



NVTC COMMISSION MEETING

THURSDAY, APRIL 1, 2010

8:00 PM

NVTC CONFERENCE ROOM

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. Minutes of the NVTC Meeting of March 4, 2010.

Recommended Action: Approval.

2. VRE Items.

Reports will be provided from the VRE Operations Board and VRE Chief Executive Officer.

Information Item.

3. Legislative Items.

Commissioners and staff will provide a review of the 2010 General Assembly session and discuss implications for NVTC's legislative agenda. Plans for a tour of Northern Virginia's transit systems for General Assembly members and other officials will also be discussed.

Recommended Action: Approve letters thanking members of the General Assembly who patroned bills on behalf of NVTC. Advise staff on any required follow up to the General Assembly session and authorize proceeding with plans for the transit tour.



4. A Guide to Bicycles and Transit Connections in Northern Virginia.

NVTC staff has prepared the guide with the assistance of local and regional staff in order to summarize the extent to which transit systems offer resources to encourage effective connections with persons using bicycles. The guide reviews the extent to which bicycles are carried on transit, shares of bicycles as a mode of access to transit, bicycle parking facilities at transit stations and park and ride lots, transit website information for bicyclists, ongoing studies, and innovative ideas from other metropolitan areas.

Recommended Action: Review the policy recommendations and suggestions for further study and advise staff on follow up actions. Authorize staff to post the report on the NVTC website after incorporating additional comments from commissioners and local staff.

5. WMATA Items.

NVTC's WMATA Board members will discuss items of current interest, including reactions to NVTC's letter to Members of Congress.

Recommended Action: Advise staff on appropriate follow up to the commission's letter.

6. Updated Transit Performance Tables for FY 2009.

New information is now available on NVTC's website. Staff will summarize the key trends.

Discussion Item.

7. Regional Transportation Items.

- A. NVTA TransAction 2040 Plan.
- B. Vanpool Incentive Program.
- C. Northern Virginia Streetcar Coalition Forum.

Information Item.

8. Updated NVTC Handbook and VRE Chronology.

These two documents have been updated by staff through March 2010 and are available on NVTC's website. Excerpts are attached.

Information Item.

9. NVTC Financial Items for February, 2010.

Information Item.



AGENDA ITEM #1

MINUTES
NVTC COMMISSION MEETING – MARCH 4, 2010
NVTC CONFERENCE ROOM, ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Hudgins at 8:12 P.M.

Members Present

Sharon Bulova
Thelma Drake
John Foust
Catherine Hudgins
Mary Hynes
Rob Krupicka (alternate, city of Alexandria)
Dan Maller
Jeffrey McKay
Paul Smedberg
Christopher Zimmerman

Members Absent

David Albo
Kelly Burk
John Cook
Adam Ebbin
William D. Euille
Jay Fisette
Jeffrey Greenfield
Mark R. Herring
Joe May
Thomas Rust
Mary Margaret Whipple

Staff Present

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



Oath of Office for New Commissioners

Chairman Hudgins administered the oath of office to DRPT Director Thelma Drake and Rob Krupicka, the new alternate for the city of Alexandria. Commissioners welcomed them to NVTC.

Minutes of the January 7, 2009 NVTC Meeting

Mrs. Bulova moved, with a second by Mr. McKay, to approve the minutes. The vote in favor was cast by commissioners Bulova, Drake, Foust, Hudgins, Hynes, Krupicka, Maller, McKay, Smedberg and Zimmerman.

FY 2011 State Transit Grant Applications

Mr. Taube reported that NVTC's applications on behalf of WMATA, VRE and the commission's local jurisdictions were due February 1, 2010. To meet the deadline, NVTC staff electronically submitted the applications after they were carefully reviewed by local staff. Resolution #2140 will confirm the commission's support of these applications and is a requirement of the Virginia Department of Rail and Public Transportation.

In response to a question from Chairman Hudgins, Mr. Taube explained that the FY 2011 eligibility for NVTC's jurisdictions and WMATA is about \$14.1 million more than in FY 2010 for capital and \$1.9 million less for operations. In addition, DRPT has \$50 million in FY 2011 in its six-year program to match new federal funding for WMATA. For VRE, the FY 2011 eligibility is about \$1.2 million more than in FY 2010 for capital and about \$2.7 million more for operations. The amount of assistance actually received by NVTC for FY 2011 is likely to be much less than the eligible amount of \$249.9 million plus \$28.9 million for VRE plus up to \$50 million to match federal assistance for WMATA (unless the General Assembly acts to provide significantly greater funding).

Mrs. Bulova moved, with a second by Mrs. Hynes, to approve Resolution #2140 (copy attached). The vote in favor was cast by commissioners Bulova, Foust, Hudgins, Hynes, Krupicka, Maller, McKay, Smedberg and Zimmerman. Director Drake abstained.

VRE Items

Report from the VRE Operations Board. Mr. Zehner reported that ridership averaged 17,390 daily trips in February. VRE's top ten ridership days have occurred since January 1, 2010. On-time performance fell in February due to several mechanical problems and the effects of the snow storm, but it is back up in March. The Woodbridge second platform should be open in two weeks. Mr. Zehner stated that he and Steve MacIsaac met with DRPT Director Drake and Secretary of Transportation Sean Connaughton to provide information about the VRE system. Director Drake will ride the train on March 11th prior to a meeting with CSXT, DRPT and VRE.

Appointment to the VRE Operations Board. Mrs. Bulova announced that Fairfax County has asked that Supervisor John Cook replace Pat Herrity as a voting member of the VRE Operations Board. Even though Mr. Cook has not been sworn in at NVTC, she asked that the commission appoint him to the VRE Operations Board. There were no objections.

On a motion by Mrs. Bulova and a second by Mr. Smedberg, the commission unanimously confirmed Mr. Cook's appointment to VRE Operations Board. The vote in favor was cast by commissioners Bulova, Drake, Foust, Hudgins, Hynes, Krupicka, Maller, McKay, Smedberg and Zimmerman.

Acquisition of Brooke Property. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2141, which would authorize VRE's CEO to execute a purchase agreement and related documents for two property parcels in Stafford County to expand parking at the Brooke Station. Funds will be provided from FY 2009 and 2010 CMAQ grants from VRE working capital, pending receipt of additional federal grants expected in March, 2010.

On a motion by Mrs. Bulova and a second by Mr. Smedberg, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Drake, Foust, Hudgins, Hynes, Krupicka, Maller, McKay, Smedberg and Zimmerman.

RFP for NVTA's TransAction 2040 Transportation Plan

Mr. Taube stated that the commission is being asked to authorize the executive director to issue RFP #10-01 on behalf of the Northern Virginia Transportation Authority. NVTA has previously approved the scope of work to update Northern Virginia's TransAction plan through 2040. As it has done previously, NVTC staff has agreed to issue the RFP and manage the \$1.2 million federal grant for this important project,

which is included in NVTC's approved work program for 2010. Mr. Taube explained that the RFP would be issued on March 5th.

Mr. Zimmerman moved, with a second by Mr. Maller, to authorize staff to issue RFP #10-01. The vote in favor was cast by commissioners Bulova, Drake, Foust, Hudgins, Hynes, Krupicka, Maller, McKay, Smedberg and Zimmerman.

WMATA Items

Chairman Hudgins gave an overview of the Finance Committee meeting that was held earlier in the day, which resulted in an action to advertise a public hearing on revenue increases including fare increases, service cuts, and changes to MetroAccess. The public hearings will occur during the last week of March throughout the region.

Chairman Hudgins also announced that former New Jersey transit chief Richard Sarles has been named WMATA's new interim general manager, which is a positive step for WMATA. Mr. Zimmerman observed that Mr. Sarles has an impressive resume, having recently retired from New Jersey Transit, with more than 25 years of experience in the industry. Under his leadership, WMATA can continue to make progress during the hiring process of a permanent general manager. Mr. Zimmerman stated that in light of WMATA's current state of affairs, it is important that it does not drift while a permanent general manager is found. Mr. Sarles will be able to help WMATA make progress during the general manager search process but he does not want to be considered as a candidate for the permanent position. He will formally start on March 29, 2010.

Mr. Zimmerman observed that WMATA's proposed budget includes over \$44 million in service cuts, with a potential for a big fare increase. He predicted that the public will be very vocal about these potential changes. He also cautioned that the local jurisdictions may be asked to provide more funding. It is important to find real solutions to WMATA's short-term and long-term funding problems.

In response to a question from Mr. Smedberg concerning potential legislative initiatives regarding Metro, Mr. Zimmerman stated that the missing piece is congressional interest and finding a legislative solution to Metro funding. The federal government must be a part of the solution because the government is dependent on the Metro system. The recent snow storm affected Metro service and the government had to shut down. Over forty percent of daily rush hour riders are federal employees and Metro station locations were designed to serve the federal facilities. This is the time to have conversations with our federal representatives. Mr. Zimmerman expressed his opinion that the federal government needs to be a part of the allocation formula. It is not just about transportation dollars; it is also about a local major employer (federal government) contributing to the cost of running the Metro system. He made the comparison that it is like the federal government paying its electric bill and this is something that needs to be treated the same where the federal government helps pay for Metro.

Mr. McKay stated that the federal government has allocated \$150 million annually for Metro (which Metro has not yet received) over ten years, but to put that into perspective, WMATA's proposed capital needs budget is \$11 billion over the next 10 years. He observed that the federal appointees on the WMATA Board are outstanding and he wants to make sure that the discussion of the need for more federal dollars does not tarnish their contribution to the Board. Mr. Smedberg agreed. In response to a question from Director Drake, Mr. Zimmerman stated that Mort Downey is the principal federal appointee and Marcel Acosta is the alternate. They both have a wealth of experience in and knowledge of transportation overall. Mr. McKay stated that there are still two federal vacancies on the WMATA Board that need to be filled. Chairman Hudgins agreed that the current federal appointees are an asset to the WMATA Board and she also observed that it is important to not lose sight of the funding issues and to help the customers understand the funding dynamics.

Chairman Hudgins announced that former WMATA general manager David Gunn has been hired as a contractor to conduct an evaluation of the WMATA organization and report back to the WMATA Board. Mr. Zimmerman also announced that Jack Requa has agreed to return as Assistant General Manager of Bus Operations.

Mr. Maller stated that it would be helpful for the WMATA Board to put together a clear and simple one-page explanation of the funding issues showing where the funds come from for WMATA. It is important to show the whole picture. Chairman Hudgins stated that it needs to be clear and concise. Mr. Maller also observed that local governments are preparing their budgets right now so there is a time sensitivity to the issue of possible increases to jurisdictional subsidies. In response to a question from Mr. Foust, Mr. Zimmerman stated that hopefully in the next few days WMATA will be able to explain in further detail the proposed \$40 million added contribution by the jurisdictions and how it would impact individual jurisdictions. In response to a question from Mr. Krupicka, Mr. Zimmerman stated that NVTC staff could distribute the information to commissioners as soon as it is released.

Mrs. Hynes predicted that the public hearings will be heavily attended by the public. She stated that it is important to create messages about the current FY 2011 budget issues but also what happens if the long-term funding issues are not resolved and how it will impact service, as well as the need for the federal government to step up and become a bigger funding partner. She stated that a great example is the recent storm when the federal government was shut down because Metro could not run. Another message should be what would be the cost to the region if there was not Metro service. Chairman Hudgins stated that since it has been built, Metro has been perceived as a critical element to the quality of life in the community as well as being important for economic development.

Mr. McKay stated that before the snow melts the WMATA Board needs to send a letter to the congressional delegation using their own federal numbers detailing the financial implications to the federal government when the Metro system shut down. It cost the federal government approximately \$160 million (\$40 million a day) when it shut down the last time because Metro could not operate. Chairman Hudgins suggested that

NVTC could also send a similar letter. Mr. McKay stated that the message should come from multiple organizations.

Mr. McKay moved, with a second by Mrs. Bulova, to authorize NVTC to send a letter to the congressional delegation reminding them how important the Metro system is to the federal government.

Mr. McKay observed that if funding was not an issue, Metro could have opened earlier during the snow storm. Mr. Maller stated that it is important to remind Congress that a large percentage of Metro riders are federal employees. If the Metro system was shut down for a period of time it would become clear quickly how important the Metro system is to the federal government. Mr. McKay stated that the snow storm was an unusual event, but it would be good to include what the effect would be if Metro just did not operate.

Mr. Krupicka asked if the letter should be sent to just the Northern Virginia congressional delegation or all Members of Congress. He suggested sending it to all of them. After some discussion, commissioners agreed that it should be sent to all members. Mr. Smedberg suggested at least copying the letter and sending it to the Obama Administration via the Office of Management and Budget. This was discussed and it was concluded that the letter should only be sent to Congress members at this time. Mrs. Hynes stated that the letter should be available for the public to see it at the public hearings.

The commission then voted on the motion and it was unanimously approved. The vote in favor was cast by commissioners Bulova, Drake, Foust, Hudgins, Hynes, Krupicka, Maller, McKay, Smedberg and Zimmerman.

Legislative Items

Mr. Taube announced that the federal surface transportation program has been reauthorized through the end of March, 2010. The Federal Highway Administration is back to work and FTA can now process NVTC's grant requests. He asked Tom Biesiadny, of Fairfax County, to update the commission on the significant activity in the General Assembly. Mr. Biesiadny reported that several bills affecting NVTC have passed both houses, including HB 688/SB 25 relating to penalties for counterfeit ticket violations on VRE; HB 457 allowing the Tax Commissioner to disclose to NVTC's executive director for his confidential use tax information as is necessary to facilitate the collection of the motor fuels sales tax; and Delegate Lingamfelter's bill (HB 1329) which closes the transportation cost loop-hole of the definition of "gross sales" and "sales price" for the 2.1 percent motor fuels tax. Mr. Biesiadny reported that HB 19 was tabled, which would have allowed PRTC to set higher fares for passengers from non-VRE jurisdictions and HB 55 was also tabled that could have capped VRE subsidy at the level of each jurisdiction's gas tax collections.

Mr. Biesiadny continued to give a detailed report on other transit and transportation related legislation. Commissioners were provided with an updated chart of various legislative actions. He reported that a Special Session may be scheduled later this year to focus on transportation.

In response to a question from Mr. Smedberg, Mr. Biesiadny explained that the TransDominion Express is envisioned to have service between Bristol – Lynchburg – Washington, D.C. and D.C.– Richmond – North Carolina. Mr. Smedberg asked if this would have any impact on VRE service. Mr. Biesiadny stated that obviously that is a concern. The legislation did have a provision that any new service would need to coordinate with VRE and Amtrak. He explained that this bill has been carried over to 2011 by Senate Rules.

Director Drake stated that in regards to the budget amendment concerning land use development around rail stations, everyone would probably agree that having increased density around stations is a good thing, but it is not always possible. She expressed concern that this amendment is part of the budget bill and could impact Burke Centre Station. She stated that it is important to look at the big picture to make sure existing stations are not harmed. Mr. McKay stated that transit oriented development is very important and there needs to be guidelines. Chairman Hudgins stated that it is not a budget issue, but a land use issue, transportation issue and environmental issue. Mrs. Drake stated that Secretary Connaughton is very sensitive to this issue. It is agreed that there needs to be a better working relationship with DRPT and VDOT.

Regional Transportation Items

Mr. Taube reported that of the \$58.8 million of federal “TIGER” grant funds for the region, Virginia received \$30 million, which includes funding for the Transitway on Route 1 in Alexandria, improvements to Leesburg Pike (a WMATA priority corridor), and station improvements at the Pentagon and Franconia/Springfield. Mr. Zimmerman thanked all those who helped to get the grant application in by the deadline. There was value in doing the application regardless of whether it was approved, with all of the organizations working together as a regional team. Now the region has the incentive to move forward. However, he reminded the commission that the funds need to be spent quickly.

NVTC Financial Items for December, 2009 and January, 2010

Commissioners were provided with a copy of NVTC's financial reports. Mr. Taube noted that the collections in December show a dip and in January show a substantial increase. These discrepancies occurred because the Department of Taxation was not able to process several large accounts in December and caught up in January. Commissioners should be seeing soon the results of the new 2.1 percent tax, which went into effect January 1, 2010.

Adjournment

Without objection, Chairman Hudgins adjourned the meeting at 9:30 P.M.

Approved this first day of April, 2010.

Catherine Hudgins
Chairman

Mary Hynes
Secretary-Treasurer

NVTC

Northern Virginia Transportation Commission

NVTC

AGENDA ITEM #2

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: March 25, 2010
SUBJECT: VRE Items

Copies are attached of the VRE CEO's monthly report, including ridership and on-time performance. Minutes of the March 19, 2010 VRE Board meeting will be distributed at the NVTC meeting on April 1st.



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CHIEF EXECUTIVE OFFICER'S REPORT

March 2010

MONTHLY DELAY SUMMARY

	November	December	January	February
System wide				
Total delays	94	64	52	64
Average length of delay (mins.)	18	17	13	16
Number over 30 minutes	11	9	1	5
Days with Heat Restrictions/Total days	0/21	0/22	0/19	0/15
On-Time Performance	82.40%	89.1%	90.6%	84.8%
Fredericksburg Line				
Total delays	34	37	21	34
Average length of delay (mins.)	20	21	16	18
Number over 30 minutes	5	8	1	4
On-Time Performance	85.80%	86.1%	91.5%	82.1%
Manassas Line				
Total delays	60	27	31	30
Average length of delay (mins.)	17	13	12	14
Number over 30 minutes	6	1	0	1
On-Time Performance	79.60%	91.6%	89.8%	87.1%

SYSTEM RIDERSHIP

February's final average daily ridership was 17,477. This does not include February 5th, since ridership was drastically reduced as a result of the winter storm, or February 12th, when we ran a reduced schedule. We also did not run February 8th through February 11th because of the snow storms. Due to the limited service, cumulative ridership was only up 1%, as opposed to 3.7% in January. However, this is the second consecutive month where the Average Daily Ridership was above 17,000. Four out of the ten highest ridership days ever were in February - including the highest day on record, which was 19,075 on February 17th.

ON-TIME PERFORMANCE

On time performance on the Fredericksburg Line for the month of February was 82.1% and the Manassas Line was 87.1%. Thirty-three percent of the 64 total delays in February were due to train interference and 21% were due to switch failures. A major mechanical problem disrupted the entire evening service on February 1st and signal and switch problems at AF affected both lines of morning service on February 2nd.

WOODBIDGE STATION UPDATE

The facility is expected to open in the next couple of weeks. Construction of a temporary Kiss & Ride will follow as the cold weather subsides, as will minor cosmetic improvements such as touch-up painting and landscaping. An opening ceremony is being planned for the spring.

PARKING SITUATION AT BROAD RUN

The parking situation at Broad Run continues to be a major challenge. With record ridership in recent months, the station parking demands are higher than ever. VRE is currently working with Prince William County and the City of Manassas to come up with possible short-term solutions.

BROAD RUN MAINTENANCE FACILITY



Building framing for the Broad Run Maintenance Facility, (shown above), is well underway and expected to be completed by April. The remainder of the project, which includes extending tracks, is expected to be completed this summer.

KEOLIS UPDATE

The first several months of the mobilization period have focused on the documentation of policies and procedures as well as building relationships with a number of outside agencies.

VRE and Keolis have been meeting monthly with the Federal Railroad Administration and the host railroads to ensure that everyone involved will be comfortable when the change in contractors occurs.

Keolis has also been in discussions with the two unions that represent VRE train crews, the United Transportation Union (UTU) and the Brotherhood of Locomotive Engineers and Trainmen (BLET). Keolis is reporting progress with the unions and is ready to begin recruiting for train and engine crews. Open House dates have been set in March to allow current train employees the chance to get to know Keolis and what they are prepared to offer.

VRE Deliverables – Submitted to VRE

Quality Assurance Program – VRE has submitted comments on the draft Keolis program
Employee Procedures Manual – VRE has submitted comments on the draft Keolis manual
Supplemental Operating Instructions – Submitted and awaiting VRE comments
Crew Uniform Selection – Initial meetings held with CINTAS
Layover Facilities Identified – Keolis to finalize a contractual relationship prior to start-up
KORS (Keolis Operational Reporting System) – VRE has met with Keolis IT contractor
Drug Free Workplace Policy – Submitted to VRE as part of the FRA deliverable below

FRA Deliverables – Submitted to FRA

Drug and Alcohol Policy – Comments have been received from FRA
Engineer Qualification Program – Awaiting comments from the FRA
Accident and Incident Policy – Awaiting comments from the FRA
Good Faith Challenge Policy – Awaiting comments from the FRA

In Progress – Both to VRE and FRA

Rolling Stock Maintenance Plan	Track Safety Standards
Facility Maintenance Plan	Worker Protection Program
Warehouse Maintenance Plan	Operational Rule Testing Plan
Training Program Plan	System Safety Program Plan
System Security Plan	Contingency Plan
Environmental Services Plan	

DELIVERY OF FIRST MOTIVE POWER LOCOMOTIVE



VRE staff and Motive Power conducted their monthly progress meeting in Boise, ID on February 25, 2010, which included a plant visit and inspection of the Pilot Locomotive (V50). Currently, the locomotive is 92% complete with all the major components and parts built in. The locomotive is on schedule to go to the paint shop by the end of March. Spot checks were also performed to verify compliance with our specifications as well as reports submitted by our oversight contractor. The Pilot locomotive is scheduled to arrive on VRE property on July 1st. We will then perform a series of static and dynamic tests before entering the unit into revenue service.

POSITIVE TRAIN CONTROL (PTC) UPDATE

In January, the final regulations regarding PTC were issued. PTC is envisioned as a system that monitors a train's performance with respect to the signals, on-track work authorities, and other speed restrictions. That information is then relayed to the PTC equipment on the train from the host railroad's dispatcher. Should an engineer not obey requirements, the PTC system would stop the train well in advance of a potential issue. This requirement was legislated as part of the Rail Safety Improvement Act after the Chatsworth crash in California.

VRE's first deadline is to submit a PTC Implementation Plan by April 16, 2010. Key staff have been meeting with our host railroads to work through interoperability and equipment issues. At this time, our intent is to file a plan that conforms to our host railroads. In addition, we would discuss the VRE on-board equipment that VRE would procure and the maintenance and training that VRE would perform.

Once approved, VRE and its host railroads must have PTC fully operational by December 31, 2015. Funding continues to be an issue as this is an unfunded mandate that could have significant cost implications for VRE.

MONTHLY PERFORMANCE MEASURES – FEBRUARY 2010

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
February Fredericksburg OTP Average	82.1%
February Manassas OTP Average	87.1%
VRE FEBRUARY OVERALL OTP AVERAGE	84.8%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2010 Passenger Totals	2,541,521
VRE FY 2009 Passenger Totals	2,517,709
PERCENTAGE CHANGE	1.0%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
FEBRUARY 2010	245,765
FEBRUARY 2009	303,116
PERCENTAGE CHANGE	5.3%(NORMALIZED)
SERVICE DAYS (CURRENT/PRIOR)	15/19

Monthly Ridership and OTP: February 2010

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	4,300	4,267	8,567	75%	4,140	4,339	8,479	69%	17,046	72%
2	4,474	4,679	9,153	50%	4,435	4,359	8,794	62%	17,947	55%
3	3,722	3,631	7,353	94%	3,722	3,930	7,652	92%	15,005	93%
4	4,636	4,539	9,175	100%	4,202	4,613	8,815	92%	17,990	97%
5**	1,749	1,617	3,366	94%	1,641	1,591	3,232	77%	6,598	86%
6										
7										
8										
9										
10										
11										
12*	3,230	2,682	5,912	75%	3,181	2,874	6,055	63%	11,967	69%
13										
14										
15										
16	4,679	4,756	9,435	88%	3,915	4,516	8,431	54%	17,866	72%
17	4,839	4,879	9,718	81%	4,658	4,699	9,357	62%	19,075	72%
18	4,639	4,758	9,397	94%	4,358	4,671	9,029	100%	18,426	97%
19	3,894	3,815	7,709	100%	3,799	3,766	7,565	92%	15,274	97%
20										
21										
22	4,402	4,479	8,881	88%	4,254	4,462	8,716	100%	17,597	93%
23	4,663	4,686	9,349	100%	4,311	4,781	9,092	85%	18,441	93%
24	4,453	4,539	8,992	69%	4,523	4,726	9,249	77%	18,241	72%
25	4,542	4,577	9,119	94%	4,394	4,593	8,987	92%	18,106	93%
26	3,754	3,715	7,469	100%	3,707	3,876	7,583	92%	15,062	97%
27										
28	61,976	61,619	123,595	87%	59,240	61,796	121,036	81%	244,631	84%
	Adjusted total:		114,484		Adjusted Total:		112,716	Adjusted Total:	227,200	

# of Service Days:	13	Total Trips This Month:	245,765	Adjusted Total:	227,200
Manassas Daily Avg. Trips:	8,240	Prior Total FY-2010:	2,295,756		
Fred'burg Daily Avg. Trips:	8,069	Total Trips FY-2010:	2,641,521		
Total Avg. Daily Trips:	16,309	Total Prior Years:	44,455,982	Grand Total:	46,997,503

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

** designates a full service day with inclement weather. Ridership was dramatically lowered as a result of the winter storm.

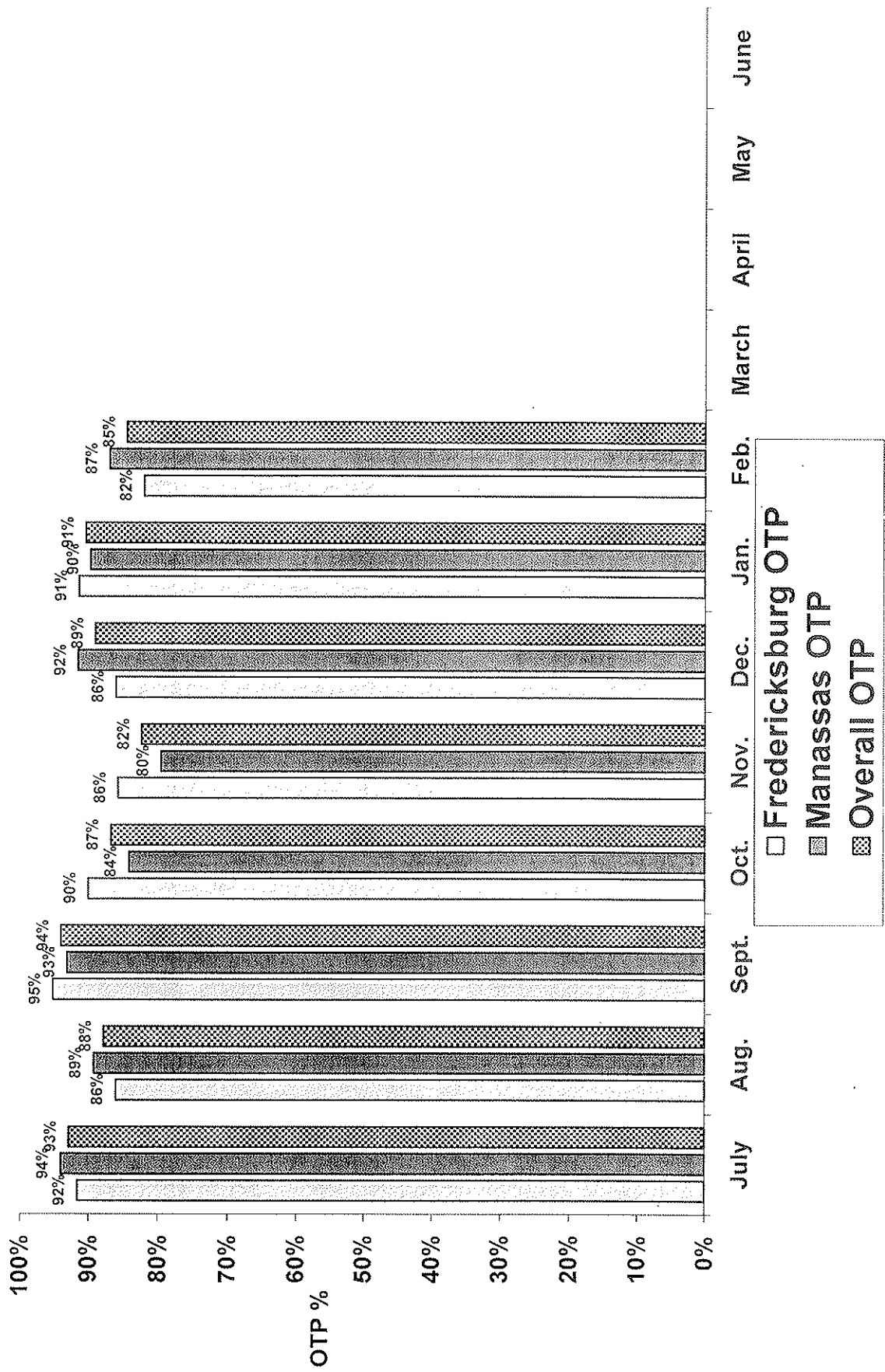
Monthly Ridership Changes: FY 2009 v. FY 2010

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	317,944	6.5%	359,154	351,580	-2.1%	669,524	1.8%
September	456,054	479,425	5.1%	542,275	528,890	-2.5%	1,008,315	1.0%
October	620,865	646,968	4.2%	730,116	707,230	-3.1%	1,354,198	0.2%
November	746,905	795,248	6.5%	875,201	861,321	-1.6%	1,656,569	2.1%
December	883,468	945,530	7.0%	1,035,994	1,017,358	-1.8%	1,962,888	2.3%
January	1,021,679	1,110,585	8.7%	1,192,914	1,185,171	-0.6%	2,295,756	3.7%
February	1,165,667	1,234,347	5.9%	1,352,042	1,307,174	-3.3%	2,541,521	0.9%
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.

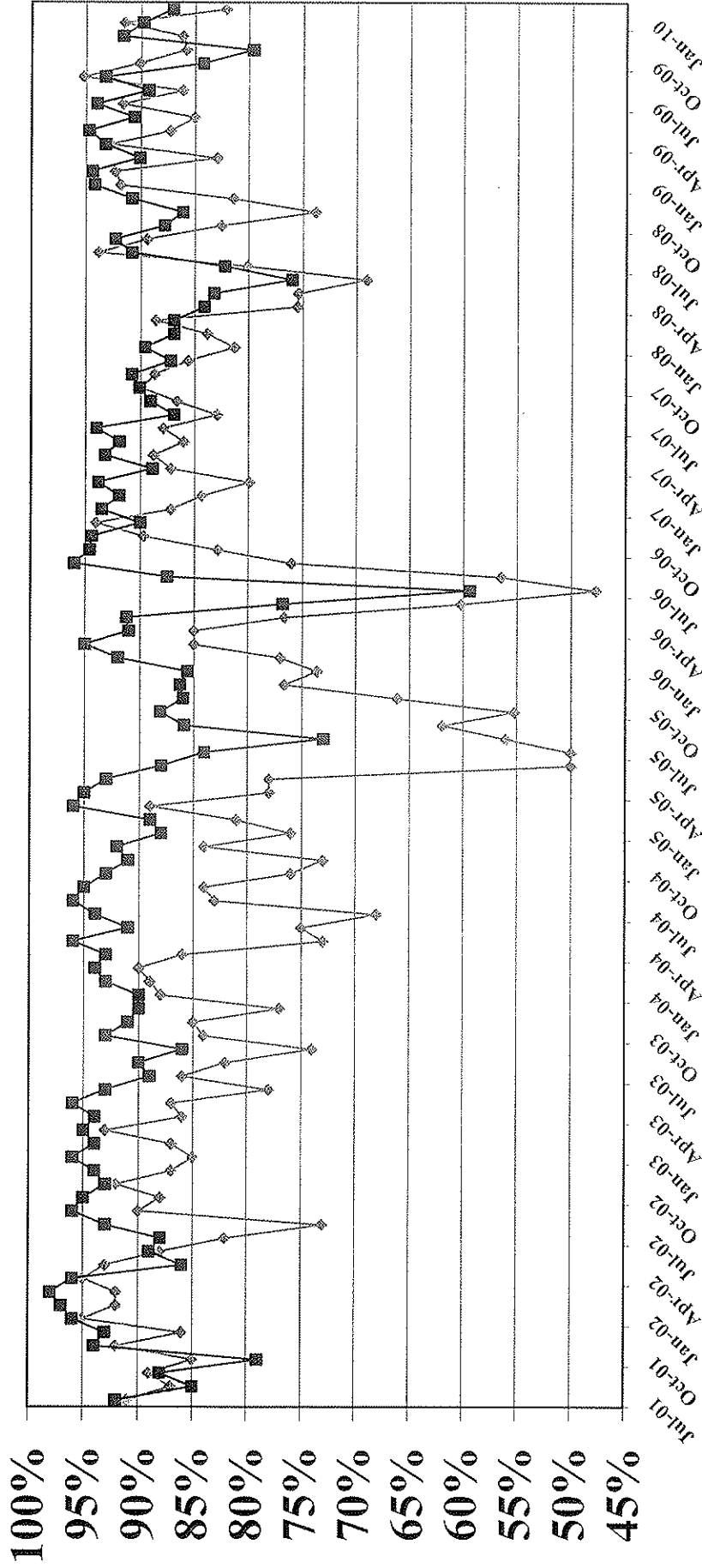
Average On-Time Performance

FY-2010



On-Time Performance

July 2001 – February 2010



◆—Fredericksburg Line ■—Manassas Line

FINANCIAL STATISTICS FOR FEBRUARY 2010

Copies of the February 2010 Operating Budget Report are attached.

Fare income for the month of February 2010 was \$283,864 above the budget – a favorable variance of 13.93%. The cumulative variance for the year is 11.51% or \$2,024,966 above the adopted budget. Revenue in the first eight months of FY 2010 is up 17.7% over FY 2009. This positive variance is the result of higher than anticipated ridership and the January and July 2009 fare increases. February had four fewer services days due to snow; however, some of this impact may carry over into March for the ten-trip riders.

A summary of the financial results (unaudited) as of February 2010 follows. Detail on the major revenue and expense categories are provided in the attached Operating Budget Report. These figures reflect the Amended FY10 Budget.

Measures		Goal	Actual
Operating Ratio		55%	83%
Budgeted Revenue	72,109,066		
Budgeted Revenue YTD	50,964,803		
Actual Revenue YTD	52,264,192		
Cumulative Variance	1,299,389		1,299,389
Percent Collected FY 07 YTD		70.68%	72.48%
Budgeted Expenses	72,109,066		
Budgeted Expenses YTD	43,996,853		
Operating Expenses YTD	42,397,145		
Cumulative Variance	1,599,708		1,599,708
Percent Collected FY 07 YTD		61.01%	58.80%
Net Income (Loss) from Operations			2,899,097

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2010 Operating Budget Report
February 28, 2010

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%	AMENDED TOTAL FY10 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,321,458	2,037,594	19,612,615	17,587,649	2,024,966	11.5%	26,917,683
Equipment Rental and Other	5,666	11,468	198,242	98,988	99,254	100.3%	151,500
Subtotal Operating Revenue	2,327,124	2,049,062	19,810,857	17,686,637	2,124,220	12.0%	27,069,183
Jurisdictional Subsidy (1)	-	-	15,955,559	15,955,559	-	0.0%	15,955,559
Federal/State/Other Jurisdictional Subsidy	3,056,661	3,666,203	16,481,116	17,172,328	(691,212)	-4.0%	28,854,324
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	1,568	17,410	16,660	150,279	(133,619)	-88.9%	230,000
Total Operating Revenue	5,385,353	5,732,675	52,264,192	50,964,803	1,299,389	2.5%	72,109,066
OPERATING EXPENSES							
Departmental Operating Expenses	2,873,503	3,689,689	30,237,927	31,807,868	1,569,941	4.9%	48,678,777
Debt Service	1,306,769	1,306,317	7,539,688	7,576,172	36,484	0.5%	13,582,380
Insurance	-	-	4,612,813	4,612,813	-	0.0%	6,005,000
Other Non-Departmental Expenses	5,889	-	6,717	-	(6,717)	-	3,842,909
Total Operating Expenses	4,186,161	4,996,005	42,397,145	43,996,853	1,599,708	3.6%	72,109,066
NET INCOME (LOSS) FROM OPERATIONS	1,199,192	736,670	9,867,047	6,967,950	2,899,097		0
CALCULATED OPERATING RATIO							
			83%				

(1) Total jurisdictional subsidy is \$16,376,967. Portion shown is attributed to Operating Fund only.



AGENDA ITEM #3

MEMORANDUM

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube and Kala Quintana
DATE: March 25, 2010
SUBJECT: Legislative Items.

Several attachments provide background on bills of interest to NVTC. NVTC's General Assembly members will be invited to share their observations.

Tom Biesiadny of Fairfax County has prepared very helpful summaries of legislative actions at the just concluded Virginia General Assembly session. His handouts include a matrix of funding and allocation bills (only three bills passed including Delegate Lingamfelder's HB 1329 that correctly defines sales price of motor fuels to include transportation costs and thereby protects NVTC and PRTC gas tax revenues); a list of approved budget amendments from the Conference Committee on HB 30; and a description of bills directed at NVTA's legislative program and bills sponsored by Northern Virginia Transportation agencies.

Governor McDonnell has suggested two possible special sessions. In September the subject would be government reform. If there are savings identified, they might be applied to transportation needs and a second special session could be convened, but only if it is apparent that an agreement can be reached.

Recently VTA members met with Transportation Secretary Connaughton. A summary is attached. One issue that was discussed involved the Department of General Services. Given budget and staff cutbacks as DGS, its ability to provide timely procurements to benefit transit systems is impaired. Also, DGS intends to levy a two percent fee on such procurements. Secretary Connaughton agreed to investigate.

The Secretary has also invited suggestions on changes to the Virginia Code, including the specific code citation, reasons for change and benefits of doing so. These are needed by the end of April and will be sent to the Government Reform Commission. NVTC may wish to submit a Code change to permit its board members to receive



identical per diem payments, since that change has not been accomplished legislatively over several sessions.

NVTC should write to thank the legislators who patroned bills on behalf of NVTC. Commissioners should offer other suggestions to follow up on the session.

Several important federal legislative items were discussed at APTA's recent legislative conference. The Obama Administration's principles for the surface transportation reauthorization are expected soon. The earliest the Senate will act is March or April, 2011 on a long-term extension. While there is strong interest in extending the \$230 monthly employer transit benefit that expires at the end of calendar 2010, the proper vehicle is undecided (tax or jobs bills?).

Northern Virginia Transportation Authority
2010 Legislative Program
Approved: November 12, 2009
Updated: March 14, 2010

STATE

TRANSPORTATION FUNDING

The lack of new transportation investment in the Commonwealth has reached a crisis. Over the past two years, the Commonwealth Transportation Board has cut **\$3.7 billion** from the Six Year Program and projections indicate that another cut of at least \$900 million will be necessary to further adjust the Six Year Program to match current revenue estimates. Revenues from ALL major state transportation funding sources continue to deteriorate. In addition, federal transportation funding levels remains uncertain. Secondary and urban system construction funds have essentially been eliminated, and the growth in maintenance spending in being reduced, even though costs are increasing overall. The Commonwealth is risking serious disinvestment in its existing transportation infrastructure that will be more difficult and more expensive to correct in the future. Today, approximately \$1 billion is needed to address existing deficient pavement conditions and approximately \$3.7 billion is needed to fix the Commonwealth's deficient bridges. Very shortly the Commonwealth will be out of options for ensuring the matches are available for the federal transportation funds the Commonwealth receives. Should this happen, Virginia would have to return federal transportation funds, further compounding the crisis. **Major new revenue sources for transportation must be enacted during the 2010 General Assembly session.**

NVTA continues to support additional state and regional transportation funding for highway, transit, bicycle and pedestrian improvements. In 2006, the region's TransAction 2030 Long-Range Transportation Plan estimated that Northern Virginia alone needs \$700 million per year in additional transportation funding to address the region's transportation problems. This figure has only increased since then since much of the major revenue sources included in HB 3202 have been eliminated.

NVTA seeks reinstatement of exclusive Northern Virginia revenues in the range of at least \$300 million annually, as well as Northern Virginia's portion of additional statewide revenues to address transportation needs not originally covered by the HB 3202 funding approved for Northern Virginia. Both the regional and statewide revenues should be provided from stable, reliable, proven and permanent source(s).

NVTA asks the General Assembly to adopt new statewide transportation revenue sources to bolster existing highway and transit revenue sources which are not generating sufficient funding to meet the Commonwealth's critical transportation needs or to meet the Commonwealth's statutory 95 percent share of eligible transit operating and capital costs (net of fares and federal assistance). This additional transit funding alone would require approximately \$166 million annually in new funds for the limited transit projects and eligible operating costs included in CTB's six-year program.

Any funding solutions must ensure that dedicated funding for Washington Metropolitan Area Transit Authority capital improvements and for Virginia Railway Express capital and operating expenses are addressed.

NVTA does not support diverting existing General Fund revenue streams to transportation. These General Funds are used for other important priorities of the Commonwealth; such are K-12 education, higher education and public safety. (*Updates previous position*).

General Assembly Action: *A variety of bills have been introduced. See attached matrix.*

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

NVTA supports the inclusion of sufficient funding in the 2010-2011 budget to ensure significant fiscal resources to address the enormous planning and transportation issues associated with the Base Realignment and Closure Commission recommendations. This is particularly critical, because the BRAC relocations will occur in 2011, and there is significant lead time required to implement needed transportation improvements. (*Updates previous position*).

General Assembly Action: *No specific bills introduced.*

PEDESTRIAN SAFETY

NVTA supports revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less. Recent events throughout the region have highlighted a growing concern for the safety of pedestrians attempting to cross streets. Many Northern Virginia jurisdictions are exploring a variety of means to effectively provide for pedestrian safety while avoiding both the potential for serious vehicular accidents and the potential for creating a false sense of security for the pedestrians. (*Reaffirms previous position*).

General Assembly Action: *Two bills were introduced: House Transportation Subcommittee #2 recommended passing by indefinitely HB 459 (Herring). SB 228 (Barker) has passed the Senate. It was tabled by House Transportation Subcommittee #2.*

CHAPTER 527 TRAFFIC IMPACT ANALYSES

NVTA supports modifications to Chapter 527 Transportation and Land Use legislation and regulations to adjust timeframes for traffic impact analyses to be more consistent with local government review times and scheduled public hearings. In addition, the Comprehensive Plan amendment/updates section of the regulations should be further developed and improved to meet the needs of the process (especially dealing with multiple amendments at same time), and Low-volume rule traffic impact analysis requirements should be revised to address situations when existing roadway capacity is obviously sufficient to meet demands of a new development even though the development might otherwise cross the threshold for a traffic impact analysis. (*Reaffirms previous position*).

General Assembly Action: *Several bill have been introduced related to 527 Traffic Impact Analyses. HB 808 (Watts)/HB 1098 (Sickles)/SB 550 (Barker) adds the Department of Rail and Public Transportation to the 527 Review. HB 1098 was incorporated into HB 808. The House Transportation, Subcommittee #4 recommended carrying over HB 808 to 2011. SB 222 (Puller) exempts homeowners' associations, neighborhood associations and similar non-profit organizations from VDOT fees and from submitted Traffic Impact Analyses at the comprehensive plan stage. Amendments delete non-profit organizations; passed Senate. It has also passed the House. SB 550 was continued to 2011 by Senate Local Government.*

SECONDARY ROAD DEVOLUTION

NVTA opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance. NVTA also opposes any legislation that would require the transfer of secondary road construction and maintenance responsibilities to counties. *(Reaffirms previous position).*

General Assembly Action: *No specific bills introduced.*

Bill Sponsored by Northern Virginia Transportation Agencies

Fraudulent Tickets

- HB 688 (Miller)/SB 25 (Puller) – VRE bill related to penalties for counterfeit ticket violations; [A substitute for HB 688 passed the House; passed the Senate. A substitute for SB 25 passed the Senate; passed the House].

Assaulting a Transit Operator

- SB 588 (Marsden) – WMATA bill: provides that it is a Class 6 felony to commit an assault or battery upon a mass transit operator defined as a person who operates any train, bus, trolley or van that is designed to carry six or more passengers. [A substitute passed the Senate; House Courts continued to 2011.] The substitute changes the violation to a Class 1 misdemeanor.

Criminal Background Checks

- HB 690 (Miller) – PRTC Bill: authorizes certain transportation district commissions and their contractors and public service corporations or contractors that provide public transit services to a locality to require fingerprint checks of certain applicants and employees so that an FBI criminal background check can be conducted [A substitute for HB 690 passed the House; passed the Senate.] The substitute limits background checks to individuals who have been offered employment.

Photo Monitoring – Backtracking (MWAA Bill)

- HB 1295 (Rust)/SB 667 (Herring) Provides for the enforcement of the use of a photo-monitoring system or automatic identification system on the Dulles Access Highway. [A substitute for HB 1295 passed the House, passed the Senate; SB 667 was amended and passed the Senate, passed the House]. The substitutes for HB 1295 and SB 667 clarify that the violation is a civil penalty rather than a criminal penalty.

Tax Information Disclosure to NVTC

- HB 457 (Herring) Allows the Tax Commissioner to disclose to the Executive Director of NVTC for his confidential use tax information as is necessary to facilitate the collection of the motor vehicle fuel sales tax. [Passed House; Passed Senate]

Other Bills of Interest

Northern Virginia Transportation Projects

- HB 779 (LeMunyon) requires VDOT to evaluate and make periodic reports on transportation improvement projects in the Northern Virginia highway construction district [House Trans passed by and referred to the Governor's Government Reform Commission]

Statewide Transportation Plan

- HB 25 (Herring) requires that the Statewide Transportation Plan include quantifiable measures and achievable goals for greenhouse gas emissions [Left in House Transportation]

Secondary Road Acceptance Standards

- HB 95 (Loupassi) provides that if, on March 9, 2009, a subdivision was subject to a specific zoning requirement that prohibited a state-maintained stub road connection, such requirement will not preclude acceptance of such road into the state secondary highway system [Stricken by Patron]

- HB 197 (Ware, R.) provides that the VDOT will allow the acceptance of any street within a network addition that meets the public service requirement of three or more occupied dwelling units. [Substitute passed House; passed the Senate] The substitute changes bonding requirement to one year.
- HB 1369 (Poindexter) requires VDOT to reconsider its Secondary Street Acceptance Requirements effective July 1, 2009, with specific focus on the connectivity index and the means by which an exception can be granted. The reconsideration is also to focus on the unique challenges in rural applications. [Left in House Transportation]

Secondary Road Standards

- HB 222 (Watts) requires the Secretary of Transportation to develop new secondary system design standards to be used in urban areas. [A substitute passed the House; passed the Senate] The Substitute limits to Fairfax County.

Other Virginia Railway Express Related Bills

- HB 19 (Cole) allows PRTC to set higher fares for passengers from non-VRE jurisdictions; [received no motion in House Trans, Sub #1]
- HB 55 (Cole) caps VRE subsidy levels at the level of each jurisdiction's gas tax collections [received no second in House Trans, Sub #1]

Telecommuting and Alternative Work Schedules

- HB 1015 (Hugo) provides that the Secretary of Administration and the Secretary of Technology measure the effectiveness of the comprehensive statewide telecommuting and alternative work schedule policy. [Continued to 2011 by House Science and Technology]
- HB 1023 (Hugo) requires the head of each agency within the legislative branch of state government to adopt a telecommuting and alternative work schedule policy for eligible employees. The policy shall authorize voluntary participation in telecommuting and alternative work schedule programs for up to eight days per month, provided such participation does not diminish employee performance or service delivery. No policy adopted pursuant to this Act shall authorize participation in either program during any session or special session of the General Assembly. [Passed the House; Left in Senate Rules].
- HB 1144 (Scott) increases the target for eligible state employee participation in telecommuting and alternative work schedules to 40 percent in each respective program by January 1, 2012. [Continued to 2011 by House Science and Technology]

Hybrids on HOV Lanes

- HB 214 (Greason)/HB 320 (Plum)/HB 980 (Hugo) extends until July 1, 2011, the sunset on use of HOV lanes by clean special fuel vehicles, regardless of the number of occupants. [HB 214 passed the House; passed the Senate].
- SB 552 (Barker) extends the "sunset" on use of HOV lanes by clean special fuel vehicles, regardless of the number of their occupants, until July 1, 2011, but only if they are not traveling on I-66, I-95, or I-395. [A substitute passed the Senate; amended and passed the House]. The substitute limits new hybrids on I-66 after July 1, 2010; but allows hybrid exemption to continue until June 30, 2011, for all facilities. The House amendments delay the limits on new hybrids on I-66 to July 1, 2011.

Washington Bypass

- HB 277 (Albo) requires the Commonwealth Transportation Board to establish a Washington Bypass transportation corridor. [House Appropriations Transportation Subcommittee failed to recommend reporting (2-5)]

Photo Red

- HB 461 (Herring) provides that the operator of a photo-monitoring system may enter into an agreement with DMV to obtain vehicle information on vehicles that fail to comply with a traffic light. Also, removes requirement that a locality must submit a list of potential intersections to DMV for final approval; [Left in House Transportation].
- HB 1292 (Tata) provides that a summons executed for violation of a photo-monitoring ordinance shall provide to the person summoned at least 30, rather than 60, business days to inspect information collected in connection with the violation. Deletes a provision prohibiting a private entity, on behalf of a locality, from obtaining records regarding the registered owners of vehicles that fail to comply with traffic light signals and allows a locality to access and use recorded images and associated information if the vehicle involved is owned, leased or rented by the locality, for employee disciplinary purposes. [Passed the House; passed the Senate]

Composition of Commonwealth Transportation Board

- HB 818 (Surovell) changes the composition of the CTB: one will be appointed from each of Virginia's 11 Congressional Districts (as they were on January 1, 2010, four more will be at-large appointees: one representing seaports, one representing aviation, one representing railroads, and one representing mass transit; the three ex-officio members remain unchanged. [Left in House Transportation]
- HB 1131 (Keam) adds one member from the Northern Virginia highway construction district to the CTB. The bill also provides for allocation of highway construction funds within primary, urban, and secondary systems by the CTB on the basis of (i) population, (ii) traffic congestion, (iii) ambient air quality, (iv) functional classifications of highways, and (v) other important objectives as determined by the CTB, with each such factor being given equal weight. [Left in House Transportation]

HOT Lanes

- HB 948 (Englin) requires VDOT to conduct a NEPA study prior to any HOT lane construction on any portion of I-95 or I-395. [House Transportation Sub #3 recommends passing by indefinitely]
- HB 968 (Englin) provides that HOT lane violations are traffic infractions. Penalties for violations are no longer civil penalties and are not payable to the HOT lane operator. [Tabled by House Transportation]
- HB 969 (Englin) requires that highway construction projects of \$100 million or more undertaken under the PPTA have prior approval from the General Assembly. The bill further requires that any proposed PPTA contract involving HOT lanes be subject to an explicit evaluation comparing its impact with a mass-transit-based alternative. [Tabled by House Transportation]
- HB 1223 (Ebbin) requires that, in designating HOT lanes, lane shoulder widths are sufficient for safe operation of transit vehicles and levels of performance of existing HOV facilities do not deteriorate. The bill further mandates that local governments' concerns with congestion at points of access and egress and on parallel local streets are openly and meaningfully addressed. [Tabled by House Transportation]
- SB 365 (Barker) requires that HOT lane construction contracts contain requirements for minimum average speed for vehicles using the facility. [Senate Transportation passed by indefinitely]

PPTA Related Bills

- HB 480 (Carrico) requires the CTB to conduct third party audits of agreements executed under the Public-Private Transportation Act. The audits will consist of a review of the bidding process and certain other summary information regarding each project. The bill requires responsible public entities proceeding under the Act to advertise in the area where the project will be located to encourage participation by local small contractors. In addition, the bill (i) provides that contracts must be rebid if a change order exceeds 25% or \$1.0 million over the original contract amount, (ii) limits agreements under the act from extending more than two years past the original completing date without being rebid, and (iii) requires all agreements to include standard small, women-owned and minority-owned participation components of 30 percent as of July 1, 2010. [Tabled by House Transportation]
- HB 567 (Iaquinto) raises the competitive bidding/competitive negotiation dollar threshold from \$30,000 to \$50,000 for state-aid construction projects. [Passed House; Passed the Senate]
- HB 969 (Englin) requires that highway construction projects of \$100 million or more undertaken under the PPTA have prior approval from the General Assembly. The bill further requires that any proposed PPTA contract involving HOT lanes be subject to an explicit evaluation comparing its impact with a mass-transit-based alternative. [Tabled by House Transportation]
- SB 101 (Stosch) provides that the Division of Legislative Services shall provide legal and research services to the Public-Private Partnership Advisory Commission with technical assistance being provided by the staffs of the House Committee on Appropriations, the Senate Finance Committee, and the Auditor of Public Accounts. The bill also clarifies that responsible public entities required to submit copies of detailed proposals under the Public-Private Education Facilities and Infrastructure Act must submit the copies to the clerk of the Commission [Passed the Senate; passed the House]
- SB 181 (Stosch) authorizes state agencies and state authorities, upon the approval of the Governor, to enter into agreements with private entities under the Public-Private Transportation Act of 1995 and the Public-Private Education Facilities and Infrastructure Act of 2002 for the development of a project by the private entity, which agreements provide for the private entity to be paid grants from a portion of the growth in state taxes and fees attributable to the development of the project. [Substitute recommitted to Senate Finance and failed to report (7-7)].
- HB 1395 (Massie) authorizes state agencies/authorities to enter into agreements with private entities under the Public-Private Transportation Act of 1995 and the Public-Private Education Facilities and Infrastructure Act of 2002 for the development of a project by the private entity, which agreements provide for the private entity to be paid grants from a portion (50%) of the growth in state taxes attributable to the development of the project. The bill also would allow local governments, agencies, and authorities to join in the agreement entered into between the private entity and the state agency/authority. [Left in House General Laws].

Hampton Road Bridge Tunnel

- HB 402 (Oder) directs the Virginia Department of Transportation to accept unsolicited proposals to add capacity to the Hampton Roads Bridge-Tunnel. [Substitute passed the House; passed the Senate]

Norfolk/Virginia Beach Light Rail

- HB 564 (Tata) provides that funds for the Norfolk/Virginia Beach light rail project will be expended in accordance with Federal Transit Administration requirements, notwithstanding any contrary provision of law [Passed the House; passed the Senate]

Military on HOV Lanes (Hampton Roads)

- HB 759 (Stolle)/HB 788 (Villanueva) allows certain military personnel to use HOV lanes in Hampton Roads regardless of the number of passengers. [Substitute passed the House; passed the Senate.] Substitute requires military personnel to be in uniform and is contingent on Federal approval.

Rest Area Closure

- HB 584 (Landes) requires VDOT to reopen closed highway rest areas and residency offices and prohibits closure of highway welcome centers [Left in House Transportation]
- HB 1081 (Crockett-Stark) requires VDOT to reopen closed highway rest stops and prohibits closure of highway welcome centers. [Left in House Transportation]
- HJ 126 (Nutter)/SJ 99 (Herring) direct the Joint Legislative Audit and Review Commission to study the privatization of all or portions of the Commonwealth's rest areas [Substitute for HJ 126 passed House; passed Senate floor. A substitute for SJ 99 passed the Senate; passed the House]. The substitutes direct the Virginia Transportation Research Council to be the study, rather than the Joint Legislative Accounting and Review Committee.

State Asset Maximization Commission

- HB 1021 (Hugo) creates the State Asset Maximization Commission and sets its membership and duties. The Commission is to review transportation assets. [Left in House Rules]

High Speed Rail

- HB 1275 (Cosgrove) establishes the Virginia High-Speed Rail Commission to promote and augment the state's competitive stance for matters related to high-speed passenger rail service in Virginia. The Commission is to study, assess, and advise the General Assembly and the Secretary of Transportation on effective and competitive design, planning, financing, construction, and operations involving high-speed rail service. The Commission is, further, to coordinate high-speed rail programs with neighboring states and federal and regional entities. [Passed the House; continued to by Senate Transportation] The amendments delete references to the Virginia-North Carolina High Speed Rail Commission.
- SJ 63 (Miller) creates a 10-member joint subcommittee to study expansion of inter-city high-speed passenger rail service in Virginia and ways to pay for it. [Substitute passed the Senate; substitute passed the House] The substitute limits the study to seeking the most efficient and beneficial way to fund high speed and intercity passenger rail operations. The House amendments direct DRPT to conduct the study.

Prince William County Metrorail Improvement District

- HB 1313 (Torian) creates the Prince William County Metro Rail Improvement District to provide a means of financing an extension of commuter rail service from Fairfax County into Prince William County. [A substitute was reported by House Transportation. It was continued to 2011 by House Appropriations]

Chief Executive Officer for Transportation

- SB 103 (McDougle) abolishes the office of Commonwealth Transportation Commissioner and replaces that position with a Chief Executive Officer for Transportation who takes over the powers, duties, and responsibilities of the Commonwealth Transportation Commissioner, the Director of the Department of Aviation, and the Director of DRPT. The Virginia Board of Aviation and the Rail Advisory Board are also abolished, and their functions transferred to the CTB. The composition of the CTB is changed to remove the Secretary of Transportation, the Commonwealth Transportation Commissioner, and the Director of DRPT, and to provide for election of the at-large members of the Board by the General Assembly. [Carried over by Senate Transportation]

Air Quality

- SB 128 (McDougle)/HB 1300 (Kilgore) retains the authority of the Air Pollution Control Board to provide for participation in the EPA-administered cap and trade system for NO_x and SO₂ to the fullest extent permitted by federal law, but prohibits the Board from requiring that electric generating facilities located in a nonattainment area meet NO_x and SO₂ compliance obligations without the purchase of allowances from in-state or out-of-state facilities. [Both HB 1300 and SB 128 have been amended to remove current non-attainment areas; both passed the Senate; passed the House.]

Transportation Program Audits

- HB 42 (Oder)/SB 201 (Blevins) requires the Auditor of Public Accounts to perform a performance audit of the Commonwealth's transportation programs [A substitute passed the Senate; amended and passed the House] the substitute modifies the requirements for the study and removes the limit of \$4 million of the study. The House substitute directs the Joint Legislative Audit Review Committee to lead the study and hire a consultant. Neither HB 42 nor SB 201 is effective unless an appropriation is made. Both have passed the House and passed the Senate.
- SB 351 (Obenshain) requires the Secretary of Transportation to arrange for a performance audit of the Commonwealth's transportation programs [Passed by indefinitely by Senate Rules]

Clean Fuel Plates – Local Governments

- SB 404 (Petersen) removes requirement that the Commissioner provide written regulations before the Department of Motor Vehicles may issue government-use license plates for clean special fuel vehicles [Passed the Senate; passed the House]

TransDominion Express Commission

- SB 435 (Edwards) establishes the TransDominion Express Commission, to be responsible, within the TransDominion Corridor, for identifying needed construction, reconstruction, improvements of or repairs to railroads and their facilities, and equipment to provide enhanced passenger rail service coordinated with freight rail opportunities within the corridor. [Continued to 2011 by Senate Rules]

Increase Use of Transit Strategies

- SB 553 (Barker) requires the Secretary of Transportation to make an annual report to the General Assembly on actions taken to promote transit use [passed the Senate; passed the House.]

Studies

- HJ 61 (Plum) – Virginia's Transportation Needs – [Tabled]
- HJ 68 (Rust) – Tolling [Failed]
- HJ 81 (Oder) – Hampton Roads Bridge Tunnel [Passed House; Assigned to Senate Rules, Subcommittee #1]
- HJ 96 (May) – Commission on Virginia's Transportation Needs [Tabled by House Rules]
- HJ 119 (Surovell) – U. S. Route 1 Corridor [Tabled]
- HJ 134 (Jones) – Hampton Roads Transportation Network [Passed House; Passed the Senate]
- HJ 151 (Miller) – Norfolk Light Rail [Left in House Rules]
- SJ 94 (Miller) – Replacement of the gas tax [Passed the Senate; House Rules Study Subcommittee failed to recommend reporting]
- SJ 98 (Barker) – Regional Rapid Transit Network – continuation of SJ122 Study [Passed Senate; failed on the House floor]

2010 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Position	Notes
Transportation Funding Bills						
HOUSE						
HB 756	Stolle	Offshore drilling; royalties to be deposited in Transportation Trust Fund	Senate Floor	Passed House; Passed Senate (20-19)		Governor's Bill. Substitute requires that 70% of any revenues and royalties paid to the Commonwealth as a result of offshore natural gas and oil drilling shall be deposited to the Transportation Trust Fund; 20% to Virginia Coastal Energy Research Consortium; 10% to affected localities for infrastructure and transportation
HB 1329	Lingamfelter	Motor fuels sales tax; defines gross sales and sales price for purposes of tax in Northern Virginia	S Floor	Passed House (99-0); Passed Senate		Defines "gross sales" and "sales price" for purposes of the state motor fuels sales tax in Northern Virginia. "Gross sales" means the same as its definition in provisions of the Retail Sales and Use Tax and would exclude separately stated federal diesel excise taxes. "Sales price" means the same as its definition in provisions of the Retail Sales and Use Tax but would include all transportation and delivery charges, even if separately stated.
SENATE						
Transportation Allocation Formula Bills						
HOUSE						
HB 421	Hope	Transportation Board; allocating funds for transit projects	S Floor	Passed House (94-3); Passed Senate (40-0)		NVTC Bill. Substitute allows the Commonwealth Transportation Board (CTB) to allocate up to 20% of transit capital funds to operating in any year in which transit operating funds are projected to be less than the current year.
SENATE						
Protecting the Transportation Trust Fund						
House						
Senate						
Other Transportation Bills						
House						
Senate						
House						
Senate						
Legislation No Longer Under Consideration						
Transportation Funding Bills						
HOUSE						
HB 37	Marshall, R.	Overload and overweight permits; fees established by Commissioner	H Trans	Passed by with a letter to JCTA		Revises the fees for vehicle overload and overweight permits to conform to recommendations of the Virginia Transportation Research Council
HB 230	Watts	Motor fuels tax rate increase; allocation of construction funds for primary highway system	H Finance	Left in H Finance		Increases motor fuels tax by \$0.10 per gallon, minus \$0.01 for each \$0.20 that the average price of gasoline exceeds \$3.00. The tax will be indexed every 2 years beginning July 1, 2011, by an amount equal to the percentage change in the U.S. Department of Labor's Producer Price Index for Highway and Street Construction. Revenue generated is used for transportation purposes as required by existing law, and allocates primary system highway construction funds among the 9 highway construction districts on the basis of the ratio of vehicle miles traveled on primary highways divided by the lane miles of primary highways in each highway construction district, weighted 90%, and a need factor, weighted 10%.
HB 269	Englin	Retail Sales and Use Tax; increases rate on motor fuels in Northern Virginia.	H Finance, Sub. #1	Left in H Finance		NVTC Bill. Increases the rate of the state sales tax on motor fuels in Northern Virginia from 2.1 percent to 4.2 percent.

2010 General Assembly Session Transportation Funding/Allocation Bills

HB 342	Marshall, R.	Alcoholic beverage control; privatization of ABC stores	H Gen Laws	Left in H Gen Laws	Provides for the issuance of a "package store" license to authorize the retail sale of alcoholic beverages for off-premises consumption. Bill also requires the ABC Board to sell at auction all real estate used as ABC stores, and to terminate leased property upon which the ABC Board has operated a government store. Bill requires the ABC Board to complete an implementation study by December 31, 2010, on how it will privatize government stores. Bill has a delayed effective date of January 1, 2011, to achieve full retail privatization of government stores. Bill provides that any monetary savings realized by the ABC Board from the implementation of the bill shall be applied to the Transportation Trust Fund.
HB 344	Marshall, R.	Efficiency in Government Advisory Councils; established	H Rules; Sub #3	Left in H Rules	Establishes an Efficiency in Government Advisory Council for each secretariat of state government to review the operations of the agencies within the assigned secretariat for the purposes of identifying efficiencies and determining specific operational areas where savings may be realized. All recommendations that result in identifiable monetary savings among agencies within the assigned secretariat shall be presented in the form of a bill or budget amendment. Savings resulting from implementation of the recommendations will go to the Transportation Efficiency Fund to be used to (i) supplement transportation projects that are aimed at reducing congestion, increasing the efficiency of mass transit, or reducing harmful emissions associated with vehicle traffic, and (ii) facilitate economic development associated with transportation projects.
HB 404	Oder	Transportation funding and administration; provides funding in certain localities	H Trans	Substitute passed by and referred to Governor's Gov't Reform Commission by H Approp.	Provides for transportation funding and administration in Hampton Roads, Northern Virginia, the Richmond Highway Construction District, the Staunton Highway Construction District, and the Salem Highway Construction District. The amount of funding is based on: (i) for No. Va., a portion of the growth in certain state tax revenues in No. Va.; (ii) for Hampton Roads, a portion of the growth in certain state tax revenues generated or facilitated by the marine terminals in Hampton Roads; (iii) for the Richmond Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Port of Richmond; (iv) for the Staunton Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Inland Port at Front Royal; and (v) for the Salem Highway Construction District, a portion of the growth in certain state tax revenues expected to be generate or facilitated by the Elliston Intermodal Facility. Substitute changes projects in the Salem District and removes language requiring VDOT to develop requests for PPTA proposals for projects in Hampton Roads
HB 540	Marshall, D.	Salem Highway Construction District; transportation funding	H Trans	Left in H Approp.	Provides funds for transportation in the Salem Highway Construction District by allocating revenue attributable to a portion of economic growth due to or facilitated by the Inland Port in Montgomery County. Substitute allocates 25% of the growth in tax revenue from Inland Port to the Bristol Highway Construction District.
HB 665	May	Budget bill; Governor to provide for additional appropriations to Transportation Trust Fund	S Finance	Passed House (65-35); Carried over to 2011.	Governor's Bill. Requires Governor, in submitting his biennial budget bill, to provide for additional appropriations to the Transportation Trust Fund from general fund revenues in cases in which general fund revenues for a fiscal year are projected to grow by at least 3%. Any such additional appropriation to the TTF recommended by the Governor would be required to be in an amount not less than 1% of the projected growth in general fund revenues for the fiscal year
HB 666	May	Transportation Capital Projects Revenue Bonds; used for new road or highway construction projects	H Trans	Passed by with the letter to the Joint Comm on Trans Account.	Governor's Bill. Provides that at least 50% of the proceeds of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds would be used for new road or highway construction projects. The bill defines a new road or highway construction project as the construction of, enhancement of, or addition to a road or highway (or a portion or segment of a road or highway), which construction, enhancement, or addition did not commence prior to January 1, 2010. Commonwealth of Virginia Transportation Capital Projects Revenue Bonds were authorized for issuance in 2007 pursuant to HB 3202 (2007)
HB 782	LeMunyon	Surplus real property; DGS to inventory all real property owned and update at least annually	H Gen Laws; FOIA Sub	Continued to 2011 by H Approp.	Provides for the Department of General Services to inventory all real property owned by the Commonwealth by October 30, 2010, and update the inventory at least annually thereafter. The bill also provides for the Department to submit an annual report to the Governor and the General Assembly containing the full inventory of real property owned by the Commonwealth and recommendations regarding property that may be disposed of as surplus property. The bill also changes the portion of the proceeds from sales or leases of, or from the conveyance of any interest in, surplus property by the Commonwealth from the Conservation Resources Fund to the Transportation Trust Fund.
HB 805	Poindexter	Offshore drilling; portion of royalties to be deposited in Transportation Trust Fund	H Appr. Trans. Sub	Incorporated into HB 756	Requires that 80% of any revenues and royalties paid to the Commonwealth as a result of offshore natural gas and oil drilling shall be deposited to the Transportation Trust Fund. The remaining 20% shall be used to encourage and incentivize non-petroleum based transportation fuels.
HB 900	Comstock	Offshore drilling; portion of royalties to be deposited in Transportation Trust Fund	H Appr. Trans. Sub	Incorporated into HB 756	Apportions 80% of any royalties that the Commonwealth might receive from offshore drilling for natural gas and oil to the Transportation Trust Fund, and 20% to programs developed by the Secretary of Natural Resources to clean up the Chesapeake Bay
HB 970	Rust	Transportation Trust Fund; designation of annual surplus	Senate Finance	Passed House; Left in S Finance	Governor's Bill. Increases from 2/3 to 75% the amount of the general fund surplus designated to the Transportation Trust Fund within the Comptroller's annual report following the close of each fiscal year. The governor would include in his budget bill an amount for deposit into the TTF equivalent to the amount designated by the Comptroller
HB 971	Rust	Northern Virginia Transportation Authority Sales and Use Tax Fund; established	H Finance; Sub #1	Continued to 2011.	Potential Northern Virginia Vehicle. Provides additional funding for transportation by (i) imposing a transportation infrastructure users fee of 1% on motor fuels to be used for highway maintenance in the highway construction district in which the fuel is sold; (ii) increasing the state sales tax in No. Va. by 0.5 % for transportation projects in No. Va.; and (iii) imposing a regional congestion relief fee in No. Va. at a rate of \$0.40 per \$100. Neither the fees nor the tax increase shall become effective until the unemployment rate in the Commonwealth is equal to or lower than it was in January 2008 for six consecutive months. Substitute (yet to be introduced) will require No. Va. local government to impose a commercial and industrial property tax of \$0.125 per \$100 valuation to benefit from the sales tax and congestion relief fee.
HB 1059	Marshall, R.	Transportation Capital Projects Bond Act of 2010; created	H Appr. Trans. Sub	Subcommittee recommended tabling	Authorizes the CTB to issue bonds in an aggregate amount not to exceed \$3,963,000,000 for specific transportation projects throughout the Commonwealth. The bonds will be paid for by the revenues collected for each project through tolls and other fares or fees
HB 1061	Marshall, R.	Transportation Bond Act of 2010; created	H Appr. Trans. Sub	Subcommittee recommended tabling	Authorizes issuance of general obligation bonds in an amount not to exceed \$3,963,000,00 to finance capital transportation projects
HB 1153	Scott, J.	Motor fuels tax	H Finance; Sub #2	Left in H Finance	Converts the rates of taxation on motor fuels from cents per gallon to percentage rates. Percentage rates shall be calculated by the Commissioner of the DMV in an amount that will most closely yield the amount of cents per gallon being charged on the applicable motor fuel prior to the effective date of the bill. Thereafter, percentage rates would not change, but would be applied against the average price per gallon of the fuel, less federal and state taxes, as determined by the Commissioner of the DMV over rolling six-month periods, to determine the cents to be charged.

2010 General Assembly Session Transportation Funding/Allocation Bills

HB 1323	May	Tolls; provided at Monitor Merrimac Memorial Bridge-Tunnel & Hampton Roads Bridge-Tunnel	H Trans	Continued to 2011	Provides for tolls at the Monitor Merrimac Memorial Bridge-Tunnel and the Hampton Roads Bridge-Tunnel.
SENATE					
SB 76	Reynolds	Salem Highway Construction District; transportation funding	S Finance	Left in S Finance	Provides funds for transportation in the Salem Highway Construction District by allocating revenue attributable to a portion of economic growth due to or facilitated by the Inland Port in Montgomery County.
SB 114	Petersen	Motor fuels taxes; rate increase or decrease each year using fuel efficiency index	S Finance	Continued to 2011	Increases or decreases each year the rates of Virginia's fuels taxes using a fuel efficiency index. The bill would define the fuel efficiency index as the quotient that is obtained when using as the numerator the total annual vehicle miles traveled in the Commonwealth for the relevant year and using as the denominator the total gallons of motor fuel consumed for highway use in the Commonwealth for the relevant year. The numerator and denominator would be the corresponding amounts as published by the FHWA. Establishes 2007 as the base year for the fuel efficiency index. Thus, the percentage change in the fuel efficiency index between the current year and 2007, the base year, would determine the annual percentage increase or decrease in the rates of Virginia's fuels taxes.
SB 115	Petersen	Surcharge on fuels sales; locality to impose a one percent surcharge	S Finance	Continued to 2011	Authorizes each city and county to impose a 1% surcharge on the retail price of motor fuels sold at retail in the city or county. The Tax Commissioner would collect the surcharge in the same manner that he collects the retail sales and use tax. Revenues from the surcharge would be used solely for funding of roads or highways in the urban or the secondary system of state highways
SB 132	Obenshain	Retail Sales and Use Tax; increases distribution to Transportation Trust Fund	S Local Govt	Left in S Finance	Increases the distribution to the Transportation Trust Fund from the sales and use tax revenue generated by a 1/2% sales and use tax to the sales and use tax revenue generated by a 1% sales and use tax upon the Comptroller determining in any fiscal year that (i) the growth in general fund revenues for the most recently completed fiscal year was at least 3%, and (ii) the actual dollar increase in general fund revenues for the most recently completed fiscal year was at least equal to the sales and use tax revenue generated by a 1/2% sales and use tax.
SB 164	Edwards	Transportation; source of revenue by increase of motor vehicle sales and use tax	S Finance	Left in S Finance	Creates additional sources of revenue for transportation by increasing the motor vehicle sales and use tax by 1/2% and the motor vehicle rental tax by 1%, and by imposing a five percent tax on the wholesale price of gasoline. The new revenue sources will be directed to the Rail Enhancement Fund, the Transportation Trust Fund, the Highway Maintenance and Operating Fund for transportation projects and needs of the Commonwealth, and certain priority transportation projects, as designated by the Commonwealth Transportation Board, in No. Va. and Hampton Roads. The bill would also eliminate the 1/2% sales tax on food currently going to the Transportation Trust Fund, and would raise the allowed credit for low-income taxpayers
SB 223	Barker	Motor fuels tax; converts rates of taxation from cents per gallon to percentage rates	S Finance	Left in S Finance	Replaces current fuels tax on gasoline, gasohol, and diesel fuel with a tax that is a percentage of the wholesale price of a gallon of self-serve unleaded regular gasoline. Percentage shall be established by the Commissioner by determining the percentage that would most closely yield 17.5 cents per gallon, based on the average wholesale price of a gallon of self-serve unleaded regular gasoline for the period beginning October 1, 2009, and ending March 31, 2010.
SB 343	Hanger	Fuels taxes; annually adjusted	House Finance, Sub. #2	Passed Senate (31-9); H Fin continued to 2011.	Adjusts fuels taxes each year on April 1 by the percentage increase in the Corporate Average Fuel Economy (sales volume weighted), Total Fleet (the CAFE) for the immediately preceding calendar year over the CAFE for calendar year 2009. The first adjustment would occur on April 1, 2011. Could eventually generate \$200+ million annually.
SB 418	Vogel	Infrastructure in Urban Development Areas Loan Fund; created	S Local Govt	Continued to 2011.	Creates the Virginia Infrastructure in Urban Development Areas Loan Fund. Fund would be administered by the Virginia Resources Authority. Money in the Fund would be used exclusively for the financing of road, small water facility, and wastewater treatment facility projects located or to be located within an urban development area and undertaken by a local government. Priority for loans would be given to projects that will serve two or more local governments to encourage regional cooperation
SB 513	Norment	Racing Commission; allocations from simulcast horse racing	House General Laws; ABC/Gaming Sub.	Passed Senate (25-14); Left in H Gen Laws	Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with fifty percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations. Could generate \$33 million for transportation annually.
SB 541	Newman	Transportation Capital Projects Revenue Bonds; used for new road or highway construction projects	S Finance	Left in S Finance	Governor's Bill. Provides that at least 50% of the proceeds of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds would be used for new road or highway construction projects. Bill defines a new road or highway construction project as the construction of, enhancement of, or addition to a road or highway (or a portion or segment of a road or highway), which construction, enhancement, or addition did not commence prior to January 1, 2010. Commonwealth of Virginia Transportation Capital Projects Revenue Bonds were authorized for issuance in 2007 pursuant to HB 3202 (2007)
SB 600	Wagner	Transportation Trust Fund; increases amount of general fund surplus.	S Finance	Failed to Report	Governor's Bill. Increases from 2/3 to 75% the amount of the general fund surplus designated to the Transportation Trust Fund within the Comptroller's annual report following the close of each fiscal year. Governor would include in his budget bill an amount for deposit into the Transportation Trust Fund equivalent to the amount designated by the Comptroller
SB 601	Wagner	Offshore drilling; royalties to be deposited in Transportation Trust Fund.	S Finance	Continued to 2011.	Governor's Bill. Requires that at least 80% of any revenues and royalties paid to the Commonwealth as a result of offshore natural gas and oil drilling shall be deposited to the Transportation Trust Fund. Substitute allocates 70% of any revenues to the state General Fund, 10% to localities for infrastructure and transportation; and 20% to Virginia Coastal Energy Research Consortium.

2010 General Assembly Session Transportation Funding/Allocation Bills

SB 684	Miller, J.	Transportation funding.	S Finance	Left in S Finance	(i) decreases fuels tax from \$0.175 to \$0.05/gallon & establish a 5% tax on fuel based on state average ws price of gas; (ii) subject to the additional revenues generated in (i), increases fuels tax by \$0.10/gallon in increments of \$0.02/gallon per yr for 5 yrs starting in 2011; (iii) starting in 2011 increases vehicle sales/use tax by 1/2% each yr for 4 yrs; (iv) provide that of the retail sales/use tax revenues generated by the 4% tax on auto parts/accessories, an amount equivalent to the revenues generated by a 3% retail sales/use tax on such parts/accessories would be sent to the HMOF; (v) subject to federal approval, authorize CTB to impose a \$1 per axle toll on vehicles entering VA from NC on I-85 & I-95; (vi) dedicate for hwy maintenance 10% of future growth in certain state taxes attributable to economic activity generated/facilitated by cargo marine terminals & inland ports; and (vii) dedicate for trans purposes royalties paid to the Commonwealth from offshore drilling. Amounts generated would be deposited into the HMOF, except revenues from tolls on vehicles entering VA from NC & revenues from royalties as a result of offshore drilling, which would be deposited into the TTF.
SB 694	McWaters	Budget bill; Governor to provide for additional appropriations to Transportation Trust Fund	S Finance	Failed to Report (6-9)	Authorizes the Governor, in submitting his biennial budget bill, to provide for additional appropriations to the Transportation Trust Fund from general fund revenues in cases in which general fund revenues for a fiscal year are projected to grow by at least 3%. Any such additional appropriation to the Transportation Trust Fund recommended by the Governor would be required to be in an amount not less than 1% of the projected growth in general fund revenues for the fiscal year.
Transportation Allocation Formula Bills					
HOUSE					
HB 224	Watts	Highways; payments to cities and towns for maintenance	H Trans	Tabled by H Trans Sub #4	Equalizes municipal street payments to comparable amounts paid for state maintenance
HB 276	Albo	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity	S Trans	Passed House (59-37); Continued to 2011 by Senate Transportation	Requires the CTB, when allocating funds for highway maintenance, to do so on the basis of achieving a minimal level of disparity among highway construction districts in meeting asset performance standards in § 33.1-13.02. Substitute directs the CTB to prepare a comparison of proposed funding allocations with funding allocations that would be based entire on asset performance standards.
HB 1047	Kory	Mass Transit Fund; increases percentage of Transportation Trust Fund revenues in.	H Appr. Trans. Sub	Left in H Approps.	Increases the percentage of Transportation Trust Fund revenues flowing into the Commonwealth Mass Transit Fund from 14.7 to 19 %
HB 1103	Sickles	Primary system highway construction funds; allocation.	H Trans Sub # 4	Passed by with a letter to JCTA.	Allocates primary system highway construction funds among the nine highway construction districts on the basis of the ratio of vehicle miles traveled on primary highways divided by the lane miles of primary highways in each highway construction district, weighted 90%, and a need factor, weighted 10%.
HB 1124	Keam	Street maintenance payments; provides for increased payments where traffic volumes exceed average	H Trans	Tabled by H Trans	Provides for increased payments where traffic volumes exceed the statewide average by more than 20%.
HB 1131	Keam	Transportation Board; formulas for allocating funds	H Trans	Left in H Trans	Adds one member from the Northern Virginia highway construction district to the CTB. Bill also provides for allocation of highway construction funds within primary, urban, and secondary systems by the CTB on the basis of (i) population, (ii) traffic congestion, (iii) ambient air quality, (iv) functional classifications of highways, and (v) other important objectives as determined by the CTB, with each such factor being given equal weight.
SENATE					
Transportation Trust Fund Bills					
HJR					
HJ 5	Oder	Constitutional amendment; Transportation Funds	H Priv. & Elections	Left in H Priv. & Elections	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2011, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 + 1 of the members voting in each house, and the loan must be repaid with interest by the end of the 4th fiscal year following the date of the borrowing.
HJ 67	Marshall, R.	Constitutional amendment; Transportation Funds	H Priv. & Elections	Left in H Priv. & Elections	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, and Highway Maintenance and Operating Fund. All revenues dedicated to Transportation Funds on January 1, 2009, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly alters the revenues dedicated to the Funds. The amendment limits use of moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 + 1 of the members voting in each house, and the loan or reduction must be repaid with interest within 4 years.

2010 General Assembly Session Transportation Funding/Allocation Bills

HJ 69	Watts	Constitutional amendment; Transportation Funds	H Priv. & Elections	Left in H Priv. & Elections	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2011, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds. The General Assembly may alter the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 + 1 of the members voting in each house, and the loan must be repaid with interest within 4 years. Moneys designated for deposit into funds other than Transportation Funds shall not be used for any transportation-related purpose except for making certain debt service payments on transportation-related bonds and notes.
HJ 86	Marshall, D.	Constitutional amendment; Transportation Trust Fund	H Priv. & Elections	Left in H Priv. & Elections	Provides that the Transportation Trust Fund established in 1986 will be a permanent fund & receive all revenues generated by the 1986 package of tax and fee increases and any later enactments dedicating additional revenues to the Fund. Amendment limits the use of Trust Fund moneys to purposes of highway construction, maintenance, and improvements; public transportation; railways; seaports; and airports. The General Assembly may use fund proceeds for other purposes only by a 2/3 vote of the members in each house and, fund proceeds thus approved for other purposes must be repaid to the Fund within 3 years
SJR					
SJ 100	Newman	Constitutional amendment; Transportation Funds	H Priv. & Elections	Continued to 2011 by H Priv. & Elections	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, Priority Transportation Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. Amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3s + 1 of the members voting in each house, and the loan must be repaid with reasonable interest within 4 years.
SJ 137	Norment	Constitutional amendment; Transportation Funds	H Priv. & Elections	Continued to 2011 by H Priv & Elections	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to Transportation Funds on January 1, 2011, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for transportation systems and projects. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 + 1 of the members voting in each house, and the loan or reduction must be repaid with interest within 3 years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for certain debt service payments.
Other Transportation Bills					
House					
Senate					

Transportation Budget Amendments Approved by the Conference Committee on HB 30
March 14, 2010

- Removes new \$30 million competitive transit grant program that would have taken an equal amount of funding from the transit capital program and reduced formula assistance. The proposed grant program could have cost Northern Virginia up to \$40 million over the biennium.
- Contains budget language to match HB 421 (Hope) that will allow the Commonwealth Transportation Board to allocate up to 20% of transit capital funding to transit operating expenses, if funds available for operating expenses in the next fiscal year are projected to be less than the current fiscal year.
- Waives the requirement for a private match for Rail Enhancement funds for passenger rail service from Richmond to Norfolk and authorizes the use of Rail Enhancement funds to pay the operating costs for existing Washington to Lynchburg Amtrak service following the three year demonstration (rather than using transit funds).
- Includes language directing the Secretary of Transportation to consider downsizing or eliminating the Virginia Transportation Research Council.
- Redirects the source of \$15 million in each year of the biennium for the local revenue sharing program from the HB 3202 Transportation Capital Project Revenue Bonds to the Commonwealth Transportation Fund.
- Directs the Secretaries of Transportation and Administration, along with impacted agency heads, to conduct an assessment of unused VDOT facilities to determine which could be sold or leased.
- Requires the Secretary of Transportation to review VDOT's vegetation management policies and identify cost savings associated with limiting mowing and vegetation removal to actively used pavements or shoulders consistent with traffic safety and convenience.
- Continues language ensuring that sound walls will be built in conjunction with the Dulles rail project along the Dulles Access/Toll Road Connector.
- Requires VDOT and the Department of Historic Resources to ensure that proposed road improvements along Georgetown Pike, including the intersection with Route 7 respect the historic nature of Georgetown Pike.

**SUMMARY OF VIRGINIA TRANSIT ASSOCIATION MEETING
WITH SECRETARY CONNAUGHTON**

March 8, 2010

- Under the leadership of VTA President, Mayor Bill Euille, approximately 10 representatives from the Virginia Transit Association Board of Directors met with Secretary Connaughton for about 45 minutes. Represented agencies included the Northern Virginia Transportation Commission, the Potomac Rappahannock Transportation Commission, Hampton Roads Transit, Williamsburg Transit, JAUNT (Charlottesville), Alexandria and Fairfax County. Also attending were Floyd Merryman and Dean Farmer representing VTA Business Member, Sonny Merryman, along with VTA's Executive Director.

VTA BOARD ITEMS

- Directors stressed transit's significant role in moving people in both metropolitan and in rural areas as well as its important role in a vital economy.
- Board members noted that CMAQ and ARRA funds have helped systems survive during the current economic downturn, but they are not long-term solutions. While these federal funds are greatly appreciated, additional long-term, stable and reliable funding for transit is necessary. Board members stressed the importance of maintaining existing bus services. Most indicated that their systems are facing service reductions and/or fare increases for FY 2011. They also underscored the importance of transportation bond funds in supporting major transit capital projects and making progress toward a "state of good repair."
- Board members also raised concerns about dramatic fee increases associated with procurements through EVA and processing delays due to staff shortages at the Department of General Services. Board members asked the Secretary to look into these policies that could hurt cooperative bus procurement and computer dispatch/automatic vehicle locator (AVL) procurement and erode the purchasing power of transit providers. Mr. Merryman discussed the impact and concern of the private sector and their customers.
- It was also mentioned that the Washington metropolitan area needs the federal government to be a strong partner with WMATA, and that the temporary increase in employer-provided transit subsidies will expire next year. These subsidies have been very helpful in increasing transit ridership. Board members asked the Secretary to encourage Congress to extend these benefits at the higher level.
- Board members expressed support for DRPT as an agency that works well, that it should remain an independent agency but needs more resources. Secretary Connaughton seemed positive about DRPT's work and had praise for DRPT Director, Thelma Drake, as a leader who will be a strong advocate for transit.
- In response to Board questions regarding transit/TDM's role in the new Administration's transportation vision and in any upcoming special session, the following is what we learned:

- Public transportation will have an important role in this Administration's transportation plan. The Secretary is seeing a lot of demand for transit across the Commonwealth and recognizes that more reliance on transit is essential in the most populous regions of the state and that it is important to attract jobs to many smaller communities and rural areas.
- The Secretary said more funding for transit will be required particularly as the Tide in Norfolk and the Dulles Rail project become operational.
- The Secretary supports House and Senate budget language submitted by VTA that provides flexibility to move up to 20 percent of transit capital funds to operating (HB 421) to allow transit systems to continue funding existing operations.
- Regarding the HB 3202 transportation bonds approved in 2007, about \$500 million will be sold this spring. Proceeds will be used to pay for projects for which funding has been previously advanced in anticipation of the sale. During FY 2011, an additional \$400 million in bonds will be sold; these proceeds can be used for new projects.
- The Secretary is working to develop a unified strategic plan and expects to change planning significantly. He would like to see a more multimodal approach to transportation, so that decision makers can make "real comparisons" to improve mobility. He identified transit as one of the few areas where there seems to be a good deal of agreement between the VTrans 2035 Plan and the Six-Year Program.

SUGGESTIONS SOUGHT FROM TRANSIT COMMUNITY

- The Secretary is asking transportation stakeholders to identify those laws that make it more difficult and expensive to implement transportation projects and priorities. He said that the Administration would be considering statutory changes and asked **VTA and the transit community to let him know what should be changed**. He hopes to have all suggested changes by May 2010. This list will be submitted to the Governor's Commission on Government Reform and Restructuring.
 - **Please send your ideas and suggestions** to Linda McMinimy lmcmiminy@mcm1.net. VTA will compile a list to circulate to all members and then send to the Secretary. Please identify:
 1. the code section or policy
 2. what it states
 3. what the problem is
 4. how it should be changed
- Expect a special session of the General Assembly on government reform in September. Transportation (although not finance) will be a big part of this session.
- The Governor is very engaged in transportation issues and needs, and understands that more funding must be spent on transportation. Their challenge is to fashion a consensus on how to pay for it. The Administration will be reaching out to legislators and transportation stakeholders to develop consensus. Secretary Connaughton said he would try not to surprise the transit community with future proposals.
- Subject to forging a consensus, a transportation finance special session could follow the government reform special session; otherwise, transportation finance will be addressed in the 2011 session.

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LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



March 18, 2010

HIRE Act Signed Into Law, Future Jobs Legislation Pending

Today, President Barack Obama signed the Hiring Incentives to Restore Employment Act (HIRE) (H.R. 2847, also referred to as a “jobs bill,” which includes an extension of authorizing law for federal transit and highway programs through December 31, 2010. The U.S. Senate passed the bill on Wednesday with a bipartisan vote of 68 – 29 with 11 Republicans voting for the measure.

Another key provision in the HIRE Act is the transfer of \$19.5 billion of general funds from the Treasury into the Highway Trust Fund (HTF), including \$4.8 billion into the Mass Transit Account. These funds are based on the restoration of interest payments on balances to the HTF and ensure the solvency of the Mass Transit Account through the end of Fiscal Year (FY) 2011. The HIRE Act also expands the Building America Bonds program, originally created by the American Reinvestment and Recovery Act (ARRA), which subsidizes municipalities issuing taxable debt by reimbursing the issuer directly for a percentage of the interest payments. This program has helped states and local governments borrow at lower costs to finance infrastructure projects and create jobs.

In addition to the HIRE Act, on March 10 the Senate voted 62-36 to pass H.R. 4213, the \$140 billion tax extenders bill which includes an extension of the alternative fuels tax credit. The House is expected to either vote on the Senate bill as passed, or to seek a conference on the bill. The House had passed an earlier version that included the alternative fuel credit. If passed, the tax credit would be applied retroactively to January 1, 2010. The extenders legislation, also touted as a “jobs bill,” does not include direct investment in infrastructure.

APTA is urging Congress to pass further jobs legislation that includes additional public transportation investment, including emergency operating assistance. APTA members have identified more than \$15 billion in public transportation projects that could provide many needed American jobs and crucial operating funding for financially strapped public transportation systems that have been affected by the recession.

APTA Legislative Conference Highlights Need for Long-Term Authorization

With more than 700 participants APTA's 35th Annual Legislative Conference was a great success. Attendees heard from U.S. Department of Transportation Secretary Ray LaHood, Federal Transit Administration Administrator Peter Rogoff, Federal Railroad Administration Administrator Joseph Szabo and several Congressional leaders. On Tuesday hundreds of APTA members went to Capitol Hill to call for more transit investment and approval of a multi-year authorization bill that would create jobs and provide a long-term federal transit program.

Senate Majority Leader Harry Reid (D-NV) and Senate Environment and Public Works Committee Chairman Barbara Boxer (D-CA) have promised to develop a comprehensive bill this year, while House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) continues to work on the Surface Transportation Authorization Act (STAA), the committee print of a new long-term authorization bill he unveiled last year. U.S. Department of Transportation Secretary Ray LaHood informed conference attendees that the Administration will release authorization principles this spring. It is essential that APTA members continue to press for action on a long-term authorization now that

the extension through December has been enacted.



American Public Transportation Association
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INTEROFFICE MEMORANDUM

TO: RICK TAUBE
FROM: KALA QUINTANA
SUBJECT: NORTHERN VIRGINIA SPRING TRANSIT "BOOT CAMP"
DATE: 3/24/2010

Given the ongoing transit funding crisis and the potential for the General Assembly to hold a special session on transportation this year, it is important that we educate as many legislators and decision-makers in the commonwealth about the unique transportation funding needs in Northern Virginia; specifically for the counties of Arlington, Fairfax and Loudoun as well as the cities of Alexandria, Fairfax and Falls Church.

The last significant Transit Tour was conducted in September, 2005. In the years since, the region realized success and failures with regard to increased revenues for transit funding. All of the legislators who participated in this tour lauded the event and have since voted favorably on transit issues. They all left with a clearer understanding of the acute transportation challenges that this region faces.

The region is also preparing to update its regional transportation plan: TransAction 2040. Its predecessor, TransAction 2030, was created in the same year as the last significant Transit Tour.

A successful tour requires total cooperation from all member jurisdictions; a shared vision and logistical expertise to execute that vision; access to resources such as buses, rail passes and volunteer staff; a location for lunchtime presentations; potential business sponsorship for any meals or extraneous costs incurred; and top leadership from the region to be on-hand to help lead the tour for our guests. Most of all, we have to ensure that we have strong attendance in order to ensure a significant impact.

Given the magnitude of the logistics involved and drastic budget cuts, staff recommends limiting the Transit Tour to a one-day event.

This, of course, limits how much guests can see and requires jurisdictions to be very focused, in a limited amount of time, on their goals and what they want decision-makers to see. A one-day approach would also preclude a leisurely pace. This will be an active tour with very little downtime.

Jurisdictional staff has been asked to review the following information and provide feedback by March 31, 2010 to help us determine what date to hold the event, who to invite, and what elements the tour should include.

Potential Dates

- May 11, 12 or 13
- May 18, 19 or 20
- June 8 or 9

Invitations to Include (but not limited to):

- Governor McDonnell
- Secretary of Transportation Sean Connaughton
- DRPT Director Thelma Drake
- Senate Finance Committee members
- Senate Transportation Committee members
- House Finance Committee members
- House Transportation Committee members
- Northern Virginia General Assembly delegation
- Northern Virginia Congressional delegation
- Members of the Commonwealth Transportation Board (CTB)

*One Day Tour - **DRAFT** Itinerary*

- Franconia Springfield Multi-Modal Center
 - Chairman Bulova and Sup. McKay
 - Discuss connections with Metro, express buses, TAGS, Greyhound and connection to Metro Park and Mall redevelopment.
- Springfield/Franconia Metro TAGS Bus or Connector Bus tour of Springfield
 - (BRAC issues, HOT lanes, economic development)
- Back to Springfield Metro to take VRE to King Street/Alexandria
 - Dale Zehner
- Trolley ride to waterfront
 - (New bus facilities, technology improvements)
 - Mayor Euille
- DASH bus to Pentagon view Pentagon Transit Center;
- ART Bus tour of Arlington with Chris Zimmerman
 - Columbia Pike
 - Transit Oriented Development
 - Provide Copies of The Arlington Way DVD
- Box Lunch at Arlington Economic Development office top floor of CACI Building to view Ballston corridor development
 - Discussion with business owners about the impact of traffic on their bottom line (TBD)
 - (Rep Connolly, Wolf and Moran?)

- (new Metro CEO?)
- Leave Arlington for Tyson's via LC Transit or Fairfax Connector bus
- Arrive back at Orange line station (Vienna) via I-66 and take Metro back to Springfield or have Fairfax Connector take us back to Springfield via Fairfax County Parkway.

Staff will also create a "take-away" binder of information for all of the attendees which will contain vital transportation statistics and contact information for the individual jurisdictions.

Staff looks forward to sponsoring the Northern Virginia Spring Transit "Boot Camp" and we are open to any suggestions and guidance that you may have as we move forward.

A successful tour will ensure that decision-makers have real-life experience on the ground in Northern Virginia so that they can see first-hand our un-met needs. As a result, we hope they will be able to better understand those needs and provide Northern Virginia with the necessary tools to adequately fund our aging transportation network and infrastructure.



AGENDA ITEM #4

MEMORANDUM

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube and Greg McFarland
DATE: March 25, 2010
SUBJECT: A Guide to Bicycles and Transit Connections in Northern Virginia.


NVTC's approved work program calls for staff to examine and report on ways to improve bicycle/transit connections. The attached report describes that work. The report has been reviewed over a period of several months by local staff (but of course, they are not responsible for and do not necessarily endorse the content).

After discussing the report, summarized in a PowerPoint presentation, the commission will be asked to review and advise staff on the suggestions for policy and further research. Also, the commission will be asked to authorize staff to post the report on NVTC's website after incorporating any comments from commissioners and jurisdiction staff.

A short executive summary at the front of the lengthy report covers the highlights.




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



NVTTC
Northern Virginia Transportation Commission
Thinking Outside the Car Since 1964

Bicycle and Transit Connections in Northern Virginia

Presented by
Greg McFarland
NVTTC



Why care about bicycling?

“Coordinating bicycling with public transport is mutually beneficial, enhancing the benefits of both modes and encouraging more bicycling as well as more public transit use.”

From *Integrating Bicycling and Public Transport in North America*, Journal of Public Transportation, 12 No. 3, 2009, by John Pucher of Rutgers University and Ralph Buehler of Virginia Tech.



Bike parking lockers

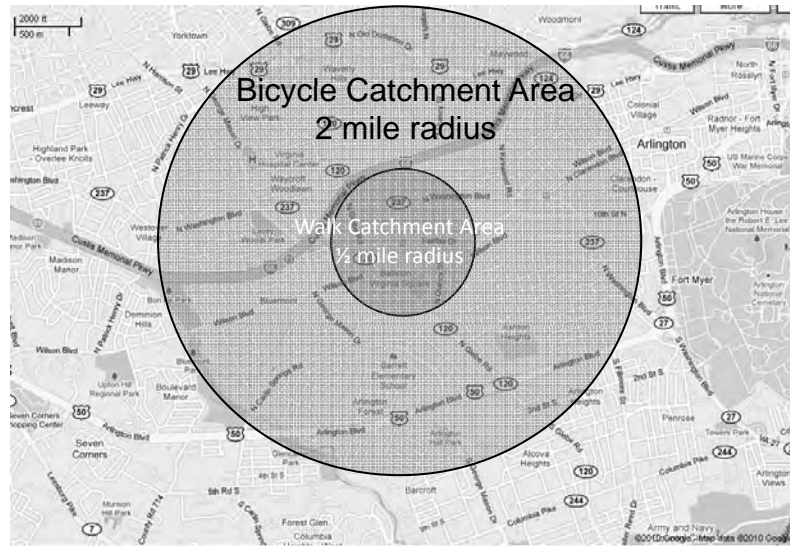


Bike parking racks

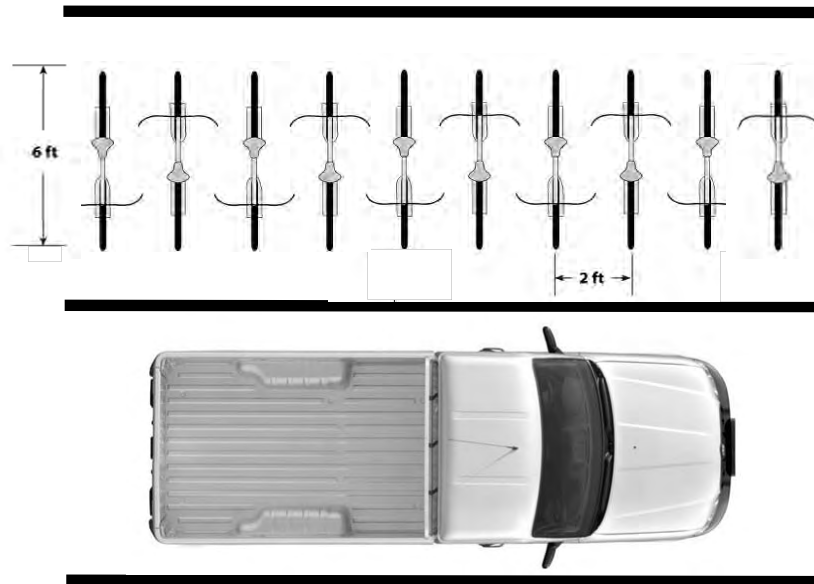


Bikes on Bus

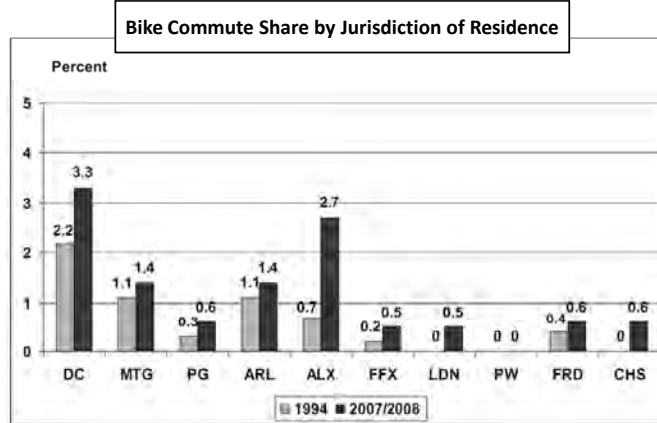
Bicycling expands the transit catchment area



Ten bicycles can park in the space of one car



Bicycle commuting is growing



Source: 1994 and 2007/08 Household Travel Survey, MWCOG.

5

Benefits of Bicycling

- Increases in bicycling will create these public benefits: fuel savings, congestion relief, CO₂ reduction, and improved health.
- The Rails-to-Trails Conservancy's *Active Transportation for America: the Case for Increased Federal Investment in Bicycling and Walking*, calculated the public monetary benefits of increased bicycling and walking to be worth from \$10.4 billion to \$65.9 billion annually.



6

Current bicycle parking and usage

- All Metrobuses are equipped with front-mounted bike carriers.
- 650 bikes are carried on Metrobuses each day (about 0.2% of 371,000 average daily passenger trips).
- Most other local bus systems have front-mounted bike carriers but don't report data on the extent of use.
- WMATA has rack space for 1,660 bicycles, and lockers for 1,300 bicycles at 86 rail stations.
- There are approximately 620 bike rack spaces and 320 bike locker spaces at transit stations in Northern Virginia with 507,000 daily transit passenger trips.
- Systemwide less than one percent of passengers (1,550) use bicycles to access Metrorail (compared to 240,512 one-day AM peak period passengers).



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Current bicycle on rail policies

- Bicycles are permitted aboard Metrorail weekdays except 7-10 a.m. and 4-7 p.m. Bicycles are permitted all day Saturday and Sunday as well as most holidays.
- VRE permits bicycles on only the last three daily northbound trains, all midday trains, and the last three daily southbound trains. These limitations are in effect because each bicycle removes two passenger seats from revenue service.
- Folding (collapsible) bicycles are permitted on board all WMATA and VRE trains.



8

Current bicycle sharing programs and plans

- The only operational bike sharing program in the Washington, DC region is in downtown DC. This program began in 2009 with 100 bicycles at 10 locations. Users subscribe for a \$40 annual fee, and use their 'Smart Bike' swipe card to unlock a bicycle at any location. There is no usage fee beyond the annual fee. A \$550 charge is assessed to any subscriber who fails to return a bike within 24 hours.
- Arlington County is planning a bike sharing system. An RFP was released in 2009.



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How can bicycle-transit connections be promoted?

Recommendations and Items for Further Study

1. Monitor Bike/Transit Use

Few transit systems compile and report the extent to which their customers use bikes to access transit. This reporting should occur to provide a measure of success in promoting such connections.

2. Monitor Rack Usage on Buses

Local transit agencies should periodically survey their buses to help determine whether investments in bike racks on buses is a wise investment and to detect how often both of the two rack spaces are simultaneously occupied. When it appears that cyclists are being regularly 'bumped', transit agencies should start to plan for the purchase of triple-space bike carriers to replace the existing double-space carriers.



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How can bicycle-transit connections be promoted?

Recommendations and Items for Further Study (continued)

3. Measure Effect of Covered Bike Parking on WMATA Passengers

WMATA discovered that East Falls Church Metro Station is one of the most popular stations to access by bike. Is this because bike parking is located in a weather-sheltered area beneath I-66? A stated-preference survey could determine why more cyclists access this station than any other in Northern Virginia. If it is true that weather-sheltered bike parking attracts significantly more cycling passengers who might otherwise drive their automobiles, it would determine whether WMATA and its jurisdictions should invest in sheltered bicycle parking at stations.

4. Evaluate the Effectiveness of More Bike Racks, Shelters and Lockers at Transit Stations

Eight bike lockers consume the same space as one automobile parking space. Improved bicycle parking can be a cost-effective way to increase overall passenger parking capacity.



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How can bicycle-transit connections be promoted?

Recommendations and Items for Further Study (continued)

5. Transform *Bike to Work Day* to *Bike to Work Week*

Victoria, British Columbia's Bike to Work Week regularly attracts an overall participation rate over 10 times higher than this region's Bike to Work Day. A whole week of activities and promotions seems to have a much greater effect than a single day.

6. Provide Bicycle Accommodations on New LRT and BRT Corridors

For future light rail, streetcar, and bus priority projects, planners should pay close attention to both pedestrian and bicyclist amenities including sheltered bicycle parking, safe street crossings near stations or stops, wayfinding aids, on-street bicycle lanes in station vicinities, and on-board bike racks aboard new LRT vehicles.



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How can bicycle-transit connections be promoted?

Recommendations and Items for Further Study (continued)

7. Support VDOT's Policy of Integrating Bicycle and Pedestrian Accommodations and Encouraging On-going Regional Plans and Studies

For example, TPB's Bicycle and Pedestrian Plan, WMATA's Metrorail Area Bicycle and Pedestrian Improvements Study, the Tysons and Reston Metrorail Access Groups and the City of Falls Church Pedestrian, Bicycle, and Traffic Calming Master Plan should all be supported.

8. Look for Opportunities to Demonstrate New Bicycle/Transit Technologies

Triple Bicycle Carrier on Bus



Bicycle Racks on Vanpools



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How can bicycle-transit connections be promoted?

8. Look for Opportunities to Demonstrate New Bicycle/Transit Technologies (cont.)



High-capacity bike shelter (before and after)



BIKE TREE

BIKE TREE North America
202 E. U.S. Street, Suite 202
Wichita, KS 67202
www.biketree.com

SAFE & CONVENIENT

Bicycle stored several meters to the left of the entrance with cameras or sensors for security. Multiple protection. Available 24/7. Can't displace with trucks and vehicles. No hidden spaces for theft-prone packages.

AUTOMATED & FLEXIBLE

Multiple meters in communication. Real-time data for operations & pricing. Integration in existing transportation systems. Smart Card integration. Cash/credit card fee used by multiple users. Process and allows for flexible pricing. Designed to accommodate short-term bikes.

ATTRACTIVE

Visually appealing. Promotes bicycling. Consistent with urban landscape. Attractive and usable for special promotions.

CREATIVE

Color graphics to help facility look-up. Open-air structure and modern. Cash/credit card payment. Integration in transportation systems. Can be retrofitted to existing. Also is a self-payment per bike.

BIKE SHARING

Take to your pocket through available 24/7. Access to bikes via internet or cell phone. Call for more information. Bike Tree provides accurate real-time info.

BIKE TREE North America - the simplicity of the shared economy for the urban environment.

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A Guide to Bicycle and Transit Connections in Northern Virginia

Greg McFarland

March 25, 2010



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A Guide to Bicycle and Transit Connections in Northern Virginia

Executive Summary

Bicycles are a small but growing mode of transportation in the Washington, DC metropolitan region. Overall, bicycle mode share for commuting trips in the MWCOG region grew from 0.7% in 1994 to 1.0% in 2007. Bicycle mode shares in the central jurisdictions are significantly higher than the regional average, with 3.3% in DC, 2.7% in Alexandria, and 1.4% in Arlington. A 2008 Census Bureau study found the bicycle commuting mode share in the region to be two percent, which is twice the average for the 70 largest U.S. cities and the sixth highest.

Public transit usage can be increased by providing good bicycle facilities at transit stations and on transit vehicles. The encouragement of bicycling can increase transit trips by expanding the passenger catchment area around transit stations. Similarly, good bicycling facilities on transit vehicles can increase transit trips by both expanding the passenger catchment area around transit routes, and by expanding the passenger destination area at the end of the transit trip. A secondary benefit for transit providers is that the cost of bicycle parking is a tiny fraction of the cost of providing automobile parking.

Almost all of the transit buses operated in the region have front-mounted bike racks and both Metrorail and the Virginia Railway Express allow bikes on-board (according to specific rules).

While complete data are not available on the extent to which transit users rely on bicycles for connections, WMATA does report that it carries about 650 bikes on its buses' front-mounted racks each day (about 0.2% of bus passenger trips) and that about 1,530 (0.64%) of its customers use bikes to access Metrorail.

The region has at least 1,767 bike rack spaces and another 1,256 bike locker spaces at transit stations, of which 620 rack spaces and 320 locker spaces are located in Northern Virginia. An additional 118 bike rack spaces and 104 bike locker spaces are located in VDOT's Northern Virginia park-and-ride lots, many of which are served by transit.

Encouraging bicycling is good for other reasons as well. An increase in bicycling will decrease fuel use, CO₂ emissions, and traffic congestion, while improving the fitness and health of cyclists. These benefits are valued in the billions of dollars annually in the United States.

There are seven categories of enhancements that promote bicycle-transit connections: bicycle parking at rail stations and bus stops; multi-functional “bike stations”; bike racks/carriers on buses; bikes on board rail vehicles; safe cycling routes to transit stations; bike sharing programs; and information and maps for bicyclists about the bicycling-transit connection.

Ten innovative ideas for bicycle-transit integration from other metropolitan areas are presented. They include: high-capacity bike parking shelters; low-cost bicycle parking shelters; automated bicycle parking shelters; bicycle carriers on vanpools; bus bike carriers with capacity for three bicycles; bicycles on bus data collection; Bicycle to Work Week; bicycles on board commuter trains; bicycles on board light rail vehicles; and cash rewards for bicycle commuters.

In light of the energy, air quality, climate change and congestion benefits, along with other benefits outlined in this study, NVTC staff presents eight policy recommendations and items for further study. These items are provided for consideration by local elected officials and by the public in Northern Virginia. The items include: monitoring bike/transit use; monitoring rack usage on buses; measuring the effect of covered bike parking for WMATA passengers; evaluating the effectiveness of more bike racks, shelters and lockers at transit stations; transforming *Bike to Work Day* to *Bike to Work Week*; advocating for bicycle accommodations on new LRT and BRT corridors; providing support for VDOT’s policy for integrating bicycle and pedestrian accommodations; and looking for opportunities to demonstrate new bicycle/transit technologies.

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Washington, DC
Arlington
TPB Region

- X. WMATA Metrorail Station Area Bicycle and Pedestrian Improvements Study** **page 17**
- XI. TPB Bicycle and Pedestrian Subcommittee, and Bicycle and Pedestrian Plan for the National Capital Region** **page 18**
- XII. Tysons and Reston Metrorail Access Groups** **page 19**
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VDOT	Alexandria City
Arlington County	Fairfax County
ART Bus	DASH Bus
Loudoun County	WMATA

- XV. Innovative Ideas from Other Metropolitan Areas** **page 23**

High-Capacity Bike Parking Shelter – Chicago Transit Authority
Bicycle Parking Shelters – Switzerland
Bike Tree Automated Parking Shelters - Switzerland
Bicycles on Vanpools – Regional Transportation District (RTD)/Denver Regional Council of Governments
Bus Bike Racks with Capacity for Three Bicycles – Pinellas Suncoast Transit Authority (PSTA)
Bicycles on Bus Monitoring
Bicycle to Work Week – Victoria, British Columbia
Bicycles on Board Commuter Trains – Caltrain, California Bay Area
Bicycles on Board Light Rail Trains – Metro Transit Hiawatha LRT, Minneapolis
B2Benefits - Metro Transit, Minneapolis

XVI. Policy Recommendations and Items for Further Study **page 34**

1. Monitor Bike/Transit Usage
2. Monitor Bike Rack Usage on Buses
3. Measure Effect of Covered Bike Parking on WMATA Passengers
4. Increase Bike Shelters or Bike Lockers at VRE Stations and Other Transit Systems
5. Transform *Bike to Work Day* to *Bike to Work Week*
6. Provide Bicycle Accommodations on New LRT and BRT Corridors
7. Support VDOT's Policy of Integrating Bicycle and Pedestrian Accommodations and Encourage On-Going Regional Plans and Studies
8. Look for Opportunities to Demonstrate New Bicycle/Transit Technologies

APPENDIX – Other Bicycle Planning and Advocacy Bodies **page 38**

Arlington Bicycle Advisory Committee
Alexandria Pedestrian & Bicycle Citizens' Group
BikeWalk Alexandria
Fairfax Advocates for Better Bicycling
Fairfax County Bicycle Program
Fairfax County Trails and Sidewalks Committee
Transportation Planning Board (TPB), Bicycle and Pedestrian Subcommittee
Virginia Bicycling Federation
Washington Area Bicyclist Association (WABA)

I . Introduction

Transit agencies have recognized that promoting bicycle/transit connections can increase transit ridership by expanding the transit passenger catchment area (a geographic area from which passengers are most likely to originate). Pedestrian access to and from transit stops is normally limited to a 15-minute walk, or approximately ½ mile. An average cyclist can travel approximately two miles in 15 minutes, thus expanding the catchment area by a factor of 16.¹ A two mile bicycle trip is on the lower bound of comfortable and easy bicycle trips. Many bicyclists can easily cycle three miles and increase the catchment area by a factor of 36 over the walk catchment area.

Bicycling can benefit transit agencies in another way, as well. The provision of bicycle parking racks, lockers, or shelters costs a fraction of automobile parking facilities. Ten bicycles can be accommodated in the same area as one automobile parking space.

Bicycling benefits taxpayers, too. A bicyclist can be thought of as a person who could have driven a car, but chose to cycle instead. Increased use of bicycles can lead to less traffic, less air pollution, and greater health and fitness. Studies suggest that developments that incorporate bicycling and pedestrian facilities in proximity with public transportation can reduce fiscal outlays of local municipalities towards roads and other infrastructure expansion by 25%.²

Washington, D.C. enjoys the sixth largest percentage of bicycle commuters in the U.S. (as of 2008). A Census Bureau survey found the number bicycle commuters doubled compared to 2000, exceeding two percent of all commuters. In the 70 largest U.S. cities over the same period, bicycle commuting grew by 48 percent, for a mode share of about one percent. Within Washington, D.C., the city has 45 miles of bike lanes compared to 1,200 miles of streets.³

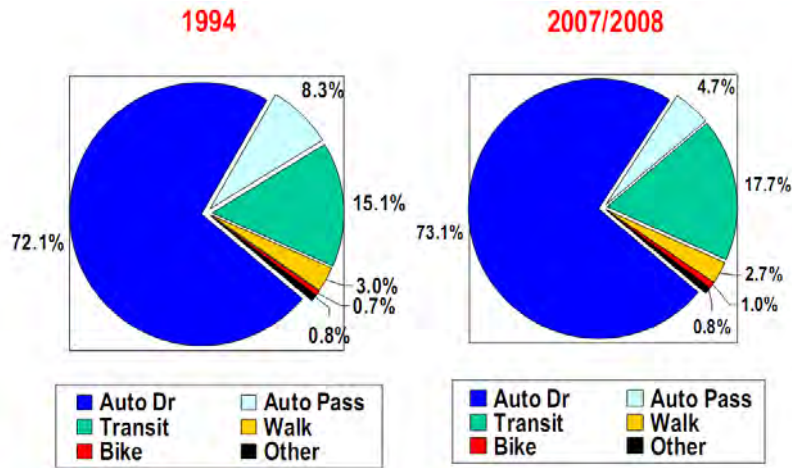
Overall, bicycling is a small and relatively stable travel mode in the Washington, DC region. The 2007/08 MWCOG Household Travel Survey revealed that bicycle commute trips in the MWCOG region increased from 0.7% in 1994 to 1.0% in 2008, see Figure 1. Within certain areas and jurisdictions, however, bicycle use has grown significantly.

¹ Area of circle = πR^2 . $(3.14 \times 0.5^2) = 0.785$ square miles, $(3.14 \times 2.0^2) = 12.6$ square miles.

² TCRC Report 102: Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects, Transportation Research Board, 2004.

³ Washington Post, March 11, 2010 at B-1.

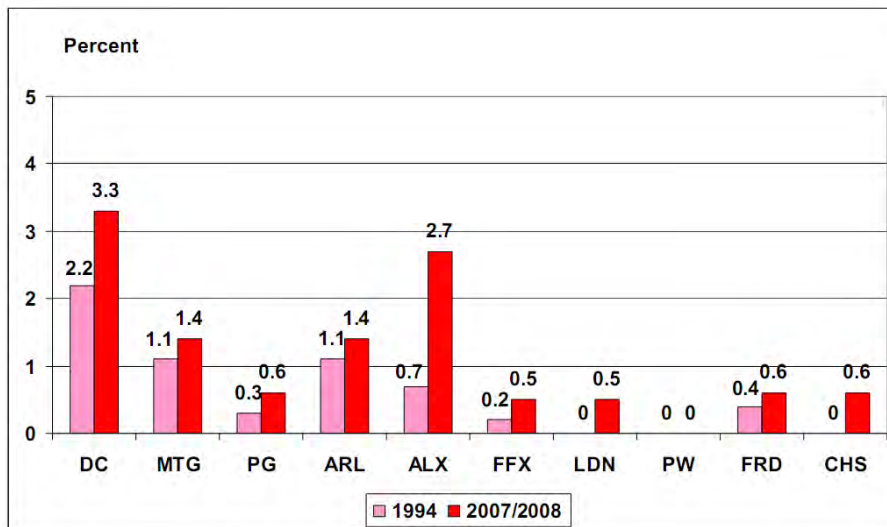
Figure 1.
All Commute Trips by Mode, MWCOG Region



Source: 1994 and 2007/08 Household Travel Survey, MWCOG.

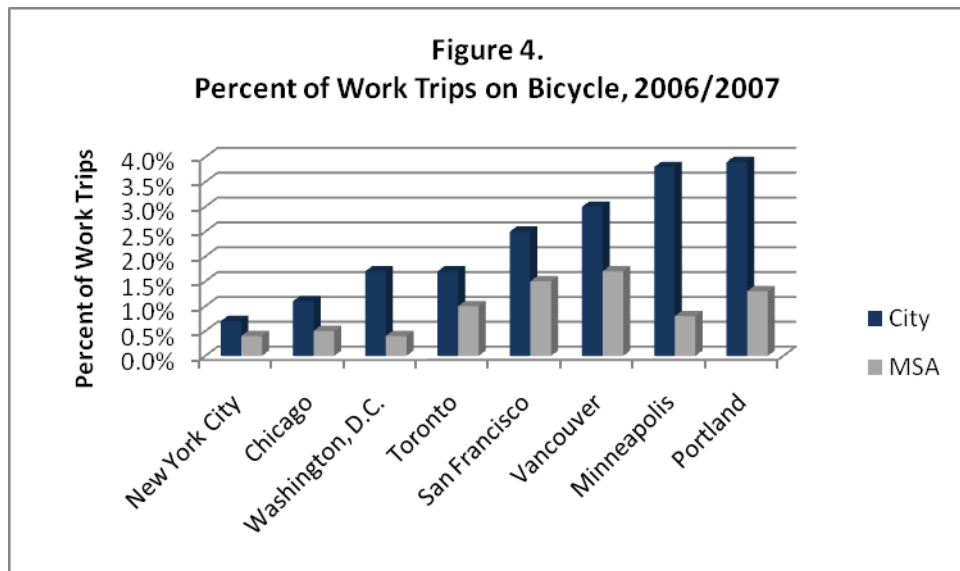
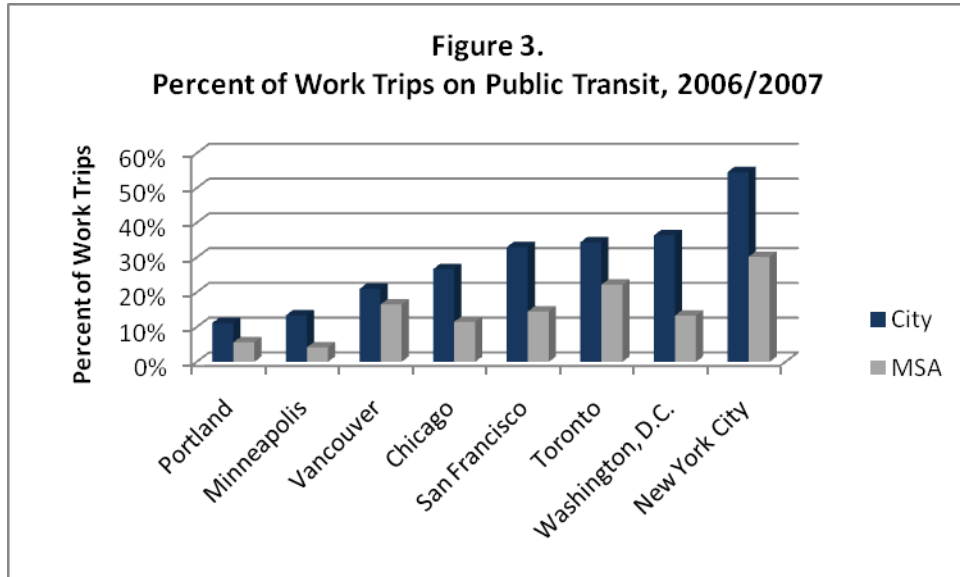
Bicycle commuting is much more prevalent in the central jurisdictions, with a 1.4% to 3.3% mode share, see Figure 2. The City of Alexandria experienced the greatest increase in bike mode share between 1994 and 2007/08 according to the MWCOG Household Travel Survey, reaching 2.7% compared to 0.7%.

Figure 2.
Bike Commute Share by Jurisdiction of Residence



Source: 1994 and 2007/08 Household Travel Survey, MWCOG.

Figures 3 and 4 show the Washington, D.C. Metropolitan Statistical Area (MSA) in relation to its peers in both the U.S. and Canada. The Washington, D.C. MSA does well with regard to percent of work trips taken on public transit, but does relatively poorly in regard to percent of work trips by bicycle. Several of the selected peer cities even experience much longer and harsher winters than does Washington, D.C., which affect cyclists especially strongly, yet these cities still enjoy higher shares of bicycle commuting, by a factor of two to four, than the Washington, D.C. MSA.⁴



⁴ *Integrating Bicycling and Public Transport in North America*, John Pucher and Ralph Buehler, *Journal of Public Transportation*, Volume 12, No. 3, 2009.

Source: *Integrating Bicycling and Public Transport in North America*, John Pucher and Ralph Buehler, Journal of Public Transportation, Volume 12, No. 3, 2009.

In order to attract more bicyclists as transit passengers, transit agencies and their financial partners have seven main categories of enhancements to promote bicycle-transit integration:

1/ Bicycle parking facilities at rail stations and bus stops should be secure, and ideally be protected from precipitation.⁵

2/ Multi-functional bike stations providing not only parking , but also a range of other services such as bike rentals, repairs, parts and accessories, bike washing, showers and lockers, and bike route advice.⁵

3/ Bike carriers on buses, usually exterior.⁵

4/ Bikes on board rail vehicles, usually interior with racks or hooks to hang bikes.⁵

5/ Safe cycling routes to and from transit stations/stops.⁵

6/ Bike sharing programs at transit stations to expand passenger destinations at the end of their transit trip.

7/ Information on: locating safe routes to and from transit stations/stops; rules and regulations on bringing bikes on board transit vehicles; and locating bicycle parking facilities at/near transit stations and stops.

As described in this report, Northern Virginia jurisdictions and transit systems are cooperating to plan and implement many such improvements. While funding in the current environment is a serious hurdle, the pay-off is significant.

⁵ Ibid.

II. Proposed FTA Policy on Pedestrian and Bicycling Catchment Area around Transit Stops and Stations

The Federal Transit Administration (FTA) has issued a proposed rule change⁶ that would create a radius around a public transit stop or station within which FTA will consider pedestrian and bicycle improvements to have a *de facto* functional relationship to public transportation. This could increase the likelihood that federal funds will be used for bicycle and pedestrian improvements. FTA is seeking comments on how large the catchment areas should be for pedestrians and bicyclists. Because FTA issued no previous guidance on whether a bicycle enhancement project had a *functional* relationship to public transportation, public transit agencies were hesitant to seek federal funds to initiate bicycle enhancement projects. The FTA proposed bicycle catchment radius is three miles from a public transit stop or station. Previous FTA guidance on the size of the pedestrian catchment area was approximately 1,500 feet or $\frac{1}{4}$ mile. Much research and experience has shown that pedestrians routinely walk well over this radius. Included in this proposal is a recommendation to increase the pedestrian radius to $\frac{1}{2}$ mile.

Nearly all FTA grant programs may be used to fund the design, construction, and maintenance of pedestrian and bicycle projects that enhance or are related to public transportation facilities. For example, one percent of the FTA Urbanized Area Formula program funds are set aside for transit enhancements, which are defined to include pedestrian access and walkways, bicycle access, bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles. As an added incentive, the federal share of transit enhancement grants covers 90% of the cost of the project. If the project involves providing enhanced bicycle access to transit, the federal share increases to 95%. The typical FTA share of transit projects in its various programs is no more than 80%.

⁶ Federal Register, Vol. 74, No. 218, Friday, Nov. 13, 2009. <http://edocket.access.gpo.gov/2009/pdf/E9-27240.pdf>

III. Benefits of Bicycling

Increases in bicycling will create these public benefits: fuel savings, congestion relief, CO₂ reduction, and improved health. The Rails-to-Trails Conservancy's *Active Transportation for America: the Case for Increased Federal Investment in Bicycling and Walking*, calculated the public monetary benefits of bicycling and walking:⁷

Underlying Assumptions for Monetary Value of Benefits

Factor	Status Quo	Modest Scenario	Substantial Scenario
Price of gasoline	\$3.50	\$3.00	\$4.00
Price of CO ₂ emission avoided (\$/ton of CO ₂)	\$0	\$10	\$30
Health care savings of one minute increase of daily average physical activity of entire population (\$millions/minute)	unknown	\$400	\$6,600
Percent of those bicycling or walking who do not already meet activity requirements (e.g., what percent of increased activity comes from the previously sedentary population)	0%	20%	50%

Monetary Value of Benefits from Bicycling and Walking (\$ millions/year)

Factor	Status Quo	Modest Scenario	Substantial Scenario
Fuel savings for shifting short car trips to bicycling or walking, excluding secondary savings from congestion relief	\$3,478	\$6,321	\$17,188
Fuel savings from bicycling or walking and public transit synergy	Unknown	\$279	\$5,586
Fuel savings from trip length reduction through induced mixed use	Unknown	\$1,697	\$5,481
Fuel savings from congestion relief	\$688	\$1,417	\$2,726
CO ₂ reduction from miles driven avoided, including congestion relief and trip length reduction through induced mixed use	Unknown	\$333	\$2,726
Health cost reduction from increase in physical activity among those who do not currently meet recommended levels	Unknown	\$420	\$28,127
Totals	\$4,146	\$10,378	\$65,876

⁷ *Active Transportation for America: the Case for Increased Federal Investment in Bicycling and Walking*, Gotschi, Thomas and Mills, Kevin. Published by the Rails-to-Trails Conservancy, Washington, D.C. 2009. Available at http://www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf

IV. Bicycles on Transit

Most transit agencies in the United States and Canada allow bicycles on transit. Most of the largest bus transit agencies provide front-mounted bicycle racks that accommodate two bicycles. Some of the smaller bus agencies allow bicycles inside the passenger compartment, but this is becoming rare due to safety concerns.

Bicycles on Buses in Northern Virginia

All Metrobus, ART, Fairfax Connector, and CUE buses are equipped with front-mounted bicycle racks that hold up to two bicycles. Loudoun County Transit commuter coaches allow bicycles to be carried in the luggage bays with special permits. This is due to security concerns. PRTC local buses are all equipped with bike racks, but none of their commuter coaches allow bicycles on-board.

DASH is searching for a funding source to finance the purchase of front-mounted bicycle racks. Front-mounted bicycle racks cost approximately \$500 each, but DASH is basing its grant funding request on Fairfax County's procurement of bicycle racks. Fairfax County's bus operations contractor required the county to include an "idiot light" mounted on the bus dashboard to indicate if the bike rack was not in the upright, locked position. This extra item increased the cost per bus from under \$1,000 to \$4,000.

A recent WMATA survey disclosed that about 650 bikes are carried by Metrobus each day, compared to average daily Metrobus passenger trips system-wide of about 371,000. Northern Virginia's other transit providers do not collect data on the extent of bicycles on board.

Bicycles on Rail in Northern Virginia

Bicycles are permitted on Metrorail (limited to two bicycles per car) weekdays except 7-10 a.m. and 4-7 p.m. Bicycles are permitted all day Saturday and Sunday as well as most holidays (limited to four bicycles per car). Bicycles are not permitted on Metrorail on July 4th or other special events or holidays when large crowds use the system. VRE allows bicycles on only the last three daily northbound trains, all midday trains, and the last three southbound trains of the day. VRE is limiting bikes to two per train car and says they must be tethered to train seats. VRE says that each bicycle removes two passenger seats from use. The VRE trains that do not allow bicycles are at or near capacity on a daily basis.

NOTE: Folding (collapsible) bicycles are welcome on board all VRE and WMATA trains as long as they are clean and free of excess grease.

V. Bicycles as Mode of Access to Transit

Bicycles have the smallest mode share of access to Metro stations, yet they had the largest percentage increase between 2002 and 2007. Two of Metro's highest bicycle mode-of-access stations are in Virginia: East Falls Church and Pentagon City. According to a WMATA rider survey performed in 2007, 0.64% of passengers used a bicycle as their mode of access to Metrorail, up 60% from 2002.

Metrorail Mode of Access* (one-day AM Peak)	2002	2007	% Change
Walk	66,432	78,460	18%
Park and Ride	69,995	68,969	-1%
Metrobus	28,543	34,952	22%
Other bus	13,033	17,620	35%
Dropped Off	21,000	21,911	4%
Commuter Train	8,675	9,002	4%
Ride Sharing	2,606	2,643	1%
<u>Bicycle</u>	<u>969</u>	<u>1,550</u>	<u>60%</u>
Total one-day AM Peak Trips	216,854	240,512	11%

High Bicycle MOA Stations*	Cyclists
Union Station, DC	150
West Hyattsville, MD	148
Foggy Bottom, DC	140
Woodley Park-Zoo, DC	130
<i>East Falls Church, VA</i>	<i>122</i>
Twinbrook, MD	120
<i>Pentagon City, VA</i>	<i>108</i>
Medical Center, MD	104
McPherson Square, DC	102
Silver Spring, MD	102

*Source: <http://www.mwcog.org/uploads/committee-documents/al5cXFzb20090316152251.pdf>

VRE serves predominantly long-distance commuters (average trip-length in FY 2009 was over 28 miles) and draws riders from a catchment area of up to 25 miles or more from an individual station. Less than one percent of VRE's approximately 8,000 average daily riders travel to VRE by bicycle, based on the 2009 VRE Customer Opinion Survey.

VI. Bicycle Parking at Transit Stations and Park and Ride Lots

As shown below, the region has at least 1,767 bike rack spaces and another 1,256 bike locker spaces at transit stations, of which 680 bike rack spaces and 320 bike locker spaces are located in Northern Virginia. An additional 118 bike rack spaces and 104 bike locker spaces are located in VDOT's Northern Virginia park-and-ride lots, many of which are served by transit.

WMATA

WMATA has rack space for 1,660 bicycles, and lockers for 1,300 bicycles at 86 rail stations. WMATA is in the process of replacing its old, unpopular bicycle racks with modern inverted "U" bicycle racks, which occupy less space and will allow for an additional 300+ racks. Lockers, which provide added protection from theft, vandalism and inclement weather, may be rented for \$70 annually, plus a \$10 key deposit. (The FY 2011 proposed budget would increase locker fees to \$200 annually). WMATA periodically surveys its bicycle racks and lockers and budgets for improvements as needed. WMATA is currently studying how it can improve bicycle parking, and other bicycle amenities at or near its Metro stations. See Section VIII in this report for more information.

Metro Station	Jurisdiction	High Rack Usage (76% & Higher)	New "U" racks	Total Number WMATA Rack Spaces	Add'l Rack Spaces Requested	Total Number WMATA Locker Spaces
Braddock Road	ALEX	YES	YES	46	25	12
Eisenhower Ave	ALEX			10		6
King Street	ALEX		YES	34		20
Van Dorn Street-EAST	ALEX	YES	YES	20		
Van Dorn Street-WEST	ALEX	YES	YES	20		6
Ballston-MU	ARL			54		
Clarendon	ARL			12		6
Court House	ARL			25		
Crystal City	ARL			10		
East Falls Church	ARL		YES	88		36
Pentagon	ARL	YES	YES	6		
Pentagon City	ARL		YES	11		22
Reagan National Airport	ARL			18		
Rosslyn	ARL			20		
Virginia Square-GMU	ARL			12		32
Dunn Loring-Merrifield	FFX	YES	YES	40	20	34
Franconia-Springfield	FFX	YES	YES	36	10	20
Huntington	FFX		YES	34		12
Vienna/Fairfax-GMU-North	FFX		YES	54		56
West Falls Church-VT/UVA	FFX		YES	40	21,0	22

Source: WMATA, Fall 2009.

During the course of WMATA's Capital Needs Inventory, Metro staff proposed significant bicycle parking capacity improvements to at least seven stations with high bike demand. The proposal included bicycle cages at five stations with capacity for 150 bicycles, and bike stations capable of holding 150 bicycles at two stations. WMATA has identified \$45 million in bicycle and pedestrian improvements between 2011 and 2020 as part of its capital needs inventory, with investments focused on maintaining existing bicycle facilities, increasing bicycle parking capacity and improving connections to stations from local communities.

City of Alexandria

WMATA and the City of Alexandria have plans to double the number of bike parking spaces at King Street Metro Station from 34 spaces to 68 spaces.

Arlington County

Arlington County's Shirlington Transit Center provides 28 weather-sheltered bike rack spaces. Arlington County provides 1,745 automobile park and ride spaces at Ballston Commons Mall, and supplies numerous bike racks throughout the Rosslyn-Ballston corridor and across the county. WMATA and Arlington County have upcoming projects at Rosslyn, Clarendon and Ballston stations to replace and reconfigure the old racks with new racks. The project at the Clarendon Station will include sheltered bike parking. David Patton, Bicycle and Pedestrian Planner, monitors and plans new bicycle parking facilities in Arlington County, (703) 228-3633.

Fairfax County

Fairfax County operates park and ride lots at 11 locations. Two major bus transit centers include bike lockers: Herndon-Monroe; and Reston-East. These two stations contain a total of 22 bicycle parking rack spaces and 20 bike lockers. Five other Fairfax County park and ride lots contain a total of 22 bike rack spaces. The bike locker yearly rental fee is \$60. In addition, there is a one-time administrative fee of \$10 and a key deposit of \$50 (refundable with return of key).

Park and Ride Lot	Spaces for Cars	Bike Rack Spaces	Bike Locker Spaces	Connecting Bus Routes
Herndon-Monroe*	1,745	9	10	Metrobus 5A, FC551, FC922, FC924, FC926, FC927, FC929, FC950, FC951, FC952, FC980, RIBS2
Reston East*	820	13	10	FC505, FC551, FC552, FC554, FC557, FC595, FC597, RIBS1, 2, 3
Rolling Valley	664	8	0	Metrobus 18, FC310
Reston South	412	11	0	FC553, FC557, FC585
Centreville	372	4	0	FC644, FC642, FC640
Poplar Tree Park	279	0	0	FC605, FC632, FC640
Fairfax County Gov't Center	170	1	0	FC605, FC621, FC623
Autumn Willow Park	100	0	0	
Greenbriar Park	60	0	0	FC605, FC621, FC640
South Run District Park	52	0	0	Metrobus 18
Wakefield Park	50	0	0	Metrobus 17, FC306
Canterbury Woods Park	29	2	0	Metrobus 17, FC306

* Fairfax County has plans to install additional racks and lockers at these locations in 2010.

The Fairfax County Bicycle Coordinator monitors and maintains the bike racks and bike lockers for Fairfax County. Contact him at 703-324-2453 or 703-877-5600

Loudoun County

Loudoun County operates 18 park and ride lots; one includes bicycle parking.

Park and Ride Lot	Spaces for Cars	Bike Rack Spaces	Bike Locker Spaces	Connecting Bus Routes
Leesburg Park and Ride	365	0	10	LC Transit

Bike parking racks in Loudoun County are maintained by the Office of Transportation Services, 703-737-8624.

VDOT

VDOT operates park and ride lots at seven locations in Fairfax County and one location in Loudoun County and all have bicycle parking facilities.

Park and Ride Lot	Spaces for Cars	Bike Rack Spaces	Bike Locker Spaces	Connecting Bus Routes
Backlick North	279	20	0	FC310, 331, 332
Centerville	372	4	0	FC640, 642, 644
Gambrill Road	305	0	12	18R, FC305
Lorton	307	0	20	FC171, 307
Reston North	368	0	20	FC505, 952
Stringfellow Road	385	4	0	12
Sydenstricker Road	170	0	14	FC305
Dulles North Transit Center	750	0	12	LC Transit, VRTA

Fatemeh Allahdoust, VDOT NoVA Bicycle and Pedestrian Coordinator, is in charge of VDOT bike locker monitoring and maintenance. (703) 383-2224. Bike racks are maintained by the VDOT Maintenance Office.

VRE

VRE has bicycle parking at all of its stations within NVTC's district. Fairfax County has plans to install additional racks and lockers at all VRE stations in Fairfax County in 2010. At the Franconia/Springfield Station bicycle parking is provided by WMATA and is available for VRE customers. Of the 14 VRE stations south of Alexandria, 12 have bike parking.

VRE Station	Spaces for Cars	Bike Rack Spaces	Bike Locker Spaces	Jurisdiction
Backlick Station	200	12	0	Fairfax County
Burke Centre Station	1,510	15	0	Fairfax County
Lorton Station	469	12	0	Fairfax County
Rolling Road Station	370	8	0	Fairfax County

Bicycle rack maintenance is performed by Fairfax County when the racks are located in the parking lot, and by VRE when the racks are located in the station area. VRE does not monitor rack usage or condition on a regular basis.

Washington, DC

Washington, DC is included here because it has just completed the region's first "Bike Transit Station" at Union Station. This bike station contains indoor bike parking for 150 bikes at \$1.00 per day, plus 20 free outdoor bike parking spaces. A vendor provides bike rentals, repairs, accessories, and lockers. A monthly bike parking rate of \$12.00, and an annual bike parking rate of \$116.00 are also available. No shower facilities are available. The cost of this facility is approximately \$3 million. The Bike Station is operated by a vendor selected by DDOT.



The new 'Bike Transit Station' at Union Station.

VII. Bicycle Maps

Bicycle maps are an important means of alerting bicyclists to safe routes to transit stations and stops. Arlington, Alexandria, and Fairfax County each have excellent full color bicycle route maps available free as online .pdf's and in printed form. Arlington County is preparing a new edition of its bike route map for publication in summer 2010. Other nearby jurisdictions with bicycle route maps include Washington DC, Montgomery County, Eastern Montgomery and Northern Prince Georges County (aka Mid-Maryland Bike Map), the Maryland State Bike Map, and VDOT's Bicycling in Virginia Map.

ADC, in conjunction with MWCOG, has a good bicycle route map built on its Washington, DC 50-Mile Radius Map product that is available for \$12.

A very good online application has recently appeared, created by two NYU students, called "Ride the City". Like MapQuest, Google Maps, and other mapping applications, Ride the City finds the shortest distance between two points, but with a crucial difference. First, Ride the City avoids roads that aren't meant for biking, like highways and busy arterial streets. Second, Ride the City tries to steer cyclists toward routes that maximize the use of bike lanes, bike paths, greenways, and other bike-friendly streets. This project is still in its beta testing phase and can be seen at: <http://ridethecity.org/DC>.

Google announced in early March, 2010 that it has added routes for bicyclists to its menu of options in its Google Maps application, according to the Washington Post. This improvement to its popular mapping and way-finding application makes the software aware of bicycle trails and on-road bicycle routes when finding the best route for bicyclists. Google has also invited bicyclists to comment on and to add content, like noting difficult street crossings, to help improve the accuracy and usability of Google Maps for bicyclists.

VIII. Survey of Transit Websites for Bicycle Information

All Northern Virginia transit websites were examined for ease of finding information on bicycle amenities on transit. The following table shows how customers would locate such information:

Transit System	Web Path to Bicycle Information	Clicks to Find Information	Search Tool Finds "Bicycles" and leads to Bicycle Information?
VRE	Home/Service Information/On-Board Policies/Bicycles	3	yes
WMATA	Home/ Getting Around/Bike N' Ride	4	yes
Fairfax Connector	Home/ How to Bike-N-Ride	2	yes
ART	Home/About ART/ Bike on ART	3	yes
CUE	Home/Bus Rider Information/ Bicycle Racks	3	yes
Loudoun Transit	Home/New Rider Information/Rider Guide -or- Home/Commuter Bus FAQs/ May I Bring My Bike?	3	yes
DASH	Not yet applicable. DASH will install bike carriers soon.	NA	NA

Finding information on WMATA's website on bicycles on transit was the most difficult and posed the most risk of bicyclists not being able to find necessary information. Suggestions on how WMATA can improve the usability of its Bike N' Ride web pages were forwarded to WMATA staff by NVTC staff. For example, on WMATA's home page one sees the blue navigation bar that includes "Getting Around" and "Bike 'N Ride" is listed beneath. One click on "Bike 'N Ride" takes you to the "Bike 'N Ride" page that includes details on the bike racks and lockers at Metro stations, safety tips, and a link to the Washington Area Bicyclists Association (WABA) for further information. Unless one happens to see an additional navigation box on the left, one will not find information about bikes on buses or bikes on rail. There is space on this webpage for more prominent links to more information on bikes on bus and bikes on rail.

IX. Bike Sharing Programs

Though not specifically a bicycle-transit intermodal program, bike sharing is an important way for transit users to expand their travel range and travel time options. Like car sharing, bike sharing is meant for short trips and short time periods. Users subscribe for a \$40 annual fee, and use their Smart Bike swipe card to release a bike from its locking port. There is no usage fee beyond the annual subscription. However, if a user keeps the bicycle for more than 24 hours, a \$550 charge will be assessed. The Smart Bike bicycle sharing system in Washington, DC was started in 2009 by Clear Channel Communications and DC Department of Transportation (DDOT) with 10 'Bike Station' locations and a total of 100 bikes. The city hopes to expand to 1,000 bikes in 100 locations. The "Smart Bike DC" website is: https://www.smartbikedc.com/program_information.asp

Arlington County released an RFP in April of 2009 to build and operate a bike sharing program. Arlington is working with the District of Columbia, Alexandria and Montgomery County on the possibility of establishing a regional program. Approximately 100 bikes are envisioned at start-up in Arlington, and will increase as demand grows. In the first year of operations rental bicycles will be available in the Crystal City-Pentagon City area (because of a generous contribution from the Crystal City Business Improvement District), expanding to the Rosslyn-Ballston Corridor and county-wide as funds become available. Arlington's pricing model will include the first 30-minutes free, then a small charge for each additional 30-minutes to encourage short trips. The county will choose and provide space for the rental locations.

In September, 2009 TPB submitted a TIGER (federal stimulus funds) application for 2,250 shared-bicycles. These bicycles would be distributed at 225 bike stations. The plan calls for 1,000 bicycles in DC, 750 bicycles in Arlington, 200 bicycles in Alexandria, and 300 bicycles dispersed among the City of Fairfax, Bethesda, Silver Spring, College Park, Hyattsville, and National Harbor. An additional 1,000 bikes and 100 bike stations are in a separate federal funding application submitted by the District of Columbia.



A SmartBike kiosk showing rental bikes, special locking rack, card swipe reader, instructions, and maps.

X. WMATA Metrorail Station Area Bicycle and Pedestrian Improvements Study

WMATA and TPB's Bicycle/Pedestrian Subcommittee have teamed up to study bicycles and transit. The study will include a needs assessment to evaluate current and potential demand, a review of best practices from around the world, and recommendations to put solutions to work in the context of WMATA's systems. The study began in early summer of 2009, and will conclude by early spring 2010. The timeframe for implementation of recommended system improvements is the next 10 years.

Possible system improvements include: bicycle parking inside WMATA parking garages, more weather-proof bicycle parking, improved security measures such as key-access bicycle parking cages, improved signage and wayfinding in the vicinity of Metro stations, and improved safety of both pedestrians and cyclists traveling to and from Metro stations. The study's project website is:

<http://www.tooledesign.com/metro/>

XI. TPB Bicycle and Pedestrian Subcommittee, and Bicycle and Pedestrian Plan for the National Capital Region

The Bicycle and Pedestrian Plan for the National Capital Region was adopted at the July 2006 meeting of the National Capital Region Transportation Planning Board. The plan makes pedestrian safety a priority over vehicle movement, accommodates pedestrians and bicyclists into transportation projects (like the new Wilson Bridge), and connects trails throughout the District of Columbia, Maryland and Virginia. The plan contains both funded and unfunded regional projects that would add 680 new miles of paths, bicycle lanes, and other facilities to the region's transportation system. The total estimated cost would be \$530 million for approximately 350 bicycle and pedestrian projects. It is the first regional bicycle plan since 1995 and the first-ever regional pedestrian plan. Every year, the Bicycle and Pedestrian Subcommittee selects a list of top priority unfunded bicycle and pedestrian projects.

The list is a statement of priorities among the *unfunded or partially funded* bicycle and pedestrian projects from local, state, agency, and regional plans. The list will be forwarded to the Transportation Planning Board with the recommendation of the Subcommittee that these projects should be funded in the FY 2010-15 TIP. The ten priority projects include these projects in Northern Virginia:

- **Holmes Run Greenway Shared-Use Path Improvements (I-395/Van Dorn tunnels and N Ripley Street fair weather crossing)** (Alexandria) This project will rehabilitate the existing tunnel under I-395 and Van Dorn Street.
- **Arlington Boulevard Bikeway Improvements** (Arlington County) This project is for design and implementation of a series of bicycle and pedestrian safety and access improvements to the multi-use trail that parallels Arlington Boulevard in Arlington County, between the Fairfax County line to Pershing Drive.
- **Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative** (Fairfax County) A pedestrian safety and access improvement project consisting of pedestrian and bus stop intersection improvement projects and completion of a continuous walkway on both sides of Route 7 from the Seven Corners interchange to Alexandria.
- **Loudoun County Parkway Shared-Use Path** (Loudoun County) Build a 4.4 mile shared-use path parallel to Loudoun County Parkway from Route 7 to Waxpool Road.
- **Old Bridge Road Sidewalk** (Prince William County) between Cricket Lane and Mohican Lane.

The remaining four priority projects are located in D.C., Montgomery County, Prince George's County, and Frederick County.

Program Contact: Mike Farrell - (202) 962-3760

XII. Tysons and Reston Metrorail Access Groups

The Reston Metrorail Access Group (RMAG) was formed in 2006 when Fairfax County Supervisor Catherine M. Hudgins appointed a committee to review vehicular, bicycle and pedestrian access to the proposed Silver Line stations at Wiehle Avenue and Reston Parkway. In November 2006, Fairfax County selected a consulting firm to develop the plan for managing station access issues and improving traffic conditions around the planned stations. This study contained the recommendation that approximately \$22 million of the total project budget of \$105 million be devoted to pedestrian and bicycle access improvements in the station vicinities.

At a March 2009 Fairfax County Board of Supervisors meeting, Supervisor Hudgins, along with Supervisors Smyth and Foust, asked Fairfax County staff to form a group to review multimodal access to the four planned Metro stations in Tysons Corner. The result was the Tysons Metrorail Access Group (TMAG), similar in composition and purpose to the RMAG. The TMAG will review the Tysons plans and will recommend improvements to pedestrian and bicycle access to the future stations as well as within the redesigned and rebuilt Tysons Corner.

XIII. VDOT Policy for Integrating Bicycle and Pedestrian Accommodations

Bicycling and walking are fundamental travel modes and integral components of an efficient transportation network. As such, the Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking. Factors that support the need to provide bicycle and pedestrian accommodations include, but are not limited to, the following:

- project is identified in an adopted transportation or related plan
- project accommodates existing and future bicycle and pedestrian use
- project improves or maintains safety for all users
- project provides a connection to public transportation services and facilities (*emphasis added*)
- project serves areas or population groups with limited transportation options
- project provides a connection to bicycling and walking trip generators such as employment, education, retail, recreation, and residential centers and public facilities
- project is identified in a Safe Routes to School program or provides a connection to a school
- project provides a regional connection or is of regional or state significance
- project provides a link to other bicycle and pedestrian accommodations

Full text of the policy is available at

http://www.virginiadot.org/programs/resources/bike_ped_policy.pdf

Local VDOT District staff works to make sure that all VDOT construction projects include bicycle and pedestrian accommodations. VDOT staff also works with all local bicycle coordinators in the region, and participates in all local bicycle planning activities. For VDOT contact information, see Section XIII below.

XIV. Bicycle Coordinators in NoVa Region

VDOT

VDOT NoVa Bicycle and Pedestrian Coordinator
Fatemeh Allahdoust
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-2224
Fatemeh.Allahdoust@vdot.virginia.gov
www.virginiadot.org/programs/bk-rogsup.asp

Arlington County

David Goodman, Bicycle and Pedestrian Programs Manager
(703) 228-3709
dgoodman@arlingtonva.us

David Patton, Bicycle and Pedestrian Planner
(703) 228-3633
dpatton@arlingtonva.us

ART Bus

Steve Yaffe, Arlington Transit Services Manager
(703) 228-3690
syaffe@arlingtonva.us

City of Alexandria

Yon Lambert, Bicycle and Pedestrian Program Coordinator
301 King St., Room 4100, Alexandria, VA 22314
(703) 838-4966
yon.lambert@alexandriava.gov
<http://www.alexride.org/bikeped.php>

DASH Bus

No such position exists

Fairfax County

Fairfax County Bicycle Coordinator
Charlie Strunk
4050 Legato Road, Suite 400
Fairfax, Virginia 22033
(703) 877-5600
bicycleprograms@fairfaxcounty.gov
www.fairfaxcounty.gov/fcdot/bike

City of Falls Church

Transportation Planner

Wendy Block Sanford

City of Falls Church

300 Park Avenue

Falls Church, VA 22046

(703) 248-5041

WBlocksanford@fallschurchva.gov

City of Fairfax/ CUE Bus

No such position exists

Loudoun County/Loudoun County Transit

No such position exists

WMATA

Kristin Haldeman has lead on planning activities, WMATA Office of Business Planning & Project Development, (202) 962-1848

Jackie Pierce has lead on lockers and bike racks, (202) 962-2788.

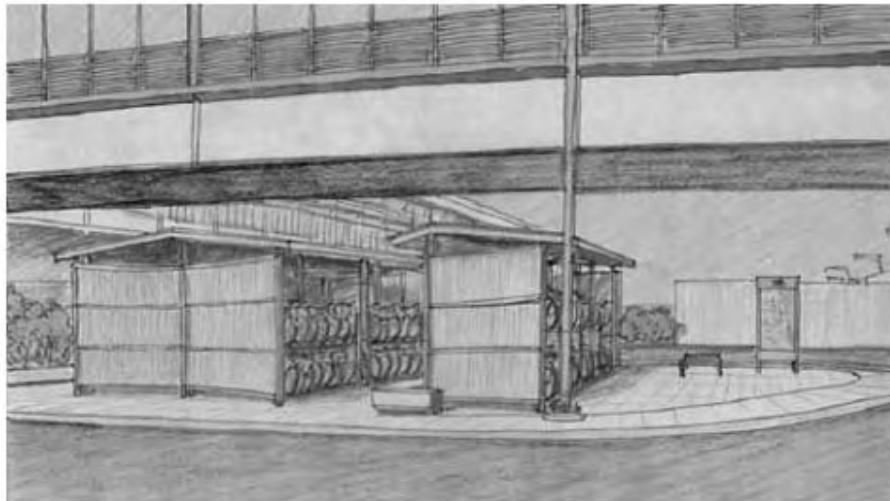
XV. Innovative Ideas from Other Metropolitan Areas

High-Capacity Bike Parking Shelter – Chicago Transit Authority

High-capacity bicycle parking facilities were built at four Chicago Transit Authority (CTA) rail stations in 2005. Chicago DOT used \$675,000 in CMAQ funds to design and construct the facilities. Each bike storage shelter fit into the existing limited space at the stations, providing secure, weather-protected bike parking. A kiosk with bicycling information was also provided near each shelter.



(a)



(b)

Before (a) and after (b) pictures of the high-capacity bike parking shelter at Chicago's Midway Transit Station.

Bicycle Parking Shelters – Switzerland

Simple but effective bicycle parking shelters were seen all over Switzerland by the author. This design appears to be relatively low-cost and provides protection from 270° of wind-blown rain.



Bicycle parking shelter in Switzerland.

Bike Tree Automated Parking Shelters – Switzerland

A complex but high-utility bicycle parking machine invented in Switzerland, each ‘tree’ holds a dozen bicycles in a weather-sheltered unit that simultaneously doubles as a theft- and vandalism-deterrent system. Access to bicycles can be by SmartCard (or SmartTrip) technology that identifies the owner and charges them for each use. Parking ‘footprint’ is extremely small, approximately 50%-75% smaller than typical bike lockers. Better than typical bike lockers, this system allows any user with an appropriate SmartCard to access the parking, rather than having one user dedicated to one bike locker. Each unit is solar-powered and utilizes wireless network communications to permit easy installation without expensive utility connections. To better understand this unique system it is best to watch this youtube.com video: <http://www.youtube.com/watch?v=OcSD5MsQuVo>



BIKE TREE



BIKE TREE North America
5972 181A Street, Surrey, BC
V3S 5P3 Canada
www.biketree.com

SAFE & CONVENIENT

Bicycle stored several meters in the air
Sensors with camera activation for security
Weather protection
Available 24/7
Card compatible with transit card systems
No hidden areas for questionable packages



AUTOMATED & FLEXIBLE

Wireless network communication
Real time data base operation & analysis
Integrates in existing transportation system
Smart Card activation
Each track can be used by multiple users
Access card allows for flexible pricing
Designed to accommodate electric bikes

ATTRACTIVE

Visually appealing
Promotes bicycling
Sponsorship opportunities
Access card allows for special promotions

CREATIVE

Solar powered with battery back-up
Space efficient and modular
Each track is autonomous
Integrates in architectural design
Easy to relocate (< 8 hours)
Fits in underground parking



BIKE SHARING

'Bike in your pocket' concept
Available 24/7
Reserve bicycle via Internet or cell phone
Can travel between Bike Trees
Network provides accurate real-time info

BIKE TREE North America – *the simplicity of the bicycle enhancing the quality of the urban environment*

Bicycles on Vanpools – Regional Transportation District (RTD)/Denver Regional Council of Governments

The RTD and the Denver Regional Council of Governments initiated a bicycle-on-vanpool program in 2002 as a way of assisting vanpools to extend their reach of service by carrying bicycles. Vans can use consumer-grade bicycle racks that typically cost around \$150, as compared to the \$400-\$450 cost of transit bus bike racks. By carrying bikes aboard vans, passengers can extend their commute trip at both origins and destinations.



Bicycle rack on an RTD vanpool.

Bus Bike Racks with Capacity for Three Bicycles – Pinellas Suncoast Transit Authority (PSTA)

The Pinellas Suncoast Transit Authority (PSTA) installed bike racks on its buses in 1998. Each of these racks accommodated two bicycles. As more bicyclists took advantage of this amenity, it became more common for both spaces on the rack to be full, resulting in bicyclists having to wait for the next bus. In 2004, PSTA installed three-bike capacity racks on its buses. Many of these racks were filled to capacity within days of starting the program. With the additional bike capacity provided by the new racks, PSTA data showed bicycle-on-bus boardings increased by 8%, from 39,862 in 2003 to 43,096 in 2004. PSTA experienced several challenges to operating buses with three-bike racks. These included bus overhang

dimensions 4 inches greater than two-bike racks, and a simple modification was necessary to prevent bicycle handlebars from interfering with the bus windshield wipers.



Pinellas Suncoast Transit Authority buses with front-mounted three-bicycle capacity racks.

Bicycles on Bus Monitoring

According to TCRP Synthesis 62 “Integration of Bicycles and Transit” an unnamed transit agency in California has mounted sensors on its bus-mounted bicycle carriers to count the number of bicycles carried on its buses. The value of this data is to detect if three-bike capacity racks are warranted, and to detect what routes are most popular with bicyclists in order to provide additional bicycle amenities to attract additional bicyclists.

Bicycle to Work Week – Victoria, British Columbia

Bicycle to Work Week (BTWW) in Victoria, BC is an organization with a full-time executive director, and paid staff. Along with governmental funds from various entities and jurisdictions, BTWW also receives significant funds from corporate sponsors as part of their corporate advertising and branding efforts.

BTWW has found that an entire week of activities, press coverage and marketing has greatly improved the response from non-committed cyclists and non-cyclists. For a metropolitan area with a population of only 330,000, participation in the 2009 Bike to Work Week was an astounding 7,000 individuals, for an overall 2.1% participation rate. Compare this to Washington, DC’s Bike to Work Day that has achieved participation of over 8,000 individuals, or a 0.2% participation rate. In Victoria, they believe that a simple bike to work day captures only committed cyclists and existing cycling commuters, whereas a longer

period attracts new bike riders. As part of their BTWW activities, they provide Commuter Skills Courses throughout the year, and especially during BTWW. The Commuter Skills Course aims to improve the skills and confidence of bicyclists to ride in traffic. This program has especially been successful with women cyclists. BTWW also provides “Celebration Stations” along major cycle commuting corridors, offering refreshments, T-shirts, and sponsors’ booths. A BTWW innovation is the “Commuter Challenge” where 25 to 30 bicycle/driver pairs start from different locations and compete to arrive first at a common destination. Cyclists generally win at least half of these races, even when starting 3 to 6 miles from their destinations. The Commuter Challenge demonstrates that (1) commuter cycling is time competitive with driving, and (2) replacing a vehicle commute with a bicycle commute is a time-effective way to introduce a daily fitness routine.

A key marketing innovation to BTWW is individual workplace recruitment. BTWW recruits team captains – individual champions in workplaces – and helps them market the program by cajoling workplace associates to try cycling to work. Friendly competition has developed between businesses and government agencies to win prizes and gain recognition for high rates of participation. The bicycle mode share at the 679 workplaces that have established teams for BTWW is over 14%, more than double the mode share for cycle commuters in the Victoria region.

See <http://www.biketowork.ca/victoria/btww> for additional information.

Bikes on Board Commuter Trains – Caltrain, California Bay Area

NOTE: This idea may not work in Northern Virginia now because VRE trains are at capacity. Caltrain is not near capacity (see photos on p. 31). For VRE to offer this service, paying passengers would have to be bumped off the train to make room for bicycles. For more information on Caltrain’s Bikes on Board program see http://www.sfbike.org/?caltrain_bob and also http://www.caltrain.com/caltrain_bike_access.html

Caltrain, a San Francisco Bay Area commuter railroad offers space on board its 20 trainsets for 40 to 80 bicycles. Caltrain is working toward a goal of space for 80 bicycles per trainset. Caltrain’s bike on board program has been a huge success. There are more bicyclists wanting to bring their bikes aboard than available bicycle space. Bicyclists routinely report being bumped even when there are plenty of empty seats. See photo. Routine bumping discourages bicycle commuters from using Caltrain at all, because 80% of bicycle commuters rarely if ever take Caltrain without bringing their bicycle on board. Routine bumping causes frustration, missed appointments, unreliable service, and wasted time standing on the platform. In the one-year period ending June 2007, 64% of bicyclists reported having been bumped, most of them repeatedly. Frustrated cyclists quit using the train and start driving, resulting in increased congestion on the roads and lost revenue for Caltrain.

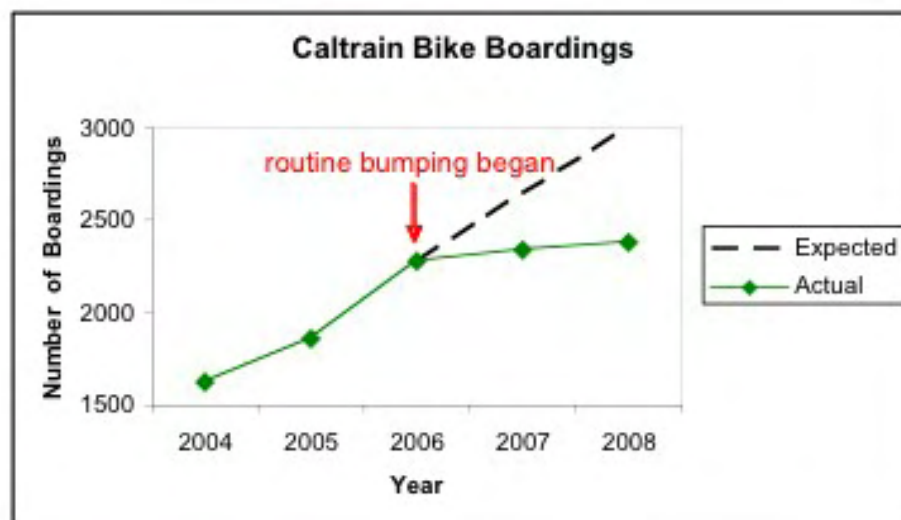
Caltrain is a national model for intermodal transportation — more cyclists use Caltrain than any other commuter rail service in the United States. This is not surprising, because Northern California is blessed by mild ice-free temperatures and low precipitation. High bicycle ridership in many municipalities has helped generate a bicycle community. Cyclists have been instrumental in encouraging Caltrain to accommodate the growing demand of bikes on board trains. The BIKES ONboard project is working to ensure that Caltrain's future plans continue to incorporate cyclists' needs.

Many cyclists need their bicycle at both ends of their commute, because their starting point and final destination are not near the train station. Often public transportation is either nonexistent, or riding a bicycle is faster and/or more reliable than the available public transportation. Bringing a bike on board the train provides flexibility — cyclists can easily change their commute pattern, or run an errand during the day or on the way home.

Eight percent of Caltrain passengers ride their bike to the station, and 7% bring their bike onboard the train. Bicyclists were Caltrain's fastest growing passenger segment, until limited bike capacity thwarted growth in 2006 when routine bumping began. Caltrain may be losing as many as 1000 bicycle boardings per weekday, because there is too little bike space on trains. Passengers who ride their bikes to Caltrain stations save Caltrain and the State of California a great deal of money that would have gone towards larger parking lots and parking structures.

From 2003 to 2006, walk-on passengers increased 16%, whereas bicycle passengers increased 41%. From 2006 to 2008, walk-on passengers increased another 16%, but bicycle passengers increased only 5% due to limited space for bicycles on trains.

Source: San Francisco Bicycle Coalition, http://www.sfbike.org/?caltrain_bob



No Space for Bikes: A photo study of trains with too many passenger seats and not enough on-board bike spaces



1: Train 134: Sept 22 9:07 AM



2: Train 134: Sept 22 9:07 AM



3: Train 230: Sept 24 8:53 AM



4: Train 230: Sept 24 8:53 AM



5: Train 332: Sept 30 8:56 AM



6: Train 332: Sept 30 8:56 AM

Submitted to JBP Oct 2
by Benjamin Damm

Bikes on Board Light Rail Trains – Metro Transit Hiawatha LRT, Minneapolis

Metro Transit’s Hiawatha LRT line is a 12-mile route serving 17 stations connecting three of the Twin Cities’ most popular destinations — downtown Minneapolis, Minneapolis/St. Paul International Airport and Mall of America in Bloomington. Ridership is over 30,000 daily, and over 10.2 million annually. The ability to carry bikes on-board was designed into the Bombardier LRT vehicles. Each trainset consists of two cars, and each car can accommodate up to two bikes in interior vertical racks. See photo. Counts conducted in May 2009 showed that at least 90% of all LRT trains had at least one bike on board.



Bike2Benefits – Metro Transit, Minneapolis

Bike2Benefits is a bicycling promotion tool that encourages bicycling to work in order to qualify for periodic prize drawings. Bike2Benefits is open to anyone 18 or older who lives and works in the

Minneapolis metropolitan area. There is no fee to participate. Participants must register on-line and track their bicycle commuting on-line. If participants bicycle to work or to a transit stop once a week over eight weeks instead of driving alone, and track their trips on the online calendar, they are automatically entered into an annual prize drawing. In 2009, the top prize was a \$500 gift certificate at a local bicycle shop of the winner's choosing. Two \$250, three \$100, and four \$50 gift certificates were also awarded. By the end of 2008, more than 2,100 people had joined the program and logged more than 388,000 miles. Participants also receive a free e-newsletter that highlights pertinent bicycling information.

XVI. Policy Recommendations and Items for Further Study

In light of the energy, air quality, climate change, health, and congestion benefits from bicycling described above and the safety benefits of enhanced bicycle and pedestrian access to transit, the following policy recommendations are provided for the consideration of elected officials and the public in Northern Virginia.

1. Monitor Bike/Transit Use

While most transit systems in the region offer bike racks on buses and/or at rail stations and bike access on trains, few systems compile and report the extent to which their customers use bikes to access transit. This reporting should occur to provide a measure of success in promoting such connections.

2. Monitor Rack Usage on Buses

Local transit agencies should periodically survey their buses to help determine whether investments in bike racks on buses is a wise investment and to detect how often both of the two bike rack spaces are simultaneously occupied. When it appears that cyclists are beginning to be regularly 'bumped', transit agencies should start to plan for the purchase of triple-space bike carriers to replace existing double-space bike carriers.

3. Measure Effect of Covered Bike Parking on WMATA Passengers

Is East Falls Church Metro station one of the most popular stations to access by bicycle because it offers covered bike parking? See page 8 of this paper. EFC Metro station's bicycle parking happens to be located in a weather-sheltered area beneath I-66. A stated preference survey would uncover why more cyclists access this station than any other in Virginia. If it is true that weather-sheltered bicycle parking draws significantly more cycling passengers, who might otherwise drive their automobiles, it would help determine whether WMATA and its jurisdictions should invest in sheltered bicycle parking at stations.

4. Consider Increased Investments in Bike Shelters or Bike Lockers at Transit Stations

Mr. Allen J. Muchnick, Board Member of the Virginia Bicycle Federation, at a public hearing at NVTC on Jan. 7, 2010 spoke on the need to improve bicycle parking infrastructure at VRE stations. He noted that Broad Run and Brooke stations provide no bicycle parking. He also noted that there are 8,338 automobile parking spaces at VRE stations and that six stations' parking lots are over 90% full. Mr. Muchnick points out that before automobile parking is expanded at VRE stations, bicycle shelters and rental bicycle lockers should be installed.

Bicycle parking facilities are much less land intensive than automobile parking expansion: one automobile parking space can contain approximately eight bicycle lockers. He stated that improved bicycle parking infrastructure can be a cost-effective way to increase overall passenger parking capacity.

VRE staff responded that VRE supports expanding opportunities for bicycle access, where appropriate and consistent with jurisdiction goals and plans. Currently, VRE works with the jurisdiction in which the station is located to identify bicycle accommodations, as part of larger capital improvement projects (e.g. parking expansion) or as stand-alone projects. VRE is supportive of expanding bicycle parking facilities as a means of increasing overall passenger parking capacity, where such bicycle facilities serve an identified need, are consistent with local jurisdictions' plans and where public safety conditions support bicycle access. In some cases, such as the Broad Run VRE station, the lack of safe bicycle access via roads serving the station was a key factor in the decision by VRE and Prince William County to postpone the addition of bicycle parking at the station.

VRE staff noted that as the Brooke parking facility is expanded bicycle parking will be considered as part of the design. Inverted "U" racks have been added at Burke Centre and more racks are being provided at Rolling Road, Backlick, and Lorton, together with additional racks and lockers at Burke Centre.

After evaluating benefits and costs of proposed investments, providing more bike racks, shelters and lockers for the region's transit systems, both rail and bus, may be a worthwhile goal.

5. Transform *Bike to Work Day* to *Bike to Work Week*

Thousands of bicyclists turned out to celebrate Bike to Work Day 2009 at locations in the District of Columbia, suburban Maryland, and Northern Virginia. Over 8,000 people signed up to participate in advance of the event, which set a new record for registrations.

The annual event, sponsored jointly by MWCOG's Commuter Connections and the Washington Area Bicyclist Association (WABA), promotes bicycling as a healthy, low-cost and environmentally friendly alternative to drive-alone commuting.

Including Freedom Plaza in downtown Washington, DC, bicyclists gathered at a total of 26 "pit stops" featuring entertainment, food, drinks, and raffles. The raffle prizes included commuter bags, bike locks, bicycles, and other bike-related gadgets and accessories. Experienced WABA volunteers helped lead "commuter convoys" from across the area to Freedom Plaza and other pit stop destinations. Convoy leaders assisted participants with safe riding and equipment tips as well as showing riders the best route to their destination.

Bike to Work Week in Victoria, British Columbia has succeeded in attracting an overall participation rate over 10 times higher than this region's Bike to Work Day (see page 28 of this paper). A Bike to Work Week in the Washington, DC region might attract a similar success by being in the public's awareness for a longer period.

Several Victoria Bike to Work Week (BTWW) innovations could be copied here. The "Commuter Challenge", where 25 to 30 bicycle/driver pairs start from different locations and compete to arrive first at a common destination is an effective public relations tool to generate greater public awareness of bicycling benefits. In Victoria, cyclists generally win at least half of these races, even when starting three to six miles from their destinations. The Commuter Challenge demonstrates that (1) commuter cycling is time competitive with driving, and (2) replacing a vehicle commute with a bicycle commute is a time-effective way to introduce a daily fitness routine. The other innovation is individual workplace recruitment. BTWW recruits team captains – individual champions in workplaces – and helps them market the program by cajoling workplace associates to try cycling to work. Friendly competition has developed between businesses and government agencies to win prizes and gain recognition for high rates of participation. The bicycle mode share at the 679 workplaces that have established teams for BTWW is over 14%, more than double the mode share for cycle commuters in the Victoria region.

If the Washington, DC region does undertake such an extended promotion, it should emphasize ways for bicyclists to connect with public transportation.

6. Provide Bicycle Accommodations on New LRT and BRT Corridors

For future light rail and streetcar projects, planners should pay close attention to both pedestrian and bicyclist amenities including sheltered bicycle parking at LRT stations, safe street crossings near stations, wayfinding aids, on-street bicycle lanes in station vicinities, and on-board bike racks aboard new LRT vehicles.

New BRT corridors should likewise integrate high-quality bicycle and pedestrian amenities.

7. Support VDOT's Policy of Integrating Bicycle and Pedestrian Accommodations and Encourage On-going Regional Plans and Studies

For example, TPB's Bicycle and Pedestrian Plan, WMATA's Metrorail Area Bicycle and Pedestrian Improvements Study, the Tysons and Reston Metrorail Access Groups and the City of Falls Church's Pedestrian, Bicycle and Traffic Calming Master Plan all should be supported.

8. Look for Opportunities to Demonstrate New Bicycle/Transit Technologies

Examples include several described above in Section XV, including high-capacity and automated bicycle shelters and prizes to induce more bike/transit connections.

APPENDIX – Other Bicycle Planning and Advocacy Bodies

Arlington Bicycle Advisory Committee

The Arlington Bicycle Advisory Committee holds regular meetings **open to the public** on the first Monday of the month. The meetings are held at Court House Plaza, 2100 Clarendon Blvd. in the lobby meeting rooms (A,B,C, or D) beginning at 7:30 PM.

Mission Statement: To provide citizen input in planning and programming bicycle improvements and in promoting bicycling in Arlington County.

Goals Include:

1. To provide citizen input in planning bicycle trails, bicycle parking and bicycle street access in Arlington County.
2. To promote bicycling safety and education and greater use of bicycles.
3. To inform the County Board, staff, and citizens about bicycling issues that affect Arlingtonians.
4. To provide citizen input in the planning process for new transportation construction in and around Arlington County.
5. To forge links with other citizen advisory committees in Arlington, as well as in neighboring municipalities, that share issues common to bicycling in Arlington.
6. To work with the Arlington County staff including the Bicycle and Pedestrian Coordinator to achieve the above mentioned goals.

Membership: The Committee will include up to 15 voting members. The Committee membership should reflect the make-up of the Arlington bicycling population. The committee should also include at least one member representing an Arlington bike shop or the local bicycling industry. Members who miss three consecutive meetings may be removed from the Committee. New members will be appointed by the Committee Chairman. All meetings will be open to attendance by the public.

Officers: The Committee shall choose from its voting members a Chairman, Vice-Chairman and Secretary. The Chairman shall conduct the meetings and work with the Bicycle and Pedestrian Coordinator to prepare an agenda for each meeting, the Vice-Chairman shall fill in for the Chairman in his or her absence, and the Secretary shall prepare minutes of each meeting. The officers shall serve two year terms.

Quorum: A quorum shall be a majority of the voting members of the Committee.

Votes: A quorum must be present before any vote is taken. Motions put before the Committee require a vote of the majority of the members present to pass.

Staff Contact: [David Goodman](#), (703) 228-3709

Bicycle Advisory Committee Chairman: [Randy Swart](#)

Alexandria Pedestrian & Bicycle Citizens' Group

The city of Alexandria also has monthly meetings of the Alexandria Pedestrian & Bicycle Citizens' Group which basically consists of many of the same people. This group advises the city on pedestrian and bicycle issues. Their meetings are also on the first Monday of every other month - the odd months.

Information on the city sponsored group can be found on:

http://www.alexride.org/bikeped_citizensgroup.php

BikeWalk Alexandria <http://bicycle.alexandria.va.us>

BikeWalk Alexandria, a chapter of BikeWalk Virginia, is chartered to represent the concerns of pedestrians and bicyclists. We promote pedestrian and bicycle safety throughout the City through various initiatives. One of our goals is a more enjoyable community with reduced motorized traffic.

Join us at our monthly meetings at St. Elmo's Cafe at 2300 Mt. Vernon Ave. in Alexandria. We generally meet at 7:30 pm on the first Monday of every other month - on the even months. Stay current on Pedestrian and Bicycle Safety Issues and meeting announcements by subscribing to the BikeWalk Alexandria's e-mail list serve. You can do this by providing your email address to the list serve at: <http://bicycle.alexandria.va.us/mailman/listinfo/bsc>

Fairfax Advocates for Better Bicycling <http://www.fabb-bikes.org/>

Who we are: We are a group of concerned cyclists who want to make bicycling an integral part of the transportation network of Fairfax County, Virginia. Monthly meetings are generally held on the third Wednesday of each month. Check website for place and times.

FABB is affiliated with the [Washington Area Bicyclist Association](#) (WABA) and focuses on bicycling issues in Fairfax County and Fairfax City.

Fairfax County Bicycle Program <http://www.fairfaxcounty.gov/fcdot/bike/>

About the Bike Program:

In 2006 the Fairfax County Board of Supervisors approved the comprehensive bicycle initiative, a program committed to making Fairfax County bicycle friendly and safe. Program responsibilities have been assigned to the Fairfax County Department of Transportation.

The bicycle work program includes: creating and updating the County's Bicycle Route Map, installing, managing, and maintaining bicycle lockers and racks, preparing County bicycle parking standards and specifications, coordinating with VDOT to develop a network of on-road bike lanes, providing technical

assistance to local jurisdictions and private developers for bicycle design guidance, and establishing project list and implementation schedule of bicycle capital improvements countywide.

Fairfax County Trails and Sidewalks Committee <http://www.fairfaxcounty.gov/trails>

The Trails and Sidewalks Committee consists of representatives from the nine magisterial districts, an at-large representative, and representatives from the following organizations: Fairfax County Park Authority, the Northern Virginia Regional Park Authority, the Clifton Horse Society, Washington Area Bicyclist Association, Northern Virginia Builder's Industry Association, Fairfax Area Disability Services Board and the Fairfax County Federation of Citizens Associations.

Staff from the County Department of Planning and Zoning , the Department of Public Works and Environmental Services, the Department of Transportation and the Park Authority assist the committee. The committee evaluates existing facilities for trails, sidewalks and bicycle routes and assists the county in producing maps of these facilities, and plans new facilities. Committee members also evaluate subdivision plans and site plans for trail facilities.

Vision: To ensure that residents and others can easily and safely travel between and through major commercial, residential, and natural areas using non-motorized transportation.

Bike Loudoun <http://www.bikeloudoun.org/about>

BikeLoudoun was formed in December 2008. BikeLoudoun's short-term objectives are to establish a Loudoun County Bicycle Advisory Committee, convince the County to designate a Bicycle Program Manager, update the 2003 Bicycle and Pedestrian Mobility Master Plan, and include the latter as a component of the revised Countywide Transportation Plan.

Transportation Planning Board (TPB), Bicycle and Pedestrian Subcommittee

Chair: Dave Goodman, Arlington Department of Environmental Services, - (703) 228-3709

Staff Contact: [Michael Farrell](#) - (202) 962-3760

The Bicycle and Pedestrian Subcommittee provides advice and assistance to the Technical Committee and is responsible for the update and evaluation of the Regional Bicycle and Pedestrian Plan. The group also provides public information, including a bicycle route map that is produced jointly by the subcommittee and a local map publisher. The group oversees the Street Smart Pedestrian and Bicycle Safety Campaign. Lastly, the group facilitates technology transfer and information sharing, as it relates to state and local programs.

Pedestrian Safety Workshop

With the assistance of the Bicycle and Pedestrian Subcommittee, TPB and COG staff organized Pedestrian Safety Workshop, which took place on April 29, 2008 at the National Press Club in Washington, D.C. The workshop, sponsored by WMATA, COG, MDOT, VDOT, DDOT and AAA, was attended by approximately 200 individuals, including elected officials and pedestrian safety experts from a variety of fields: transportation, law enforcement, engineering, public education, transit, disability services, planning, health, engineering, schools, public affairs, insurance, military, business, community organizing, and media. The workshop agenda, speakers and presentations can be viewed [here](#).

Recommendations from the workshop formed the basis for a COG Board Resolution on pedestrian safety, R32-08, [adopted June 11, 2008](#).

Street Smart

The Subcommittee oversees the Street Smart Pedestrian and Bicycle Safety Campaign, a semi-annual media and enforcement campaign aimed at changing pedestrian and motorist behavior. The most recent campaign wave took place March 23 to April 19, 2009.

Virginia Bicycling Federation <http://www.vabike.org/>

The Virginia Bicycling Federation is a statewide advocacy organization, representing bicyclists throughout Virginia. We work to change public policy and community attitudes, to improve the safety, convenience, and acceptance of bicycling.

We also work closely with elected officials and government agencies — the Virginia Department of Transportation (VDOT), Department of Conservation and Recreation (DCR), and Department of Rail and Public Transportation (DRPT) — to gain advancements in bicycling access and safety, and development of off-road trails.

We worked closely with VDOT to develop the [VDOT Policy for Integrating Bicycle and Pedestrian Accommodations](#) (adopted 2004). We continue to work with VDOT and legislators to ensure implementation and improvement of these policies.

Washington Area Bicyclist Association (WABA) <http://www.waba.org/about/>

WABA's Mission:

The mission of the Washington Area Bicyclist Association is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment, and educating children, adults, and motorists about safe bicycling.

WABA's Goal:

A fully integrated transportation system. One that links transit, trails, bicycling, and walking facilities to connect the places you live, work, and play. Make your community a place you can ride anywhere you want to go—safely.

"WABA is making a strong statement that bicyclists are an important component of transportation in the District, as they reduce congestion and contribute to the health of the city and all of its residents." -
Former DC Mayor Anthony Williams

Current Priorities:

- Complete Streets policies in DC and in Montgomery County, MD
- Construction of the Metropolitan Branch Trail and Anacostia Trail
- Increase miles of bike lanes striped across region
- Promote bike sharing service in DC
- Identify funding for a Bike Plan for Fairfax County
- Reconstruction of the Rock Creek Trail
- A Bike Coordinator for Prince George's County, MD
- Protect the Custis Trail from the widening of I-66
- Ensure a bike-friendly transportation center in Silver Spring
- Improve training of police officers and bus drivers
- Expand Bike Safety programs in Northern Virginia



AGENDA ITEM #5

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: March 25, 2010
SUBJECT: WMATA Items.

NVTC's WMATA Board members will describe for your information significant recent events, including the results of an analysis of the system by David Gunn, an approved 10-cent fare increase effective in March, and hearings on the budget for FY 2011, among other issues.

Attached is a copy of the letter authorized by NVTC at its March 4th meeting, directed to members of Northern Virginia's congressional delegation regarding the federal responsibility to fund WMATA. It will be provided to every member of Congress via a "Dear Colleague" letter from Representative Connolly.



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



Chairman
Hon. Catherine Hudgins

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Mary Hynes

Commissioners:

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

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

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

City of Fairfax
Hon. Jeffrey C. Greenfield

City of Falls Church
Hon. Daniel Maller

Loudoun County
Hon. Kelly Burk

Virginia Department of Rail
and Public Transportation
Hon. Thelma Drake

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

Executive Director
Richard K. Taube

March 24, 2010

The Honorable Gerald E. Connolly
327 Cannon House Office Building
United States House of Representatives
Washington, DC 20515

Dear Representative Connolly:

I am writing on behalf of the Northern Virginia Transportation Commission (NVTTC) to share with you an urgent issue facing the Washington Metropolitan Region: the sustainability of the Washington Metropolitan Area's transit system, known as Metro or WMATA.

The 34-year old system plays a critical role in the economic success of our region, serving businesses and government in Washington DC and the surrounding jurisdictions. But the Metro system has aged and is in need of long-term maintenance, even while there is continued demand for its services.

The question raised by NVTTC Commissioners is: How can the Metro system continue to meet the transit demands of the region without a reliable revenue source? And, how can our state and local jurisdictions develop a stronger partnership with the federal government in the oversight of the Metro system?

We are raising this issue with you (and ask that you share this letter with your fellow members of Congress) because we recognize that congressional staff and the employees of federal agencies are the two largest segments of the Metro transit customer base, and they depend on Metro's safe and reliable service. The September, 2001 terrorist attack demonstrated the region's dependence on this service when Metro was the only dependable transportation source federal workers could count on to return them safely to their homes. We saw this once again when the Metropolitan region was paralyzed by the recent blizzard of February, 2010 with Metro providing the only transportation services in the region. The four day shutdown of the federal government is estimated by OPM Director John Berry to have cost taxpayers \$71 million a day in lost productivity.

I am certain that you, as a member of Congress, recognize the challenges facing the Metro system: the system is aging; it faces serious safety challenges; it is in need of a dedicated, reliable funding source; and it must restore the confidence of its partners and customers in Metro leadership.

Metro is a major contributor to the economic success of our region. Currently 40 percent of Metrorail's rush hour riders are federal employees, to say nothing of contractors, tourists and others who are in the area because it is the headquarters of the federal government. Half of all Metrorail station directly serve federal facilities. When Metrorail ceases to function effectively, the operation of the federal government is directly impacted.

We are appreciative of the role the federal government has already played in supporting WMATA. Federal assistance currently covers about 20 percent of WMATA's \$2.1 billion budget as of FY 2010. Thanks to the recent action by Congress, another \$150 million annually is expected beginning this year, to be matched by new dedicated funding from WMATA's local funding partners.

While current federal assistance is vital to WMATA, it is far below the amounts provided to other large transit systems. For example, the National Transit Database shows for FY 2008 that WMATA had the lowest share (13 percent) of combined federal capital and operating assistance as a percentage of total costs among the eight largest transit systems. Other comparable systems receive shares ranging up to 29 percent. Most of the other large transit systems also have much more significant sources of state and local dedicated funding than does WMATA.

The WMATA Board acknowledges the concerns you expressed in your recent letter to WMATA, and has heard similar concerns from its partners and customers. It has responded to those concerns by hiring an Inspector General to provide greater oversight and transparency. In February, two new federally appointed members joined the WMATA Board of Directors and have already made significant contributions. Metro hired an experienced consultant and former general manager to provide an external review of the operation of the WMATA organization and an Interim General Manager is in place to provide a smooth transition until a permanent General Manager is hired.

Beginning at the end of March, WMATA will seek public comment on plans to meet a \$189.2 million FY 2011 budget deficit. We expect to hear from WMATA's customers, many of whom are federal employees, contractors and persons with disabilities that these service cuts and fare increases will seriously disrupt their lives and those of their families. The proposed actions include for consideration the following:

Service cuts

\$24.3 million in Metrorail for a savings of \$15.4 million

\$26.5 million in Metrobus for a savings of \$18.3 million

\$10.0 million in MetroAccess

Fare increases

Minimum of \$89 million to \$179.2 million of revenues

Administrative layoffs

\$16.3 million of savings

Increased local subsidies
\$40 million of revenues

We also require a new way of funding WMATA for the future, since WMATA has \$11 billion of unfunded, conservatively determined capital needs over the next decade. If WMATA is allowed to slip too far down the slope of deferred maintenance and mechanical failure, it is unlikely we will ever be able to return to the high performing transit system the region has come to expect.

Regardless of the levels of federal and local funding for WMATA, it is undeniable that the current situation is unsustainable. You and other members of Congress have stated firmly that current performance is intolerable. While governance and management concerns should be addressed, it should not obscure the fact that the essential bottom line is WMATA's financial crisis. Gutting WMATA's service and imposing soaring fares are not going to stave off immediate disaster nor provide a path to a more stable future. We are making the same plea to WMATA's local funding partners.

In conclusion, we look forward to the opportunity to work with you to act now to prevent irreparable damage to the federal government, its employees and your constituents.

We are not seeking a blank check. Rather, we need a collaborative effort with appropriate oversight to rescue WMATA financially and ensure that it remains the vital economic engine many have worked hard to achieve.

As a WMATA Board member, I join my Virginia colleagues ready to respond to your questions and concerns and look forward to the opportunity to work with you to resolve this crisis of mutual concern.

Sincerely,



Catherine Hudgins
Chairman

cc: WMATA Board Members
WMATA Compact Jurisdictions' Chief Elected Officials

WMATA Proposed FY2011 Operating Budget
--\$ millions--

	<u>D.C.</u>	<u>Montg. Co.</u>	<u>Prince G. Co.</u>	<u>Alexandria</u>	<u>Arlington</u>	<u>Fairfax City</u>	<u>Fairfax Co.</u>	<u>Falls Church</u>	<u>Total</u>
Operating Subsidies	\$286.3	136.9	169.0	28.9	51.4	1.7	99.5	2.2	\$775.90
%	36.9%	17.6	21.8	3.7	6.6	0.2	12.8	0.3	100.0%
Additional \$40M	\$14.0	7.4	8.3	1.6	3.1	0.1	5.3	0.1	\$40.0



Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Adjustments to Metrorail, Metrobus and
MetroAccess Passenger Fares, Routes and Hours of Service;
and Changes to MetroAccess Policies
Docket B10-2

Purpose

Notice is hereby given that six public hearings will be held by the Washington Metropolitan Area Transit Authority on proposed changes as follows:

Hearing No. 548

Monday, March 22
Oakton High School Lecture Hall
2900 Sutton Road
Vienna, VA

Hearing No. 549

Wednesday, March 24
St. Francis Xavier Church - Bailey Room
2800 Pennsylvania Avenue SE
Washington, DC

Hearing No. 550

Monday, March 29
Mt. Calvary Baptist Church
5120 Whitfield Chapel Road
Lanham, MD
TheBus will provide shuttle service
from New Carrollton Metrorail station

Hearing No. 551

Wednesday, March 31
Arlington County Board Room, 3rd Floor
2100 Clarendon Blvd.
Arlington, VA

Hearing No. 552

Thursday, April 1
All Souls Unitarian Church
Pierce Hall
1500 Harvard St. NW
Washington, DC

Hearing No. 553

Thursday, April 1
Montgomery County Exec. Office Building
Cafeteria
101 Monroe St. (entrance on Jefferson St.)
Rockville, MD

All hearings are scheduled to begin at 7 p.m. An Open House will be conducted prior to each hearing at 6:30 p.m.

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact Ms. Danise Peña at 202-962-2511 or TTY: 202-638-3780 as soon as possible in order for Metro to make necessary arrangements.



HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposed service adjustments, fare increases, or General Manager's proposed FY2011 budget will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. To establish a witness list, individuals and representatives of organizations who wish to be heard at these public hearings are requested to furnish, in writing, their name, address, telephone number and organizational affiliation, if any, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, by 2 p.m. on the day of the hearing at which they wish to speak.

Requests to speak may also be e-mailed to public-hearing-testimony@wmata.com or faxed to 202-962-1133. Please submit only one speaker's name per letter and reference the Hearing Number for the hearing at which you wish to speak. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons who have registered have spoken. Public officials will be heard first and will be allowed five minutes each to make their presentations. All other speakers will be allowed two minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT WRITTEN STATEMENTS

Written statements and exhibits must be received by 5 p.m. on Tuesday, April 6, 2010. Materials may be sent to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may send an e-mail to public-hearing-testimony@wmata.com or a fax to 202-962-1133. Please reference the Hearing and/or Docket Number shown on the front of this document in your submission.

Additionally, if you wish to participate in an opinion poll on possible options to resolve the funding shortfall, please go to www.wmata.com/survey.cfm. You will be asked for your name and an address and then allowed to enter your suggested solution. Your name and address will not be released to anyone. This option is in addition to your ability to speak at the public hearing or to submit a written statement. The site will open by 5 p.m. on Friday, March 19, 2010 and will close at 5 p.m. on Tuesday, April 6, 2010.

PROPOSAL

Each year the Washington Metropolitan Area Transit Authority (Metro) develops three budgets: an operating budget, a capital budget and a reimbursable projects budget.

The focus of the operating budget is on the people, supplies and services needed to operate and support Metrobus, Metrorail and MetroAccess. These are the day-to-day expenses. Funding for the operating budget comes primarily from passenger fares and contributions (subsidies) from Metro's state and local government partners.

The capital budget focuses on the assets and infrastructure needed to support bus, rail and paratransit services. Examples of assets are buses, trains, MetroAccess vehicles, stations, track, facilities, etc. Funding for the capital budget comes from federal grants, state and local government partners, and borrowing through bonds.

The reimbursable projects are unique services or programs usually funded by the state or local government that asked for those services.

Currently, Metro is faced with a significant operating budget shortfall for Fiscal Year 2011 (FY2011) that begins July 1, 2010.

Budget Information

A gap of approximately \$189.2 million exists between anticipated revenues and expenditures:

Decrease in Revenues - \$74.7 million

- \$23.8 million in revenue due to lower ridership and parking revenues;
- \$27 million from a multi-year advertising contract that expires on June 30;
- \$13.3 million in reserve funds that were used in FY2010 and will not be available in FY2011; and
- \$10.6 million in other revenues, including the end of a joint development project and offsetting proceeds from the sale of the Southeastern Bus Garage.

Increase in Expenditures - \$114.5 million

- \$35 million in contractual labor costs;
- \$33.9 million in fringe benefits, which includes health care and pension contributions;
- \$27 million in increased MetroAccess costs due to higher ridership; and
- \$18.6 million in other expenditures, including \$12.7 million for third party and worker compensation claims.

To close the projected gap, reductions to Metrobus and Metrorail service, increases to bus, rail and MetroAccess fares, changes to the service area and eligibility criteria for MetroAccess, increases to bicycle locker rental fees and increases to parking rates and changes in how such rates are calculated are being considered. The purpose of the public hearings is to receive input on these proposals.

To address this expected shortfall, Metro's General Manager has presented the Board with a proposed budget that includes the following gap-closing measures:

- Fare Increases - \$89.2 million
- Service Reductions - \$33.7 million

- ADA Managed Growth - \$10.0 million
- Departmental Reductions - \$16.3 million
- Other - \$40.0 million

Please note that the proposed rail and bus service reductions included in the docket exceed the amount necessary to balance the budget in the scenario presented above.

The public hearings will seek comment on the General Manager's proposed FY2011 budget and on proposed fare increases and adjustments to Metrobus, Metrorail and MetroAccess service as outlined below. More detailed information on the General Manager's FY2011 budget proposal can be found at www.wmata.com.

Docket B10-2

PROPOSED FY2011 FARE ADJUSTMENTS FOR METRORAIL, METROBUS AND METROACCESS, PROPOSED CHANGES IN PARKING RATES AND FEES AND OTHER CHANGES

I. METRORAIL

1. Proposed Metrorail Peak Fare Changes

- a. Increase the base boarding charge, which covers the first three composite miles from \$1.65 by up to \$0.35 for a maximum of \$2.00.
- b. Increase the peak period mileage charge, covering travel over three composite miles and up to six composite miles from \$0.26/composite mile by up to \$0.055/composite mile for a maximum of \$0.315/composite mile.
- c. Increase the peak period mileage charge, covering travel over six composite miles from \$0.230/composite mile by up to \$0.049/composite mile for a maximum of \$0.279/composite mile.
- d. Increase the maximum peak period fare of \$4.50 by up to \$0.95 for a maximum of \$5.45.

2. Proposed Metrorail Off-Peak Fare Changes

- a. Increase the base boarding charge, which covers a trip of up to seven composite miles of the trip, from \$1.35 by up to \$0.30 for a maximum of \$1.65.
- b. Increase the 1st Tier fare, which covers trips over seven composite miles and up to 10 composite miles, from \$1.85 by up to \$0.40 for a maximum of \$2.25.
- c. Increase the 2nd Tier fare, which covers trips over 10 composite miles, from \$2.35 by up to \$0.50 for a maximum of \$2.85.

3. Proposed Metrorail Weekend and Late Night Fare Changes

- a. Change the late-night fare from the current off-peak tiered mileage charge to peak period fares on weekends from 12:01 a.m. until closing on Friday and Saturday nights, except national holidays, or
- b. Implement a flat fare of up to \$4.00 on weekends from 12:01 until closing on Friday and Saturday nights, except national holidays.

4. Other Proposed Metrorail Fare Policy Changes

- a. Implement a price differential of up to \$0.50 per trip for peak-of-the-peak pricing. This charge would be in effect on the rail system from 7:30 to 9:00 a.m. and from 4:30 to 6:00 p.m. Monday through Friday, except national holidays.
- b. Implement a \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction (Virginia, Maryland and the District of Columbia) for the purpose of

funding station-specific capital improvements at the stations where the surcharge is levied.

- c. Implement a price differential of up to \$0.50 per trips for rail trips not paid for with the SmarTrip® card. This charge would be up to \$0.25 for trips up to \$2.50 paid for with a farecard and up to \$0.50 for trips over \$2.50 paid for with a farecard, and would be in addition to the relevant Metrorail fare and would be in effect at all times.
- d. Decrease the age children can ride Metrorail for free from under five years of age to under three years of age.

II. METROBUS

1. Proposed Metrobus Fare Changes

- a. Increase the SmarTrip® boarding charge of \$1.25 by up to \$0.35, for a maximum of \$1.60 all day.
- b. Increase the cash boarding charge of \$1.35 by up to \$0.35, for a maximum of \$1.70 all day.

2. Proposed Metrobus Express Service Fare Changes

- a. Increase the SmarTrip® boarding charge of \$3.00 by up to \$1.00 for a maximum of \$4.00.
- b. Increase the cash boarding charge of \$3.10 by up to \$1.00 for a maximum of \$4.10.
- c. Increase the Senior and People with Disabilities boarding charge of \$0.60 by up to \$1.40 for a maximum of \$2.00.

3. Proposed Metrobus Service Changes for Airport Shuttles

- a. Increase the SmarTrip® boarding charge of \$3.10 by up to \$2.90 for a maximum of \$6.00 on the 5A-Dulles and B30-BWI/Thurgood Marshall Airport Shuttles.

4. Proposed Metrobus Weekend Changes

- a. Implement free bus-to-rail transfers on weekends.

5. Other Proposed Metrobus Fare Policy Changes

- a. Implement a peak period price differential of up to \$0.50 on high-ridership Metrobus routes; ridership greater than 5,000 riders per day. This includes the following routes:

	State	Reg./ Non Reg.	Line		Weekday Ridership
1	DC	R	52 53 54	14TH STREET	14,414
2	DC	R	90 92 93	U ST-GARFIELD	14,325
3	DC	R	S2 S4	SIXTEENTH STREET	14,059
4	MD	R	C2 C4	GBLT-TWINBROOK	13,803
5	DC	R	X2	BENNING RD-H ST	13,042
6	DC	R	32 36	PENNSYLVANIA AVE	12,709
7	DC	R	70 71	GA AVE-7TH STREET	12,188
8	DC	R	A2,6,7,8,42,46,48	ANAC-CONG HGTS	11,537
9	MD	R	Q2	VEIRS MILL RD	10,145
10	DC	R	80	NORTH CAPITOL ST	8,443
11	MD	R	F4 F6	PR GEO-SIL SPRING	7,891
12	DC	R	42	MOUNT PLEASANT	7,546
13	DC	R	H2 H3 H4	CROSSTOWN	7,425
14	DC	R	B2	BLAD RD-ANACOSTIA	7,300
15	MD	R	Y5 Y7 Y8 Y9	GEORGIA AVE-MD	7,300
16	VA	R	16ABDEFJP	COLUMBIA PIKE	7,132
17	MD	R	K6	NEW HAMP AVE-MD	6,531
18	DC	R	D1 D3 D6	SIBLEY-STAD ARM	6,468
19	DC	R	E2 E3 E4	MIL RD-CROSSTOWN	6,425
20	MD	R	J1 J2 J3	BETHESDA-SIL SPR	6,337
21	MD	R	P12	EASTOVER-ADDISON	5,978
22	DC	R	79	GEORGIA AVE METRO X	5,819
23	VA	R	28A 28B	ALEX-TYSON CORNER	5,634
24	DC	NR	U8	CAP HTS-BENN HTS	5,503
25	DC	R	W4	DEANWOOD-ALAB AVE	5,121
26	DC	R	96 97	EAST CAP-CARDOZO	5,041

- b. Implement a price differential of up to \$0.50 per trip for peak-of-the-peak pricing on Metrobus. This charge would be in effect on the bus system from 7:30 to 9:00 a.m. and from 4:30 to 6:00 p.m. Monday through Friday, except national holidays or alternatively, implement a peak directional surcharge on Metrobus during periods of high demand.
- c. Increase the differential between the Metrobus cash boarding fare and the SmarTrip® fare from the current fare differential of \$0.10 up to a fare differential of \$0.25 for non-express Metrobus routes.
- d. Eliminate the SmarTrip® discount on Metrobus. The SmarTrip® discount currently provides for a SmarTrip® boarding fare of \$1.25 on Metrobus, \$0.10 less than the cash boarding fare of \$1.35.

- e. Decrease the age children can ride Metrobus for free from under five years of age to under three years of age.

III. CHANGES TO METRORAIL AND METROBUS TRANSFER PROCEDURES

1. Proposed Rail-to-Bus Transfers

- a. Reduce the time that a SmarTrip® rail-to-bus transfer is valid within the WMATA Compact zone from the current period of three hours to two hours. Rail-to-bus transfers are currently valid for transfers between Metrorail and Metrobus and between Metrorail and Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE.
- b. Increase the value of the SmarTrip® rail-to-bus transfer discount by up to \$0.75. The SmarTrip® transfer discount is currently valued at \$0.50 for transfers between Metrorail and Metrobus and between Metrorail and Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE.
- c. Decrease the value of the SmarTrip® rail-to-bus transfer discount by up to \$0.25. The SmarTrip® transfer discount is currently valued at \$0.50 for transfers between Metrorail and Metrobus and between Metrorail and Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE.
- d. Implement free rail-to-bus transfers on weekends.

2. Proposed Bus-to-Rail Transfers

- a. Reduce the time that a SmarTrip® bus-to-rail transfer is valid within the WMATA Compact zone from the current period of three hours to two hours. Bus-to-rail transfers are currently valid for transfers between Metrobus and Metrorail and between Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE and Metrorail.
- b. Increase the value of the SmarTrip® bus-to-rail transfer discount by up to \$0.75. The SmarTrip® bus-to-rail transfer discount is currently valued at \$0.50 for transfers between Metrobus and Metrorail and between Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE and Metrorail.
- c. Decrease the value of the SmarTrip® bus-to-rail transfer discount by up to \$0.25. The SmarTrip® transfer discount is currently valued at \$0.50 for transfers between Metrobus and Metrorail and between Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE and Metrorail.
- d. Implement free bus-to-rail transfers on weekends.

3. Proposed Bus-to-Bus Transfers

- a. Retain a free SmarTrip® Bus-to-Bus transfer between Metrobus services.

- b. Reduce the time that a SmarTrip® bus-to-bus transfer is valid within the WMATA Compact zone from the current period of three hours to two hours. Bus-to-bus transfers are currently valid for bus-to-bus transfers on Metrobus and between Metrobus and Ride-On, D.C. Circulator, The Bus, Fairfax Connector, DASH, ART and Fairfax City CUE.

IV. FARE MEDIA - PASSES

1. Proposed Changes to Metrorail/Metrobus Fare Media

- a. Increase the price of all Metrobus and Metrorail passes by an amount up to the equivalent value of the increase in the bus and rail fares.
- b. Eliminate selected rail passes, including the Metrorail Weekly Short Trip Pass, the Metrorail Weekly Fast Pass, the Metrobus Weekly Pass, The Transit Link Card on for travel on MARC and VRE, and the Transit Link Card on MTA.
- c. Institute a loyalty reward program for pass holders using Metrobus and Metrorail. This program would reward the loyalty of consistent patrons who use a rail or bus pass by providing one free pass after 11 consecutive pass purchases.

V. PARKING

1. Proposed Changes to Daily Parking Rates

- a. Increase daily parking rates by an amount up to \$1.15 at all Metrorail parking facilities.
- b. Increase the hours Metro charges for daily parking beyond the current schedule and implement parking fees up to 24 hours/day Monday through Friday.

2. Proposed Changes to Monthly Reserved Parking Rates

- a. Increase the monthly parking rate for reserved parking from \$55.00 by up to \$10.00 per month for a maximum of \$65.00/month.
- b. Decrease the hours of the reserved parking program from Monday through Friday from opening until 10:00 a.m. to Monday through Friday from opening until 9:00 a.m.

3. Proposed Changes to Metered Parking Rates

- a. Increase the rate for parking meters from the current rate of \$0.25 per 15 minute increments to up to \$0.30 per 15 minute increment.
- b. Alternatively, reduce the rate for parking meters to a rate that provides full utilization at most Metrorail stations.

VI. SENIOR CITIZEN AND PEOPLE WITH DISABILITIES FARES

1. Proposed Changes to Senior Citizen and People with Disabilities Fares

- a. Increase the Senior Citizen and People with Disabilities fare on Metrobus (including express buses) to $\frac{1}{2}$ the boarding charge rounded down to the nearest five cents, all day.
- b. Maintain the Metrorail Senior Citizen and People with Disabilities fare at $\frac{1}{2}$ the peak period rail fare, including any applicable peak-of-the-peak surcharges, which is not to exceed $\frac{1}{2}$ the maximum fare, rounded down to the nearest five cents, during peak periods.
- c. Maintain the Metrorail Senior Citizen and People with Disabilities fare at $\frac{1}{2}$ the peak period rail fare, which is not to exceed $\frac{1}{2}$ the maximum fare, rounded down to the nearest five cents, during non-peak periods.

VII. METROACCESS

1. Proposed MetroAccess Service Area and Fare Changes

- a. Align MetroAccess service area to the $\frac{3}{4}$ mile fixed route corridor limit as provided in the Americans with Disabilities Act regulations.
- b. The fare for trips with origin or destination more than $\frac{3}{4}$ mile beyond the regular fixed route service area will be subject to supplemental zone fares.
 - i. The charge for one-way passenger trips that begin or end between $\frac{3}{4}$ and 3.0 miles beyond regular fixed route service would increase from the current supplemental fare of \$1.00 to up to \$5.00.
 - ii. The charge for one-way passenger trips that begin or end between 3.1 and 6.0 miles beyond, regular fixed route service would increase from the current supplemental fare of \$2.00 to up to \$10.00.
 - iii. The charge for one-way passenger trips that begin or end between 6.1 and 9.0 miles beyond regular fixed route service would increase from the current supplemental fare of \$3.00 to up to \$15.00.
 - iv. The charge for one-way passenger trips that begin or end beyond 9.0 miles from regular fixed route service would increase from the current supplemental fare of \$4.00 to up to \$20.00.
- c. Increase MetroAccess fares from the current fare of double the Metrobus SmarTrip® fare to twice the fixed route Metrobus and Metrorail fare. Free fares will be provided for authorized Personal Care Assistants traveling with the certified ADA-eligible person.

- d. Change the Free Ride Program to limit eligibility to only those MetroAccess-certified persons with conditional eligibility.

VIII. CHANGES TO DISTRICT OF COLUMBIA STUDENT FARE, FARE MEDIA AND PASSES

1. Metrorail

- a. Increase the boarding charge for District of Columbia student for trips within the District of Columbia from the current fare of \$0.80 at all times to \$1.00 at all times.

2. Metrobus

- a. Increase the price of the District of Columbia student tokens and Smartrip bus trips from the current fare of \$6.25 for 10 Metrobus rides to \$8.00 for 10 Metrobus rides.

3. SmartStudent Pass

- a. Increase the price of the SmartStudent pass from the current price of \$26.00 per month for unlimited Metrobus and Metrorail trips to up to \$30.00 per month.

IX. OTHER ADJUSTMENTS AND FEES

- a. Increase the bicycle locker annual rental fee from the current fee of \$80.00 to obtain and \$70.00 per year to renew to up to \$200 per year.
- b. The Metro Board is seeking a commitment from the WMATA Compact jurisdictions to continue the practice of fare buy-downs and special bus fares in selected jurisdictions. At the conclusion of each fiscal year, the actual revenue loss will from these special fares will be calculated and added to the relevant jurisdiction's audit adjustment.
- c. Institute a special fare of no more than five times the normal rate for fares and passes on Metrobus, Metrorail and MetroAccess for special events such as a Presidential Inauguration or occasions of historic, political or national significance. This would include a special event parking charge of up to \$25.
- d. The Metro Board is requesting comments from the public on the use of capital monies to cover preventive maintenance which is currently funded in the operating budget.
- e. The Metro Board is also requesting comments on having the jurisdictions increase subsidy payment to Metro.

Docket B10-2

METRORAIL PROPOSED SERVICE REDUCTIONS

Headway Widening:

1) PROPOSAL: On weekends, make minor headway widening as described below:

Saturday	Headway Present/Proposed (Minutes)			
Line	7-10am	10am-6pm	6-9:30pm	9:30pm-3am
Red				
Shady Grove-Glenmont	12/15	12/15	15/20	15/20
Shady Grove-Silver Spring	-	12/15	15/20	-
Blue				
Franconia/Spring.-Largo	15/20	12/15	15/20	20/30
Orange				
Vienna-New Carrollton	15/20	12/15	15/20	20/30
Yellow				
Huntington-Ft Totten	15/20	12/15	15/20	20/30
Green				
Greenbelt-Branch	15/20	12/15	15/20	20/30

Sunday	Headway Present/Proposed (Minutes)			
Line	7-10am	10am-6pm	6-9:30pm	9:30pm-closing
Red				
Shady Grove-Glenmont	12/15	15/20	15/20	15/20
Shady Grove-Silver Spring	-	15/20	15/20	-
Blue				
Franconia /Spring.-Largo	15/20	15/20	15/20	20/30
Orange				
Vienna-New Carrollton	15/20	15/20	15/20	20/30
Yellow				
Huntington-Ft Totten	15/20	15/20	15/20	20/30
Green				
Greenbelt-Branch	15/20	15/20	15/20	20/30

Impacts: All trains will continue to operate, customers will have slightly longer waits for trains and trains will be more crowded. It is anticipated that this proposal will result in the loss of 360,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$4.11 million and the ridership loss will reduce revenues by \$0.61 million. The subsidy savings for the headway widening for FY11 is projected to be \$3.50 million.

2) PROPOSAL: On weekdays during the off-peak periods, make minor headway widening as described below:

Weekdays – off-peaks	Headway Present/Proposed (Minutes)		
	9:30am – 3:30pm	6:30pm - 9:30pm	9:30 - closing
Line			
Red			
Shady Grove-Glenmont	12/15	12/15	15/20
Shady Grove-Silver Spring	12/15	12/15	-
Blue			
Franconia /Spring.-Largo	12/15	12/15	20/30
Orange			
Vienna-New Carrollton	12/15	12/15	20/30
Yellow			
Huntington-Ft Totten	12/15	12/15	20/30
Green			
Greenbelt-Branch	12/15	12/15	20/30

Impacts: All trains will continue to operate, but customers will have slightly longer waits for trains and trains will be more crowded. It is projected that this proposal will result in the loss of 600,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$5.44 million and the ridership loss will reduce revenues by \$1.01 million. The subsidy savings for the headway widening for FY11 is projected to be \$4.43 million.

3) PROPOSAL: Reduce Service on Holidays and During the Holiday Season

Because the ridership declines on holidays, this proposal make minor reductions on Martin Luther King, Presidents, Columbus Day and Veterans’ Day. In addition, minor reductions will also be made around the Christmas/New Year’s holidays. These reductions include shorter train length and operating fewer trains. There would be no change to the times the system opens.

Impacts: Some capacity will be reduced slightly and some customers will have slightly longer waits for trains. It is anticipated that there will not be overcrowding as ridership is reduced during these times. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.14 million. The subsidy savings for this proposal for FY11 is projected to be \$0.14 million.

4) PROPOSAL: Reduce weekday peak service by operating all six-car trains; no eight-car trains (reduces peak pull-out by 58 cars)

Currently there are 29 eight-car trains operated during the peak period: 10 on the Red Line, 10 on the Green Line and nine on the Orange. The trains will still operate but they will be six-car trains.

Impacts: All trains will continue to operate, but capacity will be reduced slightly. Customers will have slightly longer waits for trains and trains will be more crowded. It is projected that this proposal will result in the loss of 1.28 million riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$6.23 million and the ridership loss will reduce revenues by \$3.54 million. The subsidy savings for the headway widening for FY11 is projected to be \$2.69 million.

5) PROPOSAL: Reduce weekday early morning service on all lines

Reduce weekday train service between 6:00 and 6:30 a.m. by widening the headways from every six minutes to every eight minutes.

Impacts: Capacity will be reduced slightly to reflect the lower ridership during this time period. Customers will have slightly longer waits for trains. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.46 million. The subsidy savings for this proposal for FY11 is projected to be \$0.46 million.

6) PROPOSAL: Change peak frequency on Red Line

To improve reliability on the Red Line and to correct the running time problem on the line the proposal is to widen the headway from two and a half to three minutes from Grosvenor to Silver Spring and from five to six minutes from Silver Spring to Glenmont and from Grosvenor to Shady Grove.

Impacts: Capacity will be reduced slightly during this time period. Customers will have slightly longer waits for trains. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$1.30 million. The subsidy savings for this proposal for FY11 is projected to be \$1.30 million.

7) PROPOSAL: Close additional mezzanines on weekends

On Saturday and Sunday close additional mezzanine entrances while keeping the station open through other station entrances. Currently this is done at four stations; Farragut North, Farragut West, Judiciary Square, and L'Enfant Plaza. This proposal would close the following mezzanines: Anacostia North, Stadium Armory North*, New York Ave South, Friendship Hts. South, Shaw Howard U. South, L'Enfant Plaza West, King St North, Navy Yard West*, U Street East, and Silver Spring North. (* note: both entrances will remain open during major events)

Impacts: The stations will remain open but one of the entrances will be closed resulting of patrons having to walk up to an addition two to three blocks for access to Metrorail. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.67 million. The subsidy savings for this proposal for FY11 is projected to be \$0.67 million.

8) PROPOSAL: Close five stations entrances daily at 8:00 pm

On all weeknights, the following station entrances will close early: King St. North, Stadium Armory North*, McPherson Sq. West, Shaw Howard U. South, and Friendship Hts. South. (* note: both entrances will remain open during major events)

Impacts: The stations will remain open but one of the entrances will be closed resulting of patrons having to walk up to an addition two to three blocks for access to Metrorail. Ridership at these stations is low, less than 650 riders after 8:00pm on an average weeknight. It is projected that this proposal will not result in the loss any riders.

Subsidy Savings: This proposal will reduce annual costs by \$0.2 million. The subsidy savings for this proposal for FY11 is projected to be \$0.2.

9) PROPOSAL: Close three stations on weekends

On weekends, the following stations will close: Morgan Blvd, Cheverly and Deanwood

Impacts: Ridership at these stations is low on weekends; less than 1,000 riders on an average Saturday and 600 riders on Sunday. It is projected that this proposal will result in the loss of 60,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$0.20 million and the ridership loss will reduce revenues by \$0.10 million. The subsidy savings for FY11 is projected to be \$0.10 million.

Possible Changes in Span

10) PROPOSAL: Open one hour later on Saturday and Sunday

Delay the opening of the rail system on Saturday and Sunday by one hour, and open at 8:00 am instead of the current 7:00 am. The system will revert back to the opening times prior to 2003.

Impacts: Since the system will open later on weekends, riders will have to adjust their schedules where possible to ride the system. It is projected that this proposal will result in the loss of 510,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.47 million and the ridership loss will reduce revenues by \$0.85 million. The subsidy savings for FY11 is projected to be \$0.62 million.

11) PROPOSAL: Open system one-half hour later on weekdays

Currently on weekdays, the first trains of the day start passenger service at the terminal stations at 5:00 a.m. and arrive downtown approximately 30 minutes later. This proposal will delay the opening of the rail system on weekdays by 30 minutes from the current 5:00 am to 5:30 am.

Impacts: Since the rail system will open later on weekdays, riders will have to adjust their schedule to ride the system. It is projected that this proposal will result in the loss of 430,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.65 million and the ridership loss will reduce revenues by \$0.86 million. The subsidy savings for FY11 is projected to be \$0.79 million.

12-14) PROPOSALS: Close the rail system at midnight on Fridays and Saturdays

Currently the rail system stays open till 3:00 am on Friday and Saturday nights. These three proposals are options to close at either: 2:00 am, 1:00 am or midnight. The following is the ridership impacts of the options:

Current Ridership	Avg. Friday	Avg. Saturday
2:00-3:00am	2,900	3,600
1:00-2:00am	4,100	4,200
Midnight-1:00am	6,600	6,200
Total	13,600	13,000

Impacts: Closing the system earlier will force riders to adjust their schedules or to find an alternative to riding the system. It is projected that these alternatives will result in the following ridership loss:

Alternative	Annual ridership loss
Close at 2:00 am	122,000
Close at 1:00 am	433,000
Close at midnight	847,000

Subsidy Savings: These proposals will have the following impact on the annual budget (in millions):

Alternative	Cost Savings	Revenue Loss	Subsidy Savings
Close at 2:00 am	\$2.58	\$0.34	\$2.24
Close at 1:00 am	\$5.16	\$0.86	\$4.30
Close at midnight	\$7.75	\$1.46	\$6.29

15) Proposal: Reduce the Yellow Line on weekday nights and on weekends to a rail shuttle between Huntington and King Street.

On weekdays (after 9:30 pm) and all day on Saturday and Sundays, the Yellow Line rail service will be reduced to a rail shuttle between Huntington and King Street. Riders would be required to make a transfer to the Blue Line to access the rest of the rail system.

Impacts: Since reducing the Yellow Line to a rail shuttle for two stations and requiring a transfer for most of the riders, it is projected that this proposal will result in the loss of 370,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.92 million and the ridership loss will reduce revenues by \$0.60 million. The subsidy savings for FY11 is projected to be \$1.32 million.

16) Proposal: Eliminate the Yellow Line extension to Ft. Totten

On weekdays (between after 9:30 am and 3:30 pm and after 6:30 pm) and all day on Saturday and Sundays, the Yellow Line rail service is extended from Mt. Vernon to Ft. Totten station. This proposal would eliminate this extension and all service would end at Mt. Vernon station. The Green Line would continue to operate to this area. Riders would be required to make a transfer to the Green Line to access Shaw Howard Univ., U Street, Columbia Heights, Georgia Ave. and Ft. Totten stations.

Impacts: Since reducing the Yellow Line extension requires a transfer rider, it is projected that this proposal will result in the loss of 90,000 riders annually.

Subsidy Savings: This proposal will reduce annual costs by \$1.99 million and the ridership loss will reduce revenues by \$0.15 million. The subsidy savings for FY11 is projected to be \$1.84 million.

Docket B10-2

Proposed MetroAccess Changes

- 1. Align MetroAccess service area with the ADA definition in terms of service hours and locations, and/or charge a premium for service provided to locations beyond the $\frac{3}{4}$ -mile corridor around fixed-route services. The premium for the zones would be: Zone 1 - \$5 extra, Zone 2 -\$10 extra, Zone 3 -\$15 extra, and Zone 4 -\$20 extra.**

Option 1. Align MetroAccess service area with ADA definition to expand and contract based on the availability of fixed-route service by day, time, and location. This means that no paratransit service would be offered for trips that either start or end beyond $\frac{3}{4}$ mile of existing fixed-route services (otherwise known as the ADA corridor) that would otherwise be operating at the day/time/location of the desired trip.

Option 2. Align MetroAccess service area with ADA definition as in Option 1, except that service would be provided beyond the ADA corridor but at a premium fare added to the base fare depending on the existing zone structure that are discussed in earlier in this docket.

- Zone 1- up to three miles beyond the corridor would carry a \$5 premium fare;
- Zone 2- between three and six miles beyond the corridor would carry a \$10 premium fare;
- Zone 3- between six and nine miles beyond the corridor would carry a \$15 premium fare; and
- Zone 4- more than nine miles beyond the corridor would carry a \$20 premium fare.

The boundaries of the MetroAccess service area presently coincide with the County lines of the member jurisdictions. Under the proposed changes, Option 1 would reduce the service area to that legally required under the ADA; whereas Option 2 would maintain the existing geographic boundaries but would impose an increase in premium fares for those trips that extend beyond the legally required service area.

- 2. Align MetroAccess fare structure to the maximum allowed under the ADA definition (twice the equivalent fixed-route fare).**

The travel path between origin and destination for each paratransit trip will be measured against Metro's Trip Planner to identify what fixed-route services would be available and required to provide a comparable trip. Comparable trip shall be defined as any combination of available bus and/or rail services that would facilitate travel

between the requested origin and destination for the shortest possible duration. The fare for the paratransit trip will then be calculated as twice the fare of the comparable trip.

These proposed fare changes are discussed in the fare section of this docket.

3. Align Free Ride Program with conditional eligibility.

Currently, all duly-registered MetroAccess customers are permitted to ride free without limitation on Metrobus and Metrorail. The proposed change would limit this privilege to those customers who are found to be conditionally eligible for MetroAccess paratransit service. The impact of this change would become effective as each individual customer participates in the assessment process, either as a new applicant or an existing customer applying for recertification. Conditional eligibility shall be defined as eligibility for paratransit service for certain trips in which prevailing conditions would make use of fixed-route service impossible for the customer in question. The basis for providing full paratransit eligibility is that the customer is not able to use fixed-route services due to their disability and would therefore have no need for the Free Ride Program.

Rick Taube

From: Green, Jennifer A. [jagreen@wmata.com]
Sent: Monday, March 22, 2010 8:54 AM
To: Green, Jennifer A.
Subject: METRO News: Metrorail ridership rebounding; FY2011 budget hearings

Metrorail ridership rebounding

In case you were wondering whether it's just your imagination...it isn't. There really are more riders on the Metrorail system. Weekday ridership so far this month has averaged 750,000 trips. In January weekday ridership averaged 717,000 trips, and average weekday ridership in February totaled 593,000 trips, due in large part to the historic snowstorms (ridership on Wednesday, February 10, was 36,097 trips). Metrorail ridership typically surges in the spring when the weather turns milder, the cherry blossom season blooms, and tourists who are visiting the region ride Metrorail alongside everyday commuters.

Metro seeks public input on FY2011 budget

At six hearings over the next two weeks, Metro will hear from the public on options for closing a \$189 million gap in the FY2011 budget, largely due to increased expenses and losses in revenue from lower than expected ridership. Options for closing the gap include fare increases, service reductions, and changes to MetroAccess service. In addition to speaking at the hearing, members of the public can mail or email comments to Metro or comment online, at www.wmata.com/survey.cfm; submissions must be received by 5:00 p.m. on April 6.

Hearings in Virginia:

Monday, March 22

Oakton High School Lecture Hall
2900 Sutton Road
Vienna, VA
6:30 pm Open House
7:00 pm Public Hearing

Wednesday, March 31

Arlington County Board Room, 3rd Floor
2100 Clarendon Boulevard
Arlington, VA
6:30 pm Open House
7:00 pm Public Hearing

For additional dates, times, and locations of the public hearings, as well as a summary of the gap-closing proposals, please see the press release: http://www.wmata.com/about_metro/news/PressReleaseDetail.cfm?ReleaseID=4368.

Should you have questions about these or any Metro issues, please feel free to contact me.

Jennifer A. Green
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Virginia Government Relations Officer
Washington Metropolitan Area Transit Authority (Metro)
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Transit expert conducts assessment of Metro

For immediate release: March 11, 2010

SHARE

Analysis to serve as a guide for Metro's Board

An international expert on transit systems provided the Washington Metropolitan Area Transit Authority's Board of Directors with a verbal assessment of the transit agency today so that the Board could use that analysis during the transition to an interim and then permanent general manager.

The Board hired David Gunn, a former Metro General Manager and transit expert, to provide an analysis on the current status of Metro, to identify issues of concern and to recommend corrective actions to alleviate the identified concerns.



Gunn examined the Metro system through interviews with a variety of people throughout Metro, by reviewing documentation, and his personal observations. His assessment identified four major challenges for Metro:

- Resolve safety issues;
- Recruit a new permanent general manager;
- Deal with deteriorating financial trends; and
- Control escalating MetroAccess subsidies.

"Mr. Gunn's recommendations will help the Board move forward in working with Interim General Manager Richard Sarles and it will help us select the next permanent general manager to head the transit agency," said Metro Board Chairman Peter Benjamin. Sarles will arrive on March 29 as the interim general manager.

A summary of Gunn's report is provided below.

Issues of Safety

Safety is affected by virtually every aspect of Metro's governance, finance, organization, management and operations. Metro needs to regain its strong safety culture throughout the entire organization.

- Create a workplace where safety is openly discussed, problems are reported, solved and all employees, supervisors and managers know they can ask for help without fear.
- Provide all employees with the training and knowledge required to be safe and ensure the system is safe.
- Ensure safety is the responsibility of line departments such as signal, track and operations.
- End "shoot the messenger" at all levels of the organization.

- Communicate candidly about safety with the public

Financial Issues

- Avoid service cuts to Metrorail, recognize cost recovery of 80 percent on rail and 35 percent on bus.
- Deal with Metro Access and Metrobus subsidy increases:
 - 1 Percentage growth for Metro Access from 2000 to 2009 was 32.1 percent
 - 2 Percentage growth for Metrobus from 2000 to 2009 was 69 percent
 - 3 Percentage growth for Metrorail from 2000 to 2009 was 12 percent
- Manage rail fare increases realistically to minimize ridership losses.
- Allocate financial resources based on the system's operating and capital needs.
- Educate the public about financial realities: this trend cannot continue

Organization and Management Issues

- **Organizational Structure**
 - 1 Increase direct reports to the general manager for better control and strengthen senior management.
 - 2 Merge engineering and maintenance functions around systems (examples: signals, power, track.)
- **Departmental Goals and Objectives**
 - 1 Create an organization with clear responsibility centers
 - 2 Develop with key managers realistic, quantifiable goals tied to capital and operating budgets and hold managers accountable
 - 3 Link personnel allocations more closely to the budget, goals and objectives
 - 4 Monitor monthly reports to assure goals are being met (examples: miles of track, ties, fasteners, joints and turnouts replaced)
- **Personnel**
 - 1 Recruit a permanent general manager with a strong operating and technical background, the quality of the next general manager will significantly affect the ability to hire competent senior managers
 - 2 Recruit experienced senior managers with engineering experience to fill many currently open positions
 - 3 Hire and train qualified staff to address the maintenance backlog.
 - 4 Overcome the negative impact of reductions in force and early retirements
 - 5 Address pending Metrobus management retirements, as they will pose a recruiting challenge in the near future.
 - 6 Stop using hiring freezes to control the budget
- **Budget**
 - 1 Introduce new reporting regimen so that quantifiable goals are tied to the capital and operating budgets
 - 2 Prioritize capital and operating budgets by asset class (ex: bus procurement, rail replacement, ties, grouting, etc.)
 - 3 Hold managers accountable to manage the personnel, results and dollars.
- **Operations**
 - 1 Metrobus operations are working relatively well
 - 2 Metrorail operations need attention to reverse current trends
 - a Accelerate track and car maintenance, clearing and replacement
 - b Clean tunnels and stations necessary for equipment reliability and safety
 - c Generally increase maintenance programs

Issues of Board Governance

- The Board and the general manager should agree on the transit authority's agenda, goals and objectives.
- To provide continuity, the Board chairman should serve a multi-year term.
- The Board and general manager should adopt and implement bus and rail service standards.
- The Board and general manager should streamline procurement policies to facilitate acquisitions
- Level with the public regarding the seriousness of the problems facing Metrorail

News release issued at 4:19 pm, March 11, 2010.



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The Washington Post

Getting Metro right

Sunday, March 21, 2010; A18

THE MAN who will shortly take the reins of Metro, former New Jersey Transit chief Richard Sarles, will have his hands full in an agency beset by management upheaval, reeling from safety mishaps and faced with sobering financial problems. Compounding the difficulties, Mr. Sarles will be a placeholder; he will have the job only in an acting capacity pending a search for a permanent general manager of the country's second-busiest transit system. The real risk at this moment of transition is that all of Metro's daunting challenges will obscure what lies at the heart of its difficulties: an antiquated, inefficient and unsuitable governing structure. Unless the region's elected officials get that right, the new general manager's odds of success are slight, and the other issues are unlikely to be addressed.

Metro's 16-member board of directors, and the three-jurisdictional compact that codifies its structure, are relics. Once, when Metro was more a construction project than a major mass transit system, the board's structure made some sense. A rotating one-year chairmanship ensured that Maryland, Virginia and the District would feel fairly treated in the process of contracting for, building and locating 86 stations and 106 miles of track.

But once the system was built, Metro's governing system became more hindrance than help. A tradition developed whereby the District and Virginia named local elected officials to the Metro board, while Maryland named board members who were not in elected positions. Board members who wore second hats as politicians tended to look out for their own constituents and jurisdictional turf, an arrangement that has led to countless squabbles -- over the primacy of bus vs. rail, the question of raising rates at Metro parking lots vs. raising fares, and so forth. Until the appointment of a pair of board members representing the federal government this year, no one was specifically charged with regarding Metro as a critical regional asset.

The result has been an unwieldy hodgepodge of interests that makes day-to-day governance a headache, not least for the succession of general managers picked to run the system. Drive-by oversight by board members lacking deep expertise in transit has been one problem. Board members too busy with their day jobs to pay much attention has been another.

It's time to rethink the compact and reengineer Metro's board of directors. The chairman should serve for multiple years, not just one. Elected officials should be barred from moonlighting as board members. The current structure, under which the general manager must be all things to all people, plus run an agency of 10,000 employees, is untenable. If the general manager is expected to be the public face of Metro, dealing with the board, the community and the media, then he or she should have a strong deputy who functions as the system's chief executive. Either that, or position the board chairman to be the face of Metro and leave the GM to handle operations.

The system, once a point of civil pride, has become an embarrassment. Repeated accidents, injuries and deaths have made passengers nervous about riding the subway. Long-term capital deficits are forecast in the billions of dollars. The escalators break down constantly. There are reports of waste in MetroAccess. Systemwide, morale is said to be poor. Absenteeism, particularly among bus employees, is nearly twice the industry average. In short, Metro is in crisis. What's lacking is a sense of urgency, but that's precisely what will be needed to reform a governing structure whose time is past.

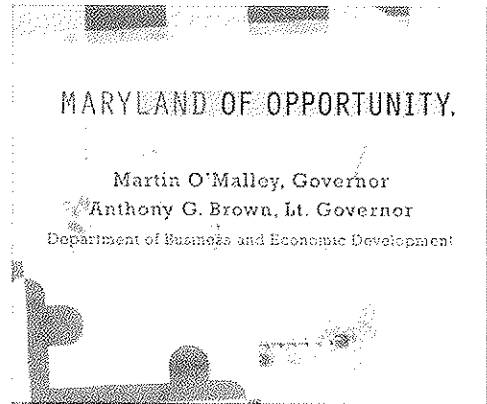
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AGENDA ITEM #6

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: March 25, 2010
SUBJECT: Transit Performance Tables for FY 2009.

The attachments show levels of performance for Northern Virginia's transit systems as of FY 2009. The tables show that these transit systems collectively carry over 500,000 average daily passenger trips and over 147 million annually as of FY 2009. Most of the systems show continued strong ridership trends.

Individually, the systems serve different purposes, as reflected in the range of average trip length from 1.7 miles per trip on Arlington's ART and 2.84 miles per passenger trip on Alexandria's DASH up to 32.84 miles per trip on Loudoun County Transit and 28.42 miles per trip on VRE. Fleet sizes range from 12 CUE buses in the city of Fairfax to 253 Fairfax Connector buses, with Metrorail operating over 1,800 buses and 1,000 railcars systemwide.

NVTC staff compiles this information each year directly from the transit systems and posts it on the NVTC website. Each system is also responsible for posting monthly performance details on DRPT's OLGA website. NVTC staff works to ensure that monthly data are consistent and accurate. A copy of a monthly report from DRPT to the Commonwealth Transportation Board on statewide transit ridership is attached, using the OLGA data. As can be seen, ridership growth in the first half of FY 2010 has slowed, and for many systems, begun to decline.



Figure 2: Public Transit Systems Operating in Northern Virginia
Operating Statistics and Performance Indicators, FY 2009

	Fairfax Connector		Potomac and Rappahannock Transportation Commission		Virginia Railway Express (VRE)		Alexandria DASH		City of Fairfax CUE		Arlington Transit (ART)		Loudoun County Transit		Washington Metro Area Transit Authority	
			Omni Ride	Omni Link	Express (VRE)	DASH	CUE	Transit (ART)	Transit	Metrolink (Northern Virginia)	Metrorail (Northern Virginia)					
Annual Passenger Trips	9,576,635	2,146,441	1,025,633	3,868,035	4,006,825	1,031,659	1,428,827	890,011	22,125,429	101,183,949						
Vehicle Miles	8,548,758	2,256,897	827,523	2,152,020	1,574,866	450,486	706,571	2,039,894	13,972,842	24,825,793						
Passenger Miles	64,950,529	49,721,760	5,669,428	109,948,545	11,372,109	4,292,497	2,429,006	29,227,943	71,276,354	568,183,228						
Fleet Size	253	98	22	112	64	12	34	43	1,806**	1,038**						
Average Age of Fleet (years)	6.3	5.3	5.3	21	6.1	6.0	3.2	4	7.5	20						
Average Weekday Boardings	30,278	8,817	3,821	15,754	14,033	3,651	4,926	3,614	79,061	343,436						
Average Trip Length (miles)	6.78	23.16	5.53	28.42	2.84	4.16	1.70	32.84	3.22	5.62						
On Time Performance	97%	Not Available	Not Available	88.6%	92.0%	92.0%	98.0%	95.0%	74.5%	93.3%						
Operating Costs	\$31,824,511	\$16,327,621	\$9,253,572	\$67,251,990	\$11,391,042	\$2,962,838	\$5,579,760	\$5,962,665	\$118,205,958	\$217,696,407						

Source: Operating Information obtained directly from individual transit systems

* Estimated based on WMATA systemwide data

** WMATA systemwide data

Figure 3: Fares on Northern Virginia Transit Systems

Rail Systems	Minimum Fare	Maximum Fare	Senior	Disabled	Under 21
VRE	\$2.90	\$10.30	50% discount	50% discount	50% discount
Metrorail Regular Fare	\$1.65	\$4.50	\$0.80	\$0.80	NA
Metrorail Reduced Fare	\$1.35	\$2.35	\$0.80	\$0.80	NA

Metrorail regular fares are charged between 5:30 and 9:30am and 3:00 to 7:00pm weekdays. Reduced fares are charged at all other times.

Bus Systems	Base Fare	Student	Senior	Disabled	Metrorail transfer
ART (cash fare)	\$1.35	\$0.60	\$0.60	\$0.60	\$1.35
ART (SmartTrip)	\$1.25	\$0.60	\$0.60	\$0.60	\$0.75
ART Lunch Loops	<i>FREE</i>				
Connector (cash fare)	\$1.35		\$0.60	\$0.60	\$1.35
Connector (SmartTrip)	\$1.25		\$0.60	\$0.60	\$0.85
Connector Express 595 & 597	\$7.00		\$0.60	\$0.60	\$7.00
Connector Express 380	\$5.00		\$0.60	\$0.60	\$4.50
CUE (City of Fairfax) (cash)	\$1.35	\$0.65	\$0.65	\$0.65	
CUE (City of Fairfax) (SmartTrip)	\$1.25	\$0.65	\$0.65	\$0.65	
DASH (City of Alexandria)	\$1.25		\$1.25	\$1.25	\$1.25
GEORGE (City of Falls Church)	\$1.00		\$1.00	\$1.00	\$1.00
Loudoun County Transit to Arlington and DC	\$8.00				
Loudoun County Transit to West Falls Church Metro	\$2.25				
Metrobus (cash fare)	\$1.35		\$0.60	\$0.60	\$0.35
Metrobus (SmartTrip fare)	\$1.25		\$0.60	\$0.60	\$0.35
Metrobus Express (cash fare)	\$3.10		\$0.60	\$0.60	
Metrobus Express (SmartTrip)	\$3.00		\$0.60	\$0.60	
OMNILink (PRTC)	\$1.10		\$1.10	\$1.10	
OMNIRide (PRTC) (cash fare)	\$6.50		\$3.25	\$1.10	
OMNIRide (PRTC) (SmartTrip)	\$4.75		\$3.25	\$3.25	
OMNIRide MetroDirect (PRTC) (cash)	\$3.00		\$1.50	\$1.50	
OMNIRide MetroDirect (PRTC) (SmartTrip)	\$2.40		\$1.50	\$1.50	

Figure 5: Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2008 - 2009

System	Average Weekday Passenger Trips, FY 2008	Average Weekday Passenger Trips, FY 2009	Annual Passenger Trips, FY 2008	Annual Passenger Trips, FY 2009
<u>Metrorail Virginia</u>	323,783	343,436	97,985,696	101,183,949
<u>Metrobus Virginia</u>	71,449	79,061	21,574,431	22,125,429
<u>Fairfax Connector</u>	33,901	30,278	9,810,228	9,576,635
<u>VRE</u>	14,662	15,754	3,583,534	3,868,035
<u>DASH</u>	13,657	14,033	3,978,773	4,006,825
<u>PRTC Omni Ride</u>	7,472	8,817	1,840,616	2,146,441
<u>PRTC Omni Link</u>	3,746	3,821	1,008,568	1,025,633
<u>CUE</u>	3,713	3,651	1,047,346	1,031,659
<u>ART</u>	4,243	4,926	1,225,427	1,428,827
<u>Loudoun County Transit</u>	3,156	3,614	777,273	890,011
Total	479,422	507,391	142,892,715	147,283,444

Note: Ridership on WMATA reimbursable services such as GEORGE, REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

**Figure 7: FY2008-2009 Metrorail Ridership Summary
Average Daily Passenger Trips by Station**

Station	Weekday FY 2008	Saturday FY 2008	Sunday FY 2008	Weekday FY 2009	Saturday FY 2009	Sunday FY 2009
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,315	3,594	2,549	8,841	3,881	2,316
Van Dorn Street	7,129	3,256	2,276	7,356	3,560	2,099
Eisenhower Avenue	3,885	1,996	1,296	4,514	2,393	1,240
King Street	16,443	8,166	5,770	18,239	9,493	6,126
Total Alexandria:	35,772	17,011	11,890	38,949	19,325	11,781
Stations in Arlington						
Orange Line Stations						
East Falls Church	7,926	4,358	3,046	8,107	4,714	2,825
Ballston	24,148	10,868	7,314	24,179	11,191	6,459
Virginia Square	7,688	2,841	1,922	8,006	3,140	1,806
Clarendon	8,146	5,418	3,643	8,392	5,682	3,125
Courthouse	13,919	6,632	4,647	14,197	6,886	4,097
Rosslyn	32,708	12,669	9,929	33,326	13,299	8,965
Blue/Yellow Line Stations						
Arlington Cemetery	2,896	4,532	4,054	3,020	4,722	4,313
Pentagon	30,539	4,938	3,649	31,264	4,947	3,448
Pentagon City	30,935	22,712	16,223	31,827	23,309	14,247
Crystal City	27,310	10,147	7,466	28,628	10,837	6,929
National Airport	11,189	7,598	9,080	11,289	7,732	10,970
Total Arlington:	197,406	92,713	70,971	202,235	96,458	67,184
Stations in Fairfax County*						
Orange Line Stations						
Vienna	25,553	11,742	8,051	26,559	12,720	7,288
Dunn Loring	10,339	4,769	3,262	10,314	5,109	3,002
West Falls Church	19,830	6,443	4,415	20,295	6,209	4,240
Blue/Yellow Line Stations						
Huntington	16,420	6,195	4,458	16,797	6,695	4,260
Franconia-Springfield	18,464	8,609	5,926	18,899	9,252	5,381
Total Fairfax:	90,606	37,758	26,113	92,864	39,985	24,172
Total Virginia:	323,783	147,482	108,974	334,048	155,769	103,136

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 7A: FY2008-2009 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Weekday)**

Station	Weekday FY 2008	Weekday FY 2009	Total Change FY 08-09	Percentage Change FY 08-09
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	8,315	8,841	525	6%
Van Dorn Street	7,129	7,356	227	3%
Eisenhower Avenue	3,885	4,514	629	16%
King Street	16,443	18,239	1,795	11%
Total Alexandria:	35,772	38,949	3,178	9%
Stations in Arlington				
Orange Line Stations				
East Falls Church	7,926	8,107	181	2%
Ballston	24,148	24,179	31	0%
Virginia Square	7,688	8,006	318	4%
Clarendon	8,146	8,392	246	3%
Courthouse	13,919	14,197	279	2%
Rosslyn	32,708	33,326	618	2%
Blue/Yellow Line Stations				
Arlington Cemetery	2,896	3,020	124	4%
Pentagon	30,539	31,264	725	2%
Pentagon City	30,935	31,827	892	3%
Crystal City	27,310	28,628	1,318	5%
National Airport	11,189	11,289	99	1%
Total Arlington:	197,406	202,235	4,830	2%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	25,553	26,559	1,006	4%
Dunn Loring	10,339	10,314	-25	0%
West Falls Church	19,830	20,295	465	2%
Blue/Yellow Line Stations				
Huntington	16,420	16,797	377	2%
Franconia-Springfield	18,464	18,899	435	2%
Total Fairfax:	90,606	92,864	2,258	2%
Total Virginia:	323,783	334,048	10,265	3%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 7B: FY2008- 2009 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Saturday)**

Station	Saturday FY 2008	Saturday FY 2009	Total Change FY 08-09	Percentage Change FY 08-09
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	3,594	3,881	287	8%
Van Dorn Street	3,256	3,560	304	9%
Eisenhower Avenue	1,996	2,393	396	20%
King Street	8,166	9,493	1,327	16%
Total Alexandria:	17,011	19,325	2,314	14%
Stations in Arlington				
Orange Line Stations				
East Falls Church	4,358	4,714	356	8%
Ballston	10,868	11,191	323	3%
Virginia Square	2,841	3,140	299	11%
Clarendon	5,418	5,682	263	5%
Courthouse	6,632	6,886	254	4%
Rosslyn	12,669	13,299	630	5%
Blue/Yellow Line Stations				
Arlington Cemetery	4,532	4,722	190	4%
Pentagon	4,938	4,947	8	0%
Pentagon City	22,712	23,309	597	3%
Crystal City	10,147	10,837	691	7%
National Airport	7,598	7,732	134	2%
Total Arlington:	92,713	96,458	3,746	4%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	11,742	12,720	978	8%
Dunn Loring	4,769	5,109	340	7%
West Falls Church	6,443	6,209	-235	-4%
Blue/Yellow Line Stations				
Huntington	6,195	6,695	500	8%
Franconia-Springfield	8,609	9,252	643	7%
Total Fairfax:	37,758	39,985	2,227	6%
Total Virginia:	147,482	155,769	8,287	6%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 7C: FY2008 - 2009 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Sunday)**

Station	Sunday FY 2008	Sunday FY 2009	Total Change FY 08-09	Percentage Change FY 08-09
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,549	2,316	-233	-9%
Van Dorn Street	2,276	2,099	-176	-8%
Eisenhower Avenue	1,296	1,240	-56	-4%
King Street	5,770	6,126	356	6%
Total Alexandria:	11,890	11,781	-109	-1%
Stations in Arlington				
Orange Line Stations				
East Falls Church	3,046	2,825	-221	-7%
Ballston	7,314	6,459	-856	-12%
Virginia Square	1,922	1,806	-116	-6%
Clarendon	3,643	3,125	-518	-14%
Courthouse	4,647	4,097	-549	-12%
Rosslyn	9,929	8,965	-964	-10%
Blue/Yellow Line Stations				
Arlington Cemetery	4,054	4,313	260	6%
Pentagon	3,649	3,448	-201	-6%
Pentagon City	16,223	14,247	-1,976	-12%
Crystal City	7,466	6,929	-537	-7%
National Airport	9,080	10,970	1,890	21%
Total Arlington:	70,971	67,184	-3,787	-5%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	8,051	7,288	-763	-9%
Dunn Loring	3,262	3,002	-260	-8%
West Falls Church	4,415	4,240	-175	-4%
Blue/Yellow Line Stations				
Huntington	4,458	4,260	-197	-4%
Franconia-Springfield	5,926	5,381	-545	-9%
Total Fairfax:	26,113	24,172	-1,941	-7%
Total Virginia:	108,974	103,136	-5,838	-5%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8: FY2008 - 2009 Metrorail Ridership Summary
Annual Passenger Trips by Station**

Station	Weekday FY 2008	Saturday FY 2008	Sunday FY 2008	Weekday FY 2009	Saturday FY 2009	Sunday FY 2009
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,169,951	187,165	136,024	2,308,130	201,395	120,151
Van Dorn Street	1,860,411	169,596	121,400	1,921,739	184,598	108,835
Eisenhower Avenue	1,013,857	104,185	69,510	1,178,641	124,039	64,463
King Street	4,287,855	424,903	307,811	4,764,892	491,999	318,713
Total Alexandria:	9,332,074	885,848	634,745	10,173,402	1,002,031	612,162
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,068,523	227,492	162,714	2,116,861	244,665	146,325
Ballston	6,303,369	564,717	390,957	6,311,539	580,443	335,087
Virginia Square	2,006,440	147,671	102,800	2,089,345	162,969	93,590
Clarendon	2,126,150	282,625	194,655	2,190,729	295,183	162,096
Courthouse	3,633,647	344,856	247,092	3,705,430	357,483	212,157
Rosslyn	8,539,603	655,971	526,441	8,700,032	688,932	463,257
Blue/Yellow Line Stations						
Arlington Cemetery	755,859	234,809	216,528	793,616	243,468	222,104
Pentagon	7,973,212	255,480	192,736	8,161,289	256,529	176,877
Pentagon City	8,073,084	1,184,156	867,544	8,314,751	1,209,576	739,677
Crystal City	7,128,238	525,200	397,431	7,474,900	559,775	358,733
National Airport	2,921,127	392,290	476,407	2,949,834	403,013	570,847
Total Arlington:	51,529,252	4,815,266	3,775,305	52,808,325	5,002,035	3,480,750
Stations in Fairfax County*						
Orange Line Stations						
Vienna	6,670,441	611,632	431,631	6,934,080	660,072	377,992
Dunn Loring	2,699,119	247,997	174,309	2,693,857	264,671	155,671
West Falls Church	5,176,012	334,657	236,271	5,299,690	350,278	221,768
Blue/Yellow Line Stations						
Huntington	4,285,892	323,653	238,687	4,385,050	347,518	221,213
Franconia-Springfield	4,817,847	448,708	316,347	4,937,079	479,825	278,582
Total Fairfax:	23,649,312	1,966,647	1,397,246	24,249,756	2,102,364	1,255,225
TOTAL VIRGINIA:	84,510,639	7,667,761	5,807,296	87,231,483	8,106,430	5,348,137

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8A: FY2008 - 2009 Metrorail Ridership Summary
Annual Passenger Trips by Station (Weekday)**

Station	Weekday FY 2008	Weekday FY 2009	Total Change FY 08-09	Percentage Change FY 08-09
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,169,951	2,308,130	138,179	6%
Van Dorn Street	1,860,411	1,921,739	61,328	3%
Eisenhower Avenue	1,013,857	1,178,641	164,785	16%
King Street	4,287,855	4,764,892	477,037	11%
Total Alexandria:	9,332,074	10,173,402	841,328	9%
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,068,523	2,116,861	48,338	2%
Ballston	6,303,369	6,311,539	8,171	0%
Virginia Square	2,006,440	2,089,345	82,905	4%
Clarendon	2,126,150	2,190,729	64,580	3%
Courthouse	3,633,647	3,705,430	71,782	2%
Rosslyn	8,539,603	8,700,032	160,428	2%
Blue/Yellow Line Stations				
Arlington Cemetery	755,859	793,616	37,757	5%
Pentagon	7,973,212	8,161,289	188,077	2%
Pentagon City	8,073,084	8,314,751	241,666	3%
Crystal City	7,128,238	7,474,900	346,661	5%
National Airport	2,921,127	2,949,834	28,707	1%
Total Arlington:	51,529,252	52,808,325	1,279,073	2%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	6,670,441	6,934,080	263,639	4%
Dunn Loring	2,699,119	2,693,857	-5,263	0%
West Falls Church	5,176,012	5,299,690	123,678	2%
Blue/Yellow Line Stations				
Huntington	4,285,892	4,385,050	99,158	2%
Franconia-Springfield	4,817,847	4,937,079	119,231	2%
Total Fairfax:	23,649,312	24,249,756	600,443	3%
Total Virginia:	84,510,639	87,231,483	2,720,844	3%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8B: FY2008 - 2009 Metrorail Ridership Summary
Annual Passenger Trips by Station (Saturday)**

Station	Saturday FY 2008	Saturday FY 2009	Total Change FY 08-09	Percentage Change FY 08-09
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	187,165	201,395	14,230	8%
Van Dorn Street	169,596	184,598	15,003	9%
Eisenhower Avenue	104,185	124,039	19,854	19%
King Street	424,903	491,999	67,096	16%
Total Alexandria:	885,848	1,002,031	116,183	13%
Stations in Arlington				
Orange Line Stations				
East Falls Church	227,492	244,665	17,173	8%
Ballston	564,717	580,443	15,727	3%
Virginia Square	147,671	162,969	15,298	10%
Clarendon	282,625	295,183	12,558	4%
Courthouse	344,856	357,483	12,627	4%
Rosslyn	655,971	688,932	32,961	5%
Blue/Yellow Line Stations				
Arlington Cemetery	234,809	243,468	8,659	4%
Pentagon	255,480	256,529	1,049	0%
Pentagon City	1,184,156	1,209,576	25,420	2%
Crystal City	525,200	559,775	34,575	7%
National Airport	392,290	403,013	10,723	3%
Total Arlington:	4,815,266	5,002,035	186,769	4%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	611,632	660,072	48,440	8%
Dunn Loring	247,997	264,671	16,674	7%
West Falls Church	334,657	350,278	15,621	5%
Blue/Yellow Line Stations				
Huntington	323,653	347,518	23,865	7%
Franconia-Springfield	448,708	479,825	31,117	7%
Total Fairfax:	1,966,647	2,102,364	135,717	7%
Total Virginia:	7,667,761	8,106,430	438,669	6%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8C: FY2008 - 2009 Metrorail Ridership Summary
Annual Passenger Trips by Station (Sunday)**

Station	Sunday FY 2008	Sunday FY 2009	Total Change FY 08-09	Percentage Change FY 08-09
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	136,024	120,151	-15,873	-12%
Van Dorn Street	121,400	108,835	-12,565	-10%
Eisenhower Avenue	69,510	64,463	-5,048	-7%
King Street	307,811	318,713	10,902	4%
Total Alexandria:	634,745	612,162	-22,584	-4%
Stations in Arlington				
Orange Line Stations				
East Falls Church	162,714	146,325	-16,389	-10%
Ballston	390,957	335,087	-55,869	-14%
Virginia Square	102,800	93,590	-9,210	-9%
Clarendon	194,655	162,096	-32,560	-17%
Courthouse	247,092	212,157	-34,936	-14%
Rosslyn	526,441	463,257	-63,183	-12%
Blue/Yellow Line Stations				
Arlington Cemetery	216,528	222,104	5,576	3%
Pentagon	192,736	176,877	-15,859	-8%
Pentagon City	867,544	739,677	-127,867	-15%
Crystal City	397,431	358,733	-38,698	-10%
National Airport	476,407	570,847	94,441	20%
Total Arlington:	3,775,305	3,480,750	-294,555	-8%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	431,631	377,992	-53,639	-12%
Dunn Loring	174,309	155,671	-18,638	-11%
West Falls Church	236,271	221,768	-14,503	-6%
Blue/Yellow Line Stations				
Huntington	238,687	221,213	-17,475	-7%
Franconia-Springfield	316,347	278,582	-37,765	-12%
Total Fairfax:	1,397,246	1,255,225	-142,020	-10%
Total Virginia:	5,807,296	5,348,137	-459,159	-8%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

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

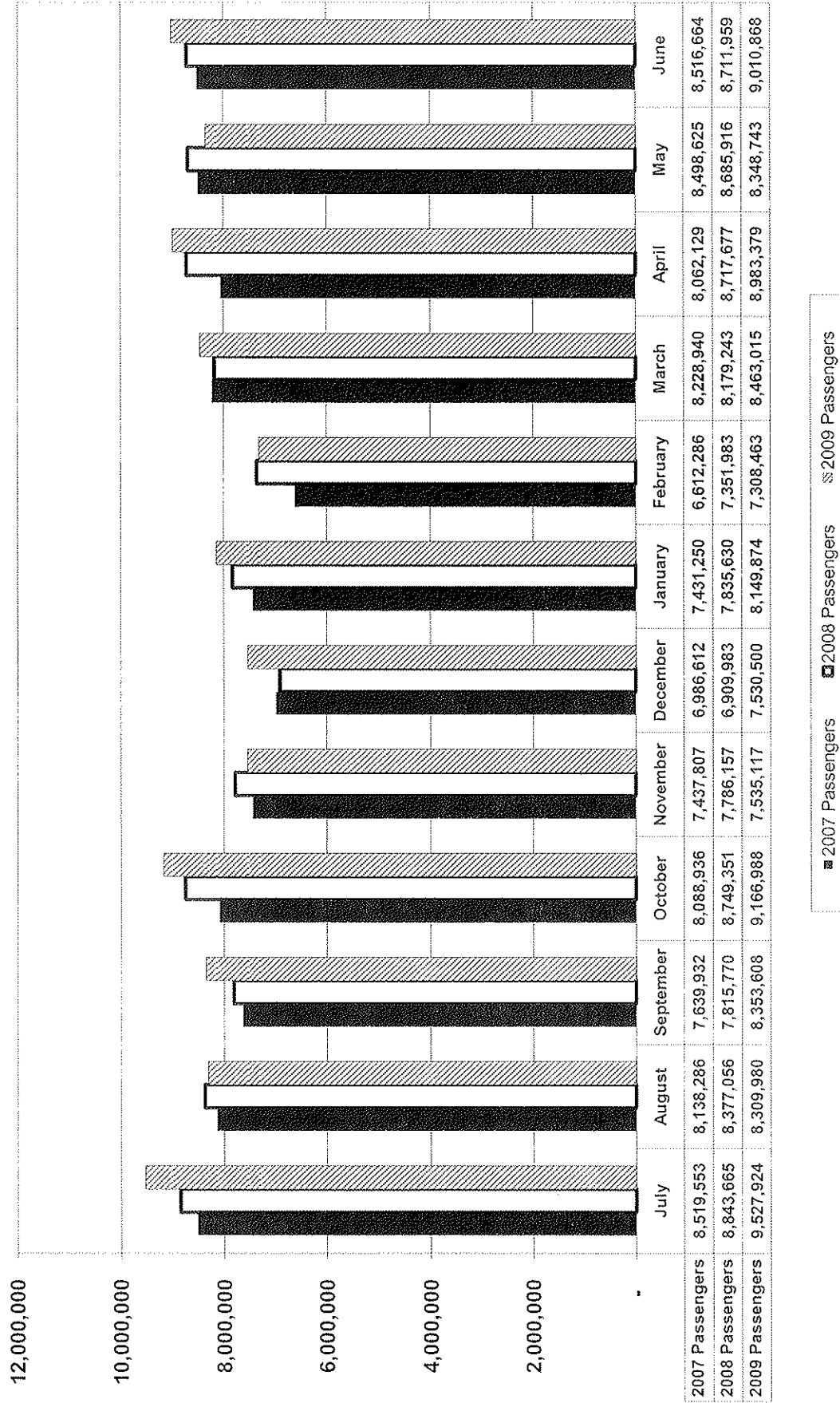


Figure 10: Metrorail Annual Northern Virginia Passenger Trips, FY 1996 - 2009

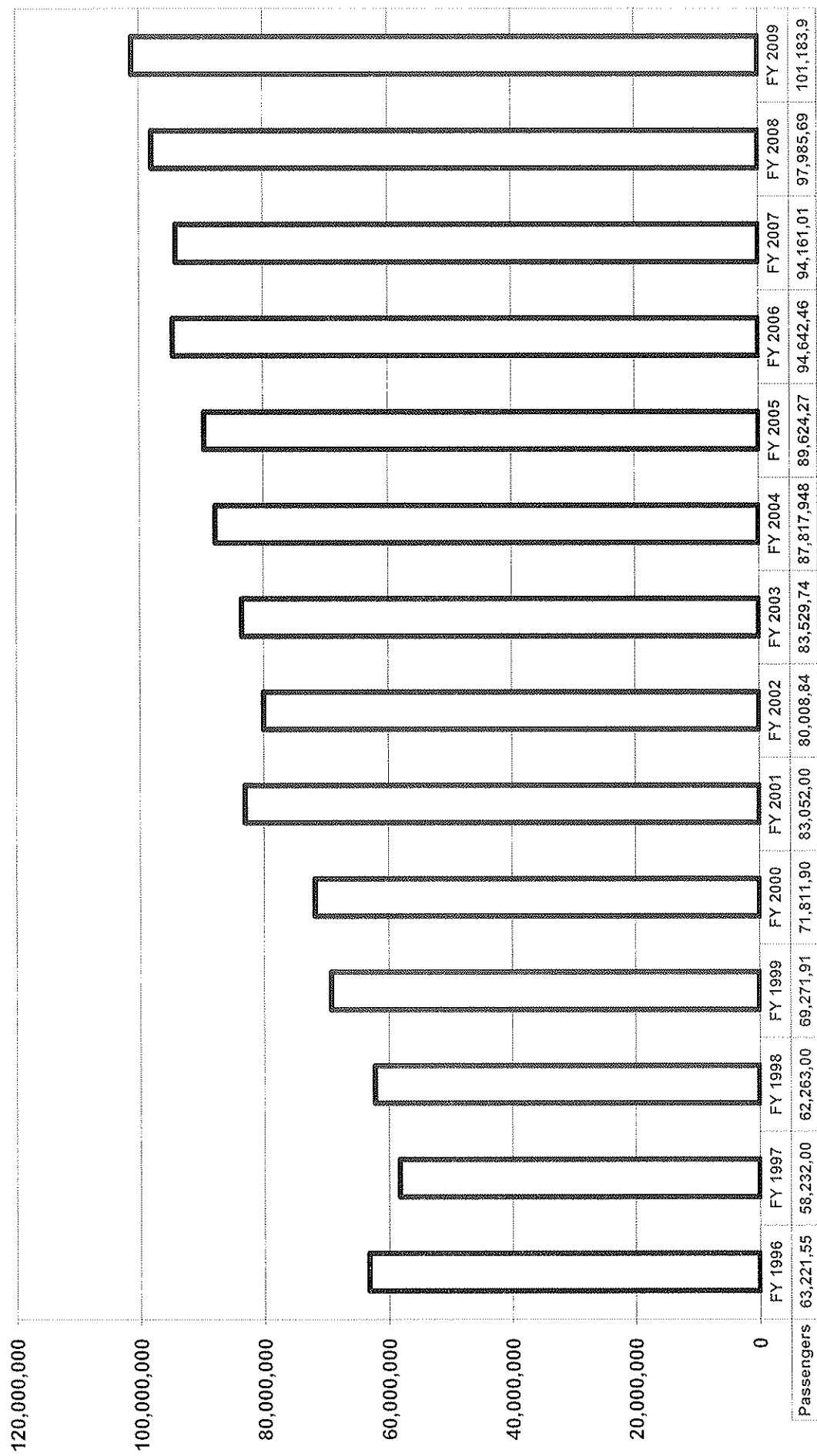


Figure 13: VRE Annual Passenger Trips, FY 1994 - FY 2009

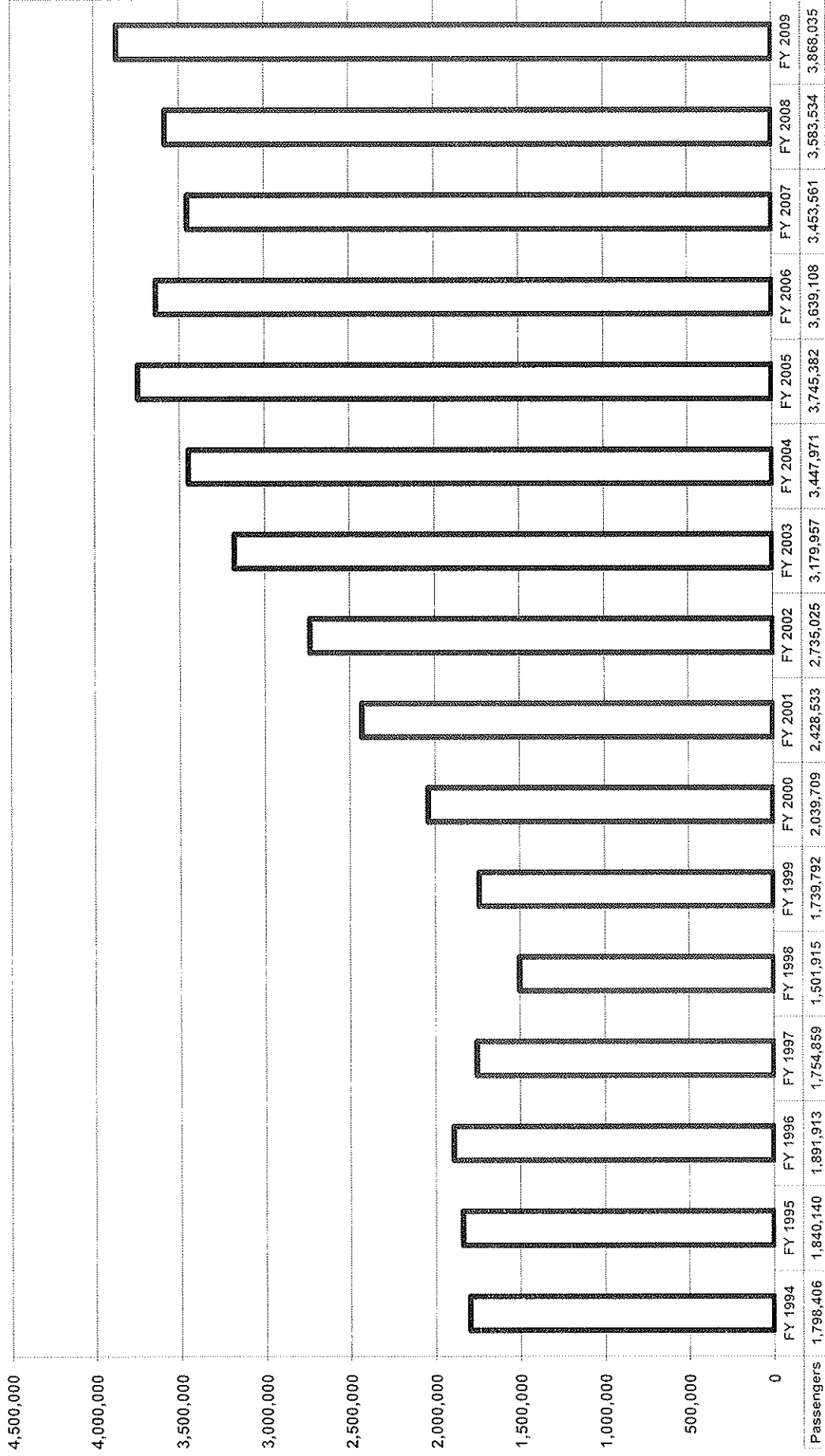


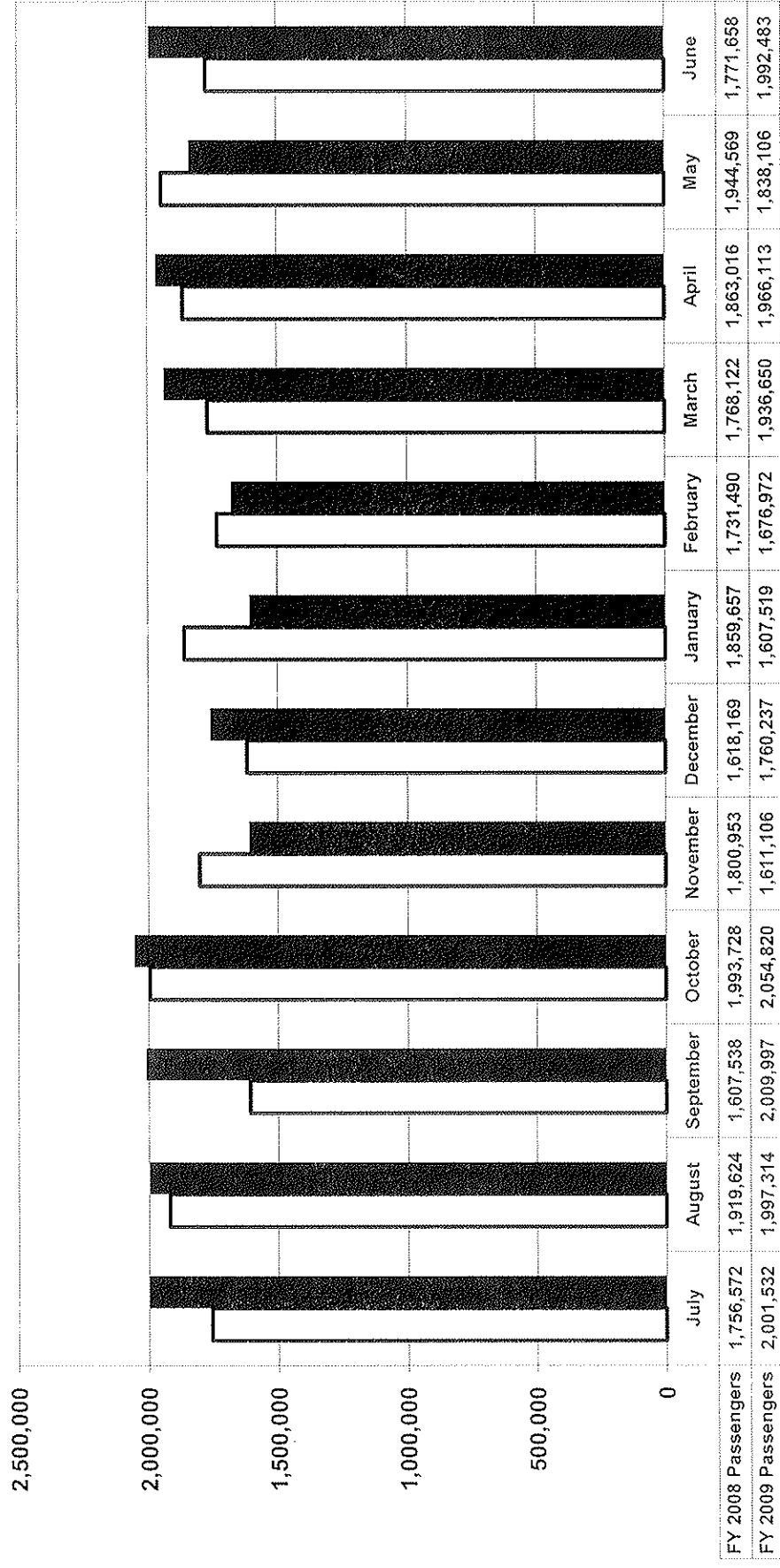
Figure 15: Northern Virginia Metrobus Average Daily Passenger Trips, FY 2008 - FY 2009

	Weekday FY 08	Saturday FY 08	Sunday FY 08	Weekday FY 09	Saturday FY 09	Sunday FY 09
Ballston Terminal Services						
1B,B/C,D,E,F,F/Z,Z/	4,228	2,828	1,591	5,055	3,021	2,108
2A,B,B/C,G	3,546	1,847	788	3,693	1,993	720
10B,B/C,D	2,411	2,237	1,336	2,718	1,822	1,092
22A,B,B/F	2,485	797		2,312	674	
23A,B,C,C/T,T/	4,067	2,540	1,633	3,927	2,453	1,535
24M,P	831			850		
25A,A/F,F/G,J,P,P/R	1,181	283	406	1,443	364	387
25B	1,377	791		1,406	682	
38B	450	116	119	2,841	1,543	882
Subtotal	20,577	11,438	5,874	24,244	12,552	6,724
Rosslyn Terminal Services						
3A,B,C,E,F	2,575	1,152	897	2,581	1,003	972
4A,B,E,H,S	2,320	705	424	2,428	742	475
Subtotal	4,895	1,857	1,321	5,009	1,745	1,448
Pentagon Terminal Services						
7A,A/C,E,F,H,P,W,X	4,461	1,555	1,083	4,686	1,619	1,167
8S,W,X,Z	1,128			1,250		
9A,B,C,C/E	1,678	1,067	795	1,739	1,051	745
10A,A/E	2,060	1,501	955	2,479	1,730	920
13A,B,F,G,M	804	190	121	857	144	171
16A,B,B/C,D,E,F,J	7,248	5,269	2,935	6,904	4,741	2,637
16L	229			215		
16G,H,K,W	4,354	2,273	1,554	4,108	2,579	1,532
17 Series	1,485			1,590		
18 Series	1,347			1,679		
21A,B,C,D,F	774			733		
28F,G	713			787		
29C,E,H,X	1,091			1,064		
Subtotal	27,372	11,856	7,443	28,092	11,864	7,172
Other Terminal Services						
2W	188			219		
REX	3,731	2,529	1,010	3,790	2,165	910
11Y	311			392		
12 Series	2,022			2,144		
15K,L	614			531		
20 Series	406			431		
24T	188			190		
VA 80,91	730			729		
28A,B,B/	4,537	3,748	2,274	5,317	3,490	2,800
GEORGE	280			289		
29K,N,N/	1,913	1,206		2,128	1,119	
2T	834	672	269	896	559	247
3T	587	273		1,054	336	
3Y	305			399		
9S	1,203			1,343		
16Y	1,047			1,233		
28T	673			629		
Subtotal	19,570	8,428	3,553	21,715	7,668	3,956
Metrobus Total-Virginia	72,414	33,578	18,191	79,061	33,829	19,300

Figure 16: Northern Virginia Metrobus Annual Passenger Trips, FY 2008 - FY 2009

	Weekday FY 08	Saturday FY 08	Sunday FY 08	Weekday FY 09	Saturday FY 09	Sunday FY 09
Ballston Terminal Services						
1B,B/,C,D,E,F,F/,Z,Z/	1,075,291	143,029	84,349	1,261,339	157,005	109,501
2A,B,B/,C,G	886,546	96,034	41,779	919,797	103,871	37,199
10B,B/,C,D	602,670	116,321	70,812	678,209	94,817	56,707
22A,B,B/,F	621,156	36,853		574,313	35,062	
23A,B,C,C/,T,T/	1,016,786	132,061	86,551	978,835	127,436	79,499
24M,P	207,827	119		211,699		
25A,A/,F,F/,G,J,P,P/,R	295,348	14,694	21,536	359,223	18,836	20,067
25B	344,290	41,135		350,725	35,527	
38B	112,099	1,391	2,619	682,048	80,251	45,876
Subtotal	5,162,013	581,637	307,646	6,016,188	652,805	45,876
Rosslyn Terminal Services						
3A,B,C,E,F	643,794	59,888	47,524	643,711	52,100	50,533
4A,B,E,H,S	579,971	36,657	22,484	604,528	38,568	24,567
Subtotal	1,223,765	96,545	70,008	1,248,239	90,668	75,100
Pentagon Terminal Services						
7A,A/,C,E,F,H,P,W,X	1,115,285	80,858	57,414	1,166,597	84,201	60,642
8S,W,X,Z	282,040			310,815		
9A,B,C,C/,E	419,595	55,502	42,150	433,644	54,678	38,736
10A,A/,E	514,946	78,054	50,598	616,917	89,777	47,883
13A,B,F,G,M	201,097	9,872	6,415	213,718	7,398	8,994
16A,B,B/,C,D,E,F,J	1,833,629	289,794	170,237	1,721,573	246,951	137,028
16L	57,982			53,283		
16G,H,K,W	1,101,522	125,039	90,119	1,023,455	133,966	79,446
17 Series	371,241			396,024		
18 Series	334,905			417,796		
21A,B,C,D,F	188,764			182,521		
28F,G	178,373			195,945		
29C,E,H,X	272,663			265,064		
Subtotal	6,872,042	639,119	416,933	6,997,352	616,971	372,729
Other Terminal Services						
2W	47,036			53,883		
REX	932,735	131,484	53,520	944,912	112,470	47,262
11Y	76,234			97,586		
12 Series	505,544			529,666		
15K,L	153,522			132,427		
20 Series	101,500			106,442		
24T	46,926			47,279		
VA 80,91	182,454			181,843		
28A,B,B/	1,134,300	194,921	120,544	1,326,171	181,499	145,713
GEORGE	69,983			71,630		
29K,N,N/	463,016	62,697		530,613	58,135	
2T	208,554	34,960	14,235	223,105	28,901	12,779
3T	146,684	8,176		262,431	17,421	
3Y	76,126			99,373		
9S	300,816			333,988		
16Y	264,911			307,011		
28T	168,313			156,961		
Misclassified Routes						
Subtotal	4,878,654	432,238	188,299	5,405,321	398,426	205,754
Metrobus Total-Virginia	18,136,474	1,749,539	982,886	19,667,100	1,758,870	699,459

**Figure 17: Metrobus Northern Virginia Passenger Trips
Monthly Totals, FY2008 - 2009**



FY 2008 Passengers
 FY 2009 Passengers

Figure 18: Metrobus Northern Virginia Annual Passenger Trips,
FY 1996 - FY 2009

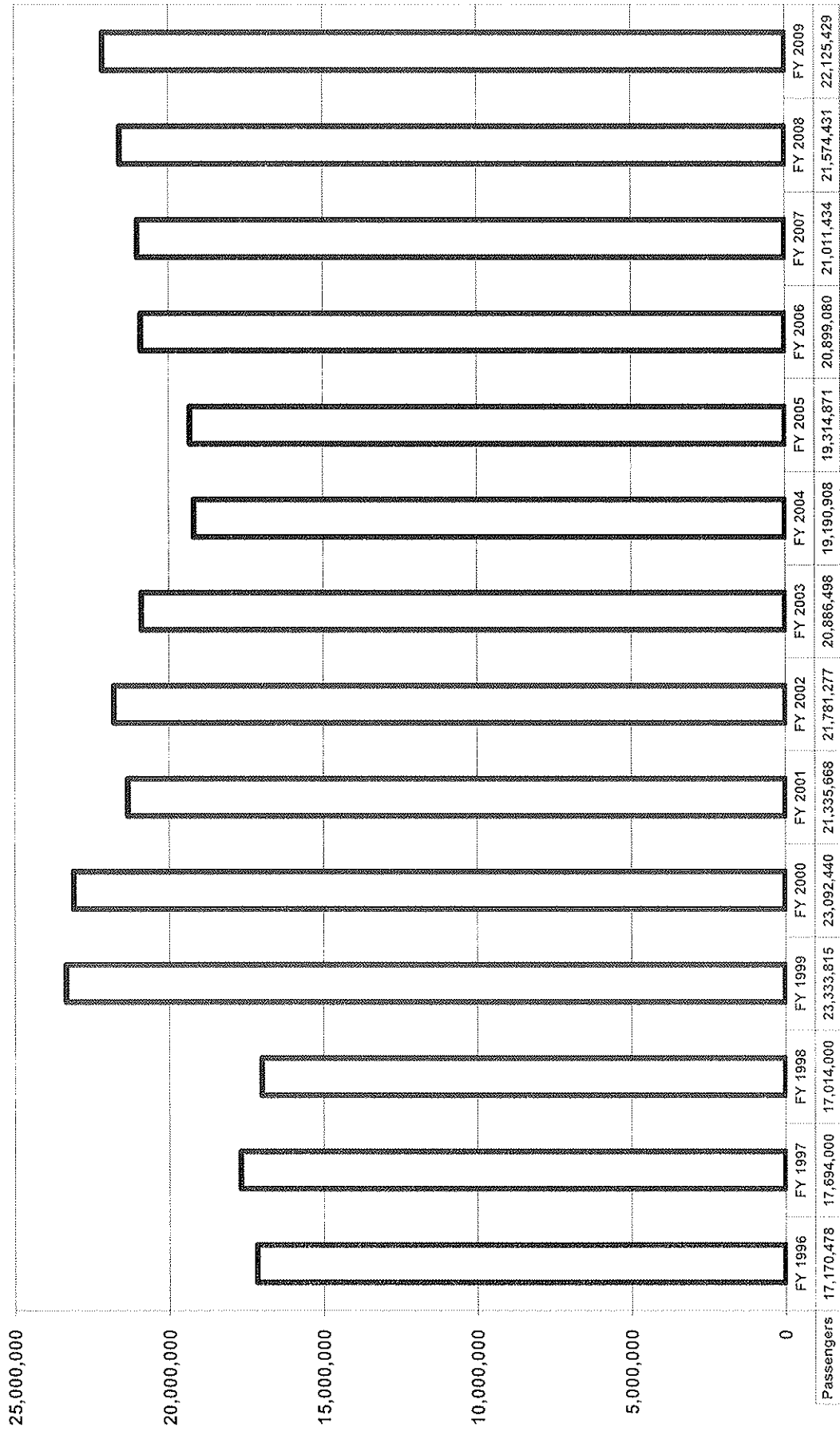
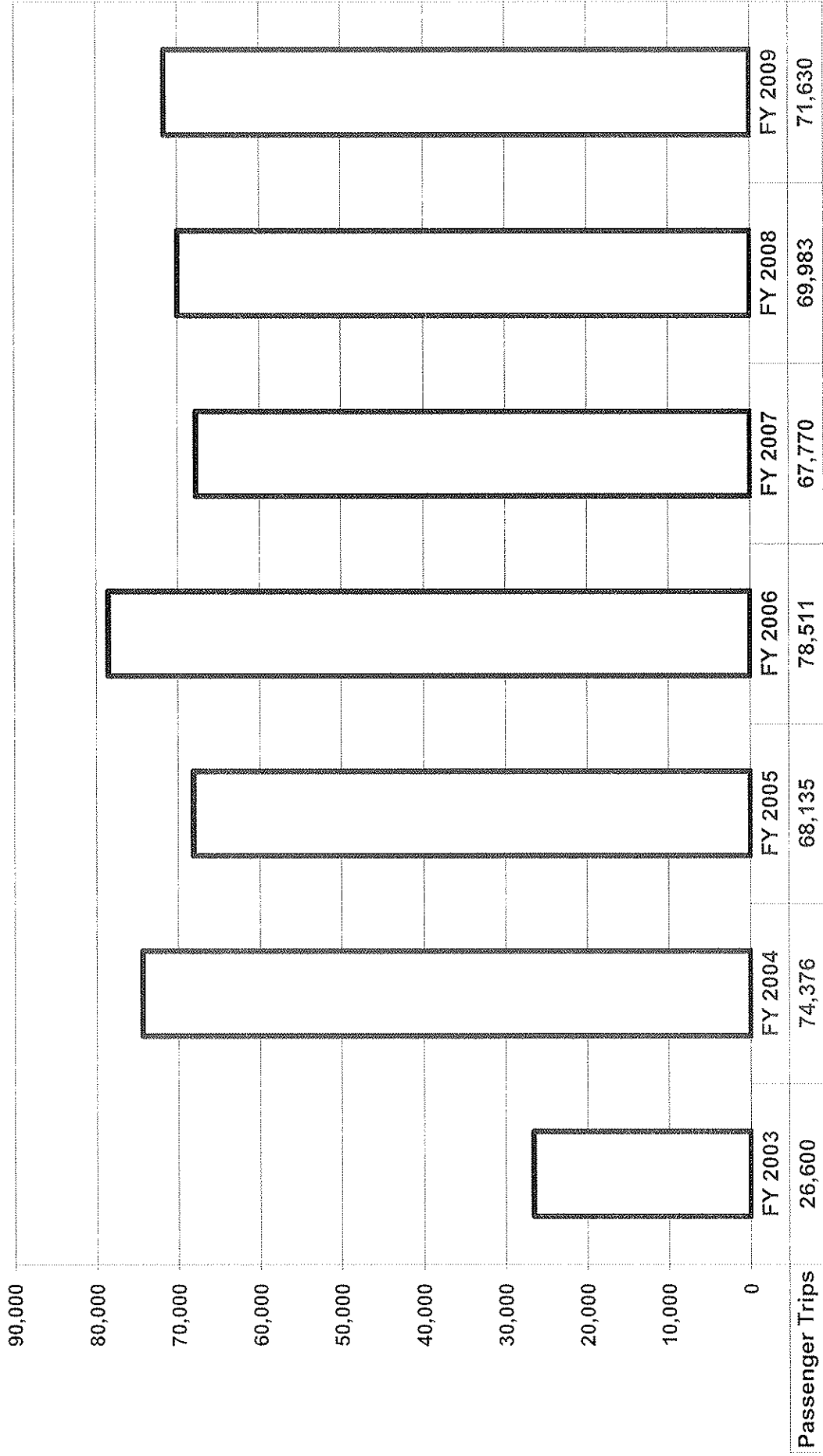


Figure 19: GEORGE Annual Passenger Trips, FY 2003-2009



(note: GEORGE service began in January of 2003, GEORGE ridership included in WMATA ridership figures for Northern Virginia)

Figure 20: ART Annual Passenger Trips, FY 1994 - FY 2009

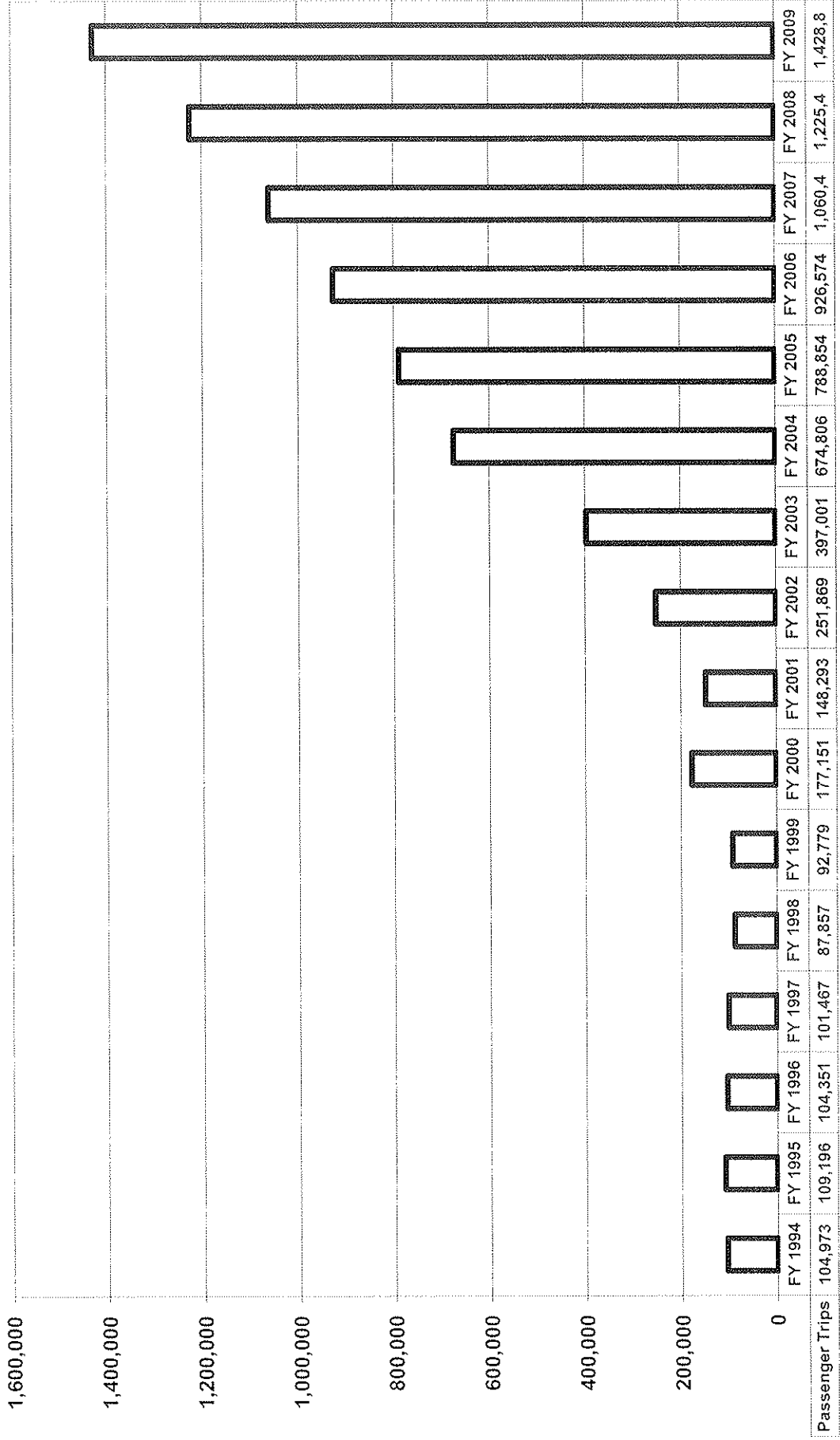


Figure 21: CUE Annual Passenger Trips, FY 1994 - FY 2009

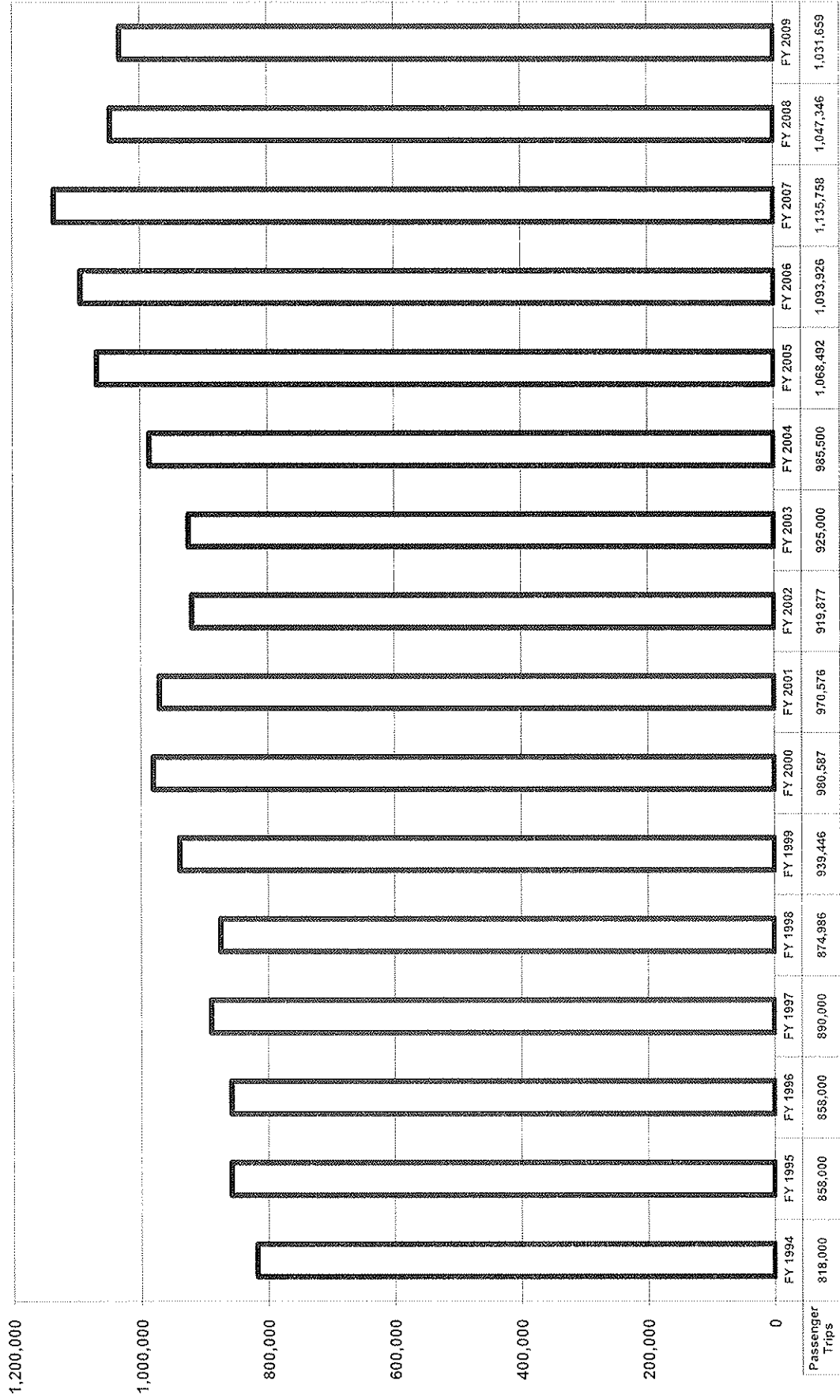


Figure 22: DASH Annual Passenger Trips, FY 1984 - FY 2009

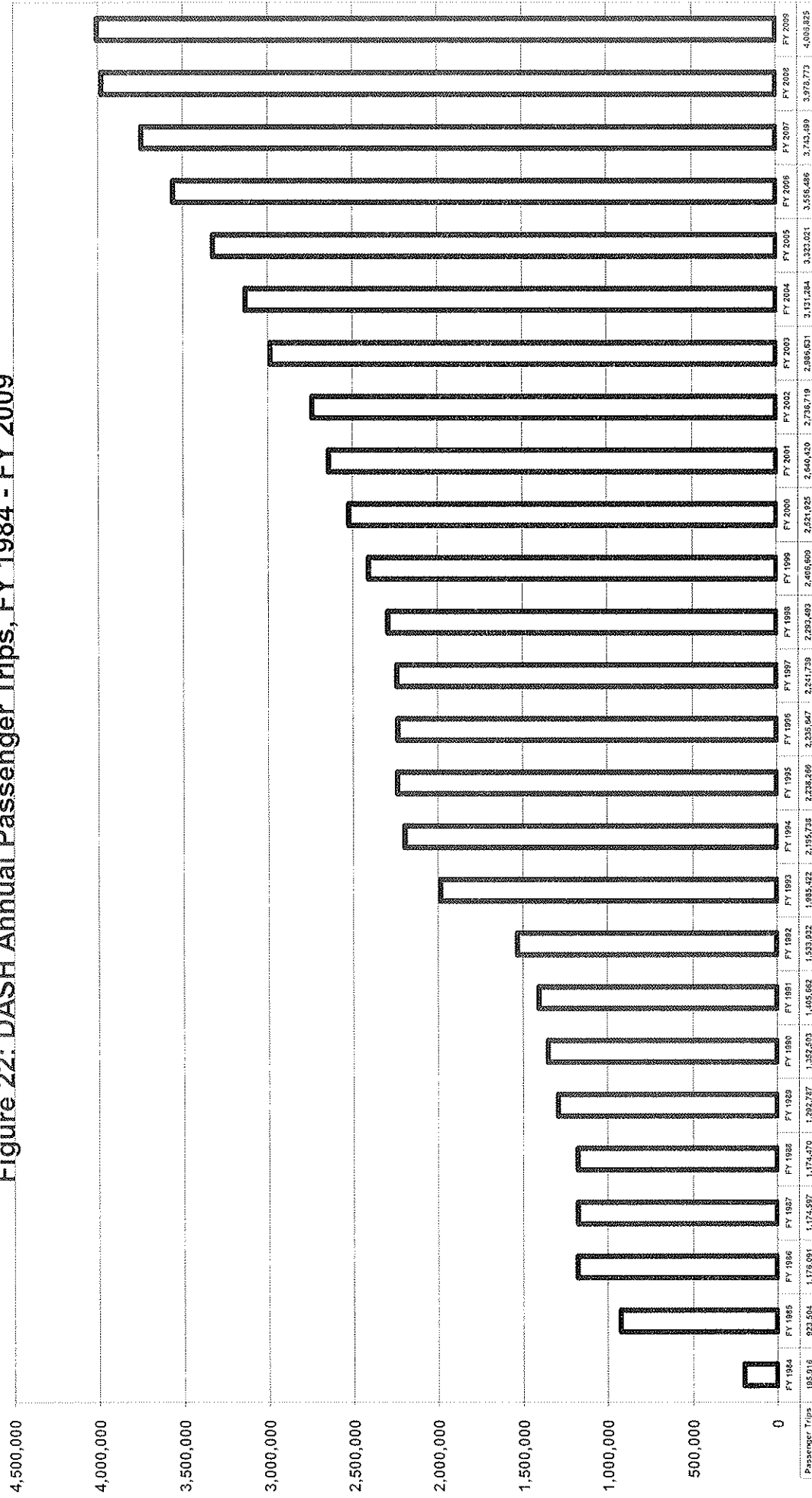


Figure 24: Fairfax Connector Annual Passenger Trips, FY 1994 - FY 2009

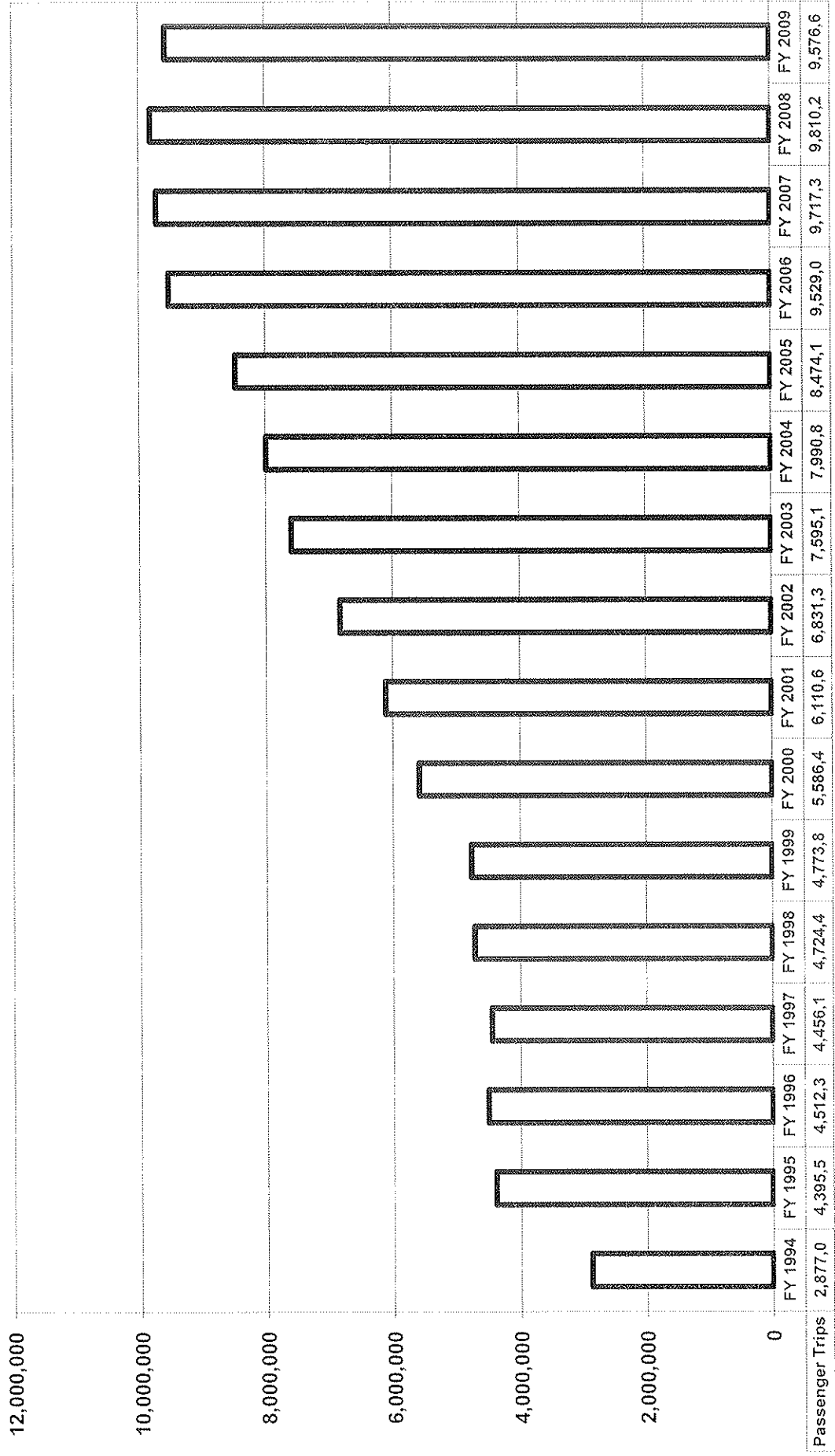


Figure 25: Loudoun County Transit Annual Passenger Trips, FY 1995 - FY 2009

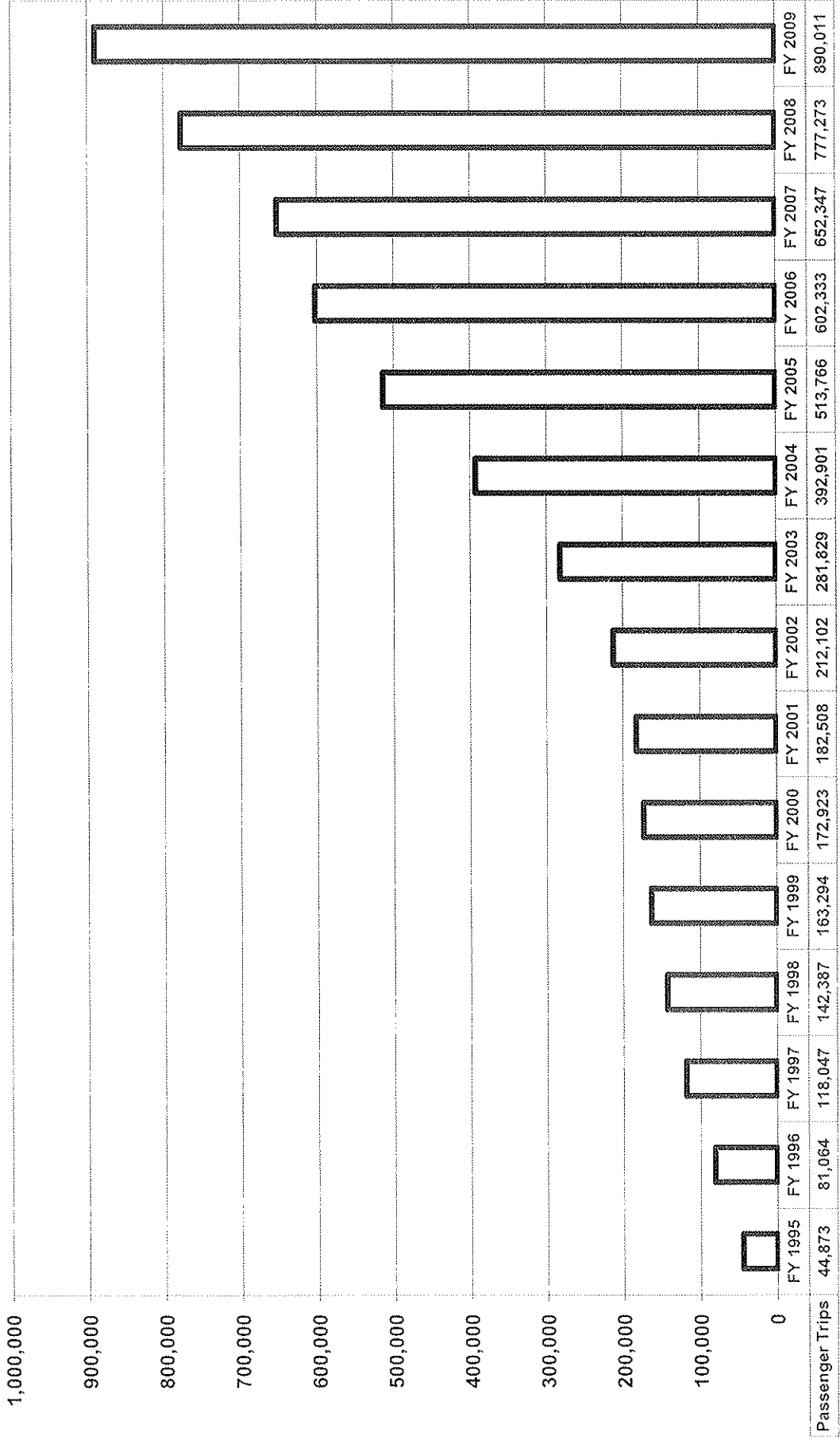


Figure 26: PRTC Omni Ride Annual Passenger Trips, FY 1994 - FY 2009

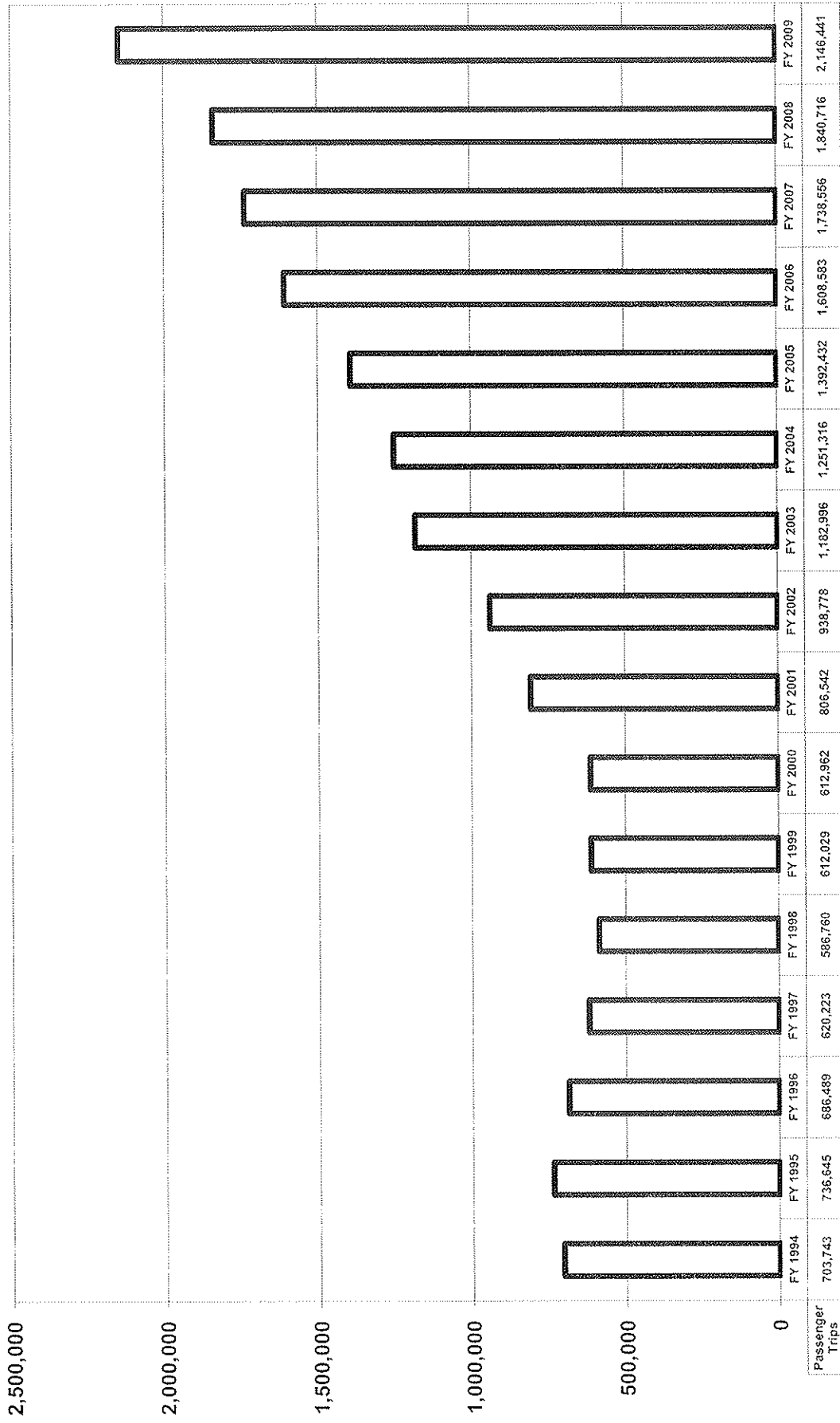


Figure 27: PRTC Omni Link Annual Passenger Trips, FY 1995 - FY 2009

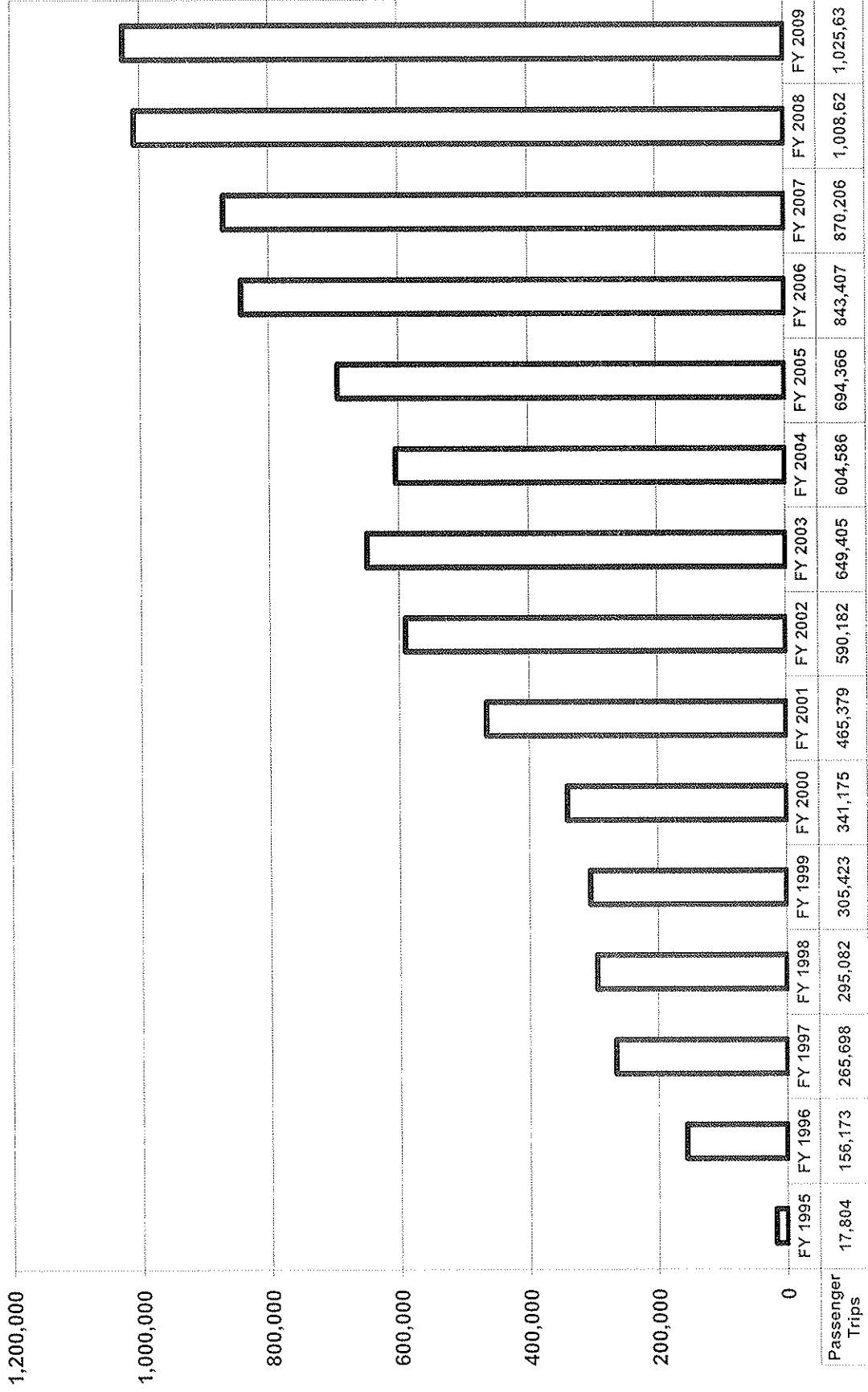
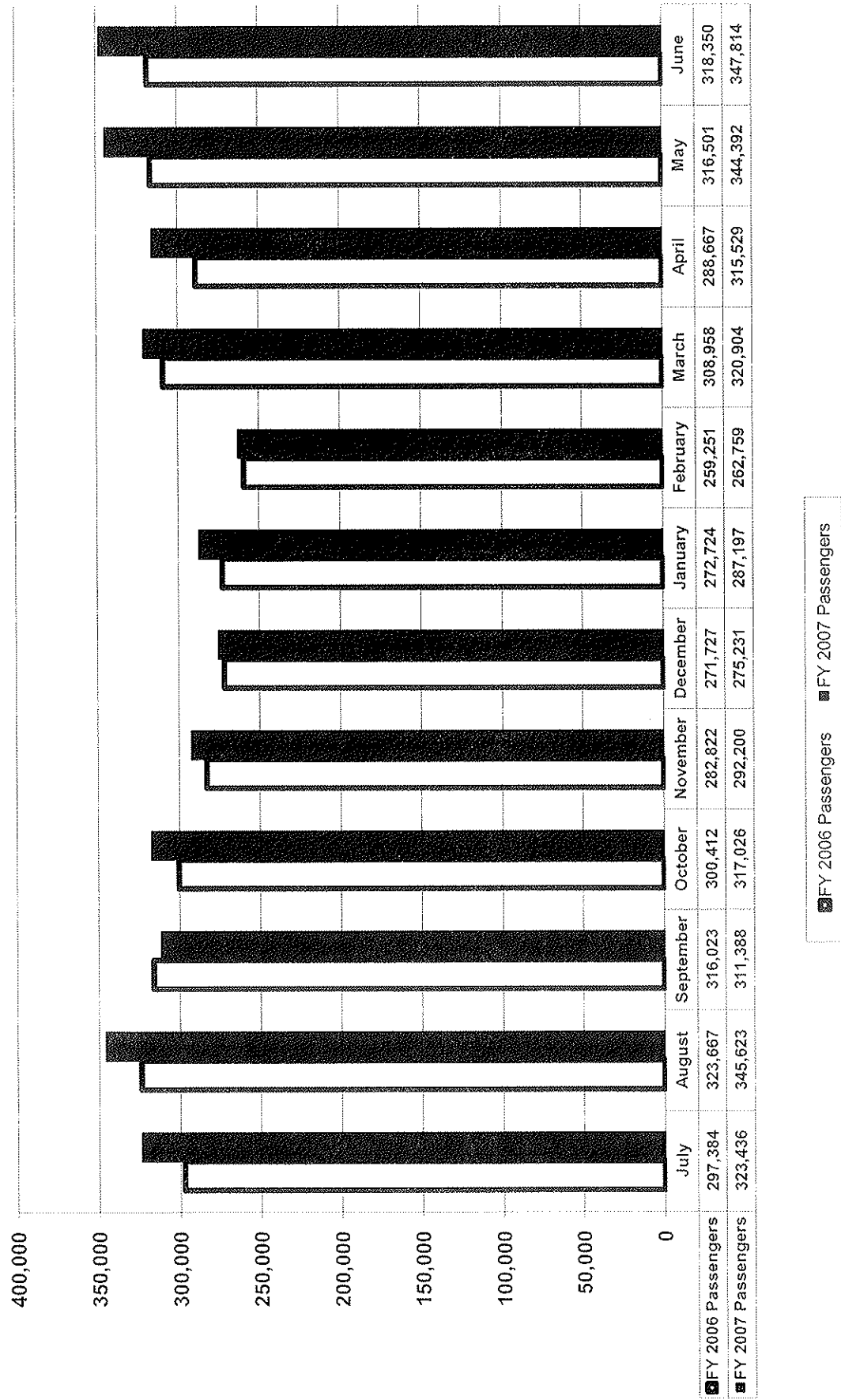


Figure 23: DASH Monthly Passenger Trips, FY 2006 - FY 2007





MEMORANDUM

TO: The Commonwealth Transportation Board

THROUGH: Thelma Drake
Agency Director

FROM: Corey Hill
Chief of Public Transportation

DATE: March 17, 2010

SUBJECT: Monthly Statewide Transit Ridership Report

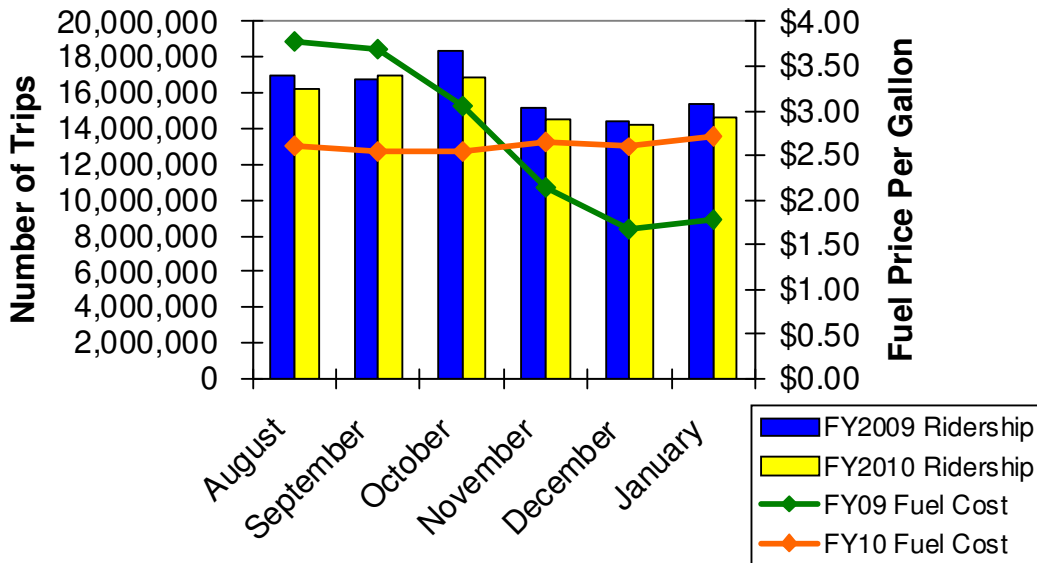
DRPT is pleased to present the monthly Statewide Transit Ridership Report, summarizing January 2010 transit, human service and commuter rail ridership data. This monthly report provides a snapshot of current performance and recent trends.

The following key facts are based on a year-over-year comparison of monthly results reported by operators for January 2010 and January 2009.

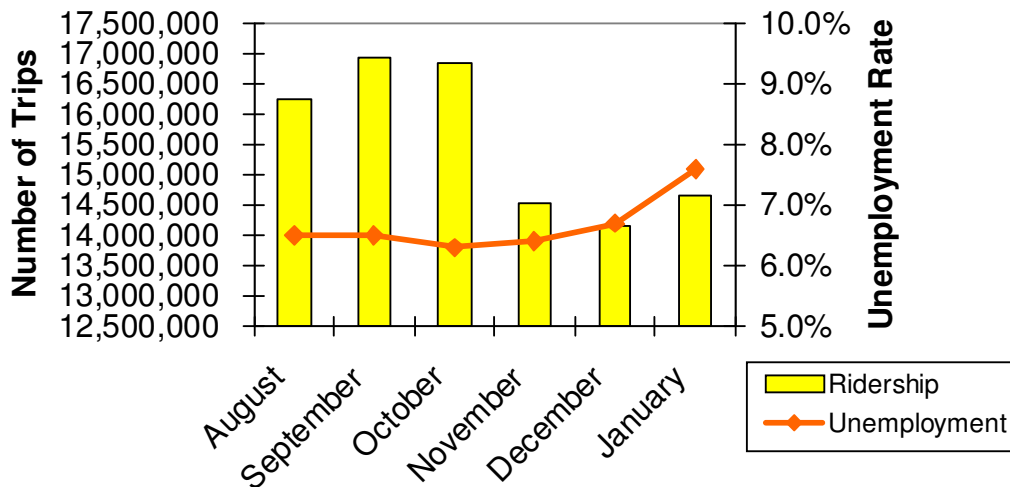
Key Facts

- Year over year comparisons:
 - Virginia's unemployment rate increased by 18.8 percent to 7.6 percent in January 2010 as compared to the January 2009 rate of 6.4 percent.
 - The price of fuel per gallon increased 52.2 percent to \$2.71 per gallon in January 2010, as compared to the January 2009 price of \$1.78 per gallon.
 - Virginia statewide transit and commuter rail ridership for the month of January 2010 decreased by five percent, or 750,553 trips as compared to January 2009, based on reports from all 59 transit operators, 52 (of 55) human service operators, and one commuter rail operator.
 - Fiscal year-to-date 2010 statewide transit and commuter rail ridership decreased three percent in FY2010 as compared to FY2009.
 - January 2010 included the same number of weekdays and one additional weekend day as compared to January 2009.
- Transportation district comparisons:
 - In transit ridership, the **Northern Virginia District** accounts for the majority at 76.9 percent in January 2010, followed by the Hampton Roads District at 8.8 percent and the Richmond District at 6.0 percent.
 - In human service ridership, the **Staunton District** accounts for the majority at 21.6 percent in January 2010, followed by the Hampton Roads District at 17.9 percent and the Northern Virginia and Richmond Districts at 13.1 percent.
 - The district with the greatest increase in transit and human service ridership combined for January 2010, as compared to January 2009, is the **Staunton District** at 17 percent, or 33,547 additional trips.

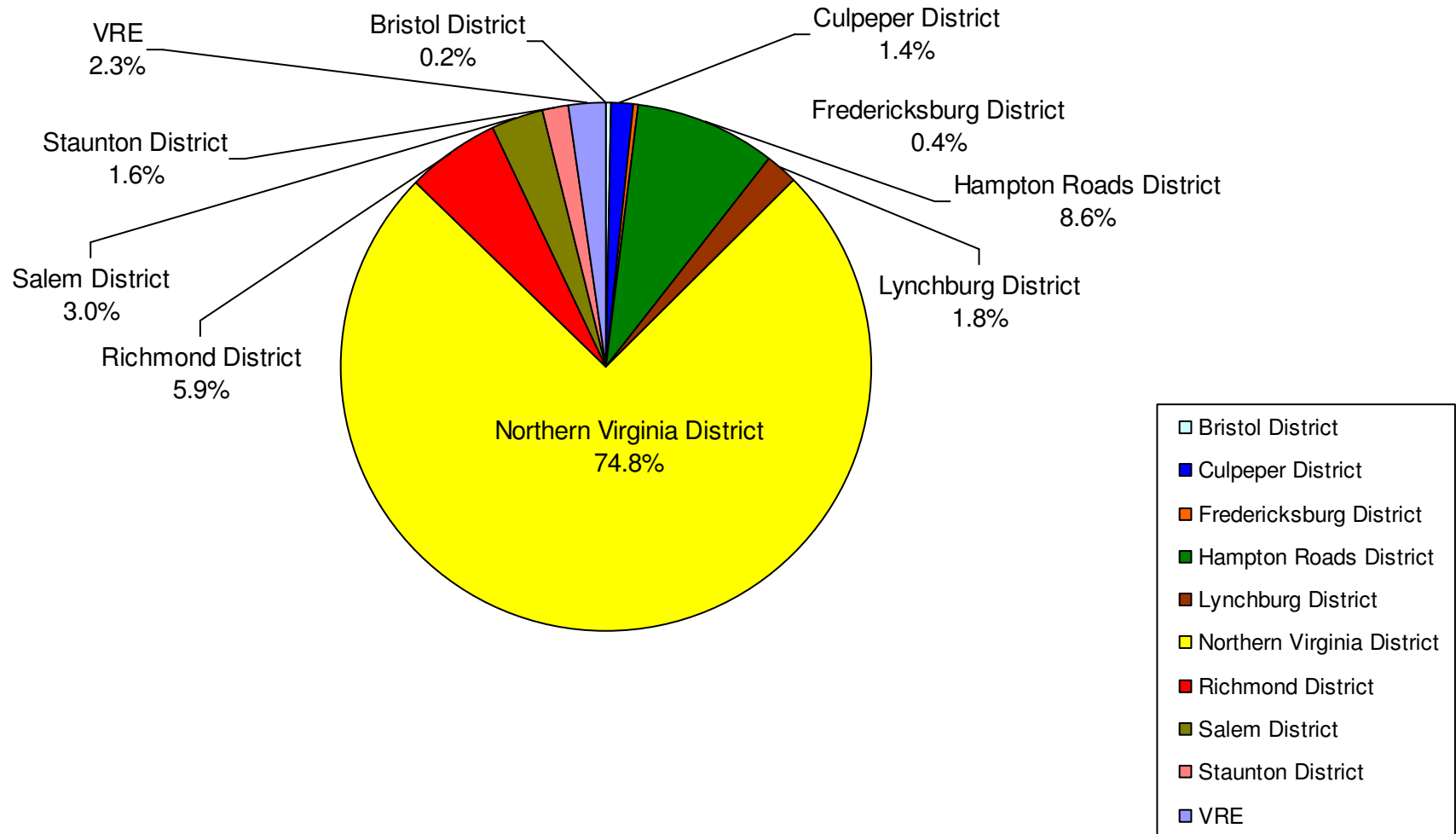
FY2009-FY2010 Transit Ridership and Fuel Cost Comparison



FY2010 Transit Ridership and Virginia Unemployment Comparison

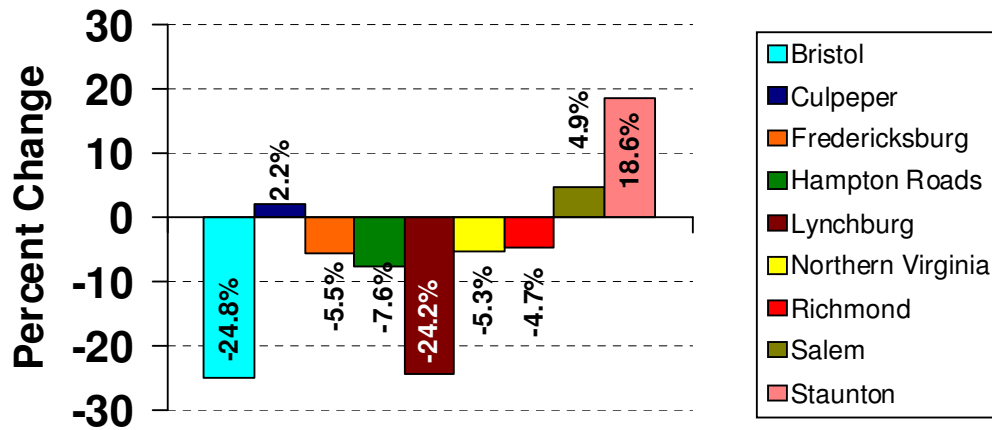


January 2010 Statewide Transit and Commuter Rail Ridership by District



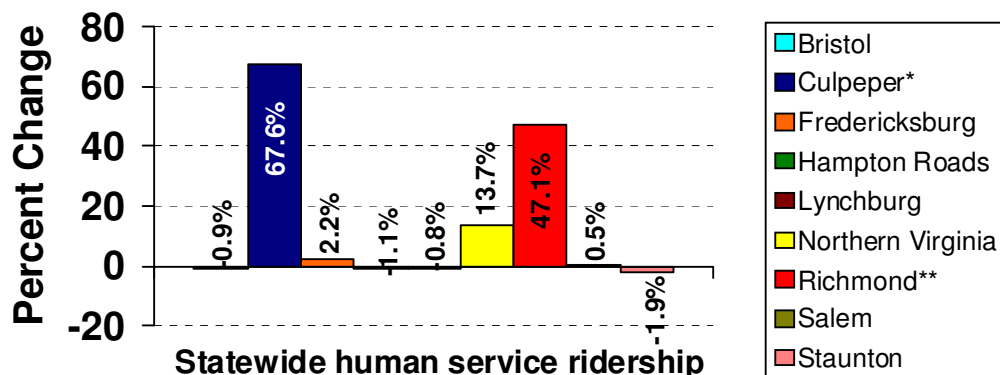
VRE ridership is not included within district totals because the operator provides cross-district service. Percentages may not add to 100 due to rounding.

January 2010 vs. January 2009 Transit Ridership by District



Statewide transit ridership
decreased 5.3 percent

January 2010 vs. January 2009 Human Service Ridership by District



Statewide human service ridership
increased 7.4 percent

*In the Culpeper District, Rappahannock-Rapidan Community Service Board operated an additional four vehicles in January 2010 than it did in January 2009, contributing to a significant increase in ridership.

**In the Richmond District, St. Joseph's Villa operated an additional vehicle in January 2010 than it did in January 2009, contributing to a significant increase in ridership.

January 2010 Statewide Transit and Commuter Rail Ridership Report

Operator	Total Ridership January 2010	Total Ridership January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Passenger Rail						
Virginia Railway Express	332,868	295,131	13%	2,295,756	2,214,593	4%
Total Passenger Rail Ridership	332,868	295,131	13%	2,295,756	2,214,593	4%
Bristol District						
City of Bristol Virginia	5,539	5,954	-7%	46,455	44,680	4%
District Three Public Transit	11,161	15,172	-26%	124,403	131,971	-6%
Four County Transit	10,067	12,600	-20%	84,179	102,859	-18%
Junction Center For Independent Living	202	106	91%	1,736	1,209	44%
Mount Rogers Community Services Board	2,123	2,241	-5%	13,919	14,470	-4%
Mountain Empire Older Citizens	3,185	5,426	-41%	31,317	44,222	-29%
Town of Bluefield-Graham Transit	1,896	3,185	-40%	27,279	23,718	15%
Bristol District Total	34,173	44,684	-24%	329,288	363,129	-9%
Culpeper District						
Charlottesville Transit Service	161,650	159,170	2%	1,288,002	1,136,901	13%
Greene County Transit	4,338	4,129	5%	31,321	31,154	1%
JAUNT	23,456	21,402	10%	171,795	159,921	7%
Rappahannock-Rapidan CSB-AAA	2,888	1,723	68%	25,345	18,535	37%
Virginia Regional Transit - Culpeper County	570	455	25%	3,663	3,066	19%
Virginia Regional Transit - Fauquier/Warrenton	3,160	2,531	25%	17,864	15,732	14%
Virginia Regional Transit - Town Of Culpeper	4,763	5,605	-15%	38,014	40,208	-5%
Virginia Regional Transit - Town Of Orange	1,752	2,107	-17%	15,187	16,102	-6%
Culpeper District Total	202,577	197,122	3%	1,591,191	1,421,619	12%
Fredericksburg District						
Bay Aging	9,063	9,525	-5%	74,945	81,290	-8%
Bay Aging/Colonial Beach Transit	920	802	15%	7,713	6,822	13%
FRED - Caroline County	459	589	-22%	4,665	4,743	-2%
FRED - King George	1,343	1,625	-17%	10,034	12,814	-22%
Fredericksburg Regional Transit	38,631	40,794	-5%	289,868	303,861	-5%
Rappahannock Area Community Services Board	9,695	9,485	2%	87,777	68,148	29%
Fredericksburg District Total	60,111	62,820	-4%	475,002	477,678	-1%

Operator	Total Ridership January 2010	Total Ridership January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Hampton Roads District						
Arc of the Virginia Peninsula	848	1,152	-26%	8,405	10,029	-16%
Bon Secours Senior Health	288	286	1%	2,304	2,752	-16%
Chesapeake Service Systems	581	504	15%	4,093	2,632	56%
Eastern Shore Community Services Board	2,892	2,781	4%	18,465	18,535	0%
ESAAA/CAA	837	600	40%	7,439	5,918	26%
Hampton Roads Transit	1,172,663	1,275,094	-8%	9,218,352	9,355,775	-1%
Historic Triangle Senior Center	643	570	13%	4,255	2,446	74%
Peninsula Agency on Aging	1,560	1,539	1%	10,810	12,167	-11%
Senior Services	3,725	4,050	-8%	28,115	19,079	47%
STAR Transit	2,834	2,970	-5%	18,843	21,818	-14%
Sussex-Greensville-Emporia Adult Activity Services	1,725	1,647	5%	12,928	12,769	1%
Town of Chincoteague*	n/a	n/a	n/a	n/a	n/a	n/a
Western Tidewater Community Service Board	463	584	-21%	3,136	5,727	-45%
Williamsburg Area Transit Authority	77,072	76,841	0%	1,713,272	1,886,040	-9%
Hampton Roads District Total	1,266,131	1,368,618	-7%	11,050,417	11,355,687	-3%
Lynchburg District						
Blackstone Area Bus / Piedmont Area Transit	801	709	13%	5,604	5,036	11%
Central VA Area Agency on Aging	2,277	2,084	9%	20,465	20,207	1%
Crossroads Community Services	535	31	1626%	2,880	300	860%
Danville City's Parks, Recreation, And Tourism; Stonewall Therapeutic Recreation Center	40	65	-38%	392	484	-19%
Danville Transit System	18,941	20,516	-8%	145,043	153,521	-6%
Danville-Pittsylvania Community Services	42	n/a	n/a	459	n/a	n/a
Farmville Area Bus	11,161	10,821	3%	74,415	73,550	1%
Greater Lynchburg Transit Company	223,874	304,354	-26%	1,748,472	1,909,191	-8%
JAUNT Buckingham	910	990	-8%	6,894	6,152	12%
Lake Area Bus / Halifax Area Rural Transit	426	479	-11%	3,141	3,929	-20%
Southside Community Services Board	1,014	1,800	-44%	11,866	14,196	-16%
STEPS	1,059	1,024	3%	7,633	8,197	-7%
The Arc Of Central Virginia	1	5	-80%	42	64	-34%
Lynchburg District Total	261,081	342,878	-24%	2,027,306	2,194,827	-8%

Operator	Total Ridership January 2010	Total Ridership January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Northern Virginia District						
Alexandria Transit Company	293,301	294,503	0%	2,237,113	2,364,572	-5%
Arlington County	161,607	109,686	47%	1,084,345	839,180	29%
City of Alexandria - King Street Trolley	26,066	18,052	44%	287,000	429,615	-33%
Fairfax CUE	70,356	72,814	-3%	549,287	632,352	-13%
ECHO	4,688	3,788	24%	31,381	26,596	18%
Fairfax Connector	746,924	700,645	7%	5,368,236	5,733,804	-6%
Jewish Community Center of Northern Virginia	148	130	14%	1,042	820	27%
Loudoun County Transit	79,732	65,620	22%	542,472	514,929	5%
PRTC	249,465	230,296	8%	1,861,861	1,873,673	-1%
The Arc of Greater Prince William	5,073	4,797	6%	42,096	35,403	19%
Virginia Regional Transit - Loudoun	50,018	39,693	26%	387,511	321,416	21%
Virginia Regional Transit - Town Of Purcellville	1,582	1,027	54%	12,417	11,016	13%
WMATA MetroBus	1,599,826	1,704,695	-6%	12,087,690	13,356,395	-9%
WMATA MetroRail	7,675,138	8,328,952	-8%	57,053,164	58,778,730	-3%
Northern Virginia District Total	10,963,924	11,574,698	-5%	81,545,615	84,918,501	-4%

Operator	Total Ridership January 2010	Total Ridership January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Richmond District						
A Grace Place Adult Care Center	460	462	0%	3,655	3,248	13%
American Red Cross - Richmond	704	732	-4%	5,340	5,370	-1%
Bay Aging/New Kent/Charles City	956	859	11%	7,677	6,974	10%
Beth Sholom Home	343	219	57%	2,840	1,991	43%
Blackstone Area Bus	1,567	1,924	-19%	12,085	12,976	-7%
Blackstone Area Bus / Dinwiddie County	325	n/a	n/a	2,389	n/a	n/a
Blackstone Area Bus / Town & County Transit	438	268	63%	4,656	2,084	123%
Blackstone Area Bus- Brunswick Express	398	426	-7%	2,454	2,417	2%
CAPUP	737	350	111%	4,045	1,272	218%
Chesterfield Community Services Board	1,401	1,403	0%	9,708	11,136	-13%
Crater District Area Agency On Aging /FGP	3,944	2,920	35%	29,201	24,474	19%
Daily Planet	21	16	31%	277	131	111%
ElderHomes Corporation	136	192	-29%	1,350	1,166	16%
Goochland Free Clinic And Family Services	224	170	32%	1,550	1,546	0%
GRTC Transit System	799,769	838,973	-5%	5,933,688	6,260,217	-5%
Henrico Area Mh/Mr Services	8	n/a	n/a	101	n/a	n/a
Lake Country Area Agency on Aging	1,347	1,237	9%	10,667	8,906	20%
Petersburg Area Transit	49,670	53,294	-7%	339,551	363,381	-7%
St. Joseph's Villa	1,816	204	790%	12,444	1,392	794%
Weinstein Jewish Community Center	138	82	68%	1,017	836	22%
Richmond District Total	864,402	903,731	-4%	6,384,695	6,709,517	-5%
Salem District						
Blacksburg Transit	211,935	198,679	7%	2,034,917	1,799,721	13%
Goodwill Industries Of The Valleys	284	185	54%	2,399	646	271%
Greater Roanoke Transit Company	211,414	205,739	3%	1,448,105	1,539,735	-6%
New River Valley Community Services	1,901	2,032	-6%	13,767	13,979	-2%
Piedmont Community Services	547	548	0%	3,998	3,810	5%
Pulaski Area Transit	6,863	6,758	2%	53,433	37,621	42%
RADAR / Martinsville / Henry County	835	70	1093%	4,571	70	6430%
RADAR / Roanoke	3,795	3,314	15%	22,632	12,377	83%
Southern Area Agency on Aging	3,414	3,312	3%	54,526	30,210	80%
Stepping Stones	32	68	-53%	258	388	-34%
Salem District Total	441,020	420,705	5%	3,638,606	3,438,557	6%

Operator	Total Ridership January 2010	Total Ridership January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Staunton District						
City of Winchester	8,985	8,968	0%	70,358	81,561	-14%
Grafton	1,074	899	19%	10,481	10,309	2%
Harrisonburg Transit	188,591	158,169	19%	1,125,818	1,021,846	10%
Northwestern Community Services	1,008	775	30%	7,557	6,639	14%
Pleasant View	5,284	6,312	-16%	37,583	37,601	0%
RADAR / Covington & Clifton Forge	871	899	-3%	7,447	8,002	-7%
Rockbridge Area CSB	920	874	5%	6,450	6,496	-1%
Rockbridge Area Occupational Center	399	438	-9%	2,802	4,221	-34%
Rockbridge Area Transportation System	773	842	-8%	5,788	5,764	0%
Shen-Paco Industries	106	102	4%	606	840	-28%
Shenandoah Area Agency on Aging	1,853	1,364	36%	18,531	14,888	24%
The Arc of Harrisonburg/Rockingham	510	507	1%	4,039	3,977	2%
Valley Program for Aging Services	2,311	2,033	14%	18,149	17,132	6%
Vector Industries	2,188	2,602	-16%	17,551	9,780	79%
Virginia Regional Transit - CATS Coordinated Area Transportation	4,917	3,541	39%	35,721	26,537	35%
Virginia Regional Transit - City Of Staunton	6,016	5,875	2%	54,495	60,650	-10%
Virginia Regional Transit - Clarke County	176	175	1%	1,171	1,238	-5%
Virginia Regional Transit - Page County	518	628	-18%	3,659	4,775	-23%
Virginia Regional Transit - Shenandoah Blue Ridge Service	5,015	3,128	60%	32,943	26,344	25%
Virginia Regional Transit - Town Of Front Royal	1,169	1,006	16%	7,751	7,283	6%
Staunton District Total	232,684	199,137	17%	1,468,900	1,355,883	8%
STATEWIDE TRANSIT & COMMUTER RAIL RIDERSHIP						
	14,658,971	15,409,524	-5%	110,806,776	114,449,991	-3%

CALENDAR COMPARISON	January 2010	January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Number of Weekdays	18	18	0%	141	140	1%
Number of Saturdays and Sundays	10	9	11%	62	61	2%
Number of Holidays	3	4	-25%	12	14	-14%
COMMUTER RAIL ON-TIME PERFORMANCE						
	January 2010	January 2009	Percent Change	Fiscal YTD 2010 (July 2009 - January 2010)	Fiscal YTD 2009 (July 2008 - January 2009)	Percent Change
Virginia Railway Express	90.6%	93.1%	-2.5%	89.2%	87.2%	2.0%

*Town of Chincoteague service is seasonal and will resume in Spring 2010.



AGENDA ITEM #7

MEMORANDUM

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: March 25, 2010
SUBJECT: Regional Transportation Items.

A. NVTA TransAction 2040 Plan.

NVTC staff issued the RFP for this \$1.2 million project on March 5th and widely publicized its availability. A pre-proposal conference is scheduled for March 30th at NVTC. Staff will report on the level of interest in the RFP based on attendance at the conference.

B. Vanpool Incentive Program.

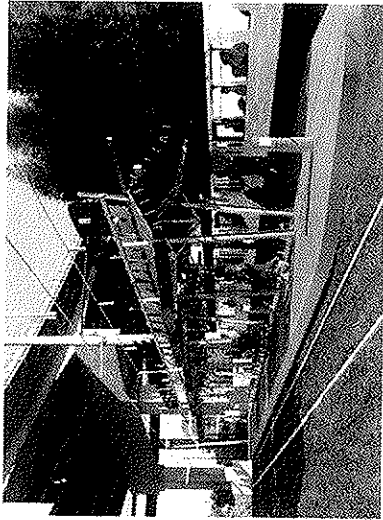
DRPT and VDOT staff have been helpful in quickly flexing \$100,000 of NVTC CMAQ funding to FTA from FHWA so that NVTC can pay for its half of the study. NVTC staff will apply for the FTA grant soon. FAMPO has encountered some difficulties with FTA and DRPT in obtaining the other \$100,000 for the study, given FAMPO's desire to trade funds with a previously approved project.

Negotiations are continuing with the consultants selected for the study (VHB, Inc.) over the scope of work and the project contract language.

C. Northern Virginia Streetcar Coalition Forum.

A new advocacy group is conducting a forum at the Mark Hilton Hotel in Alexandria at 7:00 P.M. on April 22, 2010. Several speakers (including NVTC's executive director) will examine plans for high-capacity transit, the need for coordination and funding availability. A brochure describing the organization is attached.





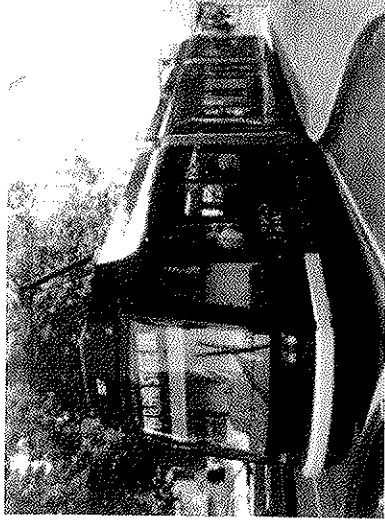
THE STREETCAR RENAISSANCE

What's Happening Now

Arlington and Fairfax Counties are developing the 5-mile **Columbia Pike Streetcar** line between Pentagon City and Skyline.

Discussions are underway to plan how this Streetcar line could be extended, such as:

- through Crystal City and Potomac Yard
- through the NOVA Alexandria campus to Mark Center and beyond
- West on Route 7 to and beyond Baileys Crossroads



JOIN THE STREETCAR COALITION TODAY

Sponsorship Options

- \$ 30 — Basic level
- \$ 100 — Silver level
- \$ 500 — Gold level
- \$1,000 — Platinum level

Or, contribute a different amount \$ _____

Steer the Future of Streetcar Lines in Northern Virginia

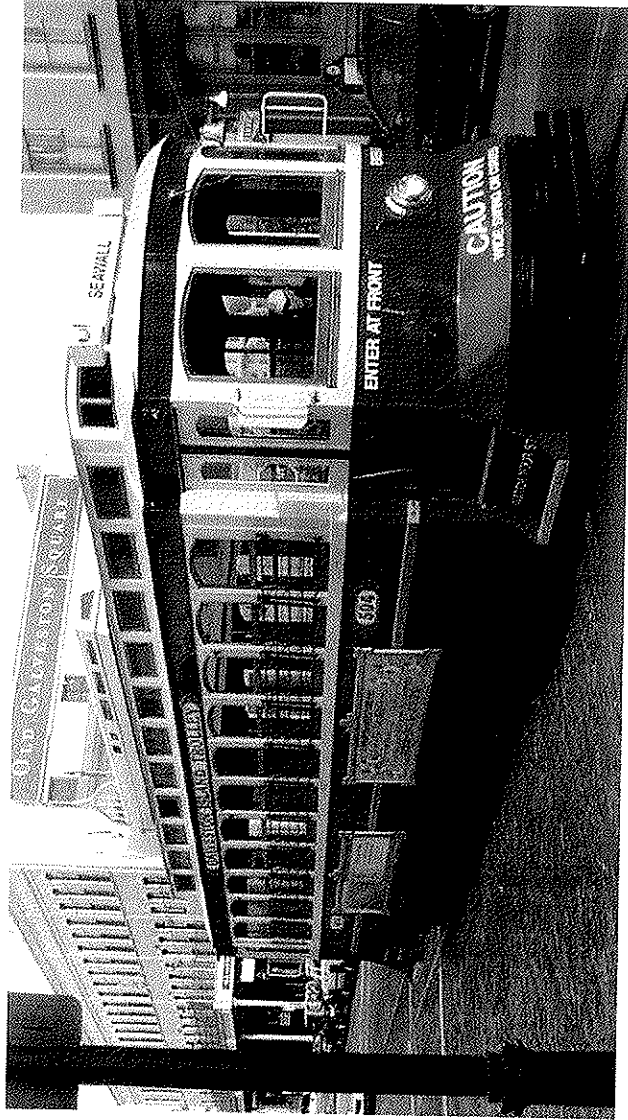
Streetcars could also serve other Northern Virginia communities as free-standing circulator systems from Metro stations and catalysts for smart growth development.

NOVA Streetcar Coalition
 2121 Eisenhower Avenue, Ste. 200
 Alexandria, VA 22314
www.alexmetros.com/streetcars



GET ON TRACK... BE STREETCAR SMART

Join the Streetcar Renaissance
 for a Sustainable & Connected
 Northern Virginia



WHY STREETCARS?

This is what streetcars can do for northern Virginia:

- link neighborhoods with a modern, convenient and attractive transportation alternative
- attract new transit riders
- reduce short car trips, parking demand, congestion and air pollution
- offer a broader range of transit options
- encourage economic development and transit-oriented development along streetcar corridors
- provide better access for wheelchairs, strollers and bicycles
- enhance localities' revenue stream by increasing property values and generating economic activity

AND MORE...

HISTORY OF STREETCARS

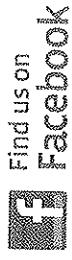
In 1920, most of urbanized America, including Northern Virginia, was served by streetcars—14 billion annual riders traveling on 45,000 miles of streetcar track. Although a few systems survived (San Francisco, New Orleans, Philadelphia) and hundreds of European cities kept their streetcars, most U.S. streetcar systems died.

In recent years, however, there has been an **American Streetcar Renaissance**.

Dozens of American cities, from Portland to Tampa, from Little Rock to Washington, DC, have realized the enormous power of streetcars as a tool for building at-

tractive, walkable, livable, sustainable communities.

Done right, streetcars induce mixed-use "**transit-oriented development**" that accommodates growth while enhancing livability and reducing pollution and greenhouse gas emissions. Streetcars can promote street life, define neighborhoods, reinforce retail, and fit easily into built environments with little disruption to existing businesses, residents and traffic. They help create places where people want to be.





AGENDA ITEM #8

MEMORANDUM

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: March 25, 2010
SUBJECT: Updated NVTC Handbook and VRE Chronology.

Each year NVTC completes an updated Handbook and posts it on the commission website. The Handbook describes the statutory authority of NVTC together with its mission, history, organization, work program, audited financial statements and commissioner biographical sketches, among other topics. A major emphasis is the financial underpinnings of Northern Virginia's transit systems.

Excerpts are attached, including Table 15. That table shows in FY 2010, transit operating and capital costs in Northern Virginia were budgeted at almost \$700 million. Of that amount local funds (fares and local contributions) covered over 60%, with NVTC's gas tax covering 4.4%, state funds 20% and federal funds 15.4%.

Commissioners should examine their biographical sketches and offer any comments to NVTC staff after reviewing the entire document on-line at www.thinkoutsidethecar.org.

Also attached are excerpts from the VRE Chronology maintained by NVTC staff and appearing on the NVTC and VRE websites. This document was recently updated from mid-2008 to the present. Commissioners are invited to examine this chronology on-line and offer any comments to staff.



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

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Figure 9

Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2008 – FY 2009				
System	Average Weekday Passenger Trips FY 2008	Average Weekday Passenger Trips FY 2009	Annual Passenger Trips FY 2008	Annual Passenger Trips FY 2009
Metrorail Virginia	323,783	343,436	97,985,696	101,183,949
Metrobus Virginia	71,449	79,061	21,574,431	22,125,429
Fairfax Connector	33,901	30,278	9,810,228	9,576,635
VRE	14,662	15,754	3,583,534	3,868,035
DASH	13,657	14,033	3,978,773	4,006,825
PRTC OmniRide	7,472	8,817	1,840,616	2,146,441
PRTC OmniLink	3,746	3,821	1,008,568	1,025,633
CUE	3,713	3,651	1,047,346	1,031,659
ART	4,243	4,926	1,225,427	1,428,827
Loudoun County Transit	3,156	3,614	777,273	890,011
Total	479,422	507,391	142,892,715	147,283,444

* Note: Ridership on WMATA reimbursable services such as GEORGE, REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

Figure 10

Person Carrying Capacity Comparison for HOV and Conventional Lanes, FALL 2009

HOV Facility	Persons	Direction	Restricted Hours	A.M. HOV Lane Person Movement*	A.M. Conventional Lane Person Movement	A.M. Persons Per HOV Lane, Per Peak Hour*	A.M. Persons Per Conventional Lane, Per Peak Hour
<u>I-395</u> North of Glebe Road	HOV-3	Northbound	6:00 A.M. - 9:00 A.M.	30,500 (2 LANES)	24,400 (4 LANES)	5,100	2,000
<u>I-95</u> North of Newington	HOV-3	Northbound	6:00 A.M. - 9:00 A.M.	23,100 (2 LANES)	19,800 (4 LANES)	3,850	1,650
<u>I-66 - Inside Beltway</u> East of I-495; Road only for HOV use	HOV-2	Eastbound	6:30 A.M. - 9:00 A.M.	17,450 (2 LANES)	N/A	3,500	N/A
<u>I-66- Outside Beltway</u> West of I-495	HOV-2	Eastbound	5:30 A.M. - 9:30 A.M.	9,600 (1 LANE)	17,800 (3 LANES)	2,400	1,500
<u>I-267- Dulles Toll Road</u> West of Rt. 7	HOV-2	Southbound	6:30 A.M. - 9:00 A.M.	7,400 (1LANE)	13,900 (3 LANES)	3,000	1,850

Source: Counts are from the VDOT HOV monitoring effort, performed by the Metropolitan Washington Council of Governments in the fall of 2009.
 *Includes automobiles, vanpools, motorcycles, and buses during the restricted period. Also includes violators. Bus counts are based on factors calculated from latest ridership data provided by the operators on these facilities.

Figure 13

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUBSIDY ALLOCATION MODEL - FY 2010
SUMMARY OF SUBSIDIES AND ASSISTANCE**
Prepared 10/09 V5 - FINAL

	<u>Alexandria</u>	<u>Arlington</u>	<u>City of Fairfax</u>	<u>Fairfax County</u>	<u>Falls Church</u>	<u>Totals</u>
<u>LOCAL JURISDICTION SUBSIDIES FOR FY 2010</u>						
Metro Bus Regional Subsidy (net of audit adjustment)	\$ 11,900,032	\$ 18,506,752	\$ 465,223	\$ 30,449,634	\$ 1,033,428	\$ 62,355,069
Metro Bus Non Regional Subsidy	310,588	843,209	-	9,769,748	-	10,923,545
Metro Paratransit Program (net of audit adjustment)	699,329	1,007,424	169,293	9,163,549	95,253	11,134,848
Metro Rail Operations (net of audit adjustment)	7,025,440	14,744,895	500,836	22,621,746	391,633	45,284,550
Metro Debt Service	1,418,184	2,740,174	46,723	3,168,927	38,478	7,412,486
Metro Capital - Metro Matters (incls opt-out debt)	7,450,050	14,931,064	316,000	23,281,513	513,000	46,491,627
Metro Capital - Beyond Metro Matters - SAP	-	-	-	-	-	-
Metro Capital - Beyond Metro Matters - SEP	133,000	261,000	6,000	417,000	8,000	825,000
Local Operations	8,635,000	8,676,618	2,281,504	60,096,091	300,000	79,989,213
Local Capital	580,540	12,249,655	-	4,792,110	112,860	17,735,165
Amortized Local Capital/Debt Service	256,070	-	-	1,278,140	-	1,534,210
Total Jurisdiction Subsidies	38,408,233	73,960,791	3,785,579	165,038,458	2,492,652	283,685,713
<u>HOLD HARMLESS (REVENUE) COST (not complete)</u>						
Small Jurisdiction Hold Harmless (Gas Tax)	66,421	87,531	39,163	484,629	(677,743)	-
Large Jurisdiction Hold Harmless (FY10 State Aid)	(394,808)	(834,696)	-	-	-	(1,229,504)
Total Hold Harmless (Revenue) Cost	(328,387)	(747,165)	39,163	484,629	(677,743)	(1,229,504)
<u>ALLOCATION OF NVTC AID FOR FY 2010</u>						
State Aid Revenue - Capital Assistance (FY 10)	(4,401,938)	(8,099,128)	(507,241)	(20,731,061)	(283,075)	(34,022,443)
State Aid Revenue - Operating Assistance	(8,299,643)	(15,270,517)	(956,378)	(39,087,421)	(533,723)	(64,147,683)
State Aid Revenue - Growth Set Aside Balance	-	-	-	-	-	-
Gas Tax Revenue (Estimated for FY 10)	(2,555,255)	(3,582,153)	(1,199,137)	(22,896,337)	(357,494)	(30,590,376)
State Aid Revenue - Dedicated for Debt Service	(1,347,275)	(2,603,165)	(44,387)	(3,010,481)	(36,554)	(7,041,862)
Gas Tax Revenue - Dedicated for Debt Service	(70,909)	(137,009)	(2,336)	(158,446)	(1,924)	(370,624)
State Aid Revenue - FY06 Rolling Stock (note B)	-	-	-	-	-	-
Total NVTC Aid	(16,675,019)	(29,691,972)	(2,709,479)	(85,883,747)	(1,212,770)	(136,172,987)
Net Local Transit Burden	\$ 21,404,826	\$ 43,521,654	\$ 1,115,263	\$ 79,639,340	\$ 602,138	\$ 146,283,221
Total FY10 Revenue Earnings (excluding Debt Serv.)	\$ (15,585,223)	\$ (27,698,963)	\$ (2,623,593)	\$ (82,230,190)	\$ (1,852,036)	\$ (129,990,005)
<u>ASSISTANCE CARRIED FORWARD (at state %) (note A)</u>						
FY06 State Aid - Rolling Stock (note B)	2,134,588	4,042,703	175,421	8,512,385	134,903	15,000,000
FY09 State Aid - Local Capital	3,458,583	6,363,448	398,537	16,288,301	222,410	26,731,280
FY08 State Aid - Local Capital	637,713	1,173,329	73,484	3,003,329	41,009	4,928,865
FY07 State Aid - Local Capital	420,333	773,372	48,436	1,979,573	27,030	3,248,744
FY06 State Aid - Local Capital	1,630	2,999	188	7,678	105	12,600
Total Prior Years Carried Forward	\$ 6,652,848	\$ 12,355,851	\$ 696,066	\$ 29,791,267	\$ 425,458	\$ 49,921,489

<u>ALLOCATION PERCENTAGES FOR FY 2010</u>						
Formula ("SAM") (for FTM/Admin, Capital)	12.938336%	23.805252%	1.490901%	60.933489%	0.832023%	100.000000%
Gas Tax POS	8.353133%	11.710064%	3.919980%	74.848173%	1.168650%	100.000000%

(A) Prior year assistance contracted with DRPT, yet not invoiced. These amounts are available for the current fiscal year and are not reflected in the revenue shown above. When the revenue is received it will be allocated among the jurisdictions by the SAM percentages currently in effect.

(B) The current year revenue allocations do not include \$15M of the FY06 rolling stock funding to be utilized during FY10. These funds are shown in the "assistance carried forward" schedule, and are allocated using a formula of 60% SAM and 40% WMATA capital formula.

Figure 14

EXTERNAL SOURCES OF FUNDS RECEIVED BY NVTC TO SUPPORT TRANSIT IN NORTHERN VIRGINIA (\$ Millions) FY 1973-2010							
FOR WMATA AND NVTC JURISDICTIONS						FOR VRE	
Fiscal Year	State Transit Assistance for NVTC Jurisdictions	State Bonds for WMATA	Regional Motor Fuels Tax	NVTC Federal Section 9 Operating ¹	Subtotal	State Transit Assistance ²	TOTAL
2010 ³	112.4	-	\$30.9	-	\$143.3	\$17.9	\$161.2
2009 ⁴	166.0	-	35.6	-	201.6	16.8	218.4
2008	103.4	-	42.3	-	145.7	15.1	160.8
2007	75.6	-	38.2	-	113.8	10.3	124.1
2006	99.7	-	37.5	-	137.2	30.8	168.0
2005	68.0	-	27.5	-	95.5	10.2	105.7
2004	61.3	-	23.2	-	83.8	10.7	94.5
2003	65.0	-	20.9	-	85.9	14.7	100.6
2002	62.2	16.0	18.3	-	96.5	8.8	105.3
2001	71.1	-	21.0	-	92.1	21.8	113.9
2000	63.5	13.3	17.9	-	94.7	8.9	103.6
1999	59.6	-	13.2	-	72.9	7.2	80.1
1998	54.3	-	14.0	1.5	68.3	6.5	74.8
1997	56.6	20.3	15.5	2.7	89.6	6.6	100.5
1996	53.5	-	13.6	4.2	89.8	9.7	79.5
1995	52.4	19.7	13.3	4.2	89.6	5.2	94.8
1994	45.0	45.0	12.5	4.2	106.7	6.4	113.1
1993	43.1	-	12.4	4.2	59.7	6.7	66.4
1992	51.9	-	12.9	4.2	69.0	4.7	73.7
1991	42.2	-	12.1	4.2	63.5	3.3	66.8
1990	50.2	-	12.2	4.2	66.6	2.1	68.7
1989	43.7	-	10.8	4.6	58.7	-	-
1988	51.1	-	9.4	4.6	65.1	-	-
1987	28.8	-	8.2	4.8	41.6	-	-
1986	20.9	-	9.8	4.8	35.5	-	-
1985	20.4	-	9.8	4.8	35.0	-	-
1984	20.9	-	9.7	4.8	33.4	-	-
1983	20.6	-	9.1	6.0	34.5	-	-
1982	17.1	-	9.5	6.1	32.6	-	-
1981	5.5	-	8.7	6.1	17.3	-	-
1980	14.5	-	-	5.4	20.6	-	-
1979	4.8	-	-	4.0	10.2	-	-
1978	15.0	-	-	4.0	19.0	-	-
1977	3.6	-	-	2.6	7.6	-	-
1976	13.0	-	-	1.5	15.6	-	-
1975	6.0	-	-	-	7.5	-	-
1974	10.6	-	-	-	10.6	-	-
1973	4.4	-	-	-	4.4	-	-

¹ Applied for by WMATA on behalf of NVTC. Federal program discontinued.

² State assistance contracted during the fiscal year, excludes federal funds for VRE applied for by PRTC, state-provided federal capital project funds paid directly to VRE and local shares for VRE paid initially to NVTC and PRTC.

³ Estimated.

⁴ Included \$38.8 million special appropriations utilized in FY 2009 to opt out of Metro Matters Debt.

Figure 15

**Fiscal Year 2010 Northern Virginia Transportation Commission
Projected Funding Sources for NVTC Jurisdictions' Transit Systems, WMATA and VRE
(Dollars in millions)
(See accompanying notes)**

Jurisdiction	WMATA OPERATING AND CAPITAL										
	Local Funds	NVTC Aid		Direct	Total	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
		Regional Gas Tax	State Aid	State Aid	State Aid						
Alexandria	\$ 15.9	\$ 2.0	\$ 11.1	\$ -	\$ 11.1	\$ 10.4	\$ 39.4	40.4%	5.1%	28.2%	26.4%
Arlington	30.9	2.8	22.3	-	22.3	25.0	81.0	38.1%	3.5%	27.5%	30.9%
City of Fairfax	(0.1)	0.9	0.7	-	0.7	0.4	1.9	-5.3%	47.4%	36.8%	21.1%
Fairfax County	41.5	17.5	39.9	-	39.9	32.5	131.4	31.6%	13.3%	30.4%	24.7%
Falls Church	0.5	1.0	0.6	-	0.6	0.7	2.8	17.9%	35.7%	21.4%	25.0%
Loudoun County	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%
Fare & Other Revenue	88.7	24.2	74.6	-	74.6	69.0	256.5	34.6%	9.4%	29.1%	26.9%
	215.4	-	-	-	-	-	215.4	100.0%	0.0%	0.0%	0.0%
	\$ 304.1	\$ 24.2	\$ 74.6	\$ -	\$ 74.6	\$ 69.0	\$ 471.9	64.4%	5.1%	15.8%	14.6%

Jurisdiction	LOCAL TRANSIT OPERATING AND CAPITAL										
	Local Funds	NVTC Aid		Direct	Total	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
		Regional Gas Tax	State Aid	State Aid	State Aid						
Alexandria	\$ 4.9	\$ -	\$ 4.3	\$ -	\$ 4.3	\$ 2.3	\$ 11.5	42.6%	0.0%	37.4%	20.0%
Arlington	14.6	-	6.3	-	6.3	1.9	22.8	64.0%	0.0%	27.6%	8.3%
City of Fairfax	1.5	-	0.8	-	0.8	-	2.3	65.2%	0.0%	34.8%	0.0%
Fairfax County	39.1	-	25.8	6.6	32.4	1.0	72.5	53.9%	0.0%	44.7%	1.4%
Falls Church	0.4	-	0.3	-	0.3	0.5	1.2	33.3%	0.0%	25.0%	41.7%
Loudoun County	(5.3)	6.7	-	2.6	2.6	-	4.0	-132.5%	167.5%	65.0%	0.0%
Fare & Other Revenue	55.2	6.7	37.5	9.2	46.7	5.7	114.3	48.3%	5.9%	40.9%	5.0%
	22.8	-	-	-	-	-	22.8	100.0%	0.0%	0.0%	0.0%
	\$ 78.0	\$ 6.7	\$ 37.5	\$ 9.2	\$ 46.7	\$ 5.7	\$ 137.1	56.9%	4.9%	34.1%	4.2%

Jurisdiction	VRE OPERATING AND CAPITAL										
	Local Funds*	NVTC Aid		Direct	Total	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
		Regional Gas Tax	State Aid	State Aid	State Aid						
NVTC/PRTC Jurisdictions	\$ 9.7	\$ -	\$ -	\$ 18.1	\$ 18.1	\$ 32.4	\$ 60.2	16.1%	0.0%	30.1%	53.8%
	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%
Fare & Other Revenue	9.7	-	-	18.1	18.1	32.4	60.2	16.1%	0.0%	30.1%	53.8%
	27.3	-	-	-	-	-	27.3	100.0%	0.0%	0.0%	0.0%
	\$ 37.0	\$ -	\$ -	\$ 18.1	\$ 18.1	\$ 32.4	\$ 87.5	42.3%	0.0%	20.7%	37.0%

*includes PRTC regional gas tax.

Jurisdiction	TOTAL OPERATING AND CAPITAL										
	Local Funds	NVTC Aid		Direct	Total	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
		Regional Gas Tax	State Aid	State Aid	State Aid						
Alexandria	\$ 20.8	\$ 2.0	\$ 15.4	\$ -	\$ 15.4	\$ 12.7	\$ 50.9	40.9%	3.9%	30.3%	25.0%
Arlington	45.5	2.8	28.6	-	28.6	26.9	103.8	43.8%	2.7%	27.6%	25.9%
City of Fairfax	1.4	0.9	1.5	-	1.5	0.4	4.2	33.3%	21.4%	35.7%	9.5%
Fairfax County	80.6	17.5	65.7	6.6	72.3	33.5	203.9	39.5%	8.6%	35.5%	16.4%
Falls Church	0.9	1.0	0.9	-	0.9	1.2	4.0	22.5%	25.0%	22.5%	30.0%
Loudoun County	(5.3)	6.7	-	2.6	2.6	-	4.0	-132.5%	167.5%	65.0%	0.0%
NVTC/PRTC Jurisdictions	9.7	-	-	18.1	18.1	32.4	60.2	16.1%	0.0%	30.1%	53.8%
Fare & Other Revenue	153.6	30.9	112.1	27.3	139.4	107.1	431.0	35.6%	7.2%	32.3%	24.8%
	265.5	-	-	-	-	-	265.5	100.0%	0.0%	0.0%	0.0%
	\$ 419.1	\$ 30.9	\$ 112.1	\$ 27.3	\$ 139.4	\$ 107.1	\$ 696.5	60.2%	4.4%	20.0%	15.4%

Figure 15 (continued)

**Notes – Projected Funding Sources for NVTC
Jurisdictions' Transit Systems, WMATA and VRE**

- The schedule shows how the operating and capital needs of the local transit systems, Virginia's share of WMATA, and VRE are projected to be funded.
- State operating and capital assistance is allocated among the jurisdictions using NVTC's SAM factors in place for each fiscal year.
- State operating assistance is the actual amount contracted for the fiscal year.
- State operating assistance is allocated between WMATA and local systems using the percentage of the WMATA operating subsidies and local system deficits to the total operating requirements.
- State capital assistance for WMATA is the amount projected to be invoiced and collected during the fiscal year. State capital assistance for local needs is the amount contracted for the fiscal year.
- Regional gas tax is the projected Motor Vehicle Fuels Sales tax for the fiscal year. For all jurisdictions except Loudoun County, the revenue is allocated using the gas tax percentages from NVTC's SAM in place for the fiscal year. For Loudoun County the revenue is recognized by point of sale.
- The regional gas tax for Loudoun County is shown as a source of funds for their local systems, however the revenue may be used for any transportation purposes. For the other jurisdictions, regional gas tax may be used only for WMATA subsidies.
- Direct state aid is assistance not allocated by NVTC's SAM formula and not received by NVTC, but rather directly by the jurisdictions, WMATA and VRE. Direct state assistance for the local transit systems is the amount contracted or budgeted for the fiscal year.
- Special appropriations for WMATA and VRE are recognized when budgeted to be expended, not when appropriated.
- Federal aid is assistance budgeted to be received directly by the jurisdictions, WMATA and VRE, and includes federal funds administered by the state.
- WMATA capital and operating expenses are the subsidies actually billed during the fiscal year, plus the jurisdictions' respective share of federal assistance budgeted by WMATA. Local system deficits are based upon the fiscal year budgeted activities.
- Funding sources and the capital and operating expenses of VRE are those budgeted for the state assistance applications.

Figure 16

ESTIMATED DISTRIBUTION OF STATE AID AND REGIONAL GAS TAX AMONG NVTC MEMBER JURISDICTIONS					
--FY 2010--					
JURISDICTION	STATE AID AMOUNT (\$Millions)	PROPORTION (Percent)	GAS TAX AMOUNT (\$Millions)	PROPORTION (Percent)	TOTAL (\$Millions)
Alexandria	\$14.0	13.4	\$1.9	8.1	\$15.9
Arlington	26.0	24.8	2.7	11.4	28.7
City of Fairfax	1.5	1.4	0.9	3.8	2.4
Fairfax County	62.6	59.6	17.4	72.7	80.0
Falls Church	<u>0.9</u>	<u>0.8</u>	<u>1.0</u>	<u>4.0</u>	<u>1.9</u>
Total Allocated Assistance	\$105.0	100%	\$23.9	100%	\$128.9
Debt Service and NVTC Costs	7.4		0.3		7.7
Loudoun County Motor Fuels Tax			6.7		6.7
Total Assistance Available	\$112.4		\$30.9		\$143.3



CHRONOLOGY OF THE VIRGINIA RAILWAY EXPRESS

--1964 to Present--

Richard K. Taube
Revised: March , 2010

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2008

NVTA began on January 1st to collect the new regional taxes but a few months later the Virginia Supreme Court ruled that the General Assembly had violated the state constitution. So NVTA was compelled to refund the taxes.

A feasibility/alternative analysis with some engineering/environmental work began for the Gainesville/ Haymarket extension with a \$1.5 million contract. The proposed new service would extend approximately 11 miles from VRE's Manassas station to Haymarket in Prince William County along Norfolk Southern's B Line. It could include up to three new stations and could cost approximately \$281 million in 2008 dollars.

A contract was executed for two new locomotives from Motive Power (MP-36) at \$9.6 million with an option for 18 additional locomotives.

Fifteen of the older Gallery cars were sold.

In mid-year, CSXT shifted VRE dispatching from Jacksonville, Florida to Baltimore. VRE had advocated this move for years as a means to make dispatchers more familiar with the VRE territory.

Also in June, VRE achieved its all-time peak ridership day of 16,200, despite a run of below average on-time performance due to weather issues. Rising gas prices have led to increased ridership, more calls to VRE from prospective riders, and standees on some peak trains.



Two new parking garages were dedicated. One was at the Manassas station (322 spaces) and the other at Burke Centre (1292 spaces).

VRE's base fares increased three percent at the end of June. A fare indexing policy was also adopted for future budgets.

A contract for construction of the second platform at Woodbridge was executed for \$3.9 million. Design began in 2002.



Three new track improvements were initiated with CSXT, including 11 miles of third mainline from Powell's Creek to the Arkendale switch, seven miles up the Franconia Hill, and three miles between Fredericksburg and Hamilton.

On September 11th, VRE provided an all-time ridership record of 17,612 trips.

Also in September, the VRE Operations Board authorized staff to issue a Request for Proposals for maintenance and operation of VRE's trains. Amtrak has provided these services since the inception of VRE in 1992.

The last five of the 50 railcar order of 2006 from Sumitomo were delivered and placed in service. The locomotive order from Motive Power was increased to five from two with the contract value raised to \$20.0 million.

Active discussions continued with Spotsylvania County officials regarding the terms of the county's possible admission to PRTC and VRE.

FY 2009 ridership: 15,754 weekday and 3,857,646 annual.



2009

VRE carried 16,000 one-way passenger trips on Inauguration Day after selling 9,000 reserved commemorative roundtrip tickets at \$25.

Due to devastating revenue losses for VRE's state and local funding partners, VRE was compelled to implement its third fare increase in 18 months.

DRPT requested the use of two unused VRE slots in which to operate proposed new intercity trains (with stops at some VRE stations) from Richmond and Lynchburg. VRE has a limited number of trains that it is allowed to operate on CSXT and NS track. Improvements funded by VRE (with significant help by DRPT) allow additional trains to run. After several months of discussions, agreement was reached and the Washington-Richmond Corridor Improvement Project MOU was formally amended. An inaugural run of the Lynchburg train occurred on September 30th and ridership has been stronger than predicted.

Early in the year, Congress enacted a stimulus bill that included a very significant increase in the allowable tax-free monthly transit benefit to \$230, up from \$120. This increase expires on January 1, 2011 unless extended, but it helped to sustain VRE ridership despite the severe economic recession.

A \$4.6 million contract was signed for construction of a maintenance facility at Broad Run, part of VRE's ongoing efforts to prepare for a competitive

maintenance/operation procurement.

In March, with \$9.8 million of federal stimulus funds, plus a \$5 million federal earmark, VRE added four Tier II locomotives to its base order of five. In June, it added three more, and in October added another three. The total contract value reached \$60.6 million, with the first locomotive expected to arrive in July, 2010.

A customer survey in May received almost 5,000 responses. At 75%, customer satisfaction reached its highest level since 2003. Two-thirds of the respondents reported receiving some level of employer subsidy for VRE fares.

In October, VRE awarded a five-year contract to Keolis Rail Services of America for operations and maintenance. The initial amount was \$18.5 million for July 1, 2010 through June 30, 2011. The VRE Board was particularly attentive to preserving the jobs and benefits of current Amtrak employees serving VRE.

Finally, the Spotsylvania County Board approved terms of joining PRTC and VRE as a participating member, effective February 15, 2010. All required actions were completed by the other participating parties as well, including amending the VRE Master Agreement.



2010

The last of VRE's 71 new Sumitomo railcars were delivered in February. Calendar 2009 ridership reached an all-time high of 3.9 million and on February 16, 2010, daily ridership exceeded 19,000 for the first time.

Public hearings were set for March to examine a proposal to terminate two trains at L'Enfant Plaza in order to permit longer trains to be operated on both lines and to permit a new express train on the Fredericksburg line. By storing some trains during the mid-day at L'Enfant, space would be created to store the longer trains at Ivy City (north of Union Station).

A \$2.8 million contract was signed for environmental and engineering analysis for the Gainesville/Haymarket extension. The work will take up to two years to complete.



AGENDA ITEM #9

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube, Scott Kalkwarf and Colethia Quarles
DATE: March 25, 2010
SUBJECT: NVTC Financial Items for February, 2010.

Attached for your information are NVTC financial reports for February, 2010.

As shown in the attached memorandum previously discussed with local staff, preliminary information has been made available by the Virginia Department of Taxation describing initial gas tax collections from the 2.1% distributors' tax in January, 2010 versus the previous method of a 2% tax on retail sales. Scott Kalkwarf netted out reporting errors and delayed processing known at this time and found that collections are about the same in January as in December. However, he did point out that distributors may be misidentifying the jurisdictions for their sales, especially in Alexandria, Falls Church and the city of Fairfax. He has asked auditors at the Virginia Department of Taxation to investigate.

More information should be available within the next two months to permit a more definitive examination of the impact of the new tax method on NVTC's gas tax revenues.



MEMORANDUM

TO: MAC
FROM: Scott Kalkwarf
DATE: March 15, 2010
SUBJECT: Gas Tax Collections

The attached charts cover gas tax generated from January 2009 through January 2010, the month the tax changed from 2% on the retail level, to 2.1% on the distributor level. The charts show revenues collected by the Virginia Department of Taxation (TAX) after adjusting the revenue to the correct period. Timing adjustments are needed for errors in reporting, errors in posting, delayed processing, audits and delinquent collection activity. In some cases all revenue and adjustments for a particular month may not be collected or posted for several months, or possibly years. Keep in mind that NVTC receives the revenue from TAX two months after the taxable sale takes place.

The first chart shows the adjusted gas tax revenue tracked against the average price per gallon of gas. The January revenue is close to where we would expect if the yield from the new tax is similar to the yield from the old tax, however, there will likely be adjustments to the January 2010 revenue in the next month, as there may be late postings, filings, corrections, etc.

The next chart shows the total NVTC actual collections by month, and also the revenue adjusted to the correct period. The adjusted revenue is what shows up on the first chart. The collections show dips and spikes, compared to the adjusted revenue.

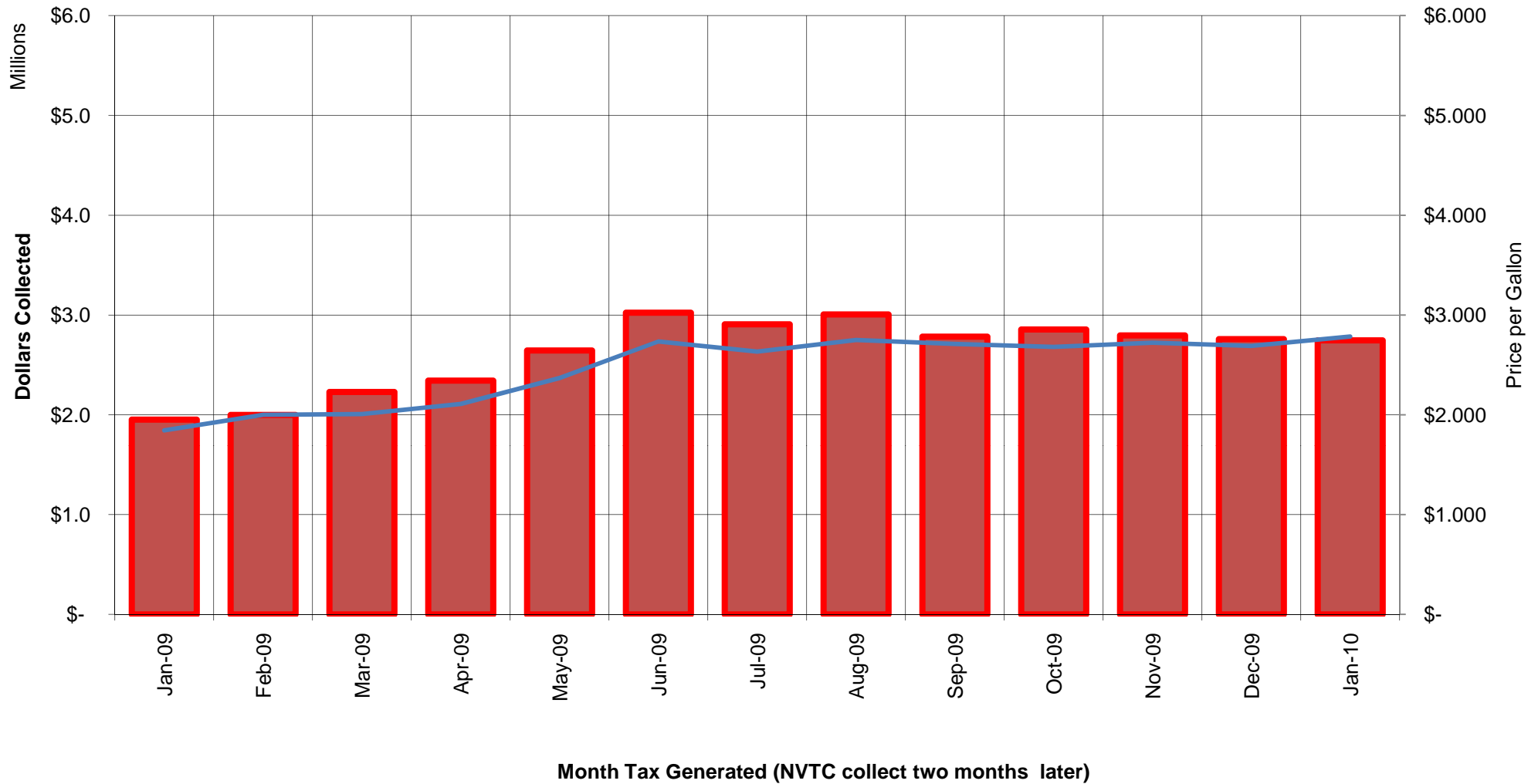
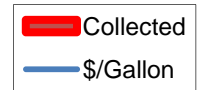
The remaining charts show the collections and adjusted revenue by jurisdiction. Please keep in mind that the scale is different for each chart. Arlington's drop may be explained by revenue that will be collected in the following month, or revenue reported to the incorrect jurisdiction. Alexandria, Falls Church, and the City of Fairfax all show an unexpected increase in the adjusted revenue. This is most likely caused by revenue reported to the incorrect jurisdiction. I've contacted our gas tax auditor to start looking into these discrepancies. Errors may already have been discovered, which should be reflected in the next month's reporting.

When the tax was levied at the retail level, the jurisdiction of a particular dealer for taxpayers reporting one location was coded in TAX's computer so that all revenue for that taxpayer would automatically be posted to the correct jurisdiction. Change in ownership, or taxpayers purchasing a new business but not re-registering would cause reporting issues; however, our auditors had certain tools to catch issues such as this, and adjustments would be made in subsequent months. If a taxpayer owned more than one location, they were allowed to file a consolidated tax return, where it was up to the taxpayer to correctly report the revenue to the correct jurisdiction. This was often where errors would be discovered, with revenue reported to the incorrect jurisdiction. This occurred for a variety of reasons, such as the taxpayer classifying the location of the retailer in the wrong jurisdiction, or entering the revenue on the incorrect line of the form. The new distributor based tax is reported by all taxpayers in a manner similar to the consolidated reporting of the retail based tax in that it is up to the distributor to attach a schedule showing the revenue by jurisdiction.

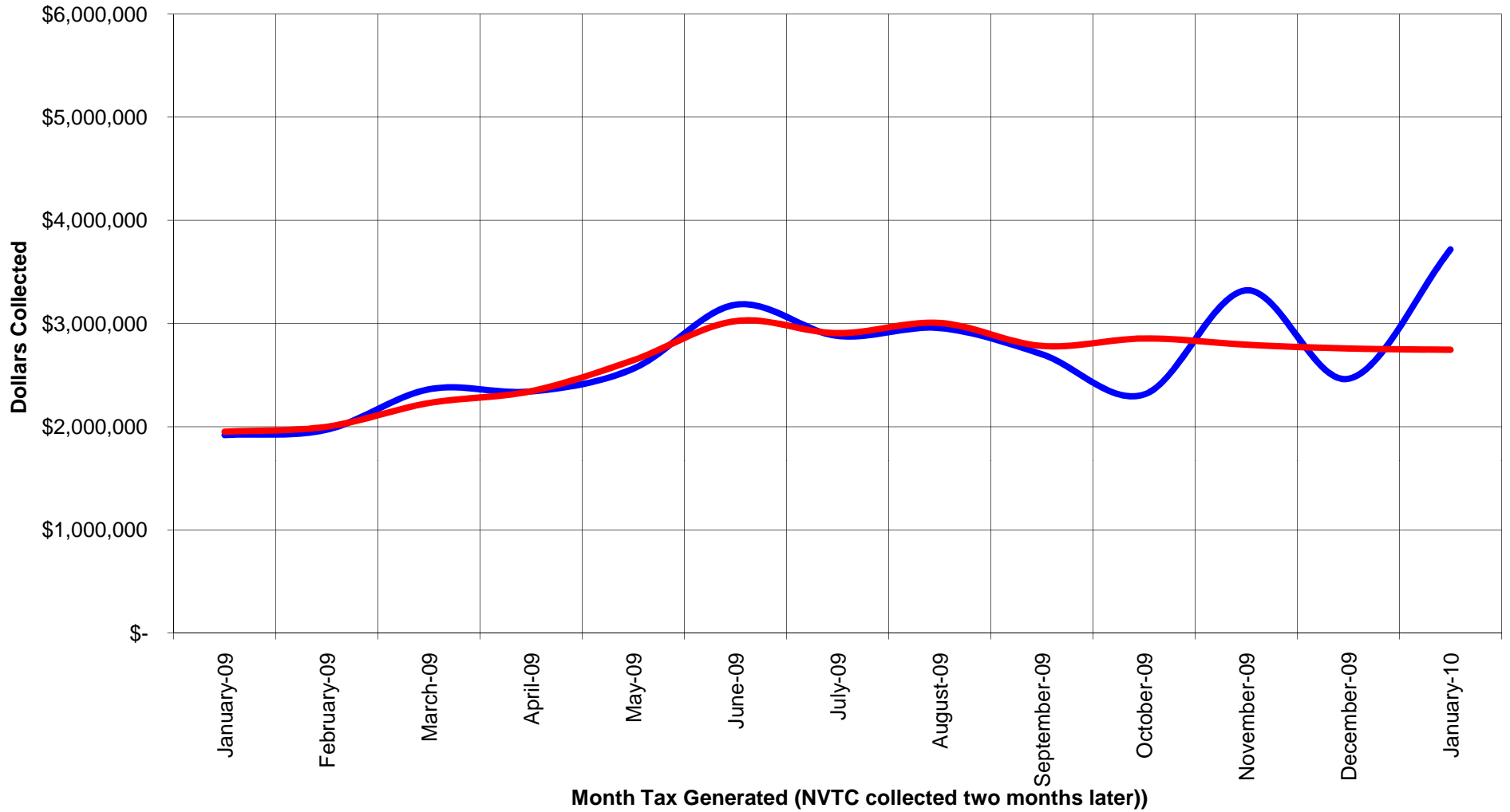
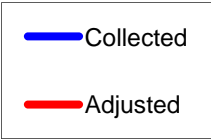
Since some independently owned stations may change distributors with some frequency, the probability for misclassification may be even greater than consolidated filers under the retail based tax.

While NVTC staff can point out suspected anomalies, it will be up to TAX's auditors to make inquiries of the taxpayers, or examine the tax returns to be certain that sales are correctly classified by jurisdiction, because taxpayers are not required to report the specific addresses of their customers.

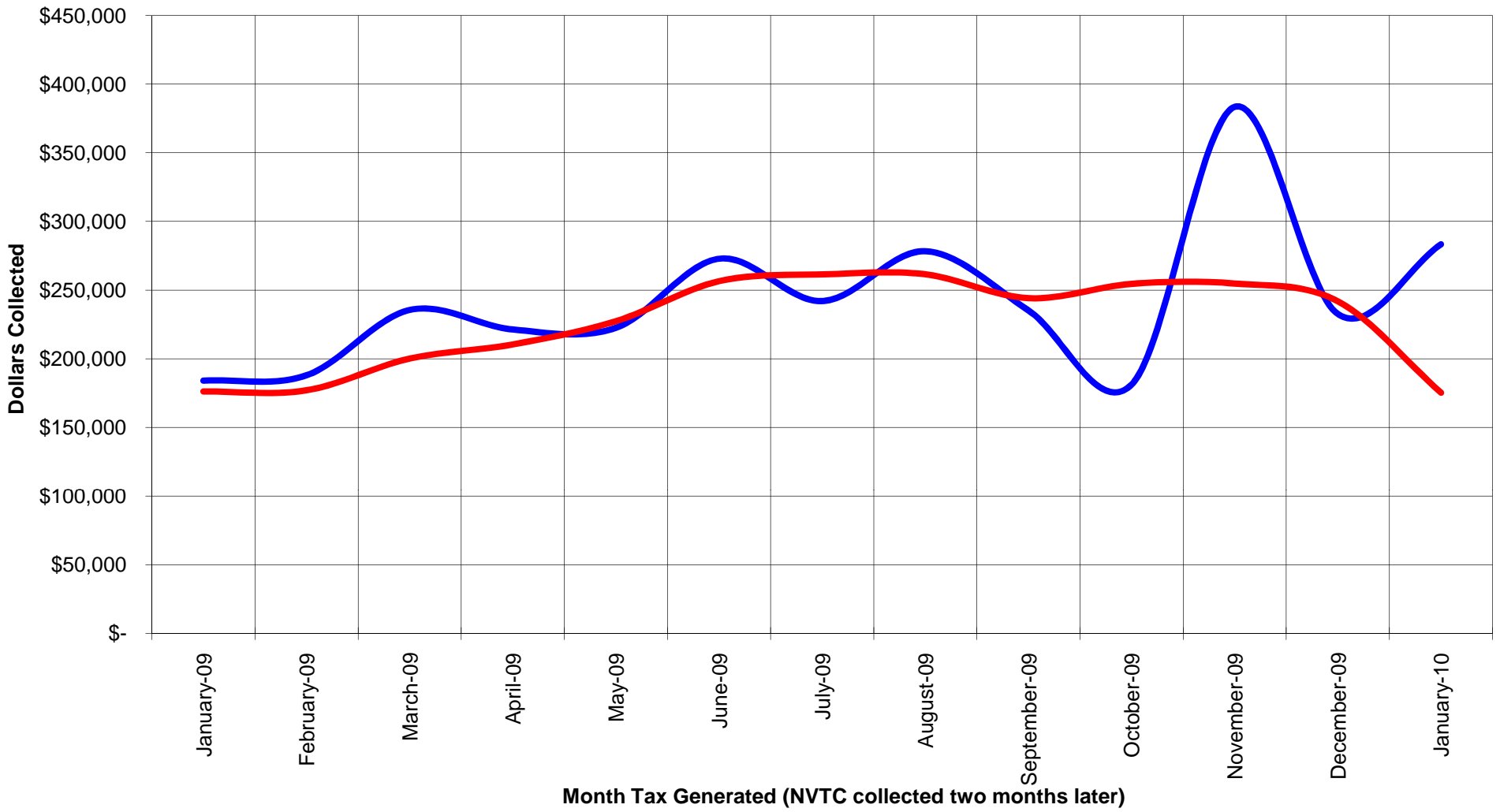
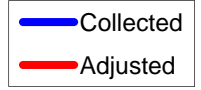
NVTC MVFST Adjusted Collections / Average Price per Gallon



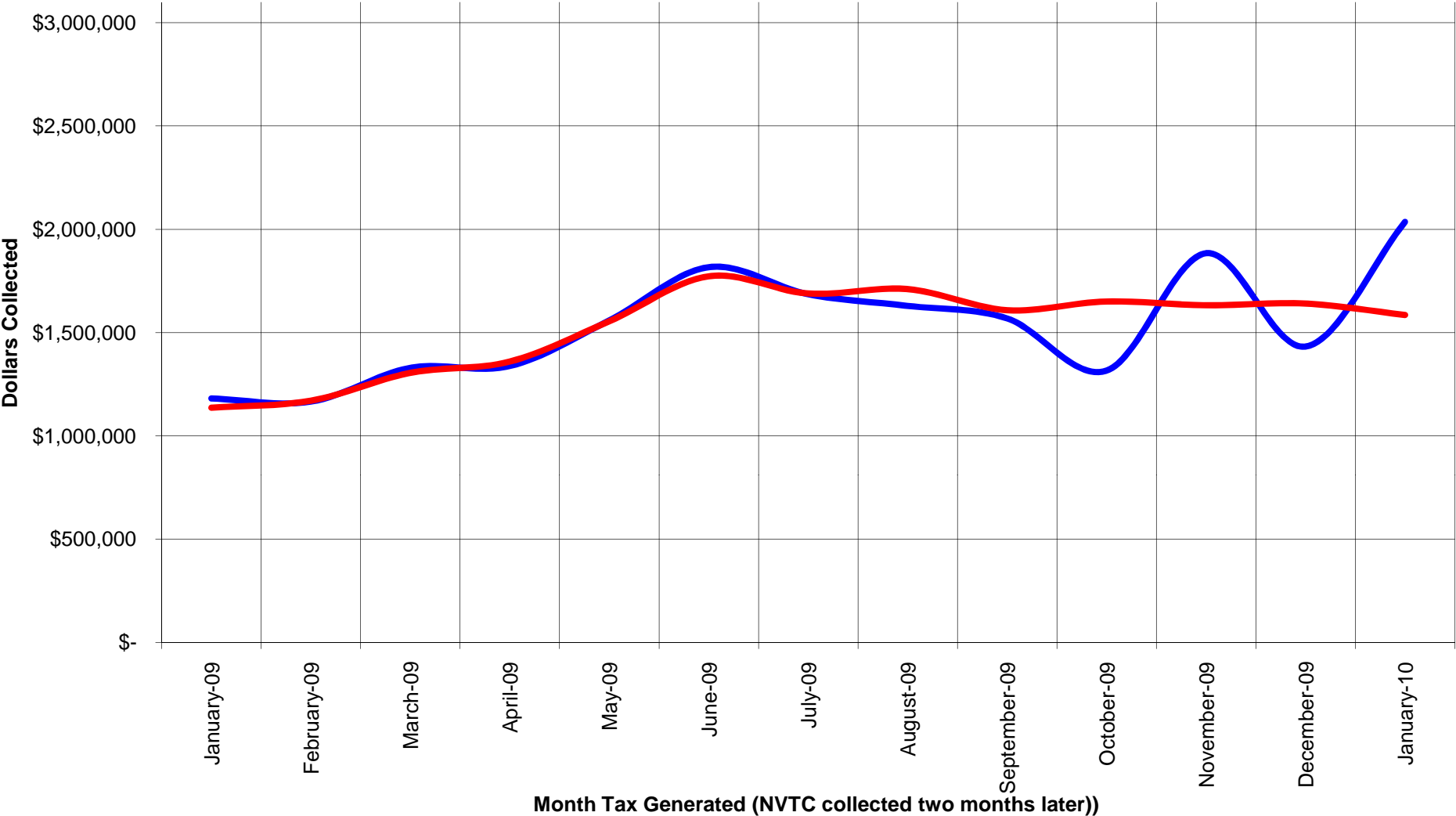
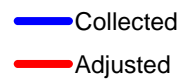
NVTC MVFST Collected and Adjusted



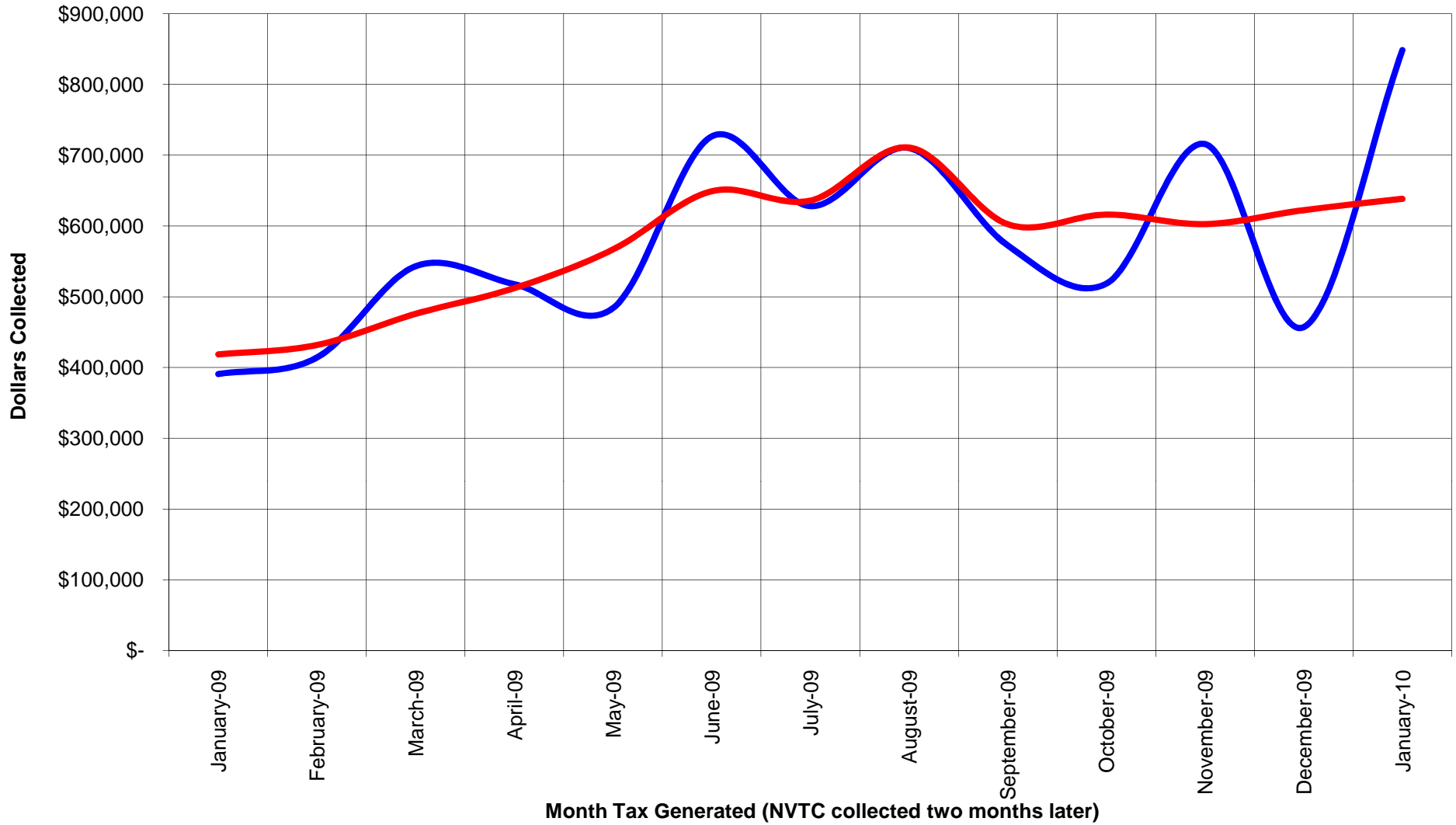
Arlington MVFST Collected and Adjusted



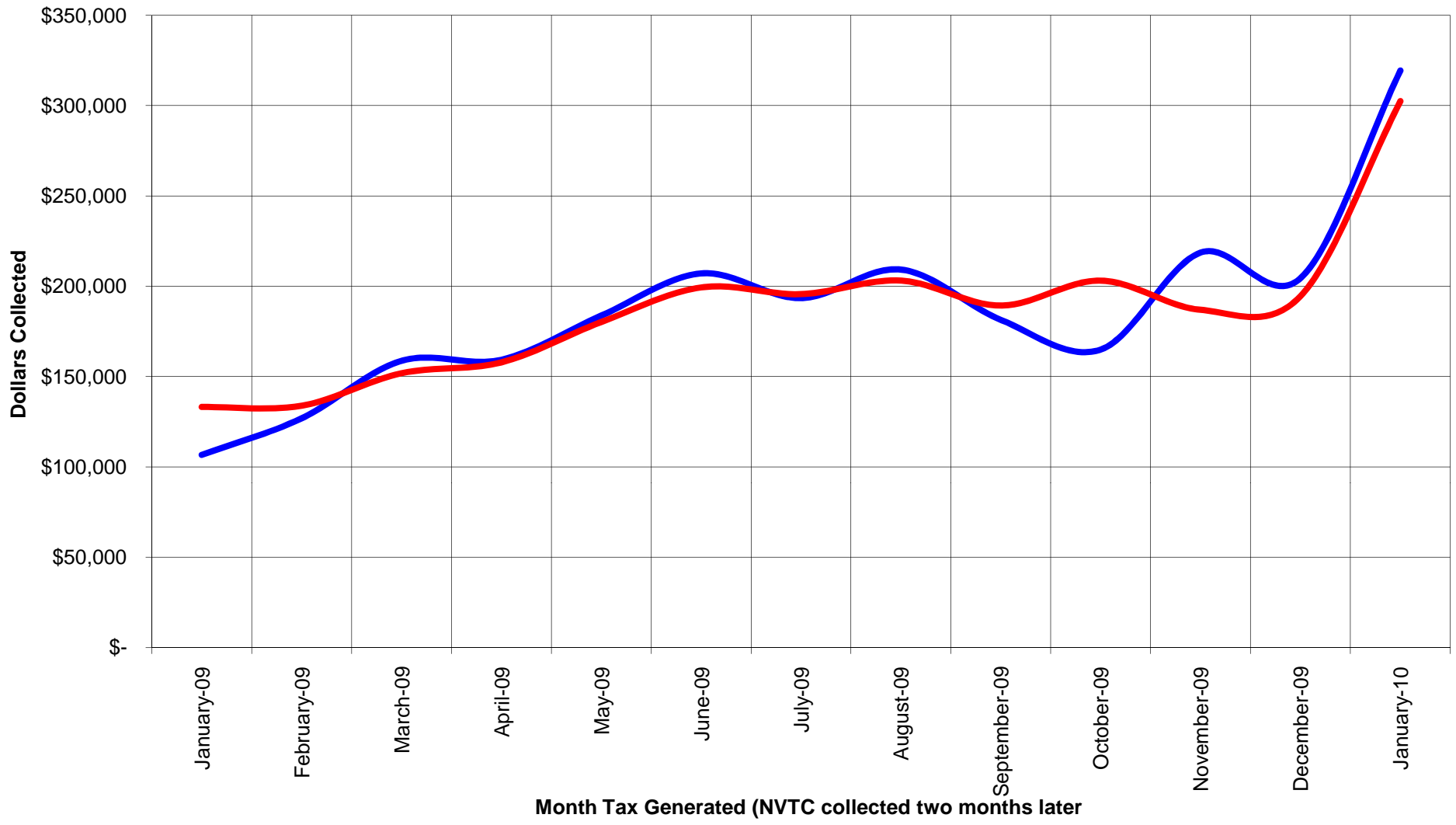
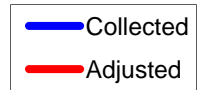
Fairfax County MVFST Collected and Adjusted



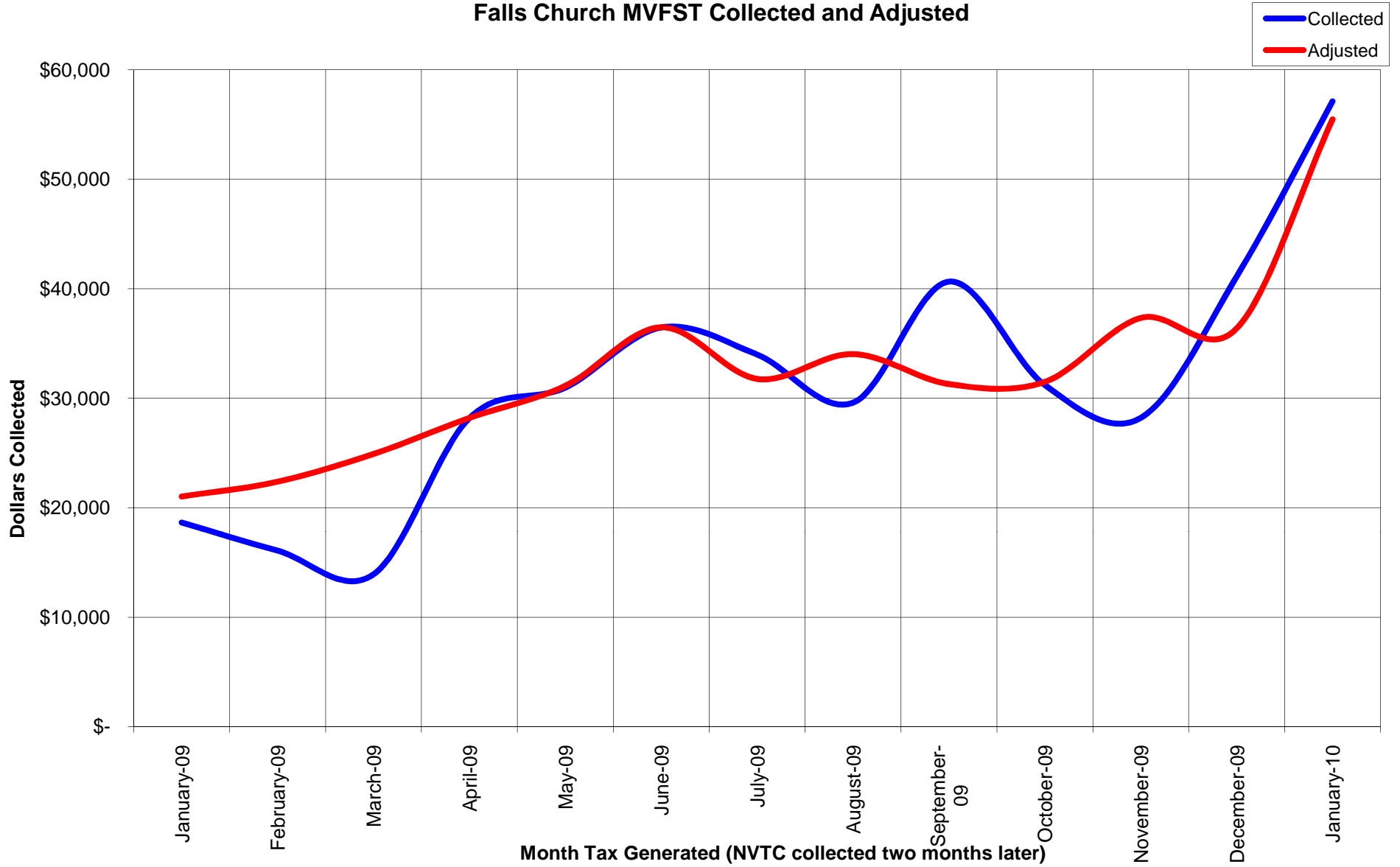
Loudoun MVFST Collected and Adjusted



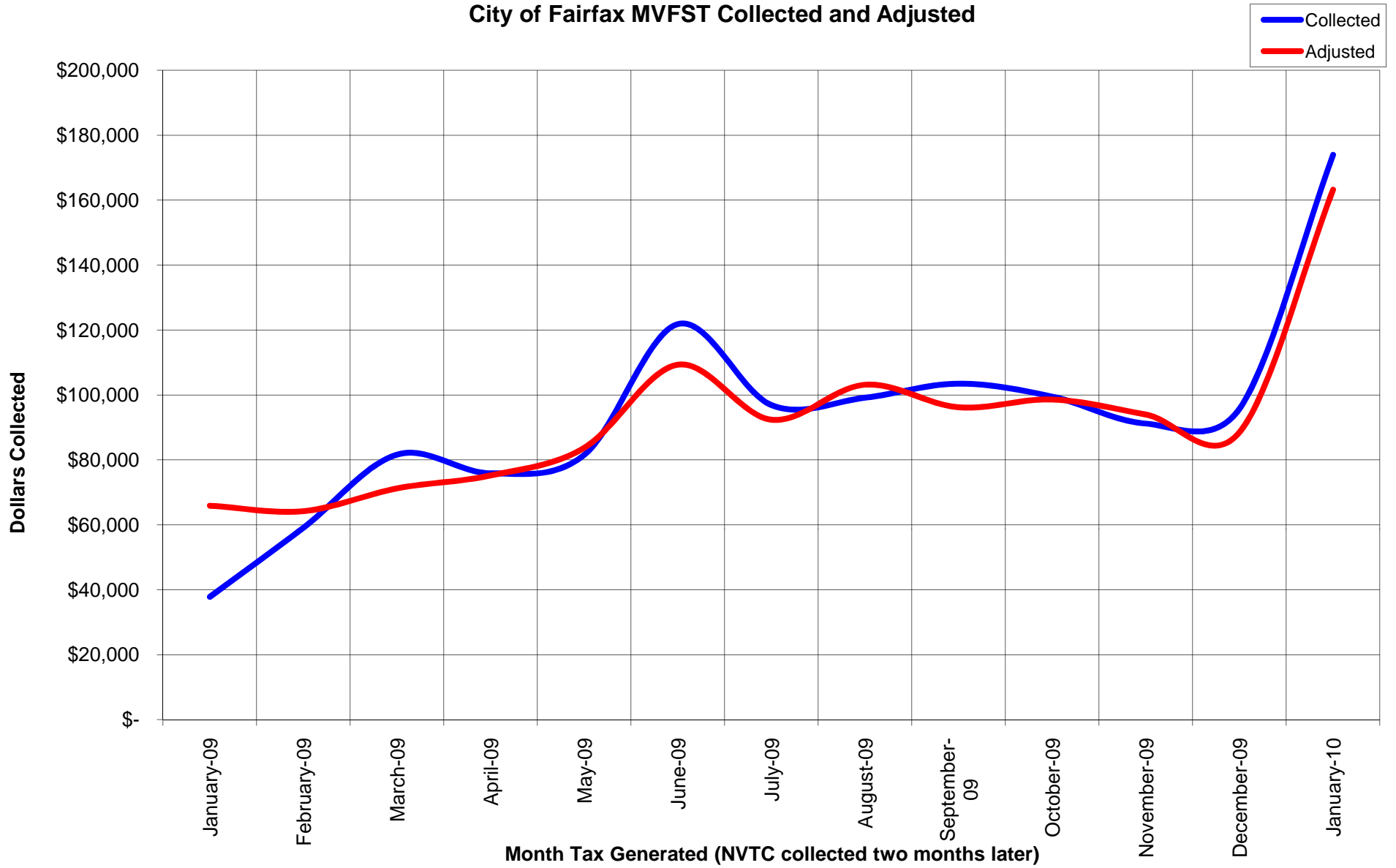
Alexandria MVFST Collected and Adjusted



Falls Church MVFST Collected and Adjusted



City of Fairfax MVFST Collected and Adjusted

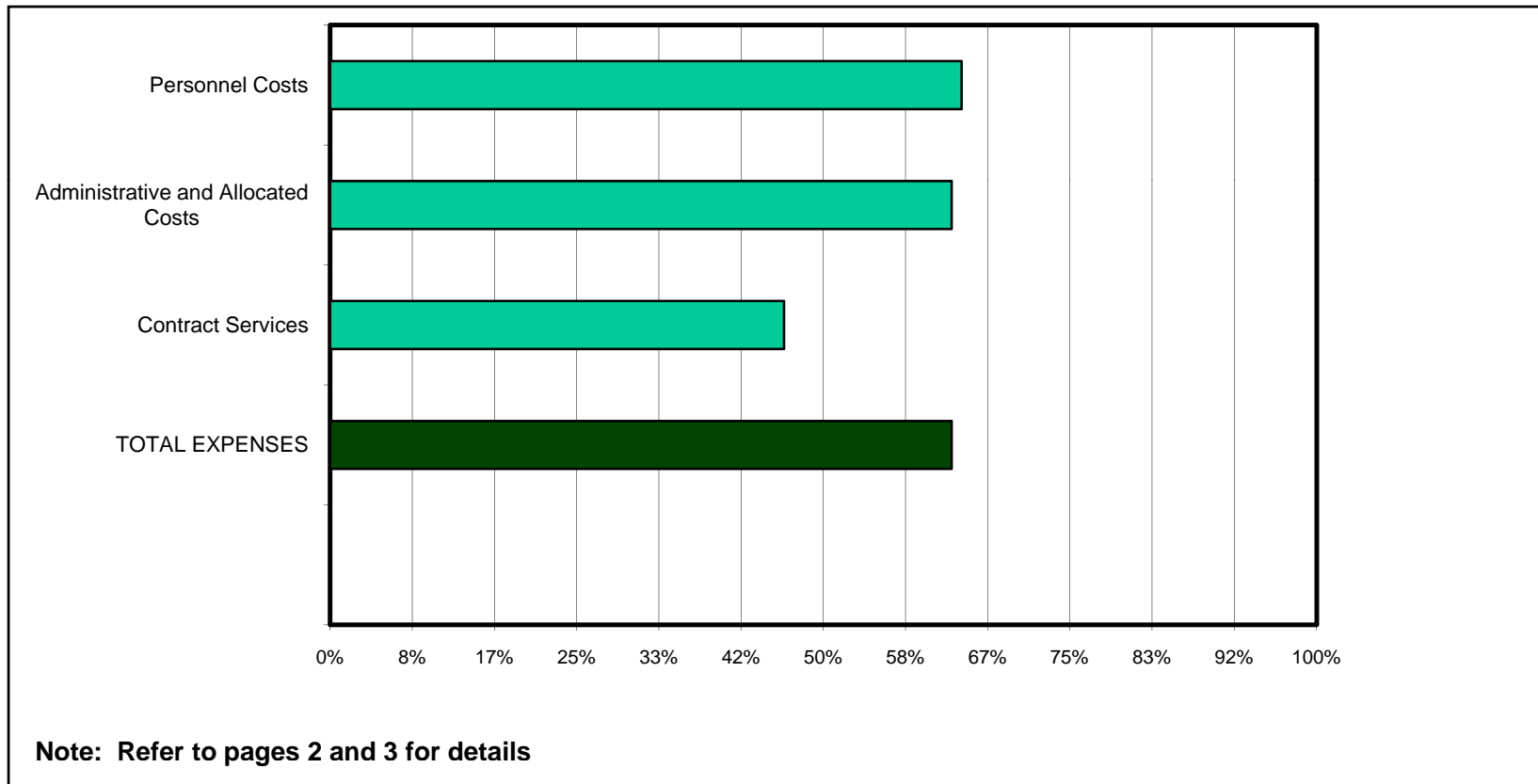


Northern Virginia Transportation Commission

Financial Reports

February, 2010

Percentage of FY 2010 NVTC Administrative Budget Used
February, 2010
(Target 66.67% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2010

	<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	\$ 48,809.83	\$ 475,655.70	\$ 734,500.00	\$ 258,844.30	35.2%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	48,809.83	475,655.70	734,500.00	258,844.30	35.2%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,511.83	33,292.61	51,800.00	18,507.39	35.7%
Group Health Insurance	4,766.77	40,114.24	70,400.00	30,285.76	43.0%
Retirement	5,240.00	43,150.00	69,500.00	26,350.00	37.9%
Workmans & Unemployment Compensation	183.74	1,099.05	3,400.00	2,300.95	67.7%
Life Insurance	292.04	2,614.18	4,150.00	1,535.82	37.0%
Long Term Disability Insurance	217.19	2,236.20	4,100.00	1,863.80	45.5%
Total Benefit Costs	14,211.57	122,506.28	203,350.00	80,843.72	39.8%
<u>Administrative Costs</u>					
Commissioners Per Diem	950.00	9,050.00	17,450.00	8,400.00	48.1%
<i>Rents:</i>					
Office Rent	15,571.23	126,001.84	191,880.00	65,878.16	34.3%
Parking	14,989.23	119,913.84	179,980.00	60,066.16	33.4%
	582.00	6,088.00	11,900.00	5,812.00	48.8%
<i>Insurance:</i>					
Public Official Bonds	-	4,175.18	4,100.00	(75.18)	-1.8%
Liability and Property	-	900.00	2,200.00	1,300.00	59.1%
	-	3,275.18	1,900.00	(1,375.18)	-72.4%
<i>Travel:</i>					
Conference Registration	203.23	1,940.20	7,800.00	5,859.80	75.1%
Conference Travel	-	-	-	-	0.0%
Local Meetings & Related Expenses	203.23	476.97	2,500.00	2,023.03	80.9%
Training & Professional Development	-	1,388.23	5,000.00	3,611.77	72.2%
	-	75.00	300.00	225.00	75.0%
<i>Communication:</i>					
Postage	612.65	4,719.98	10,350.00	5,630.02	54.4%
Telephone - LD	72.87	1,025.22	4,000.00	2,974.78	74.4%
Telephone - Local	147.45	945.58	1,300.00	354.42	27.3%
	392.33	2,749.18	5,050.00	2,300.82	45.6%
<i>Publications & Supplies</i>					
Office Supplies	707.02	9,290.73	13,600.00	4,309.27	31.7%
Duplication	-	1,361.83	3,500.00	2,138.17	61.1%
Public Information	707.02	7,428.90	9,600.00	2,171.10	22.6%
	-	500.00	500.00	-	0.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2010

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	79.95	3,086.10	8,000.00	4,913.90	61.4%
Furniture and Equipment	-	157.50	-	(157.50)	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	79.95	2,928.60	7,000.00	4,071.40	58.2%
<i>Other General and Administrative</i>	291.43	3,322.86	5,250.00	1,927.14	36.7%
Subscriptions	-	-	-	-	0.0%
Memberships	72.43	1,184.44	1,300.00	115.56	8.9%
Fees and Miscellaneous	219.00	2,138.42	2,950.00	811.58	27.5%
Advertising (Personnel/Procurement)	-	-	1,000.00	1,000.00	100.0%
Total Administrative Costs	<u>18,415.51</u>	<u>161,586.89</u>	<u>258,430.00</u>	<u>96,843.11</u>	<u>37.5%</u>
	<u>Contracting Services</u>				
Auditing	-	11,650.00	25,600.00	13,950.00	54.5%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>-</u>	<u>11,650.00</u>	<u>25,600.00</u>	<u>13,950.00</u>	<u>54.5%</u>
 Total Gross G&A Expenses	 <u>\$ 81,436.91</u>	 <u>\$ 771,398.87</u>	 <u>\$ 1,221,880.00</u>	 <u>\$ 450,481.13</u>	 <u>36.9%</u>

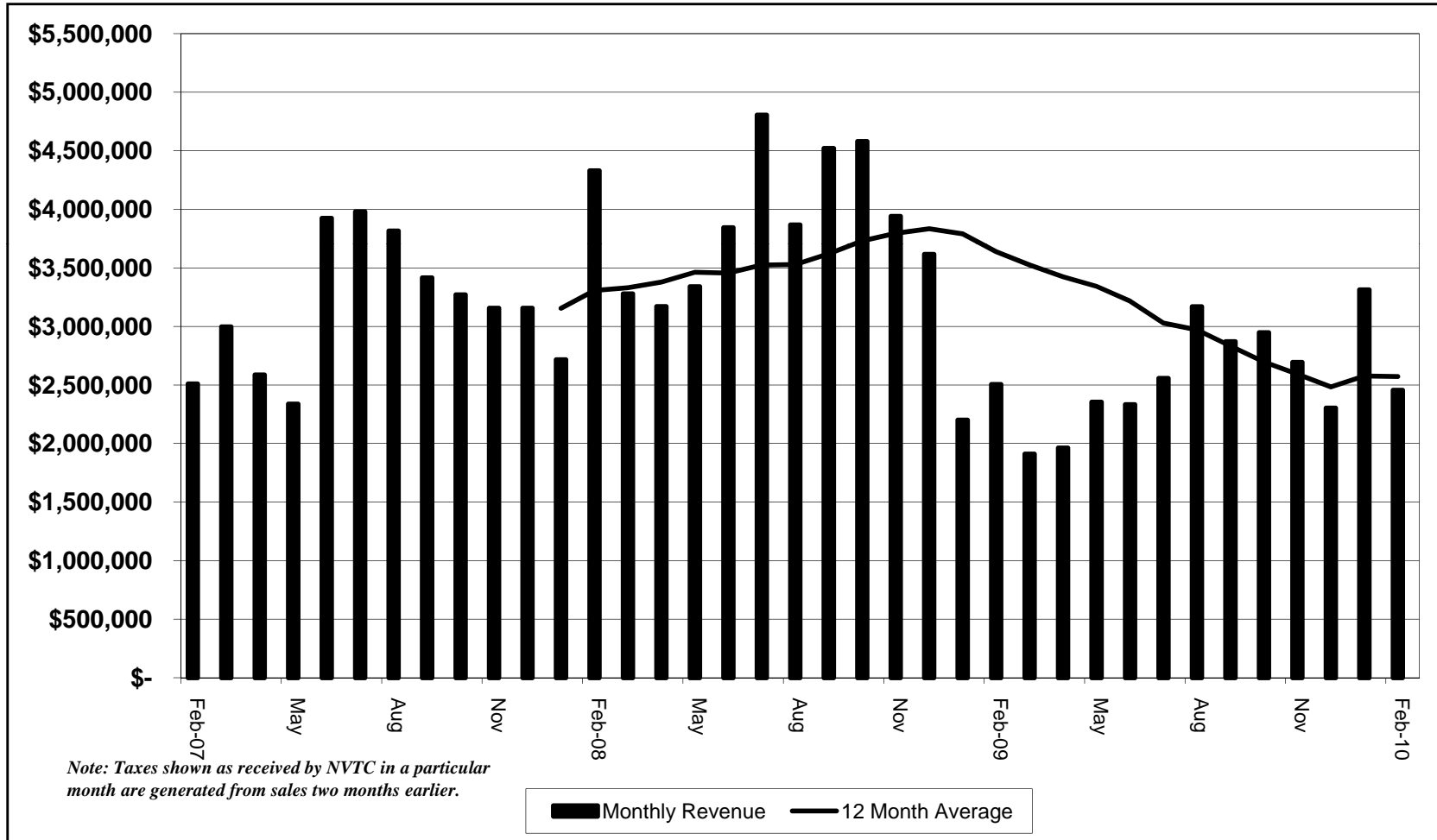
**NVTC
RECEIPTS and DISBURSEMENTS
February, 2010**

<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						
10	DRPT	Capital grant receipts				\$ 1,931,530.00
10	DRPT	Capital grant receipts				3,750,254.00
17	DRPT	FTM/Admin grant receipt				4,481,287.00
17	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,454,985.59
18	DRPT	Capital grant receipts				3,078,862.00
24	VRE	Staff support		6,260.31		
24	Staff	Reimbursement of expenses		24.79		
24	PRTC	Reimbursement of expenses		100.00		
28	Banks	Interest earnings		11.21	62.33	23,488.79
			<u>-</u>	<u>6,396.31</u>	<u>62.33</u>	<u>15,720,407.38</u>
DISBURSEMENTS						
1-28	Various	G&A expenses	(72,629.77)			
5	Falls Church	Other operating				(32,161.66)
5	City of Fairfax	Other operating				(123,877.00)
5	Stantec	Consulting - NTD project	(27,192.23)			
16	Loudoun County	Other operating				(4,208,861.26)
16	Loudoun County	Other capital				(1,535,021.00)
23	Redmon Group	E-Schedule project	(1,747.20)			
28	Wachovia	Bank charges	(65.20)			
			<u>(101,634.40)</u>	<u>-</u>	<u>-</u>	<u>(5,899,920.92)</u>
TRANSFERS						
5	Transfer	LGIP to LGIP (NTD project)			27,192.23	(27,192.23)
19	Transfer	From savings to checking	30,000.00	(30,000.00)		
19	Transfer	From LGIP to checking	120,000.00		(120,000.00)	
			<u>150,000.00</u>	<u>(30,000.00)</u>	<u>(92,807.77)</u>	<u>(27,192.23)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 48,365.60</u>	<u>\$ (23,603.69)</u>	<u>\$ (92,745.44)</u>	<u>\$ 9,793,294.23</u>

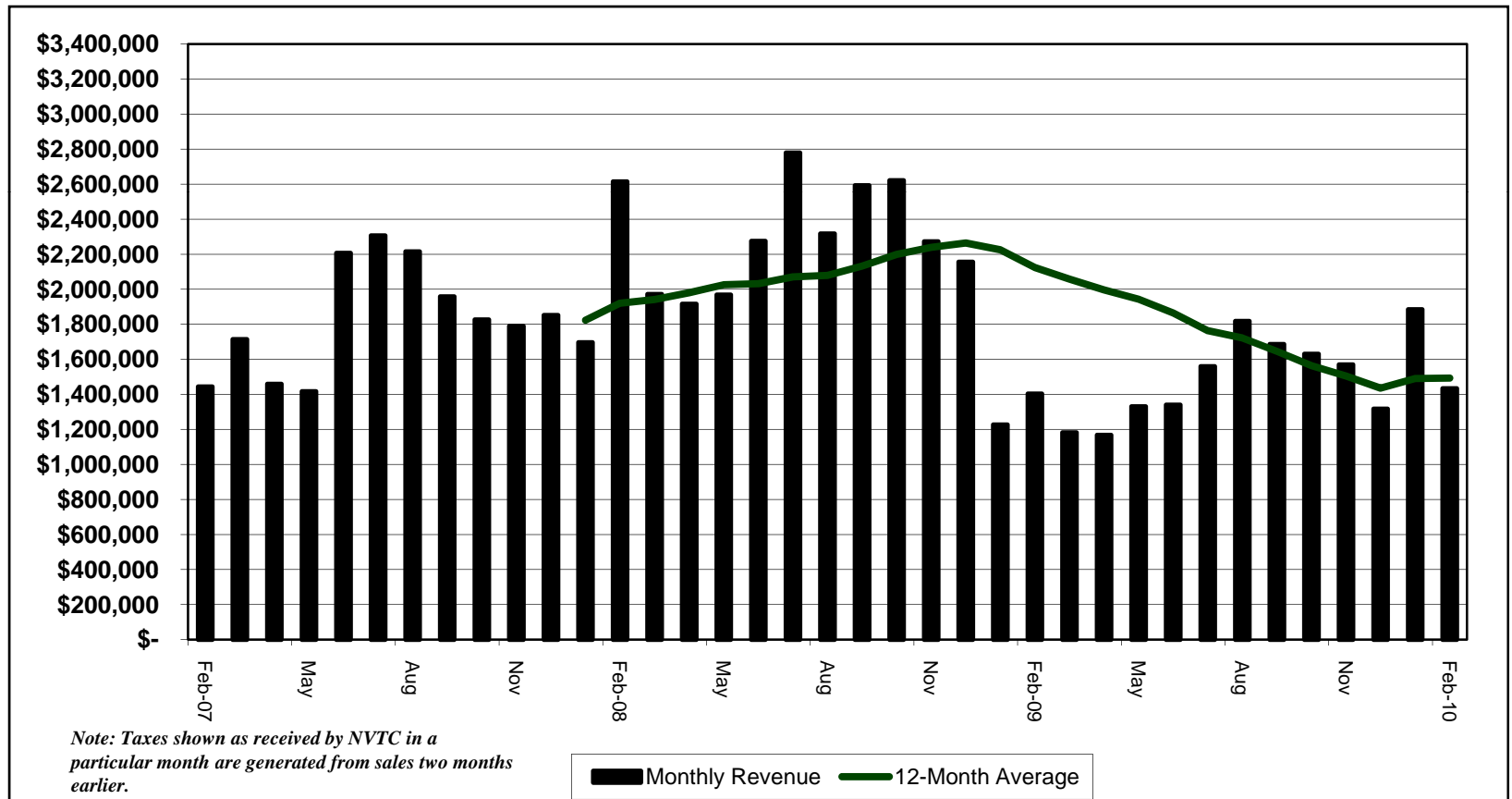
**NVTC
INVESTMENT REPORT
February, 2010**

<u>Type</u>	<u>Rate</u>	<u>Balance 1/31/2010</u>	<u>Increase (Decrease)</u>	<u>Balance 2/28/2010</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	\$ 76,787.49	\$ 48,365.60	\$ 125,153.09	\$ 125,153.09	\$ -	\$ -
Wachovia: NVTC Savings	0.100%	154,256.65	(23,603.69)	130,652.96	130,652.96	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	0.220%	134,163,096.69	9,700,548.79	143,863,645.48	287,377.36	124,755,633.11	18,820,635.01
		<u>\$ 134,394,140.83</u>	<u>\$ 9,632,565.26</u>	<u>\$ 144,119,451.53</u>	<u>\$ 543,183.41</u>	<u>\$ 124,755,633.11</u>	<u>\$ 18,820,635.01</u>

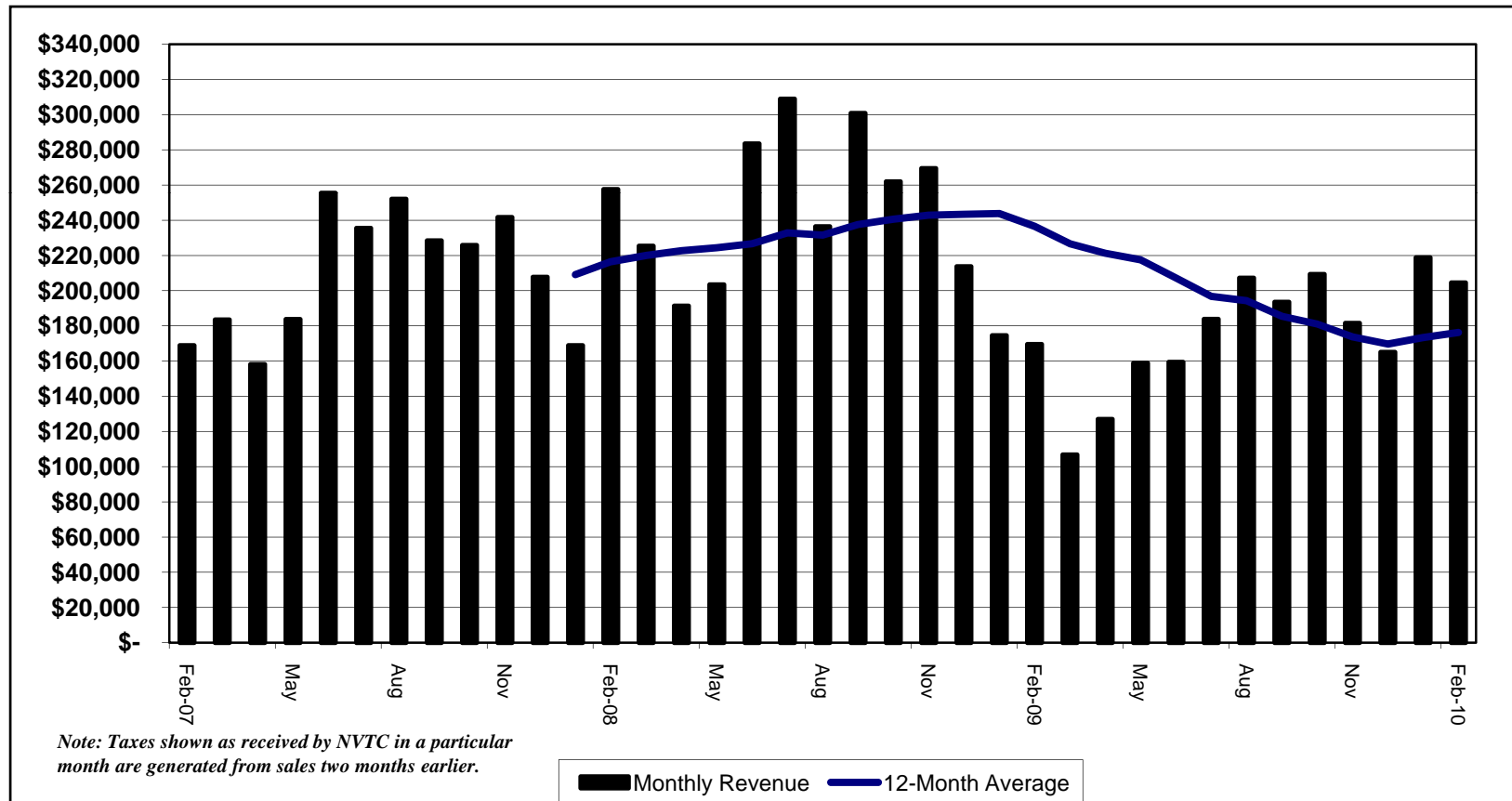
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2007-2010



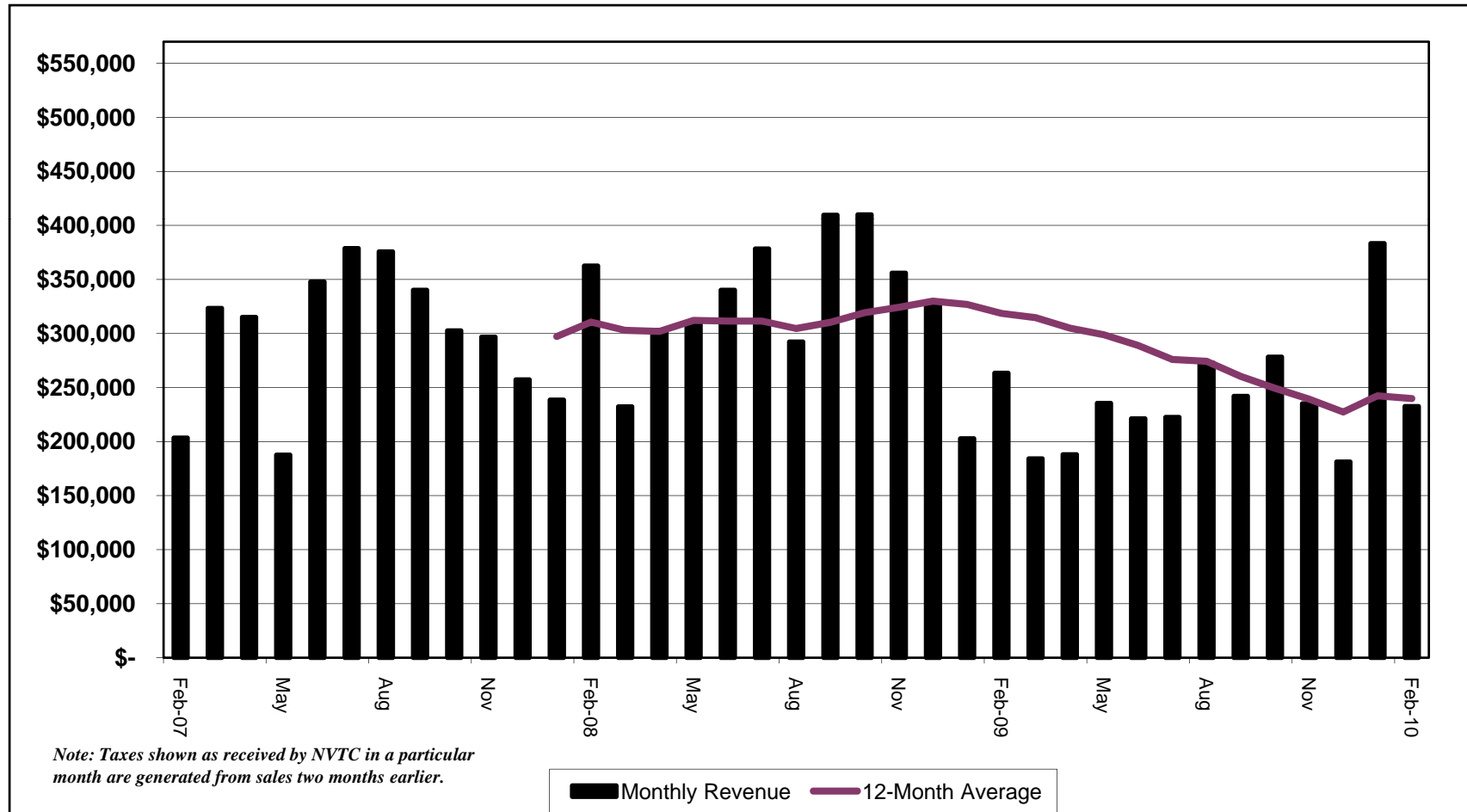
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2007-2010



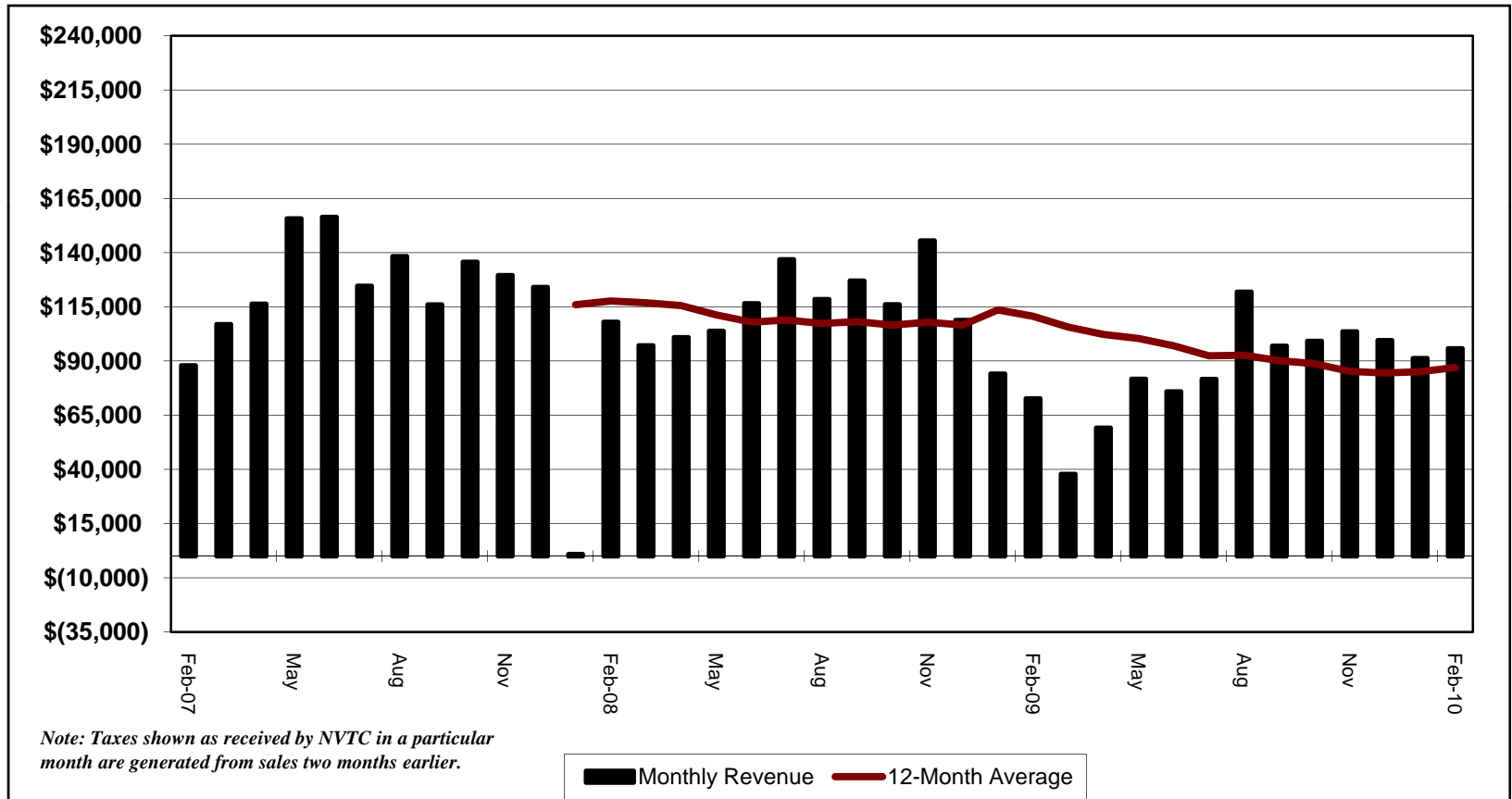
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2007-2010



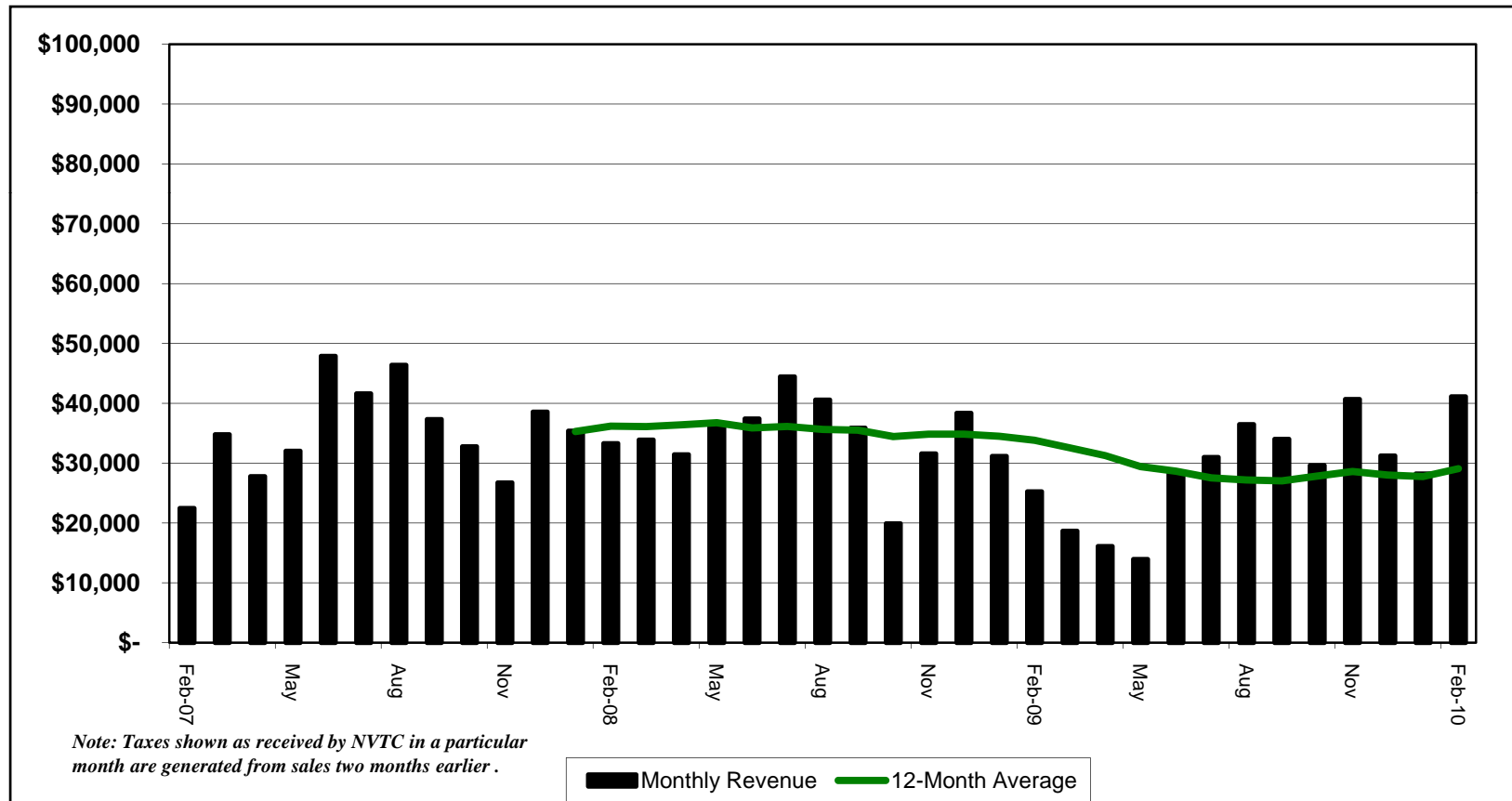
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2007-2010



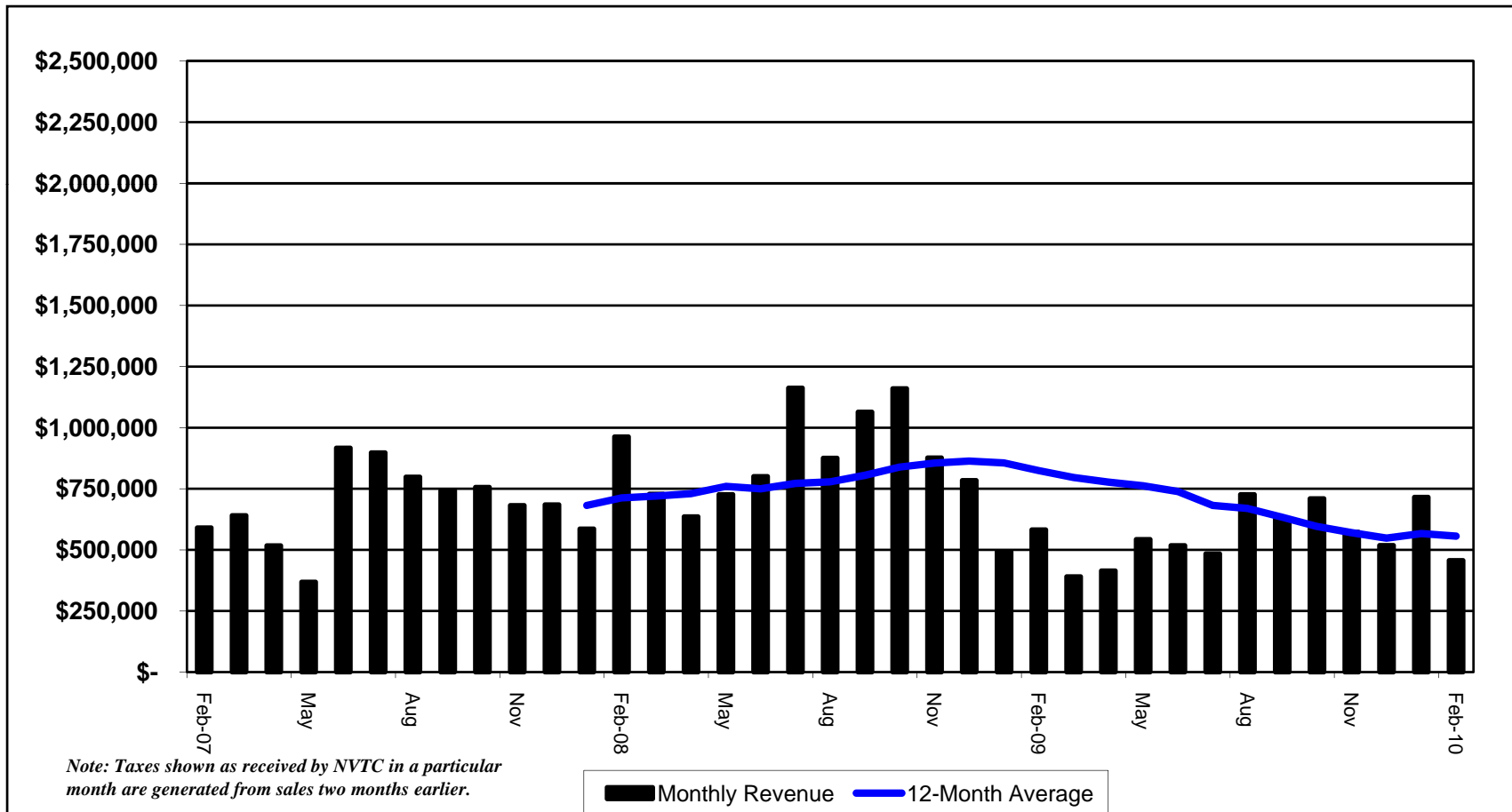
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2007-2010



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2007-2010



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2007-2010





MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA MARCH 19, 2010

VIRGINIA RAILWAY EXPRESS

BOARD MEMBERS

PAUL MILDE
CHAIRMAN

SHARON BULOVA
VICE-CHAIRMAN

PAUL SMEDBERG
TREASURER

WALLY COVINGTON
SECRETARY

MAUREEN CADDIGAN
JOHN COOK
THELMA DRAKE
JOHN JENKINS
MATTHEW KELLY
SUHAS NADDONI
GARY SKINNER
SUSAN STIMPSON
JONATHAN WAY
CHRIS ZIMMERMAN

ALTERNATES

MARC AVENI
HARRY CRISP
MARK DUDENHEFER
BRAD ELLIS
JAY FISETTE
FRANK JONES
ROB KRUPICKA
JERRY LOGAN
MICHAEL MAY
JEFF MCKAY
MARTIN NOHE
KEVIN PAGE
JOHN STIRRUP

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

1500 King Street, Suite 202
Alexandria, VA 22314-2730

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)**	Fairfax County
Wally Covington (PRTC)**	Prince William County
John D. Jenkins (PRTC)	Prince William County
Paul Milde (PRTC)	Stafford County
Susan Stimpson (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)	Arlington County

MEMBERS ABSENT	JURISDICTION
Thelma Drake	DRPT
Matthew Kelly (PRTC)	City of Fredericksburg
Suhas Naddoni (PRTC)	City of Manassas Park
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria

ALTERNATES PRESENT	JURISDICTION
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fissette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Rob Krupicka (NVTC)	City of Alexandria
Jerry Logan (PRTC)	Spotsylvania County
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	
Jennifer Buske – Washington Post	Steve Maclsaac – VRE counsel
John Duque – VRE	April Maguigad – VRE
Kelly Hannon – Free Lance-Star	Betsy Massie – PRTC staff
Al Harf – PRTC staff	Jennifer Mouchantaf – VRE
Christine Hoeffner – VRE	Dick Peacock – citizen
Angela Horan – Prince William Co.	Lynn Rivers – Arlington County
Ann King – VRE	Mark Roeber – VRE
Mike Lake – Fairfax DOT	Rick Taube – NVTC staff
Lezlie Lamb – VRE	Dale Zehner – VRE
Bob Leibbrandt – Prince William Co.	

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

Chairman Milde called the meeting to order at 9:34 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Mr. Zehner stated that the agenda was changed to remove Agenda Item #10C “Authorization to Sell VRE Equipment” and to add Agenda Item #10D “Authorization to Award a Contract for CO&T Kits for Gallery Cars.”

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

Minutes of the February 19, 2010, VRE Operations Board Meeting – 4

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

Chairman’s Comments – 5

Chairman Milde stated that last month’s overall on-time performance (OTP) was down, which was mainly due to the severe snow storm and related switch problems. Overall, systemwide on-time performance was 83 percent for the month of February. He stated that hopefully VRE’s OTP has improved this month. He also announced that VRE has started public hearings on the proposed express trains. He attended the Fredericksburg hearing and it was well attended. The public hearing in Manassas was held and hearings in Burke, Woodbridge, Alexandria, and Washington, D.C. are scheduled in the upcoming weeks.

Chairman Milde announced that the Stafford County Board of Supervisors finally closed on the piece of property adjacent to the Brooke Station that will be used for parking expansion. Design work for the parking expansion at Brooke and Leeland stations is underway.

Chairman Milde requested that staff report at an upcoming meeting the status of WiFi availability on the trains.

Chief Executive Officer’s Report – 6

Mr. Zehner reported that VRE’s on-time performance for the month of March is averaging 91 percent systemwide. In response to a request from Mr. Way, Mr. Zehner stated that staff has provided a report on the status of the Keolis contract. He explained that the first several months of the mobilization period have focused on the

documentation of policies and procedures as well as building relationships with a number of outside agencies. VRE and Keolis have been meeting monthly with the Federal Railroad Administration and the host railroads (Norfolk Southern, CSX and Amtrak) to ensure that everyone involved will be comfortable when the change in contractors occurs.

[Mr. Covington arrived at 9:40 A.M.]

Mr. Zehner stated that a key long-term issue is how many Amtrak employees will transfer over to Keolis. Mr. Zehner reported that Keolis has been in discussions with the two unions that represent VRE train crews, the United Transportation Union (UTU) and the Brotherhood of Locomotive Engineers and Trainmen (BLET). By the end of April, it is hoped that VRE will have a clear picture of how many existing train crew will remain with VRE.

Mr. Zehner passed around photographs of the first new locomotive, which is 92 percent complete and ready to be tested. It is on schedule to be delivered by July 1, 2010. VRE will plan a ribbon-cutting ceremony. Ms. Bulova asked if the locomotive could be named after Elaine McConnell, who had a strong role in the founding of VRE. Chairman Milde agreed that this is a great idea. The Board had no objections.

Operations Board Member's Time – 7

Mr. Zimmerman noted that the ridership report shows that VRE's on-time performance was actually good in February if one looks at only the days that VRE ran service. On the other hand, since VRE did not run service for four days during the snow storm, he asked what impact that had on the current budget. Mr. Zehner responded that with the recent ridership spike VRE was ahead of revenue predictions before the snow storm. Expenses were down during the snow storm and while revenue was also down, there was basically no net gain or loss during this time. Mr. Zimmerman was pleased to hear this because WMATA had a \$10 million revenue loss and \$8 million in additional costs associated with the snow storm.

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

Mr. Way observed that by the end of April, VRE should know if current train crews will change to Keolis, but asked if VRE had back-up plans if only a small number transfer. Mr. Zehner stated that Keolis already has a large number of resumes of qualified conductors and engineers from other areas, some of whom have been furloughed because of the economy. He explained that for train crews to qualify for VRE's territory, they need a minimum of three round-trip training runs in the territory. There should be enough time to get new crew trained during night and weekend times. In response to a question from Chairman Milde, Mr. Zehner stated that all VRE train crew will be a member of a union.

Mr. Page stated that Mr. Zehner met him and Director Drake in Fredericksburg on March 11th where they rode a VRE train to Alexandria. He reported that Director Drake was very impressed with VRE's equipment and service.

Mr. Zehner reminded Board Members that public hearings on the proposed express trains are underway. Public hearings in Fredericksburg and Manassas have already been held and hearings are scheduled in the remaining areas. VRE has received over 250 comments via e-mail, letter and fax, with more continuing to come in daily. There have already been 2,000 comments on Survey Monkey. A report will be provided with the next Board package including a summary of the comments and a staff recommendation, so that Board Members will have all the information prior to the April meeting.

Mr. Cook asked why he was not notified about the Burke Centre public hearing. Mr. Zehner reported that the Burke Centre hearing is scheduled for Tuesday, March 30, 2010. He stated that an email notification was sent to Board Members, but he will make sure that VRE has Mr. Cook's correct email address.

Mr. Jenkins stated that the Transportation Planning Board (TPB) voted on the extension of the third rail. He also commented that Prince William County (PWC) is not happy with the decision to have an express train from the south end of VRE service go to Washington, D.C. without a stop in Prince William County. The majority of VRE riders come from Prince William County and to not stop in the corridor is not acceptable to PWC's constituents. PWC is in the process of sending a letter to VRE outlining these concerns.

VRE Riders' and Public Comment – 8

Dick Peacock stated that on-time performance for the new Amtrak Virginia train service to Lynchburg is at 90 percent. He suggested that since VRE is having capacity issues, the Lynchburg train's schedule should be changed to have it stop at the Manassas station around 8:20 A.M. so that Prince William County and Manassas city riders could use this train. In regards to the proposed express trains, he reminded the Board that the third track at L'Enfant Station was paid by Homeland Security and two trains need to be parked there during the day to be accessible in case of an emergency situation. He stated that VRE will not be able to please everyone with the proposed changes. He also suggested that VRE arrange with Amtrak to lower the step-up fare. There may be some unanticipated implementation costs to do this, but VRE could reduce the discount of the monthly ticket to create revenue to cover these costs.

Consent Agenda – 9

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

Resolution #9A-03-2010: Authorization to Issue an IFB for the Fredericksburg Station Infrastructure.

Resolution #9B-03-2010: Authorization to Amend a Task Order for Construction Phase Special Inspection Services.

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

Authorization to Issue a Task Order for Locomotive Top Deck Rebuild Work – 10A

Mr. Zehner stated that Resolution #10A-03-2010 would authorize him to issue a task order to MotivePower, Inc. to perform top deck rebuild work on one locomotive in the amount of \$223,994, plus a contingency of \$22,399, for a total amount to not to exceed \$246,393. He explained that since April of 2006, the VRE Operations Board has approved top deck rebuild work on 14 of 15 VRE GP-type locomotives. This authorization will allow the last GP-type locomotive to receive top deck rebuild work. Although VRE has ordered 15 new locomotive units and continues to seek funding for an additional five units, these locomotives will not begin to enter VRE service until mid-2010. Therefore this work needs to be done to maintain equipment reliability. Mr. Zehner explained that this rebuild work will make the locomotive more valuable if VRE decides to sell it at a later time.

Ms. Bulova moved, with a second by Mr. Jenkins, to approve Resolution #10A-03-2010. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Milde, Page, Stimpson, Way and Zimmerman.

Authorization to Award a Contract for the Purchase and Installation of Security Cameras at the Manassas Station Parking Garage – 10B

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to award a contract with Signet Technologies of Beltsville, Maryland for the purchase and installation of 20 security cameras at the Manassas VRE station parking garage in the amount of \$93,679, plus a 10 percent contingency, for a total amount not to exceed \$103,047. Resolution #10B-03-2010 would accomplish this.

Mr. Zehner reported that following a solicitation process, VRE received six proposals and three firms were selected for interviews. Of those three firms, Signet Technologies is being recommended for award. Cameras will be placed in the interior and exterior of the parking facility and include a capability to view the platform. Remote access will be

provided to authorized City personnel, including the police and VRE staff. Work should be completed in 60 days and the contract includes a one-year warranty period of both parts and labor.

In reply to a question from Mr. Way, Mr. Zehner clarified that the cameras will provide an active feed, not active real-time monitoring. Mr. May asked about the quality of the camera resolution. Mr. Duque responded that the latest Bosch cameras will be installed that work in low light and will provide good quality feedback. The cameras will be able to pan and zoom.

Ms. Bulova stated that she is very supportive of this action since passengers have asked for cameras at the Burke Centre Station, so it will be good to see how it works at the Manassas parking garage. She observed that an issue has been who would monitor the cameras. Mr. Zehner stated that funding for this project is included in a FY 2004 federal grant for the parking deck project. If the project is successful in reducing the number of incidents of break-ins and theft, it could be a potent project at the Burke Centre Station.

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

Authorization to Award a Contract for COT&S Kits for Gallery Cars – 10D

Mr. Zehner reported that Resolution #10D-03-2010 would authorize him to execute a contract with Wabtec of Wilmerding, Pennsylvania for COT&S kits for Gallery IV railcars in an amount not to exceed \$600,743.

Mr. Zehner explained that the Federal Railroad Administration (FRA) requires passenger railcars to have COT&S (Clean, Oil, Test and Stencil) maintenance inspections performed every four years. This work requires removal, inspection and rebuilding of a railcar's air brake components. Instead of taking a railcar out of service for two months while the parts are removed and rebuilt, VRE will install the COT&S kits with the new components, which only takes the railcar out of service for one half day. The old component will then be sent to VRE's air brake contractor for inspection and rebuilding for use on the next set of cars. All 61 of VRE's new Gallery railcars require this work. In an effort to minimize the time out of service, VRE staff recommends procurement of 10 COT&s kits (four cab car and six railcar kits). This will allow two cab cars and four trailers to be switched out a month, which will allow all the cars to be finished in the timeframe required by FRA.

It response to a question from Ms. Bulova, Mr. Zehner stated that this work was anticipated and funding was included in the FY 2010 and FY 2011 operating budgets.

Ms. Bulova moved to approve Resolution #10D-03-2010. Ms. Caddigan seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Milde, Page, Stimpson, Way and Zimmerman.

Summons Legislation and Policy Enforcement – 11

Mr. Zehner provided a history of VRE's fare evasion policies. In 2006, VRE began to see an escalation of more fraudulent tickets. Legislation passed in 2008 for fraudulent tickets put into the law that "intent" must be shown. Consequently, most of the citations were being dismissed by the court. During the 2010 General Assembly Session, Delegate Miller and Senator Puller sponsored bills that changed the Code regarding several provisions, including lowering the fine from \$250 to \$100, including pre-payment options, changing fare evasion from a misdemeanor to a civil infraction, and creating a different Class 2 misdemeanor for fraudulent tickets. Both bills passed the House and the Senate and now await Governor McDonnell's signature. With this change, staff would like to return to strict enforcement of the policy after July 1, 2010 when the new law goes into effect. Staff will do intense customer service training with Keolis.

Mr. Zimmerman stated that fraudulent tickets are criminal and intentional and should be considered seriously and prosecuted vigorously. However, there are innocent people that have already paid for their ticket but forgot to validate and to charge them with a misdemeanor does not seem fair. Having an inconsistent policy of discretion by train crews is not the answer and results in bad public relations. There could also be legal ramifications. Fare enforcement is important to catch people who try to cheat the system. Ideally, VRE could have a different way of handling validation and it would reduce the incidents of honest riders receiving a citation who weren't able to validate, for whatever reason but had paid for a ticket.

Mr. Jenkins observed that conductors are handling 16,000-17,000 passengers a day and to keep VRE running on-time and efficiently, it is important to let the system work. If a conductor gives out a citation, then it can be resolved between the customer and the judge and not the customer and the conductor. The new legislation seems to reach towards this. He is in favor of a controlled function of management. He understands that people will have legitimate reasons why they are not able to validate. Ms. Bulova stated that she sees a difference in someone boarding the train without a validated ticket and a person who tried to validate and was not able to and goes to the conductor to tell them of the problem. She hopes that there can be a distinction made of someone seeking to do the right thing and informing the conductor. Mr. Jenkins agreed and stated that this should be included in crew training. Ms. Bulova stated that customers need to be educated that they need to take action instead of just going to their seat.

Mr. Way expressed his opinion that the legislation changing a citation from a misdemeanor to a civil infraction is a major improvement and makes it much easier for him to support stricter fare enforcement. On his first trip on VRE, all the validation machines were not working and people could not buy tickets much less validate. Crew discretion is necessary and sensible. While he supports use of strict enforcement, there still needs to be some discretion by the crew.

Mr. Cook stated that Mr. Jenkins had a good point that conductors don't need to be adjudicating the situation. He suggested it work like an easy pass violation, where if you receive a citation, by the court date you need to provide proof of purchase and then the citation is dropped and you don't have to appear in court. There could be a middle

administrative process that takes the discretion out of the hands of the train crew but doesn't require innocent passengers to reach the court level.

Mr. Covington stated that it is important to have a consistent policy. He asked if VRE could have a validation machine at the back of the train where an announcement could be made that if someone forgot to validate, to do it right away. He also stated that with VRE expanding into Spotsylvania County, VRE may need to consider changing the court location because it does not seem fair to require riders to only appear in the Alexandria Courts. He expressed his opinion that VRE needs to do a better job of prosecuting repeat offenders. However, it will cost VRE money to do this.

In response to a question from Ms. Stimpson, Mr. Zehner stated that it is estimated that there is a three to four percent rate of fraudulent tickets. With the change in the law, VRE can now go after the fraudulent tickets and give train crews training on discretion where they can look at the circumstances. Ms. Stimpson likes Mr. Covington's suggestion of putting a validation machine on the train. Mr. Zehner responded that the machines are very expensive and it would be cost prohibitive to put one on each train consist. Chairman Milde stated that a rate of three to four percent fraudulent tickets cost the VRE system \$1 million in revenue each year. The more stringent VRE is, the less revenue will be lost, but VRE also needs to balance that with good customer service.

Mr. Zimmerman stated that if there is a fraction of people who are being treated as criminals who aren't, that can be a problem for VRE and the service it runs. He agreed with Mr. Jenkins that there is a problem with allowing train crews to act as judges. It is almost impossible to implement something like that that is fair and legally defensible. On the other hand, if VRE has a zero tolerance policy, that can also cause problems. Although he would not recommend it, if VRE were to have a zero tolerance policy then it needs to be really clear. Whatever the policy, it needs to be fully advertised.

Chairman Milde asked if VRE has ever considered giving first time offenders just a warning. This would require some type of list being maintained. He asked staff to consider this. Mr. Way stated that with the change in the law from misdemeanor to a civil infraction, it minimizes the consequences for the innocent person getting caught in the system. It is important to have a strong enforcement policy. Ms. Bulova agreed that it is important to have a strong enforcement policy but would not support a zero tolerance policy because there are situations where VRE needs to provide for someone who has had a good excuse to not validate and they notify the conductor right away before sitting down. She supports extensive training with Keolis regarding the fare policy. VRE does not want to embarrass their riders. Unfortunately, there are people who will try to cheat the system, but she is not willing to lose the relationship VRE has with its riders.

Mr. Cook stated that it is important to have a clear policy and he likes Mr. Covington's suggestion of validation machines on the trains, although he understands that this is not possible because it would be cost prohibitive. He asked if a voucher system could be developed where a passenger could fill out a voucher form to accompany an

unvalidated ticket with the understanding that the ticket would be validated later. He expressed his opinion that giving conductors discretion is a bad idea.

Ms. Bulova suggested directing staff to come back with a proposed policy for the next meeting. Mr. Zimmerman further suggested that it include options. Mr. Covington asked that estimates be included of what it would cost to add a validation machine to each train. Mr. Zehner requested that it be deferred until the May meeting because April's meeting will be a full meeting with the discussion of the proposed train expansion. There were no objections.

Adjournment

Without objection, Chairman Milde adjourned the meeting at 10:52 A.M. The vote in favor was cast by Board Members Bulova, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Approved this 16th day of April, 2010.

Paul Milde
Chairman

Wally Covington
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the March 19, 2010 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

INTEROFFICE MEMORANDUM

TO: RICK TAUBE
FROM: KALA QUINTANA
SUBJECT: NORTHERN VIRGINIA SPRING TRANSIT "BOOT CAMP"
DATE: 4/2/2010

Given the ongoing transit funding crisis and the potential for the General Assembly to hold a special session on transportation this year, it is important that we educate legislators and decision-makers in the commonwealth about the unique transportation funding needs in Northern Virginia; specifically for the counties of Arlington, Fairfax and Loudoun as well as the cities of Alexandria, Fairfax and Falls Church.

The last significant Transit Tour was conducted by NVTC and our regional partners in September, 2005. In the years since, the region has realized both success and failures with regard to increased revenues for transit funding. All of the legislators who participated in this tour lauded the event and have since voted more favorably on transit issues. They all left with a clearer understanding of the acute transportation challenges that face this region.

The region is also preparing to update its regional transportation plan: TransAction 2040. Its predecessor, TransAction 2030, was created in the same year as the last significant Transit Tour.

A successful tour requires:

1. total cooperation from all member jurisdictions;
2. a shared vision and logistical expertise to execute that vision;
3. access to resources such as buses, rail passes and volunteer staff;
4. a location for lunchtime presentations;
5. potential business sponsorship for any meals or extraneous costs incurred;
6. top leadership from the region to be on-hand to help lead the tour for our guests; and
7. most of all, we have to ensure that we have strong attendance in order to ensure a significant impact.

Given the magnitude of the logistics involved and drastic budget cuts, staff recommends limiting the Transit Tour to a one-day event.

This, of course, limits how much guests can see and requires jurisdictions to be very focused, in a limited amount of time, on their goals and what they want decision-makers to see. A one-day

approach would also preclude a leisurely pace. This will be an active tour with very little down-time.

Jurisdictional staff has been asked to review the following information and provide feedback by March 31, 2010 to help us determine what date to hold the event, who to invite, and what elements the tour should include.

*Potential Dates**

(Dates indicated in bold are probable dates)*

- May 11, 12 or 13
- **May 18, 19 or 20**
- June 8 or 9

Invitations to Include (but not limited to):

- Governor McDonnell
- Secretary of Transportation Sean Connaughton
- DRPT Director Thelma Drake
- Senate Finance Committee members
- Senate Transportation Committee members
- House Finance Committee members
- House Transportation Committee members
- Northern Virginia General Assembly delegation
- Northern Virginia Congressional delegation **
- Members of the Commonwealth Transportation Board (CTB)
- Regional transit staff will be invited to participate as well as jurisdictional legislative liaisons

*(** Unsure about including Congressional Delegation on this tour)*

*One Day Tour - **DRAFT** Itinerary*

- Franconia Springfield Multi-Modal Center
 - Chairman Bulova and Sup. McKay
 - Discuss connections with Metro, express buses, TAGS, Greyhound and connection to Metro Park and Mall redevelopment.
- Springfield/Franconia Metro TAGS Bus or Connector Bus tour of Springfield
 - (BRAC issues, HOT lanes, economic development)
- Back to Springfield Metro to take VRE to King Street/Alexandria
 - Dale Zehner
- Trolley ride to waterfront

- (New bus facilities, technology improvements)
 - Mayor Euille
- DASH bus to Pentagon view Pentagon Transit Center;
 - Discuss benefits of LC Transit
 - LC Transit Bus to Arlington Economic Development office
- Box Lunch at Arlington Economic Development office top floor of CACI Building to view Ballston corridor development
 - Discussion with business owners about the impact of traffic on their bottom line (TBD)
 - (Rep Connolly, Wolf and Moran?)
 - (New Metro CEO?)
- ART Bus tour of Arlington with Chris Zimmerman
 - Columbia Pike
 - Transit Oriented Development
 - Provide Copies of The Arlington Way DVD
- Leave Arlington for Tyson's via Fairfax Connector bus
 - Expansion of Dulles Metro
 - HOT Lanes
- Arrive back at Orange line station (Vienna) via I-66 and take Metro back to Springfield or have Fairfax Connector take us back to Springfield via Fairfax County Parkway and take I-95 North to see rush hour Southbound traffic.

Staff will also create a “take-away” binder of information for all of the attendees which will contain vital transportation statistics and contact information for the individual jurisdictions and transit systems.

Staff looks forward to sponsoring the Northern Virginia Spring Transit “Boot Camp” and we are open to any suggestions and guidance that you may have as we move forward.

A successful tour will ensure that decision-makers have real-life experience on the ground in Northern Virginia so that they can see our un-met needs first-hand. As a result, we hope they will be able to better understand those needs and provide Northern Virginia with the necessary tools to adequately fund our aging transportation network and infrastructure.