporation of Wilmerding, Pennsylvania, for the repair and overhaul of air brake equipment in an amount not to exceed \$500,000 over a three-year period.

Mr. Zehner explained that following a competitive RFP process, Touchton Industries was recommended to and approved by the Operations Board in April 2009. Since that time, Touchton has been unable to provide satisfactory proof of insurance. As a result of that failure, VRE issued a notice of non-compliance on June 26, 2009. Since Wabtec Corporation had also submitted a responsive and responsible proposal, this firm is an acceptable second choice. Negotiations have been completed and a contract is now being recommended for award. Board Members had no questions.

Ms. Caddigan moved, with a second by Mr. Jenkins, to approve Resolution #9A-08-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herry, Jenkins, Kelly, Milde, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Sell Three F-40 Locomotives – 9B

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to execute a sales agreement for three F-40 locomotives to Rail World Locomotive Leasing of Chicago, Illinois, for a total of \$450,000. Resolution #9B-08-2009 would accomplish this.

Mr. Zehner explained that VRE posted a Request for Interest (RFI) offering the sale of 15 locomotives. To date, the only offer received has been from Rail World and is conditioned upon taking delivery of one unit no later than the end of September 2009. The other two locomotives would not be released until VRE receives the new locomotives in 2010. Mr. Zehner further stated that these three F-40 locomotives were built in the 1970's and were acquired by VRE as a stop gap until new replacement locomotives could be purchased. They are the oldest of VRE's fleet of locomotives and consume the most fuel. In response to a question from Chairman Zimmerman, Mr. Zehner stated that only one locomotive needs to be released now and VRE has a sufficient number of locomotives for service until the new locomotives are delivered. In response to a question from Mr. Way, Mr. Zehner stated that the locomotives were purchased by VRE using federal and state funds, but two of the locomotives have reached the end of their useful life and the third will do so in November. Both FTA and the state have been notified of VRE's intent to sell.

In response to a question from Mr. Way, Mr. Zehner stated that the sale to Rail World would be a cash sale. Mr. Zehner stated that all sale proceeds will be reinvested in the locomotive acquisition project to be used as match to upcoming federal and or state grants.

Mr. Smedberg moved, with a second by Mr. Milde, to approve Resolution #9B-08-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, Schwartz, Smedberg, Way and Zimmerman.

Authorization to Amend the Contract for the VRE Woodridge Station – 9C

Mr. Zehner explained that the VRE Operations Board is being asked to authorize him to execute a change order with Costello Construction for the Woodbridge VRE station expansion project, increasing the contract value by \$376,216, for a total contract value not to exceed \$4,244,916. He explained that originally this work was scheduled to be done by CSX but CSX has informed VRE that they do not have the capability to do this work. Therefore, the work is being switched over to Costello Construction so there is no net increase in cost. Resolution #9C-08-2009 would accomplish this.

Mr. Way asked if the station expansion will have a platform long enough to accommodate an eight-car train. Mr. Zehner responded that the second platform is designed for a six-car train, but would only be used if VRE had to switch tracks due to delays or other reasons. Having the second platform gives VRE the flexibility of moving trains between the two tracks.

Mr. Milde asked if the Board action will reduce the CSX force account. Mr. Zehner replied that the force account will be reduced and the funds transferred over to Costello Construction.

Ms. Caddigan moved, with a second by Mr. Jenkins, to approve Resolution #9C-08-2009. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, Schwartz, Smedberg, Way and Zimmerman.

Referral of Preliminary FY 2011 VRE Operating and Capital Budget to the Commissions – 9E

Mr. Zehner stated that the Operations Board is being asked to authorize him to refer the Preliminary FY 2011 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer the budget to the jurisdictions for their review and comment. Resolution #9E-08-2009 would accomplish this.

[Mr. Page entered the room and joined the discussion.]

Mr. Zehner reported that it is going to be another difficult fiscal year. Staff prepared a baseline budget but there are still large unknowns, especially state funding. He stated that the preliminary budget is not balanced, but will be by December 2009 when the Board will be asked to approve the budget. There is now a budget shortfall of \$2.4 million. In comparison, last year at the same time there was an \$8 million shortfall.

Mr. Zehner also reported that by July 1, 2010, VRE will have two new contracts in place—an operator and maintenance contract and a renegotiated access agreement into Union Station. The cost impact of these two contracts is not yet known.

Mr. Zehner stated that VRE staff is committed to maintaining or reducing jurisdictional subsidies for FY 2011. He also briefed the Board on the state of last year's budget at the end of June 30, 2009, which actually resulted in a positive budget variance of \$4.1 million. This was a result of higher actual fare revenue, reducing debt service and trimming operating expenses. Staff is recommending that the one-time variance be used to restore VRE's working capital level to \$8.5 million and restore the Insurance Trust Fund to the required \$10 million level. The Board is not being asked to vote on this now.

Mr. Zehner reminded Board members that this will be the last year of the subsidy phased approach resulting from the Master Agreement change. After this year, subsidy allocations will be based solely on ridership. In response to a question from Mr. Milde, Mr. Zehner stated that staff will look at individual jurisdictional allocations, but the subsidies are formula driven.

Mr. Milde asked about Train #312. Mr. Zehner responded that the state will operate a train in the Washington-Richmond corridor, which will go into service sometime after December 1, 2009. CSX asked VRE to take off the non-revenue/counter flow/dead head Train #312 that comes back in the afternoon. This means that another set of equipment needs to be added, which is included in VRE's budget. It may become an express train, but staff will return to the Board with a recommendation at a later meeting.

Mr. Kelly reminded the Board that the Fredericksburg City Council passed a resolution requesting any additional or excess revenue be returned or credited back to the jurisdictions. He realizes that VRE has financial issues but so do the jurisdictions. In response to a question from Chairman Zimmerman, Mr. Kelly stated that this concerns the \$4.1 million budget variance and a policy for any future positive variances. He stated that he hopes VRE will consider a compromise where half of the variance be used by VRE and the remainder returned to the jurisdictions. Ms. Bulova observed that right now the Board is just being asked to refer the budget to the Commissions and jurisdictions for their comment. Mr. Kelly understands this, but wants to make sure that this issue is discussed at some point.

Mr. Way observed that one of the budget assumptions states that reduction in train service is a possible solution as a cost seeking measure. He stated that to even have this as a potential action, except in the most dire circumstances, is a dangerous thing if the region is trying to encourage development. He asked that if the guideline needs to remain at all, it be qualified that only under the most dire or "last resort" circumstances that would threaten the viability of VRE. He also asked if VRE is in default on any projects and Mr. Zehner replied no.

Mr. Milde echoed Mr. Kelly's idea of returning some of the budget variance to the jurisdictions, especially since Stafford County will likely see a subsidy increase because of the Master Agreement changes.

Mr. Herrity stated that he would like to see more information on the working capital level, especially what percentage it is of the operating budget. It would also be helpful to know what the actual working capital has been over the past years. He stated that it may be possible to keep the working capital low, but to make sure there are some reserves in case of emergencies. He also asked about the level of the Insurance Trust Fund. Ms. Boxer replied that it is currently at a little over \$8 million and will be about \$800,000 short based on the trust fund allocation in the FY 2010 budget. Mr. Smedberg stated that it would be helpful to understand staff's justification for the \$8.5 million level for working capital.

Chairman Zimmerman also observed that another cost saving measure to be explored includes a moratorium on the use of earmarks if required local match is not available from other sources. Mr. Zehner stated that conceivably the federal government could provide an earmark that VRE does not have a match. VRE would postpone it to the next fiscal year and include it in the new budget presentation. Mr. Zehner used the example that VRE now has three sources of funding for locomotives, all requiring a match. Staff could make a recommendation to use reserve funds to satisfy the match, push it to the next year's budget, or turn down the earmark because the fiscal hardship is too great. Mr. Covington observed that this would only pertain to systemwide earmarks, since local projects must be matched by the jurisdiction.

Chairman Zimmerman stated that is important to understand that VRE's budget issues are very complicated. On the one hand, ridership is up and VRE wants to continue to grow ridership, but there is a concern about future development plans, which means that the fiscal basis for all the jurisdictions depends on being able to accommodate that growth. On the other hand, jurisdictions do not want subsidies increased and riders do not want fares to go up, and both don't want to reduce the level of service. Also, VRE may not take federal earmarks if VRE can't find a required match. At some point, the Board is going to have to decide what direction VRE should take regarding the budget. He stated that there is no question that every jurisdiction and VRE are being faced with tough financial decisions. However, it is important to decide what things can be put off (i.e., amenities) and what things need funding right now or will hurt the system fiscally in the future (i.e., maintenance and equipment). He stated that personally he feels that the jurisdictions will be "hurt" if VRE funding for capital improvement projects do not go forward. The reality is that it takes a long time to dig out from behind deferred capital spending. His personal view is that at this point, the VRE Operations Board should not assume subsidies won't go up. It is important for Board Members to help their colleagues understand that these choices may need to be confronted. He stated that it is important to understand what the basis is for the budget. He would like to see the principles and assumptions used to develop the budget.

Ms. Bulova moved, with a second by Mr. Milde, to approve Resolution #9E-08-2009 which would forward the preliminary budget to the Commissions, and in turn, to the jurisdictions. The vote in favor was cast by Board Members Bulova, Caddigan,

Covington, Herrity, Jenkins, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

Review of Customer Opinion Survey from May 2009 – 10A

Mr. Zehner reported that VRE conducted its Annual Customer Opinion Survey on May 6, 2009. The survey measures the perceived strengths and weaknesses of VRE service and programs. Overall, the results are slightly better than the 2008 survey. Based on the results, 75 percent of riders are satisfied overall with VRE service, which is the highest it's been since 2003. Sixty-four percent of all riders board trains at outlying stations (Broad Run, Manassas, Manassas Park, Leeland Road and Fredericksburg), which is where the growth is and where the demand is. Top concerns are on-time performance, cost and frequency of service.

Mr. Way asked how many riders responded to the survey. Ms. Maguigad stated that 4,500 – 5,000 people turned in surveys. Ms. Bulova noted that the train crews received high marks and that they really deliver quality service for VRE. She stated that it is important to remember this as VRE looks at selecting a new contract operator.

Mr. Jenkins stated that it would be interesting to know the percentage of VRE riders who receive some sort of subsidy from their employers, especially those that receive the maximum \$230 amount. Ms. Maguigad replied that about 60-65 percent of riders receive some type of subsidy; however, not all receive the maximum amount. Mr. Jenkins stated that it is important to push for the continuation of the full subsidy and to work with employers to provide the full subsidy. Mr. Harf explained that the \$230 allowable maximum subsidy is temporary and it is his understanding that it stops at the beginning of 2011, unless Congress takes action to make it permanent. In response to a question from Mr. Smedberg, Mr. Zehner stated that riders on the Manassas Line want additional later trains and riders on the Fredericksburg want earlier trains.

Mr. Way observed that VRE received the worst scores on reliability of ticket vending machines and he asked if VRE is doing anything to fix these problems. Mr. Zehner responded that VRE is working to replace the vending machines and has begun the process. Mr. Smedberg asked if there is an online option for riders to take the survey on VRE's website. Mr. Zehner explained that VRE did provide an online version once, but the results were not satisfactory. Also, it does not allow VRE to deal with repeat/multiple respondents.

In response to a question from Mr. Jenkins, Mr. Page stated that DRPT is working with VRE and Verizon staff to meet and discuss the "black holes" of cell phone coverage along the VRE service area. Mr. Milde observed that VRE does not have clocks in the stations and asked that this be considered.

Closed Session – 11

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

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

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

The Board entered into Closed Session at 11:03 A.M. [Mr. Jenkins left during the Closed Session at 11:44 A.M.] The Operations Board returned to Open Session at 12:02 A.M.

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

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

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

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

Mr. Milde moved, with a second by Mr. Kelly, to approve the resolution concerning Spotsylvania County which was discussed in Closed Session. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Kelly, Milde, Page, Schwartz, Smedberg, Way and Zimmerman.

Adjournment

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

Approved this 18th day of September 2009.

Christopher Zimmerman
Chairman

Sharon Bulova
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the August 21, 2009 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Sale of Three F-40 Locomotives

The VRE Operations Board recommends approval of Resolution #2128. This resolution authorizes VRE's Chief Executive Officer to execute a sales agreement with Rail World Leasing of Chicago for three VRE locomotives. The sale price is \$450,000 in total and one locomotive must be provided in September, 2009. VRE has enough locomotives to provide adequate service until its new order of 12 begin to arrive next year. VRE has offered for sale a total of 15 locomotives and these three are the only ones to receive an offer so far.



RESOLUTION #2128

SUBJECT: Sale of Three F-40 Locomotives.

WHEREAS: VRE's Chief Executive Officer was authorized to pursue the sale of old VRE locomotives as they are replaced by new locomotives;

WHEREAS: VRE has now ordered 12 new locomotives; and

WHEREAS: VRE has received an offer from Rail World Locomotive Leasing for three F-40 units conditioned upon taking delivery of one unit no later than the end of September, 2009 and the other two locomotives when VRE receives its new locomotives in 2010.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute a sales agreement for the three F-40 locomotives to Rail World Locomotive Leasing of Chicago, Illinois, for a total of \$450,000.

Approved this 3rd day of September, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer



AGENDA ITEM 9-B
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: AUGUST 21, 2009

RE: AUTHORIZATION TO SELL THREE F-40 LOCOMOTIVES

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute a sales agreement for three F-40 locomotives to Rail World Locomotive Leasing of Chicago, Illinois, for a total of \$450,000.

BACKGROUND:

In June of 2007, the Operations Board authorized the Chief Executive Officer to pursue the sale of old VRE locomotives as they are replaced by new locomotives. Following the approval to purchase twelve new locomotives in June of 2009, VRE posted a Request for Interest (RFI) offering for sale 15 locomotives. In addition to posting this information on the web, several potential purchase candidates were also directly notified of the sale.

These three F-40 locomotives were built in the 1970's and were acquired by VRE as a stop gap until new, replacement locomotives could be purchased. As of this fall, VRE will be in a position to release one of these units. The other two will become available in 2010 when two new units are placed into service.

To-date, the only offer received was from Rail World and is conditioned upon taking delivery of one unit no later than the end of September 2009. The other two locomotives will not be released for delivery until VRE receives the new

locomotives in 2010. Payment will be made for each unit once released for sale and title is transferred.

The locomotives were purchased using federal and state funds. Two of the three locomotives have reached the end of their useful life and the third will do so in November. Both FTA and the state have been notified of VRE's intent to sell.

FISCAL IMPACT:

All sale proceeds will be reinvested in the locomotive acquisition project to be used as match to upcoming federal and/or grants.

Spotsylvania County Joining VRE/PRTC

The VRE Operations Board recommends approval of Resolution #2129. This resolution approves a membership agreement with Spotsylvania County and approves an amendment to the VRE Master Agreement. All of VRE's jurisdictions are being asked to do the same by November 30, 2009. Also, PRTC is requested to act by that date to approve and execute an amendment to its founding ordinance and to obtain certification from the Secretary of the Commonwealth that Spotsylvania County's membership in PRTC is effective February 15, 2010 and contingent on all three agreements being in full force and effect on that date. PRTC must also forward the certification to the Spotsylvania County Board of Supervisors for entry into the minutes of a Board meeting by November 30, 2009.

Several attachments show the proposed agreements and provide background on the action taken by the Spotsylvania County Board of Supervisors on August 18th.



RESOLUTION #2129

SUBJECT: Approval of agreement with Spotsylvania County for VRE membership and of amended VRE Master Agreement.

WHEREAS: On August 18, 2009, the Board of Supervisors of Spotsylvania County approved and authorized execution of the following: (1) an Agreement Governing Spotsylvania County's Admission to Membership in PRTC and Participation in the VRE (the "VRE Membership Agreement"); (2) an amended VRE Master Agreement; (3) an amended PRTC Founding Ordinance and Master Agreement (the "PRTC Founding Ordinance");

WHEREAS: The VRE Membership Agreement must be approved by NVTC and PRTC, the amended VRE Master Agreement must be approved by PRTC, NVTC, and each Participating and Contributing Jurisdiction, and the PRTC Founding Ordinance must be approved by PRTC;

WHEREAS: In order to complete the required steps for Spotsylvania County to become a member of PRTC, a certification from the Secretary of the Commonwealth must be obtained stating that the requirements for enlarging PRTC have been complied with, and that certification must be entered into the minutes of a Spotsylvania County Board of Supervisors' meeting;

WHEREAS: The VRE Membership Agreement approved by Spotsylvania County provides that approval of the three agreements and completion of the certification process must occur by all required parties by November 30, 2009;

WHEREAS: The VRE Membership Agreement approved by Spotsylvania County provides that the effective date of Spotsylvania County's membership in PRTC and its participation in VRE is effective February 15, 2010, subject to each party's right to terminate the VRE Membership Agreement on 30 days notice prior to the effective date; and



Resolution #2129 continued

WHEREAS: The VRE Operations Board has recommended to PRTC and NVTC the following: (1) that the VRE Membership Agreement, as approved by Spotsylvania County, be approved by PRTC and NVTC by November 30, 2009; (2) that the amended VRE Master Agreement be forwarded to the Participating and Contributing Jurisdictions for approval by them and by the Commissions, by November 30, 2009; and (3) that by November 30, 2009, PRTC approve the amended PRTC Founding Ordinance and obtain the certification of the Secretary of the Commonwealth that Spotsylvania County's membership in PRTC is effective February 15, 2010, and contingent upon the three agreements described herein being in full force and effect on that date.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission acts as follows: (1) the VRE Membership Agreement, as approved by Spotsylvania County, is approved and the Chairman is authorized to execute it on behalf of the Commission; (2) the amended VRE Master Agreement is approved and the Chairman is authorized to execute it on behalf of the Commission; (3) NVTC requests that PRTC approve and execute by November 30, 2009, the amended PRTC Founding Ordinance and the PRTC Executive Director ask the Secretary of the Commonwealth to certify that the required steps for Spotsylvania County to become a member of PRTC have been satisfied and Spotsylvania County's membership in PRTC is effective February 15, 2010, contingent upon the three foregoing agreements being in full force and effect on that date, and to thereafter forward that certification to the Spotsylvania County Board of Supervisors for entry into the minutes of a Board meeting by November 30, 2009.

Approved this 3rd day of September, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer

August 26, 2009

SPOTSYLVANIA COUNTY MEMBERSHIP IN PRTC AND VRE
MEMBERSHIP AGREEMENT SUMMARY

The following outlines the terms of the attached draft PRTC/VRE membership agreement.

- 1) Three agreements are required:
 - a. Agreement Governing Spotsylvania County's Admission to Membership in PRTC and Participation in VRE ("Membership Agreement")
 - i. This defines terms and conditions of membership in PRTC and participation in VRE
 - ii. Expires November 30, 2009, unless all three agreements are approved
 - iii. Effective February 15, 2010 provided the three agreements are approved
 - iv. Can be terminated anytime prior to effective date upon 30 days notice; thus, notice not later than January 15, 2010
 - b. Amended Founding Ordinance and Master Agreement for PRTC ("Amended PRTC Founding Ordinance")
 - i. Approval of Amended PRTC Founding Ordinance by Spotsylvania County
 1. County gets two seats on PRTC
 - ii. Certification by Secretary of Commonwealth required
 1. Results in gas tax being collected in County
 - c. Amended Master Agreement for Provision of Commuter Rail Services in Northern Virginia ("VRE Master Agreement")
 - i. Under Master Agreement, County gets one seat on Operations Board

- ii. VRE Master Agreement must be approved by Spotsylvania County, PRTC, NVTC, and each Participating and Contributing Jurisdiction
- iii. Proposed amendments include two new financial guidelines making explicit the current practice of trying to keep local subsidy level and enabling PRTC members to rely on gas tax for subsidy

2) Rail Station in Spotsylvania County

- a. County funds property acquisition, environmental review, design and construction of platform and 1,000 space parking lot (500 initially)
 - i. Complete on or before later of February 15, 2012 or completion of railroad line extension
- b. VRE shall assist in obtaining federal and state grant funding for County
- c. County not obligated to fund more than 20% of station construction cost inclusive of value of proffers and other contributions
 - i. remainder paid by grants
 - ii. if grant match exceeds 20%, County may defer construction until more favorable funding is obtained

3) Extension of Rail Line

- a. VRE funds property acquisition, environmental review, design and construction of an extension of the existing rail line to serve County station, subject to funding and CSXT approval
- b. Complete on or before February 15, 2012 subject to funding

4) Financial Matters

- a. PRTC administrative expenses
 - i. Beginning first full month after certification by Secretary of Commonwealth, County shall pay, within 90 days, prorated amount of administrative expenses for PRTC and full amount for each year thereafter
 - ii. If fail to pay prorated amount, County agrees it may be withheld from share of gas tax

- b. VRE subsidy
 - i. County shall pay, as provided in Amended VRE Master Agreement, its share of VRE's annual budget
 - 1. In first fiscal year, County owes a prorated amount and the full amount for each year thereafter
 - 2. If fail to pay prorated amount, County agrees it may be withheld from share of gas tax
- c. Deferral
 - i. Defer PRTC administrative expenses and VRE subsidy for 3 years as follows:
 - 1. FY 2010 – 100%
 - 2. FY 2011 – 100%
 - 3. FY 2012 – 50%
 - ii. Once deferral period ends, payment required within 60 days, without interest
 - iii. If County fails to pay, County agrees deferral amount may be withheld from share of gas tax
- d. Withdrawal
 - i. If Spotsylvania withdraws from the VRE Master Agreement by agreement, the County may remain a member of PRTC and collect the gas tax until it satisfies the agreed conditions of withdrawal

AGREEMENT GOVERNING SPOTSYLVANIA COUNTY'S
ADMISSION TO MEMBERSHIP IN PRTC
AND
PARTICIPATION IN THE VRE

THIS AGREEMENT, made the ___ day of _____, 2009, between and among the Potomac and Rappahannock Transportation District Commission, (hereinafter referred to as "the Potomac and Rappahannock Transportation Commission" or "PRTC"), the Northern Virginia Transportation District Commission, (hereinafter referred to as "the Northern Virginia Transportation Commission" or "NVTC"), (PRTC and NVTC hereinafter referred to collectively as "the Commissions" or "the VRE"), and the Board of County Supervisors of Spotsylvania County, Virginia, (hereinafter referred to as "Spotsylvania County" or "the County").

WITNESSETH:

WHEREAS, by duly adopted resolution, Spotsylvania County has found, in accordance with §15.2-4504 of the Code of Virginia, 1950, as amended, that the orderly growth and development of the County and the comfort, convenience and safety of its citizens require an improved transportation system, and that joint action with the members of the Potomac and Rappahannock Transportation Commission will facilitate the planning and development of the needed transportation system; and

WHEREAS, among the elements of the Potomac and Rappahannock Transportation Commission's transportation plan that Spotsylvania County has determined furthers its transportation interests is the Virginia Railway Express commuter rail service, (hereinafter referred to as the "VRE service"), jointly owned by the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission and operated by the Virginia Railway Express Operations Group; and

WHEREAS, Spotsylvania County has requested that the Potomac and Rappahannock Transportation Commission permit it to become a member of the District in accordance with the terms and conditions hereafter set forth; and

WHEREAS, the Potomac and Rappahannock Transportation Commission has agreed to permit Spotsylvania County to become a member of the District in accordance with the terms and conditions hereafter set forth;

NOW, THEREFORE, in consideration of the foregoing and the terms hereof, the value and sufficiency of which are hereby mutually acknowledged, the Potomac and Rappahannock Transportation Commission, the Northern Virginia Transportation Commission, and Spotsylvania County agree to the following terms and conditions:

1. Effective Date.

- a) This Agreement shall be effective February 15, 2010, conditioned upon its approval and execution by PRTC, NVTC, and Spotsylvania County, and the occurrence of each of the following:
 - i. Approval by Spotsylvania County of an Amended Founding Ordinance and Master Agreement for PRTC, (hereinafter referred to as “the Amended PRTC Founding Ordinance”), providing for Spotsylvania County’s admission to PRTC as a member;
 - ii. Certification by the Secretary of the Commonwealth that the requirements of §15.2-4529 of the Code of Virginia, 1950, as amended, have been satisfied and that Spotsylvania County is a member of PRTC, and entry of such certification in the minutes of a meeting of the Spotsylvania County Board of County Supervisors; and
 - iii. Approval and execution by PRTC, NVTC, the counties of Arlington, Fairfax, Prince William, and Stafford, the cities of Alexandria, Fredericksburg, Manassas, and Manassas Park, and Spotsylvania County of an Amended Master Agreement for the Provision of Commuter Rail Services in Northern Virginia, (hereinafter referred to as “the VRE Master Agreement”), providing for Spotsylvania County becoming a participating jurisdiction as such term is used in the VRE Master Agreement.
- b) Spotsylvania County shall approve and execute this Agreement, the Amended PRTC Founding Ordinance, and the VRE Master Agreement prior to consideration of approval of any of those documents by the parties thereto.
- c) In the event the preceding events do not occur by November 30, 2009, this Agreement shall be void and of no effect.

2. Spotsylvania County’s Membership in PRTC.

- a) Not later than thirty (30) days from approval of this Agreement by Spotsylvania County, the County shall approve the Amended PRTC Founding Ordinance, and thereafter agrees to be bound by its terms.
- b) As a member of PRTC, Spotsylvania County shall be entitled to all of the rights, and obligated for all of the responsibilities, of such membership as provided by this Agreement, the Amended PRTC

Founding Ordinance, and the VRE Master Agreement, as well as the laws of the Commonwealth of Virginia.

- c) Such membership rights shall include but not be limited to participation in the transaction of PRTC business through two voting representatives of the County on the PRTC governing commission, and the levy within Spotsylvania County of a motor vehicle fuels sales tax in accordance with the laws of the Commonwealth of Virginia and its receipt by PRTC for use for transportation purposes of the District subject to the consent of Spotsylvania County as provided for in the Amended PRTC Founding Ordinance.
- d) Such membership responsibilities shall include but not be limited to payment of Spotsylvania County's proportionate share of PRTC's administrative expenses as hereafter described.
- e) If Spotsylvania County withdraws from the VRE Master Agreement, as set forth in Section XI of the VRE Master Agreement or Section 11 of this Agreement, PRTC agrees that Spotsylvania County may remain a member of PRTC and continue to collect the fuel tax set forth in § 58.1-1720 of the Code of Virginia, 1950, as amended, until it satisfies the conditions of withdrawal agreed upon by Spotsylvania County, the Commissions, and the other parties to the VRE Master Agreement.

3. Applicability of § 58.1-1721 of Code of Virginia, 1950, as amended.

- a) The parties acknowledge that Spotsylvania County is subject to the provisions of § 58.1-1721 of the Code of Virginia, 1950, as amended, requiring a reduction of Spotsylvania County's real estate tax, or its real estate and other locally levied taxes, in certain circumstances. The parties agree that this Agreement complies with those provisions and those provisions do not apply because, among other reasons, in the first full fiscal year in which the motor vehicle fuels sales tax is levied those revenues (1) will not be used for bus services the County would otherwise have paid for since the County will continue to use general fund revenues for those purposes, and (2) will not be used for rail services the County would otherwise have paid for since there are no rail services the County would have agreed to fund and the only rail services the County will participate in are those funded with the motor vehicle fuels sales tax.
- b) The parties acknowledge that, notwithstanding the foregoing, the obligation to comply with §58.1-1721 of the Code of Virginia, 1950, as amended, is Spotsylvania County's; however, the Commissions agree to provide their resources and assistance to the County in responding to any question of whether there has been compliance. In

the event there is a final determination that the County failed to comply with §58.1-1721 of the Code of Virginia, 1950, as amended, then PRTC agrees that it shall consent to the use of motor vehicle fuel sales tax revenues generated in the County, to the extent such revenues are available, to reimburse the County the amount of general fund revenue that was used for bus or rail services that might otherwise have been funded with motor fuels sales tax revenues.

4. Certification by the Secretary of the Commonwealth.

- a) Upon the occurrence of 1.a.(i) and (iii) above, PRTC shall, in accordance with §15.2-4529 of the Code of Virginia, 1950, as amended, file with the Secretary of the Commonwealth all documentation required by the laws of the Commonwealth of Virginia and the Secretary to evidence the addition of Spotsylvania County as a member of PRTC and to certify such membership as required by law.
- b) Spotsylvania County agrees to cooperate as necessary to accomplish the foregoing, and to enter such certification promptly in the minutes of a meeting of the County's Board of County Supervisors.

5. PRTC Administrative Expenses, VRE Subsidy and Debt Service.

- a) Effective upon the later of February 15, 2010, or the first full month following the date of certification of Spotsylvania County's membership in PRTC by the Secretary of the Commonwealth, Spotsylvania County shall be obligated to pay a portion, prorated by month and equal to the remaining months in the fiscal year, of its annual share of PRTC's administrative expenses for the then current fiscal year as such shares are determined for all PRTC members in the Amended PRTC Founding Ordinance. The foregoing amount shall be paid to PRTC in accordance with the provisions of paragraph 9.
- b) In the event that Spotsylvania County fails to pay the aforesaid amount in full within the stated time, PRTC may fund such unpaid amount from the motor fuels sales tax revenue generated in the County. Spotsylvania County hereby consents to the use of the tax revenue for such purpose.
- c) In each fiscal year following the fiscal year in which this Agreement becomes effective, Spotsylvania County shall, in accordance with the Amended PRTC Founding Ordinance, pay its proportionate share of PRTC's administrative expenses in the amount set forth in PRTC's adopted budget for that fiscal year. The foregoing amount shall be paid to PRTC in accordance with the provisions of paragraph 9.

- d) Notwithstanding the above, the total obligations incurred by Spotsylvania County as a result of becoming a member of PRTC and VRE, shall consist of the following: (1) PRTC administrative expenses and (2) the VRE subsidy, which includes both the existing VRE related debt service approved under the VRE Master Agreement and would include any new VRE related debt service as authorized by Spotsylvania County as a participating jurisdiction under the VRE Master Agreement.

6. Spotsylvania County's Participation in VRE.

- a) Not later than thirty (30) days from approval of this Agreement by Spotsylvania County, the County shall approve and execute the VRE Master Agreement.
- b) As a participating jurisdiction in the VRE commuter rail service, Spotsylvania County shall be entitled to all of the rights, and obligated for all of the responsibilities, of a participating jurisdiction as provided by the VRE Master Agreement, as well as by this Agreement.
- c) Spotsylvania County shall have the right to participate in the transaction of VRE related business through its membership in PRTC. The County shall have a right and be entitled, to representation on the VRE Operations Board in accordance with the formula set forth in the VRE Master Agreement.
- d) Following the later of February 15, 2010, or the date of certification of Spotsylvania County's membership in PRTC by the Secretary of the Commonwealth, and in accordance with the provisions of paragraph 9, Spotsylvania County shall pay a portion, prorated by month and equal to the remaining months in the fiscal year, of its annual share of the VRE budget for the then current fiscal year in which this Agreement was effective as such shares are determined for all VRE participating jurisdictions in the VRE Master Agreement. The foregoing amount shall be paid to the VRE in accordance with the provisions of paragraph 9.
- e) In the event that Spotsylvania County fails to pay the aforesaid amount in full within the stated time, PRTC may fund such unpaid amount from the motor fuels sales tax revenue generated in the County. Spotsylvania County hereby consents to the use of the tax revenue for such purpose.
- f) In each fiscal year following the fiscal year in which this Agreement becomes effective, Spotsylvania County shall, in accordance with the VRE Master Agreement, be obligated to consider appropriating funds

sufficient to pay its annual share of the VRE budget as set forth in the VRE adopted budget each fiscal year. Upon appropriation, the foregoing amount shall be paid to the VRE in accordance with the provisions of paragraph 9.

- g) If Spotsylvania County withdraws from the VRE Master Agreement or PRTC, it shall have no obligation or requirement as part of its withdrawal to pay for the debt service for any VRE related debt approved under the VRE Master Agreement or any debt of PRTC, which was incurred prior to Spotsylvania County becoming a member of PRTC or a participating jurisdiction under the VRE Master Agreement.

7. Spotsylvania County VRE Station.

- a) Spotsylvania County shall be responsible for funding the acquisition of property, environmental review, design, and construction of a commuter rail station, including a boarding platform in the railroad right-of-way which will be subject to a station lease between the VRE and CSX Transportation and under the operation and control of the VRE, and an adjoining commuter rail patron parking lot accessible to publicly maintained roads at a location agreed upon by Spotsylvania County and the VRE in Spotsylvania County (hereinafter collectively referred to as "Station Construction"). The station design shall be consistent with the design of stations now served by the VRE service and shall be approved by the VRE. The parking lot, which shall be subject to the operation and control of Spotsylvania County, shall have a parking capacity of not less than one thousand (1,000) spaces and may be built in phases approved by the VRE. However, the capacity of the parking lot at the time the station is initially served by the VRE shall be not less than five hundred (500) spaces, (hereinafter referred to as "the initial parking lot"). All costs associated with Station Construction shall be borne by Spotsylvania County but may be payable from grant funds or other proceeds including monies or improvements from proffers accepted by Spotsylvania County pursuant to a conditional rezoning. Such Station Construction costs may include but are not limited to property acquisition, rezoning or other local government approvals, compliance with requirements prerequisite to obtaining state or federal funding for the station or parking lot such as archeological and environmental study, and permits. To the extent some of the aforesaid responsibilities of Spotsylvania County are combined, by agreement, with work being performed by the VRE pursuant to paragraph 8, the County shall be responsible for the portion of the costs attributable to the County's responsibilities. VRE will assist the County in gaining grant funding for Station Construction costs if the County desires such assistance.

While the VRE Operations Board policy provides that any required grant funding match for station and parking projects be provided by the jurisdiction in which the project is located, numerous options exist for providing this match beyond a cash contribution, including but not limited to in-kind services and proffered improvements. However, in the event Spotsylvania County would be required to spend more than 20% of local funding, including proffers, toward the cost of constructing the station then Spotsylvania County may defer station construction until such time as the foregoing limitation on local funding can be satisfied or the County chooses to proceed with station construction irrespective of the limitation.

- b) The construction of the station and the initial parking lot shall be completed and ready for use by the VRE service on or before the later of two (2) years from the effective date of this Agreement or at the time of completion by the VRE of an extension of the railroad line necessary to serve the station as such extension is described hereinafter in paragraph 8. The VRE and the County will work together so that the station and initial parking lot is available for service contemporaneously with the completion of the VRE line extension described in paragraph 8. Once such station and initial parking lot is available for service, the VRE shall provide VRE service to the station in accordance with the VRE's established schedules and operating policies.
- c) The VRE shall facilitate the Station Construction and in particular the boarding platform located within railroad right-of-way. VRE shall also be responsible for serving as the liaison between the County and CSX Transportation. This shall not, however, require the expenditure of funds by the VRE, nor shall it modify or relieve Spotsylvania County of its responsibilities set forth above, with the exception of any work done in the railroad right-of-way which shall be subject to obtaining all necessary approvals from CSX Transportation.
- d) By separate agreement between Spotsylvania County and the VRE, the VRE may agree to perform specified responsibilities of the County, including but not limited to hiring or managing contractors to design or construct the station or parking lot, subject to funding by the County of such responsibilities.
- e) The VRE will provide station amenities similar to those provided at other VRE stations including fare collection and passenger notification equipment.

8. Extension of Rail Line By VRE.

- a) The VRE shall be responsible for funding the property acquisition, environmental review, design, and construction of an extension of the existing railroad right-of way, and all other related infrastructure necessary to provide VRE service to the station provided for in paragraph 7 above. The extension shall be completed on or before two (2) years from the effective date of this Agreement; however, the VRE's responsibilities shall be subject to obtaining funding for the foregoing. In addition, VRE shall also be responsible for obtaining the necessary approvals from CSX Transportation for the foregoing.
- b) The VRE shall commence such environmental review, design, and construction, and shall seek funding for the same, not later than upon the effective date of this Agreement.
- c) Spotsylvania County shall cooperate with the VRE in completing the foregoing work, providing assistance in obtaining prompt plan review and permit issuance, among other things, to the extent reasonably possible.

9. Deferral of Debt Service, PRTC Administrative Expenses and VRE Subsidy.

- a) PRTC and VRE agree to defer Spotsylvania County's payment of its PRTC Administrative Expenses and any VRE annual subsidy for three (3) fiscal years as follows which would permit the County to accrue motor vehicle fuels tax revenue to fund the County's transportation related expenses and without using general fund monies. The deferral for fiscal years 2010 and 2011 would be one hundred percent (100%) each year. The deferral for fiscal year 2012 would be fifty percent (50%). Such deferral shall be without interest.
- b) Within sixty (60) days of the start of fiscal year 2013, Spotsylvania County shall pay to PRTC the full amount of PRTC administrative expenses deferred by PRTC and shall pay to the VRE the full amount of the County's annual subsidy deferred by the VRE in addition to payment of the PRTC administrative expenses and the VRE annual subsidy for that fiscal year as provided for in the Amended PRTC Founding Ordinance and the VRE Master Agreement.
- c) In the event that Spotsylvania County fails to pay either of the aforesaid amounts in full within the stated time, PRTC may fund such unpaid amounts from the motor fuels sales tax revenue generated in the County. Spotsylvania County hereby consents to the use of the tax revenue for such purposes.

10. Marketing of VRE Service in Spotsylvania County.

Contemporaneous with the commencement of VRE service to Spotsylvania County, the VRE will include, in its on-going evaluation of marketing and promotion of VRE service, an analysis of methods to reflect the expansion of service to the County, as well as other potential places, so that VRE ridership is maximized. The VRE agrees to consult with Spotsylvania County staff during the aforesaid analysis.

11. Termination.

This Agreement may be terminated by any party at any time prior to its effective date upon not less than thirty (30) days written notice addressed to the chairman of the each of the respective parties' governing bodies. After its effective date, this Agreement may not be terminated except as provided for in the Amended PRTC Founding Ordinance and the VRE Master Agreement, and with the mutual consent of each of the parties thereto.

12. Governing Law.

This Agreement shall be governed by the laws of the Commonwealth of Virginia.

13. Entire Agreement.

This Agreement, together with the Amended PRTC Founding Ordinance and the VRE Master Agreement, constitutes the entire agreement between the parties pertaining to Spotsylvania County's admission as a member of PRTC and the County's participation in the VRE service, and supersedes all prior oral and written understandings. Amendments to this Agreement shall not be effective unless in writing and signed by all parties hereto.

14. Severability.

If any provision of this Agreement shall be determined to be void by any court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties that if any provision of this Agreement is capable of two constructions, one of which would render the provision void and the other of which would render the provision valid, then the provision shall have the meaning which renders it valid.

15. Time.

With respect to all time periods contained in this Agreement, it is expressly understood that time shall be of the essence.

16. Waiver.

Failure by any party to insist upon or enforce any of its rights hereunder shall not constitute a waiver thereof.

17. Authorized Signatures.

This Agreement has been duly approved by the respective governing bodies of each of the parties and the below signed individuals have each been duly authorized to execute this Agreement on behalf of the party.

18. Conflicting Provisions.

In the event of a conflict between the provisions of this Agreement and the VRE Master Agreement or the Amended PRTC Founding Ordinance, the provisions of this agreement shall control.

WHEREFORE, the parties hereto, by their duly authorized representative, have executed this Agreement as of the date aforesaid.

POTOMAC and RAPPAHANNOCK
TRANSPORTATION COMMISSION

CHAIRMAN

CLERK

NORTHERN VIRGINIA
TRANSPORTATION COMMISSION

CHAIRMAN

CLERK

BOARD OF COUNTY SUPERVISORS OF
SPOTSYLVANIA COUNTY

CHAIRMAN

Approved as to form:

Jacob P. Stroman, IV, County Attorney

CLERK

Amended 7/07 8-12-09

MASTER AGREEMENT FOR PROVISION OF COMMUTER
RAIL SERVICES IN NORTHERN VIRGINIA --
ESTABLISHMENT OF THE VIRGINIA RAILWAY EXPRESS

I. INTRODUCTION

A. PARTIES

This MASTER AGREEMENT is entered into between and among the Northern Virginia Transportation Commission, hereinafter referred to as "NVTC," the Potomac and Rappahannock Transportation Commission, hereinafter referred to as "PRTC," both of which shall collectively be referred to as "the COMMISSIONS," the jurisdictions of Fairfax County, the City of Manassas, Prince William County, Stafford County, Spotsylvania County, the City of Manassas Park and the City of Fredericksburg, hereinafter referred to as the "PARTICIPATING JURISDICTIONS," and the jurisdictions of the City of Alexandria and Arlington County, hereinafter referred to as the "CONTRIBUTING JURISDICTIONS."

B. NAME OF THE COMMUTER RAIL SERVICE

The commuter rail service established hereby shall be known as the VIRGINIA RAILWAY EXPRESS.

C. PURPOSES

The purposes of this MASTER AGREEMENT are:

(1) to provide for the operation and maintenance of commuter rail service by acquiring the necessary capital equipment and financing therefor; to provide for the construction of necessary platforms, stations, parking areas, storage facilities, and all other facilities necessary for the operation of commuter rail service; to establish an adequate plan of insurance; and to pay for the operation and maintenance of a commuter rail service project consisting of trains making round trips on each of two lines originating in the Manassas area and the Fredericksburg area to Union Station in the District of Columbia, ("D.C. Service"), , or, as a contingency plan until the D.C. service can begin, to Crystal City, Virginia, ("Crystal City contingency plan"), according to formulae set forth herein;

(2) to agree and commit to a complete financial plan, and the procedure by which annual budgets shall be developed that are satisfactory to the PARTICIPATING and CONTRIBUTING JURISDICTIONS;

(3) to secure funding from state, federal and local sources for the capital and operating costs of the project and to allocate the costs thereof;

(4) to establish and organize responsibility for the administration and operation of commuter rail services and for the administration of contracts, leases and other agreements entered into by the COMMISSIONS for such service;

(5) to authorize the COMMISSIONS to execute all appropriate and necessary contracts with the National Railroad Passenger Service Corporation (Amtrak), the Richmond, Fredericksburg and Potomac Railroad Company (RF&P), the Southern Railway Company (Southern), the Consolidated Rail Corporation (Conrail), the Virginia Department of Transportation (VDOT), other appropriate federal agencies and agencies of the Commonwealth

of Virginia, and such other parties as may be required for the provision of the services contemplated hereby;

(6) to provide for land acquisition, the construction of station sites, platforms and parking facilities at mutually agreed locations, and the maintenance of rolling stock; and

(7) such other purposes as are necessary for the efficient capitalization and operation of the Virginia Railway Express.

D. EFFECTIVE DATE AND TERM

(1) Effective Date -- This Agreement shall be effective upon a date certain established by the COMMISSIONS, not more than thirty (30) days following the adoption of the pre-revenue service budget, the initial annual budgets for the D.C. service and the Crystal City contingency plan and the initial six (6) year financial plans for the D.C. Service and the Crystal City contingency plan, each provided for herein, by resolution of each of the PARTICIPATING JURISDICTIONS.

(2) After the effective date of the MASTER AGREEMENT, at such time as the COMMISSIONS may deem appropriate, the COMMISSIONS may:

(a) complete the procurement of rail equipment and locomotive vendors and award and execute contracts with such vendors for manufacture of rail passenger equipment and locomotives, such contracts to provide for the acquisition of locomotives and equipment sufficient for the D.C. Service or, at such time as the COMMISSIONS may so determine, in the event revenue service into the District of Columbia cannot occur prior to the start of commuter rail service, then locomotives and equipment sufficient for the Crystal City contingency plan; and

(b) issue bonds or notes in the name of NVTC to finance the purchase of rail passenger equipment and locomotives, insurance costs, and other costs of the commuter rail service as provided for in budgets approved by the parties hereto.

(3) The issuance of bonds by the COMMISSIONS shall not occur until the following conditions precedent have been complied with:

(a) Final agreement has been reached on a contract document ready for execution by Amtrak and the COMMISSIONS for the operation of commuter rail passenger equipment, and for the right to use Amtrak's tracks and facilities for the operation of commuter rail service.

(b) Final agreement has been reached on a contract document ready for execution by the RF&P and the COMMISSIONS for the right to use the RF&P's tracks and facilities for the operation of commuter rail service.

(c) Final agreement has been reached on a contract document ready for execution by the Southern and the COMMISSIONS for the right to use the Southern's tracks and facilities for the operation of commuter rail service.

(d) Final agreement has been reached on a contract document ready for execution by Conrail and the COMMISSIONS for the right to use Conrail's tracks and facilities for the operation of revenue commuter rail service into the District of Columbia, or for non revenue service from Crystal City, Virginia, to the District of Columbia as part of the Crystal City contingency plan.

(e) Final agreement has been reached on an insurance plan, mutually acceptable to the aforesaid railroad companies, the Virginia Division of Risk Management, and the COMMISSIONS, to cover the liabilities arising out of the operation of commuter rail service.

(4) Term -- This Agreement shall continue indefinitely unless terminated sooner as provided herein.

E. CONDITIONS PRECEDENT TO START OF RAIL SERVICE

The COMMISSIONS shall establish the starting date of commuter rail service, and the number of trains to be operated initially on each line, in accordance with the provisions of this MASTER AGREEMENT. Commuter rail service may begin contemporaneously or successively on both rail lines, as soon as practical after the effective date of this MASTER AGREEMENT, provided that such service shall not start on a line until the COMMISSIONS are satisfied that:

the station facilities on the line on which service is to begin are substantially ready for commuter service and rail passenger equipment capacity is available to carry at least 75% of estimated initial ridership on that line. Estimated initial ridership for the D.C. Service and for the Crystal City contingency plan shall be based upon the studies entitled Patronage and Revenue Forecasts for the Virginia Railway Express (May 1987) by R.H. Pratt and the Supplemental Patronage and Revenue Forecasts for the VRE (September 13, 1989), attached as Appendices A1 and A2, respectively.

F. CRYSTAL CITY CONTINGENCY PLAN

Subsequent to the effective date of this Master Agreement, and prior to the start of commuter rail service, the COMMISSIONS shall determine whether revenue service into the District of Columbia can occur. In the event that the factors necessary to enable the D.C. Service are not, or will not be, in place prior to the start of rail service, including the execution of an agreement with CONRAIL for the use of that railroad's tracks and facilities, then the COMMISSIONS may implement the Crystal City contingency plan authorized hereunder. In such event, those budgets and financial plans contained herein applicable to the Crystal City contingency plan shall determine the costs and expenses of the commuter rail service as funded by the parties hereto.

G. DEFINITIONS

As used in this MASTER AGREEMENT, the following words and terms shall have the following meanings unless the context shall indicate another meaning or intent:

(1) "Cost of Commuter Rail Service" shall mean operating and capital costs.

(2) "Capital Costs" shall mean those costs to be paid by the COMMISSIONS for capital items (other than costs, if any, classified as operating costs), including debt service, with respect to capital or operating costs which are financed with borrowed money or other types of deferred payment instruments.

(3) "Operating Costs" or "Operating Expenses" shall mean the expenses or costs of operating and maintaining the Virginia Railway Express, including, without limitation (unless otherwise specifically provided herein), costs of insurance, as defined for the purposes of this Agreement in Section VIII.B.(1), and costs of the COMMISSIONS which are not paid from bond proceeds, including operating reserves.

II. ORGANIZATION

A. CO-ORDINATION BETWEEN NVTC AND PRTC

The COMMISSIONS shall enter into all agreements with third parties necessary to the establishment and operation of the Virginia Railway Express, and the Executive Directors

thereof shall coordinate the presentation of all matters requiring the COMMISSIONS' consent so that decisions required to be reached by both may be made in an efficient and timely fashion.

B. ESTABLISHMENT OF THE OPERATIONS BOARD

(1) In order that the COMMISSIONS shall have an efficient mechanism for the formulation of operational policy and the execution of decisions required for the commuter rail service, the COMMISSIONS shall enter into an agreement setting forth the COMMISSIONS' relationship, duties and responsibilities regarding the commuter rail service, which agreement may be modified from time to time as the COMMISSIONS deem appropriate. The agreement shall establish a committee responsible to the COMMISSIONS which shall be known as the OPERATIONS BOARD to consist of the number of elected officials hereafter set forth from the governing bodies of each of the PARTICIPATING and CONTRIBUTING JURISDICTIONS selected by the COMMISSION of which the jurisdiction is a member from among its commissioners; and an ex officio representative of the Chairman of the Commonwealth Transportation Board selected as that Chairman shall determine. A copy of the aforesaid agreement, and any subsequent amendments thereto, shall be attached hereto and incorporated herein as Appendix B upon adoption by the COMMISSIONS.

(a) The CONTRIBUTING JURISDICTIONS shall each have one member on the OPERATIONS BOARD, and each may have one alternate appointed from its governing body in the same manner as regular members.

(b) The PARTICIPATING JURISDICTIONS shall each have a number of members on the OPERATIONS BOARD proportionate to the ridership from the jurisdiction as determined in accordance with Section VII.C. Such number shall be as follows:

- (1) PARTICIPATING JURISDICTIONS with 25% or more of the total system ridership shall have three (3) members on the OPERATIONS BOARD;
- (2) PARTICIPATING JURISDICTIONS with 15% to 24% of total system ridership shall have two (2) members on the OPERATIONS BOARD; and
- (3) PARTICIPATING JURISDICTIONS with less than 15% of total system ridership shall have one (1) member on the OPERATIONS BOARD.
- (4) Each PARTICIPATING JURISDICTION may also have one alternate for each of its regular members appointed from its governing body in the same manner as regular members.

(2) The first members of the OPERATIONS BOARD shall be appointed not later than upon execution of this MASTER AGREEMENT, and shall continue as members until their successors shall have been selected, provided that under no circumstances, except in the case of the Chairman of the Commonwealth Transportation Board's representative, shall membership on the OPERATIONS BOARD continue after a member ceases to be both a member of a governing body from a PARTICIPATING or CONTRIBUTING JURISDICTION and a commissioner of his appointing transportation district commission.

(3) The OPERATIONS BOARD shall elect from among its members a chairman and such other officers as it may deem essential each to serve for a term of one year or until a successor is elected. All officers shall be eligible for reelection.

(4) The OPERATIONS BOARD shall endeavor to conduct its business by consensus to the extent possible. Nonetheless, each jurisdiction represented on the OPERATIONS BOARD shall be entitled to a vote with a weight proportionate to the jurisdiction's annual subsidy determined in accordance with Section VIII.A.(1) and (2) for the then current fiscal year, e.g., a jurisdiction paying 25% of the annual jurisdictional subsidy shall have a vote with a weight equal to 25% of the total. The members of the OPERATIONS BOARD from jurisdictions with more than one representative may each cast an individual vote with a weight based on an equal proportion of the jurisdiction's total voting weight. A quorum of the OPERATIONS BOARD shall consist of a majority of the members which shall include at least one member from a majority of the PARTICIPATING and CONTRIBUTING JURISDICTIONS, The presence of a quorum and a vote of the majority of members present, including at least one affirmative vote from a majority of the members from the PARTICIPATING and CONTRIBUTING JURISDICTIONS, which majority shall constitute not less than sixty percent (60%) of the total annual jurisdictional subsidy, shall be necessary for the OPERATIONS BOARD to take any action. The representative of the Chairman of the Commonwealth Transportation Board shall have one vote on the OPERATIONS BOARD.

(5) The OPERATIONS BOARD shall hold regular meetings at such locations and times as the members may determine, which meetings shall be called and conducted in accordance with such by-laws of the OPERATIONS BOARD as may be adopted by the members thereof. Roberts' Rules of Order, Revised shall govern those procedural matters not set forth in the by-laws.

C. FUNCTION OF OPERATIONS BOARD

The OPERATIONS BOARD shall serve as an advisory body to the COMMISSIONS and shall oversee the management, operation and control of operational decisions, functions, affairs and property of the commuter rail service on behalf of the COMMISSIONS, exercising such powers and authority as may be delegated to it by the COMMISSIONS.

(1) FINANCIAL MANAGEMENT -- The OPERATIONS BOARD shall oversee the management of all monies attributable to commuter rail service, including federal and state grant funds and local contributions, consistent with such terms and conditions as may be agreed upon for administration by the Virginia Division of Risk Management of a liability insurance plan. The financial management responsibilities of the OPERATIONS BOARD shall be specified by the COMMISSIONS in the agreement between them (Appendix B), and shall include supervision of funds collected from the sources identified in this MASTER AGREEMENT, maintenance of accounts, investments, and disbursement of funds in accordance with approved budgets.

(2) MAINTENANCE OF ACCOUNTS -- In order to ensure the proper management of the monies of the commuter rail service, for so long as the COMMISSIONS so determine, NVTC shall serve as the repository for all such monies, and shall perform all necessary accounting duties. NVTC shall disburse such funds only on direction of the OPERATIONS BOARD as authorized by the COMMISSIONS.

D. COMMUTER RAIL CHIEF EXECUTIVE OFFICER

At such time as the COMMISSIONS may direct, and in no event later than the start of service hereunder, the OPERATIONS BOARD shall recommend a CHIEF EXECUTIVE OFFICER for selection by the COMMISSIONS.

(1) The CHIEF EXECUTIVE OFFICER shall report directly to, and shall act at the direction of, the OPERATIONS BOARD.

(2) With the exception of matters expressly delegated by the COMMISSIONS or the OPERATIONS BOARD to the extent of its own authority, the CHIEF EXECUTIVE OFFICER shall act only upon the prior authorization of the OPERATIONS BOARD.

(3) The OPERATIONS BOARD may direct the CHIEF EXECUTIVE OFFICER to act only to the extent authorized by the COMMISSIONS.

(4) To the extent directed by the OPERATIONS BOARD, as authorized by the COMMISSIONS, the MANAGER shall be responsible for the proper administration of all day to day functions and affairs of commuter rail services, which responsibilities shall include but not be limited to:

(a) monthly reports to the COMMISSIONS regarding matters of administration and operation, including claims management and the financial condition of the commuter rail project;

(b) execution of annual budgets;

(c) day-to-day operational decisions incident to the provision of continuous commuter rail services, including those required in the event of emergency circumstances; and

(d) such other duties as may be delegated by the OPERATIONS BOARD and authorized by the COMMISSIONS.

(5) Until such time as the COMMISSIONS determine otherwise, the CHIEF EXECUTIVE OFFICER shall serve either as an employee of NVTC, paid by the COMMISSIONS as an operating expense, or an independent contractor similarly paid.

E. STAFF AND OTHER COMMITTEES

Upon the request of the OPERATIONS BOARD, the COMMISSIONS may employ staff, or retain independent contractors, to serve as technical advisors, consultants and the like useful in discharging the responsibilities of the COMMISSIONS and the OPERATIONS BOARD under this MASTER AGREEMENT, and may establish committees for the purposes set forth herein.

III. FINANCIAL PLANS AND BUDGETS

A. PREPARATION OF SIX-YEAR FINANCIAL PLANS

Together with the annual budget, the preparation of which is provided for in Section III.C., the OPERATIONS BOARD shall annually prepare a revised six-year financial plan for approval by the COMMISSIONS as part of the budget approval process. The financial plan shall contain a six-year forecast and shall be the basis for annual budgets and requests by the COMMISSIONS for financial assistance from the PARTICIPATING JURISDICTIONS in accordance with the funding formulae set forth herein, as well as from the CONTRIBUTING JURISDICTIONS, and other funding sources. The initial six-year plans for service into the District of Columbia and for the Crystal City contingency plan are attached to this MASTER AGREEMENT as Appendices C1 and C2, respectively.

Formulation of the financial plan shall be guided by the following principles:

(1) Accurate and adequate estimates of the costs of operation shall be prepared for all aspects of the project operation, and a preliminary financial plan shall be formulated and presented by the OPERATIONS BOARD to the COMMISSIONS and transmitted to the PARTICIPATING and CONTRIBUTING JURISDICTIONS on or before September 30 of the preceding fiscal year for their review. A final recommended financial plan shall be presented to the COMMISSIONS on or before December 1 for approval by the COMMISSIONS. The COMMISSIONS shall act by February 1, and, thereafter, transmit to the PARTICIPATING JURISDICTIONS the financial plan together with the budget for the next fiscal year and a request to budget and appropriate their share, as established herein, of the costs of commuter rail service determined pursuant to the formulae set forth in Section VIII.A.(2) for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII. The COMMISSIONS shall simultaneously transmit to the CONTRIBUTING JURISDICTIONS a request to contribute to the costs of commuter rail service for the fiscal year.

(2) The COMMISSIONS shall utilize responsible debt financing to the extent that such is financially advantageous to the commuter rail project and is in the interests of the parties hereto. Provided, however, that in no event shall the COMMISSIONS issue a debt related to the commuter rail project, other than that initial debt necessary for the initial acquisition of equipment and facilities to begin service hereunder and the establishment of an insurance reserve, absent the unanimous consent of all parties hereto.

(3) With the exception of fares for the Crystal City contingency plan, fares shall be set to recover, initially, no less than 50% of the annual estimated operating costs unless otherwise agreed to unanimously by the PARTICIPATING JURISDICTIONS, and with the understanding that a shared objective of the COMMISSIONS and the PARTICIPATING JURISDICTIONS will be the periodic adjustment in the fare structure in order to achieve a minimum of 50 % recovery of operating costs from fare revenue.

(4) The costs of commuter rail service shall be borne by the PARTICIPATING JURISDICTIONS subject to, and in accordance with, the formula set forth in Section VIII.A.(2), below; however, the COMMISSIONS shall seek all state aid available to acquire rolling stock.

(5) Costs for parking lots, stations, and other capital costs as provided in Section IV. shall be the responsibility of the PARTICIPATING JURISDICTION in which the improvement is made; however, the COMMISSIONS shall seek financial assistance for these improvements from the Commonwealth's Mass Transit Fund and federal sources.

(6) The COMMISSIONS shall seek funds from the Commonwealth and federal government, and apply such funds for the performance of the responsibilities contained herein in accordance with the provisions of Section IV.B. hereof; no general obligation of PARTICIPATING or CONTRIBUTING JURISDICTIONS shall be required, or established hereby.

(7) Banking, investments, and accounting practices shall be governed by the requirements of state and federal grantor agencies, the terms of the agreement between the COMMISSIONS (Appendix B), operating contract(s), lease payments, and/or any indentures supporting borrowed funds.

(8) PARTICIPATING JURISDICTIONS may attempt to secure funds from private sources to off-set capital costs for which the PARTICIPATING JURISDICTION is

responsible; however, securing such funds shall not serve to decrease the financial support which the PARTICIPATING JURISDICTION is otherwise entitled to receive under Section IV. herein.

(9) To the extent federal and state aid is available, the COMMISSIONS shall seek such to fund the costs of commuter rail service, and shall credit the PARTICIPATING JURISDICTIONS with their pro rata share of such aid based on the formula set forth in Section VIII.A.(2).

(10) In preparing the annual budget for commuter rail service, the OPERATIONS BOARD shall make every effort to maintain as level the total local subsidy for the cost of commuter rail service, subject to the payment requirements of outstanding debt service; however, the amount of the subsidy for individual jurisdictions may vary from year to year due to fluctuations in ridership.

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(11) In preparing the annual budget for commuter rail service, the OPERATIONS BOARD shall make every effort to enable those Participating Jurisdictions that have access to dedicated transportation funding sources to rely upon the monies received from those dedicated sources to fund their respective share of the costs of commuter rail service, subject to the payments requirements of outstanding debt service, and not general fund monies.

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(12) Such other principles as may be agreed upon by the parties hereto.

B. INITIAL ANNUAL BUDGETS

(1) The FY 1990 and estimated 1991 pre-revenue capital and operating budgets for the provision of commuter rail services are attached hereto and incorporated herein as Appendices D 1 and D2, and set forth expenses to be incurred prior to, and in preparation for, the start of commuter rail service. The parties hereto understand that approval of this Master Agreement includes approval of the FY 1990 budget, and agree that, upon approval of this Master Agreement, appropriations shall be made in accordance with the FY 1990 budget and payments shall be made in accordance therewith as directed by the COMMISSIONS.

(2) The estimated FY 1992 capital and operating budgets for the provision of commuter rail services into the District of Columbia and for the Crystal City contingency plan are attached hereto and incorporated herein as Appendices E1 and E2, respectively, and set forth the costs of commuter rail service for the start of commuter rail service and its first year of operation.

C. PREPARATION OF SUBSEQUENT ANNUAL BUDGETS

Commencing with the budget for FY 1991, and consistent with the six-year financial plans (Appendices C 1 and C2) and subsequent revisions thereto, the OPERATIONS BOARD shall prepare a preliminary annual budget to cover the period from July 1 to June 30 of each fiscal year and submit it to the COMMISSIONS, the PARTICIPATING JURISDICTIONS, and the CONTRIBUTING JURISDICTIONS by September 30 of the preceding fiscal year for review and comment. The OPERATIONS BOARD shall receive all comment, written and oral. Thereafter, and upon consideration of the comments received, the OPERATIONS BOARD shall prepare a final recommended annual budget by December 1 for approval by the COMMISSIONS by February 1. Thereafter, the COMMISSIONS shall transmit to the PARTICIPATING JURISDICTIONS a request to budget and appropriate their respective shares of the cost of commuter rail service determined pursuant to the formulae set forth in Section VIII.A.(2) for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII. The COMMISSIONS

shall simultaneously transmit to the CONTRIBUTING JURISDICTIONS a request to budget and appropriate the funds identified for each in the final recommended annual budget. Once the PARTICIPATING and CONTRIBUTING JURISDICTIONS have budgeted and appropriated their respective shares, payment shall be made in accordance with the COMMISSIONS' directions.

In preparing the budget, and with the COMMISSIONS' authorization, the OPERATIONS BOARD may prepare and distribute all necessary requests for proposals or bid documents, and prepare requisite specifications, for all equipment, services, and supplies which may be required for the purposes hereof; and may request the COMMISSIONS to employ architects, engineers, consultants, and others as it may deem necessary to draft such specifications, to design structures, to estimate costs, or to advise with respect to insurance programs and the like.

D. SHORTFALLS IN BUDGETED FUNDS

In the event budgeted funds are insufficient to meet the financial obligations of the COMMISSIONS for the costs of commuter rail service during any fiscal year, the OPERATIONS BOARD shall so advise the COMMISSIONS which shall then seek additional funding therefor from the PARTICIPATING JURISDICTIONS beyond that which has heretofore been provided, and which is required for commuter rail services. To obtain such additional funding the COMMISSIONS shall direct the OPERATIONS BOARD to prepare a draft amended budget, which shall be transmitted by the OPERATIONS BOARD to the PARTICIPATING JURISDICTIONS for their review and comment. The OPERATIONS BOARD shall then submit a final amended budget to the COMMISSIONS for approval. Thereafter, the COMMISSIONS shall request the PARTICIPATING JURISDICTIONS to budget and appropriate their respective proportionate shares to fund the amended budget, and to make payment in accordance therewith as directed by the COMMISSIONS.

The governing bodies of each of the PARTICIPATING JURISDICTIONS hereby direct the County Executive, County Administrator, County or City Manager, or such other officer as may be charged with the responsibility for preparing the PARTICIPATING JURISDICTION'S budget, to submit a request to the governing body to budget and appropriate such additional proportionate share as the COMMISSIONS may deem necessary to fund an amended budget for commuter rail service.

E. LOCAL CONSIDERATION AND FUNDING

The adopted annual budget shall reflect, to the greatest extent practicable, the consensus of the PARTICIPATING JURISDICTIONS and the CONTRIBUTING JURISDICTIONS. Upon adoption of the budget by the COMMISSIONS, and in no event later than February 1 of each year, the COMMISSIONS shall transmit to the governing bodies of the PARTICIPATING JURISDICTIONS a request to budget and appropriate their respective proportionate shares of the cost of commuter rail service determined pursuant to the formulae set forth in Section VIII.A.(2) for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII. The COMMISSION shall simultaneously transmit to the CONTRIBUTING JURISDICTIONS a request to budget and appropriate the funds identified for each in the adopted annual budget. In furtherance of the purposes of this MASTER AGREEMENT, the PARTICIPATING JURISDICTIONS hereby declare their intent to make sufficient annual appropriations to pay their share of the costs for commuter rail service determined pursuant to the formulae set forth in Section VIII.A.(2) for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII, and to make payments pursuant to such

appropriations as directed by the COMMISSIONS. Beyond the consideration of annual budgets, as such may be amended during the fiscal year, as provided for herein, it is not the intent of this MASTER AGREEMENT for the PARTICIPATING JURISDICTIONS to make a legally binding commitment beyond the fiscal year for which an appropriation is made, and the PARTICIPATING JURISDICTIONS' obligation to make such payments shall be subject to annual appropriations being made from time to time by the PARTICIPATING JURISDICTIONS for such purpose. No obligation for the expenditure of money by the PARTICIPATING JURISDICTIONS for the payment of Operating Costs, including insurance costs, and Capital Costs shall be incurred, except pursuant to legally enacted appropriations. Once such appropriations are made, the PARTICIPATING JURISDICTIONS shall make payments in accordance therewith and the COMMISSIONS shall be entitled to rely upon such payment being made.

The governing bodies of each of the PARTICIPATING JURISDICTIONS hereby direct the County Executive, County Administrator, County or City Manager, or such other officer as may be charged with the responsibility for preparing the PARTICIPATING JURISDICTION'S budget, to include in the budget for each fiscal year during which Operating Costs are incurred or debt for Capital Costs is outstanding, a request for an amount equal to that requested by the Commissions and sufficient to pay the costs of commuter rail service determined pursuant to the formulae set forth in Section VIII.A.(2) for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII.

The CONTRIBUTING JURISDICTIONS shall be requested each fiscal year by the COMMISSIONS to budget and appropriate funds to assist in defraying the costs of commuter rail during the fiscal year. However, the CONTRIBUTING JURISDICTIONS shall not be obligated in any way to make an appropriation for any fiscal year, nor shall the CONTRIBUTING JURISDICTIONS be obligated to include such an appropriation in the proposed annual budget for consideration by the CONTRIBUTING JURISDICTIONS' governing bodies.

IV. STATION SITES AND CAPITAL GRANT FUNDING

A. Stations and/or platforms shall be located initially in the vicinity of the following sites:

RF&P Corridor	Southern Corridor
South Stafford	Manassas Airport* *
Brooke	Manassas
Quantico	Manassas Park****
Woodbridge	Burke Centre
Pohick/Lorton	Burke/Rolling Road
Franconia*	Backlick Road
	Joint Corridor
	Alexandria - Union Station
	Crystal City
	L'Enfant Plaza***
	Washington D.C. - Union Station***

* subject to agreement with the Washington Metropolitan Area Transit Authority

** subject to agreement between Manassas and Prince William County regarding cost sharing

* * * provided the D.C. Service is implemented

* * * * the parties acknowledge and agree that, unless otherwise agreed, the City of Manassas Park shall be responsible for maintenance and control of the access road and parking lot at the Manassas Park station site. This responsibility shall not include maintenance of improvements within the railroad right-of-way.

B. Construction of stations, platforms, and parking lots shall be the responsibility of the PARTICIPATING JURISDICTIONS in which such are located, except as otherwise stated herein. The costs to construct stations, platforms, and parking lots shall be funded from a variety of sources, including federal and state grants and matching contributions from PARTICIPATING JURISDICTIONS. The foregoing funds shall be distributed to the PARTICIPATING JURISDICTION responsible for such costs in accordance with the formula set forth in Section VIII.A.(2). However, before distribution of federal and state grant monies to the PARTICIPATING JURISDICTIONS, such grant funds shall be applied by the COMMISSIONS to the costs listed below as follows:

Primary Facility Costs -- capital facility costs, specifically those required for the RF&P and Southern line storage facilities, the stations at Alexandria, Crystal City, L'Enfant Plaza, and Union Station, and platforms at all remaining stations. Construction of the aforesaid facilities, and the costs therefor, shall be the responsibility of the COMMISSIONS and not of the PARTICIPATING JURISDICTIONS in which located.

Remaining federal and state funds, if any, will be distributed for:

1st Priority -- costs for remaining stations and parking lots

2nd Priority -- remaining capital facility costs, e.g., land acquisition

(1) RF&P Line -- Upon meeting the primary facility costs described above, the sums remaining from federal, state and local sources for station and parking lot construction purposes shall be allocated to the PARTICIPATING JURISDICTIONS based on the formula in Section VIII.A.(2), and shall be applied to the costs for construction of stations and parking lots on the RF&P line meeting minimum design standards established by the OPERATIONS BOARD and adopted by the COMMISSIONS. Remaining capital facility costs associated with stations and parking, e.g., land acquisition, shall be the responsibility of the PARTICIPATING JURISDICTION in which such facilities are located.

(2) Southern Line -- Similarly, upon meeting the aforesaid primary facility costs, the sums remaining from federal, state and local sources for station and parking lot construction purposes shall be allocated to the PARTICIPATING JURISDICTIONS based on the formula in Section VIII.A.(2), and shall be applied to the costs for construction of stations and parking lots on the Southern line meeting minimum design standards established by the OPERATIONS BOARD and adopted by the COMMISSIONS. Manassas shall use its good offices to obtain the use of a station located within the City which is owned and operated by the Southern. Remaining capital facility costs for stations and parking, e.g., land acquisition, shall be the responsibility of the PARTICIPATING JURISDICTION in which such facilities are located.

(3) Federal funds -- NVTC has applied for federal capital grant funding from the Urban Mass Transportation Administration of \$750,000.00 for the capital facility costs located

on the RF&P line, which, upon receipt, shall be earmarked for, and applied by the COMMISSIONS to, such costs.

(4) State funds -- A share of the costs for stations, platforms, and parking lots on both of the lines has been requested by the COMMISSIONS from the Virginia Department of Transportation. VDOT, by agreement, will provide a maximum of \$8 million through FY 1990, which shall be applied as provided in subparagraphs (1) and (2), above.

(5) Local funds -- The PARTICIPATING JURISDICTIONS shall pay their proportionate share of the remaining capital costs, according to the procedures set out in subparagraphs (1) and (2), above.

C. The COMMISSIONS shall enter into a formal agreement with VDOT satisfactory to VDOT, for VDOT to design, construct and/or maintain parking lots and ancillary station area improvements (other than those constructed or maintained by any PARTICIPATING JURISDICTION), excluding platforms. The COMMISSIONS, through the OPERATIONS BOARD, shall reimburse VDOT for the costs of design and construction from the funds identified in approved budgets. In separate formal agreements with the appropriate COMMISSIONS and/or PARTICIPATING JURISDICTIONS, satisfactory to VDOT, VDOT shall be provided with the right of entry upon and use of those parking lots for which VDOT accepts maintenance responsibility. The COMMISSIONS will be responsible for providing insurance for the parking lots, and will, to the extent possible, name the parties hereto as additional insureds on any property, casualty or liability policies obtained. In lieu of insurance policies, coverage by an insurance plan approved and/or operated by the Virginia Division of Risk Management or a self-insurance plan approved by the State Corporation Commission may be established.

D. With the exception of those cost items identified in Section IV.B. and C., each PARTICIPATING JURISDICTION in which a station site is located shall be responsible for the prompt construction of the station in accordance with minimum design standards established by the OPERATIONS BOARD and adopted by the COMMISSIONS, and for the costs thereof. The sites shall be constructed at or near the locations identified in Section IV.A. The COMMISSIONS shall be responsible for station improvements at L'Enfant Plaza and Union Station in the District of Columbia, and at Crystal City and Alexandria, as well as for capital costs for the RF&P and Southern line storage facilities. If all platforms cannot be in service on the first day of commuter rail service, level surfaces from which boarding can occur will be provided on a temporary basis, with permanent platforms provided as soon as possible.

E. All station sites and platforms shall be accessible to the handicapped.

F. Within the limits established in approved budgets, the COMMISSIONS may, based upon the OPERATIONS BOARD's recommendation, authorize contracts for custodial services, limited to trash pickup and snow removal, for all terminals, stations, platforms and parking lots except those areas maintained by Amtrak or VDOT. A condition of such contracts shall be the contractor's indemnification, through adequate insurance acceptable to the COMMISSIONS and evidenced by certificates of insurance, of the OPERATIONS BOARD, the COMMISSIONS, VDOT and the PARTICIPATING and CONTRIBUTING JURISDICTIONS against any claims, suits, judgments, or other legal proceedings arising out of the performance of contractual responsibilities by the contractor.

G. Upon the recommendation of the OPERATIONS BOARD, the COMMISSIONS may authorize contracts with vendors for vending operations such as newspaper and food sales at station sites. Such contracts shall contain the requirements stated above in Section IVY.

Revenues from such sales shall be included in the annual budget to be applied to system costs, and shall not be returned directly to each PARTICIPATING JURISDICTION. Such vending operations shall be subject to all applicable state and local regulations.

H. Any of the PARTICIPATING JURISDICTIONS may provide for new or expanded stations, platforms, or parking lots at station sites within its territory, subject to approval by the COMMISSIONS. Financing for such shall be the sole responsibility of the PARTICIPATING JURISDICTION.

V. CONTRACT OPERATIONS

A. TRAIN OPERATION

(1) Subject to such requirements and limitations as may be set out in this MASTER AGREEMENT, upon the request of the OPERATIONS BOARD, the COMMISSIONS shall enter all appropriate agreements necessary to initiate and operate the commuter rail services, to provide associated parking facilities, and to provide an adequate insurance program as set forth in Section VII below.

(2) The contracts authorized hereby shall provide, at a minimum, three trains per line with the capacity to carry at least 75% of initial estimated ridership on a line each federal government workday, with an intended goal of four trains per line, on specified schedules. Such contracts shall further provide the option, to be approved by the COMMISSIONS, to add service and additional cars to each line within the agreed-upon financial limits set forth herein. Ridership estimates are provided in Appendices A1 and A2.

(3) The COMMISSIONS shall be responsible for obtaining necessary initial approvals by regulatory authorities for the commuter rail services, but each PARTICIPATING JURISDICTION shall be responsible for all necessary local permits and approvals in connection with construction of platforms, stations, terminals, and parking lots in its jurisdiction.

B. ROLLING STOCK AND FACILITIES MAINTENANCE

The COMMISSIONS shall jointly enter into such agreements as they shall deem necessary and appropriate for the maintenance of the rolling stock and other equipment and facilities required for the commuter rail service.

VI. SERVICE PLAN

A. SCHEDULES

The OPERATIONS BOARD shall recommend, and the COMMISSIONS shall establish, initial schedules for commuter rail services into the District of Columbia and for the Crystal City contingency plan in consultation with the PARTICIPATING JURISDICTIONS, and appropriate means to amend the schedules as necessary.

The initial schedules shall establish the target level of service for each station, and for each line. The COMMISSIONS may adjust the schedules to accommodate day-to-day fluctuations in demand as such adjustments may be recommended by the OPERATIONS BOARD. However, the minimum level of service established as a target in the initial schedules shall not be reduced without the express consent of the affected jurisdictions.

B. FARES

The initial fare structures for the D.C. service and for the Crystal City contingency plan shall be established by the COMMISSIONS upon the recommendation of the OPERATIONS BOARD, in consultation with the PARTICIPATING JURISDICTIONS.

(1) The COMMISSIONS may agree to discount the fares of employees of those railroads with which they contract for services hereunder as an offset against fees and charges under those contracts, and may adopt other fare structures from time to time as they shall best determine during the operation of commuter rail services, including special promotional fares, V.I.P. free passes, and the like; however, except for such special promotions, no fare shall be lower than those established by the initial fare structure absent the express unanimous consent of the PARTICIPATING JURISDICTIONS.

(2) Any PARTICIPATING JURISDICTION may purchase tickets at the current price for resale at rates less than those set forth in the initial fare structure or any subsequent fare structure established by the COMMISSIONS.

VII. RISK MANAGEMENT

A. INSURANCE PLAN ADMINISTERED BY DIVISION OF RISK MANAGEMENT

(1) In order to provide adequate insurance coverage for liabilities associated with commuter rail service, the parties hereto hereby establish the following requirements for administering claims, and paying settlements, judgments, awards and legal and other expenses which may arise out of such operations. The obligation of the COMMISSIONS under this section, including the provision of insurance, and the limits thereof, shall apply collectively, and not severally, to commuter rail operations over the lines of the Southern Railway Company, Amtrak and Conrail between the Manassas, Virginia area, and Union Station in the District of Columbia, and to commuter rail operations over the lines of the RF&P, Amtrak and Conrail between the Fredericksburg, Virginia area, and Union Station in the District of Columbia.

(2) The COMMISSIONS shall develop, fund, and maintain a liability insurance plan acceptable to, and administered by, the Virginia Division of Risk Management pursuant to Section 2.1-526.8:1 of the Code of Virginia, 1950, as amended, which provides insurance coverage in the annual aggregate sum of, at least, \$200,000,000.00. The insurance plan may include the use of a program of self-insurance, commercial insurance, or any other alternative insurance mechanism acceptable to the Division of Risk Management. Any portion of the insurance plan which is self-insured shall at all times be, as part of the Division of Risk Management's administration, acceptable to, and subject to continuing approval by, the Division of Risk Management.

(3) The COMMISSIONS' initial insurance plan is attached hereto and incorporated herein as Appendix F. Such plan shall provide coverage for all risks of loss or damage to persons or property which may be incurred by the COMMISSIONS, or by others and assumed by the COMMISSIONS under any contract, as a consequence of the operation of commuter rail services hereunder. The COMMISSIONS shall provide directly or by contract for defense or settlement of all claims, suits, causes, or actions to which they, or any insured as defined in Appendix F, may become subject, shall acquire or provide for such legal and other services as may be required for the purpose, and shall defend, indemnify, and hold harmless the PARTICIPATING JURISDICTIONS, the CONTRIBUTING JURISDICTIONS, and other non-participating member jurisdictions of the COMMISSIONS in the event any are named in a suit, cause, action, or claim arising from the provision of commuter rail services. The initial insurance

plan may be amended by the COMMISSIONS from time to time, subject to the approval of the Division of Risk Management.

B. FUNDING OF INSURANCE PLAN

(1) In order for the COMMISSIONS to carry out these obligations and for no other purpose, the PARTICIPATING JURISDICTIONS hereby agree to provide in the manner and in the amounts set forth in the annual budget, sufficient monies to fund the costs of the foregoing insurance plan. Such costs shall include any and all costs associated with securing, maintaining, and administering the insurance plan, all costs for defense and settlement of claims, suits, causes or actions covered by the plan, and shall specifically include, but not be limited to, the costs to purchase commercial insurance, to participate in alternative insurance mechanisms, and to obtain the services of the Division of Risk Management as administrator of the insurance plan.

(2) Insurance Plan -- Subject to the provisions of Section X governing non-appropriation of funds, each PARTICIPATING JURISDICTION shall budget and appropriate its respective share of the costs to provide the insurance plan to include, in its initial formulation, (i) a self-insurance reserve satisfactory to the Virginia Division of Risk Management to cover liabilities of less than \$5 million per occurrence, and (ii) a combination of retained risk and insurance coverage obtained through commercial carriers and alternative insurance mechanisms, including captive insurance companies, sufficient to cover liabilities which exceed \$5 million per occurrence subject to an annual aggregate limit of liability of \$200 million. In accordance with the insurance plan, monies may be used to employ such lawyers, accountants, expert witnesses, and other services as may be required to defend any claim.

(3) Actuarial Evaluation -- At the end of the first year of commuter rail services, and periodically thereafter as the COMMISSIONS may determine, an actuarial evaluation of claims history will be undertaken to determine the adequacy of the insurance plan provided hereby, and the OPERATIONS BOARD shall propose to the COMMISSIONS, as part of the annual budget process, a revised insurance plan and funding therefor, with revised proportionate contributions thereto, to be approved in accordance with the budget approval process set forth herein.

(4) Loans From Commonwealth -- In the event that claims or judgments or other insurance costs exceed the amount available in the budget, the COMMISSIONS, with the consent of the PARTICIPATING JURISDICTIONS, may request from the Governor payment of up to \$5 million from a contingent loan fund established for that purpose by the 1988 Regular Session of the General Assembly.

In any fiscal year in which any part of the Loan for Major Claims provided in Section 4-5.02(b) of the 1988-1990 Budget Bill of the Commonwealth of Virginia, Chapter 800, 1988 Va. Acts, at page 1588, is received from the State Treasury by the COMMISSIONS, on account of the operation of the commuter rail project, the PARTICIPATING JURISDICTIONS agree, subject to Section X governing non-appropriation of funds, to repay such loan amounts in the fiscal year next following the year in which the loan proceeds were received, in the same proportions as are set out in Section VIII.A.(2)(b) hereof, upon such terms as the State Treasurer may require.

C. CLAIMS ADMINISTRATION

Pursuant to the insurance plan, the COMMISSIONS shall contract with the Virginia Division of Risk Management to administer the insurance plan. The parties hereto further agree to accept the decision of the COMMISSIONS regarding settlement of claims and payment of

judgments and awards. The COMMISSIONS will contract with Amtrak for the investigation and administration of claims, and for the settlement of or payment of any claim, judgment or award not in excess of \$10,000 without specific prior approval of the COMMISSIONS. The COMMISSIONS shall establish a policy with respect to the foregoing to be followed by Amtrak. Necessary risk management procedures shall be developed by a consultant and recommended by the OPERATIONS BOARD for consideration by the COMMISSIONS.

VIII. LOCAL SUBSIDIES AND OTHER PAYMENTS

A. SHARING OF COSTS AND REVENUES IN INITIAL YEARS

(1) The costs of commuter rail service shall be shared as follows:

(a) Alexandria shall contribute, prior to and in the first year of service, the fixed amounts indicated in Appendices D 1 and D2 and E 1 or E2, respectively. These monies will be considered a contribution and, therefore, Alexandria will not be subject to the formula payment defined in Section VIII.A.(2). Alexandria shall be requested to make subsequent annual contributions. However, the requested annual contributions shall not exceed the fixed amount indicated in Appendices E1 or E2, as adjusted upwards each year by a factor of 5%.

(b) Arlington shall contribute, prior to and in the first year of service, the fixed amounts indicated in Appendices D 1 and D2 and E 1 or E2, respectively. These monies will be considered as a contribution and, therefore, Arlington County will not be subject to the formula payment defined in Section VIII.A.(2). Arlington shall be requested to make subsequent annual contributions. However, the requested annual contributions shall not exceed the fixed amount indicated in Appendices E1 or E2, as adjusted upwards each year by a factor of 5%.

(2) (a) Subject to the provisions of Section X governing non-appropriation of funds, Fairfax County, Manassas City, Prince William County, Manassas Park, Fredericksburg City, and Stafford County, and Spotsylvania County shall budget their entire shares of the costs of commuter rail service determined according to the formulae set forth in Section VIII.A.(2)(b) below for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII.

(b) The costs of commuter rail service, except those otherwise paid on some other specific basis, shall be apportioned among the PARTICIPATING JURISDICTIONS so that 90 percent of the total costs shall be determined by the number of the jurisdiction's residents riding commuter rail, and 10 percent of the costs shall be determined by the total population of each PARTICIPATING JURISDICTION, as follows:

(i) The costs of commuter rail service for the then current year, minus the net contributions of Arlington and Alexandria, shall be multiplied by 10%, and the resulting sum shall be apportioned among the PARTICIPATING JURISDICTIONS in the proportion their respective populations bear to the total population of all PARTICIPATING JURISDICTIONS as set forth in Section VIII.A.(4).

(ii) For the aforesaid year the remaining 90% of the costs of commuter rail service shall be apportioned among the PARTICIPATING JURISDICTIONS in accordance with the estimates of ridership set forth in Section VIII.A.(4)(b) and shown in Appendices A1 and A2 for years to and including the first year of commuter rail service, and in accordance with actual ridership for subsequent years as provided for in Section VIII.C.

(c) The above allocation formula shall be modified beginning with FY 2008, and phased in over the next ensuing three fiscal years in equal increments, to reduce the population component and increase the ridership component of the formula, such that by FY 2011, 100% of the costs of commuter rail service shall be apportioned among the

PARTICIPATING JURISDICTIONS in accordance with actual ridership as provided for in Section VIII.C.

(3) Revenues -- For the purpose of determining the cost of commuter rail service for which revenues pledged to the payment thereof are estimated to be insufficient, revenues shall be attributed to each PARTICIPATING JURISDICTION based on the number of residents from that jurisdiction who ride the service, multiplied by the fares charged from that jurisdiction. During the first year of commuter rail service, estimated ridership revenue as set forth in Section VIII.A.(4) shall be used to apportion revenues. In subsequent years, actual ridership from the most recent year available shall be used to allocate revenues. The OPERATIONS BOARD shall recommend, and the COMMISSIONS shall establish a rider survey procedure to determine the residences of riders.

(a) Revenues from riders residing outside the PARTICIPATING JURISDICTIONS, or whose residence cannot be determined, shall be considered "system" revenues, and shall be used to reduce overall costs of commuter rail service before allocation to the PARTICIPATING JURISDICTIONS.

(b) Public or private bus operators honoring commuter rail tickets shall be reimbursed by the COMMISSIONS from passenger revenues by attribution of the value thereof to the account of the jurisdiction of residence of the bus rider. For such bus passengers residing outside the PARTICIPATING JURISDICTIONS, system revenue shall be used to reimburse the bus operator.

(4) Population and Ridership Figures

(a) Population figures to the extent used in any year, shall be the provisional estimates of the Center for Public Service, available as of December 1 of year preceding the applicable fiscal year for which a budget is being prepared. In the first year of service, the population figures identified below shall be used.

(b) Ridership figures shall be updated annually after the first year of service. Estimated ridership by jurisdiction for the first year of service are as follows:

D.C. SERVICE				
JURISDICTION	1988 POP	POP %	RIDERSHIP	RIDERSHIP %
Fairfax County	759,300	71.4972%	3,052	41.0878%
Manassas	23,300	2.1940%	95	1.2924%
Prince William County	194,700	18.3333%	3,252	43.7803%
Stafford County	55,900	5.2637%	486	6.5428%
Manassas Park	7,300	0.6874%	98	1.3193%
Fredericksburg	21,500	2.0245%	96	1.2924%
Total	1,062,000	100.0000%	7,428	100.0000%

CRYSTAL CITY CONTINGENCY PLAN

JURISDICTION	1988 POP	POP %	RIDERSHIP	RIDERSHIP%
Fairfax County	759,300	71.4972%	1,512	26.9519%
Manassas	23,300	2.1940%	370	6.5955%
Prince William County	194,700	18.3333%	3,178	56.6488%

Stafford County	55,900	5.2637%	318	5.6684%
Manassas Park	7,300	0.6874%	112	1.9964%
Fredericksburg	21,500	2.0245%	120	2.1390%
Total	1,062,000	100.0000%	5,610	100.0000%

NOTE: The ridership estimates for the D.C. Service are taken from Exhibit 20 "1987 Passenger Trip Estimate by Jurisdiction of Residence" in Patronage and Revenue Forecasts for the Virginia Railway Express, May, 1987 (page 5-17). As indicated in Appendix A1, there are an additional 766 trips estimated to come from non-participating jurisdictions. These trips are not assigned to any PARTICIPATING JURISDICTION. The ridership estimates for the Crystal City contingency plan are taken from the Supplemental Patronage and Revenue Forecasts for the VRE (September 13, 1989).

(5) Totals

Total costs, revenues and subsidies, for each participating jurisdiction for the first year of commuter rail service, shall be in accordance with the initial annual budget as shown in Appendices E 1 or E2.

B. PAYMENT PROCEDURES FOR PARTICIPATING JURISDICTIONS

(1) After adoption of the annual budget as provided for in Section III.B. and C. and E., above, each PARTICIPATING JURISDICTION shall pay to the COMMISSIONS, on the first business day in July, one half of the amount owed as the share of the cost of commuter rail service determined pursuant to the formulae set forth in Section VIII.A.(2). for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII. Six months thereafter, on the first business day in January, the PARTICIPATING JURISDICTION shall pay the remaining half of the aforesaid amount to the COMMISSIONS. The COMMISSIONS shall provide notice to each of the PARTICIPATING JURISDICTIONS, thirty (30) days prior to the date on which payment is due, of the amount to be paid by the jurisdiction and the date when due. The amounts owed shall be paid on or before the due date specified by the COMMISSIONS. With the exception of funds for the insurance plan, all funds shall be accounted for by the COMMISSIONS as separate operating accounts for each PARTICIPATING JURISDICTION.

(2) The COMMISSIONS shall separately account for each PARTICIPATING JURISDICTION's payments for insurance, and the COMMISSIONS shall forward such funds to the Division of Risk Management. Payments for claims, judgments, awards and associated claims and adjusting expenses shall be paid from such funds by the Division of Risk Management in administering the self-insurance plan.

(3) After adoption of the annual budget, and the appropriation of the amount therein, the CONTRIBUTING JURISDICTIONS shall pay to the COMMISSIONS, on or before the first business day in July, the entire amount of their respective contributions, which sums shall be accounted for as system revenues and used to reduce overall costs.

(4) Upon receipt, passenger revenues shall be posted to each PARTICIPATING JURISDICTION's account, according to the agreed revenue allocation. If a payment is not made by a PARTICIPATING JURISDICTION, passenger revenues attributable to such PARTICIPATING JURISDICTION shall not be used to reduce the amount due by other PARTICIPATING JURISDICTIONS nor shall such failure to make payment result in an increase in the amount due by the other PARTICIPATING JURISDICTIONS. In instances where the actual revenues received and posted to a PARTICIPATING JURISDICTION are either greater or less than the revenues estimated to be received, the PARTICIPATING

JURISDICTION shall be requested to pay any such deficit or the COMMISSIONS shall provide a credit against the PARTICIPATING JURISDICTION'S next year's payment.

(5) Any interest earned on unexpended balances attributed to each PARTICIPATING JURISDICTION's account shall be credited monthly to the account of the individual jurisdiction in proportion to the monthly totals of cash and fare revenues credited to the account of the jurisdiction.

(6) At the request of the OPERATIONS BOARD, the COMMISSIONS shall utilize the monies attributed to the PARTICIPATING JURISDICTIONS' accounts to make necessary operating cost payments consistent with the cost allocation formula contained in Section VIIIA.(2).

C. SHARING OF COSTS AND REVENUES FOR SUBSEQUENT YEARS

Payments for costs for each year after the initial year of commuter rail services shall be calculated as follows:

Actual ridership from the most recent year available shall be used to determine allocated costs and revenues for the next year, according to the allocation formulae set out in Sections VIIIA.(2) and (3). The OPERATIONS BOARD will review the data and advise the COMMISSIONS and the PARTICIPATING JURISDICTIONS of each jurisdiction's projected share of the costs of commuter rail for the next year in September as part of the preliminary budget submission set forth in Section III.C. above. Arlington and Alexandria shall not participate in the revised allocation, but shall make such contributions as may be agreed upon. After final approval of a budget each year, and upon its effective date, the PARTICIPATING JURISDICTIONS shall pay to the COMMISSIONS one half of the amount owed for the cost of commuter rail service determined pursuant to the formulae set forth in Section VIIIA.(2) for which commuter rail service revenues pledged to the payment thereof are estimated to be insufficient when calculated as provided in Section VIII. The CONTRIBUTING JURISDICTIONS shall pay to the COMMISSIONS the entire amount of their respective contributions. Six months thereafter the PARTICIPATING JURISDICTIONS shall pay the remaining half of the aforesaid amount to the COMMISSIONS. Payments shall be made on the same basis as provided for in Section VIII.B.

D. ADDITIONAL CONSIDERATIONS

(1) Each PARTICIPATING JURISDICTION is encouraged to obtain contributions from developers and employers to offset the costs assigned to that PARTICIPATING JURISDICTION.

(2) An audit of accounts shall be conducted annually by the COMMISSIONS to establish any credit due to, or any payments owed by, PARTICIPATING JURISDICTIONS.

IX. MARKETING

The OPERATIONS BOARD shall prepare, annually, a marketing plan providing for programs of promotion, publicity and the pre-selling of passes through such means as direct mail, payroll deduction, banks and transportation management associations, for consideration and approval by the COMMISSIONS. The PARTICIPATING JURISDICTIONS shall share in the costs of the marketing plan according to the terms set forth in Section VIIIA.(2) of this MASTER AGREEMENT.

X. NON-APPROPRIATION OF FUNDS

The PARTICIPATING JURISDICTIONS pledge their best efforts to provide the funds necessary to support a successful, continuing program of commuter rail service in light of the long-term obligations to be incurred by the COMMISSIONS in order to initiate service. Notwithstanding any other provision of this MASTER AGREEMENT to the contrary, the obligations of a PARTICIPATING JURISDICTION under this MASTER AGREEMENT are expressly contingent upon the continuing appropriation of funds to its purposes by such PARTICIPATING JURISDICTION for each fiscal year. The failure of a PARTICIPATING or CONTRIBUTING JURISDICTION to make its payment shall not relieve the other jurisdictions of their obligations hereunder. The COMMISSIONS in their sole discretion may refuse to provide service to any PARTICIPATING JURISDICTION that fails to appropriate and pay its share of the cost of commuter rail service.

XI. WITHDRAWAL FROM MASTER AGREEMENT

A PARTICIPATING JURISDICTION or CONTRIBUTING JURISDICTION may terminate its involvement with commuter rail service and withdraw from the MASTER AGREEMENT upon terms and conditions, including those pertaining to outstanding third-party claims, mutually acceptable to all parties hereto. Unless so terminated, this MASTER AGREEMENT shall continue for any period while any bonds issued to finance the Virginia Railway Express are outstanding.

XII. CHANGES AND AMENDMENTS

Upon mutual consent of all signatories, and subject to the approval of the COMMISSIONS' bond insurers, this MASTER AGREEMENT may be amended.

XIII. SEVERABILITY

In the event any of the provisions of this MASTER AGREEMENT are determined to be in violation of any statute or rule of law to which this MASTER AGREEMENT is subject, then such provision(s) shall be deemed inoperative to the extent the provision(s) is contrary to the requirements of the law, and shall be deemed to be modified to conform with such statute or rule of law, or stricken entirely from this MASTER AGREEMENT.

XIV. AUTHORIZED SIGNATURES

The undersigned individuals have been duly authorized to commit their respective organizations and jurisdictions to the terms of the MASTER AGREEMENT.

IN WITNESS WHEREOF, the duly authorized representatives of the parties hereto have executed this Master Agreement on separate signature pages on the dates and year hereafter written:

**AMENDED FOUNDING ORDINANCE AND MASTER AGREEMENT
POTOMAC AND RAPPAHANNOCK TRANSPORTATION DISTRICT**

Section 1. Purpose of Chapter.

The Potomac and Rappahannock Transportation District is hereby created to facilitate the planning and development of an improved transportation system composed of transit facilities, public highways and other modes of transportation, required in order to promote orderly transportation into, within, and from the various contiguous counties and cities composing the District, and to secure the comfort, convenience, and safety of its citizens through joint action by those contiguous cities and counties.

Section 2. Territorial Limits.

The Potomac and Rappahannock Transportation District shall embrace the territorial limits of Prince William, and Stafford, and Spotsylvania Counties, and shall include the Cities of Manassas, Manassas Park and Fredericksburg.

Section 3. Commission.

A. The Potomac and Rappahannock Transportation District Commission, a body corporate and politic, is hereby created to manage and control the functions, affairs and property of the District and to exercise all of the rights, powers and authority and to perform all of the duties conferred or imposed upon the corporation in accordance with the law, and as may be set forth herein.

B. Membership.

(1) The Commission shall consist of ~~fifteen~~seventeen (15~~7~~) members, representing Prince William County, Stafford County, Spotsylvania County, and the Cityies of Manassas, Manassas Park and Fredericksburg, and as such number may be amended by unanimous agreement of the member jurisdictions from time to time, two members of the House of Delegates and one member of the Senate of Virginia from legislative districts located wholly or in part within the boundaries of the District, ~~and an ex-officio representative of the Virginia Department of Transportation. The Chairman of the Commonwealth Transportation Board, or his designee, shall be a member, ex officio with voting privileges.~~ Membership shall be altered upon the entry of any new jurisdiction into the District, or upon the withdrawal of any jurisdiction therefrom, in accordance with an agreement among the parties for the purpose.

The several jurisdictions forming the District shall be represented as follows:

Prince William County	6 members
Stafford County	2 members
City of Manassas	1 member
City of Manassas Park	1 member
City of Fredericksburg	1 member
<u>Spotsylvania County</u>	<u>2 members</u>
<u>VDOT, Chairman, CTB</u>	1 member
House of Delegates	2 members
Senate	1 member
	17 members

(2) The governing body of each member jurisdiction shall appoint from among its members or otherwise, as its representatives, the number of Commissioners to which the jurisdiction is hereunder entitled, each of whom shall serve at the pleasure of the governing body making the appointment.

(3) The governing body of each member jurisdiction may appoint designated alternate members for those representatives of the member jurisdiction appointed to the Commission who shall exercise all of the powers and duties of a Commission member when the regular member is absent from Commission meetings. Alternate members shall serve at the pleasure of the governing body of the jurisdiction making the appointment. Alternate members need not be members of the governing body making the appointment.

(4) The governing body of each member jurisdiction shall inform the Commission of its appointments to and removals from the Commission by delivering to the Commission a certified copy of the resolution making the appointment or causing the removal.

(5) The Chairman of the State Commonwealth Transportation Board, or his designee, shall be a member of the Commission, ex officio with voting privileges. The Chairman of the State Commonwealth Transportation Board may appoint an alternate member who shall have authority to exercise all the powers and duties of the Chairman of the State Commonwealth Transportation Board when neither the Chairman nor his designee shall be in attendance at a meeting of the Commission.

(6) Each member of the Commission, before entering on the performance of his public duties, shall take and subscribe the oath or affirmation specified in Article II, Section 7 of the Constitution of Virginia.

(7) Each member of the Commission shall, before entering upon the discharge of his duties under this Chapter, give bond payable to the Commonwealth in form approved by the Attorney General, in such penalty as shall be fixed from time to time by the Governor, with some surety or guarantee company duly authorized to do business in Virginia and approved by the Governor, as security, conditioned upon the faithful

discharge of his duties. The premium of such bonds shall be paid by the Commission and the bonds shall be filed with and preserved by the Comptroller of the Commonwealth of Virginia.

(8) The members of the Commission shall receive no salary but shall be entitled to expenses and the per diem pay allowed members of the State Department of Transportation for each day spent on their official duties.

C. Officers of Commission.

(1) Within thirty (30) days after the appointment of the original members of the Commission, the Commission shall meet on the call of any member and shall elect one of its members as Chairman and another as Vice-Chairman, each to serve for a term of one year or until his successor is elected and qualified.

(2) The Commission shall elect one of its members as Secretary and another as Treasurer, each to serve for a term of one year or until his successor is elected and qualified.

(3) All officers shall be eligible for re-election.

D. Meetings

(1) Regular meetings of the Commission shall be held at least once every month at such time and place as the Commission shall from time to time prescribe. Regular meetings may be held more often in the discretion of the Commission as the proper performance of the Commission's duties requires.

(2) Special meetings of the Commission shall be held upon mailed notice, or actual notice otherwise given, to each member of the Commission upon call of the Chairman or any two members of the Commission, at such time and in such place within the District as such notice may specify, or at such other time and place with or without notice as all the members of the Commission may expressly approve.

(3) All regular and special meetings of the Commission shall be open to the public, but the public shall not be entitled to any other or different notice than provided herein. Unless a meeting is called for the purpose of a public hearing, members of the public shall have no right to be heard or otherwise participate in the proceedings of the meeting, except to the extent the Chairman may in specific instances grant such right of participation. The proceedings of the Commission shall be subject to the provisions of the Virginia Freedom of Information Act, ~~2.1-340~~ §§ 2.2-3700 et seq. of the Code of Virginia (1950), as amended.

(4) A majority of the Commission, which majority shall include at least one Commissioner from a majority of the member jurisdictions, shall constitute a quorum. The Chairman of the State Department of Transportation Commonwealth Transportation

Board, or his designee, may be included for the purposes of constituting a quorum.

(5) Each Commission member including the ~~VDOT~~-representative Chairman of the Commonwealth Transportation Board, or his designee, and the representatives from the General Assembly shall be entitled to one vote in all matters requiring action by the Commission. It shall require a majority vote of the Commission members present and voting and a majority of the jurisdiction represented, to act. For purposes of determining the number of jurisdictions present, ~~VDOT~~the Chairman of the Commonwealth Transportation Board, or his designee, and the representatives from the General Assembly shall not be counted as a separate jurisdiction.

E. Accounts, Records and Funds.

(1) The Commission shall keep and preserve complete and accurate accounts and records of all monies received and disbursed by it and of all of its business and operations and of all property and funds owned or managed by it or under its control, and shall prepare and transmit to the Governor and to the governing body of each member jurisdiction, annually and at such other times as the Governor shall require, complete and accurate reports as to the state and content of such accounts and records, together with such information with respect thereto as the Governor may require.

(2) All monies of a Commission, whether derived from any contract of the Commission or from any other source, shall be collected, received, held, secured and disbursed in accordance with any contract of the Commission relating thereto.

(3) All monies shall be deposited by the Commission in bank accounts, appropriately designated, in such banks or trust companies as may be designated by the Commission.

(4) The Commission may invest any funds in its possession in accordance with Chapter 18 of Title 2.42 of the Virginia Code.

Section 4. Powers and Functions of Commission.

(1) The Commission shall have those powers set forth in ~~45-14342~~§§ 15.2-4500 et seq. of the Code of Virginia (1950), the Transportation District Act of 1964, as it may be amended.

(2) In accordance with ~~45-1-1357(b)~~6-§ 15.2-4515.C. of the Transportation District Act of 1964, the Commission shall have the powers set forth in ~~45-1357(a)~~§ 15.2-4515.A and may acquire land or any interest therein by purchase, lease, gift, condemnation or otherwise and provide ~~parking~~transportation facilities thereon for use in connection with any transportation service.

Section 5. Planning Process and Procedures, Adoption of Interim Transportation Plan for Commuter Rail and Other Matters.

(1) The Commission shall prepare a long-term transportation plan for the Transportation District, and shall from time to time revise and amend said plan.

(2) It is understood by the jurisdictions forming this District that the principal initial purposes for the creation of this District are the effective implementation of a pilot commuter rail project, and the collection and distribution of the revenues from the 2% motor vehicle fuel sales tax to be levied in accordance with §§ 58.1-1719 et seq. of the Virginia Code within the boundaries of the District. Therefore, in order that the District may begin operation immediately upon formation, to implement the foregoing purposes and prior to completion of a long-range transportation plan, the Commission is hereby directed immediately upon formation to adopt an Interim Transportation Plan for the District, to consist generally of the R. L. Banks Commuter Rail Study, performed for the Northern Virginia Transportation District, and shall provide that its initial purpose shall be for the provision of a pilot commuter rail project, either in conjunction with, or separately from, the Northern Virginia Transportation Commission, and its several member jurisdictions.

In addition, each constituent jurisdiction may also propose, as an element of the Interim Transportation Plan, any mass transit component of general interest to it and or others. It is understood that the District shall pursue the development and adoption of a long term transportation plan, and shall report thereon to the governing bodies of the founding jurisdictions within twelve months of the formation of this District. Among the purposes and projects which are to be considered by the District in accordance with this section shall be development of bus service to and from the City of Manassas and Prince William County to the Vienna Metro Station, the development and implementation of commuter parking lots, airports and air parks, a commuter bus system within and through some or all of the member jurisdictions, linking them with other areas in Virginia and the District of Columbia, and the investigation of major transportation issues such as the location of an outer beltway and a Potomac River bridge crossing.

(3) Nothing contained in this section shall be deemed or construed to prohibit the Commission from adopting other interim transportation plans, projects, or agreements authorized by the Transportation District Act, in addition to a commuter rail project or other projects identified herein, as the Commission shall determine to be in the best interests of its component jurisdictions, and as shall be consonant with its financial capabilities.

(4) In adopting its transportation plan, the Commission shall adhere to the planning process set forth in ~~45-1-1365~~ § 15.2-4527 of the Transportation District Act of 1964, and shall conform to the procedures set forth in ~~45-1-1366~~ § 15.2-4528 of that Act, as well as such additional procedures the Commission may prescribe.

Section 6. Budget, Expenses and Distribution of Commission Revenues and Other Income.

A. Immediately upon formation of the District, and annually thereafter, the Commission shall submit to the governing bodies of the component jurisdictions a budget for its administrative expenses anticipated for the next ensuing fiscal year (from July 1st to June 30th of each year) not to include any funds for construction or acquisition of transportation facilities and or the performance of any transportation service authorized by law and agreement. The component jurisdictions hereby agree to fund from such revenue sources as they shall each determine, the administrative expenses set forth in such budget, in accordance with provisions of this section.

B. The Commission further shall annually submit to the governing bodies of the component jurisdictions a budget of its other expenses and obligations for the ensuing fiscal year and such expenses and obligations shall be borne by the component counties and cities in accordance with contractual arrangements made therefor.

C. (1) Until such time as the Commission is receiving revenues from the motor vehicle fuel sales tax, or any other source independent of the component jurisdictions adequate to meet the administrative expenses of the Commission, those administrative expenses shall be allocated among the component governments on the basis of population as reflected by the most recent population statistics of the United Bureau of the Census, and each jurisdiction shall pay in the proportion that its population bears to the total population of the District; provided, however, that the Commission may make such allocation upon such other estimates of population prepared in a manner approved by the Commission, and by the governing bodies of the component jurisdictions.

(2) After, and to the extent that, revenues are received from the motor vehicle fuel sales tax, such expenses shall be deducted from each jurisdiction's allocation thereof, in the same proportion that such jurisdiction's allocated revenues therefrom bear to the total revenues generated thereby.

D. In the event that the Commission shall undertake, directly or indirectly, to construct, operate, and maintain any transportation facility authorized by law, not otherwise provided through the agency of and agreement with a component jurisdiction, the costs of such facility shall be borne by the component jurisdictions in accordance with a specific agreement for the purpose of funding such facility, and not otherwise. This section shall not apply to the collection and distribution of any motor vehicle fuel sales tax, which shall be subject to paragraph E of this section.

E. Fuel sales tax revenues distributed monthly to the Commission by the Department of Taxation, shall be used and distributed by the Commission only in the following manner:

(1) The Commission shall place the receipts from such tax into a separate account for each member jurisdiction, equal to the amount of such tax generated within such jurisdiction.

(2) The Commission shall first withdraw from each such account each jurisdiction's agreed share of the administrative costs of the Commission, on a monthly or quarterly basis, as the Commission shall deem appropriate, as provided elsewhere in this section.

(3) The remainder of the revenues collected from such tax shall be expended by the Commission only for such mass transportation projects originating or operating within the jurisdiction generating such revenues, as may be identified in a District Transportation Plan, either interim or long range, and as may be agreed to by the governing body of such jurisdiction, and such distributions shall be deemed to be for mass transportation projects of the District itself. Distributions hereunder may specifically be made to those jurisdictions which are operating mass transportation projects identified in a District Plan, and which projects or facilities are owned and operated by the jurisdictions or their agents, and not by the District itself, including commuter rail. The component jurisdictions may enter other specific agreements with the Commission for the ownership, construction, maintenance, management, or other operation of any such project or facility, and may require that its allocated share of revenues hereunder, or any part of them, be attributed to such agreement, or may enter agreements for the provision of any transportation facility which may be made part of a District Transportation Plan.

(4) Notwithstanding any other provision of this section, any jurisdiction not presently a signatory to the Metro Compact, or a member of the Northern Virginia Transportation District, which shall either join said District, or shall enter an agreement with the District for the provision of or subsidization of mMetrorail services to residents of such jurisdiction, may require that any sums in its tax revenue account as previously provided for, which it is required to pay under such agreement be distributed to its by this Commission, and may apply those sums to the purposes of any agreement for such mMetrorail services.

(5) Other revenues generated by transportation facilities operated by the District shall be accounted for separately as the Commission may determine, and shall be expended for operation, maintenance, and capital replacement or improvement of District facilities.

Section 7. Bonds and Other Obligations.

The Commission may issue bonds or other interest-bearing obligations as provided for in ~~45-1-1358-2~~ 15.2-4519 of the Transportation District Act of 1964, as such may be amended.

Section 8. Exemption From Taxation.

The District shall be exempt from taxation as provided for in ~~45-1-1370~~ § 15.2-4532 of the Code of Virginia (1950), as amended.

Section 9. Liability for Torts.

The District shall be liable for torts only as provided in ~~45-1-1371~~ § 15.2-4533 of the Code of Virginia (1950), as amended.

Section 10. Enlargement of Transportation District.

The territory embraced within the Transportation District may be enlarged in accordance with the procedure set forth in ~~45-1-1374~~ § 15.2-4529 of the Code of Virginia (1950), as amended.

Section 11. Withdrawal from Transportation District.

A county or city may withdraw from the Transportation District as provided for in ~~45-1-1368 and 1369~~ §§ 15.2-4530 and 4531 of the Code of Virginia (1950), as amended.

Section 12. Effective Date of This Ordinance.

This ordinance shall become effective upon the date that the last of the original member jurisdictions of this District shall have read the certification of the Secretary of the Commonwealth of the Transportation District Act for the formation of Transportation Districts.

WITNESS:

COUNTY OF PRINCE WILLIAM

BY: _____
CHAIRMAN

COUNTY OF STAFFORD

BY: _____
CHAIRMAN

CITY OF MANASSAS

BY: _____
MAYOR

CITY OF MANASSAS PARK

BY: _____
MAYOR

CITY OF FREDERICKSBURG

BY: _____
MAYOR

COUNTY OF SPOTSYLVANIA

BY: _____
CHAIRMAN

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Space Before: 0 pt, Line spacing: single

Rick Taube

From: Dale Zehner [dzehner@vre.org]
Sent: Wednesday, August 19, 2009 10:10 AM
To: aharf@omniride.com; Rick Taube
Subject: FW: Free Lance Article

From: Anna Gotthardt
Sent: Wednesday, August 19, 2009 7:22 AM
To: Dale Zehner
Subject: Free Lance Article

SUPERVISORS OK VRE MEMBERSHIP

August 19, 2009 12:47 am

BY DAN TELVOCK
BY DAN TELVOCK

At 10:02 last night, the Spotsylvania County Board of Supervisors agreed to accept membership into Virginia Railway Express.

But it won't become effective until Feb. 15--after this November's election.

That date in the motion that Supervisor Jerry Logan requested is important because two people who do not support VRE will challenge two VRE-supporting supervisors in November. And if they win, they could reverse any decision to join.

The original date was Jan. 1, before any possible new members would officially take office. The motion angered Supervisors Benjamin Pitts and Gary Skinner, who face two anti-VRE opponents.

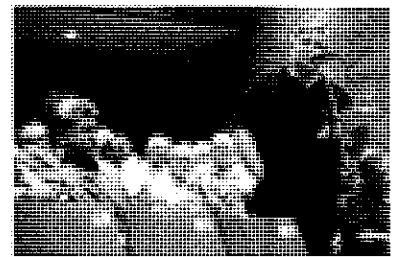
"The voters of the Battlefield District voted for me in November 2007 with over 50 percent of the votes in a three-way race. I am entitled to make a vote on behalf of the Battlefield residents on VRE until I am no longer in office," Pitts said.

The decision to wait until Feb. 15 basically provides the residents of the Battlefield and Lee Hill districts a referendum on VRE.

In the end, Pitts and Skinner supported the motion because it was the only option left to vote on. They joined Supervisors Hap Connors and Logan. Supervisors Emmitt Marshall, T.C. Waddy and Gary Jackson voted against the motion. Jackson wanted to postpone the vote until Del. Mark Cole introduced legislation that would allow the county to hold advisory referendums to put the issue to a vote. That motion died 5-2.



Hap Connors, chairman of the Spotsylvania Board of Supervisors, listens to the public comment portion of last night's hearing on VRE membership at Courtland High School.



Audience members listen as Alan Branfman speaks during a public hearing on VRE membership.

About 100 people attended last night's public hearing. Based on people who signed up to speak, VRE supporters outnumbered the opposition by almost a 2-to-1 margin.

The VRE Operations Board, which meets Friday, has until Nov. 30 to unanimously approve the changes to the agreement that the county has requested. Some of those revisions include delaying payments to VRE for three years, guaranteeing a station and third rail to connect the county's future train station are finished within two years, and capping the subsidy so that the county would never have to dip into general fund budget dollars to fund its share of VRE.

VRE supporters said the money left over after paying the county's share of VRE operations--estimated to be as much as \$3 million annually--can be used to pay the bond debt from the 2005 bond, pave dirt roads and improve other roads.

That bond referendum included \$12 million for a VRE station. Supporters also said that county residents are already paying the 2 percent gasoline tax (2.1 percent in January) required to join VRE, and that joining VRE could spur economic development here.

Jim Smith, a former county supervisor, said the county is leaving money for transportation on the table when it could be using it to pay debt or pave roads.

"Otherwise, we are going to have to tack it onto the real estate taxes because that bond is going to have to be paid," he said.

Some VRE foes said they shouldn't have to pay for commuters' rides to Washington. Some believed that the excess gasoline tax money won't be as high as elected leaders have estimated. Some opponents also said it is nearly impossible to exit the agreement with VRE if the county ever decides it no longer wants to partner with the rail service. Those who oppose it asked for a referendum on whether to join VRE, but the General Assembly would have to take action for that to happen.

Dan Fields owns a vanpool service that takes about 300 people to Washington a day. He said it can take more than two hours one way to get from Fredericksburg to D.C. on VRE trains. He said vanpools are a better option.

"I don't know how many people are riding the train, but I am not asking you to subsidize my business, and I would appreciate you not asking me to subsidize a business I am competing with," he said.

Dan Telvock: 540/374-5438

Email: dtelvock@freelancestar.com

Vote YES to VRE in Spotsylvania!
POSITIVE ECONOMIC DEVELOPMENT WHEN IT'S NEEDED MOST!

[Home](#)[Contact Your Supervisor](#)[GasBuddy.com](#)[Gas Report](#)

VRE YES is a coalition of businesses and community interests that support Spotsylvania County joining the Virginia Railway Express. The VRE YES campaign to organize support in favor of a VRE yes vote by the Spotsylvania County Board of Supervisors is organized and paid for by the Fredericksburg Area Association of REALTORS®, a registered trade association. This campaign effort is also endorsed by Spotsylvania's citizen-led committee of 500, a non-partisan managed-growth political action committee.

SHOW YOUR SUPPORT AT THE NEXT PUBLIC HEARING

**Tuesday, August 18
6:30 p.m.
Courtland High School
6701 Smith Station Road, Spotsylvania**

"Depending on the price of gasoline, Spotsylvania could see has much as \$3.2 million from the gasoline tax after paying its share of VRE operations." --The Free-Lance Star

For more endorsement information, articles, and op-eds go to the Committee of 500's web site - www.committee500.org.

POSITIVE ECONOMIC DEVELOPMENT WHEN IT'S NEEDED MOST!

Bringing higher paying jobs to Spotsylvania is a common goal shared by elected officials, business leaders and citizens alike. Businesses that offer higher paying, professional office jobs *want* to be located near public transportation.

VRE in Spotsylvania will make the county more attractive to expanding or relocating businesses.

According to economic development officials in our region, firms that have expressed interest in locating here have *stressed* the need for access to the Washington metro area. As noted in a number of articles in the Free Lance-Star, those potential employers see VRE as *critical* to that access.

Visit the **American Public Transit Association** for cited evidence of public Transportation's importance to both job creation and economic development.

Research it: Google returns over **100,000 entries** for the specific and combined search terms, ["commuter rail" and "economic development"].

SPOTSYLVANIA CAN BE EXPECTED TO GENERATE MILLIONS OF DOLLARS FOR TRANSPORTATION NEEDS WITHOUT RAISING YOUR REAL ESTATE OR PERSONAL PROPERTY TAXES!

As a result of joining VRE, Spotsylvania will get desperately needed dollars to help keep our roads safe, to help pay for school buses, patrol cars and other safety vehicles, FRED-Bus service (or expanded FRED-Bus service) and/or to help the county board of supervisors **pay for paving and improving rural roads.**

In fact, the millions of dollars generated for localities that are VRE members must, by Virginia law, be used for local transportation-related priorities that are determined by your local county elected officials. Want Spotsylvania County to support van pool options or to build more public parking facilities? VRE can be the revenue generating engine to make these investments possible.

So how does VRE membership translate into desperately needed new revenue for Spotsylvania County? The answer: **By getting a percentage of the gas money you and other drivers ALREADY pay in Spotsylvania BACK!**

That's right, as reported in the Free Lance-Star on March 8, the small two-percent gas tax that VRE membership requires is *already* being paid at the pump in Spotsylvania; the county just doesn't get anything back in return. According to an independently compiled gas price report cited in the newspaper, which is available by clicking the gas report tab at the top of this webpage, **"motorists won't see gas prices rise if the county votes to join VRE."** (Click the quoted text to read the whole Free Lance-Star report.)

ADMITTEDLY, THE ONLY WAY TO PROVE THIS SMALL VRE TAX WON'T RAISE THE PRICE WE PAY AT THE PUMP IS TO SHOW A RECORD OF THE SAME OR LOWER PRICES PER GALLON, AT THE SAME STORES, IN THE CITY AND STAFFORD WHERE THE TAX IS CHARGED...

PROOF:

The **gas price report** includes regional listings of recorded gas prices and comparisons between localities of specific fuel brands. North America's leading gas related consumer advocacy group www.GasBuddy.com provides daily gas price information throughout the United States and Canada. Their gas price data is used by Google, consumer-advocacy organizations and newspapers throughout North America, including the Free Lance-Star. (The Free Lance-Star publishes the region's ten cheapest per-gallon gas prices, by location, every Friday.)

The gas price data contained within the report was recorded and provided by www.GasBuddy.com; it is specific to Spotsylvania, Stafford and Fredericksburg and includes daily per gallon gas prices by station name, address, date and time. The data in this report spans a two month time period ending January 27, 2009.

...and in this report spans a five-month time period ending January 31, 2008.

WHAT YOU WILL FIND:

If you buy gas at a WaWa in Spotsylvania, for example, the evidence shows you are paying the same price at the same time someone is buying gas at a Wal-Mart in Stafford. However, this same evidence shows you are paying more than those buying gas at the same time at a WaWa in Stafford.

VRE YES!
2050 Gordon W. Shelton Blvd.

Fredericksburg, Va. 22401

Two conclusions can be made from this and related evidence provided in the gas price report:

- 1) **the tax is too small to affect the market-determined price of gasoline, and**
- 2) **Spotsylvania gas stations are already collecting the difference without passing any of the revenue on to the county.**

Either way, this evidence means Spotsylvania is needlessly giving up millions of dollars it desperately needs for county transportation priorities each year.

Domain Registration

SO HOW MUCH HAS SPOTSYLVANIA BEEN LOSING BY NOT BEING A VRE MEMBER?

As shown in the gas price report, in just the eight years since 2001, After generating all the money required to pay for the cost of VRE membership, Fredericksburg and Stafford have pocketed nearly \$25 million to spend on local transportation needs. Spotsylvania has paid the same prices for gas and received nothing.

From the gas price report:

2% Gas Tax Collections, Associated VRE Costs and New Revenue (2001-08)

	FREDERICKSBURG	STAFFORD	SPOTSYLVANIA
Total 2% Tax Collected (2001-08):	\$9,875,413	\$23,360,455	\$0
VRE Member Costs (2001-08):	\$1,143,448	\$7,440,013	\$0
New Revenue Remaining:	\$8,731,965	\$15,920,442	\$0

THESE NUMBERS MEAN MOST OF THIS REVENUE IS COLLECTED FROM NON-RESIDENTS DRIVING THROUGH OUR REGION!

Two-percent of a \$2.00 gallon of gas is four cents. The total amount collected by Stafford and the city in the above years since 2001, from a two-percent levy, totaled just over \$33 million. Even with fluctuating gas prices, there are not nearly enough residents or cars in these two localities to buy the millions of gallons required to turn a few pennies per gallon into over \$33 million in just eight years.

This means most of the revenue was collected from non-residents driving through these two localities (which can be explained by the fact one of the world's busiest highways bisects our region). The evidence also shows Stafford and Fredericksburg kept over two-thirds of the total revenue generated from this small, market absorbed tax (\$25 million of the total \$33 million collected).

According to the Fredericksburg Regional Alliance, two-thirds of the US population live within a one day drive of our region. So, with millions of gallons sold in our region each year, most of the two percent tax collected in Spotsylvania could just as well be coming from drivers from New Jersey. Regardless, as the evidence shows, ALL those who buy gas in Spotsylvania are already paying the difference. Why shouldn't Spotsylvania get its fair share of the revenue?

WITH THIS EVIDENCE IN MIND, JOINING VRE IS SIMPLY A SMART BUSINESS DECISION
Click here to read the entire gas pricing report.

LET YOUR SUPERVISORS KNOW YOU SUPPORT SPOTSYLVANIA JOINING VRE.

OPINION

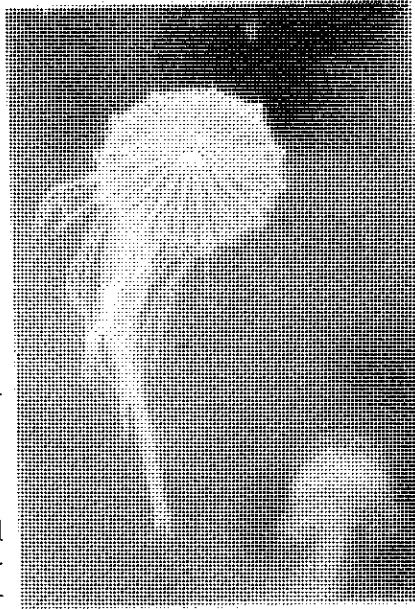
OPINION PAGE EDITOR PAUL E. AKERS 540/374.5531

VRE: Logan's run

THERE is no need to rush the book "Profiles in Courage" into a new printing to include the name of Spotsylvania Supervisor Jerry Logan. On Tuesday, Mr. Logan provided the key fourth vote for county membership in the Virginia Railway Express on the condition that the joining become effective after the November elections that could bring two VRE foes to power and scotch the whole deal. Mr. Logan, a Republican, evidently feared that the anti-tax foamers in his party—what! two more pennies on a gallon of gasoline!—would complicate his political life if he made Spotsylvania's VRE entree a *fait accompli*.

That means the fall elections in the Battlefield and Lee Hill districts, now served respectively by pro-VRE Supervisor material? Benjamin Pitts and Gary Skinner, will be virtual referenda on county affiliation with the commuter-rail service. Well, bring it on.

The virtue of Mr. Logan's registration in the phylum Cnidaria, one of whose members is pictured above, is that it sets the stage for the first pure, up-or-down de facto vote on VRE—at least in two districts—in county history. Who can oppose bringing democracy into the equation? Pro-VRE arguments, made here many times, outweigh contrary ones and should prevail.



Besides, Mr. Pitts and Mr. Skinner face opponents who could be fairly described as unprepossessing—a former supervisor best known for trying to bark the shins of unoffending foreign workers and another chap backed by that fevered-brow element of the GOP that seems to think "government" is just another way to spell "socialism."

So let's get ready to rumble. But a modest suggestion: Spotsylvania's membership in VRE hinges upon the railway board's approval of several stipulations sought by the county. Is it too late to add one more?

Data from the 2005–07 U.S. census' American Community Survey (courtesy of George Mason University's Center for Regional Analysis) suggest that just over 2 percent of Spotsylvania County

outside-the-home workers use VRE. More county residents would find benefit in VRE membership if the service ran a night train out of Union Station back to Fredericksburg. That way, Spotsylvanians and their regional neighbors could attend evening functions in D.C. without worrying about traffic congestion, parking, fender benders, and the other impediments to joy attendant to driving into the District.

In any case, soon when the conductor hollers, "All aboard!" let's hope Spotsylvania County holds a ticket to ride.

Endorsing Virginia's High Speed Rail ARRA Application

The VRE Operations Board recommends approval of Resolution #2130. This resolution endorses Virginia's application for funds from the \$8 billion high speed rail portion of the American Recovery and Reinvestment Act. As explained in the attached PowerPoint summary, the Governor's office is requesting endorsements. The portion of the application pertaining to \$72 million for rail improvements between Arkendale and Powell's Creek, including construction of 11-miles of third track, is of immediate benefit to VRE.



RESOLUTION #2130

SUBJECT: Endorsing Virginia's High Speed Rail ARRA Application.

WHEREAS: The Commonwealth of Virginia has applied for \$72 million in funding for rail infrastructure improvements between Arkendale and Powell's Creek under the American Recovery and Reinvestment Act High Speed Rail Program;

WHEREAS: The project includes construction of 11 miles of third track from Arkendale to Powell's Creek;

WHEREAS: Because of the project's status, it was proposed by the Commonwealth for Round 1 funding under Track 1 as a ready to go project; and

WHEREAS: The provision of high speed rail service in the Washington to Richmond corridor will offer reduced traffic congestion along the I-95 corridor, improve air quality, create significant economic opportunities and benefit the Virginia Railway Express and its customers.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission supports the extension of high speed rail service from Washington to Richmond and endorses the submission of an ARRA application by the Commonwealth of Virginia for funding of this important corridor; and

BE IT FURTHER RESOLVED THAT the Northern Virginia Transportation Commission encourages the Federal Railroad Administration to approve the Commonwealth of Virginia's entire funding application to implement high-speed rail service in the Washington-Richmond corridor.

Approved this 3rd day of September, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer



AGENDA ITEM 9-D
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: AUGUST 21, 2009

RE: AUTHORIZATION TO ADOPT RESOLUTION SUPPORTING HIGH SPEED RAIL PROJECT

RECOMMENDATION:

The VRE Operations Board is being asked to adopt a resolution supporting the high speed rail project from Arkendale and Powell's Creek.

BACKGROUND:

The Commonwealth of Virginia has applied for funding for rail infrastructure improvements between Arkendale and Powell's Creek under the American Recovery and Reinvestment Act (ARRA) high speed rail program. Nationwide, the ARRA program will provide \$8 billion in federal funding to support high speed and intercity passenger rail projects.

The Operations Board is being asked to endorse the Commonwealth's application for a \$72 million project which includes construction of the 11 miles of third track from Arkendale to Powell's Creek, currently under design by VRE. Work on the design and environmental analysis is approximately 30% complete. Because of the project's status, it was proposed by the Commonwealth for Round 1 funding under Track 1 as a ready to go project.

Track 1 includes ready to go projects, Track 2 includes corridor development programs, Track 3 includes planning initiatives and Track 4 includes ready to go projects for which applicants offer at least 50 percent non-federal funding. Round 1 grant awards are expected to be announced in fall 2009.

FISCAL IMPACT:

There is no VRE fiscal impact associated with this action.

The Washington Post

Va. Wants Federal Funds for High-Speed Rail

By Jennifer Buske
Washington Post Staff Writer
Sunday, August 2, 2009

Virginia officials will ask the federal government for more than \$1.6 billion in stimulus money to implement high-speed rail between Petersburg and the District.

The state wants to claim part of the \$8 billion available through the American Recovery and Reinvestment Act's rail stimulus program. The funding will be used to make infrastructure improvements needed for trains to travel up to 90 mph along the Interstate 95 corridor -- a speed that could cut the travel time almost in half, said Jennifer Pickett, spokeswoman for the Virginia Department of Rail and Public Transportation. The current maximum speed is 79 mph, she said, but trains rarely reach that along the stretch, which is traveled by more than 716,000 people annually.

The state will apply for the funding in stages, with the first application for \$72 million due Aug. 24, said Barbara Reese, deputy director of policy for Gov. Timothy M. Kaine (D). If approved, the money will go toward "shovel-ready" improvements on a stretch between Fredericksburg and Prince William County. The next application -- for \$1.57 billion to finish I-95 corridor improvements -- will go out in the fall. Projects will include updating signals and grade separations and adding new track, a move that will benefit freight shipments, too, Reese said.

"High-speed rail has been a priority of ours," said Sharon Bulova (D), chairman of the Fairfax County Board of Supervisors and vice chairman of the Virginia Rail Advisory Board. "I think the more we can shift motorists from their single-passenger automobiles to passenger rail, the better."

Pickett said the state is in a good position to get stimulus money because it already has a dedicated source of rail capital funding, has invested more than \$197 million in the Richmond-to-Washington rail system and has received the go-ahead from Amtrak to pursue high-speed rail. Virginia is also an important link to the Northeast, one of the nation's busiest transportation corridors, he said.

Virginia Railway Express officials said high-speed rail would also benefit Virginia commuters traveling along the Fredericksburg line to Union Station. Once high-speed is in place, the commuter rail service could add an express train with limited stops and shave time off the current commuter schedule, which has trains operating between 60 and 70 mph, VRE spokesman Mark Roeber said.

"It would draw a whole new clientele," Roeber said. "Now, for the most part, trains beat cars heading into D.C., but not always. If we were running an express, no car could beat that train, and the demand for that service would be very high."

VRE's average daily ridership reached 15,700 in July. If an express train is added, Roeber said, it could

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attract an additional 1,000 riders daily.

Pickett said high-speed trains, operated by Amtrak, could be implemented as early as 2011 along the Fredericksburg to Prince William stretch and by 2017 along the rest of the I-95 corridor.

The plan to add high-speed trains is the second major rail transportation effort in Virginia this year. This fall, the state will begin running intercity trains from Lynchburg and Richmond to Washington. This expansion in passenger rail service is expected to remove 1.4 million cars from the highways and save more than 8.3 million gallons of fuel each year, officials said.

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Virginia's ARRA Intercity and High Speed Rail Program and Application

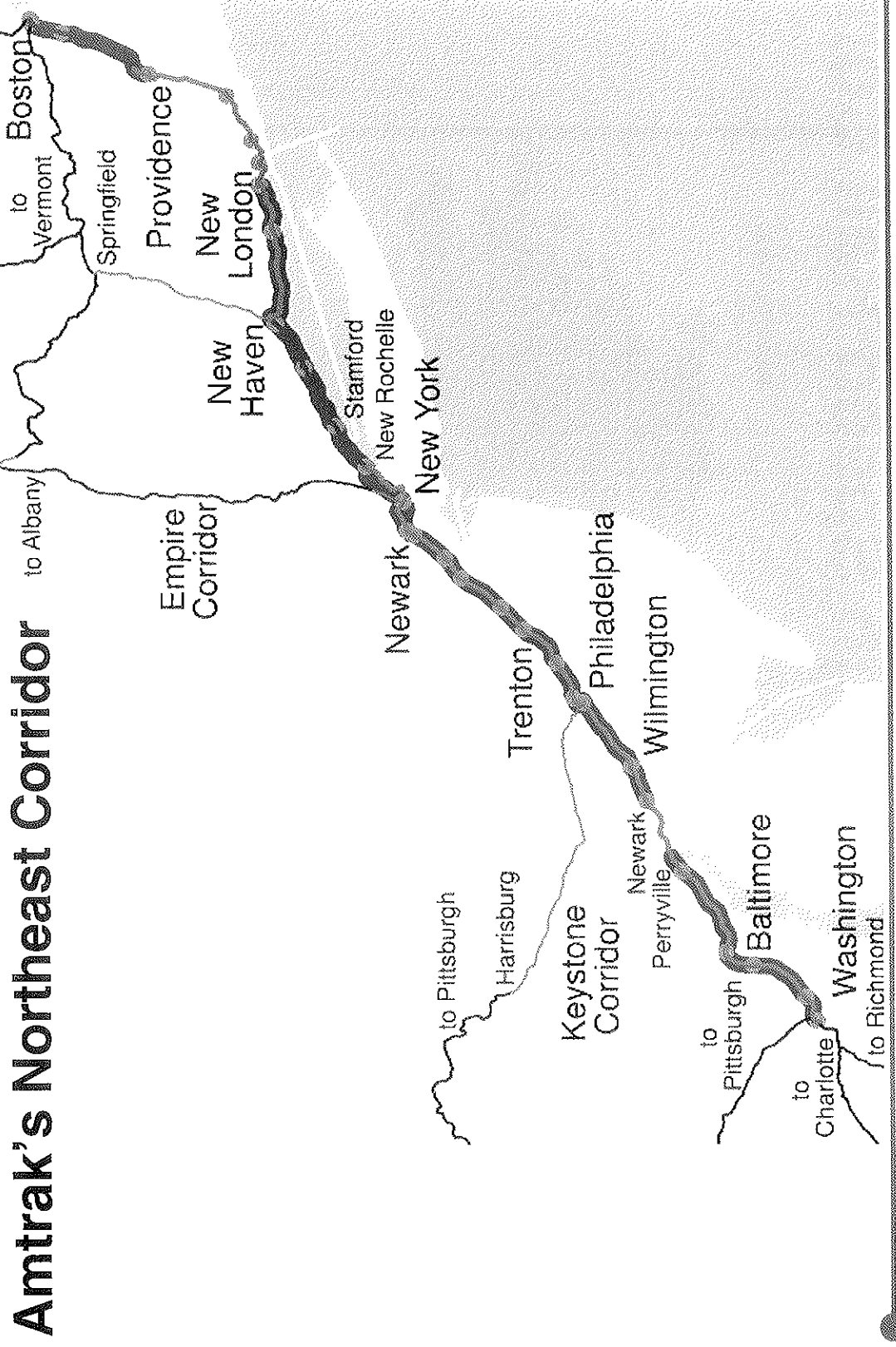
Barbara W. Reese
Deputy Director of Policy
Office of Governor Timothy M. Kaine

August 21, 2009

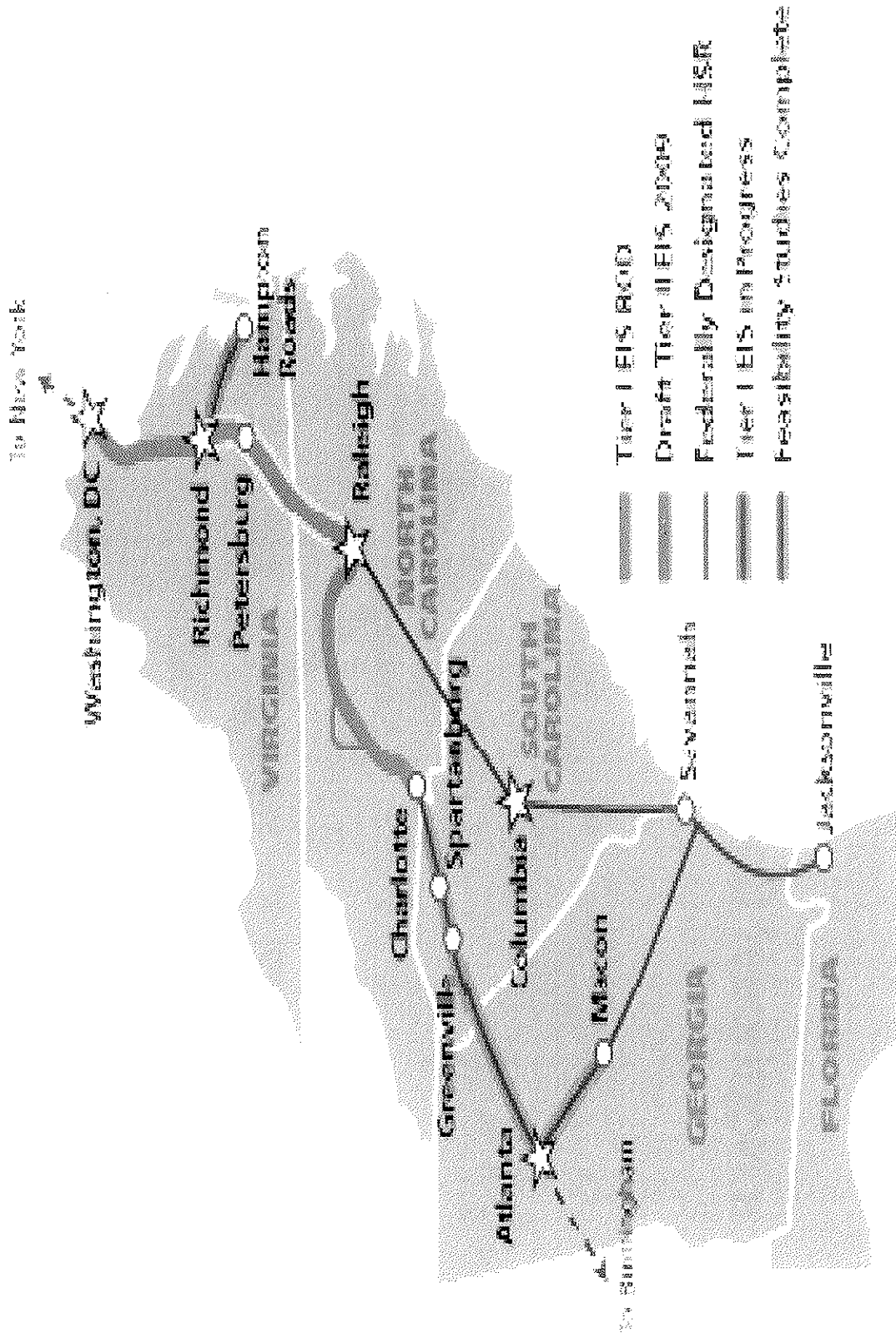
Intercity Rail/High Speed Rail Development is Not New to Virginia

- ❑ Since the 1990s, work has been underway to develop and enhance intercity passenger rail service
- ❑ In 2002, a Task Force, which includes VRE, was formed to advance its development
- ❑ At the same time, improvements to commuter rail were also being made and VRE service was clearly demonstrating citizen interest in highway alternatives
- ❑ Virginia geographically is in a unique position because it is the link between the existing Northeast Corridor intercity rail service and the developing Southeast High Speed Rail Corridor

High Speed Rail Today: Northeast Corridor



Southeast High Speed Rail Corridor

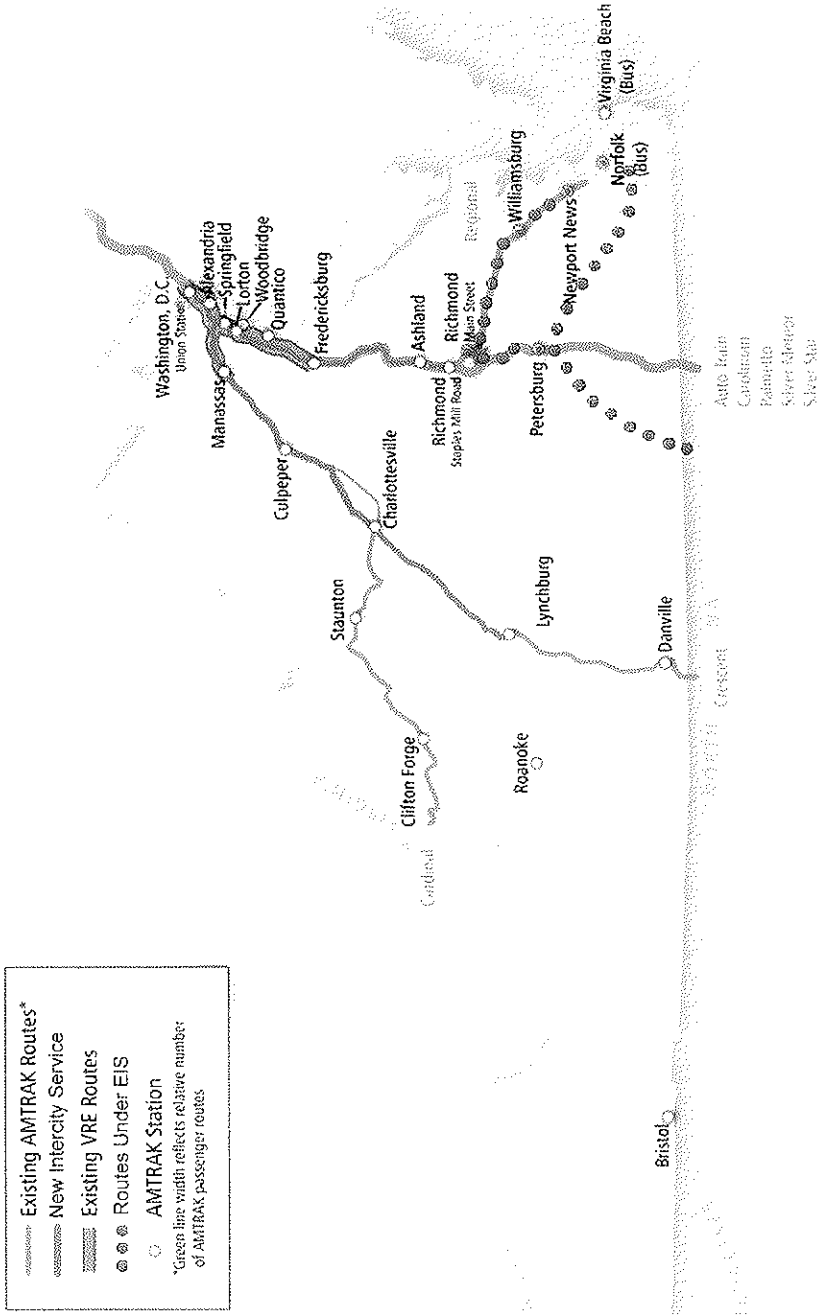


Virginia's Rail Efforts

- In the last four years, Virginia has taken a number of steps that have accelerated passenger and intercity rail services, including
 - Creation of the dedicated Rail Enhancement Fund
 - Establishment of clear public policy goals for funding projects
 - Establishment of return on investment/public benefit models
 - Fostering relationships with all rail partners – VRE, CSX, NS, Amtrak -- to address problems and deliver projects using the best service delivery model
 - Adoption of the Statewide Rail Plan and Resource Allocation Plan in 2008 that establishes priorities

- Passenger and Intercity Rail project priorities were established in these Plans

Commuter & Intercity Passenger Rail Projects



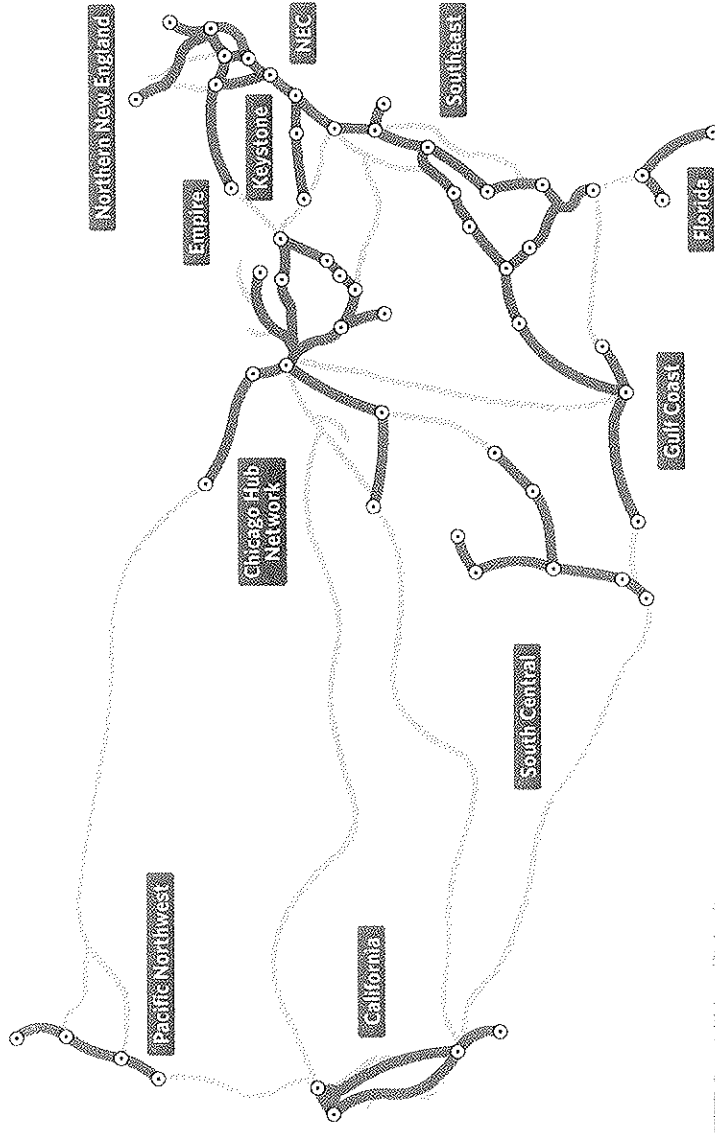
- ❑ \$1.5 Billion Richmond/Petersburg to DC High Speed Rail (90 mph)
- ❑ \$300 - \$800 Million Richmond to Hampton Roads High Speed Rail
- ❑ \$303 Million Commuter Rail Improvements
- ❑ \$170 Million I-81/Rt 29 Corridor Passenger Rail
- ❑ \$797 Million Southeast High Speed Rail Petersburg to N.C. Line

Federal Focus on Passenger/Intercity Rail Has Accelerated

- ❑ The federal adoption in October 2008 of the Rail Safety Improvement Act (including the Passenger Rail Investment and Improvement Act) was the first step
- ❑ The American Recovery and Reinvestment Act's \$8 billion is the first federal investment in making a nationwide high speed rail network viable – only those corridors federally approved can apply
- ❑ Because of the Commonwealth and its partners' work in the last decade, we have a strong competitive foundation

Vision for High Speed Rail in the US

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



Federal Railroad Administration's ARRA Intercity and High Speed Rail Application Process

- June 2009 - Interim Guidance Released
- July 2009 – Pre-Applications Submitted
- August 24, 2009 – Track 1a submission – Ready to Go Projects
 - Arkendale to Powell's Creek meets federal definition
- October 2, 2009 – Track 2 submission – High Speed Rail Corridor Program of Projects

Next Steps Which Affect VRE

- August 24 Track 1a submission of Arkendale to Powell's Creek Project
 - VRE will continue to be lead on design and project manager
- Resolutions and Letters of Support of Virginia's applications important – Program Partners, Regional and Local Governments, Business Community
- Flexibility to respond quickly when application procedures change (still working from interim guidance)



Virginia's ARRA Intercity and High Speed Rail Program and Application

Barbara W. Reese

barbara.reese@governor.virginia.gov

(804) 225-4803

FY 2011 Preliminary VRE Budget

The VRE Operations Board recommends approval of Resolution #2131. This resolution receives the preliminary FY 2011 VRE Budget and refers it to the VRE jurisdictions for review and comment.

The attached materials show several changes to the current FY 2010 budget, including higher state aid and lower fuel costs, together with a \$4.1 million favorable variance at the end of FY 2009. VRE staff will propose how these surplus funds can be used in December, 2009. In the meantime, VRE staff proposed several possibilities, and some VRE Board members also suggested returning some or all of the surplus to the jurisdictions.

Regarding the FY 2011 budget, currently there is a \$2.4 million shortfall that must be closed by December. Some VRE Board members are urging that each local subsidy amount be held constant or reduced, while VRE staff have pledged to hold the line on total local subsidies.



RESOLUTION #2131

SUBJECT: FY 2011 Preliminary VRE Budget.

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

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2011 Operating and Capital Budget;

WHEREAS: Staff recommends a budget built on an average daily ridership of 16,864;

WHEREAS: Subject to the direction provided by the Operations Board, the budget will be updated with additional ridership and cost data and further refined through the CAO Budget Task Force review during the fall of 2009; and

WHEREAS: VRE staff will consider and address comments by the jurisdictions and forward a final recommended budget to the VRE Operations Board at the December 2009 meeting for consideration and referral to the commissions for adoption in January 2010.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission receives and refers the preliminary FY 2011 VRE Operating and Capital Budget to its VRE jurisdictions for their review and comment.

Approved this 3rd day of September, 2009.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer



FY 2010 Update and FY2011 Preliminary Budget

August 21, 2009



Good News

- Railroad infrastructure best it's ever been
- Mechanical delays down significantly
- OTP up 5 percentage points in past two years
- Ridership still up – highest annual daily ridership
- Funding permitted purchase of additional locomotives - 12 on order with 8 more options to fund
- Making progress toward building back depleted working capital level



Opportunities Exist

- Must make recommendations to preserve the health of the system
- Need to balance the relationship between budget and ridership – VRE is a public service and a business
- Riders want more service
- Cannot take value of passengers for granted
- Decisions made now will have impact on future

3



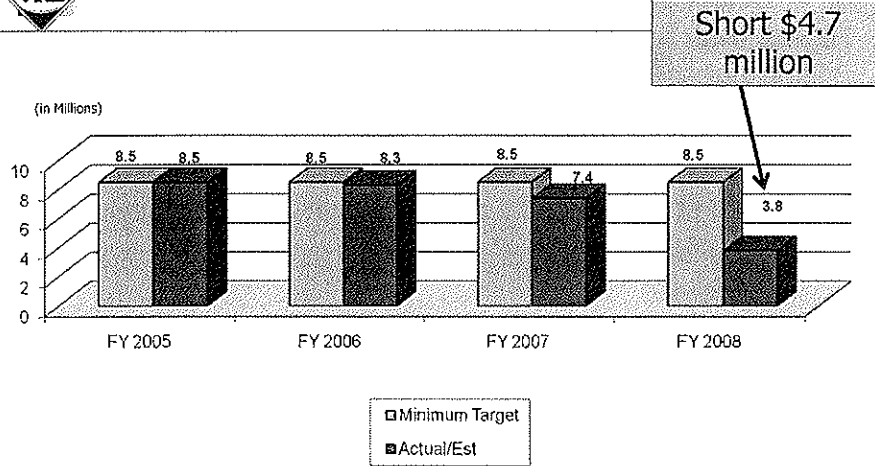
Another Difficult and Uncertain Budget Year

- Presenting today FY 2011 budget baseline – nearly one year before implementation
- Unknowns
 - State funding uncertain and continuing to deteriorate
 - Fuel and Insurance
 - Impact of new Operations and access contracts
- Challenges and Concerns
 - Dangerously low working capital
 - Committed to retain or reduce subsidy level
 - Limited flexibility

4



Working Capital Too Low



FY 2009 Status – Prior Year

- Positive budget variance of \$4.1M
 - Fare revenue - \$1.4M
 - Debt service net of grant funding - \$600K
 - Operating expenses - \$1.9M
 - Other - \$300K
- Recommend using to restore working capital to FY 2008 level of \$8.5M and restore Trust Fund balance to \$10M by end of FY 2010.



FY 2010 Current Year Status

- Higher than budgeted state funding – currently \$3.3 million but will remain uncertain for several months
- Diesel fuel costs projected at an average cost of \$2.30 per gallon or \$350K less than budgeted
- Insurance premium costs slightly lower than budget
- Fare revenue projections reasonable based on current ridership levels
- Increased federal formula funds of \$600K requires additional local match
- Any adjustments will be addressed in December with presentation of FY 2011 budget

7



Preliminary FY 2011 Budget

- Developed baseline budget – not yet balanced
- Will balance budget over next several months, with CAO Task Force involvement
- VRE will present balanced budget at December Operations Board meeting
- Will decrease or maintain total jurisdictional subsidy from the FY 2010 levels

8



Baseline FY 2011 Budget

Description	Budget	Budget
	FY 2010	FY 2011
Fare Revenue	26,917,683	28,800,000
Local Subsidy	16,376,968	16,376,968
State/Federal	35,009,959	39,002,290
Other	781,500	301,000
Total	79,086,110	84,480,258
Operating Expenses	14,039,321	15,591,878
Fuel	4,667,205	4,969,000
Amtrak	18,850,345	20,590,000
Debt Payments	13,582,380	13,912,828
Capital Program	9,242,000	12,724,000
Access Fees	9,766,950	10,332,000
Insurance	5,095,000	4,575,000
Mobilization	2,000,000	2,000,000
Reserves/Contingency	1,842,909	2,193,395
Total	79,086,110	86,888,101
Net Unfunded		(2,407,843)

9



Breakdown of FY 2011 Shortfall

FY 2011 Preliminary Budget	
Major Revenue and Cost Change	
Revenue increases (decreases) from prior year adopted budget:	
Fare Revenue	1,882,500
Federal Operating Revenue	1,210,000
Federal Capital Revenue	2,786,000
State Revenue (excluding Operating)	914,000
State Operating	(1,707,000)
State Capital	790,000
Subsidy	-
Other	(481,000)
Total	5,394,000
Expense increases (decreases) from prior year adopted budget:	
Fuel	302,000
Amtrak (less access fees)	1,486,000
Operating Reserve/Contingency	350,000
Repairs and Maintenance - Locomotives/Railcars	450,000
Hard Capital Items	3,482,000
Access Fees	566,000
Marketing	467,000
Debt Service	330,000
Other Costs	369,000
Total	7,801,000
Net Increase in Unfunded	2,407,000

10



FY 2011 Budget Process

- Budget will be balanced over next several months, with CAO Task Force involvement
- Will decrease or maintain total jurisdictional subsidy from the FY 2010 levels
 - Last year of governance change - may increase some individual jurisdiction's subsidy

11



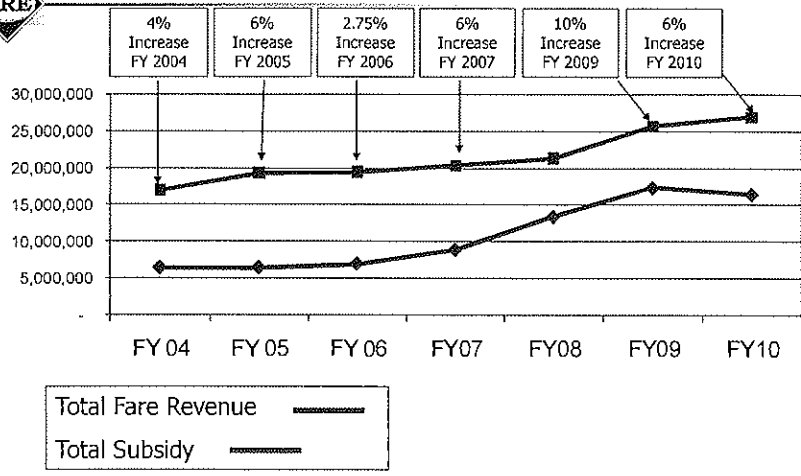
Next Steps

- Refer Preliminary FY 2011 baseline budget to Commissions and jurisdictions
- Continue to work to reduce FY 2011 shortfall with CAO Budget Task Force
- Continue to refine current year budget (FY 2010) revenue projections and make recommendation for any adjustments mid-year in December

12



Changes in Fare and Subsidy



AGENDA ITEM 9-E
ACTION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: AUGUST 21, 2009

RE: REFERRAL OF PRELIMINARY FY 2011 VRE OPERATING AND CAPITAL BUDGET TO THE COMMISSIONS

RECOMMENDATION:

The VRE Operations Board is being asked to authorize the Chief Executive Officer to refer the Preliminary FY 2011 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment.

BACKGROUND

FISCAL YEAR 2010 BUDGET

A discussion of FY 2009 revenue and expenses and the use of the estimated surplus will be presented at the meeting, once the year-end close process is substantially complete.

The FY 2010 budget projections have changed since the budget was adopted, as indicated in previous reports to the Operations Board. Some of the major items that have changed since the budget was approved in December 2008 are as follows:

- **Higher than anticipated Commonwealth revenue:** In December 2008, the Commonwealth estimated that they would fund their portion of the match to the federal capital program at **17%** in FY 2010 and VRE's budget was adjusted accordingly. In May, the Commonwealth published their draft Six-Year Improvement Program, with FY 2010 average funding of **78%**, which is expected to result in additional funding to VRE of nearly **\$3.3 million**, net of a \$400,000 decrease to operating funds. **However, the Commonwealth is continuing to experience less than anticipated revenue, which could impact the amount that they are actually able to fund.**
- **Diesel fuel costs:** The adopted budget was based on diesel fuel costs of \$2.65 per gallon for 1.76 million gallons. Because of fuel hedging activities we have locked into pricing for about 42% of our usage and are now projecting an average price of \$2.30, including an estimate of costs for the unhedged fuel purchases. This results in fuel costs of approximately \$350,000 less than the amount budgeted. The situation will be monitored as market prices continue to be volatile.
- **Insurance premium costs:** Insurance premium costs for FY 2009 are slightly lower than budgeted, although this will be balanced by less than anticipated earnings in the Trust Fund for FY 2009 and FY 2010.
- **Fare revenue:** Budgeted fare revenue of \$26.9 million appears to be reasonable based on current ridership, but will continue to be evaluated. Average Daily Ridership (ADR) for FY 2010 is estimated at 15,600 and the cumulative ADR for FY 2009 was 15,754.
- **Amtrak retroactive payments:** In January 2008, Amtrak agreed to a settlement with their employee groups that included retroactive payments for the period 2002 to April 2008. VRE is responsible for payments made to Amtrak employees assigned to VRE service during that period. VRE has been given estimates of this cost and, based on those estimates, have set aside \$2 million for this purpose. However, the final invoice may differ from the estimate.
- **Local match for federal grants:** The federal formula allocation for VRE for FY 2010 is \$600,000 higher than the amount budgeted and the local match will need to be reflected in the revised budget.

VRE staff is reviewing options for how this one-time fund surplus should best be used and will incorporate the use of these funds in the mid-year budget amendment. Recommendations under consideration are as follows:

- Removal of \$400,000 transfer from sale of Mafersa cars; this was added in order to balance the budget when it appeared that Commonwealth funds would be much lower than initially anticipated.

- Restoration of the VRE working capital level, in accordance with the budget guideline adopted for FY 2011.
- An increase to the insurance trust fund balance to restore the balance to the \$10 million required by the Commonwealth; this will reduce the needs in FY 2011 for this purpose.
- Additional funding for locomotives, particularly to match or augment other funds.

At this time, VRE staff is not recommending using the FY 2010 surplus for operating needs in FY 2011.

FISCAL YEAR 2011 PRELIMINARY BUDGET

BACKGROUND:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2011 VRE Operating and Capital Budget is attached for review.

VRE staff met with the CAO Taskforce in June and again in August to discuss jurisdictional budget issues and concerns and to review current VRE projections. From these meetings, VRE staff gained an understanding of the significant budget difficulties that the jurisdictions are facing and their need to reduce expenditures wherever possible. As described below, VRE is projecting several large nondiscretionary expense increases in FY 2011. Nearly 80% of VRE's operating costs are fixed (such as insurance and debt service), or contractually determined (such as track access and operating and maintenance service costs), or items such as fuel over which VRE has limited control. As a result, the only options available for substantial cost reductions or additional revenue are fare increases, subsidy increases or major service reductions.

Projections for the cost of operating and maintaining the trains are based on the contracts in place for FY 2010 with escalators similar to those used in years past. Once the new contract has been negotiated in the fall, these amounts will be adjusted as needed. In addition, the cost of Union Station access and mid-day storage is also based on the contract currently in place, although the amounts for future years may differ; negotiations are currently underway.

No fare increase has been included in the preliminary budget. The fare indexing policy is not applicable as a result of the budget guidelines, which direct VRE staff to maintain or reduce jurisdictional subsidy.

VRE staff is committed to maintaining or reducing jurisdictional subsidies for FY 2011.

DISCUSSION:

The FY 2011 preliminary budget totals \$86.7 million, of which \$2.4 million is currently unfunded (assuming level local subsidy and no fare increases in FY 2011). As in the past, VRE will submit a balanced budget to the jurisdictions in November so that it can be evaluated prior to its submission to the Operations Board in December.

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

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

1. Fare revenue of \$28.8 million assumes no fare increase. Ridership is estimated at 16,864 with service at the current level of 30 daily trains. The non-revenue Fredericksburg train (#312) will be converted to a revenue train. Average daily ridership in FY 2009 was 15,754.
2. Contractually set increases in access fee expenses of 4% for CSX and Norfolk Southern. The operations and maintenance contract increase (budgeted in the Amtrak line items) is projected from 5% to 6% above the FY 2010 level, until such time as a new contract is negotiated. Additional funding is budgeted for personnel and maintenance costs for mid-day storage of one train at L'Enfant.
3. Amtrak's contract expires on June 30, 2010. Should a contractor other than Amtrak be chosen in a competitive solicitation to provide train operations and maintenance service, VRE will experience transition costs from Amtrak to a new contractor. The budget assumes that VRE will use federal formula funds of \$1.6 million to offset these costs. A better estimate of any such costs will be available after the new contract is negotiated.
4. Commonwealth capital match funding is projected at a match rate of 30%. The FY 2010 match rate for the majority of the capital projects was a blended rate of 78%. No concrete projections from the Commonwealth are currently available. **This projection will continue to be reviewed over the next several months.**
5. Commonwealth formula funding for operations of \$8.7 million was received in FY 2010. At the present time, \$7.4 million is budgeted in FY 2011 as a placeholder, in light of possible cuts in the Commonwealth budget of up to

15%. This projection will continue to be reviewed over the next several months.

6. Fuel expenses of \$5.0 million based on a per gallon cost of \$2.70. Because the cost of fuel also results in an impact to the fuel tax revenue which many of the jurisdictions use as the source of funding for the VRE subsidy, a revised fuel tax projection for the PRTC jurisdictions will be reviewed during the VRE budget process.
7. Continued funding of the VRE capital program, which includes mid-day storage, rolling stock modifications, Broad Run maintenance facility, and \$5.1 million for locomotive procurement. Federal funds are assumed to be 1% higher than the FY 2010 award.

FY 2011 Preliminary Budget Major Revenue and Cost Change	
Revenue increases (decreases) from prior year adopted budget:	
Fare Revenue	1,882,000
Federal Operating Revenue	1,210,000
Federal Capital Revenue	2,786,000
State Revenue (excluding Operating)	914,000
State Operating	(1,707,000)
State Capital	790,000
Subsidy	-
Other	(481,000)
Total	5,394,000
Expense increases (decreases) from prior year adopted budget:	
Fuel	302,000
Amtrak (less access fees)	1,486,000
Operating Reserve/Contingency	350,000
Repairs and Maintenance - Locomotives/Railcars	450,000
Hard Capital Items	3,482,000
Access Fees	565,000
Marketing	467,000
Debt Service	330,000
Other Costs	369,000
Total	7,801,000
Net Increase in Unfunded	2,407,000

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

- Stricter fare enforcement, which has resulted in increased fare revenue
- Enhanced vendor Metrochek submissions, which improves VRE cash flow
- Installation of wayside power at the VRE yards, which decreases the consumption of diesel fuel
- Cancellation of one round trip train in FY 2006 that provided mid-day service, in response to budgetary issues.
- Installation of a mechanized train washing facility to reduce ongoing operating costs for exterior maintenance
- Review of cell phone plans leading to a reduction in communication costs
- A line item review of all programs and contracts to determine where costs can be reduced
- Other savings to administrative line items, such as reductions in mailing, reduced copying costs and increased electronic communication

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

- A moratorium on the use of earmarks if required local match is not available from other sources
- Installation of air compressors at train yards to further reduce locomotive idling
- Termination of parking leases that are subject to annual appropriation
- Reduction in the level of train service

FISCAL IMPACT – FY 2011 BUDGET:

The current budget shortfall is estimated at \$2.4 million. Additional draft budgets will be formulated during the fall and reviewed with the CAO Budget Task Force resulting in a balanced budget by November 2009.

Attached are the following:

- FY 2011 Sources and Use
- FY 2011 Summary Budget

2009 VRE Passenger Survey Results

Attached for your information are the results of this year's onboard VRE passenger survey. The survey measures customer opinions about VRE's strengths and weaknesses.

AGENDA ITEM 10-A
INFORMATION ITEM

TO: CHAIRMAN ZIMMERMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: AUGUST 21, 2009

RE: REVIEW OF CUSTOMER OPINION SURVEY FROM MAY 2009

VRE conducted its Annual Customer Opinion Survey on May 6, 2009. The annual survey measures the perceived strengths and weaknesses of VRE service and programs. Overall, the results are slightly better than the 2008 survey.

Most of the report card categories (38 in all) improved from 2008 to 2009, with the exception of twelve. Of those twelve, six were the same as last year and six declined, but all only declined by one or two percentage points. The level of overall service quality is 75%, which is 4% higher than last year and the highest it has been since 2003. 41% of respondents cite on-time performance as their primary concern, down from 52% in 2008. Similarly, when customers were asked to grade our on-time performance in a different question, the ratings went up 11% from last year. This can lead one to say the customer feels significantly better about this metric. Concerns over cost and lack of seats are up from last year, 11% to 17% and 5 to 7%, respectively.

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

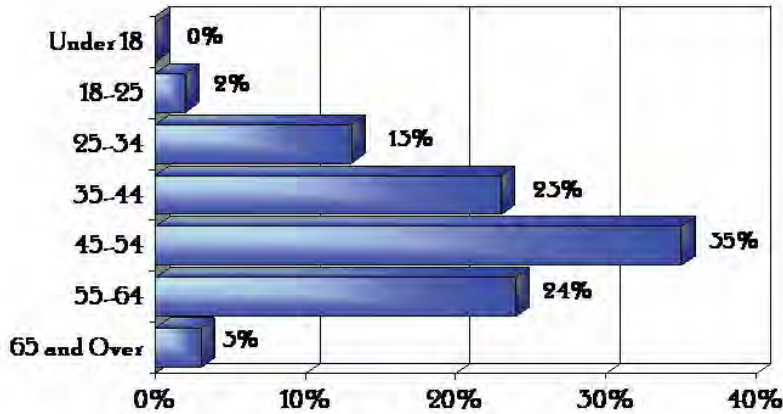


2009
Passenger
Survey Results

Rider Demographics



Age



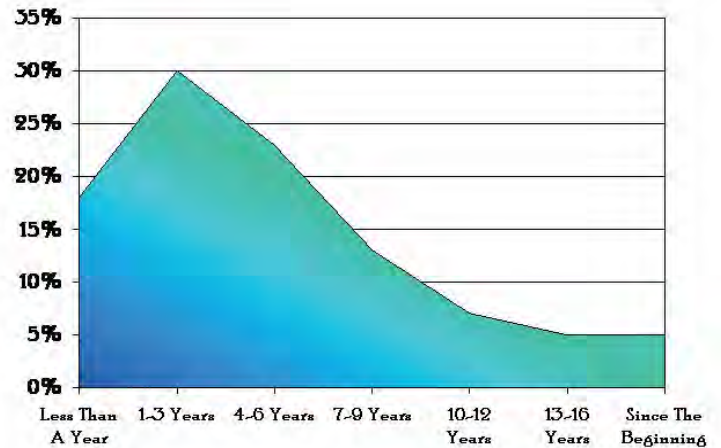
Gender

- 64% Male
- 36% Female

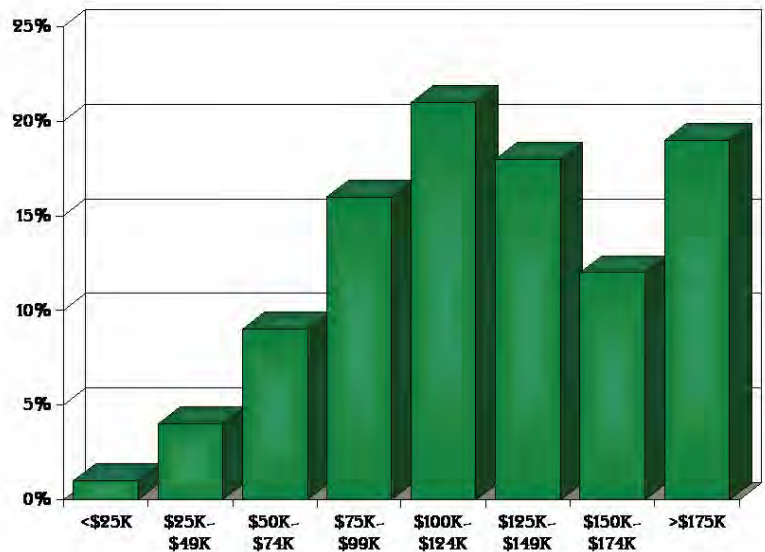
Sector of Employment

- 59% Government
- 9% Military
- 25% Private
- 4% Association
- 1% Self Employed
- 2% Other

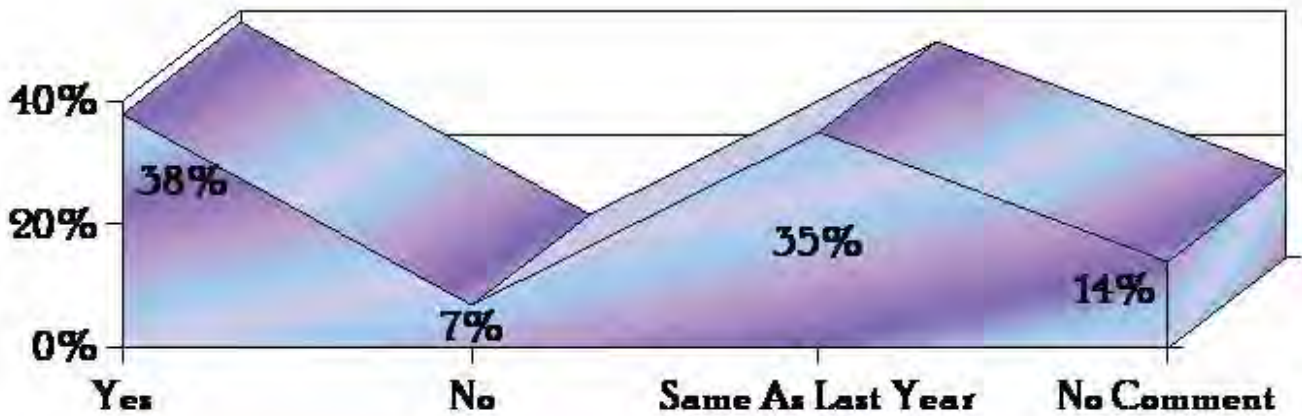
Years Riding



Household Income



Has Service Improved?



Top Concerns About Service

- On-Time Performance - 41%
- Cost - 17%
- Frequency of Service - 12%

Top 3 Reasons for Switching to VRE

1. Traffic
2. New Job
3. New Home



Riders Traveling On

- Monthly Tickets - 65%
- Ten-Trip Tickets - 27%
- Five-Day Passes - 4%
- Transit Link Cards - 2%

Did You Know?

- 64% of Our Riders Come From Five Stations:
Broad Run, Manassas, Manassas Park, Fredericksburg and Leeland Road
- 29% of Riders Indicate that They Use Facebook
- 17% of Riders Have Been Riding VRE 10 Years or More
- 54% of Riders Live Within 5 Miles of The Station
- 18% of Riders Say That They Have Always Used VRE
- 40% of Riders Drive to Work Alone When They Don't Use the Train
- 63% of Riders' Final Destination is L'Enfant or Crystal City



VRE Report Card

% of riders who rated us with an A or B

Customer Service:

	<u>2009</u>	<u>2008</u>
Responsiveness of VRE Staff	82%	79%
Friendliness of VRE Staff	80%	81%
VRE Follow-Up to Delays or Problems	51%	48%
Lost and Found	69%	69%
Usefulness of Rail Time	69%	65%
Timeliness of E-mail Responses	54%	51%
Quality of E-mail Responses	62%	57%
Quality of Website	75%	75%
Timeliness of Website Information	68%	65%
Timeliness of Train Talk	67%	63%
Quality of Train Talk	68%	64%
Overall Communication with Passengers	65%	63%

Train Crew Members:

Are Knowledgeable About VRE Operations	88%	87%
Are Helpful	86%	86%
Are Courteous	82%	83%
Make Regular Station Announcements	75%	72%
Make Timely Delay Announcements	67%	66%
Check Tickets Regularly	75%	75%
Present A Professional Appearance	89%	90%
Overall Crew Performance	84%	84%

VRE Operations:

Convenience of Schedules	59%	57%
On-time Performance	58%	47%
Cleanliness of Trains	86%	82%
Cleanliness of Stations	80%	77%
Communication between VRE Staff & Riders	67%	66%
Automated Telephone System	60%	57%
Reliability of Ticket Vending Machines	40%	39%
Ease of Buying a Ticket	65%	65%
Ease of Using Metrocheks	61%	62%
Station Parking Availability	63%	58%
Public Address System On Train	51%	48%
Public Address System On Platform	51%	47%
Timeliness of Platform Information	43%	39%
Personal Security at Station & On Train	64%	63%
Safety of Train Equipment	79%	74%
Station Signage	68%	70%
Lighting at Morning Station	78%	N/A
Lighting at Evening Station	79%	N/A
Traffic Circulation	55%	N/A
Level of Fare for Quality and Value of Service	55%	56%
Overall Service Quality	75%	71%



AGENDA ITEM #4

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube and Greg McFarland
DATE: August 27, 2009
SUBJECT: Vanpool Incentive Program

Attached is a PowerPoint presentation summarizing the background of the requested action. The commission is asked to endorse obtaining consultants for the design of a vanpool incentive program and to authorize staff to actively pursue funding for that purpose including, but not limited to, an application for FY 2011 CMAQ or RSTP funding through NVTA.

The funds would provide seed money to hire consultants to design a new regional vanpool incentive program in which capital and/or operating subsidies would be provided. It is important to note that this program, if properly designed, will save energy, reduce pollution, combat traffic congestion and lower green house gas emissions as new vanpools are formed through incentive payments. Further, because such vanpools can be included in annual submissions to the National Transit Database, the initial cost will be recovered in the third year of operation and thereafter substantial net Section 5307 earnings will be realized. These will be shared among WMATA, PRTC and FAMPO districts.

NVTC staff has performed extensive research on the subject. A regional meeting held on August 11th and several subsequent meetings of jurisdiction staff revealed significant support for the project, although many important details will need to be worked out after the consultant is hired.



Staff will briefly note the key portions of the PowerPoint to explain how the program would work and why it is beneficial.


It is believed there are at least 650-750 vanpools operating from Virginia with destinations in the core of Metropolitan Washington. If just 200 vanpools participate (new or existing), about \$2 million annually in new Section 5307 earnings would be realized, net of subsidy costs, two years after the initial NTD filing. Virtually every other major metropolitan area in the country already operates such vanpool incentive programs (including Richmond and Hampton Roads). Accordingly, each year that passes without such a program here costs this region at least \$2 million (if only 200 vanpools would participate), and much more if more participate (see following table).

Number of Participating Vans	Section 5307 Annual Earnings (Two years after start of program)	Likely Annual Vanpool Subsidy Costs	Net Annual Section 5307 Earnings
200	\$3,009,094	\$960,000	\$2,049,094
400	6,053,161	1,920,000	4,133,161
600	9,131,477	2,880,000	6,251,477
800	12,243,337	3,840,000	8,403,377
1,000	15,388,058	4,800,000	10,588,058

Among the many important details to be worked out are which agency or agencies will sponsor and operate the program, how the earnings will be shared, and where the funds will come from to operate the program for the first two years (until Section 5307 earnings begin and fully restore all of the seed money).

The attached table shows estimates for FY 2009 of the extent to which other areas are capturing federal formula earnings that our region is ignoring. In the Seattle area, over \$11 million is received each year, and even Richmond receives over \$1 million from vanpools.

Given the magnitude of the potential Section 5307 earnings and the fact that many other regions have established such programs successfully, NVTC staff believes there is minimal risk in moving as quickly as possible to undertake the design in FY 2010 with the objective of implementing the program in FY 2011 if the design study resolves all concerns. Staff discussions are continuing about possible sources of funding to allow this to happen.




Northern Virginia Transportation Commission

Thinking Outside the Car Since 1964

FTA §5307 FORMULA EARNINGS POTENTIAL
FROM FUNDING A VANPOOL INCENTIVE PROGRAM
IN THE D.C. METROPOLITAN AND SURROUNDING
AREAS

REVISED: AUGUST 27, 2009



1



Summary

- WMATA currently receives over \$148 million annually in §5307 FTA formula earnings with a portion shared with PRTC/VRE/FRED and MTA.
- These formula funds result from data filed two-years earlier with the National Transit Database (NTD) reflecting factors such as eligible bus and rail passengers, passenger miles and operating costs.
- NVTC's jurisdictions provide funding of about \$ 180,000 annually for consulting assistance to enable local bus systems in the Virginia portion of the WMATA transit zone to file data with the NTD; as a result, about \$5 million in additional §5307 earnings are received by WMATA.
- Under certain conditions, publicly operated vanpools (or vanpools using vans owned or leased by a public transit agency or its contractor) could be included in this region's NTD filings to boost substantially §5307 earnings. Many other regions do include vanpools (including Richmond and Hampton Roads) but the Washington Metropolitan area does not, thereby allowing federal money that could come to this region to go elsewhere.



2

Summary


- Given the number of vanpools already operating in this region (approximately 650-750), the potential pay-off of including vanpool data in NTD filings is substantial. Just 200 vanpools (new and/or existing) could yield about \$3 million annually in gross §5307 earnings by the third year (prior to paying any required vanpool subsidies).
- To yield the greatest §5307 earnings, the actual number of participating vanpools should be maximized through operating and/or capital subsidies, with emphasis on newly formed vanpools in order to generate the greatest air quality benefits.

3

Summary

- If existing individual owner operated vanpools (about two-thirds of the current total) could be converted to public operation via subsidy agreements in addition to vans leased from companies such as VPSI, the potential §5307 earnings could be greater, although the subsidy costs must also be considered.
- Although an earlier regional effort to initiate a vanpool subsidy program to capture §5307 earnings was not successful, many essential details were agreed to in 2003, including how to share the net proceeds.



4



Summary

- The proposed new approach would:
 1. Seek a source of funding for a consultant to assist the region in designing an effective program under the guidance of a regional technical committee. The program would provide some combination of subsidies for vanpool capital and/or operating expenses.
 2. With consultant assistance, the region would negotiate an equitable sharing arrangement for program oversight responsibilities and sharing of the increased \$5307 earnings, using the 2003 proposed allocation as a starting point (which was based on vanpool miles operated within each of three territories: NVTC, PRTC and FAMPO).
 3. Upon the approval of the affected jurisdictions, existing agencies would be chosen as sponsors and existing agencies or a consulting team could be chosen to operate the subsidy program and collect the appropriate NTD data, in close cooperation with other vanpool/rideshare programs in the region.

5



Summary

- It is anticipated that such a program could generate \$2 million of \$5307 earnings for every \$1 million invested in vanpool subsidies, plus substantial benefits from saving energy; reducing emissions of NO_x, VOC and CO₂; and relieving traffic congestion.



6



Summary



- Approximately \$200,000 of seed money is needed for the program design consultant, with subsequent \$5307 earnings recovering the entire initial investment in the third year of the subsidy program. In that sense the seed money could be a loan. (NVTC's existing NTD local transit consulting project is structured in this fashion, generating much more revenue than it costs to design and administer the program.)
- NVTC's, PRTC's and FAMPO's Boards being asked to endorse this regional project design effort and to direct their staffs to use their best efforts to identify and pursue appropriate sources of funding. For example, NVTA jurisdiction staff will support \$100,000 of FY 2011 RSTP funding to be matched by FAMPO funds. Discussions are continuing about identifying a source of FY 2010 funding to commence the design work sooner.

7



Vanpooling in the Region



- A 2008 MWCOG survey located 861 vanpool drivers, three-quarters originating in Virginia.
- In combination with other studies, it is estimated that about 650-750 vanpools originate in Virginia with destinations in the Washington D.C metropolitan area.
- The estimated average round-trip distance traveled is 100 miles carrying an average of eight persons.
- Existing vanpool financial assistance programs for insurance and operating subsidies are very limited. Nonetheless, many TDM agencies currently do an effective job in promoting vanpooling, both inside and outside the boundaries of the Washington Metropolitan Area (UZA 8). Examples include GWRide Connect and FAMPO, in whose areas most vanpoolers reside. The Greater Richmond Transit Company files NTD data for approximately four vanpools traveling to the Washington D.C. UZA which yields annual \$5307 earnings for this region of over \$100,000. No other vanpools yield such earnings for this region.

8



Requirements for Vanpools to Submit NTD Data and Qualify for §5307 Earnings

- Must be publicly operated or a public transit system must own or lease the vans directly or through a contractor.
- Must adhere to detailed FTA regulations.
- Contracts are permitted with private firms to manage the program and/or provide vans, which could be paid for with §5307 earnings.




9




Earnings Potential from Vanpools in the Region

- If 200 vanpools (new and/or existing) were eligible to participate, assuming 8 passengers, 50-mile one-way trip, 250 days per year with an operating cost of \$22,400 per year and using current bus factors in the §5307 formula for this region, gross earnings would be \$3.0 million annually (available two years after filing initially with NTD).
- Since vanpools must be financially supported to be willing and eligible to participate, assuming an average fare of \$165 per month for 10 paid passengers per van (not all passengers actually ride each day) and program administration cost plus vanpool subsidies of \$2,200 per van per year, the net annual §5307 earnings would be \$2.0 million for 200 vanpools (two years after filing initially with NTD).


10




Earnings Potential from Vanpools in the Region




- Because NTD data must be filed two-years prior to the receipt of corresponding §5307 earnings, the cash-flow for a 200 vanpool program would require \$1.9 million of cumulative start-up seed money through Year 2, but by the end of the third year would have recovered that amount and yielded a cumulative net gain of almost \$130,000. By Year 5 the cumulative net gain would be \$4.2 million.
- The design consultant would establish reasonable targets for participation by new and existing vanpools. If that result was an expectation of 200 vanpools added each year, the need for start-up funding would be about \$2.9 million and by Year 3 the net gain would be \$3.4 million.



11



Five-Year Cumulative Vanpool Program Cash Flow Projection Assuming Growth in Participation



FY:	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Participating Vanpools	200	400	600	800	1000
Net Program Cost	\$960,000	\$1,920,000	\$2,880,000	\$3,840,000	\$4,800,000
§5307 Earnings	\$0	\$0	\$9,131,477	\$12,243,337	\$15,388,058
Net Program Cost/Earnings	-\$960,000	-\$1,920,000	\$6,251,477	\$8,403,337	\$10,588,058
Cumulative Net Cost/Earnings	-\$960,000	-\$2,880,000	\$3,371,477	\$11,774,814	\$22,362,871

Note: This assumes successful program design completed in FY 2010. If the design work begins in FY 2011 the earliest likely implementation date would be FY 2013.

12



Benefits of Vanpools



- 200 new vanpools could reduce CO₂ emissions by 535 tons per day, more than such existing Transportation Emission Reduction Measures as MWCOG employer outreach (463 tons) and Guaranteed Ride Home (109 tons).



- Other benefits include energy savings, reductions in NO_x, VOC and other air pollutants; and relief of traffic congestion to the extent that new vanpool participants were formerly auto drivers.

13



Potential Program Design and Implementation Funding Sources



- Presumably, costs of the program design consultant and seed money for implementation would be shared in some fashion among NVTC, PRTC, FAMPO jurisdictions and DRPT.



14



Potential Program Design and Implementation Funding Sources

- Potential sources of funding for program design include some combination of:

FY2010

- ◆ Contributions from existing jurisdiction transit trust fund accounts (to be restored with CMAQ or RSTP funds--perhaps with a letter of no prejudice--or subsequent \$5307 earnings)
- ◆ Regional CMAQ or RSTP funds from FAMPO (with NVTA share provided in FY 2011)
- ◆ Reprogrammed CMAQ or RSTP funds from NVTA

FY 2011

- ◆ DRPT (e.g., technical assistance or TDM grant)
- ◆ Federal or General Assembly earmark (may require matching funds)
- ◆ CMAQ or RSTP from NVTA
- ◆ Virginia technical assistance funds at MWCOG as part of a proposed FY 2011 work program
- ◆ Federal "JARC" grant if reauthorized by Congress



15



Potential Program Design and Implementation Funding Sources

- The time needed to procure design consultants could be reduced by use of on-call consultants at DRPT and/or FAMPO.
- If program design could be started with a FY 2010 source of funding, then FY 2011 seed money could be used to initiate the subsidy program, and hasten receipt of \$5307 earnings . Potential sources of seed money for starting the program in FY 2011 and beyond include, in addition to the funding sources above, the following:
 - ◆ If 200 vanpools per year are assumed, approximately \$1 million of FY 2011 CMAQ allocations from FAMPO and NVTA (the deadline for FY 2011 applications through NVTA is mid-September, 2009 and this may be a contingent award pending successful completion of program design.)
 - ◆ Regular DRPT operating and capital grants.
 - ◆ Portion of \$5 million HOT Lanes concession payment budgeted for vanpool operations



16

Issues to be Resolved in the Design Phase

- Agree on allocation of earnings;
- Identify funding sources, especially proper local match of federal funds;
- Place project and funding sources in TPB and FAMPO TIP's;
- Determine whether to provide vans and/or operating subsidies to new and/or existing vanpools;
- Based on empirical data, set reasonable goals for the number of participating new and existing vanpools (e.g. is 200 new vanpools in year 1 with doubling of existing fleet in six years reasonable?);


17


Issues to be Resolved in the Design Phase

- Determine whether Maryland and D.C. should be invited to participate;
- Clearly establish acceptable indemnification for participating agencies;
- Select one or more agencies to sponsor and oversee the program;
- Design the detailed rules and regulations of the program;
- Develop an effective marketing/promotion program;
- Agree on performance measures;
- Ensure that recruiting vanpoolers for this program does not conflict with other vanpool initiatives (e.g. TDM measures for VDOT/DRPT Mega Projects)
- Decide whether a consulting team should be procured to implement the program.


18




Why an Incentive Program Should Succeed




- An earlier regional effort to initiate such a program did not succeed, but lessons learned should offer much improved chances:
 1. Using consultants experienced in setting up and possibly running such programs may be beneficial so as not to overburden existing agencies;



19



Why an Incentive Program Should Succeed



2. Establish goals to mitigate possible concerns of individual jurisdictions and agencies:
 - ◆ Determine equitable sharing of the proceeds (an allocation was proposed in 2003);
 - ◆ Program oversight responsibilities will be agreed to by the participating jurisdictions;
 - ◆ No existing vanpool program is disadvantaged;
 - ◆ Expertise of existing vanpool agencies is a valuable asset and will be used by the consultant to help shape the program;
 - ◆ The concerns of WMATA for the financial integrity of its regional partnership will be a primary consideration as the consultants help the region determine whether MWCOG, Maryland and D.C. should be invited to participate.

20



Why an Incentive Program Should Succeed



3. Attractive subsidies (for example, either vans provided by a contractor such as VPSI and/or financial assistance to cover about 25% of vanpool operating costs) and the use of new technology (e.g. GPS and transponders in vans) should address some potential deterrents to vanpools in general (e.g. expensive insurance) and to this particular vanpool program (e.g. requirements for NTD);
4. Streamlined reporting forms reduce administrative hurdles;
5. 200 vanpools with average daily ridership of eight persons would comprise 3,200 daily trips. The threat of diversion of transit riders to vanpools is minimal given different market characteristics. The target market is new vanpools formed from existing auto drivers. Even if some diversion from transit occurred, vanpools generate more \$5307 earnings per passenger than transit and the earnings can be used to address transit capacity problems.

21





Why an Incentive Program Should Succeed



6. The design consultant will evaluate the benefits and costs of such techniques to increase vanpool participation as branding, strong marketing and public outreach, improved vans, driver and bookkeeper training, innovative fare structures, links with transit systems for mid-day trips, passenger recruitment bonuses, bike racks on vans, spare vans for emergencies, uniform van maintenance and vanpool transfers, among others.
7. Financial risk is minimal. If an implementation consultant is used, he/she could be asked to base compensation on the volume of vanpools newly formed, with payment deferred until Year 3 when \$5307 earnings begin to be received. Also, if fewer vanpools participate than anticipated, the outlay of seed money for subsidies is reduced accordingly. There is a risk (unlikely) that Congress will alter \$5307 formulas and/or eligibility criteria adversely. In fact, Congress is currently considering (HR 1571) allowing vanpool fares to count as local match to \$5307 earnings which would be very beneficial.



22

Next Steps

- Staff of interested jurisdictions/agencies should continue to review the draft NVTC documents serving as discussion papers:
 - ◆ PowerPoint Summary
 - ◆ Lengthy Research Report (August 7, 2009) including survey of existing programs
 - ◆ Catalogue of Vanpooling Information
 - ◆ Draft RFP for Vanpool Incentive Program Design Consulting

23

Next Steps

- NVTC and PRTC are being asked at their September 3, 2009 meetings to endorse a consulting study to design the program. Also, they are being asked to authorize staff to identify and pursue appropriate sources of funding. FAMPO could do the same later in September. With a properly designed program, by the end of the third year of operation, the project should recover initial subsidy costs and continue to yield net gains every year thereafter.
- If funds are found immediately to begin the program design and funds are reserved for a possible start of the subsidy program in FY 2011, net Section 5307 earnings of at least \$2 million annually (for 200 vanpools) would be expected at least two years earlier than if the feasibility study begins in FY 2011 and subsequently FY 2013 funds are allocated for implementation.

24



AGENDA ITEM #5

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube and Scott Kalkwarf
DATE: August 27, 2009
SUBJECT: NVTC's Preliminary Administrative Budget for FY 2011

The attached preliminary budget for FY 2011 adheres to the guidance provided by NVTC commissioners for FY 2010. That is, the preliminary budget contains no increase in total expenditures and no increase in total local contributions and freezes staff salaries at the levels of June 30, 2009. As can be seen, expenditures would remain at \$1.2 million, and local contributions at \$310,000. Almost \$60,000 is available from FY 2009 budgeted funds that were saved through economies during the past year.

This budget has been reviewed with local staff. The commission is asked to authorize NVTC staff to provide this preliminary FY 2011 budget to NVTC's jurisdictions for use in planning their respective budgets.





PRELIMINARY BUDGET

**FISCAL YEAR
2011**

(July 1, 2010 – June 30, 2011)

--September 3, 2009 --

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
BUDGETED FISCAL YEAR 2011 REVENUE
(Preliminary)

	FY 2009 Actual	Approved Budget FY 2010	Preliminary Budget FY 2011	FY 2011-2010 Budget Increase (Decrease)	Percentage Change
1 Commonwealth of Virginia	\$ 723,380	\$ 749,380	\$ 773,080	\$ 23,700	3.2%
2 Alexandria	37,875	38,513	35,105	(3,409)	-8.9%
3 Arlington	60,728	62,573	62,152	(421)	-0.7%
4 City of Fairfax	7,209	6,765	5,822	(943)	-13.9%
5 Fairfax County	177,574	179,609	186,288	6,679	3.7%
6 Falls Church	3,608	3,042	2,595	(447)	-14.7%
7 Loudoun	23,007	19,497	18,038	(1,459)	-7.5%
Total Local Jurisdictions	<u>310,001</u>	<u>310,000</u>	<u>310,000</u>	<u>-</u>	<u>0.0%</u>
8 Total Commonwealth of Virginia and Local Jurisdictions (Note 1)	1,033,381	1,059,380	1,083,080	23,700	2.2%
9 Interest Earned	8,194	10,000	10,000	-	0.0%
10 Project Chargebacks (Note 2)	70,000	70,000	70,000	-	0.0%
11 Project Grant Billings	2,912	-	-	-	0.0%
12 Appropriated Surplus (Note 3)	39,562	82,500	58,800	(23,700)	-28.7%
Total Revenue	<u><u>\$ 1,154,049</u></u>	<u><u>\$ 1,221,880</u></u>	<u><u>\$ 1,221,880</u></u>	<u><u>\$ -</u></u>	<u><u>0.0%</u></u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SCHEDULE OF FISCAL YEAR 2010 EXPENDITURES
(Preliminary)

		FY11 - FY10				
		FY 2009	Approved	Preliminary	Budget	Percentage
		<u>Actual</u>	<u>Budget</u>	<u>Budget</u>	<u>Increase</u>	<u>Change</u>
			<u>FY 2010</u>	<u>FY 2011</u>	<u>(Decrease)</u>	
<u>Personnel Costs</u>						
1	Salaries	\$ 714,878	\$ 734,500	\$ 737,900	3,400	0.5%
2	Intern	-	-	-	-	N/A
3	Temporary Employee Services	-	-	-	-	N/A
	Total Personnel Costs	714,878	734,500	737,900	3,400	0.5%
<u>Benefits</u>						
Employer's Contributions						
4	FICA	48,771	51,800	52,400	600	1.2%
5	Group Health Insurance	50,702	70,400	80,200	9,800	13.9%
6	Retirement	57,627	69,500	73,700	4,200	6.0%
7	Workmans & Unemployment Compensation	1,751	3,400	2,950	(450)	-13.2%
8	Life Insurance	3,522	4,150	4,300	150	3.6%
9	Long Term Disability Insurance	3,013	4,100	3,950	(150)	-3.7%
	Total Benefit Costs	165,386	203,350	217,500	14,150	7.0%
<u>Administrative Costs</u>						
10	Commissioners Per Diem	15,850	17,450	16,850	(600)	-3.4%
	Rents:	187,780	191,880	182,180	(9,700)	-5.1%
11	Office Rent	178,436	179,980	170,980	(9,000)	-5.0%
12	Parking / Metrochek	9,344	11,900	11,200	(700)	-5.9%
	Insurance:	4,029	4,100	4,100	-	0.0%
13	Public Official Bonds	2,600	2,200	2,300	100	4.5%
14	Liability and Property	1,429	1,900	1,800	(100)	-5.3%
	Travel:	4,805	7,800	6,300	(1,500)	-19.2%
15	Conference Registration	235	-	-	-	N/A
16	Non-Local & Conference Travel	1,267	2,500	2,000	(500)	-20.0%
17	Local Meetings & Related Expenses	3,233	5,000	4,000	(1,000)	-20.0%
18	Training & Professional Development	70	300	300	-	0.0%
	Communication:	9,123	10,350	10,200	(150)	-1.4%
19	Postage	3,698	4,000	4,000	-	0.0%
20	Telephone - LD	1,088	1,300	1,300	-	0.0%
21	Telephone - Local	4,337	5,050	4,900	(150)	-3.0%
	Publications & Supplies	13,245	13,600	13,500	(100)	-0.7%
22	Office Supplies	2,418	3,500	3,000	(500)	-14.3%
23	Duplication and Paper	10,252	9,600	10,000	400	4.2%
24	Public Information	575	500	500	-	0.0%
	Operations:	15,263	8,000	8,000	-	0.0%
25	Furniture and Equipment (Capital)	8,358	-	-	-	N/A
26	Repairs and Maintenance	-	1,000	1,000	-	0.0%
27	Computer Operations	6,905	7,000	7,000	-	0.0%
	Other General and Administrative	6,190	5,250	5,350	100	1.9%
28	Subscriptions	169	-	-	-	N/A
29	Memberships	1,169	1,300	1,300	-	0.0%
30	Fees and Miscellaneous	3,493	2,950	2,950	-	0.0%
31	Advertising (Personnel/Procurement)	1,359	1,000	1,100	100	10.0%
	Total Administrative Costs	256,285	258,430	246,480	(11,950)	-4.6%
<u>Contracting Services</u>						
32	Auditing	17,500	25,600	20,000	(5,600)	-21.9%
33	Consultants - Technical	-	-	-	-	N/A
34	Legal	-	-	-	-	N/A
	Total Contract Services	17,500	25,600	20,000	(5,600)	-21.9%
	Total Operating Program	\$1,154,049	\$ 1,221,880	\$ 1,221,880	\$ -	0.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to Fiscal Year 2011 Budget

1. Commonwealth of Virginia and Local Jurisdictional Contributions

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 11 budget is based on the FY 10 Subsidy Allocation Model.

2. Project Chargebacks

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

3. Appropriated Surplus

Included as a source of revenue in the FY 11 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

4. Salaries

Salaries budgeted for fiscal years 2010 and 2011 do not include merit or cost of living adjustments for existing staff. The FY 11 budget includes the actual employee salaries as of June 30, 2009.

5. Temporary Employee Services

This item has been eliminated with the FY 10 budget. The item was originally established to provide additional staff support if required due to project demands or staff turnover.

6. Group Health Insurance

NVTC's health insurance group rates increased over 25% for each of the most recent two annual policy periods ending April 30, 2009. This is in sharp contrast to the modest rate increases NVTC has experienced over the previous three policy periods. The FY 11 budget is based on the current actual rates with a minimal provision for increasing rates. Staff has investigated alternative health insurance plans and has not identified any more cost effective plans.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to Fiscal Year 2011 Budget

7. Retirement

The budgeted amount of employer pension contributions for the target benefit pension plan is based on actuarial formulas using the existing staff and the budgeted salary levels for FY11. Because the formulas take into account factors in addition to payroll costs, such as years to retirement and investment return, changes in budgeted contributions do not necessarily change directly with budgeted payroll.

8. Commissioners' Per Diem

The FY 11 budget is based upon the regular meeting schedule, and includes per diems at the statutory rate of \$200 for senators and delegates, and \$50 for all other commissioners, with a minimal contingency for increased attendance.

9. Office Rent

The administrative office lease expires December 31, 2010. With the assistance of a tenant's agent, staff is presently exploring future leasing options. Rent expense included in the FY11 budget for the first six months is based upon the fixed costs of the present lease, with a provision for increases in common area expenses due to rising costs. For the remaining six months, rent is based on an estimate of the final negotiated monthly cost, offset by an allowance for reduced first year rent.

10. Conference Registration

This item has been eliminated with the FY 10 budget. Expenses charged to this item typically included the annual VTA and APTA conferences and a locally sponsored annual governmental accounting conference.

11. Non-local and Conference Travel

This item has been reduced to reflect the elimination of conferences in the budget.

12. Local Meetings and Related Expenses

NVTC hosts numerous regional meetings for the benefit of member jurisdictions. Costs of accommodating numerous meetings are the largest component of this line item, which also includes the costs of NVTC staff traveling to meetings elsewhere in the region. In prior budgets, this item is based on an average of previous year actual costs with an allowance for an increase in the number and cost of meetings. Effective with the FY 10 budget, the allowance has been eliminated and costs held below the average.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to Fiscal Year 2011 Budget

13. Training and Professional Development

Actual expenditures fluctuate with the changing needs of staff. However, effective with the FY 10 budget, this item has been reduced to include only the minimum costs for required staff training in financial management.

14. Postage

This item is based on prior years actual costs, and is unchanged from the FY 10 budget which assumes a reduction in the volume of mailings with increased reliance on electronic communications.

15. Telephone

The provision for additional staff cell and data services for senior management has been eliminated effective with the FY 10 budget.

16. Office Supplies

The FY 11 budget for this item is below the average of prior years' actual costs.

17. Duplication and Paper

Duplication costs are budgeted based upon a five-year lease and maintenance contract entered into during FY 06. The duplication expenses of paper and staples, which are not included in the contract, have been budgeted based upon estimated usage levels and rising costs.

18. Public Information

In prior budgets this category was available to provide funding for larger public outreach projects, including meetings, media events, educational seminars, legislator tours, brochures and other communication tools. Except for the annual legislative tracking costs (Lobbyist-in-a-Box), funding for this budget category has been eliminated effective with the FY 10 budget. Incidental and limited costs for public outreach, such as copying, printing and supplies will be charged to those respective accounts.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to Fiscal Year 2011 Budget

19. Furniture and Equipment

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. The FY 08 and FY 09 budgets include the expected cost of replacing the present phone system, which was originally anticipated to take place during FY 09. These costs have been reflected in the FY 08 and FY09 actual amounts for this category. Effective with the FY 10 budget, the furniture and equipment replacement line has been eliminated. Emergency capital replacements will be charged against amounts reserved for the telephone system replacement, and telephone replacement will be further deferred.

20. Computer Operating Expense

Computer operating expenses include outside network consulting and services, software upgrades and supplies, web hosting fees, and a provision for disaster recovery efforts. The FY 11 budget maintains this category at the FY 10 level, which cut the software upgrades and provision for disaster recovery in half from the FY 09 budget. Third party network support was also been greatly reduced.

21. Advertising (Personnel/Procurement)

The FY 11 budget includes a provision for personnel and procurement advertising. An average of prior years costs was used to develop the budgeted amount as this category fluctuates from year to year.

22. Auditing

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

23. Consultants – Technical

An allowance for non-grant funded technical assistance has been included in prior year budgets. Effective with the FY 10 budget, this allowance has been eliminated.

24. Legal

An allowance for legal costs has been included in prior year budgets. Effective with the FY 10 budget, this allowance has been eliminated. NVTC will rely entirely on donated legal services from its jurisdictions.



AGENDA ITEM #6

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: Status of NVTC Projects

In the attached PowerPoint presentations, highlights of three major NVTC initiatives are provided. NVTC staff will discuss them briefly:

- A. Real-Time Bus Information—Adam McGavock
- B. E-Schedules—Kala Quintana
- C. I-66 Mode Share Report—Lynn Everett



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



NVTC Real-Time Bus Information Project Updates - Adam McGavock

- NVTC managing two projects to provide real-time bus information
- MARTHA project developed a very simple system that will grow into a full-featured system as it is deployed and improved.
- MARTHA will be distributed free of charge as an open source initiative
- Alexandria real-time bus information system is a full-featured system purchased from Strategic Mapping Incorporated
- Both systems conceived, designed, and deployed with interoperability as a primary focus



MARTHA Project

- \$200,000 contract to develop software that utilizes GPS-enabled cell phones and a simple IVR system to deliver real time bus departure information to transit riders
- In-service demonstration and testing successfully completed in November of 2008.
- MARTHA system exceeded WMATA Real-Time Bus Information performance requirements during demo. period.
- MARTHA software, documentation, and manuals delivered to DRPT in January of 2009
- Software will be distributed as an open-source project, Blacksburg Transit has agreed to host the distribution, in cooperation with Virginia Tech
- Awaiting approval from Attorney General's office



Alexandria Real-Time Bus Information Project



- \$738,000 project to develop a system for providing real-time bus information to transit patrons in the City of Alexandria
- Will provide info via SMS Text messaging, web-based maps, and at selected stops for DASH and Metrobus
- Designed to be interoperable with no proprietary data formats or interfaces
- System will be the first transit system to integrate with RITIS, with the intention of having RITIS serve as the central transit information repository for the region
- Pilot installation completed in April of 2009, rolling out functionality in phases
- Once functionality is proven, system-wide installation will commence (scheduled for October of 2009)



Electronic Schedules — Kala Quintana



E-Schedules

- Continued to expand use of Electronic Schedules in Northern Virginia
- Managing contract to keep the e-schedules current with \$14,000 available for promotion.
- Monthly requests for schedule pages is peaking in April and June.
- Overall, the e-schedules page is consistently among the top requested pages of all the pages on CommuterPage.com and the majority of the requests for e-schedules coming directly from Google.com & WMATA.com.

- Use to date in 2009 (January – June)
 - Successful requests for schedules: 2,330,861
 - Average successful requests per day: 12,877

- For the same period in 2008 (January – June)
 - Successful requests for schedules : 1,624,894
 - Average successful requests per day: 9,193

- For the same period in 2007 (January to June)
 - Successful requests: 1,377,201
 - Average successful requests per day: 7,608

A 40% INCREASE in usage from Jan- June 2008
A 69% INCREASE in usage since Jan - June 2007

1




Electronic Schedules — Kala Quintana



Most requested schedules

- WMATA
- VRE
- Fairfax Connector
- LC Transit
- PRTC
- DASH
- REX

2



Northern Virginia Transportation Commission


NVTC

Thinking Outside the Car Since 1964

Highlights of I-66 Outside the Beltway Cordon Count Study

August 18, 2009



1



Cordon Count

- Performed by MWCOG with VDOT funding and NVTC coordination of transit data.
- Began: September 2008
- Final Report Completed: June 2009
- Fourth in a series of studies of morning commute activity



2

Methodology

- Traffic counts and transit ridership counts between Idylwood Rd and Braddock Road including I-66, U.S. 29 and U.S. 50 and Little River Turnpike
- Includes Metrorail, Metrobus, VRE and PRTC OmniRide
- Morning peak inbound travel
- 15-minute time increments

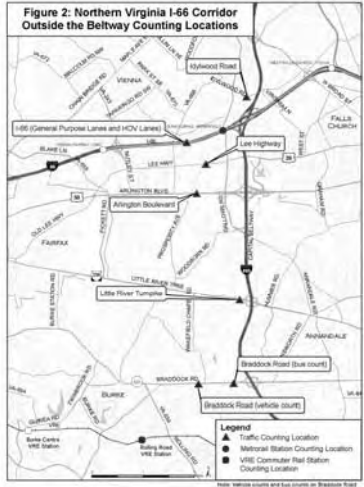
3

Methodology

- Snapshot of observed travel activity by mode
- Based on averaging empirical data
- Counts person trips
- One of a series of cordon counts in Northern Virginia beginning in 2005

Figure 2: Northern Virginia I-66 Corridor Outside the Beltway Counting Locations

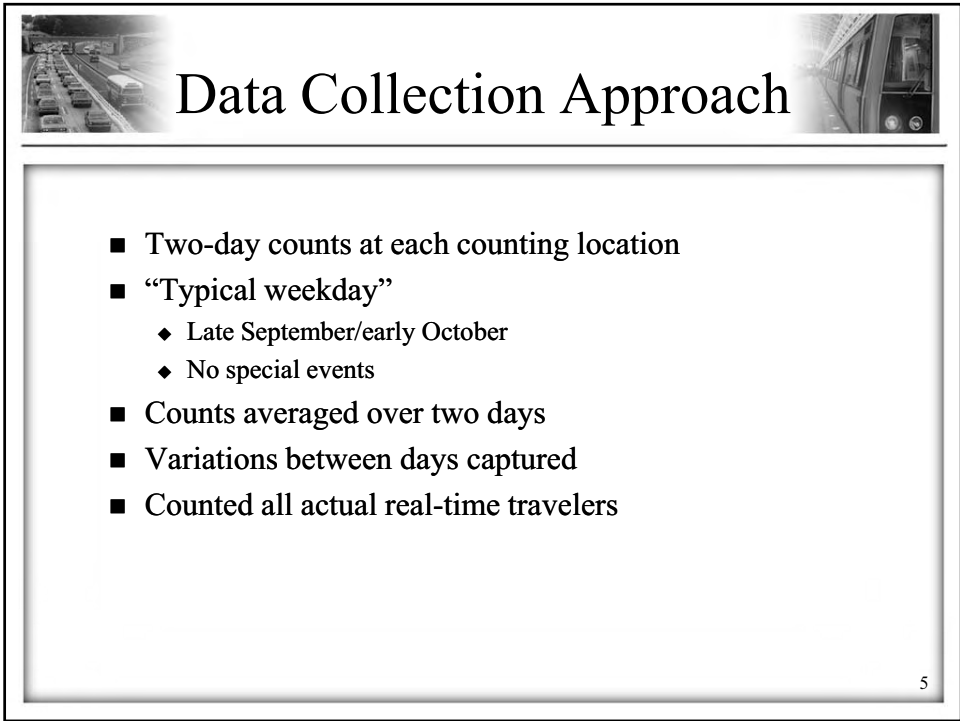


Legend

- ▲ Traffic Counting Location
- Metrorail Station Counting Location
- VRE Commuter Rail Station Counting Location

Note: Vehicle counts and bus counts on Braddock Road are 15-minute intervals at different locations because of safety reasons.

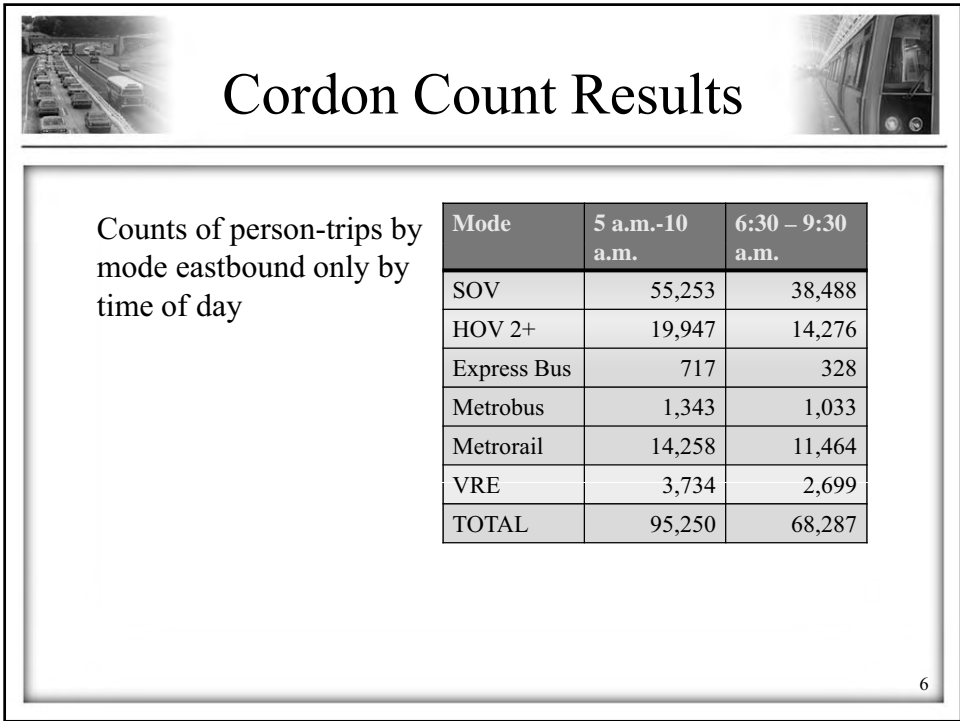
Map labels include: Idylwood Road, Falls Church, Lee Highway, Arlington Boulevard, Little River Turnpike, Braddock Road (bus count), Braddock Road (vehicle count), and various local roads like Sully Road, Woodrow Wilson, and Fairfax.



Data Collection Approach

- Two-day counts at each counting location
- “Typical weekday”
 - ◆ Late September/early October
 - ◆ No special events
- Counts averaged over two days
- Variations between days captured
- Counted all actual real-time travelers

5



Cordon Count Results

Counts of person-trips by mode eastbound only by time of day

Mode	5 a.m.-10 a.m.	6:30 – 9:30 a.m.
SOV	55,253	38,488
HOV 2+	19,947	14,276
Express Bus	717	328
Metrobus	1,343	1,033
Metrorail	14,258	11,464
VRE	3,734	2,699
TOTAL	95,250	68,287

6



Cordon Count Results



- 95,250 persons commute inbound between 5:00 a.m. and 10:00 a.m.
- 68,287 persons commute inbound between 6:30 a.m. and 9:30 a.m.
 - ◆ Transit and HOV 2+ make up 44% of person trips
 - ◆ People driving alone make up 56% of trips
- While HOV2+ commuters made up 21% of the observed trips, this mode fluctuated more than any other mode of travel.

7

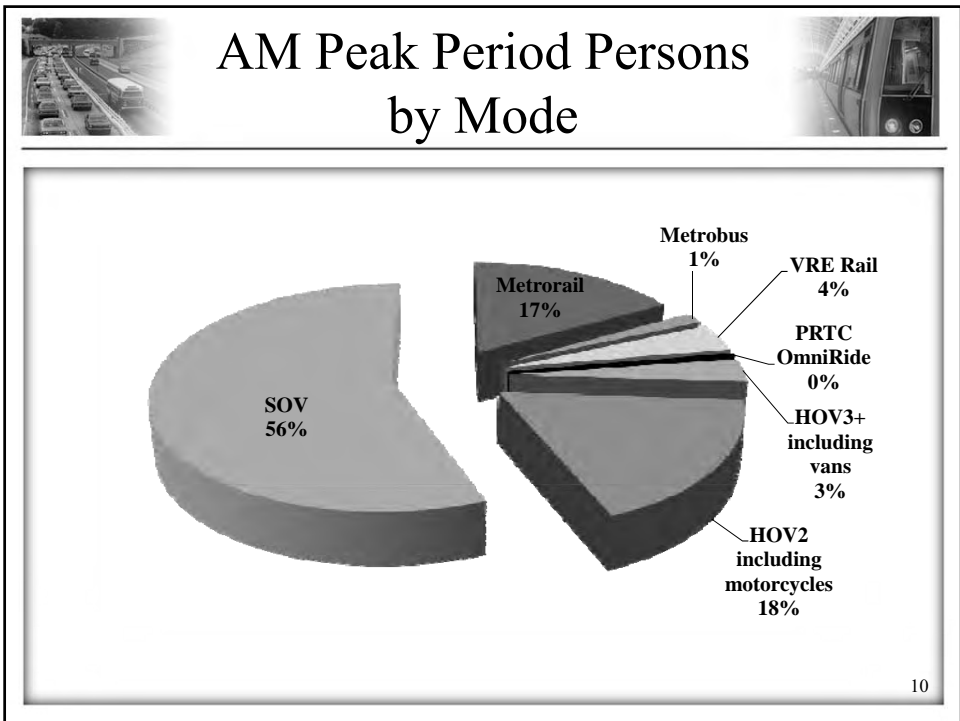
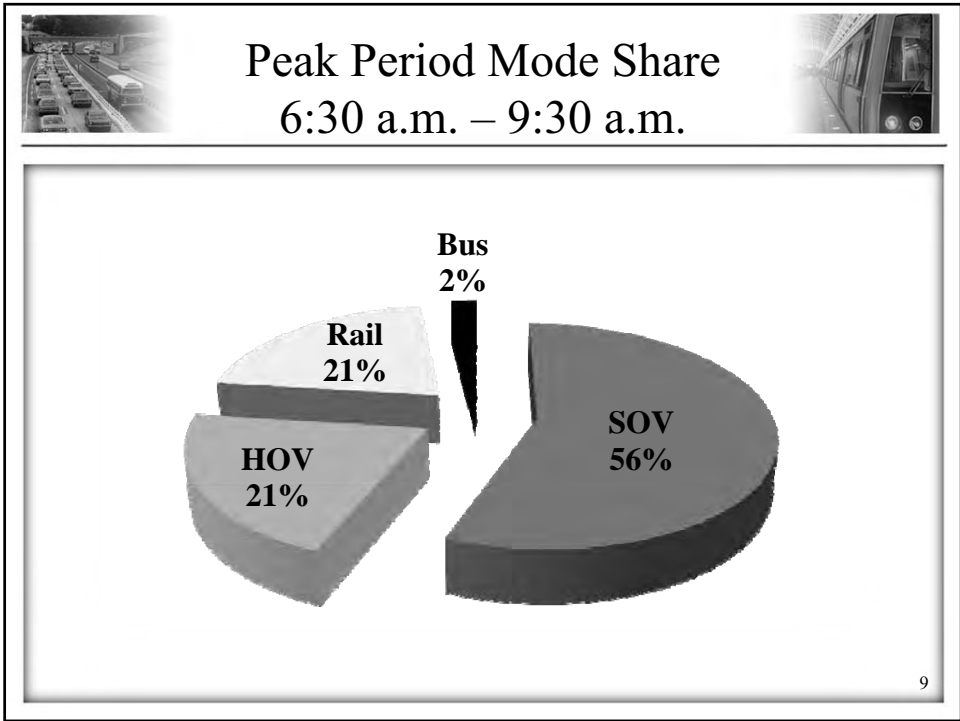


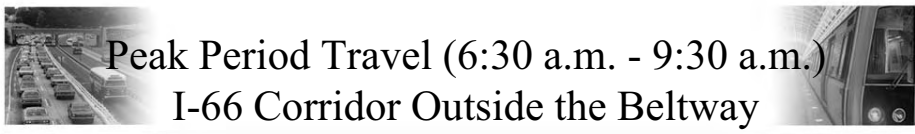
Cordon Count Results



- Peak hour of 7:00 a.m. – 8:00 a.m. is one-half hour earlier than the I-66 inner screen line at Glebe Road and one-half hour later than the I-95 outer screen line count one year ago.
- During this hour, transit mode share increases to 26% and SOVs decrease to 53% compared to the overall peak period of 6:30 a.m. – 9:30 a.m.
- The 23% transit mode share is lower than the 37% in the 2005 study of I-66 at Glebe Road, and higher than the 19% observed in the 2007 study of I-95/I-395 outside the Beltway.
- The I-66 HOV lane moves more persons per lane per hour than any of the other roadways in this study at 2,626 persons per lane hour compared to 1,003 persons per lane hour on the general purpose lanes of I-66.

8

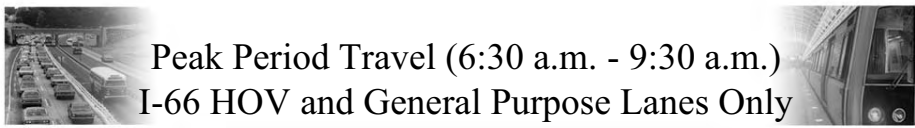




Peak Period Travel (6:30 a.m. - 9:30 a.m.) I-66 Corridor Outside the Beltway

Mode	Number of People	Percent of Total	Number of vehicles*	Percent of Total
Metrorail	11,464	17%	30	0%
Metrobus	1,033	2%	41	0%
VRE Rail	2,699	4%	4	0%
PRTC OmniRide	328	0%	11	0%
HOV3+ including vans	2,254	3%	397	1%
HOV2	12,022	18%	6,011	13%
SOV	38,488	56%	38,488	86%
TOTAL	68,288	100%	44,896	100%

*Note: Transit vehicles are not included in the vehicle total



Peak Period Travel (6:30 a.m. - 9:30 a.m.) I-66 HOV and General Purpose Lanes Only

Mode	Number of People	Percent of Total	Number of vehicles*	Percent of Total
Metrorail	11,464	37%	30	0%
HOV3+ including vans	1,145	4%	152	1%
HOV2	7,456	24%	3,728	23%
SOV	12,087	39%	12,087	76%
TOTAL	31,007		15,967	

*Note: Transit vehicles are not included in the vehicle total



Comparison to Previous Cordon Count Studies 3-hour Peak Period

	I-66 Outside the Beltway Fall 2008	I-95/395 Outside the Beltway Fall 2007	I-395 Inside the Beltway at Glebe Road Fall 2006	I-66 Inside the Beltway at Glebe Road Fall 2005
Transit	22%	19%	34%	37%
Rideshare	22%	28%	31%	26%
SOV	56%	53%	35%	36%

13

FINAL DRAFT

Analysis of AM Peak Period Inbound Travel
in Northern Virginia's I-66 Corridor Outside
the Beltway in the Fall of 2008

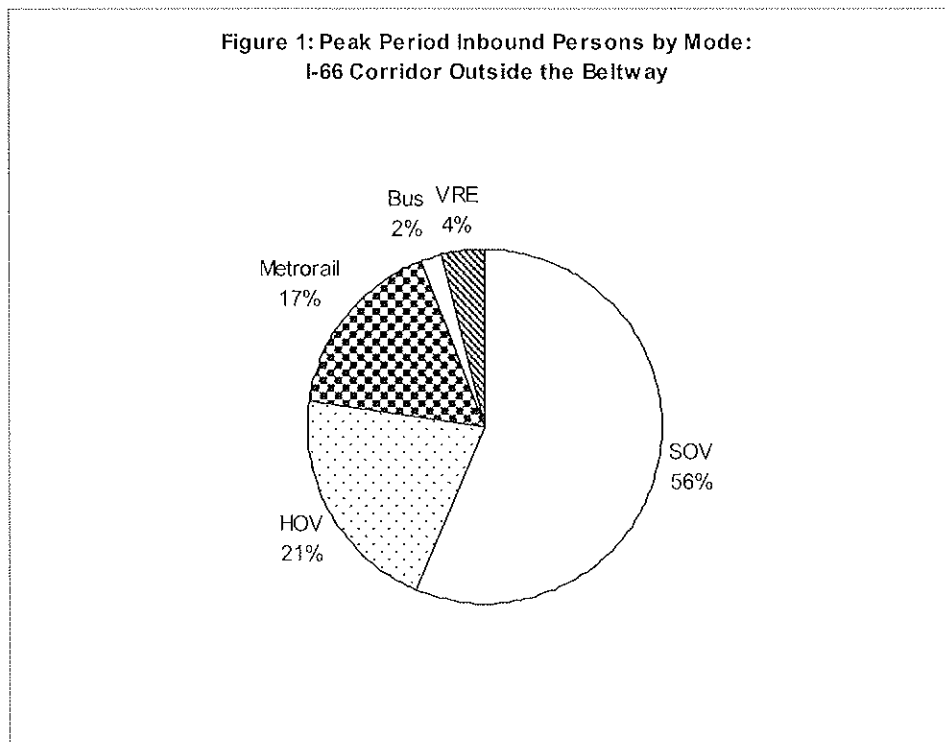
A National Capital Region Transportation Planning Board
Technical Assistance Project conducted for the
Virginia Department of Transportation

June 2009

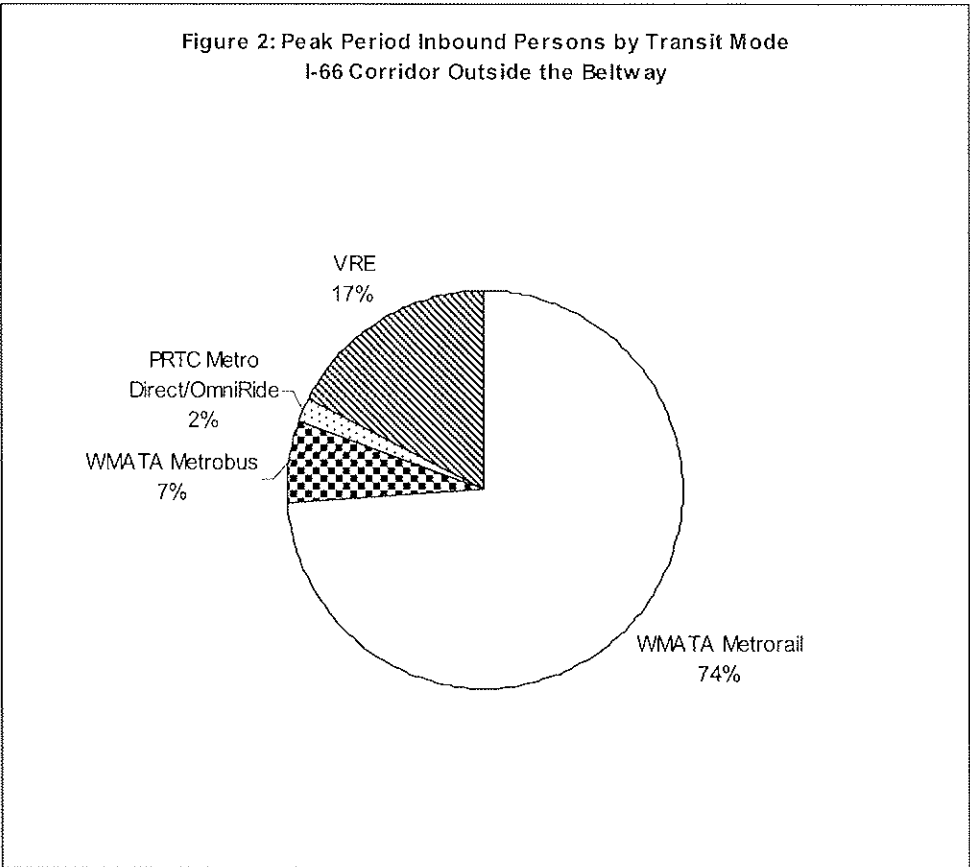
Analysis of AM Peak Period Inbound Travel in Northern Virginia's I-66 Corridor Outside the Beltway

Summary

During the morning peak period of 6:30 AM to 9:30 AM, 44% of the nearly 68,300 inbound travelers in Northern Virginia's I-66 corridor outside the Capital Beltway (I-495) are using transit or multiple occupant carpools and vanpools with two or more occupants (HOVs) for their travel. The remainder of the AM peak period travelers are in single occupant vehicles and motorcycles (SOVs) (see Figure 1). These statistics are based on multi-day counts taken of traffic crossing a screen line located just outside the Capital Beltway in the fall of 2008.



Transit carries 23% of travelers across the screen line during the 6:30 AM to 9:30 AM peak period. Metrorail and the Virginia Railways Express (VRE) carry 14,200 persons traveling inbound across the counting screen line, or over 90% of the total transit observed. Passengers on Metrorail's Orange Line account for 11,500 of the total ridership and the VRE Manassas Line riders account for 2,700 of the total. Inbound AM peak period bus ridership, consisting of WMATA's Metrobus service and PRTC's Metro Direct / OmniRide, total 1,000 and 330, respectively (see Figure 2).

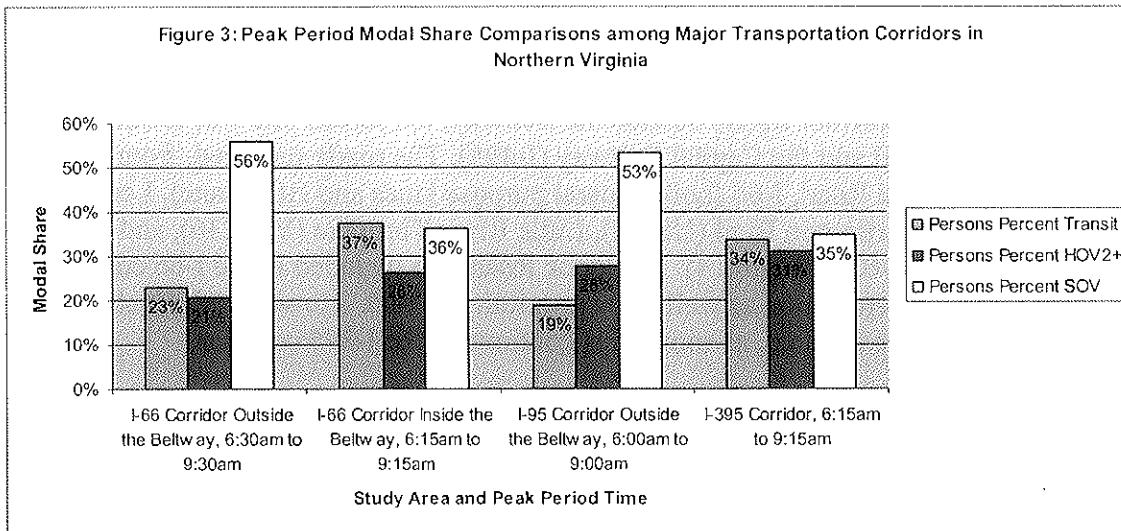


The share of persons in multiple occupant vehicles is slightly less than the transit modal share in the AM inbound peak period. Approximately 21% of travelers crossing the screen line are in carpools or vanpools. Half of the carpoolers and vanpoolers in the corridor were counted in the I-66 HOV-2 lane, which carries 7,000 total persons in HOVs during the AM peak period on a typical weekday (a non-holiday Tuesday, Wednesday, or Thursday). The I-66 HOV lane moves more carpoolers and vanpoolers than each of the other facilities during the peak period and carries, on average, more than twice the number of persons per lane hour than on the I-66 three non-restricted lanes and all other roadway facilities during the same three-hour period.

A total of 38,500 persons, or 56%, of the inbound AM peak period travelers cross the screen line west of the Capital Beltway in single occupancy vehicles (including motorcycles) on a typical weekday. The greatest amount of AM peak period SOV travel is on the general purpose lanes of I-66 (11,200 persons). Braddock Road has the next highest number of persons traveling in SOVs with 9,000 persons.

The results of this study are consistent with the study conducted in the fall of 2007 outside the Beltway in the I-95/I-395 corridor, where transit ridership was observed at 19% of peak mode share and HOVs represented 28% of travelers. A September 2005 count of peak morning travel in the I-66 corridor within the Beltway showed a higher share of transit, carpool and vanpool use than this study outside the Beltway. It should be noted that the I-66 facility is HOV-only within the Beltway. In the 2005 study, transit

share was 37% and multiple occupant vehicles were 26%. Figure 3 shows the mode shares from this and each of the pervious studies.



Based on the modal shares observed from the four corridor studies conducted by NVTC, the I-66 Inside the Beltway study has the highest share of transit travel at 37%, followed by 34% in the I-395 corridor. The I-395 corridor has the highest level of HOV2+ use at 31%, followed by I-95 Outside the Beltway corridor with a 28% carpool/vanpool share (Figure 3). Appendix A contains a detailed table comparing the modal shares during the peak period among the four studies.

Study Background

One of NVTC's goals is to monitor and track daily transit ridership relative to peak period auto travel in Northern Virginia's major commuting corridors. In pursuit of this goal, NVTC asked COG/TPB staff to include an I-66 Corridor Count project in its Technical Assistance work program.

Staff from the Metropolitan Washington Council of Governments/National Capital Region Transportation Planning Board (COG/TPB), the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE), and the Potomac and Rappahannock Transportation Commission (PRTC) conducted these counts in late September and early October 2008 as part of a project sponsored by the Virginia Department of Transportation (VDOT) in response to a request by the Northern Virginia Transportation Commission (NVTC). The project was carried out as a VDOT Technical Assistance project in the TPB's Fiscal Year 2009 Unified Planning Work Program (UPWP).

This study complements three previous corridor count projects requested by NVTC and funded by VDOT over the last three fiscal years to analyze peak period transit ridership and auto travel at screen lines inside the Beltway in the I-66 (FY 2006) and I-395 (FY 2007) corridors and outside the Beltway in the I-95 (FY 2008) corridor. These corridor count projects are designed to provide a snapshot of the overall volume of vehicle, person

and passenger movements crossing a screen line at a specific location within major travel corridors in Northern Virginia.

Study Area

To capture the I-66 corridor traffic outside the Beltway, the screen line was located just outside Gallows Road and the Capital Beltway (I-495). The roads surveyed, from north to south were: Idylwood Road, I-66 (both general purpose lanes and HOV lane), Lee Highway (US-29), Arlington Blvd (US-50), Little River Turnpike (VA-236), and Braddock Road (VA-620) (Figure 4). Braddock Road was included in the I-66 corridor, due to its east-west orientation as well as its proximity to I-66. However, the inclusion of this roadway could be debated, as some trips continue to the I-395 corridor.

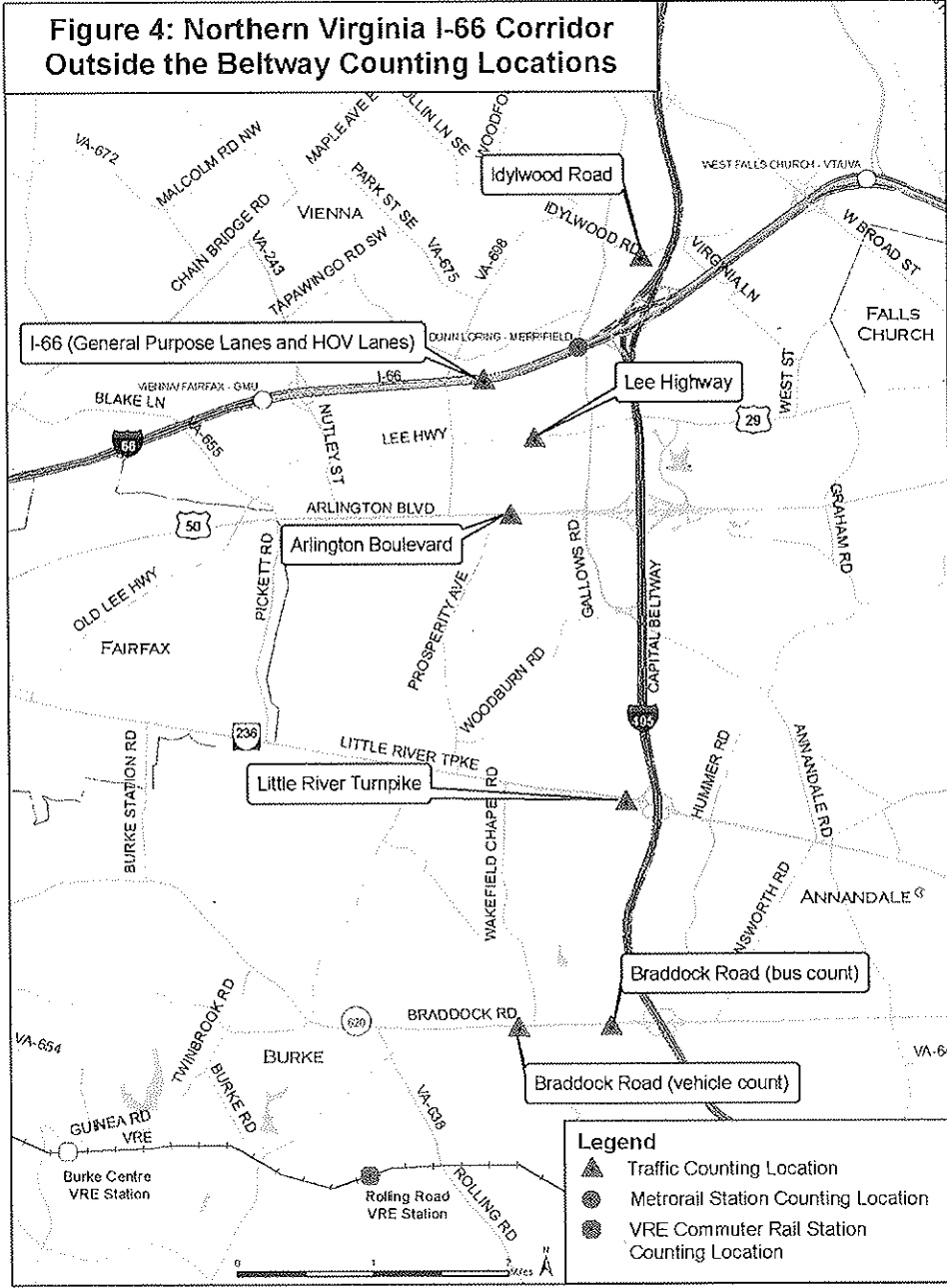
The transit counts were also performed at this screen line. Manassas Line VRE trips were included in this corridor as well. For the purposes of this study, AM peak period transit passengers boarding VRE Manassas line trains at the Broad Run, Manassas, Manassas Park, Burke Centre, and Rolling Road commuter rail stations were considered I-66 corridor outer area screen line travelers. Appendix B provides a list of all count locations and the days the counts were taken.

Total Person Travel

The traffic and transit passenger counts taken for this study on two “typical weekdays” were averaged to compute a statistically dependable estimate of the three-hour AM peak period for inbound person travel across the I-66 outer area screen line. A “typical weekday” for the purposes of this study was defined as a non-holiday Tuesday, Wednesday, or Thursday on which there were no special events or major traffic incidents that would have affected typical traffic patterns on these days.

The count data collected in this study, presented in Table 1, show the three-hour peak period for persons traveling by automobile is 6:30 AM to 9:30 AM when approximately 68,300 persons are traveling inbound on the major roads and transit routes approaching the Capital Beltway. This three-hour AM peak period is 30 minutes later than the peak period at the FY 2008 I-95 Corridor Outside the Beltway report’s screen line, and is 15 minutes later than the three-hour 6:15 AM to 9:15 AM peak period observed in the FY 2006 I-66 Inner Corridor report’s screen line at Glebe Road. It should be noted that the peak three-hour period for transit is earlier than the peak period for overall person trips, with highest ridership between 6:00 AM and 9:00 AM.

Figure 4: Northern Virginia I-66 Corridor Outside the Beltway Counting Locations



Note: Vehicle counts and bus counts on Braddock Road (VA 620) were conducted at different locations because of safety reasons.

Table 1
AM Peak Period Travel in the I-66 Corridor
Total Inbound Person Trips at the Beltway Screen Line

Time Period	Persons Total AVG	Persons Auto AVG	Persons Transit AVG	Persons Percent Transit	Persons HOV2+ AVG	Persons Percent HOV2+	Persons SOV AVG	Persons Percent SOV
5:00 - 5:15 AM	1,202	1,080	123	10%	155	13%	925	77%
5:15 - 5:30 AM	2,042	1,782	261	13%	346	17%	1,436	70%
5:30 - 5:45 AM	3,185	2,486	699	22%	562	18%	1,924	60%
5:45 - 6:00 AM	3,263	2,743	520	16%	481	15%	2,262	69%
6:00 - 6:15 AM	4,126	2,947	1,179	29%	475	12%	2,472	60%
6:15 - 6:30 AM	4,443	3,416	1,027	23%	861	19%	2,555	58%
6:30 - 6:45 AM	5,670	4,020	1,651	29%	1,079	19%	2,941	52%
6:45 - 7:00 AM	5,613	4,452	1,162	21%	1,245	22%	3,207	57%
7:00 - 7:15 AM	6,562	4,623	1,940	30%	1,449	22%	3,174	48%
7:15 - 7:30 AM	5,940	4,740	1,201	20%	1,463	25%	3,277	55%
7:30 - 7:45 AM	6,038	4,667	1,371	23%	1,252	21%	3,416	57%
7:45 - 8:00 AM	6,478	4,415	2,063	32%	1,098	17%	3,317	51%
8:00 - 8:15 AM	5,861	4,426	1,435	24%	1,120	19%	3,307	56%
8:15 - 8:30 AM	6,270	4,385	1,886	30%	989	16%	3,396	54%
8:30 - 8:45 AM	5,542	4,363	1,180	21%	1,060	19%	3,303	60%
8:45 - 9:00 AM	5,007	4,306	701	14%	1,152	23%	3,154	63%
9:00 - 9:15 AM	4,806	4,255	551	11%	1,137	24%	3,118	65%
9:15 - 9:30 AM	4,501	4,115	386	9%	1,235	27%	2,881	64%
9:30 - 9:45 AM	4,561	4,131	430	9%	1,359	30%	2,772	61%
9:45 - 10:00 AM	4,144	3,853	291	7%	1,433	35%	2,420	58%
Total								
5:00-10:00 AM	95,250	75,200	20,051	21%	19,947	21%	55,253	58%
Standard Weekday Variation (STD)	5,106	4,923	183		2,413		2,510	
Percent Variation (CV)	5%	7%	1%		12%		5%	
Peak Period								
6:30-9:30 AM	68,287	52,764	15,523	23%	14,276	21%	38,488	56%
Standard Weekday Variation (STD)	1,291	1,228	63		1,102		126	
Percent Variation (CV)	2%	2%	0%		8%		0%	
Peak Hour								
7:00-8:00 AM	25,018	18,444	6,574	26%	5,261	21%	13,183	53%
Standard Weekday Variation (STD)	1,281	1,172	109		868		304	
Percent Variation (CV)	5%	6%	2%		16%		2%	

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late September and early October, 2008. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Table 1 also indicates that the standard weekday variation for travel during the AM peak period is 1,300 persons, or approximately 2% of the total inbound AM peak period person travel across the I-66 corridor outside the Beltway screen line. This variation was calculated using two days of count data. The standard weekday variation for AM peak period SOV travel and for AM peak period transit travel are both less than 1%. Carpool and vanpool travel has an 8% standard weekday variation during this peak time period. However, there was little day to day variation on the I-66 HOV lane for carpools and vanpool travelers. Most of the variation in HOV travel was seen in the I-66 general purpose lanes, on Lee Highway and Idylwood Road. The small variation in day-to-day travel for peak period carpool and vanpool travel on the I-66 HOV lane as well as for peak period SOV and transit trips suggests that most of the day-to-day variation in peak period HOV2+ travel in this corridor may be related to daily differences in HOV2+ peak period trips for non-commuting travel.

The data in Table 1 also show the one-hour morning peak for inbound total person travel across the I-66 corridor outer area screen line is 7:00 AM to 8:00 AM. The 25,000 peak hour travelers represent approximately 37% of persons crossing the screen line during the three-hour 6:30 AM to 9:30 AM morning peak period. Day-to-day variation for AM peak hour person travel is slightly more than for the AM peak period persons total, automobile persons total, and transit persons total. The HOV2+ mode has the greatest difference in percent variation between the peak hour (16%) and peak period (8%).

The one-hour AM peak at the Beltway screen line is also one-half hour earlier than the 7:30 AM to 8:30 AM peak hour observed at the I-66 inner area Glebe Road screen line and is the same as in the I-95 outer area study. The peak hour for transit was observed to be 7:30 AM to 8:30 AM in this study. The peak hour for HOV2+ was observed at 6:45 AM to 7:45 AM. In addition, in the I-66 Corridor outside the Beltway, the number of people traveling toward the end of the AM peak period does not decline as rapidly as observed in the other corridors. While transit ridership drops off significantly before 9:00 AM, HOV2+ was observed to increase through the end of the morning period (10:00 AM).

Modal Shares

The data collected in this study indicate that on a typical weekday travel by SOV accounts for the greatest share of total AM peak period person travel. Approximately 56% of travelers were observed in SOVs during the peak period. Table 1 shows that transit accounts for a 23% share and is followed by carpooling/vanpooling with a 21% share.

When comparing the peak hour of 7:00 AM to 8:00 AM to the peak period, the mode share of transit increases three percent to 26% and the mode share of HOV remains at 21% during the morning peak hour, while the SOV share decreases by three percent. The modal share of SOVs during the peak hour decreases three percentage points (from 56% to 53%) when compared to the peak period.

Table 1 also shows that there is more variation in the peak hour HOV counts than in the three-hour peak period HOV, and also more variation in the three-hour HOV counts than in any other mode. The variation in the HOV travel mode increases from 8% during the AM peak period to 16% during the AM peak hour. This difference indicates a modest amount of day-to-day variation in the timing of HOV2+ travel flows in this corridor during the three-hour AM peak period.

Travel by Transit

Approximately 15,500 people travel by transit in the AM peak period across the I-66 corridor screen line outside the Beltway. Table 2 and Figure 2 show that Metrorail accounts for the greatest share of transit ridership (74%), with nearly 11,500 persons traveling inbound during the three-hour morning peak period.

The VRE Manassas Line provides service in the I-66 Corridor outside the Beltway. Data in Table 2 show that VRE trains serve approximately 2,700 I-66 inbound corridor transit passengers during the three-hour AM peak period. This total represents a 17% share of total transit ridership during the peak time period in the corridor.

The data presented in Table 2 show that on a typical weekday WMATA Metrobuses serve 1,000 inbound AM peak period weekday passengers for their travel across the I-66 corridor screen line located outside the Beltway. In addition, PRTC's Omniride and Metro Direct buses carry over 300 persons traveling inbound in the I-66 Corridor outside the Beltway during the morning peak period. It should also be pointed out that PRTC carries almost 300 passengers in the hour preceding the peak period. This reflects the earlier travel demand in the outer portions of the corridor. Transit, particularly regional providers such as PRTC and VRE, carry 26% of persons traveling in the corridor from 6:15 AM until 7:15 AM. During this hour, HOVs account for 21% of trips and SOVs account for 53% of trips.

Of all the various transit modes that were counted in this study, Metrorail exhibits the least day-to-day variation with an average percent difference of less than 1% for the three-hour AM peak period. VRE trains have a 1% variation and PRTC bus service have a 2% variation. Metrobus service has a 1% variation during this time period.

Travel by High Occupancy Vehicles

This study also found that approximately 14,300 persons are traveling inbound across the I-66 corridor outer area screen line in passenger vehicles with two or more occupants on a typical weekday morning during the peak period. Table 3 shows that the greatest amount of HOV2+ person travel is on the I-66 HOV-2 lane, which carries nearly 7,000 carpoolers/vanpoolers during the peak inbound time period. Table 4 shows that from the total HOVs observed in the corridor in Table 3, the I-66 HOV-2 lane carries the greatest number of HOV3+ commuters during the peak period identifying 900 persons traveling in vehicles with three or more occupants. Use of the I-66 inbound HOV-2 lane outside the Beltway is restricted to HOV2+ persons from 5:30 AM to 9:30 AM. Single occupancy vehicles with special "clean fuel" license tags, motorcycles, and law

enforcement vehicles are exempt from the restrictions. HOV2+ vehicles include all vehicles with two or more passengers, including vanpools and carpools with three or more passengers (HOV3+). Table 3 (Total Inbound Persons in HOV2+ Vehicles at the Beltway Screen Line) includes the HOV3+ totals from Table 4 (Total Inbound Persons in HOV3+ Vehicles at the Beltway Screen Line).

The highest volume of HOV2+ commuters on the I-66 HOV-2 lane occurs during the first hour (6:30 AM to 7:30 AM) of the peak period. Nearly one-half of the total peak period travel in the I-66 HOV-2 lane occurs during this initial hour. HOV2+ person travel shows a slight increase on the I-66 HOV lane and on Arlington Boulevard toward the end of the five hour observation period and after the I-66 HOV restrictions are lifted.

The I-66 HOV-2 lane carries more carpools and vanpools than all the other roadways combined. The second highest number of inbound AM peak HOV2+ person travel is in the general purpose I-66 lanes, which could reflect the HOV's weaving from the GP to the HOV lanes. These lanes have just over 1,600 persons in carpools and vanpools during the morning peak period. Arlington Boulevard (US-50), Little River Turnpike (VA-236) and Braddock Road (VA-620) average approximately 1,400 HOV2+ persons on each of these three roadway facilities during this three-hour time period. Lee Highway (US 29) had an average of 973 HOV2+ persons during the same time period.

The I-66 HOV-2 lane moves a larger number of persons per lane of roadway per hour during the morning peak period than any of the other facilities studied. During the three-hour AM inbound peak period, the single I-66 HOV lane carries an average of 2,600 persons per lane hour, compared to an average of 1,423 persons per lane hour on the three I-66 non-restricted general purpose lanes (see Table 8).

The largest number of HOV3+ person travel occurs on I-66 with half of all HOV3+ travelers, or over 1,100 persons during the peak period. Slightly less than 900 persons travel in the I-66 HOV lane on this facility. The next highest number of AM peak HOV3+ travel is on Lee Highway, with just over 300 HOV3+ persons.

The number of carpools and vanpools on I-66 nearly doubles with the start of the I-66 HOV restrictions at 5:30 AM from 186 to 360 persons and markedly rises again from 335 to 618 between the 6:00 – 6:15 AM and the 6:15 – 6:30 AM time periods. This increase occurs before the 6:30 AM HOV-2 restriction for I-66 inside the Beltway. The other roadways do not see such large increases during these time periods.

Table 2
 AM Peak Period Travel in the I-66 Corridor
 Total Inbound Transit Passengers at the Beltway Screen Line

Time Period	TOTAL TRANSIT	WMATA BUS	WMATA RAIL	VRE RAIL	PRTC BUS
5:00 - 5:15 AM	123	0	123	0	0
5:15 - 5:30 AM	261	4	164	0	94
5:30 - 5:45 AM	699	5	273	421	0
5:45 - 6:00 AM	520	59	410	0	51
6:00 - 6:15 AM	1,179	25	488	614	53
6:15 - 6:30 AM	1,027	145	704	0	178
6:30 - 6:45 AM	1,651	113	749	748	42
6:45 - 7:00 AM	1,162	139	972	0	51
7:00 - 7:15 AM	1,940	141	952	758	90
7:15 - 7:30 AM	1,201	87	1,077	0	37
7:30 - 7:45 AM	1,371	119	1,202	0	51
7:45 - 8:00 AM	2,063	72	1,250	685	57
8:00 - 8:15 AM	1,435	131	1,304	0	0
8:15 - 8:30 AM	1,886	61	1,315	510	0
8:30 - 8:45 AM	1,180	38	1,142	0	0
8:45 - 9:00 AM	701	45	657	0	0
9:00 - 9:15 AM	551	36	515	0	0
9:15 - 9:30 AM	386	54	333	0	0
9:30 - 9:45 AM	430	46	384	0	0
9:45 - 10:00 AM	291	27	250	0	14
Total					
5:00-10:00 AM	20,051	1,343	14,258	3,734	717
Standard Weekday Variation (STD)	183	35	86	35	27
Percent Variation (CV)	1%	3%	1%	1%	4%
Peak Period					
6:30-9:30 AM	15,523	1,033	11,464	2,699	328
Standard Weekday Variation (STD)	63	11	35	32	7
Percent Variation (CV)	0%	1%	0%	1%	2%
Peak Hour					
7:00-8:00 AM	6,574	418	4,480	1,442	235
Standard Weekday Variation (STD)	109	31	139	2	1
Percent Variation (CV)	2%	7%	3%	0%	0%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late September and early October, 2008. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Table 3
AM Peak Period Travel in the I-66 Corridor
Total Inbound Persons in HOV2+ Vehicles at the Beltway Screen Line

Time Period	Total HOV2+ Persons	HOV2+ Persons by I-66 Corridor Roadway Facility						
		Idylwood Road	I-66 GP	I-66 HOV	Lee Highway	Arlington Blvd	Little River Turnpike	Braddock Road
5:00 - 5:15 AM	155	0	46	89	0	15	4	2
5:15 - 5:30 AM	346	0	133	186	0	9	17	3
5:30 - 5:45 AM	562	0	135	360	2	51	13	2
5:45 - 6:00 AM	481	0	67	327	2	59	22	4
6:00 - 6:15 AM	475	4	54	336	12	34	30	6
6:15 - 6:30 AM	861	1	115	618	5	18	76	28
6:30 - 6:45 AM	1,079	1	108	785	42	26	73	45
6:45 - 7:00 AM	1,245	8	182	770	21	44	102	118
7:00 - 7:15 AM	1,449	50	204	777	79	84	129	129
7:15 - 7:30 AM	1,463	28	228	763	98	95	88	165
7:30 - 7:45 AM	1,252	43	166	571	92	109	103	170
7:45 - 8:00 AM	1,098	59	107	490	66	134	96	147
8:00 - 8:15 AM	1,120	70	83	470	112	126	127	134
8:15 - 8:30 AM	989	91	99	387	54	102	122	136
8:30 - 8:45 AM	1,060	67	112	418	77	146	113	129
8:45 - 9:00 AM	1,152	42	151	493	102	119	137	110
9:00 - 9:15 AM	1,137	42	95	507	101	141	104	149
9:15 - 9:30 AM	1,235	39	101	539	133	158	131	135
9:30 - 9:45 AM	1,359	27	185	573	133	180	116	147
9:45 - 10:00 AM	1,433	27	297	598	118	162	104	128
Total								
5:00-10:00 AM	19,947	595	2,664	10,052	1,244	1,807	1,703	1,883
Weekday Variation (STD)	2,413	111	649	944	288	424	178	41
Percent Variation (CV)	12%	19%	24%	9%	23%	23%	10%	2%
Peak Period								
6:30-9:30 AM	14,276	537	1,633	6,966	973	1,281	1,323	1,565
Weekday Variation (STD)	1,102	100	816	20	153	117	113	17
Percent Variation (CV)	8%	19%	50%	0%	16%	9%	9%	1%
Peak Hour								
7:00-8:00 AM	5,261	179	704	2,599	334	421	415	610
Weekday Variation (STD)	868	18	403	304	57	92	86	56
Percent Variation (CV)	16%	10%	57%	12%	17%	22%	21%	9%

Note: The traffic count data presented in this table are the average of two “typical weekday” counts taken in late September and early October, 2008. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Note: HOV2+ vehicles include all vehicles carrying two or more passengers, including vanpools.

Table 4
 AM Peak Period Travel in the I-66 Corridor
 Total Inbound Persons in HOV3+ Vehicles at the Beltway Screen Line

Time Period	Total HOV3+ Persons	HOV3+ Persons by I-66 Corridor Roadway Facility						
		Idylwood Road	I-66 GP	I-66 HOV	Lee Highway	Arlington Blvd	Little River Turnpike	Braddock Road
5:00 - 5:15 AM	43	0	10	24	0	8	0	2
5:15 - 5:30 AM	143	0	66	70	0	5	2	2
5:30 - 5:45 AM	199	0	44	150	0	0	4	2
5:45 - 6:00 AM	132	0	15	108	0	0	6	3
6:00 - 6:15 AM	137	2	12	89	12	9	12	2
6:15 - 6:30 AM	229	0	25	162	0	12	18	12
6:30 - 6:45 AM	182	0	3	126	14	8	12	20
6:45 - 7:00 AM	190	0	18	132	10	8	9	13
7:00 - 7:15 AM	154	2	23	50	40	5	23	14
7:15 - 7:30 AM	170	2	41	47	34	17	5	26
7:30 - 7:45 AM	146	3	32	51	6	14	27	15
7:45 - 8:00 AM	157	5	21	53	12	40	12	15
8:00 - 8:15 AM	150	2	10	69	26	24	8	13
8:15 - 8:30 AM	201	24	17	58	26	29	30	19
8:30 - 8:45 AM	195	18	31	54	25	17	34	18
8:45 - 9:00 AM	263	11	33	91	44	25	38	23
9:00 - 9:15 AM	199	0	20	62	21	33	32	33
9:15 - 9:30 AM	250	2	24	86	56	12	56	15
9:30 - 9:45 AM	248	4	31	57	50	39	41	28
9:45 - 10:00 AM	201	5	71	36	39	21	12	18
Total								
5:00-10:00 AM	3,478	69	524	1,531	405	310	371	269
Weekday Variation (STD)	41	28	53	469	111	38	74	180
Percent Variation (CV)	1%	41%	10%	31%	27%	12%	20%	67%
Peak Period								
6:30-9:30 AM	2,254	66	270	875	310	229	284	222
Weekday Variation (STD)	166	42	66	354	47	59	43	133
Percent Variation (CV)	7%	64%	24%	40%	15%	26%	15%	60%
Peak Hour								
7:00-8:00 AM	626	11	116	199	91	75	66	69
Weekday Variation (STD)	106	2	33	120	15	24	12	18
Percent Variation (CV)	17%	18%	29%	60%	17%	32%	18%	26%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late September and early October, 2008. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

HOV 3+ vehicles and persons are included in the HOV 2+ vehicles and counts in Table 3.

Travel by Single Occupant Vehicles

The results of the two-day traffic counts conducted for this study show that on a typical weekday approximately 38,500 AM peak period travelers cross the I-66 Beltway screen line in single occupancy autos and motorcycles (SOVs). The greatest amount of AM period SOV travel is on the I-66 general purpose lanes. During the three-hour period peak period from 6:30 AM to 9:30 AM, SOV travel on these three general purpose lanes total 12,000 persons, which is nearly one-third of all SOV persons. Another 900 persons in SOVs travel on the I-66 HOV lanes. These SOVs include vehicles with a clean fuel vehicle exemption, motorcycles, as well as law enforcement vehicles.

Table 5 shows that persons in SOVs traveling inbound across the I-66 corridor outside the Beltway screen line in the AM peak period total 9,000 on Braddock Road, 6,800 on Arlington Boulevard, 5,400 on Little River Turnpike, 4,000 on Lee Highway, and 1,200 on Idylwood Road.

Passenger Vehicle Counts (autos, vans, motorcycles)

Total typical weekday inbound AM peak period passenger vehicle flows across the I-66 corridor outside the Beltway screen line on the major roadways analyzed in this study total averaged nearly 44,900 vehicles, as shown in Table 6. The greatest number of these AM peak period vehicle movements is on the I-66 general purpose lanes with an inbound vehicle flow of approximately 11,900 vehicles, or 27% of the total. The I-66 HOV lane carries an additional 4,100 vehicles during the same time period resulting in I-66 carrying 36% of all vehicles in the study area during the peak period. Braddock Road has the second highest vehicle count in the corridor with an inbound flow of nearly 9,700 cars, followed by Arlington Boulevard with 7,400 vehicles. During the inbound morning peak period at the outside the Beltway screen line, the study counted 6,000 vehicles on Little River Turnpike, 4,400 vehicles on Lee Highway, and 1,400 vehicles on Idylwood Road.

The largest weekday variation during the peak period was observed on Lee Highway with a 15% variation, nearly twice the next highest of 8% for Little River Turnpike and the I-66 general purpose lanes. The next highest variation was measured on the I-66 HOV-2 lanes.

Table 5
 AM Peak Period Travel in the I-66 Corridor
 Total Inbound Persons in SOV Vehicles at the Beltway Screen Line

Time Period	Total SOV Persons	SOV Persons by I-66 Corridor Roadway Facility						
		Idylwood Road	I-66 GP	I-66 HOV	Lee Highway	Arlington Blvd	Little River Turnpike	Braddock Road
5:00 - 5:15 AM	925	11	395	236	27	35	32	191
5:15 - 5:30 AM	1,436	9	598	380	50	89	59	252
5:30 - 5:45 AM	1,924	23	1,037	229	74	119	82	361
5:45 - 6:00 AM	2,262	21	1,239	176	105	157	130	436
6:00 - 6:15 AM	2,472	24	1,245	188	122	256	157	481
6:15 - 6:30 AM	2,555	38	1,180	110	135	355	184	555
6:30 - 6:45 AM	2,941	33	1,115	46	194	484	290	780
6:45 - 7:00 AM	3,207	65	1,071	51	244	560	434	782
7:00 - 7:15 AM	3,174	83	1,010	49	283	559	449	743
7:15 - 7:30 AM	3,277	71	982	54	334	611	499	728
7:30 - 7:45 AM	3,416	97	905	105	438	601	484	787
7:45 - 8:00 AM	3,317	121	851	90	449	582	412	814
8:00 - 8:15 AM	3,307	118	870	96	355	578	473	818
8:15 - 8:30 AM	3,396	124	989	126	306	589	476	788
8:30 - 8:45 AM	3,303	103	901	109	345	570	501	774
8:45 - 9:00 AM	3,154	128	836	64	402	608	485	633
9:00 - 9:15 AM	3,118	134	873	53	359	586	462	652
9:15 - 9:30 AM	2,881	103	774	71	294	521	454	665
9:30 - 9:45 AM	2,772	81	850	117	265	503	382	577
9:45 - 10:00 AM	2,420	84	755	105	301	418	337	420
Total								
5:00-10:00 AM	55,253	1,463	18,447	2,409	5,069	8,768	6,769	12,218
Weekday Variation (STD)	2,510	77	1,072	385	1,176	103	993	1,600
Percent Variation (CV)	5%	5%	6%	16%	23%	1%	15%	13%
Peak Period								
6:30-9:30 AM	38,488	1,178	11,175	912	4,001	6,846	5,416	8,962
Weekday Variation (STD)	126	99	1,319	31	589	164	452	438
Percent Variation (CV)	0%	8%	12%	3%	15%	2%	8%	5%
Peak Hour								
7:00-8:00 AM	13,183	372	3,747	297	1,502	2,352	1,844	3,071
Weekday Variation (STD)	304	23	539	16	258	159	223	514
Percent Variation (CV)	2%	6%	14%	5%	17%	7%	12%	17%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late September and early October, 2008. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Table 6
 AM Peak Period Travel in the I-66 Corridor
 Total Inbound Passenger Vehicles at the Beltway Screen Line

Time Period	Total Vehicles	Passenger Vehicles by I-66 Corridor Roadway Facility						
		Idylwood Road	I-66 GP	I-66 HOV	Lee Highway	Arlington Blvd	Little River Turnpike	Braddock Road
5:00 - 5:15 AM	990	11	415	272	27	41	34	191
5:15 - 5:30 AM	1,560	9	642	448	50	92	67	253
5:30 - 5:45 AM	2,130	23	1,089	350	75	145	88	362
5:45 - 6:00 AM	2,454	21	1,267	299	106	187	138	437
6:00 - 6:15 AM	2,660	26	1,269	322	123	271	167	484
6:15 - 6:30 AM	2,894	39	1,228	354	137	359	214	564
6:30 - 6:45 AM	3,411	33	1,169	389	210	494	323	795
6:45 - 7:00 AM	3,767	69	1,158	390	251	579	482	838
7:00 - 7:15 AM	3,844	108	1,105	417	307	600	505	805
7:15 - 7:30 AM	3,947	84	1,080	417	369	655	542	802
7:30 - 7:45 AM	4,002	118	978	379	482	651	527	869
7:45 - 8:00 AM	3,822	150	899	324	478	635	456	882
8:00 - 8:15 AM	3,825	152	908	316	401	633	535	881
8:15 - 8:30 AM	3,835	162	1,035	307	324	630	529	849
8:30 - 8:45 AM	3,774	131	947	306	375	639	545	833
8:45 - 9:00 AM	3,639	146	900	279	435	662	539	681
9:00 - 9:15 AM	3,621	155	913	288	401	646	503	716
9:15 - 9:30 AM	3,412	122	816	309	339	598	501	728
9:30 - 9:45 AM	3,369	93	932	383	311	583	425	643
9:45 - 10:00 AM	3,074	96	878	395	345	495	386	480
Total	0							
5:00-10:00 AM	64,024	1,744	19,622	6,939	5,541	9,590	7,502	13,088
Weekday Variation (STD)	3,882	49	720	486	1,293	129	1,059	1,586
Percent Variation (CV)	6%	3%	4%	7%	23%	1%	14%	12%
Peak Period								
6:30-9:30 AM	44,895	1,427	11,904	4,118	4,369	7,419	5,984	9,677
Weekday Variation (STD)	780	66	945	253	645	81	471	371
Percent Variation (CV)	2%	5%	8%	6%	15%	1%	8%	4%
Peak Hour								
7:00-8:00 AM	15,615	459	4,060	1,536	1,635	2,539	2,030	3,357
Weekday Variation (STD)	789	14	330	197	284	122	271	475
Percent Variation (CV)	5%	3%	8%	13%	17%	5%	13%	14%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late September and early October, 2008. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Average Vehicle Occupancies

A total of 52,800 persons in 44,900 passenger vehicles were observed traveling inbound across the I-66 corridor Beltway screen line during the three-hour AM peak period. Table 7 shows that the average occupancy rate for passenger vehicles for the study peak period is 1.18 passengers per vehicle. The passenger vehicle totals and the average vehicle totals include autos, vans and motorcycles.

The data in Table 7 also show that the total number of inbound AM peak period passenger vehicle flows on the single I-66 HOV lane is nearly a third of the vehicle volume of the three I-66 general purpose lanes. It is noteworthy that the single I-66 HOV lane carries nearly twice the number of persons per lane than the I-66 general purpose lanes (per lane) during the peak period. Table 8 shows that on a typical weekday morning the I-66 HOV lane, which has an average vehicle occupancy of 1.91 persons, carries more persons in fewer vehicles than all the other roadways in the study.

Other comparable typical weekday AM peak period vehicle occupancies in the I-66 outer corridor are 1.2 persons per vehicle on Idylwood Road, 1.13 on Little River Turnpike (VA-236), 1.14 on Lee Highway (US-29), 1.1 on Arlington Boulevard (US-50), 1.09 on Braddock Road (VA-620), and 1.08 on the I-66 general purpose lanes (see Table 7).

The data in Tables 9 and 10 present the number and percentage distribution of vehicle occupancies classified by the number of persons in the vehicle for AM peak period passenger vehicle flows across the I-66 corridor outer area screen line. The tables show that 90% or more of passenger vehicles on all the roadways except Idylwood Road and the I-66 HOV lane are carrying a single occupant. On the I-66 HOV facility during the same time period approximately 74% of the passenger vehicles (including vans) are carrying two or more occupants.

Table 7
AM Peak Period Travel in the I-66 Corridor
Average Inbound Passenger Vehicle Occupancies
at the Beltway Screen Line
3-Hour AM Peak Period - (6:30 AM to 9:30 AM)

Roadway Facility	Number of Inbound Lanes	Passenger Vehicles		
		Person Count	Vehicle Count	Average Occupancy
Idylwood Road	1	1,715	1,427	1.20
I-66 (General Purpose Lanes)	3	12,808	11,904	1.08
I-66 (HOV Lanes)	1	7,878	4,118	1.91
Lee Highway	2	4,973	4,369	1.14
Arlington Boulevard	3	8,127	7,419	1.10
Little River Turnpike	2	6,739	5,984	1.13
Braddock Road	3	10,527	9,677	1.09
TOTAL	15	52,764	44,895	1.18

Table 8
AM Peak Period Travel in the I-66 Corridor
Passenger Volume per Lane and Passenger Volume per Lane Hour at the Beltway Screen Line
3-Hour AM Peak Period – (6:30 AM to 9:30 AM)

Roadway Facility	Number of Inbound Lanes	Vol/Lane	Vol/Lane/Hr
Idylwood Road	1	1,715	572
I-66 (General Purpose Lanes)	3	4,269	1,423
I-66 (HOV Lanes)	1	7,878	2,626
Lee Highway	2	2,487	829
Arlington Boulevard	3	2,709	903
Little River Turnpike	2	3,369	1,123
Braddock Road	3	3,509	1,170

Table 9
AM Peak Period Travel in the I-66 Corridor
Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle
at the Beltway Screen Line
3-Hour AM Peak Period -- (6:30 AM to 9:30 AM)

Roadway Facility	1-Person Autos	2-Person Autos	3+-Person Autos	Passenger Vans	Motorcycles	Total Passenger Vehicles
Idylwood Road	1,167	236	12	3	11	1,427
I-66 (General Purpose Lanes)	11,141	682	34	14	34	11,904
I-66 (HOV Lanes)	859	3,046	118	43	53	4,118
Lee Highway	3,989	332	16	21	12	4,369
Arlington Boulevard	6,829	526	38	9	17	7,419
Little River Turnpike	5,402	520	33	15	15	5,984
Braddock Road	8,937	672	34	9	26	9,677
Corridor Total	38,322	6,011	284	113	166	44,895

Table 10
AM Peak Period Travel in the I-66 Corridor
Distribution of Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle
at the Beltway Screen Line
3-Hour AM Peak Period - (6:30 AM to 9:30 AM)

Roadway Facility	1-Person Autos	2-Person Autos	3+-Person Autos	Passenger Vans	Motorcycles	Total Passenger Vehicles
Idylwood Road	82%	17%	1%	0%	1%	100%
I-66 (General Purpose Lanes)	94%	6%	0%	0%	0%	100%
I-66 (HOV Lanes)	21%	74%	3%	1%	1%	100%
Lee Highway	91%	8%	0%	0%	0%	100%
Arlington Boulevard	92%	7%	1%	0%	0%	100%
Little River Turnpike	90%	9%	1%	0%	0%	100%
Braddock Road	92%	7%	0%	0%	0%	100%
Corridor Total	85%	13%	1%	0%	0%	100%

Statistical Confidence Levels for AM Peak Period Modal Share Estimates

One of the intended purposes of this study is to develop a statistically reliable estimate of the transit mode share of inbound AM peak period travel in Northern Virginia’s I-66 corridor outside the Capital Beltway screen line. Based on the statistical analysis of the two-day auto occupancy and transit passenger counts conducted, transit’s share of inbound AM peak period travel on a typical weekday is estimated to be 22.7% plus or minus 0.1 percentage points at the 90% confidence level. This share at this confidence level means that, statistically, one can be 90% confident that the actual share of AM peak period travel in the I-66 corridor by transit would be found in the range from 22.6% to 22.8% if these counts had been taken on every typical weekday between Tuesday, September 30, 2008 and Thursday, October 9, 2008.

The carpool/vanpool person share of inbound AM peak period travel on a typical weekday at the Beltway screen line is estimated to be 20.9% plus or minus 1.3 percentage points at the 90% confidence level. The share of SOV travel at this same screen line is estimated to be 56.4% plus or minus 2.4 percentage points at the 90% confidence level.

Major Findings and Conclusions

- Analysis of two-day auto occupancy and transit passenger counts conducted on typical weekdays in late-September and early-October 2008 show that 44% of inbound AM peak period travelers in Northern Virginia's I-66 corridor at a traffic counting screen line just outside the Capital Beltway are using transit or carpools or vanpools.
- Approximately 15,500 persons were counted traveling across the I-66 corridor Beltway screen line on Metrorail, Virginia Railways Express (VRE), or on a Metrobus, OmniRide, or Metro Direct bus. Combined rail and bus travel during the 6:30 AM to 9:30 AM peak period accounts for a 23% share of the total inbound AM peak period person travel across the screen line.
- A total of 11,500, or 17%, of the inbound AM peak period travelers at the Beltway screen line in the I-66 corridor are on Metrorail. These riders were counted at the Orange Line Metro stations outside the Beltway.
- VRE trains carry 2,700 passengers across the I-66 corridor Beltway screen line during the AM peak period. Ridership on these VRE Manassas Line trains accounts for 4% of the total inbound AM peak period person travel across the Beltway screen line in this travel corridor.
- A total of 1,350 of the AM peak period inbound travelers at the Beltway screen line in the I-66 corridor are on public transportation buses. Riders on PRTC OmniRide and Metro Direct buses account for over 300 of this total. Ridership on WMATA Metrobus service accounts for 1,030 persons.
- Almost 14,300 or 21% of the inbound AM peak period travelers in the I-66 corridor at the Beltway screen line are in carpools or vanpools. More than half of these HOV2+ persons (7,000) travel on the I-66 HOV lane.
- The effectiveness of the I-66 HOV lane in its efficiency in moving large numbers of people per lane of roadway is apparent in the count data collected. During the time period the I-66 HOV lane restrictions are in effect, the single I-66 HOV lane carries an average of 2,600 persons per lane hour compared to an average of 1,400 persons per lane hour on the I-66 general purpose lanes.
- On a typical weekday during the peak period, approximately 38,500 persons, or 56% of all travelers, cross the I-66 corridor outside the Beltway screen line in single occupant vehicles (SOVs). The greatest amount of AM peak period SOV travel is on the general purpose lanes of I-66 (11,200 persons), followed by Braddock Road (9,000 persons).

- Vehicle occupancies for inbound vehicles on the I-66 HOV lane at the Beltway screen line during the 6:30 AM to 9:30 AM peak period average 1.9 persons per vehicle. Average vehicle occupancies for inbound vehicles on other roadway facilities in the corridor range from 1.08 on the I-66 general purpose lanes to 1.2 on Idylwood Road.

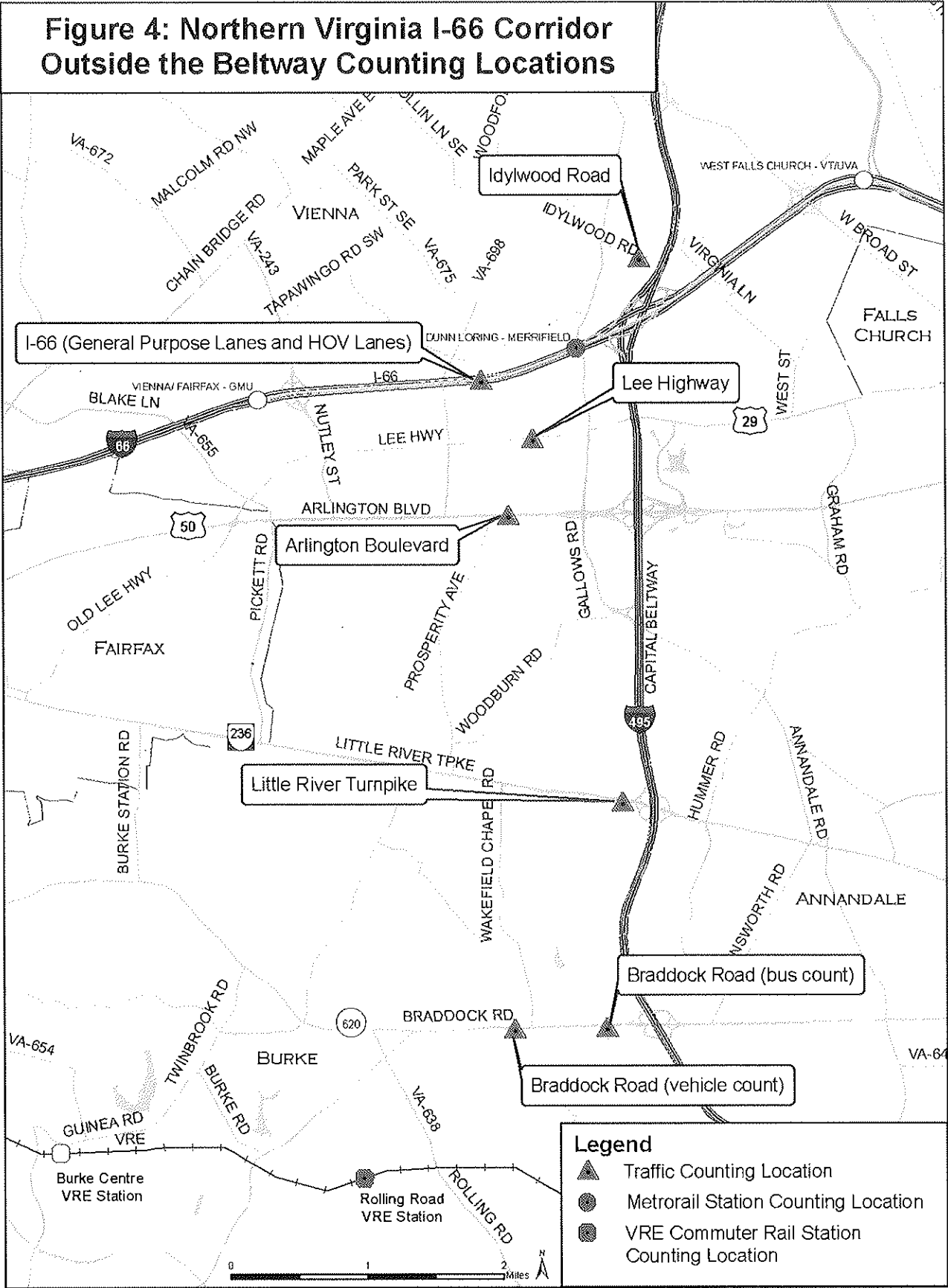
Appendix A
 AM Peak Period Travel in Major Transportation Corridors in Northern Virginia
 Total Inbound Person Trips

Study and Peak Time Period	Persons Total AVG	Persons Auto AVG	Persons Transit AVG	Persons Percent Transit	Persons HOV2+ AVG	Persons Percent HOV2+	Persons SOV AVG	Persons Percent SOV
I-66 Corridor Outside the Beltway, AM Peak Period (6:30-9:30AM), Fall 2008	68,287	52,764	15,523	23%	14,276	21%	38,488	56%
Standard Weekday Variation (STD)	1,291	1,228	63		1,102		126	
Percent Variation (CV)	2%	2%	0%		8%		0%	
I-66 Corridor Inside the Beltway, AM Peak Period (6:15-9:15AM), Fall 2005	63,283	39,593	23,690	37%	16,694	26%	22,899	36%
Standard Weekday Variation (STD)	1,299	223	1,076		697			
Percent Variation (CV)	2%	1%	5%		4%			
I-395 Corridor, AM Peak Period (6:15-9:15AM), Fall 2006	94,276	62,349	31,928	34%	29,451	31%	32,898	35%
Standard Weekday Variation (STD)	756	3,627	2,871		4,794		1,167	
Percent Variation (CV)	1%	6%	9%		16%		4%	
I-95 Corridor Outside the Beltway, AM Peak Period (6:00-9:00AM), Fall 2007	101,008	81,822	19,186	19%	28,057	28%	53,765	53%
Standard Weekday Variation	1,462	1,223	239		3,793		2,570	
Percent Variation (CV)	1%	1%	1%		14%		5%	

Appendix B
I-66 Corridor Beltway Screen Line
Counting Stations / Locations

I-66 Corridor Facility/Service	Counting Location	Counting Dates
<u>Roadway</u>		
Idylwood Road	Between Spring Street and Virginia Lane	Wed 10/08/08 Thu 10/09/08
I-66 (General Purpose Lanes)	Between Va. 243 (Nutley Street) and I-495	Tue 09/30/08 Wed 10/01/08
I-66 (HOV Lanes)	Between Va. 243 (Nutley Street) and I-495	Tue 09/30/08 Wed 10/01/08
Lee Highway	Between Prosperity Avenue and Gallows Road	Wed 10/08/08 Thu 10/09/08
Arlington Boulevard	Between Prosperity Avenue and Gallows Road	Wed 10/08/08 Thu 10/09/08
Little River Turnpike	Between Pineridge Drive and I-495	Thu 10/02/08 Tue 10/07/08
Braddock Road	Between Southampton Drive and Wakefield Chapel Road	Thu 10/02/08 Tue 10/07/08
<u>Metrorail</u>		
Orange Line	Vienna Metro Station and Dunn Loring Metro Station	Tue 10/07/08 Wed 10/08/08
<u>Metrobus Routes</u>		
29K, 29E, 29X, 29N, 17H, 17M, 17G, 17L, 17A	Little River Turnpike @ Pineridge Drive (Direction East)	Tue 10/07/08 Wed 10/08/08
	Braddock Road @ Port Road (Direction East)	Tue 10/07/08 Thu 10/09/08
<u>PRTC Routes</u>		
WFC	Williamson Blvd and Stonehouse Drive	Tue 9/30/08 Thu 10/02/08
M	Williamson Blvd and Stonehouse Drive	Tue 9/30/08 Thu 10/02/08
LH	Linton Hall Rd and Hunting Cove Place	Tue 9/30/08 Thu 10/02/08
<u>Virginia Railway Express</u>		
Manassas Line	Rolling Road Station	Tue 9/30/08 Wed 10/01/08

Figure 4: Northern Virginia I-66 Corridor Outside the Beltway Counting Locations



- Legend**
- ▲ Traffic Counting Location
 - Metrorail Station Counting Location
 - VRE Commuter Rail Station Counting Location

Note: Vehicle counts and bus counts on Braddock Road (VA 620) were conducted at different locations because of safety reasons.



AGENDA ITEM #7

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: Legislative Items

A. State Legislative Items.

Attached for your information is a lengthy PowerPoint presentation prepared for the Virginia Transit Association by NVTC's Executive Director (as chairman of VTA's Legislative Committee). The presentation combines VTA's legislative agenda for the 2010 General Assembly session with essential information about public transit performance. VTA's intent is to use portions of the presentation, and an accompanying three-page summary, as briefing material for Virginia's gubernatorial and General Assembly candidates. Revisions will be made as comments are received from VTA members.

Also attached is a copy of a resolution on state transportation funding from Northern Virginia's business community.

B. Federal Legislative Items.

As explained in the attached summary from APTA, Congress recessed in August without completing several key pieces of legislation, including the FY 2010 transportation appropriations bill and the six-year surface transportation reauthorization. Temporary relief for the failing Highway Trust Fund was accomplished in HR 3557, passed by the House on July 29 and the Senate on July 30. It deposits \$7 billion of General Funds into the Highway Trust Fund to avoid the expected shortfall in August.

Representative Moran's office notified NVTC that a \$350,000 appropriation is contained in the transportation appropriations bill passed by the House for a study of multi-modal transportation in the Alexandria-Falls Church-Fairfax County Route 7 corridor. A staff group convened on August 26th in Falls Church to review the earmark.



2009 Northern Virginia Business Community Resolution

WHEREAS, greater investment in transportation infrastructure is essential to short-term economic recovery and long-term economic prosperity; and

WHEREAS, transportation-dedicated taxes and fees have remained virtually unchanged in Virginia since 1987; and

WHEREAS, documented unfunded transportation requirements exceed \$100 billion, including more than \$3.7 billion in structurally deficient bridges and \$1 billion in interstate and primary highway repaving needs; and

WHEREAS, inadequate capacity and poor pavement conditions annually cost \$4.7 billion or nearly \$1,000 per licensed Virginia driver in accidents, operating costs and congested related delays; and

WHEREAS, Virginia's Six-Year Improvement Program, which has experienced over \$4 billion in cuts in the past two years, is not an accurate reflection of the Commonwealth's acute transportation needs; and

WHEREAS, \$400 million in Virginia's Transportation Trust Fund for construction is diverted annually to the Highway Maintenance and Operations Fund and, the annual growth factor for state maintenance funds to localities has been reduced from 4% to 3% leaving fewer funds to meet growing needs; and

WHEREAS, the Virginia Department of Transportation has already significantly consolidated operations and reduced personnel by 2,000 with 1,000 more scheduled by next July; and

WHEREAS, the revenue stream created by 2007 legislation to support \$3 billion in transportation bonds over a ten-year period is currently capable of funding only \$2 billion worth of bonds and is insufficient to support any bonds before 2010; and

WHEREAS, declining state revenues and expanding needs have increased Virginia's dependence upon federal funds at a time when the state soon will be unable to provide federal matching dollars, meaning that for every \$20 in matching dollars the Commonwealth lacks it forgoes \$80 federal dollars; and

WHEREAS, the federal surface transportation program is up for re-authorization this year and future allocation levels are very much in doubt; and

WHEREAS, the Commonwealth lacks funds for transportation infrastructure to attract new business and supplement public-private partnership transportation investments; and

WHEREAS, the organizations listed below have previously affirmed support for new dedicated, sustainable funds raised and invested regionally, for a minimum of \$400 million per year in new dedicated, sustainable transportation funds for Northern Virginia and for the position that such funds must not be viewed or used as a replacement for new or existing state transportation revenues.

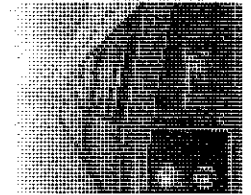
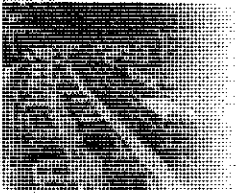
NOW, THEREFORE, BE IT RESOLVED THAT the undersigned organizations are united in the position that:

- Bonds, public-private partnerships, General Funds, allocation formula changes, tolls and other currently used mechanisms are part of the solution, but are inadequate individually or collectively to address well-documented needs.
- Fiscal and political realities dictate that the Commonwealth's transportation needs cannot be met without new, reliable revenues in the form of dedicated taxes and/or fees.
- No-tax pledges on transportation funding by candidates for public office are contrary to the best interests of the citizens of the Commonwealth and future economic prosperity.
- Virginia's next Governor and members of both parties in the state legislature must work together and do whatever is necessary to secure significant, new, dedicated, reliable transportation revenues to erase Virginia's crippling transportation deficit, which threatens Virginia's long-term prosperity.

**Apartment and Office Building Association of Metropolitan Washington
Arlington Chamber of Commerce • Committee for Dulles
Dulles Area Transportation Association • Dulles Corridor Rail Association
Dulles Regional Chamber of Commerce • Greater Reston Chamber of Commerce
Loudoun County Chamber of Commerce
National Association of Industrial Office Properties Northern Virginia
Northern Virginia Association of Realtors • Northern Virginia Technology Council
Northern Virginia Transportation Alliance
Prince William Regional Chamber of Commerce • Reston Association
Prince William County Greater-Manassas Chamber of Commerce
Washington Airports Task Force**

2010

Virginia Transit Association



Why Support Public Transit Investments: The Challenge, the Policies and the Priorities

Legislative Agenda

Virginia Transit Association

1108 East Main Street

Suite 1108

Richmond, Virginia 23219

P-804-643-1166

F-804-643-1155

www.vatransit.com



The Voice of Public Transportation in Virginia

WHY VIRGINIA NEEDS MORE PUBLIC TRANSIT INVESTMENTS

- Every year more Virginians are choosing to take transit. Ridership should reach **200 million passenger trips** in FY 2009. If growth continues at the same rate as from 1997 through 2007, transit passenger trips could triple to 600 million by 2035.
- **81% of Virginians surveyed** in the 2007 State of the Commute survey who drive alone said that investing in transit/Transportation Demand Management (TDM) is **very important or important**.
- Yet **46% of U.S. households still do not have access to transit**.
- Transit/TDM (ridesharing, vanpooling, teleworking) combined with good land use attracts businesses, facilitates **job creation** and improves access to work, frees space on the roads and reduces Vehicle Miles Traveled (VMT) by single-occupant automobiles.
- Transit/TDM has tremendous potential to get people where they need to go and to help Virginia shape demographic and environmental trends in a **cost effective** manner.

1. FOR THE ECONOMY—SAVE MONEY, CREATE JOBS AND ECONOMIC OPPORTUNITY

- Households who use transit to commute **save an average of \$9530/year, freeing funds for housing, retail purchases and education**.
- Along with urban areas, more Virginia small towns and rural communities are starting service to provide access to jobs.
- Every **\$10 million** in transit capital investment **yields \$30 million in business sales**.
- Every **\$10 million** in transit operating expenditures **yields \$32 million in business sales**.
- Every **\$1 billion** in transit investment supports and creates **30,000 jobs** (2/3 are “Green Jobs”).
- 75% of businesses considering relocating in Hampton Roads ask about transit availability.
- Metrorail has created \$1.2 billion in Virginia state tax revenues and **90,000 jobs, for a 20% annual rate of return** on the Commonwealth’s investment.
- GRTC annually produces **\$43 million** in economic activity and **700 jobs**.

2. FOR THE ENVIRONMENT—ENERGY INDEPENDENCE, LESS POLLUTION AND GREENHOUSE GASES


- One person using transit rather than driving **saves 200 gallons of gas/year** (US Total = **4.2 billion gallons/year**). **This reduces U.S. dependence on foreign oil**.
- Transit is key to **reducing Virginia’s carbon footprint**: In Virginia, transportation produces **43% of CO₂ emissions** from fossil fuel.

POLICIES TO MEET THE CHALLENGE

- Virginia transportation investments must **focus on moving people and goods, not just vehicles.**
 - **Effective land-use planning must accompany all investments in transportation.** Transit-oriented development is universally regarded as sound public policy.
 - The return on past transit investments must be maximized and opportunities for expansion of transit/TDM should be pursued.
 - Current state policy requires **maintenance of roads**, with funds for capital projects diverted to maintenance if necessary to **protect past investments and current levels of service.** The same priority **should apply to public transit/TDM** since transit operations are equivalent to highway maintenance.
 - New **public private partnerships** and managed highway lanes with **value pricing** offer opportunities to help leverage scarce public resources with some revenues applied to transit/TDM in those corridors.
 - Support public outreach to encourage greater use of alternatives to single-occupant automobiles.
 - Invest in smart technology to achieve greater transit/TDM productivity.
 - Promote employer involvement in reducing commuter VMT.
-

LEGISLATIVE PRIORITIES

- Transit/TDM should be a top budget priority for existing funds. **New revenue sources that keep pace with inflation and do not decline should be enacted** (sales taxes, indexed motor fuel taxes, vehicle miles traveled fees, state/regional income taxes, and tolls).
 - Existing transit/TDM funding sources should be **protected from diversion to other uses.**
 - Whatever the source of state funding, it should **at a minimum meet the 95% statutory target for the state's share of transit operating/capital expenses** and should dedicate for transit/TDM at least **25% of any new** transportation, energy conservation or climate protection revenue measures (because transit investments are an effective means to achieve the goals of such legislation).
 - The Commonwealth should **fully leverage its resources by bonding up to its full capacity** without hurting its top credit rating. The Commonwealth should aggressively seek to **maximize and fully match all federal revenues for transit/TDM.**
 - New **regional multimodal transportation districts should be encouraged** by the Commonwealth.
 - With the increased federal emphasis on **intercity passenger and high-speed rail**, Virginia should raise revenue for the Rail Enhancement Fund to support cost-effective passenger operations, while separately preserving existing transit/TDM funds and fully matching federal rail grants. Integrating local and regional transit is important to make the passenger rail trip seamless.
-



**VIRGINIA
TRANSIT
ASSOCIATION**

2010 LEGISLATIVE AGENDA
OF THE
VIRGINIA TRANSIT ASSOCIATION

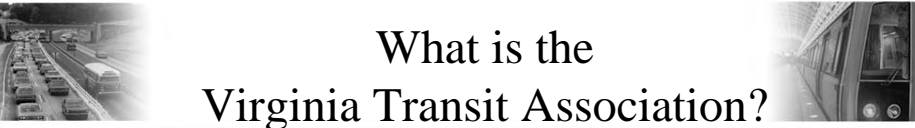
Why Support Public Transit Investments?

Bi-Partisan Principles for Achieving Transit's Full Return on Investment.

Specific Legislative Actions Needed to Preserve and Enhance Transit.

--DRAFT: Revised July 23, 2009--



1



**What is the
Virginia Transit Association?**

- Founded in 1977, VTA provides public education and legislative advocacy to support public transit systems throughout the commonwealth of Virginia.
- VTA has 54 members, including 26 transit systems and 28 businesses and other associates.
- VTA's President is the Honorable William Euille, Mayor of Alexandria and a member of the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority and the Board of Directors of the Washington Metropolitan Area Transit Authority.
- VTA's Executive Director is Linda McMinimy.
- For more information please go to www.vatransit.com



2

How Extensive is Public Transit/TDM in Virginia?


- Transit is in partnership with other alternatives to the single occupant automobile, including such activities as ridesharing, vanpooling and telework, among others, which are collectively known as Transportation Demand Management, or TDM.
- The Virginia Department of Rail and Public Transportation maintains an interactive electronic database/map of 54 transit and/or TDM providers in Virginia. It is available at www.drpt.virginia.gov/locator.
- Northern Virginia is home to half (24) of those service providers, Hampton Roads has eight and the Richmond area has six, but less densely populated regions of the commonwealth also enjoy the benefits of transit/TDM service. These include seven providers in the Bristol region of southwest Virginia, 10 in the Staunton region of west/north-central Virginia, and eight in the Lynchburg region, among others.

3





How Extensive is Public Transit/TDM in Virginia?


- Transit systems in Virginia vary in size from WMATA with 1,616 buses and 1,130 subway-style railcars serving the Washington Metropolitan area; to the Virginia Railway Express with 91 railcars and 21 locomotives operating commuter rail service on freight railroad rights-of-way; to large bus systems in Hampton Roads with 340 buses and Richmond with 172 buses; to the much smaller systems in Lynchburg with 32 buses and Farmville with 14 paratransit vehicles.



4



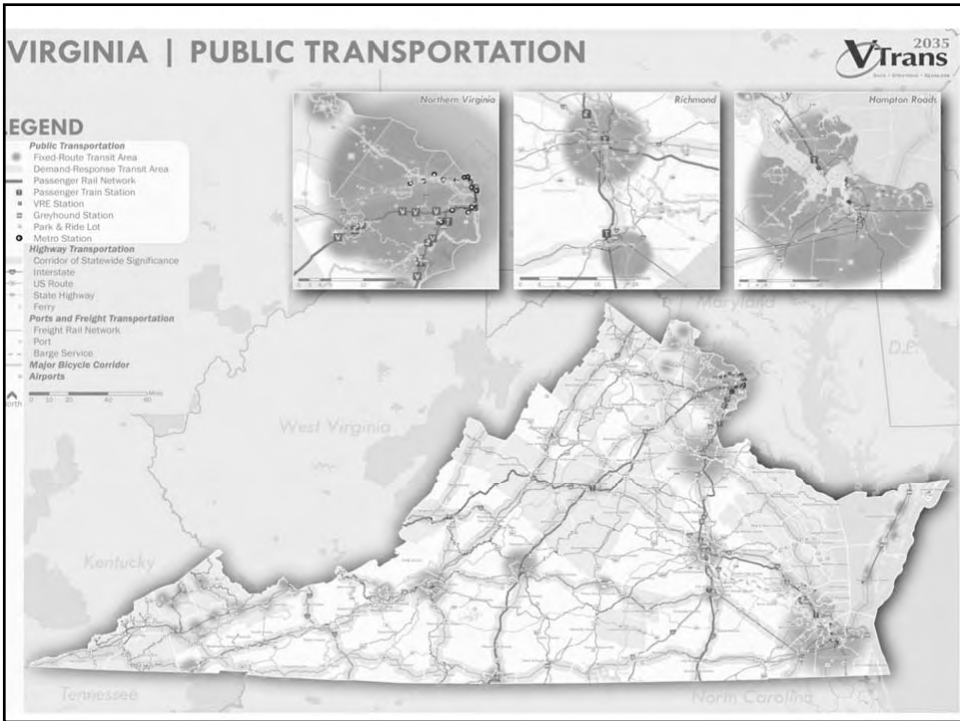
How Extensive is Public Transit/TDM in Virginia?



- Transit ridership is continuing to grow. In FY 2009, statewide transit ridership exceeded 196.5 million, up over 5.5 percent from 186.3 million in FY 2008.

- If growth continues at the same rate as from 1997 through 2007, transit passenger trips could triple to 600 million by 2035 (Virginia Transportation Research Council, 2009).

5





Why Support Public Transit/TDM Investments?

1. The diverse benefits of transit are compelling. Empirical evidence is summarized next documenting benefits in eight distinct areas.
2. Surveys prove that the public understands and appreciates the benefits of transit/TDM.
3. The public increasingly is choosing to use transit/TDM services as ridership soars and miles traveled in single-occupant vehicles decline.

7



Benefits of Transit/TDM

1. Transit/TDM creates economic value, including attracting businesses, providing access to jobs, and creating jobs:
 - ◆ Every \$10 million in capital investment in public transit yields \$30 million in increased business sales. Every \$10 million in public transit operating expenditures yields \$32 million in increased business sales. Every \$1 billion of federal investment in U.S. public transit capital supports and creates 30,000 jobs. Two-thirds of those jobs are “green jobs”. (APTA, 2009)
 - ◆ On each of Northern Virginia’s public transit systems, half to two-thirds of riders are commuting to/from work. (MWCOG)
 - ◆ In Hampton Roads, 75% of businesses considering relocation ask about the availability of transit.

8



Benefits of Transit/TDM



- ◆ Since it opened in Virginia in 1977, Metrorail has created over 90,000 jobs and \$1.2 billion in tax revenues for the commonwealth for a return on state investment of almost 20% annually from 1995-2010.(NVTC)
- ◆ In Richmond, GRTC annually produces about \$43 million in direct and indirect economic activity and 700 jobs.
- ◆ The Omni Hotel in Charlottesville attracts employees by offering “Commuter Choice” including tax-free reimbursal of transit/TDM commuting costs.
- ◆ Up to 90% of welfare to work beneficiaries rely on transit, including Valley Metro’s routes serving 600 such riders in Roanoke County.

9



Benefits of Transit/TDM



2. Transit provides mobility for all segments of Virginia’s population:
 - ◆ 30% (almost 300,000) of Virginia’s seniors do not drive, and by 2030 20% of the entire population will be 65 years of age or older.
 - ◆ Especially in smaller areas, seniors comprise substantial portions of transit ridership (e.g. 25% in Galax).
 - ◆ In the Metropolitan Washington area, just over half of bus riders have household incomes of \$40,000 or less per year. Over 70% did not have a vehicle available for the trip they were taking by bus. (MWCOG, 2009)
 - ◆ About 71% (223,000) of Virginia’s population of persons with disabilities is able to use transit.
 - ◆ About 166 workers with disabilities using Jaunt vans in and around Charlottesville earn more than \$1.6 million annually.

10



Benefits of Transit/TDM



3. Transit saves commuters money:

- ◆ With gas priced at \$2.50 per gallon, typical annual savings in fuel costs for switching to transit from a single-occupant automobile are approximately \$500 per person. Additional savings result from avoiding parking, insurance and auto maintenance costs.
- ◆ As of March, 2009, public transit households in the D.C. Metro area save an average of \$9,530 per year in fuel costs (more as fuel prices rise) and auto ownership and operations costs. (APTA)
- ◆ Resources for the Future found savings in parking and travel time exceeded transit operating and capital costs by \$6 per trip in the Washington, D.C. area (excluded energy, pollution and safety benefits).
- ◆ Tax-free transit benefits are available from many employers up to \$230 monthly.
- ◆ In Northern Virginia, most residents would pay at least \$1 a day to improve transit and reduce congestion (equivalent to a 1.8% sales tax on \$20,000 or a gas tax of 90-cents per gallon). (NVTA)

11



Benefits of Transit/TDM



4. Transit saves energy and reduces dependence on foreign oil:

- ◆ A typical person commuting to work by transit rather than driving alone saves 200 gallons of gasoline each year. (APTA)
- ◆ U.S. transit users save the equivalent of 4.2 billion gallons of fuel annually. (APTA)
- ◆ In addition to the cost of gas at the pump, there are an extra \$10 per gallon in hidden costs, including 51-cents for asthma treatment, \$1.21 per gallon for pollution abatement, \$1.39 for defense expenditures and \$5.19 for additional economic costs excluding long-term greenhouse gas consequences. (National Defense Council Foundation)



12



Benefits of Transit/TDM



5. Transit cleans the air and reduces greenhouse gas emissions:
- ◆ One commuter using transit for a year instead of driving alone saves 9.1 pounds of hydrocarbons, 62.5 pounds of carbon monoxide and 4.9 pounds of nitrogen oxide. Public transit produces 95% less CO and half as much CO₂ and NO_x per passenger mile. (APTA)
 - ◆ A solo commuter switching from a single occupant car to transit saves 20 pounds of CO₂ emissions per day or 4,800 pounds per year. (APTA)
 - ◆ The D.C. area produces more carbon dioxide (65.6 million metric tons annually) than many countries (including Hungary, Finland, Sweden, Denmark and Ireland) and transportation accounts for over a third. (MWCOG)
 - ◆ Nationwide CO₂ emissions are 37 million metric tons lower due to public transit. At the trading rate of \$25 per metric ton, this amounts to about \$925 million annually. (APTA and USPIRG)

13



Benefits of Transit/TDM



6. Transit saves time, reduces traffic congestion, eases stress and improves quality of life:
- ◆ Every bus full of passengers removes 40 cars from traffic and speeds the trip for those that continue to drive. Every full railcar removes 120 autos from traffic.
 - ◆ An inconceivable 26 new freeway lanes would be needed in the Washington Metropolitan area to carry the equivalent peak hour traffic of persons served by Metrorail.
 - ◆ In the Washington Metropolitan area, congestion costs commuters over \$1,000 each per year and \$2.7 billion in total. Total costs in the Hampton Roads area are \$501 million and \$202 million in Richmond. If it were not for past investments in an effective public transit system, annual congestion costs would be \$521 million higher in the D.C. area (measured in delay and wasted fuel by the Texas Transportation Institute). Such annual savings are \$18.6 million in the Hampton Roads area and \$8.6 million in Richmond.

14



Benefits of Transit/TDM



- ◆ Transit does not need to carry as many people as single-occupant vehicles to be effective. If transit were to contribute a 10 to 14% reduction in peak auto traffic on congested freeways, delay could be reduced by 75 to 80%. (FHWA)
- ◆ Density need not create congestion. Arlington-style urban villages with density tapered around transit nodes in a bulls-eye pattern alleviate gridlock. Only 11 percent of Arlington's land area is zoned commercial and it yields a giant share of local tax revenues. Arlington's property tax rate remains lower than its neighbors.
- ◆ Other excellent examples of livable communities enhanced by transit-oriented development are found in Charlottesville, Blacksburg, Williamsburg, Norfolk and Roanoke, among others.

15



Benefits of Transit/TDM




- ◆ Twice the density produces fewer auto trips, VMT reduction (33%), more walk trips (80%) and 37% more transit trips. (HNTB for NVRC and MWCOG 2007/08 Household Travel Survey).
- ◆ People are choosing life styles facilitated by transit/TDM, reflected in where they live and the kinds and numbers of cars they buy.




16





Benefits of Transit/TDM



7. Transit is much safer than automobile travel:

- ◆ Traffic accidents cost U.S. motorists \$1,051 per person per year. In the Washington Metropolitan area the total is \$5 billion annually. (American Automobile Association)
- ◆ Despite the recent tragic accident on Metrorail, WMATA's safety record has been outstanding. Through April, 2009, the FY 2009 Metrorail passenger injury rate at WMATA was 0.03 per million passenger miles with 46 onboard injuries. This rate was down from 0.08 in the same period of FY 2008 and 0.12 in the same period in FY 2007. The Metrobus injury rate in the same periods were 0.23, 0.50 and 0.41 per million passenger miles respectively.
- ◆ Between 1996 and June, 2009, Metrorail had zero fatalities. During the same period, 6,000 persons died on highways in the Metropolitan Washington area.
- ◆ In FY 2007 there were 40,000 persons killed on U.S. highways and only 25 killed in subway accidents.
- ◆ In 2008 the fatality rate on commuter trains and subways was 0.05 per 100 million passenger miles versus 0.71 in cars. (National Safety Council)

18



Benefits of Transit/TDM

8. Overall transit/TDM benefits:
 - ◆ Nationwide public transit benefits total about \$60 billion per year. The annual benefits include CO₂ saved (\$575 million), reduced parking (\$12.1 billion), reduced road expenditures (\$5.6 billion) and reduced accidents (\$5.6 billion). Transit costs are only \$31 billion. (U.S. PIRG Education Fund)
 - ◆ Considering the costs of providing transit per person and per transit trip, and comparing these to the benefits (congestion relief, air quality, fuel savings, induced economic activity), the net positive yield is above \$1,000 per person and \$16 per transit trip in Northern Virginia. (NVTC)
 - ◆ Transit should not be viewed as a mode requiring subsidies while other modes are discussed in terms of performance. Highways impose hidden costs and transit/TDM investments yield diverse benefits.

19



The Public Understands the Benefits of Transit/TDM.

1. In the 2007 Virginia State of the Commute survey, 81% of statewide commuters driving alone stated it is very important or important to invest in transit/TDM. Only four percent believed it is not important.

Remarkably, that support is almost as strong as it is among those who do not drive alone. For those respondents, 85% favored transit/TDM investments and only four percent believed those investments were not important

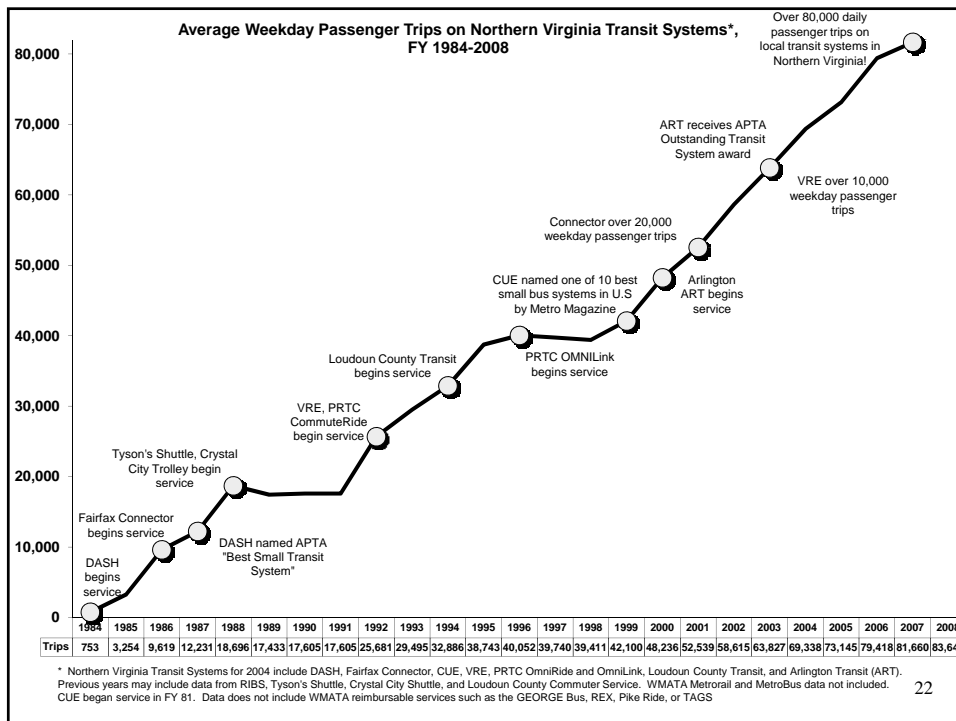
2. A statewide survey in March, 2009 on climate change revealed that 55% of respondents (randomly selected voters) supported cutting funding for new highways to increase funding for rail, transit and other alternatives to driving. (See <http://cpp.cnu.edu/>)

20

The Public Chooses to Use Transit/TDM.

- ◆ Unfortunately, transit options are not available to everyone. Forty-six percent of U.S. households do not have access to public transit. (APTA)
- ◆ There is ample evidence that where good transit/TDM options are provided, Virginians will choose to take advantage of the opportunity. Statewide transit ridership has trended upward for several years, at the same time vehicle miles traveled on highways, roads and streets in the commonwealth have begun to fall.
- ◆ In Northern Virginia, with its many bus and rail options, transit ridership is especially strong, far exceeding nationwide growth rates. For FY 2009, transit ridership is up four percent (to 149 million) compared to FY 2008, despite the steep economic recession and gas prices that dropped sharply from peaks in mid-2008. Average daily transit ridership in Northern Virginia in FY 2008 averaged over 438,000.

21



Transit Options in Virginia

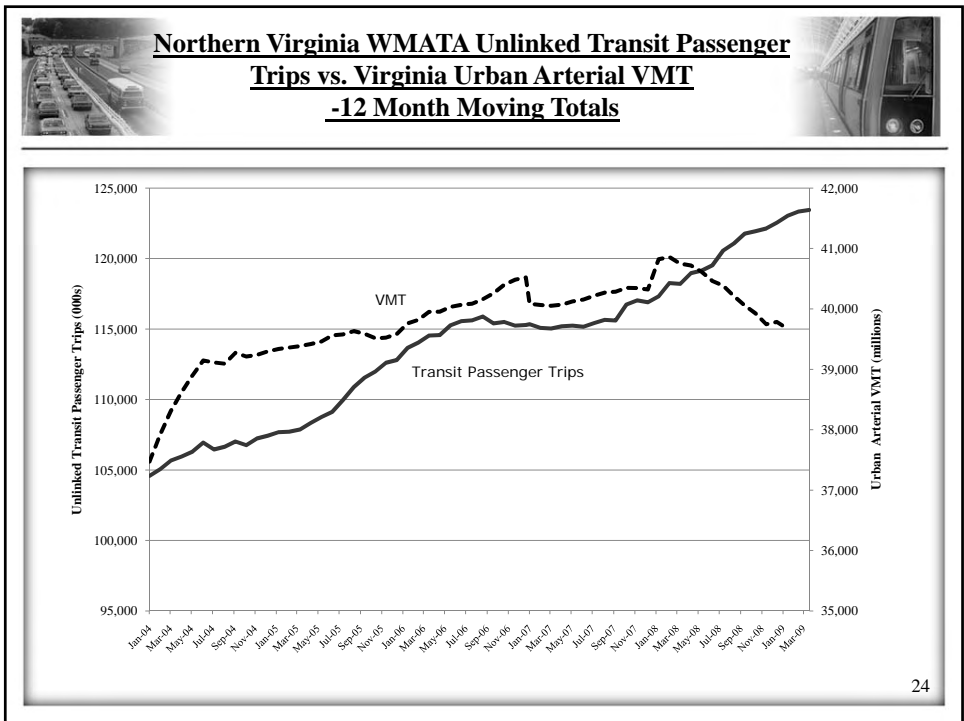









23





The Public Chooses to Use Transit/TDM



Cordon count traffic studies performed for NVTC by MWCOG reveal that in Northern Virginia's most congested travel corridors, transit/TDM maintain peak period shares of about half of people traveling just outside the Beltway and as high as two-thirds inside the Beltway.

Date	Screenline Corridor	Transit	Rideshare	SOV
Fall, 2005	I-66 at Glebe Road (Route 29 to Route 50)	37%	26%	36%
Fall, 2006	I-395 at Glebe Road (GW Parkway to Columbia Pike)	34%	31%	35%
Fall, 2007	I-95 outside Beltway (Backlick Road to GW Parkway)	19%	28%	53%
Fall, 2008	I-66 outside the Beltway (south to Braddock Road)	21%	24%	55%

25



Bi-Partisan Principles for Achieving Transit's Full Return on Investment.



Regardless of party affiliation, VTA believes the following 18 principles are almost universally accepted and should form the basis for crafting improved transit/TDM policies and programs through legislative and executive actions:

1. Virginia's investments must focus on moving people and goods, not vehicles. More transit use means faster trips for people that continue to drive alone and for freight deliveries relying on highways in areas served by transit.
2. Transit/TDM is seriously underfunded (at least \$166 million in FY 2010 alone is needed to meet the statutory target of 95% state funding of eligible transit capital and operating costs).
3. With declining driving comes drastically reduced state revenues for transit/TDM, and sustainable funding sources are needed. [As of the end of calendar 2006, 25 states had higher sales taxes than Virginia, 42 states had higher gas taxes, 45 states had higher cigarette taxes and 33 states had higher taxes on spirits. In 2007, 32 states had higher combined state and local tax burdens. (Tax Federation)]

26



Bi-Partisan Principles for Achieving Transit's Full Return on Investment.

4. Traffic congestion is bad and will get worse. Unless traffic congestion is contained, especially in the dense urban areas best served by transit, the Virginia economy will be strangled and be unable to bounce back and sustain itself in the future. Virginia cannot build its way out of congestion with highway investments alone. Redundant systems with attractive travel choices offer the best opportunity to accomplish reliable travel times.
5. Transit/TDM investments are foremost on any list of "green" policies as they reduce energy consumption, clean the air and cut greenhouse gas emissions.

27



Bi-Partisan Principles for Achieving Transit's Full Return on Investment.

6. Transit/TDM investments attract businesses , create jobs and improve access to work while freeing space on the roads to allow easier distribution of freight.
7. Transit use reduces fatalities and provides the means of moving many people quickly to safety in emergencies.
8. Flexibility in administering state transit programs is needed to enable the most efficient use of scarce state funds by transit system recipients.
9. All available federal funds for transit/TDM should be fully matched by the commonwealth to provide maximum leverage and the commonwealth should aggressively seek to maximize federal revenues. This includes existing transit funding programs and flexed highway funds; new federal funding programs such as stimulus and high-speed rail; and prospective funding programs that may arise from authorization of federal surface transportation and climate change legislation.

28



Bi-Partisan Principles for Achieving Transit's Full Return on Investment.

10. Funds reserved for the Transportation Trust Fund should be protected from encroachment by non-transportation uses.
11. Effective land-use planning must accompany all investments in transportation. Transit-oriented development is universally regarded as sound public policy.
12. Among sustainable funding sources, highway user fees (including impact fees value pricing /variable tolls and similar pricing tools) should be considered to raise funds for transit/TDM in parallel corridors, and to ensure efficient use of state-supported investments.
13. Bonds supported with dedicated revenue sources are needed to build a solid base of transit/TDM investments for future generations, while protecting Virginia's top bond rating.

29



Bi-Partisan Principles for Achieving Transit's Full Return on Investment.

14. Transit enhances quality of life by reducing stressful commutes, providing options for travel and providing more time for family life.
15. Smart technology offers the opportunity to achieve greater transit/TDM productivity.
16. It is important to measure the performance of transit/TDM investments and compare them to other modal alternatives to ensure the best use of public tax dollars.
17. Given transit/TDM's rich diversity of benefits, there are great costs of not investing.
18. Mixed use, mixed income, bikeable/walkable communities facilitated by Smart Growth strategies must include ready access to attractive transit/TDM options.

30



Specific Legislative Actions Needed to Preserve and Enhance Transit

- A. Increased sustainable investments in transit/TDM:
Six legislative proposals are provided.
- B. Increased flexibility in transit/TDM funding:
One legislative proposal is provided.
- C. Safety Improvements:
Four legislative proposals are provided.

Working with General Assembly members, VTA will craft specific legislative language to accomplish the 11 proposals described below.



31



Increased Sustainable Investments in Public Transit/TDM

The following legislative proposals are consistent with the bi-partisan principles listed in the previous section.

1. Transit/TDM is seriously underfunded by the commonwealth, as are investments in most other modes. Transit/TDM should be a top budget priority for existing funds available to the commonwealth. New revenue sources that sustainably keep pace with inflation and do not decline as automobiles become more fuel efficient should be enacted. Examples include: sales taxes (one percent yields \$1 billion), indexed motor fuel taxes (10-cents generates \$500 million), vehicle miles traveled fees, state/regional income taxes and tolls.

32



Increased Sustainable Investments in Public Transit/TDM

2. The commonwealth should fully leverage its resources by bonding up to its full capacity without hurting its top credit rating.

3. Whatever the source of state funding, it should at a minimum meet the 95% statutory target for the state's share of transit operating/capital expenses . At least 25% of any new revenue measure for transportation, energy conservation or climate protection should be dedicated for transit/TDM because transit investments are an effective means to achieve the goals of such legislation.

33



Increased Sustainable Investments in Public Transit/TDM

4. Existing transit/TDM funding sources should be protected from encroachment, either through diversion of revenues from the Transportation Trust Fund to non-transportation uses or for new intercity passenger rail initiatives, failure to issue previously authorized bonds, or inability to provide state transit grants promised in signed contracts with local transit systems.

Regarding the last type of encroachment, in the middle of FY 2009, despite its best efforts DRPT was forced to sharply cut the transit assistance funds it had committed in executed grant agreements. This action seriously disrupted the budgets of Virginia's transit systems, forcing many to reduce service and/or raise fares. Given the ongoing harsh economic outlook, it is conceivable that this unfortunate practice will recur in FY 2010. To prevent this breach of contract from occurring again, in addition to DRPT's mitigation efforts the commonwealth should establish a line-of-credit to guarantee its contractual commitments.

34



Increased Sustainable Investments in Public Transit/TDM

5. New regional transportation districts should be encouraged by the commonwealth. Virginia has a responsibility to fund transportation. Therefore, any new regional fees for transit/TDM, including restoring previously authorized funds for the Northern Virginia Transportation Authority, should be imposed primarily by the state.
6. With the increased federal emphasis on intercity passenger and high-speed rail, Virginia should establish a new funding source to fully match federal grants, to integrate service with existing local and regional transit/TDM providers, and to ensure that existing transit/TDM funds are not diminished. Virginia's existing Rail Enhancement Program should be made available to fund the operating expenses of eligible regional and intercity passenger rail services that have benefits commensurate with costs. Where freight railroads are the beneficiaries of these public investments, they should be required to agree to cooperate with publicly provided passenger rail services on equitable terms.

35



Increased Flexibility in Transit/TDM Funding

1. Current state policy stresses the need to maintain highways, with funds for capital projects diverted to maintenance if necessary to protect past investments and current levels of service. The same approach should apply to public transit/TDM since transit operations are equivalent to highway maintenance. VTA will propose specific language for how this should be accomplished without unintended consequences.



36



Safety Improvements



1. Penalties for assaults on transit operators should be increased.
2. Safety in accessing transit should be enhanced by requiring motorists to stop for pedestrians at marked crosswalks where posted speeds are 35 mph or less.
3. Penalties for pedestrians crossing tracks in front of commuter trains against signals should be implemented.
4. New public private partnerships and managed lanes with value pricing offer great promise for leveraging scarce public resources. But vital protections must be included, such as: requiring that lane and shoulder widths are sufficient for safe operation of transit vehicles; ensuring levels of performance of existing high occupancy vehicle facilities do not deteriorate; and mandating that local governments' concerns with congestion and points of access and egress are openly addressed.

37



VTA's Approach



VTA intends to share this presentation with candidates for state elected office and their staffs. In addition, VTA will reach out to the Virginia Municipal League, Virginia Association of Counties and other interest groups supporting increased investments in transportation in general and in transit/TDM in particular.

Following the November, 2009 elections and prior to the start of the 2010 Virginia General Assembly, VTA will seek to have introduced specific legislation to accomplish the legislative actions listed above.

38

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LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



July 31, 2009

U.S. House and Senate Advance Transportation Appropriations Bills - Congress Approves Highway Trust Fix, Delays Consideration of Authorization Extension

On Thursday, July 23, the U.S. House of Representatives passed its version of the FY 2010 Transportation, Housing and Urban Development Appropriations (THUD) bill (H.R.3288). The legislation provides \$10.484 billion for federal transit programs and \$4 billion for High Speed and Intercity Rail in Fiscal Year (FY) 2010.

Of the amount provided for public transportation, the legislation provides \$10.333 billion for existing Federal Transit Administration (FTA) programs. This is a \$101 million increase over last year's bill – roughly 1 percent – and consistent with President Obama's budget request for FY 2010. In addition, the bill includes a new \$150 million appropriation for the Washington Metropolitan Area Transit Authority (WMATA). This is the first appropriation under the 10 year, \$1.5 billion authorization for WMATA approved by Congress last year in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

While most FTA programs received modest increases under the House THUD bill, funding for two programs of note were reduced. The Bus and Bus Facilities Program received \$584 million - \$300 million less than last year's level. Of that amount, \$112 million is earmarked for specific projects. The bill states that of the amounts remaining after the earmarks are subtracted, 50 percent of the funds must be used for projects that meet program criteria for the Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) program, created earlier this year in the American Recovery and Reinvestment Act (ARRA). These funds must be used for projects that reduce energy consumption or greenhouse gas emissions through a capital investment. While the committee report does not provide specific information regarding the reduction in bus funds, it appears that these funds were used to increase the urban and rural formula programs. In addition, the legislation provides \$65.7 billion for the Research and University Centers Program, \$1.3 million less than last year.

The House bill also provides \$4 billion for High Speed and Intercity Rail - \$3 billion more than the President's request. The legislation contains a provision that would allow \$2 billion of that amount to be transferred to a National Infrastructure Bank, if one is created by Congress prior to September 30, 2010. It does not include funding for the implementation of Positive Train Control, which was authorized under PRIIA.

The Senate Appropriations Committee approved its version of the THUD Appropriations bill on Thursday, July 30. The bill provides more than \$11 billion for transit programs, \$834.4 million over last year's amount – a 7.5 percent increase. Funding for most transit programs under the bill are roughly the same as last year. Most of the growth is due to a large increase in funding provided for the New Starts Program, which would receive \$2.307 billion, an increase of \$489 million over last year's level. In addition, the legislation also provides \$150 million for WMATA Preventative Maintenance and Capital grants, and \$100 million for the TIGGER grant program.

The Senate version of the bill includes \$1.2 billion for High Speed and Intercity Rail. In addition, it provides \$50

million for Positive Train Control Implementation. The Senate bill also contains \$1.1 billion for a multi-modal program for “projects of national significance.” Under this program, which is similar to the multi-modal program created in the ARRA bill, funding would be available for large highway, transit, freight rail and port infrastructure projects. Full details for the Senate bill have not yet been released, but will be provided in the next legislative update.

The full Senate is expected to consider its version of the THUD Appropriations bill in September. Once that occurs, leaders of the House and Senate Appropriations Committee will need to convene a conference to develop a compromise version for final passage and the President’s signature.

House and Senate Approve Highway Trust Fund Fix – Consideration of SAFETEA-LU Extension Delayed

On Wednesday, July 29, the U.S. House of Representatives passed H.R. 3357, a bill that deposits \$7 billion in general funds into the highway account of Highway Trust Fund (HTF) to avoid an expected shortfall in August. The bill was agreed to by a vote of 363 to 68 and ensures that the HTF remains solvent through September 30. Absent this funding, the federal government would not be able to provide full reimbursements to states for highway projects funded under the FY 2009 THUD Appropriations bill.

The U.S. Senate considered and passed H.R. 3357 on Thursday, July 30. During floor consideration of the bill, Senator Kit Bond (MO) offered an amendment to repeal the \$8.708 billion highway contract authority rescission that is scheduled to take effect on September 30, 2009, as per language enacted in SAFETEA-LU. If the rescission is not repealed, states will lose significant amounts of contract authority, limiting their ability to place highway projects under contract. This could also have the effect of reducing funds for Federal Highway Administration Programs that typically flex funding into the transit program. Although this amendment was defeated, Environment and Public Works Committee Chair Barbara Boxer pledged to work with Senator Bond to ensure that it is enacted prior to September 30. The President is expected to sign the bill next week.

With the Highway Trust Fund fix in place, when Congress returns from its month-long recess in September, it must address the pending expiration of SAFETEA-LU prior to September 30. Considering the short time available, it is unlikely that Congress will have sufficient time to pass a full surface transportation authorization bill. Extensions for the surface transportation program are under development in the House and Senate. The Senate Environment and Public Works and Banking Committees have approved an 18-month extension, consistent with the Obama Administration’s recommendations. However, the final length of an extension is still under debate.

For more information on the FY 2010 Appropriations bill, the Highway Trust Fund, and the proposed SAFETEA-LU extensions, contact Paul Dean of APTA’s Government Affairs Department at (202) 496-4887 or pdean@apta.com.





AGENDA ITEM #8

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: Status of I-95/395 HOT Lanes Project

Regarding the I-95-395 HOT Lanes project, several developments during the summer are described below. Please also refer to several attachments.

A. At a July 28th briefing on the BRT Operations Analysis, VDOT staff revealed that financial markets do not currently permit the entire project to proceed as originally planned. Accordingly, VDOT and its consultants are quickly examining the entire project for cost-cutting opportunities, especially phasing. This is called a “scoping review.” To that end, the BRT analysis is examining whether to eliminate or delay construction of proposed in-line stations, such as at Lorton.

DRPT staff assured the group that Secretary Homer will not jeopardize the promised \$195 million advance payment for transit. The 3,000 new parking spaces will also be preserved. The third lane on I-395 will not be recommended for deferral but whether the third lane further south on I-95 will be deferred is still under consideration. Direct access to Mark Center is not part of the Fluor Transurban scope and if provided would be funded from other sources. However, any proposed alterations to the project must be agreed to by Fluor Transurban.

At that time, September, 2009 was still the target for “commercial close” of an agreement with Fluor Transurban. Spring, 2010 is the target for financial close and construction would begin by fall of 2010.



B. Individual jurisdictions arranged meetings with the project team to examine particular concerns with such locations as Seminary Road, Shirlington Circle and Eads Street. For example, a meeting with HOT lane project staff occurred with Arlington and Alexandria elected officials on July 29th.

C. On August 3rd, Secretary Homer appeared at a meeting in Arlington convened by Frank Shaffrath, Representative Moran's chief of staff. Also present were representatives of Arlington, Alexandria, WMATA, the Governor's office, VDOT's General Engineering Contractor, the Pentagon/DOD, and NVTC.

In the two-hour discussion, Alexandria and Arlington detailed their concerns, including the shortcomings of confining traffic analysis to meet only the requirements of federal Interchange Justification Reports, without considering impacts on local streets further removed from the HOT lanes and the interactions between the interchanges (e.g., Eads, Shirlington, Seminary). Systemwide and multimodal impacts must be considered and addressed.

Secretary Homer acknowledged the need to examine at some level these local impacts and emphasized big challenges at EPG/Ft. Belvoir, and especially Mark Center/Seminary. He mentioned receiving 200 concerned emails regarding Shirlington Circle. That interchange may also be broken away from the HOT lanes project for special treatment (as is true of Mark Center). Eads Street is too central to the HOT lanes project to be considered separately, however. He went on to warn that a new statewide revenue forecast is expected soon that will be "challenging."

Local staff mentioned techniques that have worked well in the past to resolve similar problems (e.g. with the Wilson Bridge), including sharing traffic impact studies with plenty of time to allow local residents to absorb the information and avoid emotional responses. Also, written settlement agreements that specify goals and expectations are useful.

Local staff also cited the shortened deadlines in a PPTA project and the inapplicability of IJR requirements designed for rural Interstate Highways to this dense urban setting.

The Pentagon representative urged the approach of "improving but doing no harm" (e.g. don't design Eads Street fixes such as new signals on the Pentagon property--without regard for spillover to Pentagon City streets).

Local staff also asked for more emphasis on protecting and enhancing transit. For example, about a third of the statewide transit trips now begin or end in Arlington, yet impacts on the Pentagon and Shirlington bus terminals have not been examined. Over 1,600 buses a day shouldn't be messed up. Plug and play, one size fits all analyses are not appropriate to this project.

Secretary Homer asked VDOT's GEC to meet with jurisdiction staff to agree on how to accomplish the requested analyses. However, the Secretary questioned the value of relying too heavily on such work when conditions will change (induced development around Mark Center, for example). Also, he continued to urge the approach he spelled out in his May 7th letter to NVTC et al., in which problems are solved cooperatively after the commercial agreement is signed with Fluor Transurban. He cited the positive results of such changes in the ongoing Beltway HOT lanes initiative. Problems are inevitable ("that's life") and shouldn't be allowed to interfere with the project.

Local staff pointed out that if such problems are not resolved in advance, local governments may be left financially responsible for fixing the mess, especially considering the commonwealth's current financial straits. For example, if HOT lane access/egress congestion delays buses at the Pentagon and/or Shirlington, local governments will have to buy more buses to maintain current headways.

Both Secretary Homer and VDOT's GEC insisted that transit and HOV performance will be protected.

Other subjects discussed included how to interest D.C. in cooperating with an extension of the HOT lanes across the Potomac River and the possible extension of the Columbia Pike Streetcar to Mark Center and NVCC.

D. A copy of a letter sent to Secretary Homer by a Fredericksburg area MPO committee is attached for your information. It asks for details about the ongoing scoping review, given serious concerns that the Garrisonville Road transition lane could be removed from the Northern Segment.

E. An August 17, 2009 letter from VDOT's Chief Engineer to the chairmen of NVTA and FAMPO announced a significant change to the schedule with the realization that commercial close must be delayed "due to local government and community concerns as well as challenging credit market concerns..." Project development would continue with collaborative work with local staff to address traffic impacts. "A re-evaluation or supplement to the approved environmental document may be needed as a result of these efforts." Also, the letter mentioned that improvements in the Northern Segment outside the Beltway might proceed more quickly than those north of the Beltway.

The media generally characterized this development as a serious blow to the project.

F. On August 20th the Washington Post reported that Arlington County has filed a lawsuit in U.S. District Court in Washington D.C. challenging FHWA's decision to exempt the project from more detailed environmental analysis. Air quality and congestion on local streets were cited as serious concerns.



Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, Virginia 22401
(540) 373-2890
Fax (540) 899-4808
www.fampo.gwregion.org

Henry "Hap" Connors, Jr.
FAMPO Chairman

Lloyd Robinson
FAMPO Administrator

July 27, 2009

The Honorable Pierce Homer, Secretary
Virginia Department of Transportation
P. O. Box 1475
Richmond, VA 23218

RE: I-95/395 HOT Lanes Status

Dear Secretary Homer:

At its July 20, 2009 meeting, FAMPO Policy Committee members expressed concern that the Comprehensive Agreement between the Commonwealth and Fluor/Transurban for the Northern segment of the I-95/I-359 HOT Lanes has not been executed and that the presentation you made to the Commonwealth Transportation Board (CTB) earlier in the month made reference to the fact that the Northern segment is undergoing "scoping review". In addition to the timely execution of a Comprehensive Agreement, the continued inclusion of a transition lane between Dumfries and Garrisonville Road in the Northern segment is also of concern to FAMPO members.

While the FAMPO Policy Committee is uncertain about what this "scoping review" signifies, there is a serious concern that it could mean the Garrisonville Road transition lane is a candidate for removal from the Northern segment. Because the Committee's member local governments view this flyover as an essential part of the Northern segment, the Committee concluded that it needed to seek further clarification from you and at the same time underscore the fact that support for the Northern segment will be seriously undermined if the Garrisonville Road transition lane is removed.

We await your reply on this important question.

Sincerely,

Hap Connors
Chair

Cc: FAMPO Policy Committee



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

David S. Ekern, P.E.
COMMISSIONER

August 17, 2009

Mr. Martin E. Nohe
Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
Fairfax, Virginia 22030

Mr. Henry Connors, Jr., Chairman
Fredericksburg Metropolitan Planning Organization
Post Office Box 863
Fredericksburg, Virginia 22404

Dear Chairman Nohe and Chairman Connors:

As you know, the Virginia Department of Transportation and Virginia Department of Rail and Public Transportation have undertaken a scope review of the entire I-95/395 HOV/Bus/HOT Lane project. The purpose of the project is to provide a free flowing travel facility that is part of a regional network of managed lanes; to expand HOV and transit usage in the corridor; to serve major employment sites in the corridor, including the 90,000 Department of Defense jobs in the corridor; and to manage congestion through variable pricing.

Our original schedule called for the project to reach commercial close this month. However, due to local government and community concerns, as well as challenging credit market conditions, we will not reach commercial close this month. It is our intention to continue the project development efforts along the following lines:

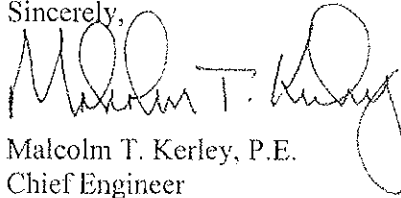
- The project team will continue to work collaboratively with Arlington, Alexandria, and Fairfax County staff to address the local traffic impact issues between Eads Street and Duke Street. There is very significant work underway to address the traffic impacts of BRAC and other new development at Seminary Road and to minimize or eliminate local traffic impacts at the Shirlington rotary. Better understanding of the local impacts and operational issues at Eads Street will require more time and analysis. And, enhanced bus service to the regional core can improve traffic circulation at the Pentagon and potentially reduce Metrorail crowding. Development of capacity and access improvements at Shirlington or Seminary Road will not proceed until this consultative process is completed. A re-evaluation or supplement to the approved environmental document may be needed as a result of these efforts.

Mr. Martin E. Nohe
Mr. Henry Connors, Jr.
August 17, 2009
Page Two

- The project team will continue to work collaboratively with Stafford, Prince William, and Fairfax Counties, and appropriate transit staff, to develop the HOT lanes project from Garrisonville Road to just inside the Beltway. This includes the identification of significant additional commuter parking spaces in the corridor and associated transit investments. It is possible that development of these improvements and investments may proceed more quickly than those improvements and investments north of Beltway.
- The project team will continue to work collaboratively with all affected stakeholders to assure that the significant transit capital and transit operating commitments are met.

Thank you for the many constructive comments received on this project. Should you have any questions, please contact Mr. Young Ho Chang, project manager, at (703) 430-7500.

Sincerely,

A handwritten signature in cursive script, appearing to read "Malcolm T. Kerley". The signature is written in black ink and is positioned above the printed name and title.

Malcolm T. Kerley, P.E.
Chief Engineer

Copy: Chief Elected Officials in I-95 Corridor
Secretary Pierce R. Homer
Commissioner David S. Ekern
Mr. Charles M. Badger

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HOT lanes on I-95/395 put on hold

By: William C. Flook
Examiner Staff Writer
August 18, 2009

Virginia officials have put a project to add new toll lanes on Interstates 95 and 395 on hold, citing difficulties securing financing for the massive transportation investment.

The planned I-95/395 High Occupancy Toll Lanes, similar to a project under construction on the Capital Beltway, is part of a network of multi-billion dollar road and rail expansions aimed at alleviating traffic congestion in the Washington suburbs.

A weak credit market is largely to blame for derailing progress on the HOT lanes, for which construction was set to begin in mid-2010. The new lanes would run between the Pentagon and Spotsylvania County and would be free to carpools, buses and motorcycles but impose a toll on cars with fewer than three occupants.

"Quite frankly, we ran against some real challenges from the credit markets and some concerns of the local communities," said Ronaldo "Nick" Nicholson, head of the Virginia Department of Transportation's "megaprojects" effort. The Beltway HOT lanes project, which will run between Springfield and north of the Dulles Toll Road, has not been delayed. Both HOT lanes initiatives, as well as the 23-mile extension of Metrorail to Dulles, are public-private partnerships meant to attract private capital to transportation ventures at a time when money for construction is dwindling.

A consortium of Fluor Daniel and Transurban USA is partnering with VDOT to build the Beltway HOT lanes and is negotiating to carry out the project on I-95/395.

"This is not a good time to be bringing forward a project like this," said Virginia Transportation Secretary Pierce Homer, who said the cost of debt financing and the amount of equity required would have been too great to immediately move forward.

He said community concerns about traffic on Seminary Road and at the Shirlington rotary also weighed into the decision.

The delay instantly became campaign fodder for the governor's race, with Republican nominee Bob


McDonnell condemning the Kaine administration's decision to halt the project.

"While I understand that there are tough economic challenges facing Virginia, we cannot continue to delay innovative public-private partnership agreements that provide market-based solutions and more choices for Northern Virginia commuters," he said.

wflook@washingtonexaminer.com

Find this article at:

http://www.washingtonexaminer.com/local/Toll-lanes-on-I-95_395-put-on-hold-8119668-53507052.html

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The Washington Post

Arlington Sues to Stop HOT Lanes on I-395/95

County Cites Threat of Air Pollution

By Ashley Halsey III
Washington Post Staff Writer
Thursday, August 20, 2009

Arlington County filed a federal lawsuit Wednesday asking for a more thorough environmental review of high-speed toll lanes intended to relieve traffic congestion in and out of Washington.

The county contends that plans for high-occupancy toll (HOT) lanes on interstates 95 and 395 have proceeded without regard to the additional air pollution generated by increased traffic.

"They don't really know what the true impact will be," said Stephen MacIsaac, the county attorney. "We think there will be a lot of air quality effects. We're saying: 'Wait a minute. Slow down. Let's do this all properly.' "

The suit, filed in U.S. District Court in Washington, specifically challenges a Federal Highway Administration decision to exempt the HOT lanes project from normal environmental scrutiny, an exemption based on the premise that it would have no significant impact on air quality.

Naming federal and state officials, the suit also says that improper designs in two locations -- the Shirlington off-ramp and the Eads Street terminus -- would cause traffic congestion on local streets.

"There are a lot of problems that haven't been addressed, and I'm worried that Arlington is going to be left to fix them," MacIsaac said.

State officials said they could not comment on pending litigation.

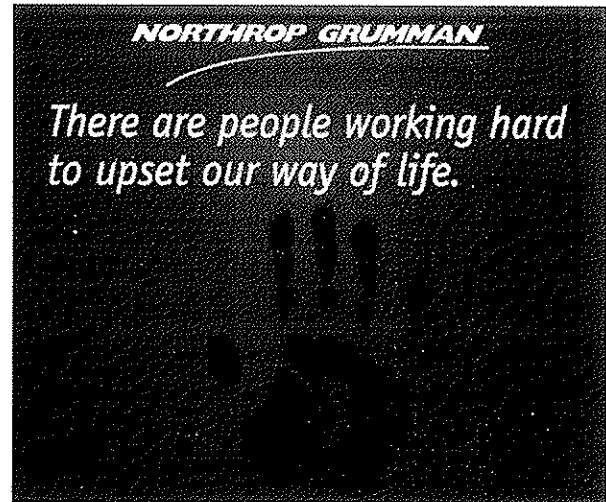
Although construction of HOT lanes on the Capital Beltway is well underway, plans to link them to similar lanes on I-95 and I-395 have not been completed. The state announced Monday that it planned to delay the project, which would extend the lanes between Massaponex in Spotsylvania County and the Pentagon.

Although the cost of the north-south lanes has not been established, state officials said they feared that the bond market might not support it, and they said they also wanted the delay to address concerns expressed by Arlington and other jurisdictions through which the highways pass.

Shirley Highway, which begins in Washington as I-395 and becomes I-95 in Springfield, is one of the most congested in the region, with traffic moving at a crawl during rush hour and often slowing to less than 20 mph even during off-peak hours.

The current plan for I-395/95 HOT lanes is to add a third lane to a pair of carpool lanes. HOT lanes

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are free to carpool and buses, but drivers who don't meet high-occupancy vehicle requirements would pay tolls. Variable pricing is used to keep traffic flowing during peak hours, with toll rates increasing as the lanes become more congested. Drivers who don't want to pay can use the free non-HOT lanes.

The HOT lane projects for the Beltway and I-395/95 are a public-private partnership between the state and a consortium called Fluor-Transurban. Fluor is an international construction company, and the Transurban Group operates toll roads in Australia.

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Six Routes to a Toll Road

As business models proliferate, most new highways aren't public or private but somewhere in between. **By Brendan Schlauch**

← PUBLIC

Maryland

Intercounty Connector

Cost: \$2.6 billion
Completion: Fall 2012

Florida

I-595 Expressway

Cost: \$1.8 billion
Completion: Spring 2014

Virginia

I-495 HOT Lanes

Cost: \$1.9 billion
Completion: Early 2013

The Intercounty Connector will be the first major east-west highway in the suburbs north of Washington, D.C. Maryland is using public money to cover the road's \$2.6 billion cost, and is using a variable pricing scheme that will charge motorists higher tolls during rush hour and other busy times. Maryland will retain full ownership of the highway, control the toll rates and receive 100 percent of the toll revenue. That also means Maryland is on the hook for the road's operating and maintenance costs, as well as any increase in construction expenses.

To pay for expansion of the Howard County highway, Florida is using an "availability payment" model, the first time this financing scheme that is popular in Europe will be used in the United States. A consortium of private investors led by ACS Infrastructure Development will pay to improve 2.5 miles of the existing road and add tolled express lanes. The consortium also will cover operation and maintenance of the highway even when it is completed. In exchange, Florida will pay the investors more than \$1.8 billion over the next 25 years, essentially renting the highway back from the private entity. Florida will retain a fair amount of management control, however. Payments are contingent on the contractor meeting certain performance standards laid out in the contract. And the state will maintain power to set the toll rates and keep sole rights to the revenues.

Virginia is turning to private partners to expand I-495—the Washington Beltway—with express toll lanes. Virginia is responsible for less than one-fifth of the project's cost, or roughly \$400 million, and is on the hook for any of the project's debt. Two companies, Fluor and Transcon, will finance the remaining costs, including future maintenance expenses, in exchange for a roughly 15-year lease on toll revenues. The companies are allowed to charge whatever price the market will bear in order to maintain constant speeds of at least 45 m.p.h. Despite ceding wide control over toll rates to the private sector, Virginia will retain ownership of the highway and will receive up to 30 percent of toll revenues once the companies' return on investment exceeds 4 percent.

When the Philadelphia and Lancaster Turnpike opened in 1794, it was the first major toll road in the United States. It also was the first thoroughfare to be constructed entirely with private money. That private model of financing toll roads held sway for more than a century. Not until 1937, with the construction of the Pennsylvania Turnpike, did government begin to take an active role in the financing and construction of toll roads. For generations of American drivers, a toll road was almost always a highway built not long after World War II and financed and run by a public authority or another arm of state government.

Now, that's changing again—and quickly. With states strapped for cash, and the nation's highways in desperate need of repair, government is once again turning to the private sector for help.

But what's unfolding with toll roads is not necessarily a pendulum swinging back to an all-private model, either. Instead, states are experimenting with a wide array of business models, some of them imported from overseas. On a spectrum, some of the new facilities are closer to the late-1940s model in terms of public financing and control over how the road is managed. Others leave more control, risk and financial reward with the private sector. Many more of the new toll-road models lie somewhere in between. Although the credit crunch has slowed the momentum on new public-private partnerships, several projects already are underway and more are likely when the economy rebounds.

In other words, this is a pivotal moment in the history of toll roads. Only the future can tell whether any of the emerging models for building them will work out better than others. **G**



Texas

State Highway 130

Cost: \$1.4 billion
Completion: 2012

California

South Bay Expressway

Cost: \$840 Million
Opened: November 2007

Virginia

Dulles Greenway

Cost: \$350 million
Opened: September 1995

Texas built the first stretch of State Highway 130 as an alternative to the congested I-35 near Austin. Now, the state is partnering with French-American infrastructure and Spain-based Citra to finish constructing the remaining 40 miles of the 91-mile toll road. The companies will finance most of the \$1.4 billion project, which they will operate and maintain. T&E and Citra also paid Texas \$16 million up front for a 50-year lease on the right to collect and keep toll revenues. Texas maintained some public control over tolls by capping them at the rate of growth of state domestic product. And Texas could share in the toll revenues if certain benchmarks are reached. But there are risks: If the private company defaults on its loans or is unable to complete the project, Texas is responsible for paying off the resulting debt and completing construction itself.

Facing a critical need for a new highway south of San Diego, California solicited private partners that could complete a toll-road project on an accelerated timeline. In exchange for a 35-year lease, the American-based Macquarie Infrastructure Group put up \$435 million in private funding for the \$840 million project. As part of the agreement, the company must pay for maintenance and operating costs, including highway patrol services. But the company has the power to set toll rates to whatever the market will bear, independent of state oversight. The only restriction is that Macquarie's return on investment is capped at a generous 14.5 percent. If the company makes more than that, a revenue-sharing agreement with the state kicks in.

Built in the early 1990s, the 14-mile Dulles Greenway west of Washington, D.C., isn't even the newest modern toll road. It recreates the general form of a privately owned facility in the United States: In fact, Macquarie recently bought the highway from its previous owner for \$425 million. The road receives no public funding, so all maintenance and operating costs are covered by Macquarie through revenues collected from tolls. Like electric companies and other utilities, the private highway is regulated by the Virginia State Corporation Commission, which is responsible for setting the rate of return for investors. As per the original agreement allowing the Greenway's builder the right-of-way, the toll road is expected to revert to state control in 2046.



AGENDA ITEM #9

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: Regional Transportation Items

A. Monthly Transit Ridership Report.

The attachment shows monthly and cumulative ridership for all of FY 2009 and July, 2009 ridership to start Fiscal Year 2010 for each transit system serving Northern Virginia. For FY 2009, Northern Virginia's transit ridership grew 4% compared to FY 2008, reaching 149.1 million passenger trips. Statewide ridership was 196.5 million.

B. 2007/2008 MWCOG Household Travel Survey.

MWCOG has completed its first such survey since 1994. About 11,000 households were surveyed regarding their work and non-work trips. Key results are displayed in the attached PowerPoint. Mode shares for transit are up significantly in most jurisdictions compared to 1994, as are walking and biking. Single-occupant driving shares are up in D.C. and Fairfax, Loudoun and Prince William counties, but down elsewhere. Auto passengers (ridesharing) shares are down significantly across the board.

C. City of Fairfax Operates Six New Hybrid Buses.

As explained on the attachment, the six new 35-foot, 30-passenger hybrid-electric buses began service in mid-August. They feature an aerodynamic look and bike racks. The buses will use up to 40% less diesel fuel per mile.



D. Status of Regional BRT TIGER Application.

The attachments describe the status of this major regional effort as of mid-July. The application deadline is mid-September so a few finishing touches are still being applied.

E. Capital Flyer Bus Service Demonstration (November, 1971).

Just before NVTC's Shirley Highway express bus service was initiated, MWCOG sponsored a demonstration project providing express bus service between D.C., Maryland and Virginia. Free fringe parking was provided and two-way service, with reduced reverse flow fares, offered access to suburban jobs as well as core employment areas. A principal objective was to boost access to suburban employment sites for inner city residents. The project is interesting because of current efforts by MWCOG to initiate new regional express routes on a grander scale (as described above in Item #9D).

Ridership on the Tysons flow direction routes averaged 226 passenger trips and only 72 on the reverse flow routes. The new routes achieved a higher cost recover than existing routes of the private contractor. For the Tysons routes, the total costs were \$152,000 compared to revenues of \$65,000, for a net loss of less than \$87,000 for about a year of operation. The Virginia service carried 104,128 riders and operated 135,000 miles. Diversion payments (for bus customers switching to the new routes) and profit totaled about \$22,000 for the Virginia routes, so operating cost recovered was about 50%.

The private bus company (D.C. Transit System, Inc.) was contracted to operate a demonstration service with a distinctive logo. In Virginia, the parking site was at Tysons Corner Shopping Center, and new routes served that Center as well as Arlington.

Beginning in late 1968, the project took 30 months to complete and bus service operated for 18 months. The project ended in June, 1971. At the end of the period, the new routes were incorporated into the private bus networks with some modifications, although the companies resisted operating the unprofitable reverse flow lines. The Tysons routes were taken over by the Washington, Virginia and Maryland Coach Co., Inc. UMTA (now FTA) provided much of the funding (\$670,804) and local governments provided \$74,534 (including 40% from D.C and 20% each from Prince George's, Montgomery and Fairfax counties). The routes are shown in two attachments.

Four buses served the Tysons Corner flow-direction routes, with four morning inbound departures (6:30-7:30) and four afternoon (4:15-5:35) trips. Initial fares were 60-cents (increased to 80-cents after four months). The reverse flow service consisted of three routes to Tysons, at a fare of 25-cents. With low patronage on two of the routes, they were altered to serve Ballston.

Among the lessons:

- Two-way revenue service cost “considerably” more to operate than one-way reverse dead heading so reduced reverse flow fares weren’t justified on that basis;
- Reverse flow demand was weak;
- Afternoon demand was less than morning;
- Riders were positively influenced by newer equipment and customer service.

F. Texas Transportation Institute 2009 Urban Mobility Report

The July 8th edition of the *Washington Post* featured an article (attached) on the results of the recently released 2009 Urban Mobility Report. This annual report, produced by the Texas Transportation Institute, provides an easily understood analysis of congestion and mobility issues nationwide. The 2009 report, based on 2007 data collected from state and federal traffic agencies covering 439 urban areas, seeks to quantify congestion and mobility issues, and show the costs of congestion in terms of time and fuel. The report also provides consistent comparisons of congestion in very large, large, medium and small urban areas.

The *Post* article focused on the congestion statistics for the Washington Metropolitan area, stating that the average commuter in the Washington area spent 62 hours in congestion, at an annual cost of \$2.76 billion for the region. The report pointed out the fact that nationwide, congestion has decreased slightly compared to the previous year, with the annual travel delay dropping from 4.2 billion hours to 4.16 billion hours, and the annual fuel wasted dropping from 2.85 billion gallons to 2.81 billion gallons. This reduction is most likely due to the nationwide economic slowdown. However, congestion in the Washington area has grown slightly worse. The Washington area now ranks only behind Los Angeles with the second worst congestion nationwide, in terms of annual hours and fuel wasted per traveler.

The 2007 Urban Mobility Report (2005 data) estimated that public transit saved the Washington Metropolitan area \$456 million dollars

annually, in terms of time and fuel costs. The 2009 report has increased this number to \$521 million. The authors of the report attribute the slight increase to the increase in gas prices, and the increased transit usage.

The report also examines the benefits of HOV lanes and other operational treatments, such as incident management, ramp metering, signal coordination, and arterial street access management. For the Washington region, an estimated 26.2 million hours of delay were saved for persons using 108 miles of HOV lanes and other operational treatments in 2007.

Copies of the 2009 Urban Mobility Report can be downloaded from the Texas Transportation Institute website at <http://mobility.tamu.edu/ums/>. NVTC staff can also provide copies to any interested parties.

G. Statewide Transit Plan/Surface Transportation Plan/Corridors of Statewide Significance.

DRPT staff conducted a briefing on July 28th. Consultants have compiled lists of specific transit projects and services that are in existence or planned. In the case of the transit plan, these are split according to whether they are needed to maintain a state of good repair, are part of capacity expansion plans, or are part of major corridor investment needs. Population/employment growth and completed Transit Development Plans were used to identify these needed projects. Areas that aren't served by transit but should be were included.

For Northern Virginia, several current capacity issues were listed (e.g. Metrobus REX routes at King Street Terminal; Metrorail Orange Line in Rosslyn Tunnel) as well as future issues (e.g., Loudoun County Transit at the 14th Street Bridge; VRE by 2015).

Regarding the statewide multimodal plan (known as Corridors of Statewide Significance), existing and planned transit services are arranged within each of those corridors as of 2035. Sources include CLRP's, Long Range Transportation Plans, Transit Development Plans, Strategic Plans, Feasibility Studies, etc. Because it is unclear exactly how to define each corridor geographically, the consultants at this stage have included transit services and projects in their inventory from surrounding areas.

H. VTrans 2035 Research.

Dr. John Miller of the Virginia Transportation Research Council has provided a research report titled "Socioeconomic and Travel Demand Forecasts for Virginia and Potential Policy Responses." The report is available at www.vtrc.net. NVTC staff provided some information used by the author.

Among the 25-year statewide forecasts (2010-35), daily vehicle miles traveled statewide will increase 35% to 45%, population will grow 28% to 36% (up to 10.3 million/ 10.9 million) and transit trips will almost double to up to 360 million trips. Of this growth, WMATA will account for 60%. This transit forecast was devised by assuming the same historical growth rate as occurred from 1991 through 2007. If the higher rate from 1997 through 2007 had been assumed to continue, the 2035 forecast would have jumped to 587 million transit trips. (The latter approach would seem more realistic as transit use actually declined in the 1991-1997 period).

Persons statewide who are at least 65 years of age will double to two million. Population in the Northern Virginia planning district will grow by up to 1.23 million and employment by 1.28 million.

Greater density at select urban locations could reduce daily VMT (DVMT) in 2035 by up to 6.4% from its projected base level. If household income remains flat, DVMT could be reduced from its projected 2035 base by up to 82% if fuel were to cost \$10 per gallon by 2035, up from the assumed base of \$2.80 per gallon. Gasoline at \$10 would boost transit trips by 31%.

The report also provides an analysis of the effects on average daily VMT and air quality of various policy changes. Among these are encouraging transit oriented development (reduced DVMT by up to 2.4 million statewide due to an increase in transit mode shares by up to 16% and new transit trips of up to 2,400); increased bus hours (reduced DVMT by up to 0.342 million due to 342 new transit trips); and cutting transit fares in half (reduces DVMT by up to 0.060 million due to new daily peak riders).

I. APTA 2009 Public Transportation Fact Book.

Each year the American Public Transportation Association publishes a fact book (see www.apta.com). The 60th edition contains the following items that may be of interest (data are nationwide from calendar 2007):

- 10,247 million unlinked passenger trips were provided nationwide in 2007 (the highest since 1958) with an average trip length of 5.2 miles;
- Passenger fares averaged \$1.09 per trip;
- Transit systems employed about 383,000 employees;

- WMATA ranked fourth in combined bus and rail passenger trips and sixth in passenger miles while its service territory ranked eighth in population (2000 Census);
- Overall 4.9% of commuters use transit as their primary mode (excludes occasional riders and doesn't consider whether transit is available);
- Almost 60% of transit trips are for work;
- Energy savings are 1.8 billion gallons of gasoline equivalent from auto drivers instead using transit (less 1.4 billion gallons used by public transit) plus 0.34 billion gallons due to congestion reduction, plus 3.4 billion gallons of transit-selected location decisions reducing trip lengths. The total savings are 4.2 billion gallons;
- CO₂ reductions from the above sources are 16.2 million metric tons (less 12.3 million metric tons created by transit) plus 3.0 million metric tons reduced due to less congestion and 30.1 million metric tons reduced due to transit-selected locations. The total savings are 37.0 million metric tons;
- Respective fatality rates are 0.71 per 100 million passenger miles for autos, 0.05 for commuter rail and 0.02 for transit buses;
- Fares and other transit system funds cover 37.9% of operating costs (27.0% of total operating plus capital costs); states pay 23.4% (20.8%); the federal government pays 7.5% (17.1%) and local governments cover the remainder;
- VRE ranks 12th among commuter rail agencies in unlinked passenger trips (3.4 million) and passenger miles (103 million);

J. 2008 Transportation Statistics Annual Report (U.S. Bureau of Statistics).

The US Bureau of Transportation Statistics has released its annual report, available at www.bts.gov.

Highlights include:

- Transportation emits 34% of CO₂ (2 billion metric tons in 2007) and passenger cars emit a third of that (and trucks almost half).
- Transportation emits 47% of CO, 33% of NO_x and 20% of VOC as of 2007.

- Transportation consumed 28.6% of U.S. energy in 2007 (29 quadrillion btu's) and 69% of petroleum (14 million barrels per day).
- There were 41,059 highway fatalities in 2007 of which 37 were intercity bus occupants, and there were 214 transit fatalities.
- Average costs of owning and operating an automobile were 54-cents per mile in 2007.
- Amtrak's Union Station in D.C. was the second busiest station with 4.1 million riders boarding or alighting in FY 2007.
- 8.7% of all U.S. households are without a vehicle and 14.6% of those are 65-years of age or more.
- 4.9% of all U.S. workers use transit to get to work.

K. Transportation Energy Data Book (28th Edition).

The U.S. Department of Energy has released the latest edition of this very comprehensive (389 pages) review of transportation energy information, with many historical data current through 2008. One table from the report is attached. It shows comparative fuel prices in 1990 versus 2007 for several countries, together with taxes levied on fuel. The U.S. and Canada experience much lower prices primarily because of much lower taxes. For example, taxes comprise 14% of motor fuel cost in the U.S. in 2007, 66% in the U.K., 42% in Japan, 64% in Germany and 63% in France.

L. Try Transit Week.

The week of September 21-25 is designated Try Transit Week by APTA. DRPT again is taking the lead in encouraging an active statewide response. Details of the promotion within Northern Virginia are being developed by staff.

M. David R. Goode National Transportation Policy Conference.

This conference for invited experts will occur September 9-11, 2009 at the Miller Center for Public Affairs at the University of Virginia in Charlottesville. NVTC's Executive Director will participate (at no cost to NVTC).

The purpose is to develop a comprehensive set of proposals for the authorization of America's transportation programs. A copy of the agenda is

attached. A full report on the conference will be provided at NVTC's October 1st meeting.

N. Stranded at the Station (Transportation for America, August 2009).

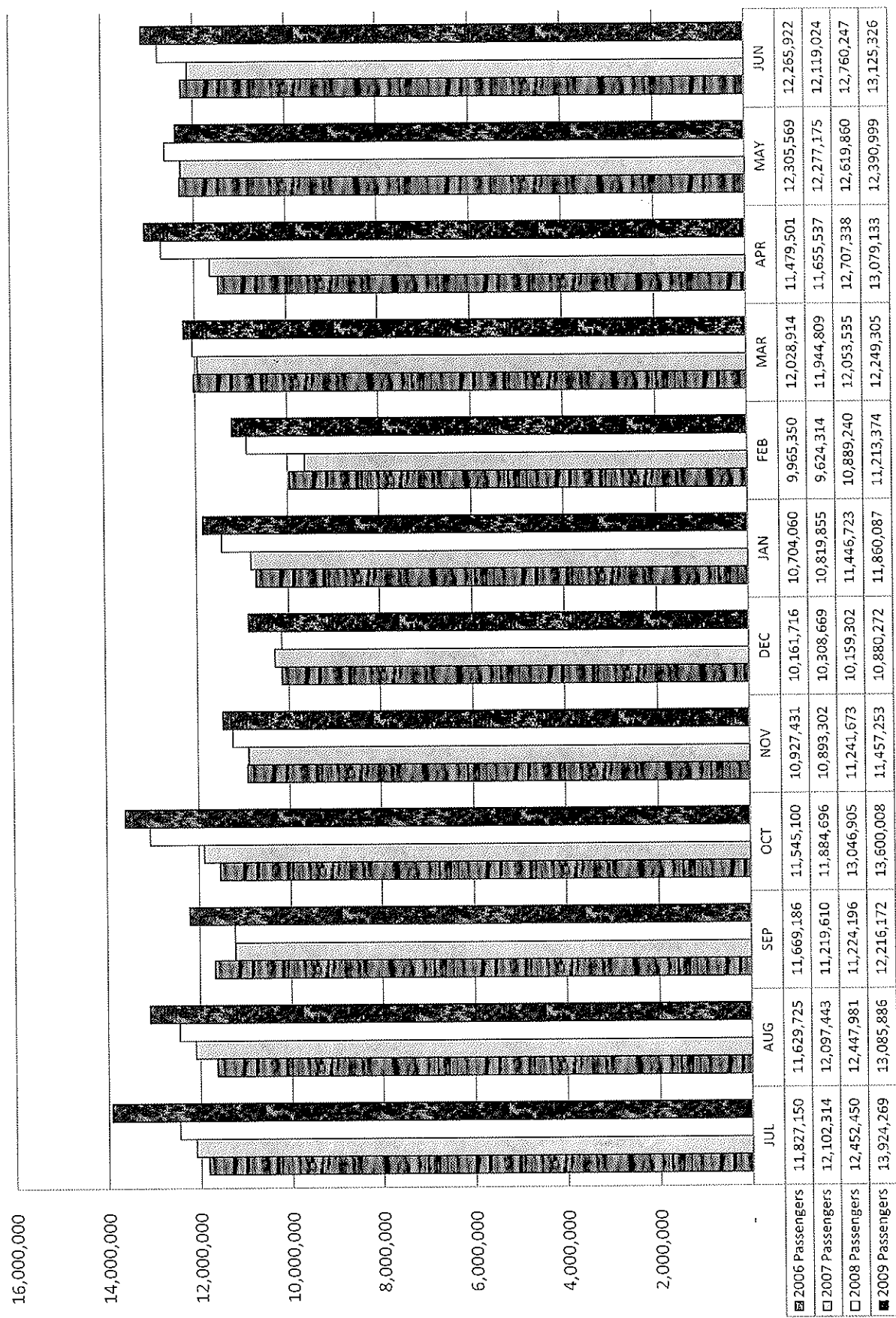
This report examines the impact of the financial crisis in public transportation. Among the facts included:


- More than 30 state climate change plans call for substantially increased public transportation.
- Transit use creates an average of 8.3 minutes per day of walking and cuts obesity-related medical costs by \$5,500 per person.
- State, regional and local funding for more than 80% of U.S. transit systems is flat or falling and 90% of those systems have raised fares or cut service. Nearly half have done both.
- The average fare increase in this study was 12%.

A

	Jun-09		Jun-08	% Change		FY 2009	FY 2008	%change
Alexandria Transit (DASH)	345,095	357,247	-3%	4,006,820	3,978,773	1%		
Alexandria - King Street Trolley	47,418	54,001	-12%	578,334	133,862	n/a		
Arlington Transit (ART)	124,325	118,575	5%	1,415,527	1,225,517	16%		
City of Fairfax (CUE)	73,675	84,345	-13%	1,032,435	1,047,346	-1%		
Fairfax Connector	774,351	788,900	-2%	9,577,115	9,492,664	1%		
Loudoun County Transit	80,665	76,072	6%	890,011	777,273	15%		
Virginia Regional Transit - Loudoun	53,775	51,341	5%	560,656	479,427	17%		
PRTC Omni Ride/Omni Link	271,548	269,686	1%	3,170,966	2,849,348	11%		
Virginia Railway Express	348,826	328,153	6%	3,857,646	3,628,563	6%		
WMATA Virginia Metrobus*	1,992,483	1,919,968	4%	22,808,625	21,574,431	6%		
WMATA Virginia Metrorail	9,013,165	8,711,959	3%	101,183,949	97,964,390	3%		
TOTAL	13,125,326	12,760,247	3%	149,082,084	143,151,594	4%		

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






NVTTC
Northern Virginia Transportation Commission
Thinking Outside the Car Since 1964

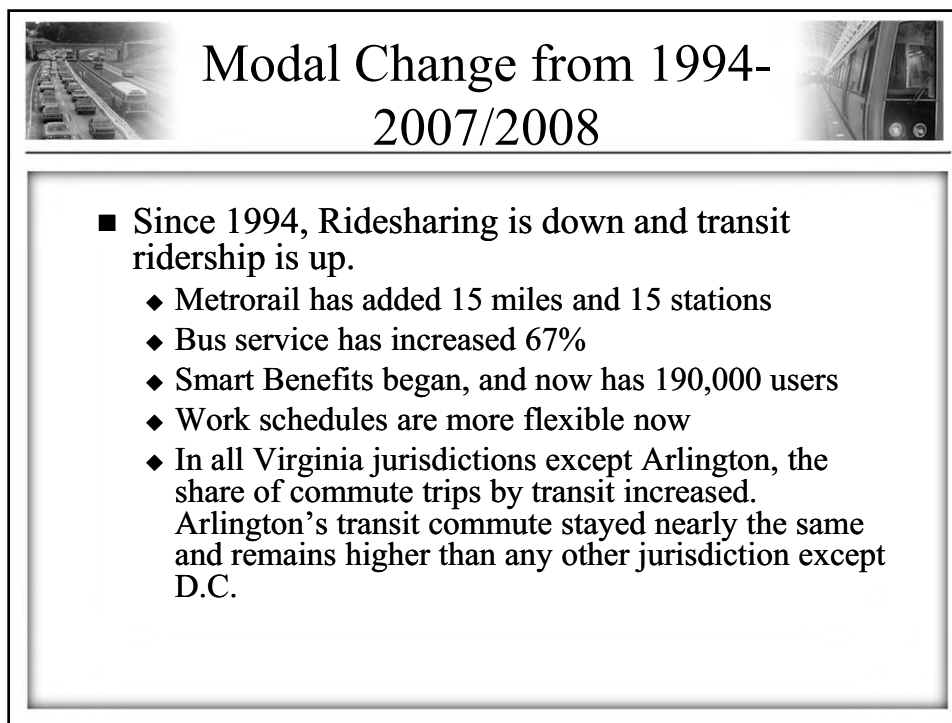
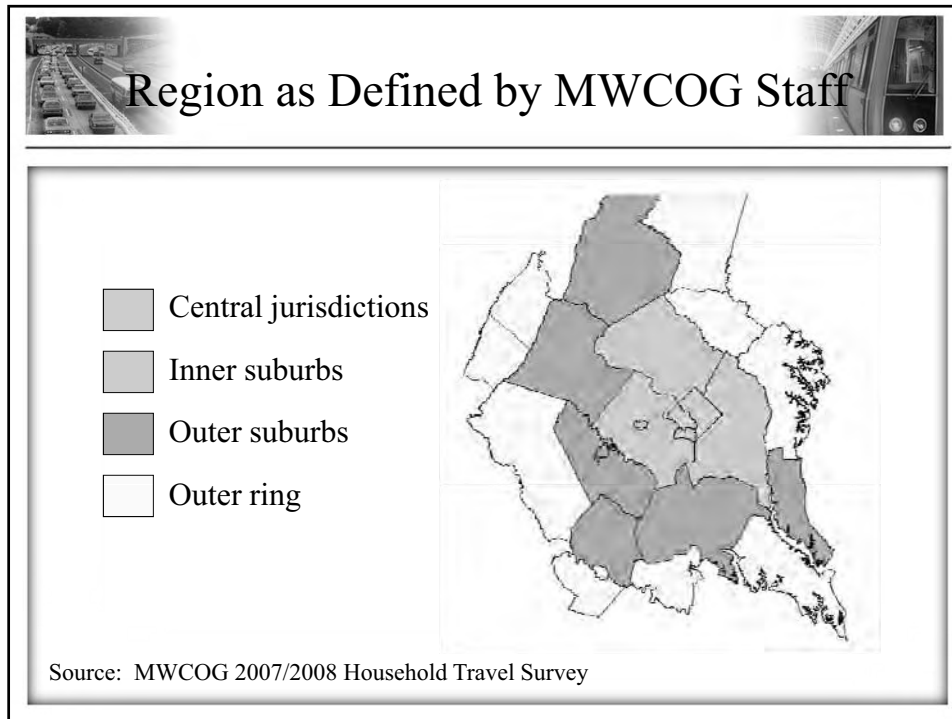
2007/2008 MWCOG Household Travel Survey

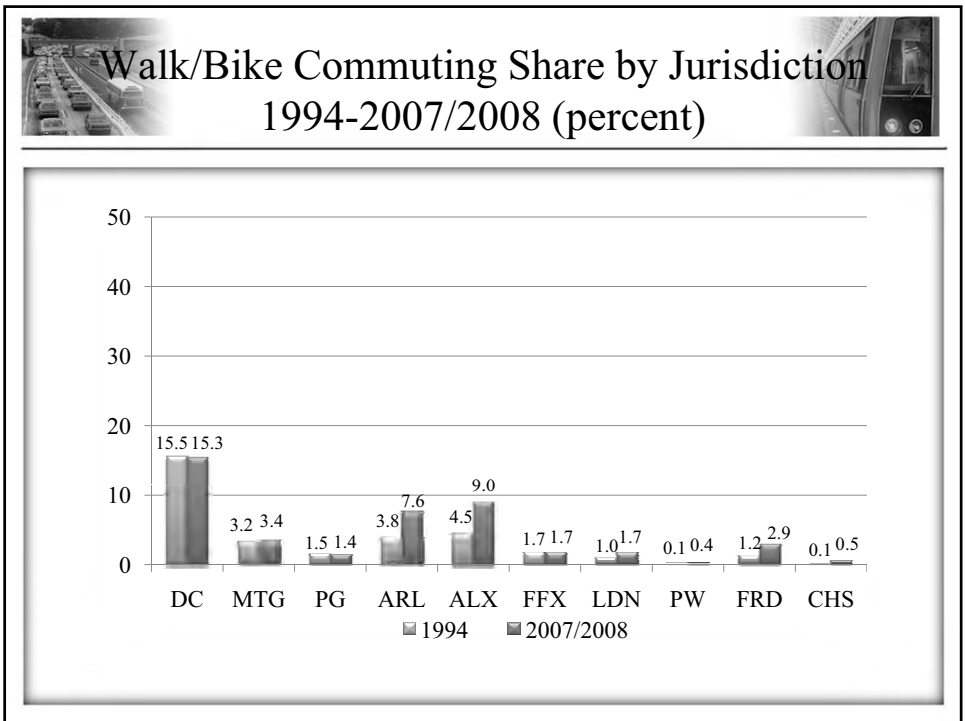
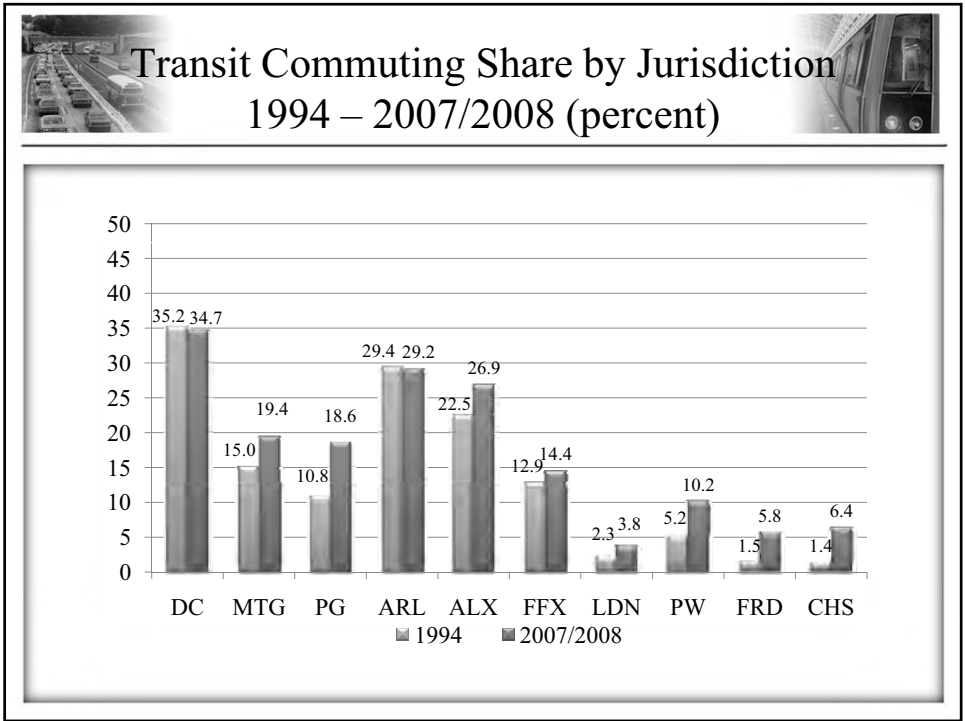
Comparing Northern Virginia
and the Region

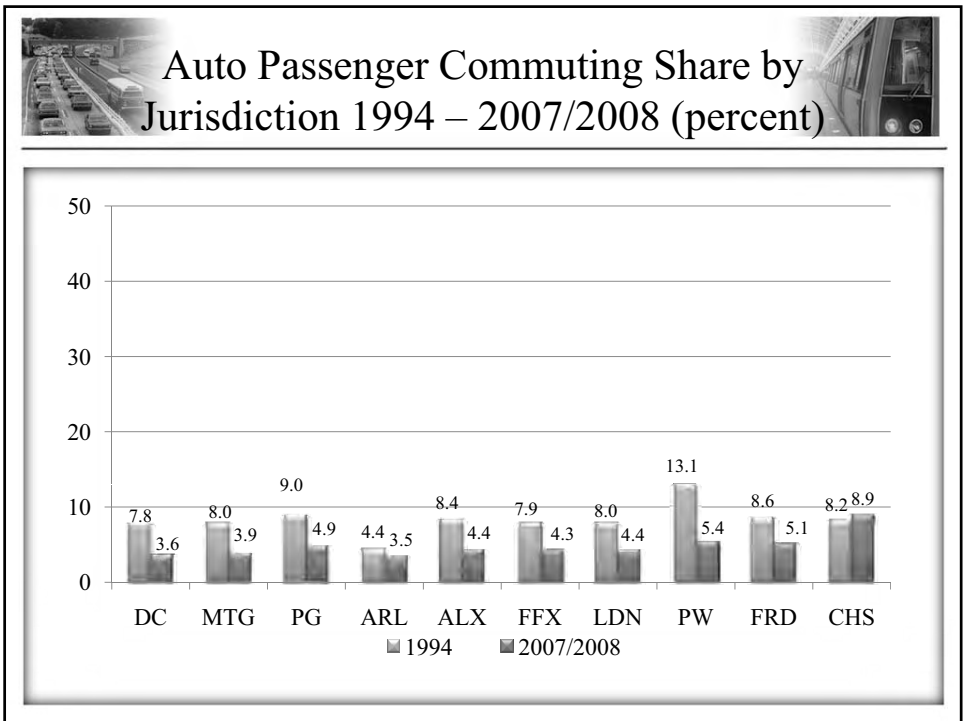
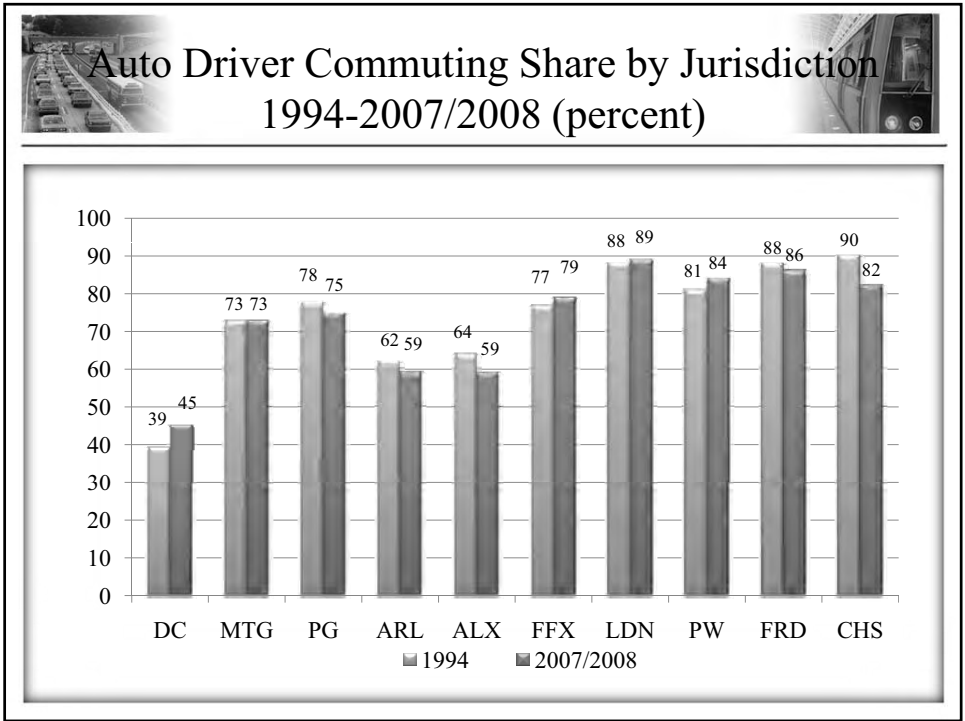


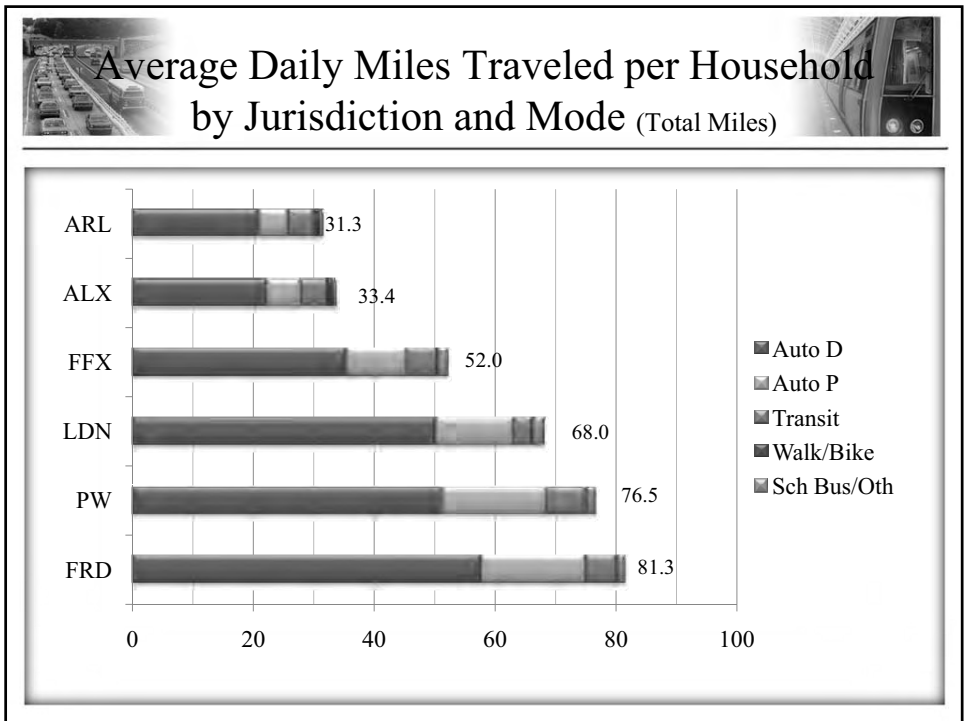
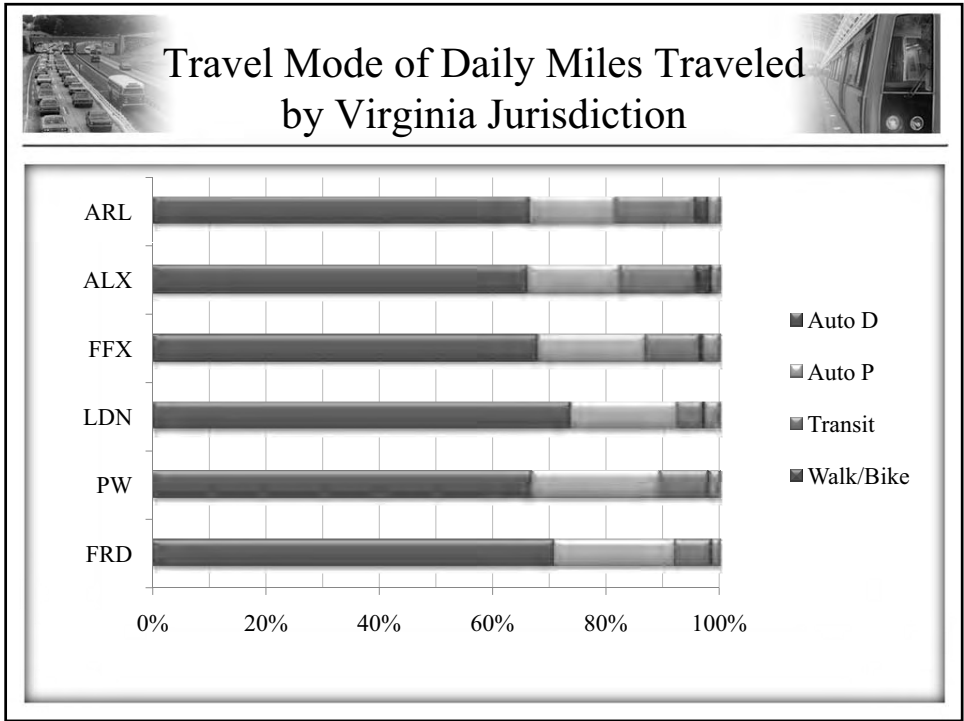
The Household Travel Survey

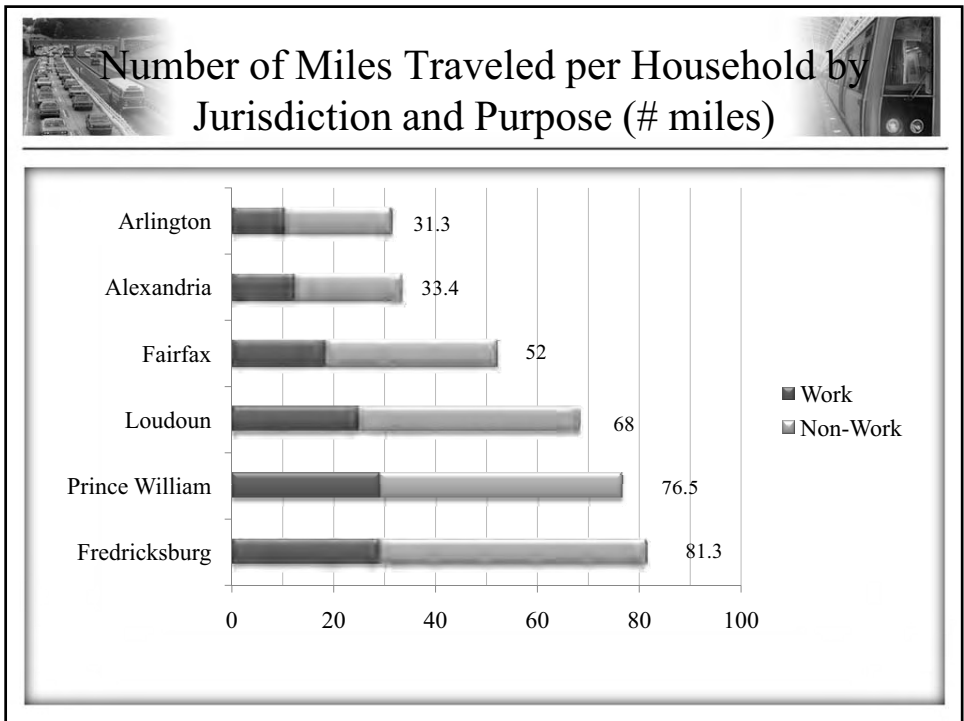
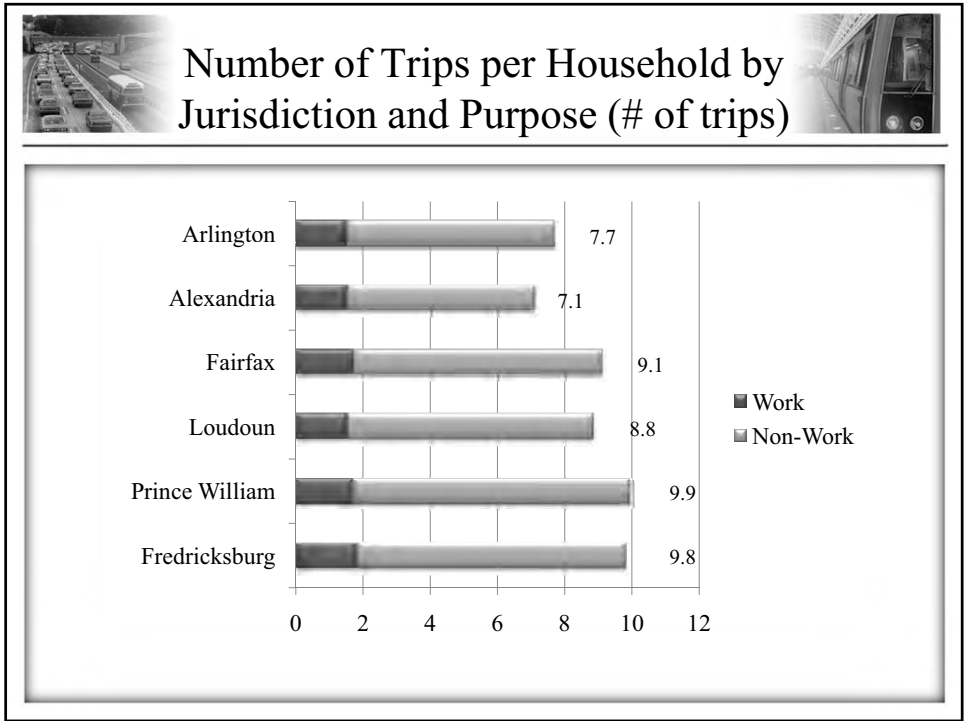
- First large scale survey undertaken by the MWCOG since 1994
- 11,000 households surveyed about their daily travel activities between January 2007 and March 2008
- Work and non-work trips
- Mode of transportation and distance traveled
- Data used to assist the transportation planning process for the region



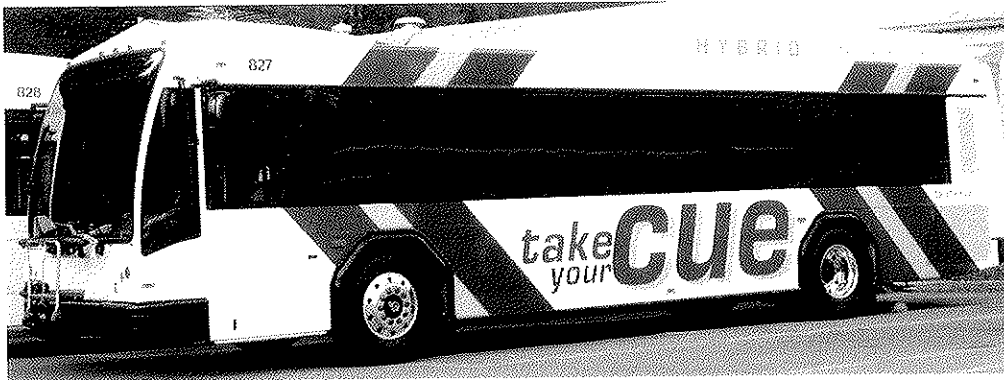








Welcome to the next generation of CUE Bus in The City of Fairfax!



- The first hybrid diesel-electric buses in Northern Virginia.
- Saves up to 40 percent per mile in diesel fuel.
- Emits less pollution because buses use electric engine when operating at 35 mph or less.
- The maximum speed limit in The City of Fairfax is 35 mph.
- Purchased through a grant from the Commonwealth of Virginia.
- Hybrid diesel-electric buses also save on brakes. The electric engine in the bus has a retarder that slows down the bus at the same time recharging the battery.
- The six new hybrid diesel-electric buses feature a Bus Rapid Transit design (BRT) and seamless windows.
- BRT design exudes an aerodynamic look.
- Buses are 35 feet in length, seat 30 people, low-floor and are equipped with folding ramps instead of wheelchair lifts.
- All buses also have bike racks.
- The new buses will be in service around the third week of August, 2009.




**Priority Bus Transit in the National
Capital Region**
TPB's TIGER Grant Opportunity

July 15, 2009
Presentation to the TPB

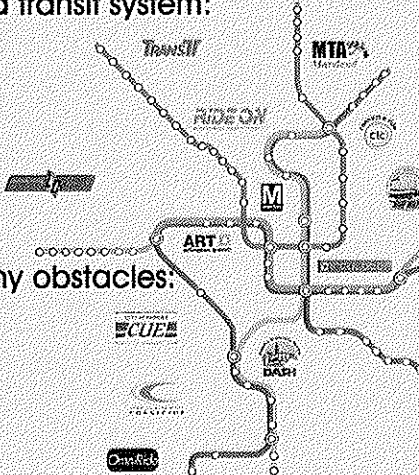
Ron Kirby
Director, Department of Transportation
National Capital Region Transportation Planning Board

**Why Should Priority Buses
be a Priority for this Region?**



We have a successful, integrated transit system:

- Metrorail
- Commuter Rail
- Numerous regional and local bus systems which are critical for expanding the reach of fixed guideway services



Yet quality bus service faces many obstacles:

- Traffic congestion
- Overcrowding
- Schedule adherence
- Service reliability

2

Seizing the TIGER Opportunity



The American Recovery and Reinvestment Act provides a real regional opportunity.

Although \$50 billion in transportation funding is mostly formula funding, \$1.5 billion is in *competitive* grants for capital projects that:

- Provide long-term economic benefit, livability, sustainability, safety, and state of good repair
- Can to be completed by 2012
- Request between \$20m-\$300m in total grant size
- Have significant impact on the Nation, metropolitan area, or region
- Maximize job creation and short-term economic benefit

A 1st step toward a full regional priority bus network

3

Timeline for Grant Application



July 15 TPB approval of TIGER Grant package components

August 1 Deadline for project data submission and determination final package

September 4 Review and approval of TIGER grant application by TPB Steering Committee

September 15 Grant submission deadline

4

Regional Package of Projects

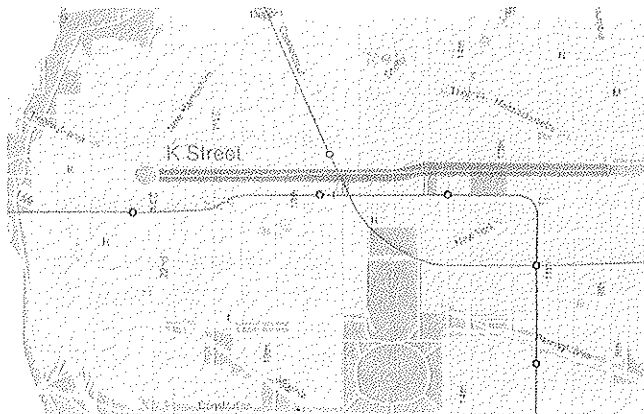


Multimodal menu of services and infrastructure improvements that allow for a more convenient door-to-door trip, by increasing mobility through priority bus transit and improving intermodal and non-motorized access to transit

1. K Street Transitway
2. A collection of priority bus corridors and services
3. A bike-sharing system
4. Improvements to two Metrorail stations and the creation of one new transit center
5. Existing and planned managed (HOV/HOT) lanes
6. Additional bus priority treatments across two Potomac River crossings and along three arterials

5

K Street Transitway



What 2 lanes with passing option, 1.3-mile transitway, from 9th-23rd St NW

Why Increase multi-modal efficiency of a regionally significant corridor

Grant Request \$95m

K St has been in the CLRP for nearly a decade

6

WMATA Priority Corridors and other Arterials

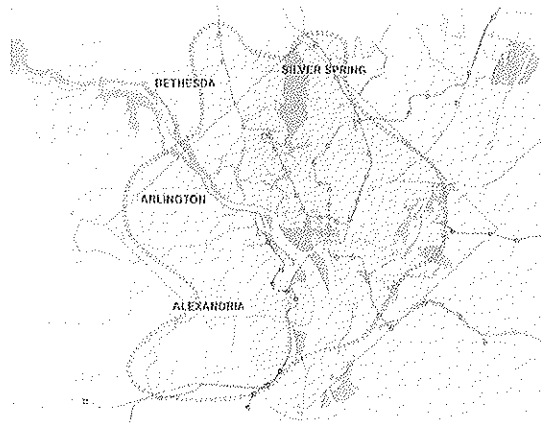


What Enhanced bus transit service along 12 existing bus corridors, including, for example, dedicated bus lanes, TSP, skip stop service, enhancing pedestrian access, real-time passenger information, and enhanced bus stops

Why Improve routes with highest regional ridership, and increase ridership and reliability

Grant Request ~~\$93m~~ \$36m (less \$50m in garages)

Regional Bike-Sharing



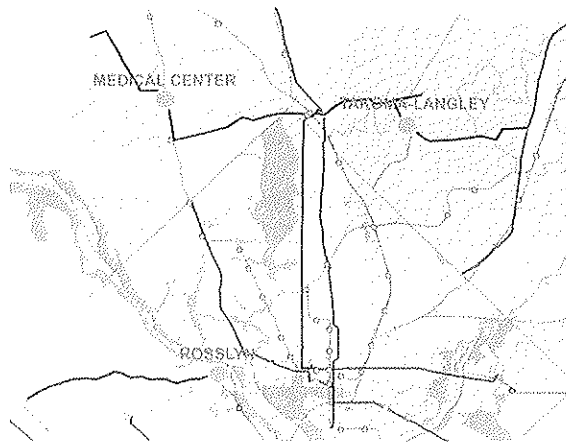
What Initial expansion of 1,600 bicycles at 160 bike stations in areas of DC, Alexandria, Arlington, Silver Spring and Bethesda, and potential other locations.

Why To extend the reach of public transit by providing a low-cost, convenient, door-to-door travel option

Grant Request \$10m

With DC's bike-sharing success, the time is right to expand regionally

Regional Transit Centers



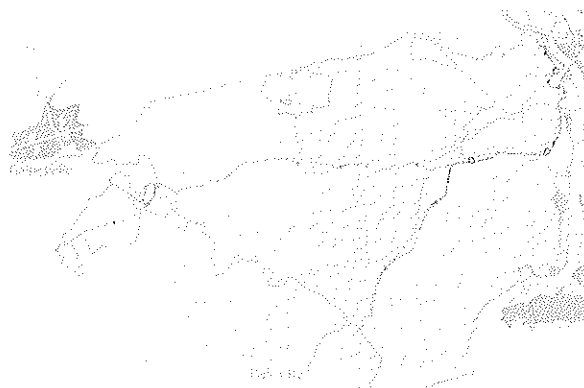
Transit centers provide regional, intermodal connectivity

What (1) A new pedestrian tunnel at Medical Center station, (2) 3 high-speed elevators, a mezzanine, and emergency stairs at Rosslyn station, (3) Creation of the Takoma/ Langley Transit Center

Why To greatly improve safety and intermodal access to priority bus corridors

Grant Request ~~\$37~~ \$49.6m
Rosslyn=\$10m
Takoma/Langley=\$8.6m
Medical Center=\$30m

Rapid Buses on Managed Lanes



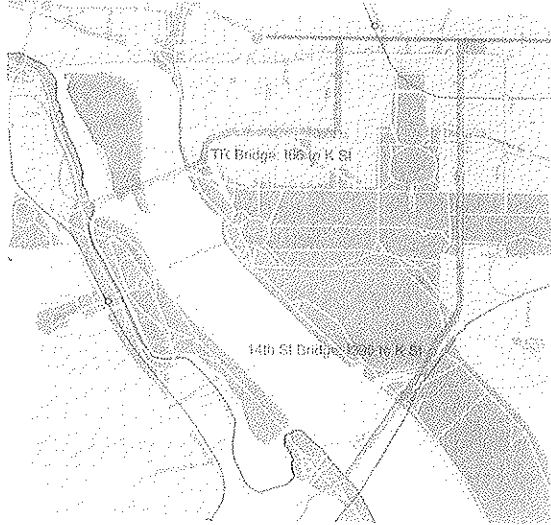
Managed lanes can provide virtual right-of-way for transit vehicles

What A variety of facilities to enable priority bus transit along I-95/395 and I-66 managed lanes.

Why To provide high quality transit options for commuters and relieve pressure on the Metrorail system

Grant Request ~~\$170m~~
\$78M

Connections to K Street



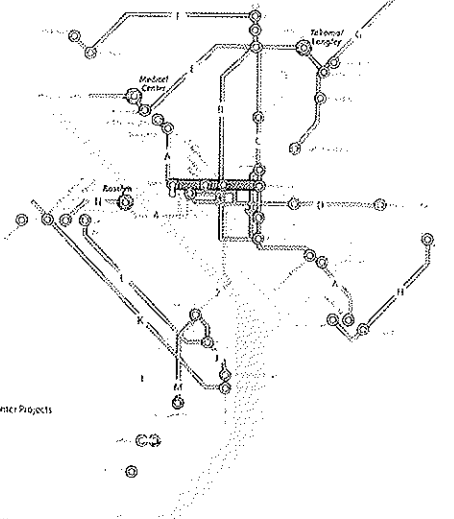
What Priority bus treatments connecting managed lanes on I-95/395 & I-66 to the K Street Transitway

Why To allow seamless transit connections between suburban and downtown employment centers

Grant Request \$7m

11

A Regional Multimodal System A Pilot System for 2012



Priority Bus Components

- K Street Transitway
- Priority Arterial Corridors
- Metro Station Improvements and Transit Center Projects
- Express Bus on Freeways
- Express Bus on Bridges and Arterials
- Existing Metrol
- Existing Commuter PAR
- Bus/Rail Transfers

12

Summary of Projects



Financial Summary

Current package total: \$276 million

Additional funds being leveraged: \$401 million, from local, state and federal sources

Percentage of TIGER funding for projects: 41%

(some project components will be further reduced or removed by August 1)

Facilities Summary

26 new dedicated transit lane miles in the region

92 new or improved bus stops/stations

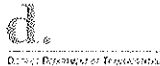
99 intersections with new transit signal priority

2,100 new parking spaces at park-and-ride lots

11 dedicated bus/HOV ramps

13

Regional Partners



14



Project Area And New Transit Lines



Development of the Project Budget

The following comparison of the project budget as initially conceived and finally adjusted illuminates the changes which occurred in the course of the project.

Table 1.

Initial and Final Project Budget		Initial Budget	Final Budget
Item	Description of Item		
1.	Staff Salaries	\$ 1,200,000	\$ 1,300,000
2.	Employee Benefits	700,000	700,000
3.	Travel	200,000	200,000
4.	Office Administrative Costs	100,000	100,000
5.	Service Improvement Costs	100,000	100,000
	A. Public-Private Partnerships	100,000	100,000
	B. Metropolitan Centers	100,000	100,000
	C. Public-Private Partnerships	100,000	100,000
6.	Construction of Facilities	500,000	500,000
	A. Bus Rapid Transit Stations	500,000	500,000
7.	Construction of Facilities	400,000	400,000
	A. Bus Rapid Transit Stations	400,000	400,000
	B. Marketing Services	400,000	400,000
8.	Other Project Costs	100,000	100,000
	A. Promotional Materials	100,000	100,000
	B. Public-Private Partnerships	100,000	100,000
	C. Public-Private Partnerships	100,000	100,000
	D. Public-Private Partnerships	100,000	100,000
9.	Contingencies	100,000	100,000
	TOTAL BUDGET	\$ 2,700,000	\$ 2,700,000

*The increase in salaries, benefits and other administrative costs is reflective of two factors. First, the extension of the length of the project from twenty-four to thirty months required additional staff funds. Second, the transfer from participating District of Columbia agencies of certain job development and on-board monitoring functions, and the decision to curtail contractual labor supply and demand surveys, led to the inclusion on the project staff of employment specialists and inner city ridership monitors from the Council of Governments' Community Resources Department. This second change is also registered under Item 8, where ridership surveys and service monitoring by outside personnel were eliminated, and there is reflected the decision to limit contractual labor supply surveying to a single contract (with the State of Maryland Department of Employment Security).

Service improvement costs totaling \$415,000 remained at 55 percent of the total budget, although greater emphasis on service for the Maryland Counties led to redistributing the funds originally allocated for service to Virginia. Finally, the emphasis placed on the production of printed publicity materials as the project progressed dictated the setting up of a separate line item for this expenditure.

F

The Washington Post

Traffic Eases Nationwide -- Except in D.C., Study Finds

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By Ashley Halsey III
Washington Post Staff Writer
Wednesday, July 8, 2009

Although traffic has lightened up a tad in almost every other major metropolitan area in the nation, the misery index in the Washington area has increased, according to the annual national traffic study released today by the [Texas Transportation Institute](#).

Washington continues to rank second to Los Angeles in auto congestion, which causes the average driver on the area's highways and byways to waste about 62 hours a year crawling through traffic, according to the study, which used data from 2007.

"Some of that is related to the good general economy in Washington, with the expansion of government and government services," said Tim Lomax, a research engineer for the institute and co-author of the study.

The study is the latest validation of the Washington area's traffic problems and raised questions about whether the region's current political and economic focus will work. The area has initiated some of the most expensive and controversial road projects in its history, including the new Springfield interchange, the new Woodrow Wilson Bridge, the HOT lanes on the Capital Beltway in Virginia, the planned widening of Interstate 66 in Virginia and the Intercounty Connector being built in Maryland.

Experts agree that no single approach -- building more roads or commuter rail lines -- will reverse the trend. They say it will require political courage to do the unpopular and a public willingness to sacrifice a little and, perhaps, pay more.

"The best solutions are going to be those in which actions by transportation agencies are complemented by businesses, manufacturers and commuters," Lomax said. "The problem is far too big for transportation agencies alone to address it adequately."

Washington area drivers wasted an additional three hours in the car compared with the previous year, the study found. Houston and Philadelphia, which remained the same, were the only other major metropolitan areas where traffic did not improve.

Factoring in the price of gas and lost productivity, Lomax's study concludes that sitting in traffic cost the Washington area almost \$2.8 billion in 2007. Ninety million gallons of gas and 133 million hours went to waste.

The annual cost nationally was \$87.2 billion, with 2.8 billion gallons of gas wasted, and people spent 4.2 billion hours in traffic purgatory.

Lomax used Federal Highway Administration data that included information gathered through 24-hour monitoring of highway systems.

The study would appear to conflict with a regional report last year, done through the use of 80,000 aerial photos, which showed that congestion had eased somewhat since 2005.

"They were seeing the beginnings of the recession," said Ron Kirby, transportation planning director for the Metropolitan Washington Council of Governments, which conducted the regional study.

"Our work is a bit more recent, in 2008, and the recession was more thoroughly underway. But I don't take issue with the rankings. Whether we're second to Los Angeles, or third or fourth, we're right up there with the worst."

Kirby and Lomax agreed that once the economy picks up, so will traffic congestion.

"The solution isn't to have high unemployment forever," Lomax said.

The federal stimulus act gives Washington, Maryland and Virginia a boost of \$1.3 billion in transportation funding, which will come to the region in the form of orange traffic cones as scores of major arteries are overhauled.

Sometimes something as simple as doubling the number of lanes on an off-ramp can eliminate a bottleneck backing traffic up on a major highway, Kirby said, pointing to recent improvements on a Beltway off-ramp near the American Legion Bridge.

But bigger changes bring greater results. For example, Washington commuters often travel east to west, with thousands of drivers from Maryland heading to jobs along the Dulles corridor and in Tysons Corner that were developed a generation after the housing was built to the east. Relocating people where the jobs are, or creating jobs where the people are, would alleviate congestion.

"We can't resolve that by building more [highway] capacity so that more people can commute from east to west," Kirby said.

Another congestion reliever is "pricing" the commute, Kirby said. Already planned for the Intercounty Connector, Shirley Highway and the Dulles Toll Road, this system would allow variable tolls to skyrocket in special high-speed lanes when congestion builds, encouraging people to avoid the expensive commuting hours.

Combine that with plans to extend Metrorail to Dulles and to build a Purple Line north of the city, and congestion could drop another notch. Kirby would like to see high-quality bus service using the new high-speed lanes. Traffic also could be eased if jobs were relocated near outlying Metro stops so that people could reverse commute from the District to the suburbs.

"The region's doing a good job when it comes to providing alternatives," said Stewart Schwartz, executive director of the Coalition for Smarter Growth. "We need to do more of it."

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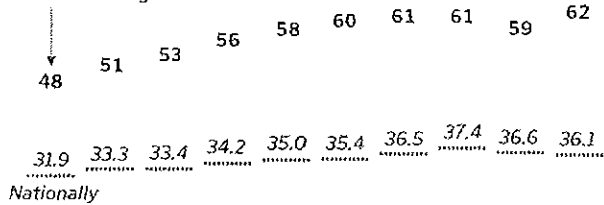
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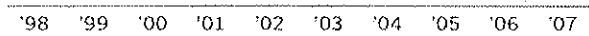
Congestion Declines Outside the Beltway

According to a national traffic mobility report, congestion declined slightly across the nation in 2006 and 2007. Washington area travelers, however, spent more time in delays in 2007, and the area ranks second in the nation in terms of annual delays.

Annual hours of delay per traveler in the Washington area



Nationally



Rank	City/Region	Annual hours of delay per traveler	Wasted gallons of fuel per traveler
1	Los Angeles/Long Beach/Santa Ana	70	53
2	Washington region	62	42
3	Atlanta	57	40
4	Houston	56	40
5	San Francisco-Oakland	55	40

SOURCE: Texas Transportation Institute | The Washington Post - July 08, 2009

THIS STORY

Auto Congestion: D.C. Area Ranks Second in Nation
 Q&A, TRANSCRIPT | Tim Lomax, research engineer for the Texas Transportation Institute and co-author of a study which shows that the Washington, D.C. area is ranked second in the nation in traffic congestion, discusses whether the region's current political and economic focus will work in solving congestion problems.

Traffic Eases Nationwide -- Except in D.C., Study Finds

TRANSPORTATION: Cash Incentives for Carpooling to Get a Trial Run in D.C. Area

Congestion Declines Outside the Beltway

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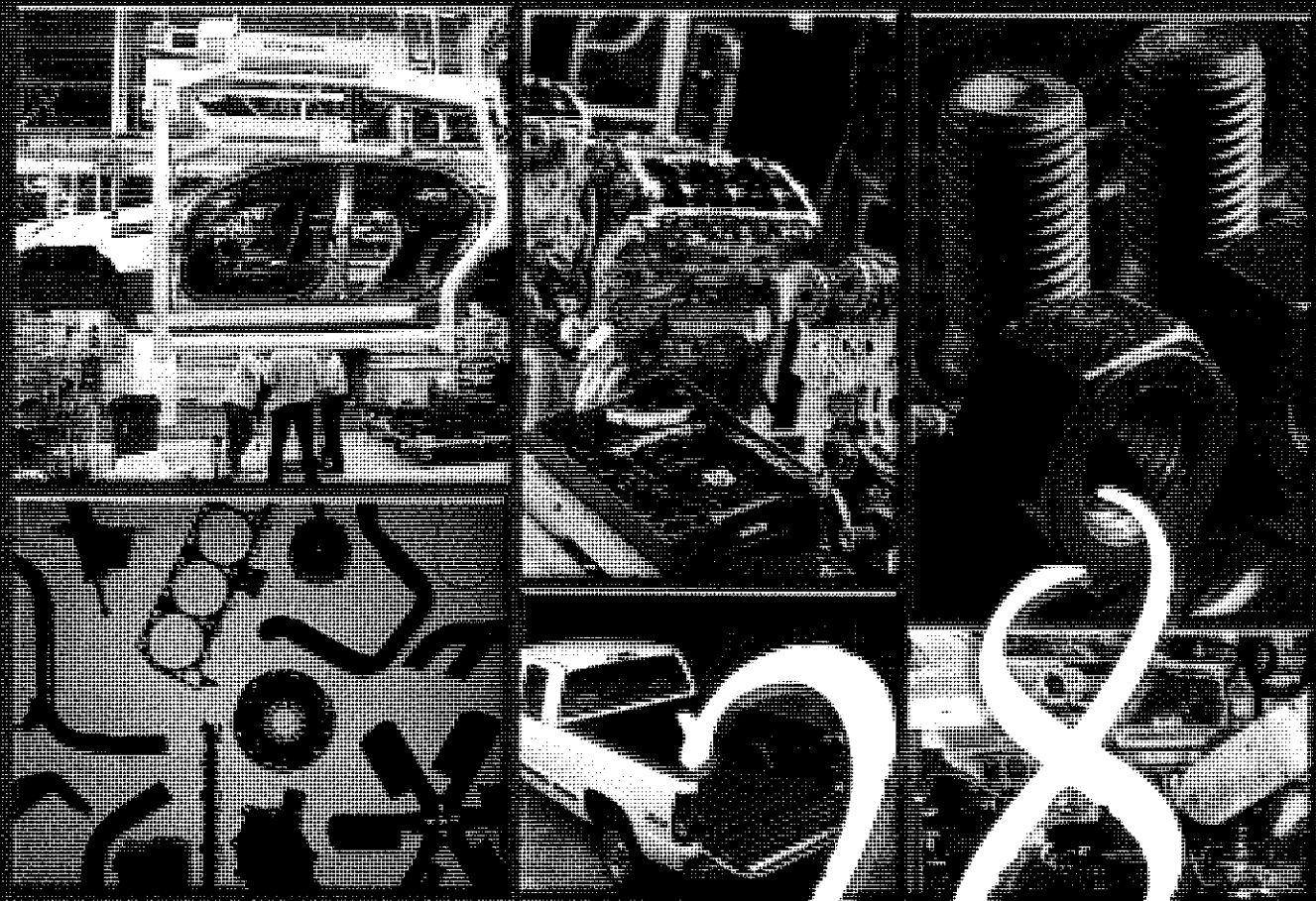
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Edition

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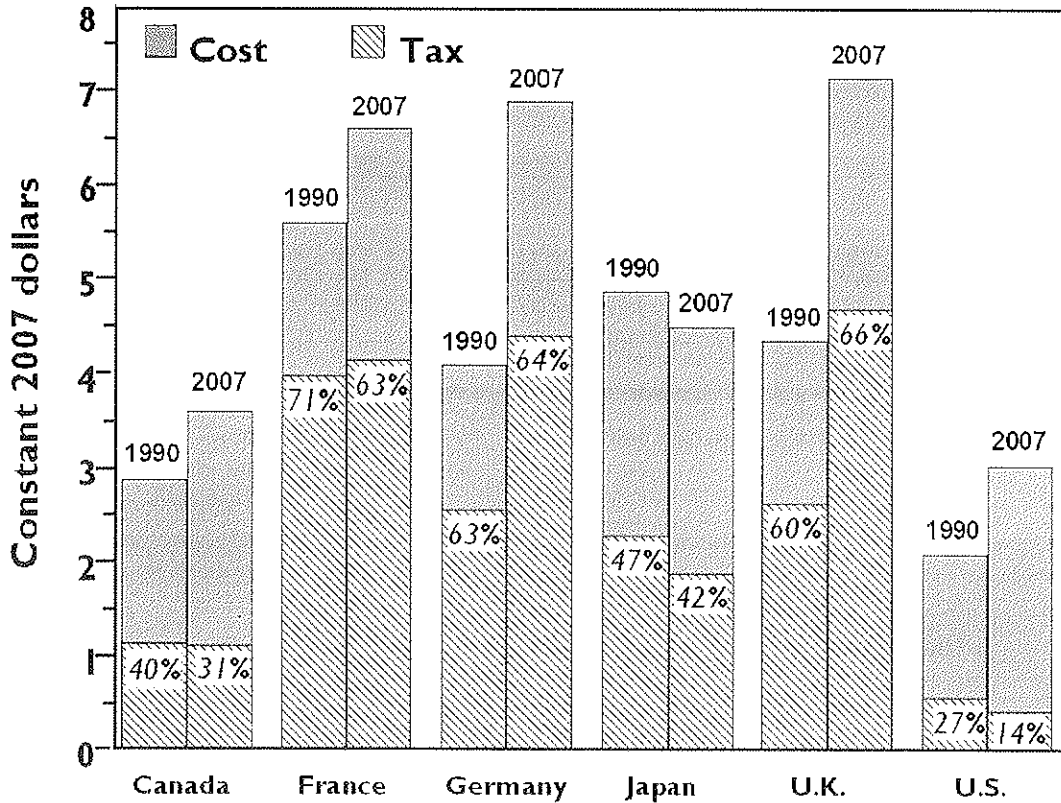


U.S. Department of Energy
Energy Efficiency and Renewable Energy
OFFICE OF ENERGY EFFICIENCY AND RENEWABLE ENERGY



In 2007 more than sixty percent of the cost of gasoline in France, Germany, and the United Kingdom went for taxes. Of the listed countries, the United States has the lowest percentage of taxes.

Figure 10.2. Gasoline Prices for Selected Countries, 1990 and 2007



Source:

Table 10.1 and International Energy Agency, *Energy Prices & Taxes, Fourth Quarter, 2007*, Paris, France, 2008. (Additional resources: www.iea.org.)



***BEYOND STIMULUS: TOWARD A NEW TRANSPORTATION AGENDA
FOR AMERICA***

THE DAVID R. GOODE NATIONAL TRANSPORTATION POLICY CONFERENCE

— A G E N D A —

The David R. Goode Conference on National Transportation Policy Conference will be co-chaired by two highly respected former Secretaries of Transportation, the Honorable Norman Y. Mineta and the Honorable Samuel K. Skinner who bring great strength and visibility to the recommendations. The topic of transportation policy has not received adequate attention from our nation's policymakers and requires an overhaul to ensure that our ability to move people and goods is able to support our nation's economic activity. The Goode conference will present discrete, compelling recommendations for the reformulation of America's transportation system.

While there has not been the attention by national policymakers, there have been several notable reports by other policy groups on the current predicament of transportation planning and policy. The David R. Goode National Transportation Policy Conference will fill a hole left by these reports by:

- Evaluating the recommendations made by the *National Surface Transportation Policy and Revenue Study Commission*, the *National Surface Transportation Infrastructure Financing Commission*, The Brookings Institution's *A Bridge to Somewhere: Rethinking American Transportation for the 21st Century* and the upcoming National Bipartisan Policy Center's *National Transportation Policy Project* to build upon the quality foundation of work established by these groups.
- Potentially delivering our report at exactly the time the Senate takes up their deliberations on the reauthorization of the relevant legislation governing transportation the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and The Vision 100—Century of Aviation Reauthorization Act.
- Focusing on governance and organization of the oversight of transportation as a method of improving transportation planning, policy, and evaluation. This could mean recommendations on how Congressional oversight is structured or consolidated, how executive branch administration is structured or integrated, and what the appropriate division between state and federal responsibilities is.
- A report that is written to convey the urgency and importance of the subject to a larger audience, by including examples of how the recommended changes would impact the quality of life for Americans and help accelerate the recovery of our economy. The report will also attempt to employ new terminology to try to overcome the “vocabulary barrier” between transportation policy thinkers and the public, to ensure that the message being advocated by the transportation policy community is understood by the policymakers and the public.
- We will focus on the method and delivery of the recommendations with a well thought out and executed public relations roll-out of the report in October or November that will leverage the work into the biggest impact possible.

DAY#1

4:00 pm – 6:00
pm

SEATED DINNER, INTRODUCTORY REMARKS AND DISCUSSION

*Welcome: Governor Gerald Baliles, Director, Miller Center
Secretary Norman Mineta, Conference Co-Chair
Secretary Sam Skinner, Conference Co-Chair*

**INTRODUCTORY HISTORY AND MODERATED DISCUSSION OF NATIONAL
TRANSPORTATION COMMISSIONS AND MAJOR POLICY STUDIES**

A presentation reviewing the current state of thinking about how best to forge a new approach to transportation in America, with clear attribution of alternative approaches to the organizations or legislators advocating them. Followed by an introductory discussion of the story of Transportation Policy development to date and reviews of the recent proposals by the *National Surface Transportation Policy and Revenue Study Commission*, the *National Surface Transportation Infrastructure Financing Commission*, The Brookings Institution's *A Bridge to Somewhere: Rethinking American Transportation for the 21st Century* and the upcoming National Bipartisan Policy Center's *National Transportation Policy Project*.

DAY #2

8:00 am – 9:00 am

INTRODUCTORY REMARKS AND CONTINENTAL BREAKFAST

Conference Charge: Co-Chairs Secretaries Sam Skinner and Norman Mineta

9:15 am – 11:30 am

INTRODUCTORY SESSION

*Reconsidering the Current Paradigm: The Role of Mobility in our Society
(Forum Room)*

The first panel will examine critically the current framework for transportation planning and investment in the U.S. Central features of the discussion will include (1) the changing nature of the country's transportation challenges; (2) the continuing relevance of the current federal-state division of responsibility; (3) a consideration of relevant foreign experience (what works and what doesn't?); and (4) a review of the best current thinking about possible opportunities for improvement. The vast proliferation of discrete programs will be considered, as well as recent proposals for simplification and streamlining.

11:30 am – 12:45 pm **BUFFET LUNCH AND BREAK**

1:00 pm – 2:45 pm **PRESENTATIONS BY PANELISTS AND RESPONDENTS AND DISCUSSION (BREAK OUT SESSIONS)**

Funding Sources and Structure

This panel will examine carefully the ways in which the federal and state governments currently fund transportation investments and, in light of current fiscal challenges and the impending move away from fossil fuels as the energy source for motorized vehicles, examine potential options for assuring more adequate investments in the future, and survey the technological advances that can provide us with better solutions. Relevant foreign experience will be considered (how much do other industrialized countries invest in transport infrastructure as a percentage of GDP?), together with recent proposals by the *National Surface Transportation Policy and Revenue Study Commission* and the *National Surface Transportation Infrastructure Financing Commission*, stakeholder groups, and legislators.

Addressing Urban Congestion

Cited in most surveys and by most commentators as the single most pressing transportation problem, urban congestion extracts huge costs in terms of the quality of life, air quality, and lost economic productivity. This session will explore ways in which governmental programs might be redesigned to attack this problem more effectively, and how much subsidy the public is willing to provide to these efforts. In particular, the panel will discuss ways of achieving an optimal balance of highway and transit investments.

3:00 pm – 4:45 pm **PRESENTATIONS BY PANELISTS AND RESPONDENTS AND DISCUSSION (BREAK OUT SESSIONS)**

Moving Freight, Cargo and People

Despite its vital importance to an economy that depends on efficient trade, goods and cargo movement remains a stepchild within the transportation policy community. This panel will explore legislative and policy options for ensuring the availability of a more productive freight system, whether returning to greater regulation would serve the public interest, whether there are compelling reasons to remove restrictions to movement such as the Jones Act, and how we can bring greater understanding of the importance and challenges of transportation to the public.

Fostering a Truly Multi-Modal System

Efforts since the 1966 organization of the Department of Transportation have promoted the need for our transportation system to be “intermodal,” yet the diversity of our systems and the connections between them are deemed inadequate. What do we mean by multi-modalism and intermodalism? How do we address the divisions created by stovepiped funding between modes to allow

for resources to flow between different modes of transportation? How does High-Speed rail fold into our existing system? How do we better integrate air travel?

DAY #3

9:00 am – 9:30 am **INTRODUCTORY REMARKS AND CONTINENTAL BREAKFAST**

Conference Recommendations and Summary: Co-Chairs Secretaries Sam Skinner and Norman Mineta

9:30 am – 10:30 am **REVIEW OF PANEL DISCUSSIONS**

Panel Chairs

Panel Chairs will review the recommendations and discussion that occurred in each panel the previous day, and discuss generally what the published outcome of the conference should reflect, to be discussed by the committee as a whole.

10:30 am – 12:45 am **FORMULATION OF RECOMMENDATION AND CALL TO ACTION**

A facilitated and carefully structured open forum in which all participants will be encouraged to participate, will develop a set of clear, credible, and achievable legislative and policy recommendations for the Administration and Congress. The recommendations will be based on consensus to the extent possible; where policy differences among participants cannot be wholly bridged, the report will still include a recommendation but will also reflect dissenting views and their rationale.

12:45 pm – 2:00 pm **BUFFET LUNCH AND BREAK**



AGENDA ITEM #10

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: August 27, 2009.
SUBJECT: NVTC Financial Items for June and July, 2009.

Attached for your information are NVTC financial reports for June and July, 2009.



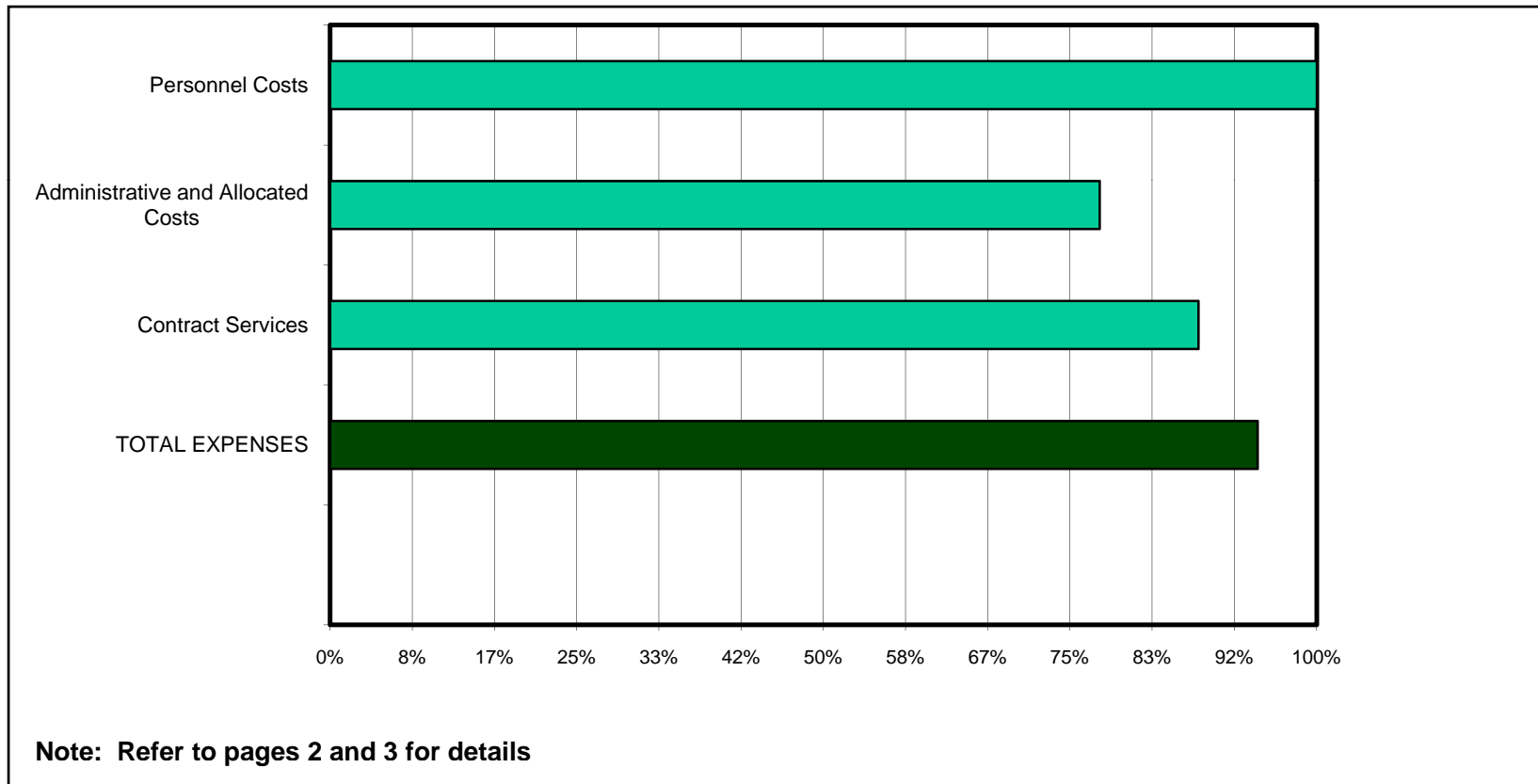
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Northern Virginia Transportation Commission

Financial Reports

June, 2009

Percentage of FY 2009 NVTC Administrative Budget Used
June, 2009
(Target 100% or less)



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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 63,031.99	\$ 714,877.62	\$ 700,900.00	\$ (13,977.62)	-2.0%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	63,031.99	714,877.62	701,900.00	(12,977.62)	-1.8%
<u>Benefits</u>					
Employer's Contributions:					
FICA	4,651.01	48,770.98	47,400.00	(1,370.98)	-2.9%
Group Health Insurance	5,157.40	50,702.37	62,900.00	12,197.63	19.4%
Retirement	4,699.96	57,626.93	57,600.00	(26.93)	0.0%
Workmans & Unemployment Compensation	95.00	1,751.20	3,200.00	1,448.80	45.3%
Life Insurance	338.35	3,522.23	4,100.00	577.77	14.1%
Long Term Disability Insurance	373.58	3,012.59	4,400.00	1,387.41	31.5%
Total Benefit Costs	15,315.30	165,386.30	179,600.00	14,213.70	7.9%
<u>Administrative Costs</u>					
Commissioners Per Diem	2,350.00	15,850.00	42,000.00	26,150.00	62.3%
<i>Rents:</i>					
Office Rent	15,668.23	187,780.16	188,730.00	949.84	0.5%
Parking	14,989.23	178,436.16	176,780.00	(1,656.16)	-0.9%
	679.00	9,344.00	11,950.00	2,606.00	21.8%
<i>Insurance:</i>					
Public Official Bonds	200.00	4,029.00	4,500.00	371.00	8.2%
Liability and Property	200.00	2,600.00	2,600.00	-	0.0%
		1,429.00	1,800.00	371.00	20.6%
<i>Travel:</i>					
Conference Registration	641.36	4,805.06	16,700.00	11,894.94	71.2%
Conference Travel	-	235.00	2,100.00	1,865.00	88.8%
Local Meetings & Related Expenses	162.88	1,266.80	4,700.00	3,433.20	73.0%
Training & Professional Development	478.48	3,233.26	6,400.00	3,166.74	49.5%
	-	70.00	3,500.00	3,430.00	98.0%
<i>Communication:</i>					
Postage	1,388.48	9,122.19	11,950.00	2,827.81	23.7%
Telephone - LD	767.97	3,697.75	4,700.00	1,002.25	21.3%
Telephone - Local	185.29	1,087.58	1,350.00	262.42	19.4%
	435.22	4,336.86	5,900.00	1,563.14	26.5%
<i>Publications & Supplies</i>					
Office Supplies	771.26	13,245.16	23,900.00	10,654.84	44.6%
Duplication	54.31	2,417.86	4,200.00	1,782.14	42.4%
Public Information	716.95	10,252.30	9,700.00	(552.30)	-5.7%
	-	575.00	10,000.00	9,425.00	94.3%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	4,754.36	10,263.24	25,650.00	15,386.76	60.0%
Furniture and Equipment	3,358.33	3,358.33	13,150.00	9,791.67	74.5%
Repairs and Maintenance	-		1,000.00	1,000.00	100.0%
Computers	1,396.03	6,904.91	11,500.00	4,595.09	40.0%
<i>Other General and Administrative</i>	378.24	6,190.71	6,950.00	759.29	10.9%
Subscriptions	-	169.00	400.00	231.00	57.8%
Memberships	72.39	1,169.12	1,800.00	630.88	35.0%
Fees and Miscellaneous	305.85	3,493.04	2,950.00	(543.04)	-18.4%
Advertising (Personnel/Procurement)	-	1,359.55	1,800.00	440.45	24.5%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>26,151.93</u>	<u>251,285.52</u>	<u>320,380.00</u>	<u>68,994.48</u>	<u>21.5%</u>
<u>Contracting Services</u>					
Auditing	7,500.00	17,500.00	18,000.00	500.00	2.8%
Consultants - Technical	-		1,000.00	1,000.00	100.0%
Legal	-		1,000.00	1,000.00	100.0%
Total Contract Services	<u>7,500.00</u>	<u>17,500.00</u>	<u>20,000.00</u>	<u>2,500.00</u>	<u>12.5%</u>
 Total Gross G&A Expenses	<u><u>\$ 111,999.22</u></u>	<u><u>\$ 1,149,049.44</u></u>	<u><u>\$ 1,221,880.00</u></u>	<u><u>\$ 72,730.56</u></u>	<u><u>6.0%</u></u>

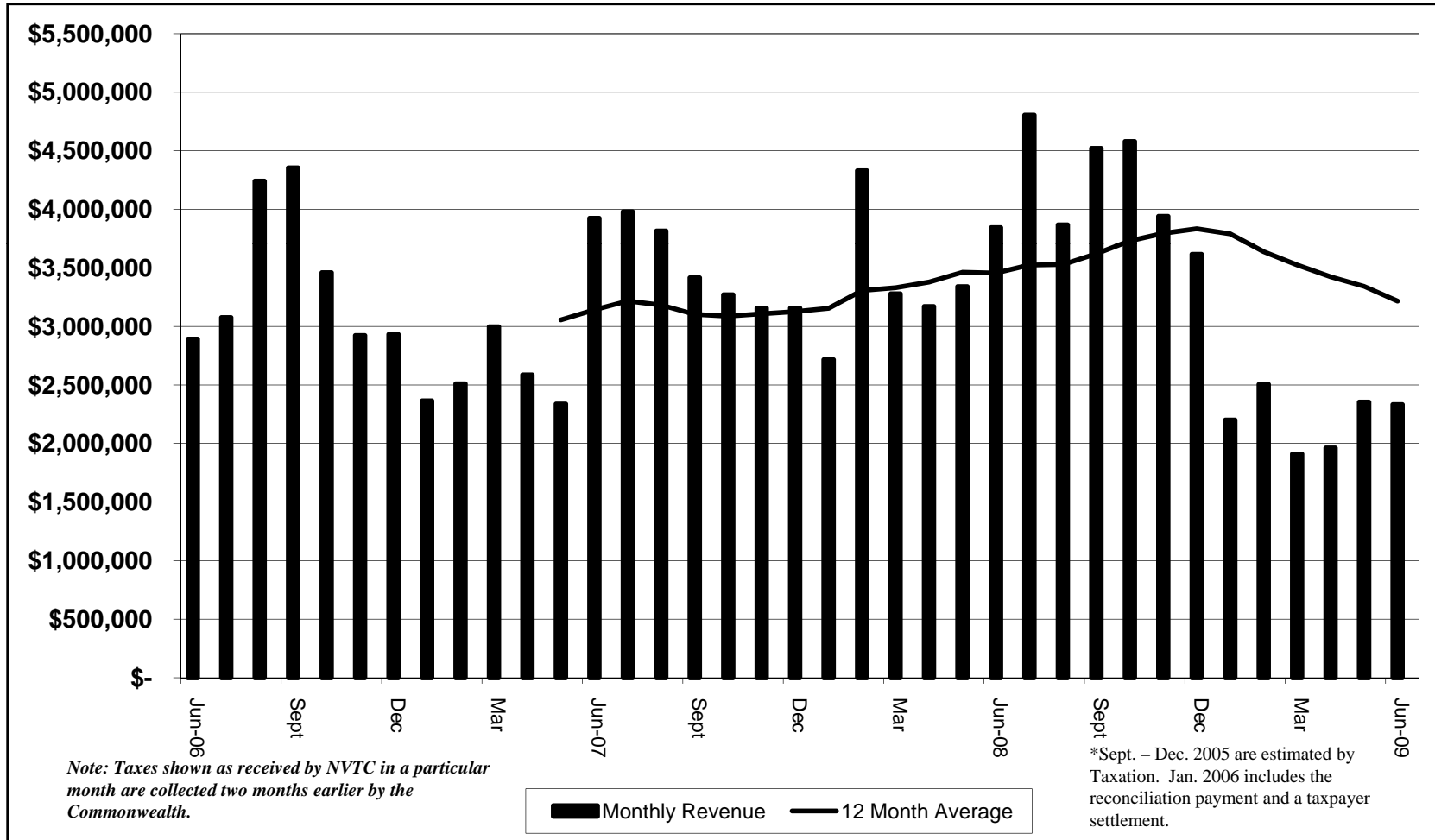
NVTC
RECEIPTS and DISBURSEMENTS
June, 2009

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
1	DRPT	HFI project grant receipt			\$ 4,330.00	
3	FTA	ITS project grant receipt			63,293.00	
5	DRPT	Capital grant receipt				38,770,400.00
11	DRPT	Capital grant receipt				3,099,112.00
11	VRE	Staff support		6,176.88		
11	Staff	Expense reimbursement		9.36		
11	US Treasury	Payroll tax refund		119.61		
15	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,332,316.96
23	DRPT	ITS project grant receipt			7,033.00	
30	Banks	Interest earnings		3.67	69.64	61,300.98
			<u>-</u>	<u>6,309.52</u>	<u>74,725.64</u>	<u>44,263,129.94</u>
DISBURSEMENTS						
1-30	Various		(120,788.55)			
3	Strategic	Consulting - ITS	(70,325.50)			
8	WMATA	Metro Matters capital				(39,278,367.00)
16	Fairfax County	Other capital / operating				(17,294,746.00)
16	Redmond Group	E-schedule	(1,092.75)			
29	Arlington County	Refund project balance			(29,089.00)	
30	Stantec	Consulting - Bus data	(6,889.92)			
30	Redmond Group	E-schedule	(6,775.05)			
30	Wachovia	Bank charges	(28.29)			
			<u>(205,900.06)</u>	<u>-</u>	<u>(29,089.00)</u>	<u>(56,573,113.00)</u>
TRANSFERS						
4	Transfer	From LGIP to checking	140,000.00		(140,000.00)	
4	Transfer	From savings to checking	80,000.00	(80,000.00)		
12	Transfer	From LGIP to LGIP (E-schedules)			484.07	(484.07)
12	Transfer	From LGIP to LGIP (E-schedules)			6,118.99	(6,118.99)
30	Transfer	From LGIP to LGIP (Bus data project)			6,889.92	(6,889.92)
			<u>220,000.00</u>	<u>(80,000.00)</u>	<u>(126,507.02)</u>	<u>(13,492.98)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 14,099.94</u>	<u>\$ (73,690.48)</u>	<u>\$ (80,870.38)</u>	<u>\$ (12,323,476.04)</u>

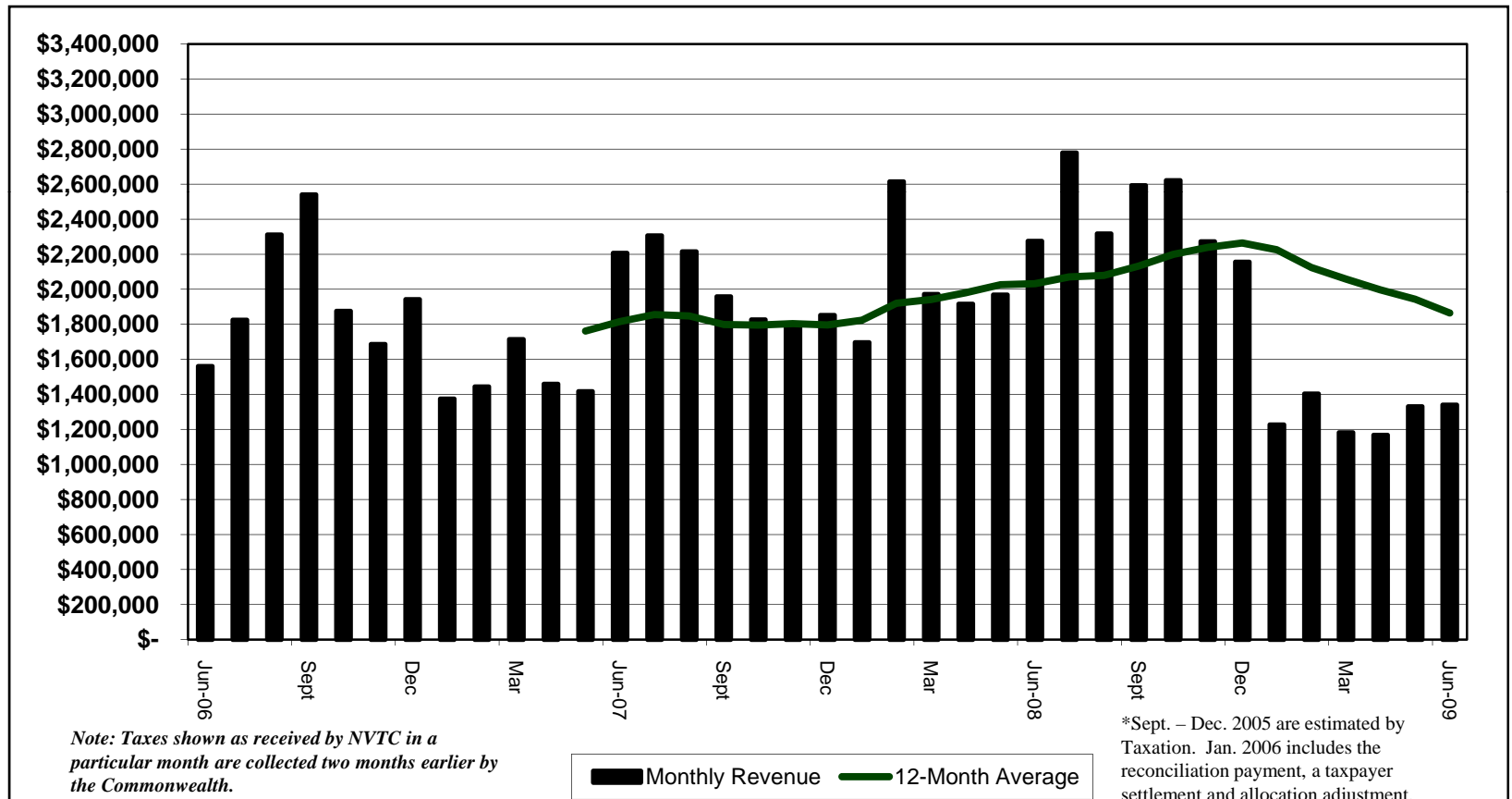
**NVTC
INVESTMENT REPORT
June, 2009**

<u>Type</u>	<u>Rate</u>	<u>Balance 5/31/2009</u>	<u>Increase (Decrease)</u>	<u>Balance 6/30/2009</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 19,445.60	\$ 14,099.94	\$ 33,545.54	\$ 33,545.54	\$ -	\$ -
Wachovia: NVTC Savings	0.050%	152,074.47	(73,690.48)	78,383.99	78,383.99	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	0.559%	130,289,856.55	(12,404,346.42)	117,885,510.13	122,618.92	96,832,404.83	20,930,486.38
		<u>\$ 130,461,376.62</u>	<u>\$ (12,544,807.34)</u>	<u>\$ 117,997,439.66</u>	<u>\$ 234,548.45</u>	<u>\$ 96,832,404.83</u>	<u>\$ 20,930,486.38</u>

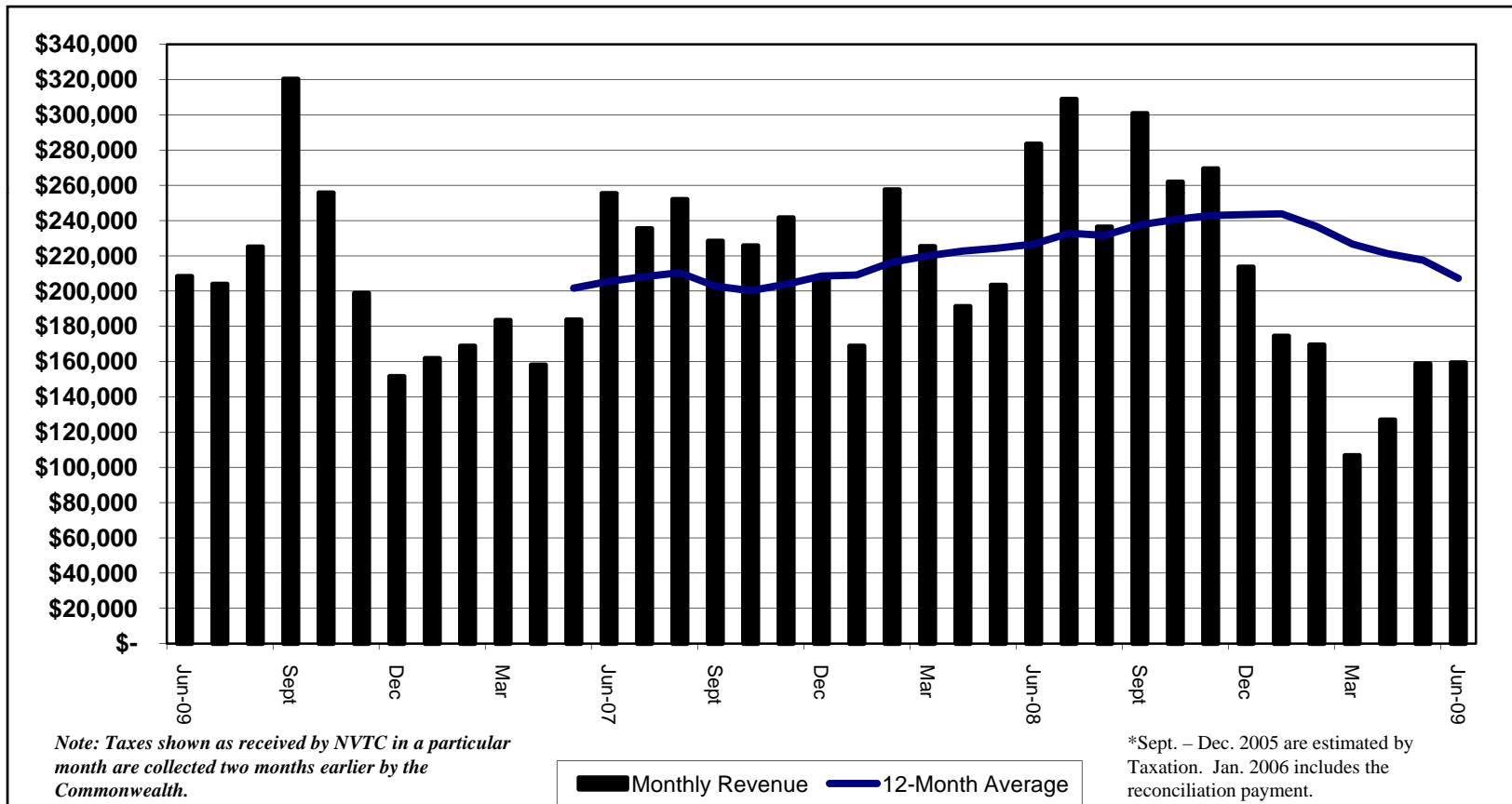
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2006-2009



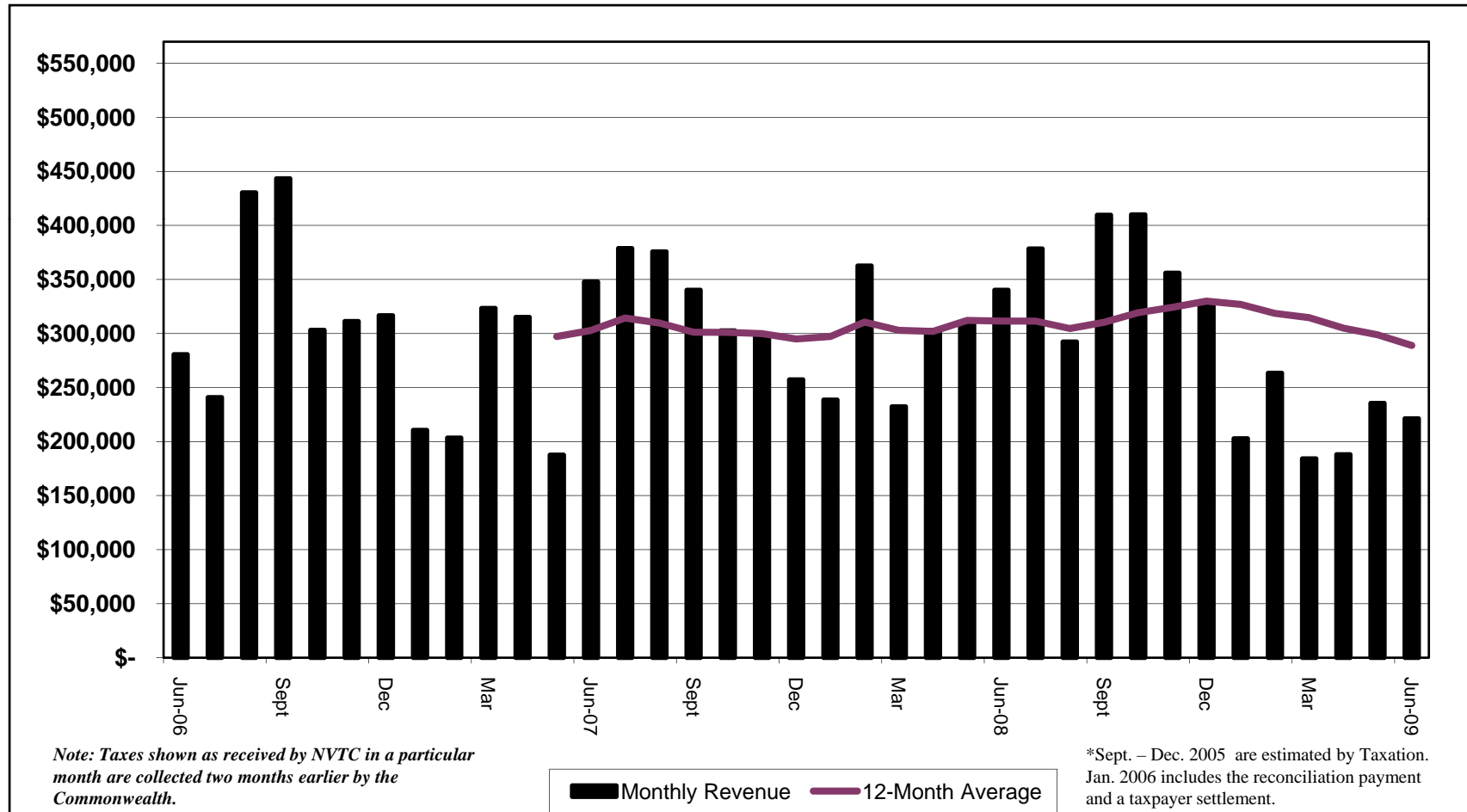
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2006-2009



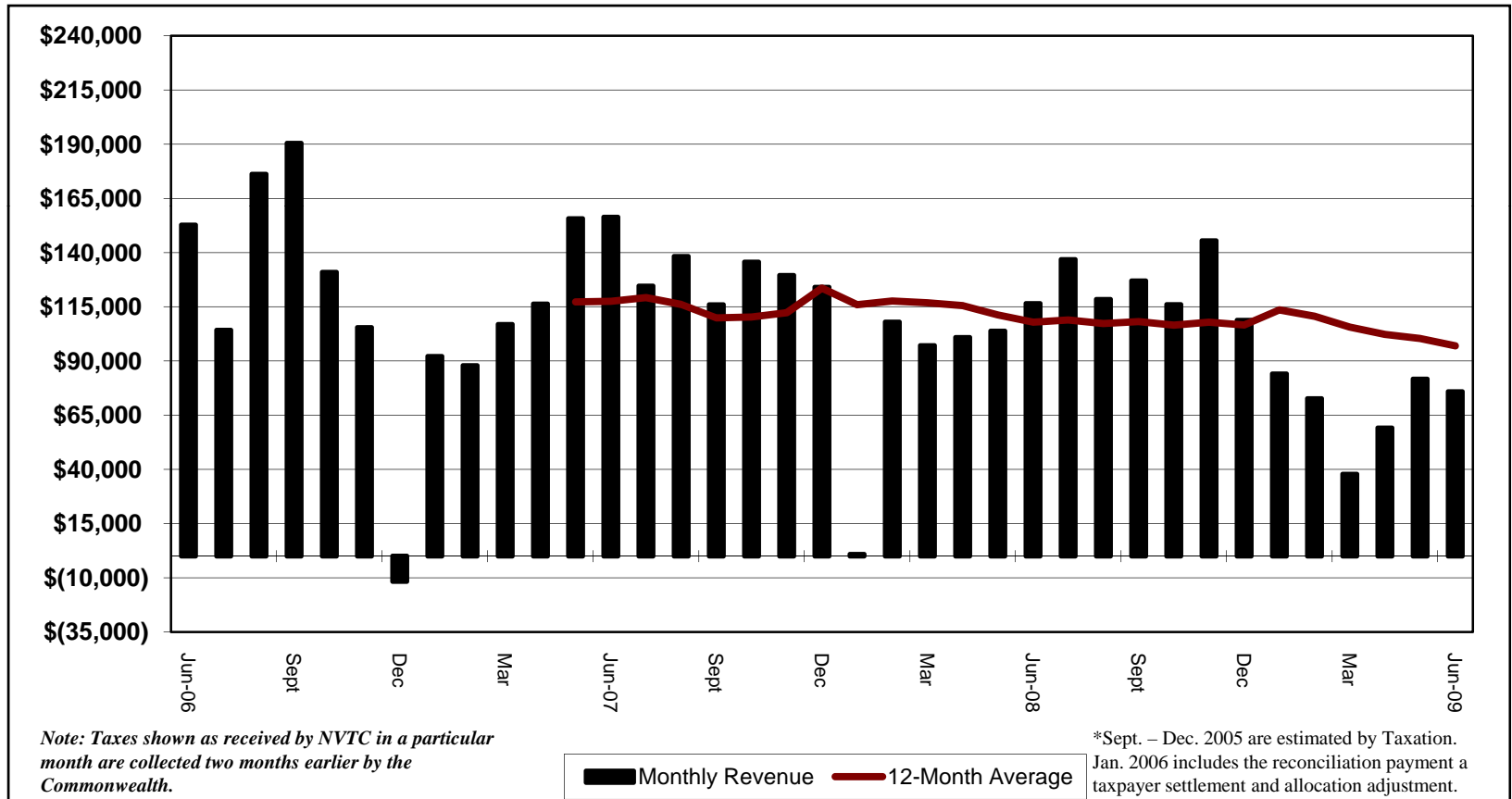
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2006-2009



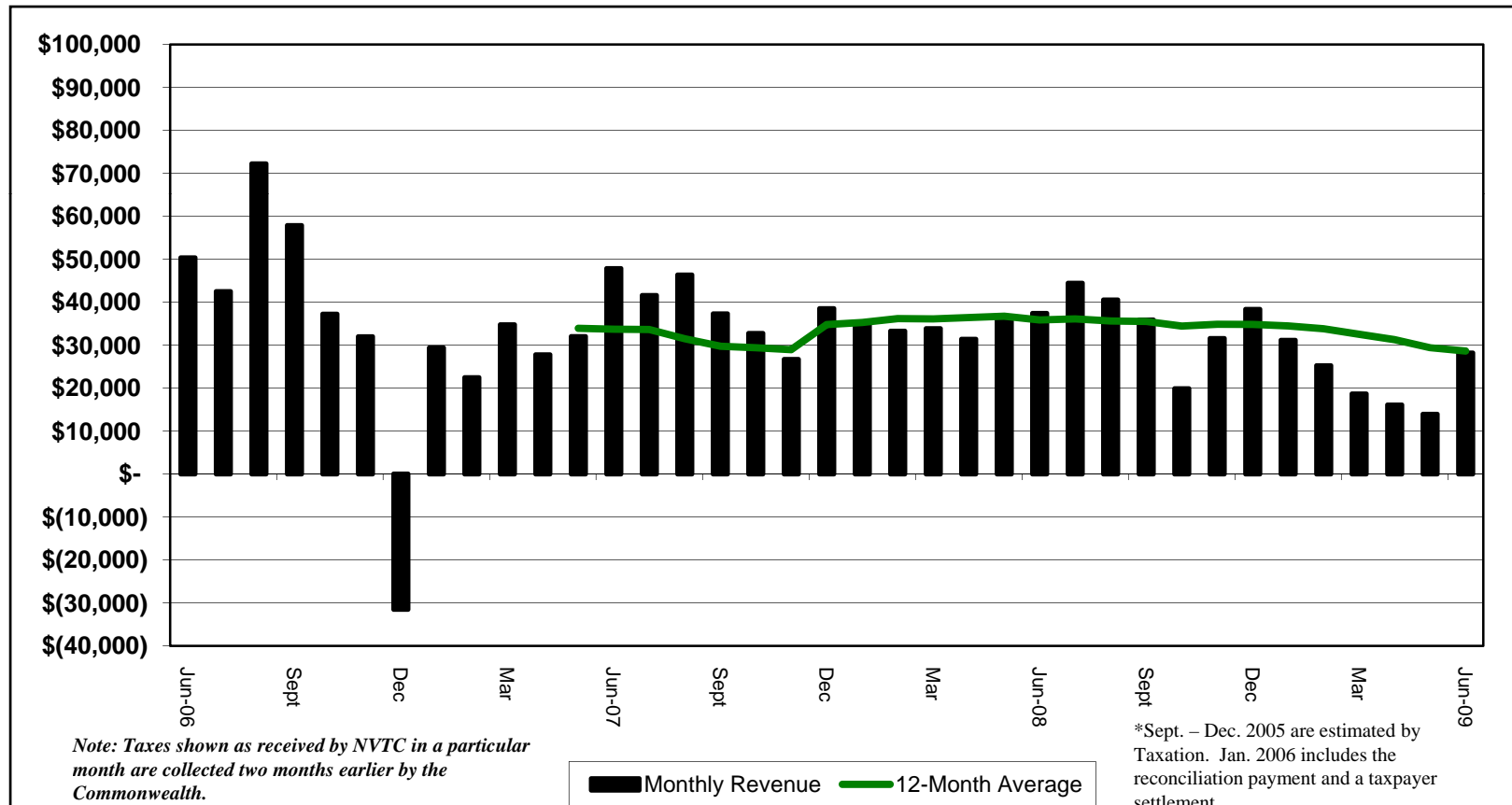
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2006-2009



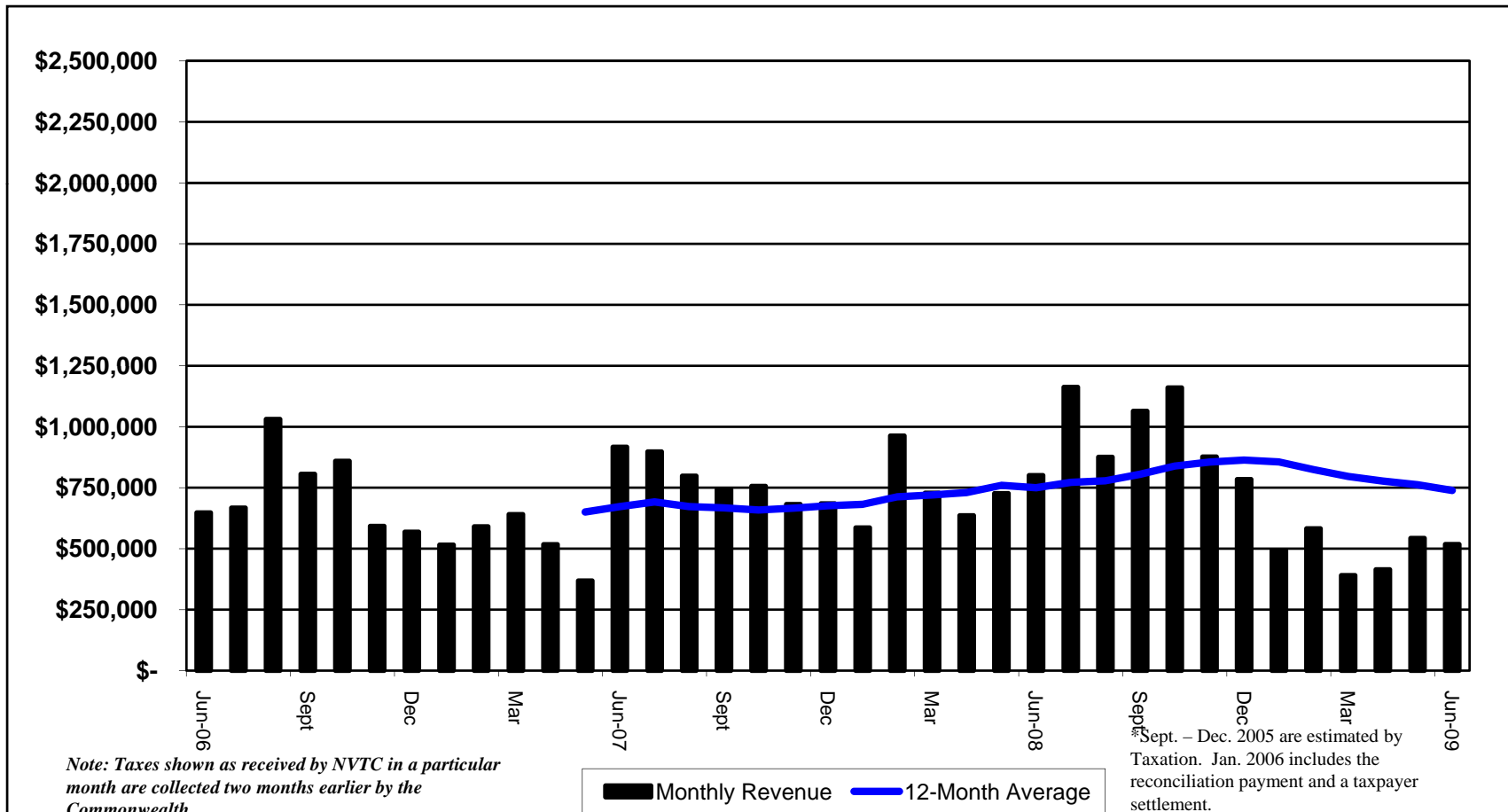
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2006-2009



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



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

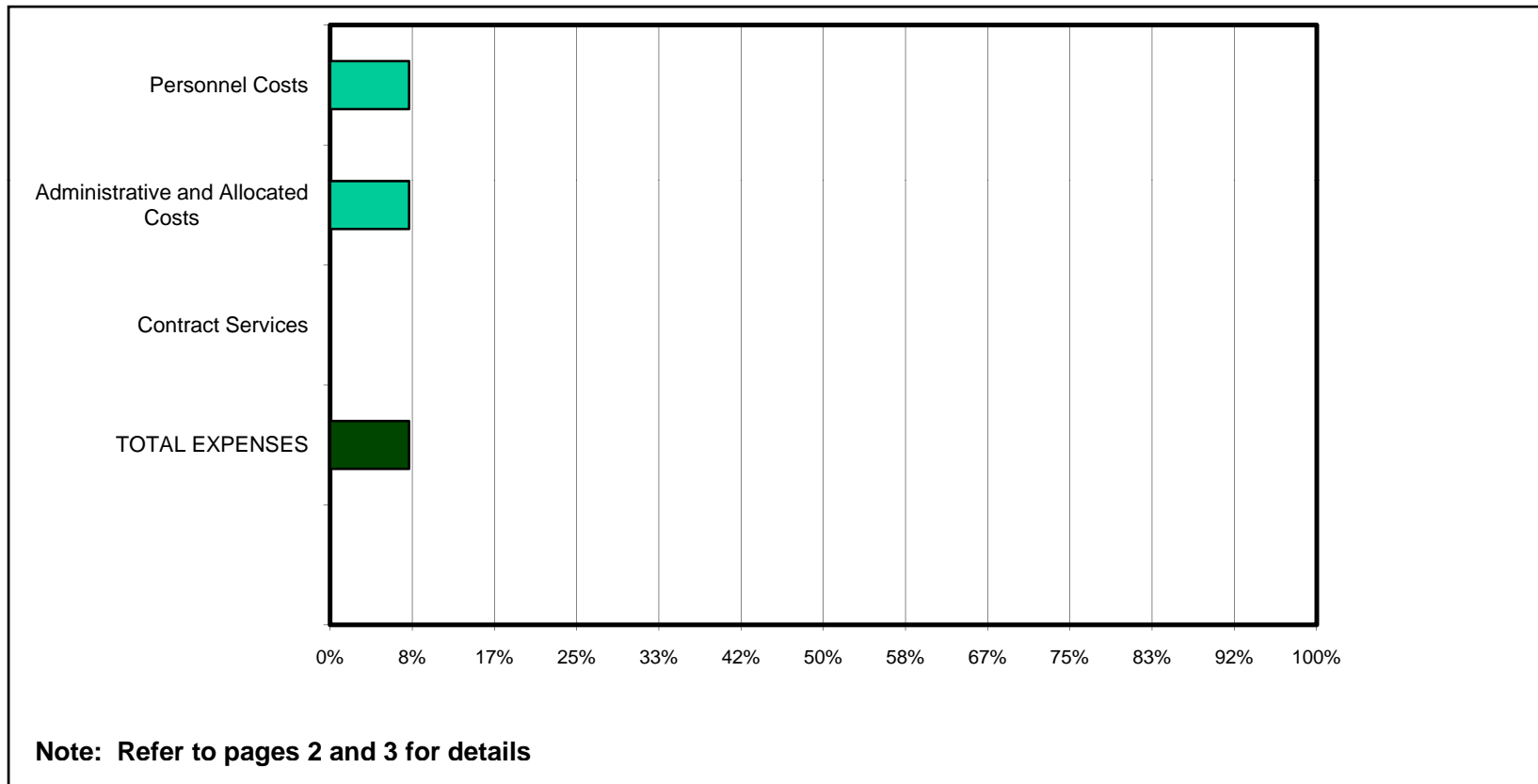


Northern Virginia Transportation Commission

Financial Reports

July, 2009

Percentage of FY 2010 NVTC Administrative Budget Used
July, 2009
(Target 8.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July 2009

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 58,391.19	\$ 58,391.19	\$ 734,500.00	\$ 676,108.81	92.1%
Temporary Employee Services	-	-	-	-	-
Total Personnel Costs	58,391.19	58,391.19	734,500.00	676,108.81	92.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,983.25	3,983.25	51,800.00	47,816.75	92.3%
Group Health Insurance	5,138.80	5,138.80	70,400.00	65,261.20	92.7%
Retirement	4,700.00	4,700.00	69,500.00	64,800.00	93.2%
Workmans & Unemployment Compensation	95.00	95.00	3,400.00	3,305.00	97.2%
Life Insurance	338.35	338.35	4,150.00	3,811.65	91.8%
Long Term Disability Insurance	292.20	292.20	4,100.00	3,807.80	92.9%
Total Benefit Costs	14,547.60	14,547.60	203,350.00	188,802.40	92.8%
<u>Administrative Costs</u>					
Commissioners Per Diem	700.00	700.00	17,450.00	16,750.00	96.0%
<i>Rents:</i>					
Office Rent	15,668.23	15,668.23	191,880.00	176,211.77	91.8%
Parking	14,989.23	14,989.23	179,980.00	164,990.77	91.7%
	679.00	679.00	11,900.00	11,221.00	94.3%
<i>Insurance:</i>					
Public Official Bonds	-	-	4,100.00	4,100.00	100.0%
Liability and Property	-	-	2,200.00	2,200.00	100.0%
	-	-	1,900.00	1,900.00	100.0%
<i>Travel:</i>					
Conference Registration	386.95	386.95	7,800.00	7,413.05	95.0%
Conference Travel	-	-	-	-	0.0%
Local Meetings & Related Expenses	-	-	2,500.00	2,500.00	100.0%
Training & Professional Development	386.95	386.95	5,000.00	4,613.05	92.3%
	-	-	300.00	300.00	100.0%
<i>Communication:</i>					
Postage	438.88	438.88	10,350.00	9,911.12	95.8%
Telephone - LD	(1.32)	(1.32)	4,000.00	4,001.32	100.0%
Telephone - Local	109.07	109.07	1,300.00	1,190.93	91.6%
	331.13	331.13	5,050.00	4,718.87	93.4%
<i>Publications & Supplies</i>					
Office Supplies	852.19	852.19	13,600.00	12,747.81	93.7%
Duplication	55.17	55.17	3,500.00	3,444.83	98.4%
Public Information	797.02	797.02	9,600.00	8,802.98	91.7%
	-	-	500.00	500.00	100.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July 2009**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	466.95	466.95	8,000.00	7,533.05	94.2%
Furniture and Equipment	-	-	-	-	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	466.95	466.95	7,000.00	6,533.05	93.3%
<i>Other General and Administrative</i>	900.57	900.57	5,250.00	2,349.43	44.8%
Subscriptions	-	-	-	-	0.0%
Memberships	677.43	677.43	1,300.00	622.57	47.9%
Fees and Miscellaneous	223.14	223.14	950.00	726.86	76.5%
Advertising (Personnel/Procurement)	-	-	1,000.00	1,000.00	100.0%
Total Administrative Costs	<u>19,413.77</u>	<u>19,413.77</u>	<u>258,430.00</u>	<u>237,016.23</u>	<u>91.7%</u>
	<u>Contracting Services</u>				
Auditing	-	-	25,600.00	25,600.00	100.0%
Consultants - Technical	-	-	-	-	
Legal	-	-	-	-	
Total Contract Services	<u>-</u>	<u>-</u>	<u>25,600.00</u>	<u>25,600.00</u>	<u>100.0%</u>
 Total Gross G&A Expenses	<u><u>\$ 92,352.56</u></u>	<u><u>\$ 92,352.56</u></u>	<u><u>\$ 1,221,880.00</u></u>	<u><u>\$ 1,127,527.44</u></u>	<u><u>92.3%</u></u>

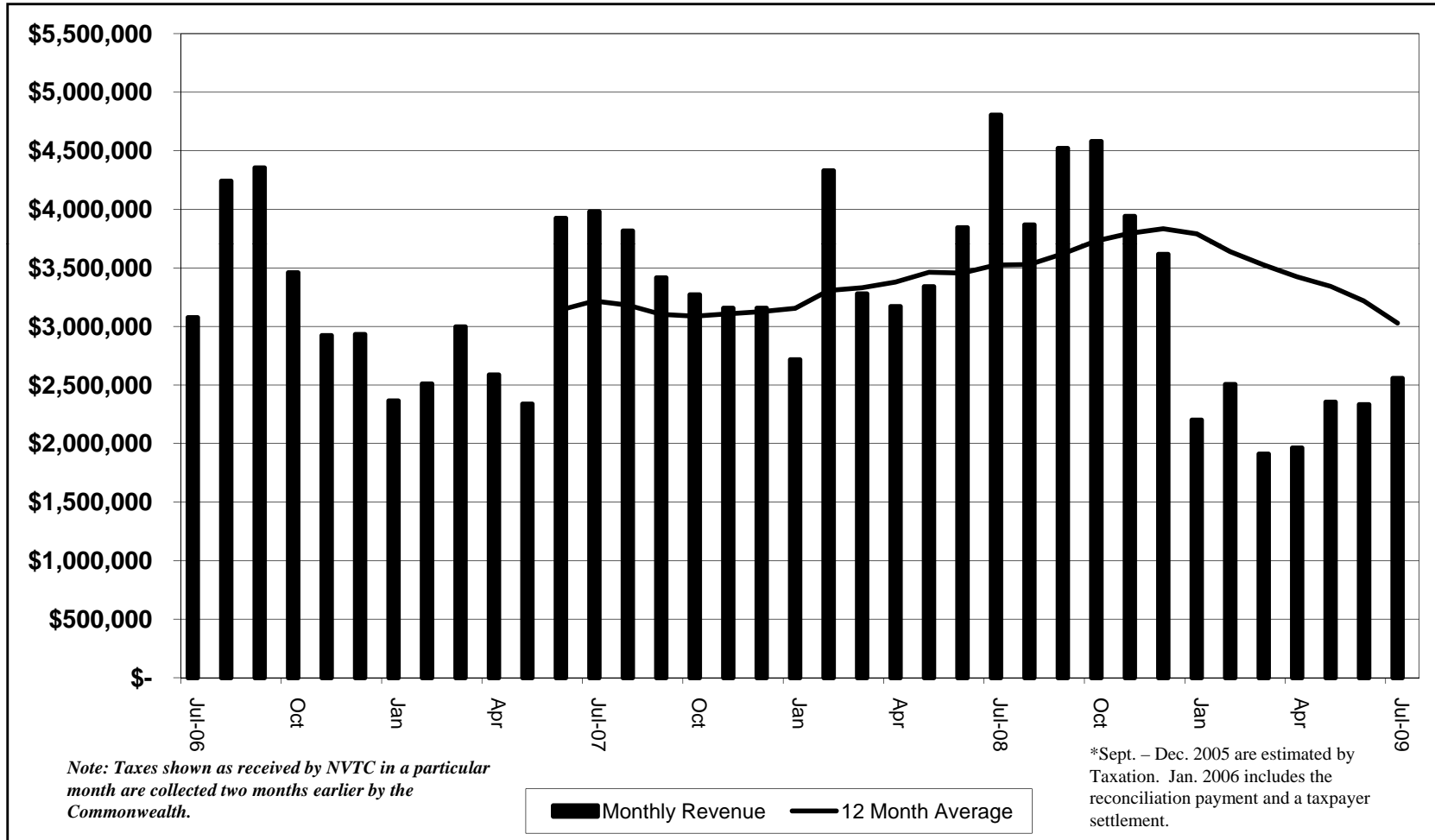
NVTC
RECEIPTS and DISBURSEMENTS
July, 2009

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP	
					G&A / Project	Trusts
RECEIPTS						
7	City of Alexandria	G&A contribution		9,628.25		
7	Staff	Expense reimbursement		27.15		
10	Loudoun county	SmarTrip contribution		876.00		
10	Loudoun county	G&A contribution			4,874.25	
14	DRPT	Capital grants receipts				10,910,692.00
14	Arlington County	G&A contribution		15,643.25		
15	City of Falls Church	G&A contribution		3,042.00		
16	DRPT	Capital grants receipts				9,184,656.00
17	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,557,195.22
23	Fairfax County	G&A contribution		179,609.00		
23	Fairfax County	SmarTrip contribution		3,006.00		
28	VRE	Staff support		6,067.67		
28	Staff	Expense reimbursement		7.11		
31	Banks	Interest earnings		10.09	36.52	39,702.20
				<u>217,916.52</u>	<u>4,910.77</u>	<u>22,692,245.42</u>
			<u>-</u>			
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(82,988.09)			
1	Arlington County	Other operating				(182,499.00)
1	WMATA	Bus operating				(10,857,444.00)
1	WMATA	Partransit operating				(2,529,564.00)
1	WMATA	Rail operating				(10,347,534.00)
1	WMATA	Metro Matters				(1,535,767.00)
1	WMATA	Beyond Metro Matters				(173,000.00)
1	WMATA	Debt service				(1,853,125.00)
10	Loudoun County	Other operating				(4,874.25)
10	City of Fairfax	Other operating				(158,692.00)
21	Loudoun County	Other operating				(1,194,785.08)
27	City of Fairfax	Other operating				(141,587.26)
27	Stantec	Consulting - bus data	(8,536.04)			
31	Wachovia	Bank charges	(34.88)			
			<u>(91,559.01)</u>	<u>-</u>	<u>-</u>	<u>(28,978,871.59)</u>
TRANSFERS						
16	Transfer	From LGIP to checking	70,000.00		(70,000.00)	
16	Transfer	From savings to checking	60,000.00	(60,000.00)		
27	Transfer	From LGIP to LGIP (Bus data project)			8,536.04	(8,536.04)
			<u>130,000.00</u>	<u>(60,000.00)</u>	<u>(61,463.96)</u>	<u>(8,536.04)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 38,440.99</u>	<u>\$ 157,916.52</u>	<u>\$ (56,553.19)</u>	<u>\$ (6,295,162.21)</u>

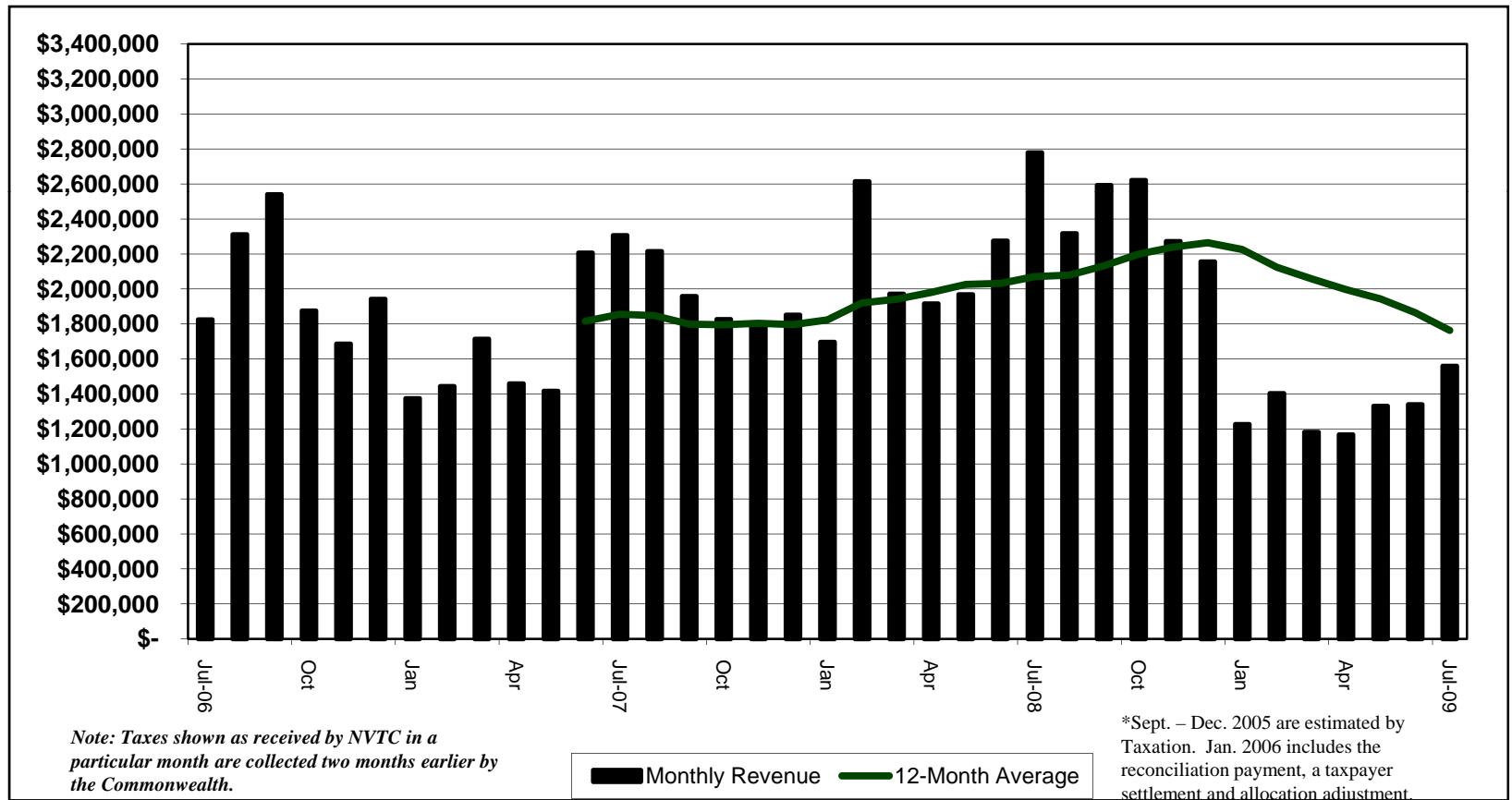
**NVTC
INVESTMENT REPORT
July, 2009**

<u>Type</u>	<u>Rate</u>	<u>Balance 6/30/2009</u>	<u>Increase (Decrease)</u>	<u>Balance 7/31/2009</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 33,545.54	\$ 38,440.99	\$ 71,986.53	\$ 71,986.53	\$ -	\$ -
Wachovia: NVTC Savings	0.100%	78,383.99	157,916.52	236,300.51	236,300.51	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	0.458%	117,885,510.13	(6,351,715.40)	111,533,794.73	68,341.73	91,243,533.89	20,221,919.11
		<u>\$ 117,997,439.66</u>	<u>\$ (6,211,911.08)</u>	<u>\$ 111,842,081.77</u>	<u>\$ 376,628.77</u>	<u>\$ 91,243,533.89</u>	<u>\$ 20,221,919.11</u>

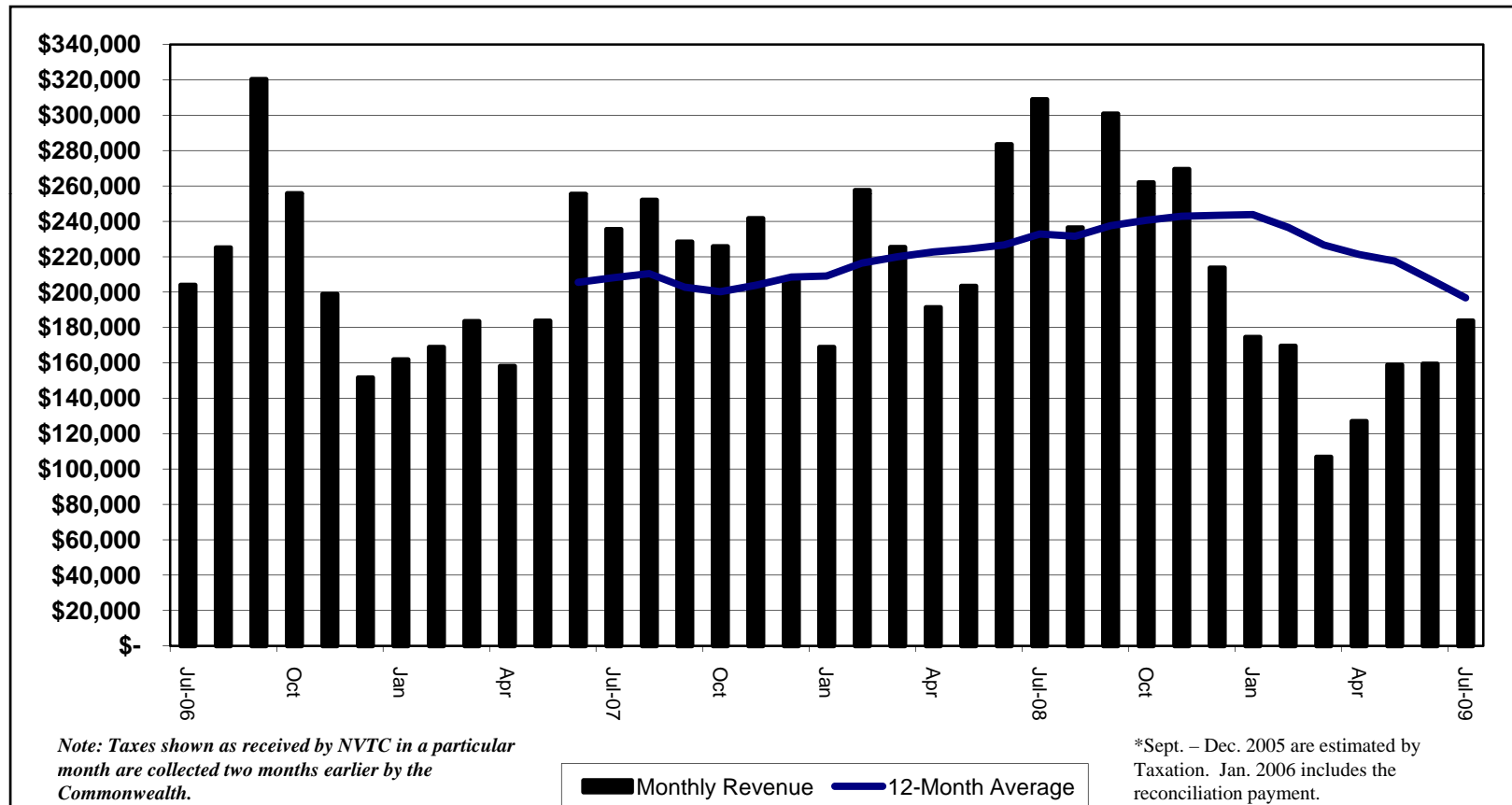
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2007-2010



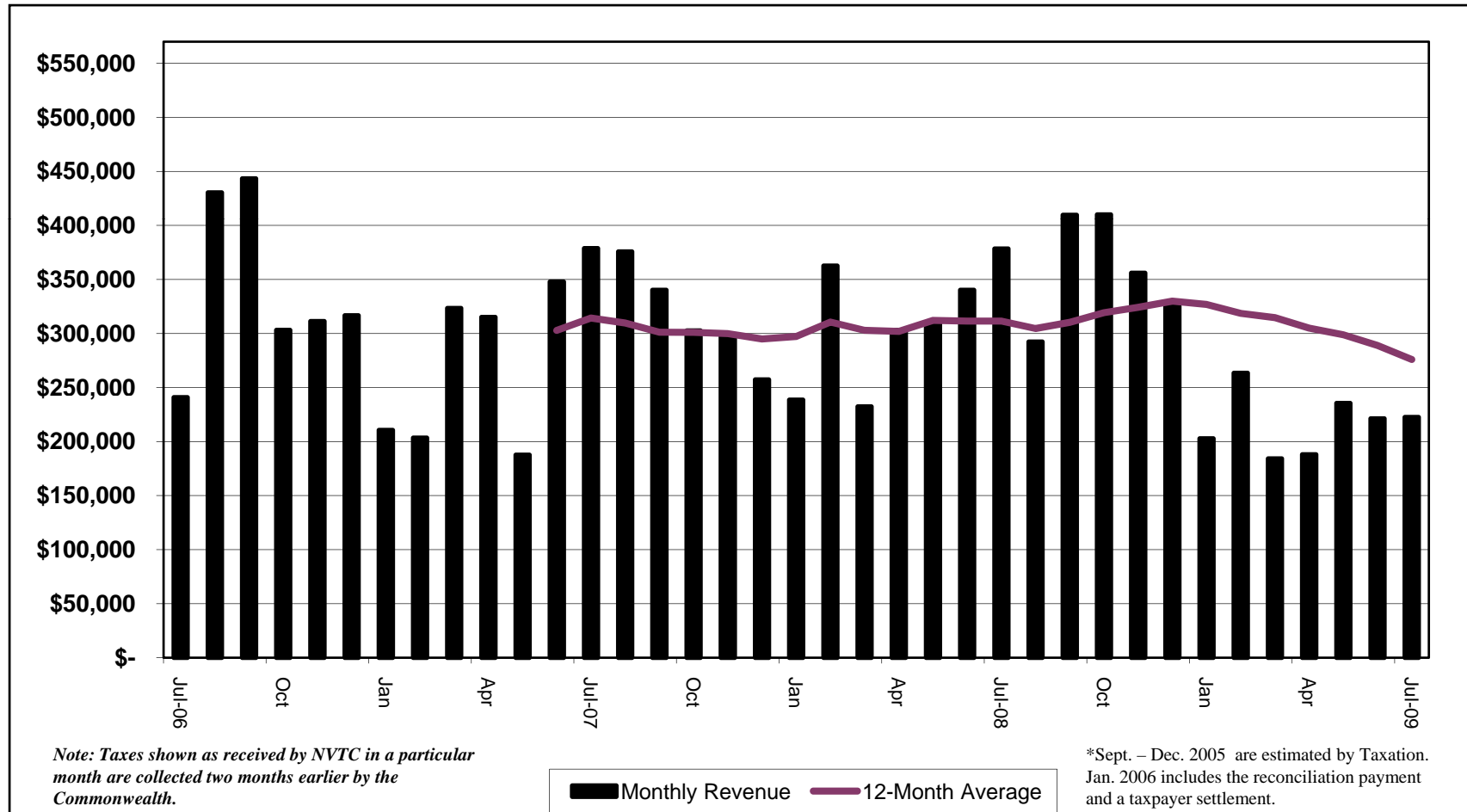
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2007-2010



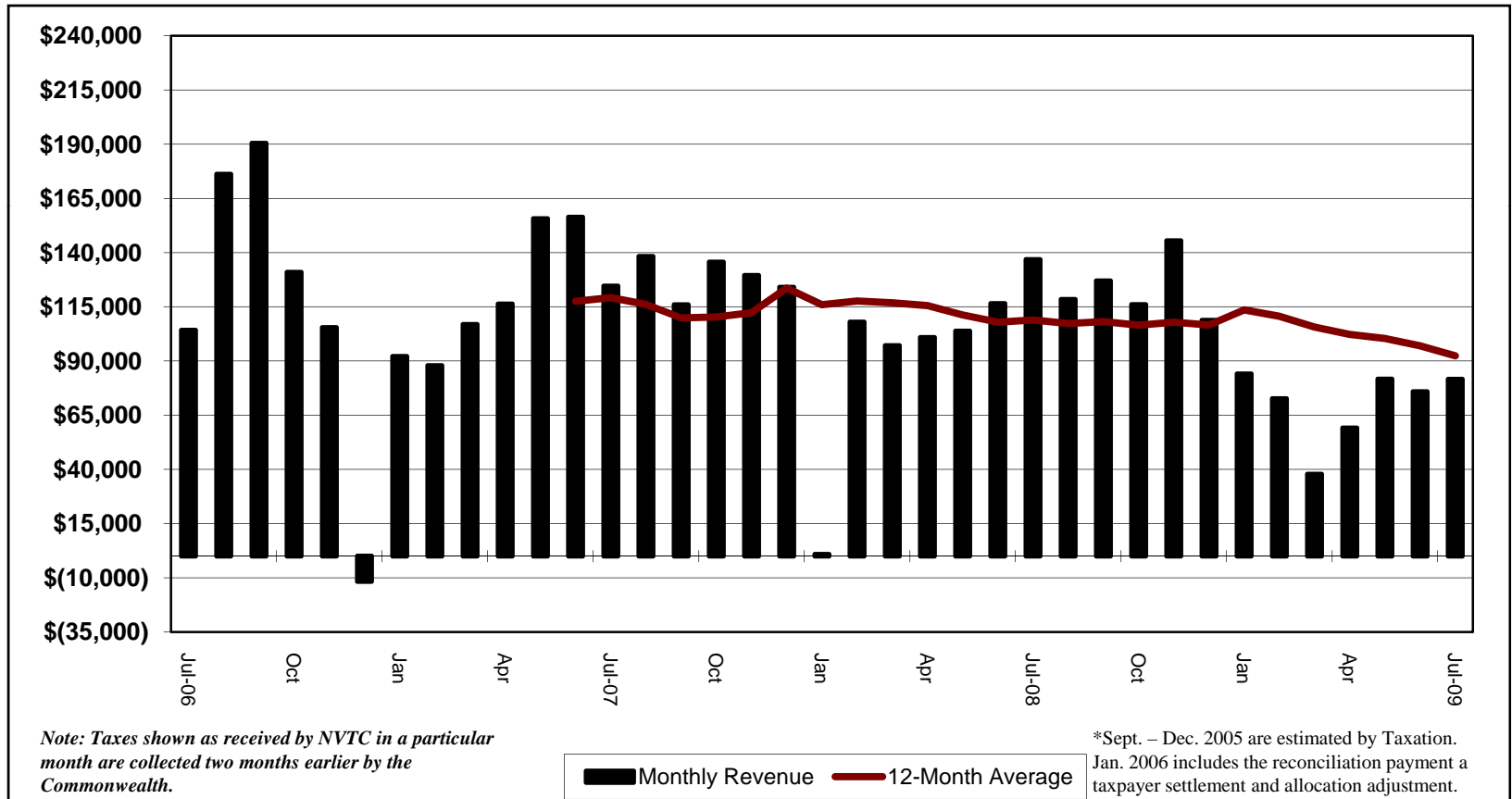
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2007-2010



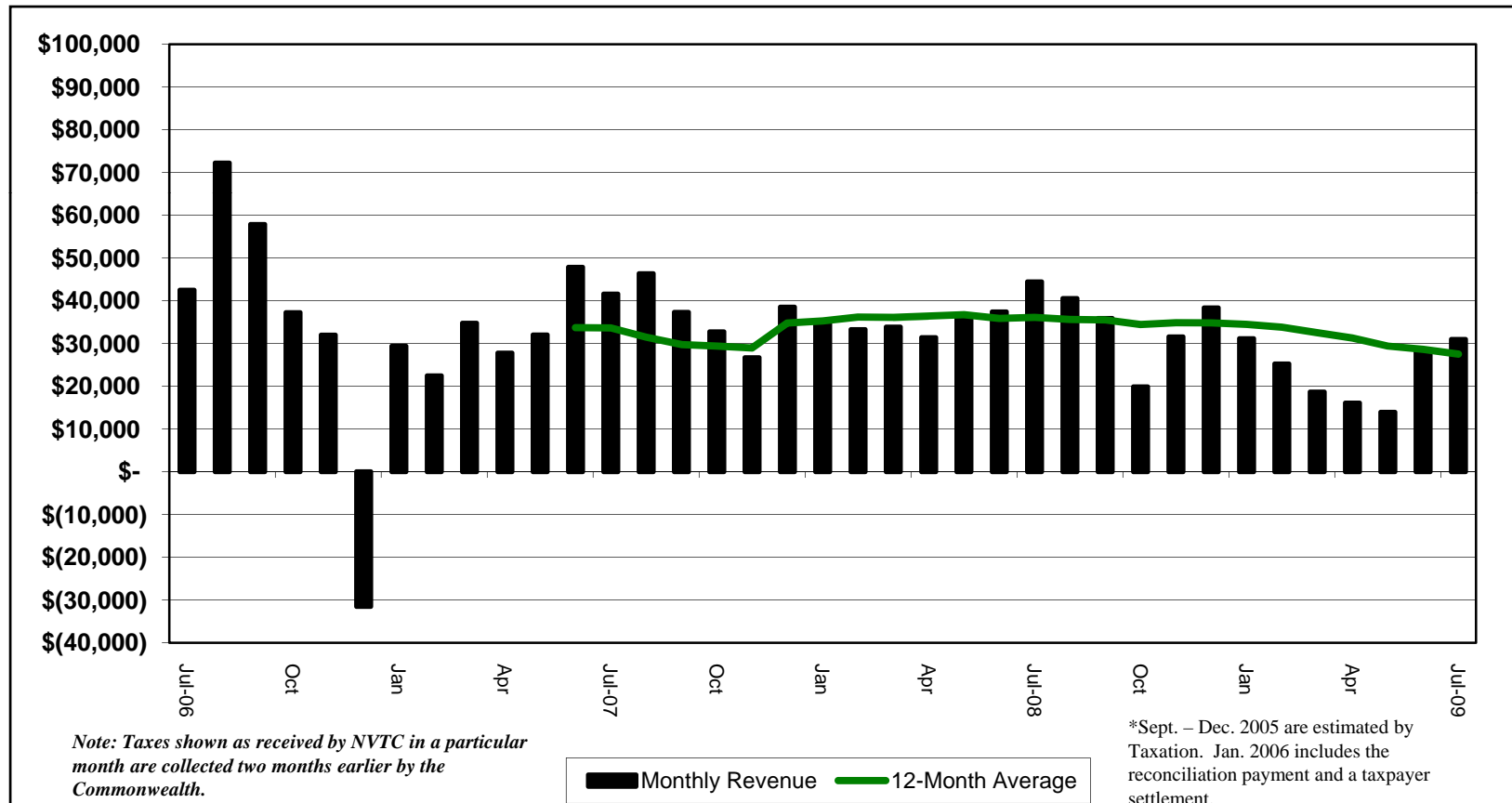
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2007-2010



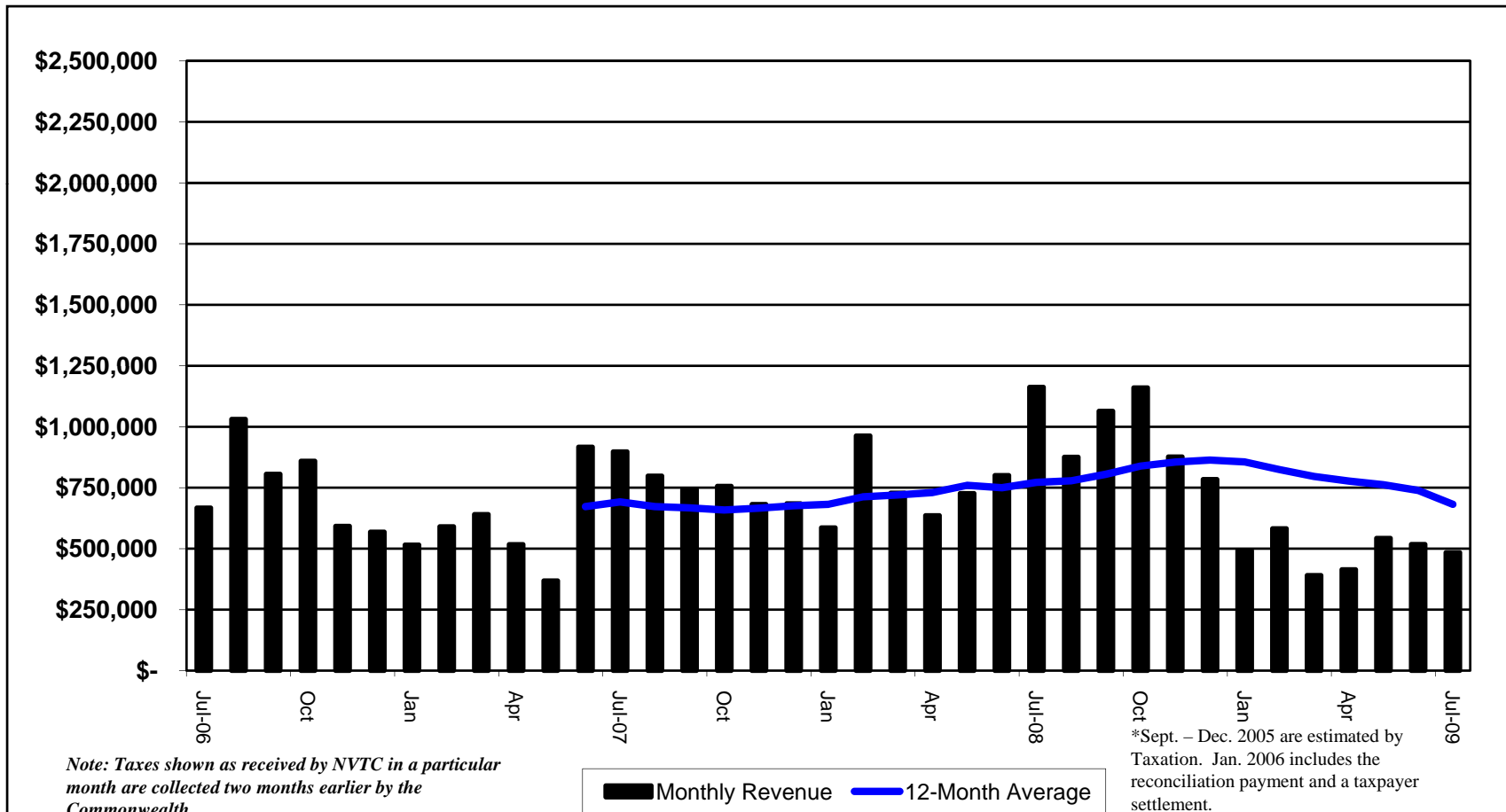
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2007-2010



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2007-2010



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2007-2010





AGENDA ITEM #11

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: August 27, 2009
SUBJECT: Closed Session for Personnel Item

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

To enter closed session:

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

Following the closed session:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed ; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.



Blue Item 2



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

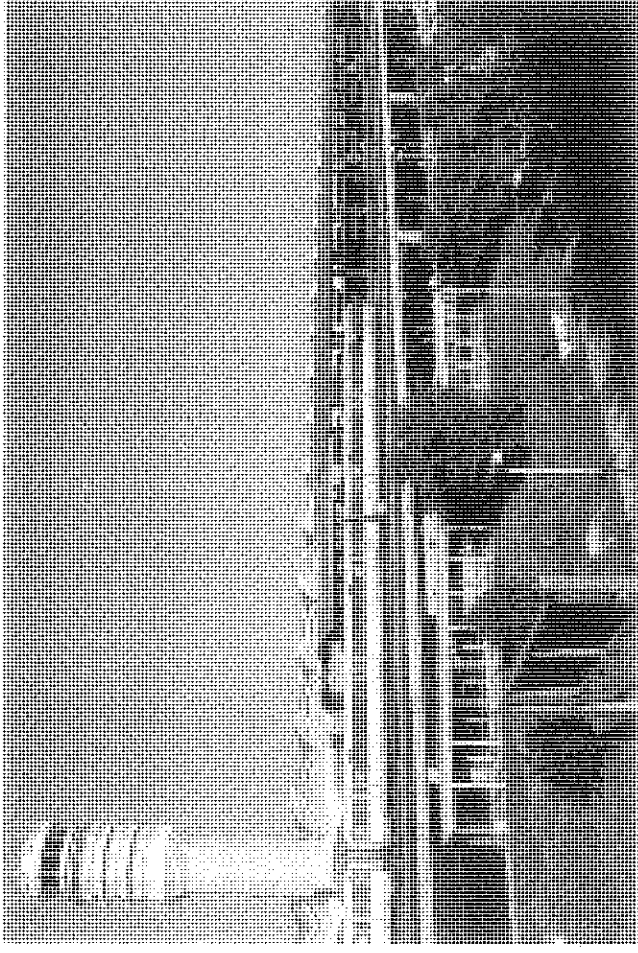
Metro Update: Accident Investigation, Safety Practices and Budget Issues

Northern Virginia Transportation Commission
September 3, 2016



Labor Day Weekend Track Maintenance

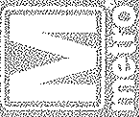
- Labor Day weekend track work to impact Blue and Yellow Line service
 - Will close Pentagon City, Crystal City, and National Airport stations
 - Stations will reopen on September 8th at 5:00am
- Necessary for system safety and reliability
- Providing shuttle bus service to customers
- Coordinated with MWAA





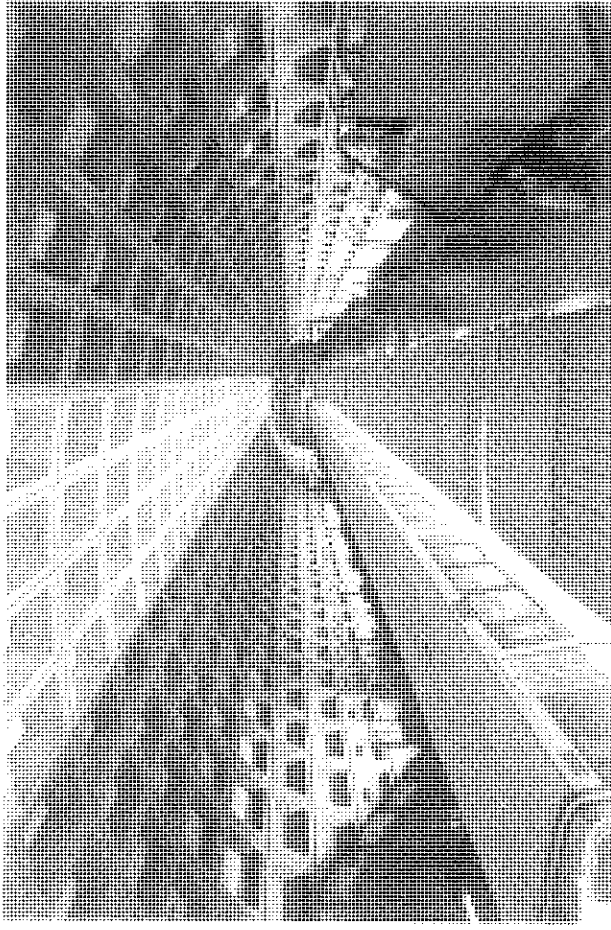
Status of June 22nd Accident Investigation

- Accident investigation communications
 - Federal regulations prohibit Metro from releasing information about an investigation headed by the National Transportation Safety Board (NTSB)
- Status update
 - Investigation continues
 - NTSB has concluded on-scene track testing
 - Released accident site to Metro
 - Metro has started making repairs at the site



Safest System Possible

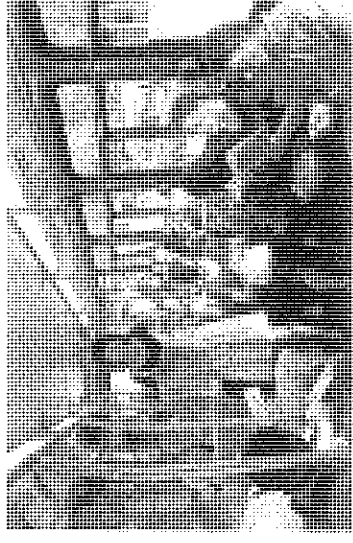
- Steps taken to ensure safest system possible
 - Manual train operation
 - Inspection of 3,000 track circuits and daily testing
 - Independent, external review of the Automatic Train Control system
 - Oldest cars in the belly of the trains





OPERATIONAL CONTINGENCY PROCEDURES

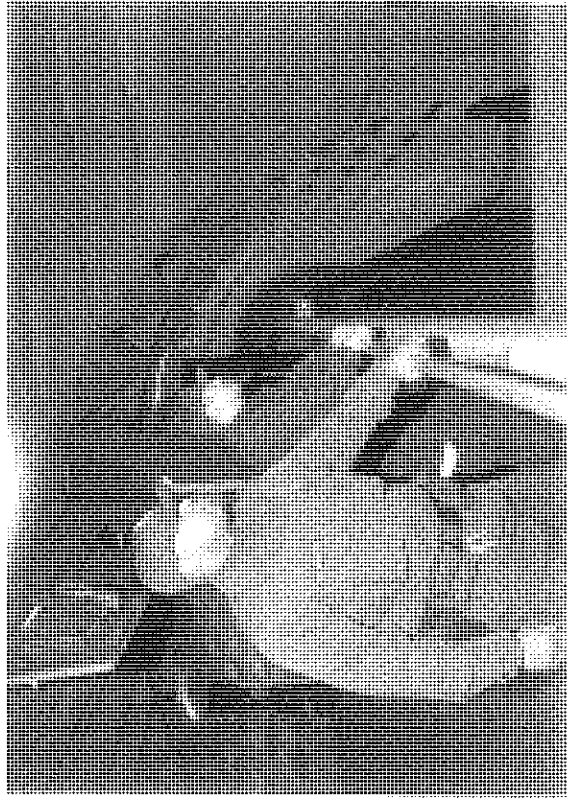
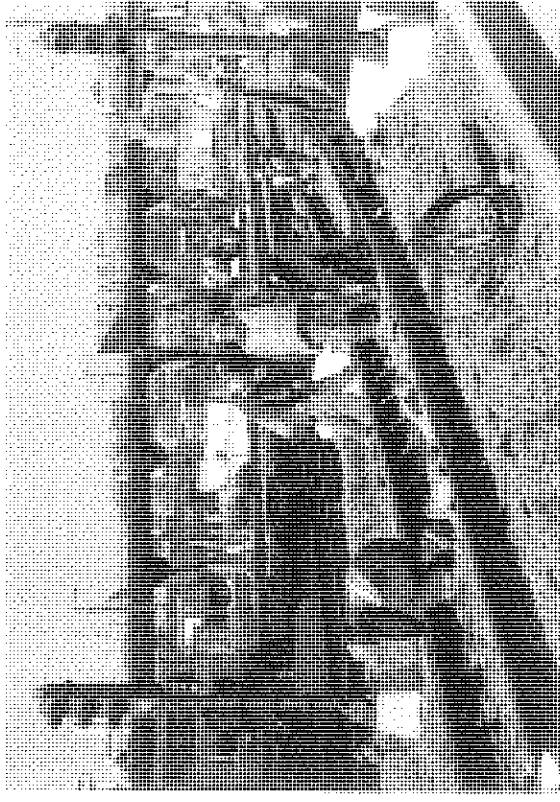
- Web page dedicated to accident information
- Staff at high-volume Red Line stations at rush hours to help with crowds
- Providing Metrobus alternatives to Red Line service on website
- Flyer distribution
- Operator and station announcements
- Passenger information display signs
- E-alerts
- Press releases
- Twitter and Facebook
- Weekly audiocasts





Safety and Security Initiatives

- Track circuit monitoring and maintenance
- Safety stand down
 - Increased safety training for employees and contractors
 - General Manager and Deputy General Manager field visits
- Employee hiring practices and disciplinary actions
- Metro Transit Police security grants





Budget Issues for FY2011

- Status of dedicated funding
 - President Obama signed the WMATA compact amendments
- Capital needs
 - Investment in aging infrastructure
 - Capital needs inventory= \$11.4 billion
- Next capital funding agreement
- Operations





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