



**JOINT COMMISSION MEETING**  
**NORTHERN VIRGINIA TRANSPORTATION COMMISSION AND**  
**POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION**

**THURSDAY, JUNE 3, 2010**

**7:00 PM**

**Springfield Hilton Hotel**  
**6550 Loisdale Road**  
**Springfield, VA 22150**

**NOTE:** NVTC's and PRTC's Executive Committees will not meet. No dinner will be provided. NVTC and PRTC will meet separately following the joint meeting (approximately 8:00 p.m.). Cookies and beverages will be available at that time.

**AGENDA**

- 1. Welcome- NVTC Chairman Catherine Hudgins  
PRTC Chairman Michael May**
- 2. VRE Items.**
  - A. Report from the VRE Operations Board and VRE Chief Executive Officer--Information Item.
  - B. Ratification of Spotsylvania County Permit--Recommended Action: Approve NVTC Resolution #2145 and PRTC Resolution # 10-06-01.
  - C. Closed Session: Consultation with legal counsel concerning provisions of the contract with Keolis Rail Services and the current access agreement with Amtrak (Section 2.2-3711A(7) of the Code of Virginia).

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AGENDA ITEM #1

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** May 27, 2010  
**SUBJECT:** Welcome to Joint NVTC/PRTC Meeting

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After separate roll calls to determine quorums for NVTC and PRTC, NVTC Chairman Hudgins and PRTC Chairman May will welcome commissioners and other attendees and explain the format.

The joint meeting has been scheduled for one hour to transact VRE business. To approve any action and to go into and emerge from closed session, each commission must act separately. The purpose of the joint meeting is to ensure that the parallel actions are identical.

There is no provision for public comment at tonight's meeting. Opportunities for public comments were available at the VRE Operations Board on May 21<sup>st</sup>.

Following closed session and any subsequent action in the open session, the two commissions will take a short break and return to separate rooms (the main meeting room separated by a divider) for their respective business meetings.





AGENDA ITEM #2

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** May 27, 2010  
**SUBJECT:** VRE Items.

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- A. Report from the VRE Operations Board and VRE CEO--Information Item.
- B. Ratification of Spotsylvania County Permit--Action Item/Resolution #2145.
- C. Closed Session: Consultation with legal counsel concerning provisions of the contract with Keolis Rail Services and the current access agreement with Amtrak (Sections 2.2-3711 A(7) of the Code of Virginia).



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Item #2A

Report from the VRE Operations Board and VRE Chief Executive Officer

Minutes are attached from the VRE Operations Board meeting of May 21, 2010. Also attached are excerpts from the report of VRE's CEO including ridership and on-time performance information.



# CHIEF EXECUTIVE OFFICER'S REPORT

May 2010

## MONTHLY DELAY SUMMARY

	January	February	March	April
<b>System wide</b>				
Total delays	52	64	61	94
Average length of delay (mins.)	13	16	17	26
Number over 30 minutes	1	5	6	15
Days with Heat Restrictions/Total days	0/19	0/15	0/23	0/22
On-Time Performance	90.6%	84.8%	90.8%	85.3%
<b>Fredericksburg Line</b>				
Total delays	21	34	35	39
Average length of delay (mins.)	16	18	17	31
Number over 30 minutes	1	4	4	7
On-Time Performance	91.5%	82.1%	88.3%	86.4%
<b>Manassas Line</b>				
Total delays	31	30	26	55
Average length of delay (mins.)	12	14	17	23
Number over 30 minutes	0	1	2	8
On-Time Performance	89.8%	87.1%	92.9%	84.4%

## SYSTEM RIDERSHIP

Average daily ridership for the month of April was 17,209, which marks the fourth consecutive month where the average daily ridership was above 17,000. Cumulative ridership compared to last year is up 3.6 %, with approximately 800 more riders than last April. Although the one day total trip record was not broken this month, daily trip totals consistently approached that record with five days over 18,000.

## ON-TIME PERFORMANCE

System-wide on-time performance was 85.3%. On-time performance on the Fredericksburg Line for the month of April was 86.4% and the Manassas Line was 84.4%. A hostage situation in Alexandria on April 2<sup>nd</sup> caused service on Norfolk Southern and CSX to be halted for over three hours, causing 17% of the delays for the month. In addition, surfacing track work by both CSX and Norfolk Southern during the month caused 11% and 24% of the delays, respectively, for the month. In total, these events caused 55% of the delays for the month of April. All are considered one-time events and should not occur in future months. There were only 4 mechanical failures in April.

## **WOODBIDGE STATION UPDATE**

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Construction of the Woodbridge Station Expansion and Temporary Kiss & Ride is essentially complete. The current focus is on obtaining County approval to open the facility. Once the last few County inspections are performed, a Certificate of Occupancy will be issued. This is expected to occur in early June. A ribbon-cutting ceremony was held on May 12, 2010 and was attended by over 45 people.

## **SPOTSYLVANIA COUNTY STATION LOCATION UPDATE**

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As requested by Spotsylvania County, VRE has initiated a station location study. This process is the first step of a project that will result in a VRE Station to the south of the existing end point on the Fredericksburg line in Spotsylvania County. This is also the same stretch of rail where VRE and CSX are planning a 3<sup>rd</sup> track. In the coming months, Spotsylvania County and VRE will select site alternatives and progress into the environmental phase. Spotsylvania will pursue grant funding for construction of the project as part of the next state funding cycle. Local funds are being used to complete the location study.

## **VRE CUSTOMER SERVICE SURVEY**

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On Wednesday, May 12<sup>th</sup>, VRE performed its annual Customer Service Survey. This survey gauges the overall customer satisfaction of our riders and compares it to previous years. Staff was on board each morning train on May 12<sup>th</sup> and helped distribute and collect the surveys. Results will be tabulated and posted later this summer.

## **BROAD RUN SERVICE & INSPECTION BUILDING**

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Construction of the Service and Inspection Building at Broad Run is nearing completion. All utilities, including the new electrical service for the building, have been installed and are being prepared for occupancy. The building framing has been substantially completed and punch list work is on-going. Installation and testing of the major equipment within the building (i.e., the bridge crane, compressed air system and HVAC system) are currently being finalized and the equipment should be fully operational by late May 2010. Extension of the tracks is substantially complete and will be ready for use by the end of the month. The project is currently on track to be completed in June 2010.

## **UPDATE ON DELIVERY OF FIRST MOTIVE POWER LOCOMOTIVE**

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The first new Motive Power locomotive is receiving final detail work. Performance testing is next, followed by conditional acceptance by VRE. The V50 is currently on schedule to arrive at VRE on July 1, 2010.

## **FREDERICKSBURG STATION INFRASTRUCTURE REPAIRS**

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Three bids were received for the project on May 6, 2010. The bids are currently being evaluated by VRE staff and a recommendation for award will be presented at the June Board meeting. Coordination with the City of Fredericksburg, Amtrak and CSX Transportation is currently underway. It is anticipated that the notice to proceed will be issued by the end of June 2010.

## **MEET THE MANAGEMENT**

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Below please find the remaining Meet the Management schedule:

May 19	Fredericksburg, all morning trains
May 26	Broad Run, all morning trains
June 2	Leeland Road, all morning trains
June 9	Manassas, all morning trains
June 16	Brooke, all morning trains
June 23	Manassas Park, all morning trains
June 30	Quantico, all morning trains
July 7	Burke Centre, all morning trains
July 14	Rippon, all morning trains
July 21	Rolling Road, all morning trains
July 28	Woodbridge, all morning trains
August 4	Backlick, all morning trains
August 11	Lorton, all morning trains

**MONTHLY PERFORMANCE MEASURES – APRIL 2010**

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<b>MONTHLY ON-TIME PERFORMANCE</b>	<b>ON-TIME PERCENTAGE</b>
April Fredericksburg OTP Average	86.4%
April Manassas OTP Average	84.4%
<b>VRE APRIL OVERALL OTP AVERAGE</b>	<b>85.3%</b>

<b>RIDERSHIP YEAR TO DATE</b>	<b>RIDERSHIP</b>
VRE FY 2010 Passenger Totals	3,314,062
VRE FY 2009 Passenger Totals	3,199,780
<b>PERCENTAGE CHANGE</b>	<b>3.6%</b>

<b>RIDERSHIP MONTH TO MONTH COMPARISON</b>	
<b>DESCRIPTION</b>	<b>MONTHLY RIDERSHIP</b>
APRIL 2010	372,232
APRIL 2009	343,696
<b>PERCENTAGE CHANGE</b>	<b>8.3%</b>
<b>SERVICE DAYS (CURRENT/PRIOR)</b>	<b>22/22</b>



## 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	1,430,590	7.7%	1,527,273	1,511,240	-1.0%	2,941,830	3.0%
April	1,492,195	1,611,255	8.0%	1,707,585	1,702,807	-0.3%	3,314,062	3.6%
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.

# Monthly Ridership and OTP: April 2010

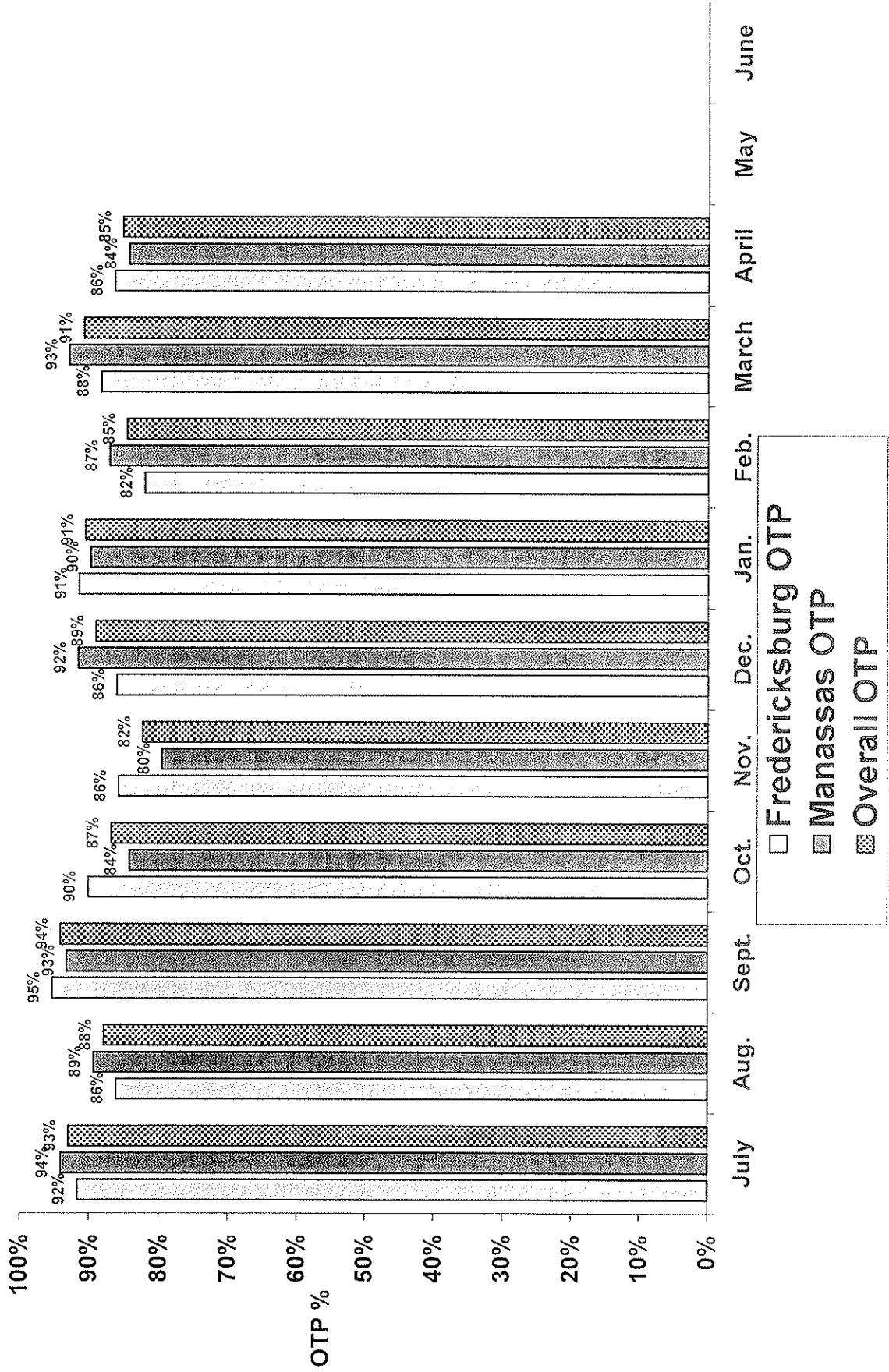
Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fredburg AM	Fredburg PM	Fredburg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	4,054	3,752	7,806	94%	4,263	4,555	8,818	100%	16,624	97%
2*	2,758	1,550	4,308	38%	3,728	2,801	6,529	46%	10,837	41%
3										
4										
5	3,997	4,222	8,219	88%	3,891	4,173	8,064	92%	16,283	90%
6	4,475	4,484	8,959	88%	4,454	4,557	9,011	77%	17,970	83%
7	4,256	4,342	8,598	88%	4,289	4,804	9,093	100%	17,691	93%
8	4,421	4,666	9,087	94%	4,160	4,369	8,529	92%	17,616	93%
9	3,515	3,417	6,932	100%	3,708	3,822	7,530	85%	14,462	93%
10										
11										
12	4,121	4,406	8,527	94%	4,491	4,534	9,025	77%	17,552	86%
13	4,281	4,308	8,589	88%	4,441	4,695	9,136	92%	17,725	90%
14	4,615	4,446	9,061	100%	4,489	4,923	9,412	92%	18,473	97%
15	4,397	4,324	8,721	81%	4,891	4,727	9,418	92%	18,139	86%
16	3,429	3,392	6,821	100%	3,819	4,091	7,910	100%	14,731	100%
17										
18										
19	4,101	4,270	8,371	94%	4,191	4,260	8,451	85%	16,822	90%
20	4,486	4,594	9,080	88%	4,598	4,933	9,531	85%	18,611	86%
21	4,632	4,475	9,107	94%	4,641	4,829	9,470	77%	18,577	86%
22	4,659	4,332	8,991	88%	5,062	4,962	10,024	54%	19,015	72%
23	3,466	3,563	7,029	75%	4,012	3,778	7,790	85%	14,819	79%
24										
25										
26	4,367	4,279	8,646	100%	4,317	4,415	8,732	100%	17,378	100%
27	4,544	4,326	8,870	100%	4,468	4,428	8,894	92%	17,764	97%
28	4,418	4,363	8,781	100%	4,530	4,428	8,958	100%	17,739	100%
29	4,371	4,506	8,877	56%	4,259	4,315	8,574	100%	17,451	76%
30	3,761	3,328	7,089	13%	3,638	3,685	7,323	77%	14,412	41%
	91,124	89,345	180,469	84%	94,140	96,082	190,222	86%	370,691	85%
	Adjusted total:		176,357		Adjusted Total:		185,038	Adjusted Total:	361,395	

# of Service Days:	21	Total Trips This Month:	372,232	Adjusted Total:	361,395
Manassas Daily Avg. Trips:	8,203	Prior Total FY-2010:	2,941,830		
Fredburg Daily Avg. Trips:	8,646	Total Trips FY-2010	3,314,062		
Total Avg. Daily Trips:	16,850	Total Prior Years:	44,455,882		
		Grand Total:	47,770,044		

Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days. \* designates major service disruption day with all afternoon service delayed or cancelled

# Average On-Time Performance

## FY-2010



## FINANCIAL STATISTICS FOR APRIL 2010

Copies of the April 2010 Operating Budget Report are attached.

Fare income for the month of April 2010 was \$283,510 above the budget – a favorable variance of 12.02%. The cumulative variance for the year is 11.27% or \$2,526,825 above the adopted budget. Revenue in the first ten months of FY 2010 is up 17.1% over FY 2009. This positive variance is the result of higher than anticipated ridership and the January and July 2009 fare increases.

A summary of the financial results (unaudited) as of April 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%	87%
<b>Budgeted Revenue</b>	72,109,066		
Budgeted Revenue YTD	61,105,394		
Actual Revenue YTD	62,766,657		
Cumulative Variance	1,661,263		1,661,263
Percent Collected FY 07 YTD		84.74%	87.04%
<b>Budgeted Expenses</b>	72,109,066		
Budgeted Expenses YTD	55,275,633		
Operating Expenses YTD	51,947,958		
Cumulative Variance	3,327,675		3,327,675
Percent Collected FY 07 YTD		76.66%	72.04%
<b>Net Income (Loss) from Operations</b>			4,988,938

These figures are preliminary and unaudited.

**VIRGINIA RAILWAY EXPRESS**  
**FY 2010 Operating Budget Report**  
**April 30, 2010**

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%	AMENDED TOTAL FY10 BUDGET
<b>OPERATING REVENUE</b>							
Passenger Ticket Revenue	2,642,829	2,359,319	24,940,354	22,413,529	2,526,825	11.3%	26,917,683
Equipment Rental and Other	8,705	13,279	212,954	126,149	86,805	68.8%	151,500
<b>Subtotal Operating Revenue</b>	<b>2,651,534</b>	<b>2,372,598</b>	<b>25,153,308</b>	<b>22,539,678</b>	<b>2,613,630</b>	<b>11.6%</b>	<b>27,069,183</b>
Jurisdictional Subsidy (1)	-	-	15,955,559	15,955,559	-	0.0%	15,955,559
Federal/State/Other Jurisdictional Subsidy	2,855,082	2,943,300	21,637,793	22,418,642	(780,849)	-3.5%	28,854,324
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	1,680	20,159	19,997	191,514	(171,517)	-89.6%	230,000
<b>Total Operating Revenue</b>	<b>5,508,296</b>	<b>5,336,057</b>	<b>62,766,657</b>	<b>61,105,394</b>	<b>1,661,264</b>	<b>2.7%</b>	<b>72,109,066</b>
<b>OPERATING EXPENSES</b>							
Departmental Operating Expenses	2,474,629	4,224,308	36,963,751	40,434,690	3,470,939	8.6%	48,678,777
Debt Service	1,675,758	1,681,232	10,180,553	10,228,130	47,577	0.5%	13,582,380
Insurance	153	-	4,613,236	4,612,813	(423)	0.0%	6,005,000
Other Non-Departmental Expenses	6,310	-	190,418	-	(190,418)	-	3,842,909
<b>Total Operating Expenses</b>	<b>4,156,850</b>	<b>5,905,539</b>	<b>51,947,958</b>	<b>55,275,633</b>	<b>3,327,675</b>	<b>6.0%</b>	<b>72,109,066</b>
<b>NET INCOME (LOSS) FROM OPERATIONS</b>	<b>1,351,446</b>	<b>(569,482)</b>	<b>10,818,699</b>	<b>5,829,761</b>	<b>4,988,938</b>		<b>0</b>
<b>CALCULATED OPERATING RATIO</b>							
			<b>87%</b>				

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



# MINUTES

## VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA MAY 21, 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
John Cook (NVTC)	Fairfax County
Wally Covington (PRTC)	Prince William County
Thelma Drake	DRPT
John D. Jenkins (PRTC)	Prince William County
Matthew Kelly (PRTC)**	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria
Susan Stimpson (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas

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

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 Fiset (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	
Greg Baxter – Keolis	Steve MacIsaac – VRE counsel
Jennifer Buske – Washington Post	April Maguigad – VRE
John Duque – VRE	Jennifer Mouchantaf – VRE
Kelly Hannon – Free Lance-Star	Corbett Price, Jr. – Amtrak conductor
Herbert Harris – BLE Union	Mark Roeber – VRE
Chris Henry – VRE	Mike Schaller – citizen
Al Harf – PRTC staff	Rick Taube – NVTC staff
Christine Hoeffner – VRE	Steve Townsend – Keolis
Uriah Kiser – Inside NoVa	Kytja Weir – Washington Examiner
Mike Lake – Fairfax DOT	Amanda Vitko – VRE
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 9:39 A.M. Following the Pledge of Allegiance, roll call was taken.

### Approval of the Agenda – 3

Chairman Milde stated that Agenda Items #10B “Fare Evasion Policy” and #10C “Cost of Step-Up Program” will be deferred to the next meeting. There were no objections. Mr. Covington moved, with a second by Mr. Smedberg, to approve the amended agenda. The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Milde, Skinner, Smedberg, Stimpson and Way.

### Minutes of the April 16, 2010, VRE Operations Board Meeting – 4

Ms. Bulova moved, with a second by Mr. Jenkins, to approve the minutes as presented. The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Milde, Skinner, Smedberg, Stimpson and Way.

### Chairman’s Comments – 5

Chairman Milde reported that VRE’s overall on-time performance (OTP) is down slightly for the month of April, with 86.4 percent for the Fredericksburg line and 84.4 percent for the Manassas line. Currently, on-time performance has improved for the month of May. Chairman Milde reported that he attended the ribbon cutting ceremony for the second platform at the Woodbridge station on May 12<sup>th</sup>. He also reported that the Federal Railroad Administration (FRA) is soliciting public comment on the first ever national rail plan. VRE will be submitting comments, including highlights of VRE successes.

### Chief Executive Officer’s Report – 6

Mr. Zehner reported that average daily ridership for the month of April was 17,209 daily trips. This is the fifth month in a row that ridership has been above 17,000 daily passenger trips. This is up 8.3 percent compared to April of 2009. On-time performance, crews and maintenance have all contributed to increased ridership. VRE is receiving many positive comments from riders. Track work is completed and should not have to be done again for several years.

In response to comments made at previous Board meetings, Mr. Zehner announced that effective June 1, 2010, there will be vendors at Broad Run, Quantico and Woodbridge stations that will be able to sell discounted tickets for the disabled, youth and seniors. Ms. Stimpson asked why the Quantico station was chosen since it is not near the end of the rail line. Mr. Zehner explained that it was chosen because of the vendor at the station. VRE has had a good relationship with this vendor, which is staffed well and they understand the requirements for discounted tickets. In the past, VRE has had problems with some of the vendors, which has increased fare fraud. Ms.

Stimpson understands the reasoning, but noted that it can be difficult for people to get on the Quantico base. It is also a long drive from Fredericksburg to buy discount tickets, which disadvantages those riders, especially seniors. Mr. Zehner responded that staff will look at options for the Fredericksburg station. It is important that vendors sell the discount tickets properly.

#### Operations Board Member's Time – 7

Mr. Covington requested that a report be provided each month on the progress of the Gainesville/Haymarket extension. He asked that it begin next month. Mr. Jenkins announced that the Prince William County Board of Supervisors at its last meeting approved funding for parking lot improvements at the Broad Run VRE station. Mr. Way expressed his thanks to the Prince William Board of Supervisors for taking this action to improve parking at the Broad Run station.

Mr. Skinner stated that the results are back from the studies of Spotsylvania station locations. Results will be presented to the Spotsylvania County Board first, but will be provided to VRE. The results are very promising.

#### VRE Riders' and Public Comment – 8

There were no comments.

[Mr. Kelly arrived at 9:49 P.M.]

#### Authorization to Solicit Proposals for Vendor Space at the Woodbridge Station – 9A

Mr. Zehner stated that Resolution #9A-05-2010 would authorize him to solicit proposals for the operation of concessions and ticket sales at the Woodbridge VRE station. The 22' x 20' square foot enclosed vendor space located inside the Woodbridge VRE station was leased to the Coffee Club Café, Inc. in August 2005 for a period of five years. Since that time, the enclosed space on the opposite side of the atrium became available and was also leased to the Coffee Club Café for use as a passenger waiting area. The leases for both spaces are set to expire in August 2010. To ensure competition, a RFP will be issued and proposals will be evaluated according to the highest benefit to both VRE and its patrons. The spaces will be offered separately, although vendors can make a proposal for both spaces. The term of each lease will be for one year, with four one-year renewal options. In response to a question from Chairman Milde, Mr. Zehner stated that he assumes that Coffee Club Café, Inc. will rebid, but VRE expects other bids too.

Mr. Jenkins moved to approve Resolution #9A-05-2010. Mr. Covington seconded the motion. The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson and Way.



### Authorization to Execute a Storm Water Management and Access Agreement – 9B

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to execute a permanent storm water management and access easement with Spotsylvania County. Resolution #9B-05-2010 would accomplish this. He explained that VRE granted a water line easement with Spotsylvania County within the VRE Crossroads Maintenance Yard back in December 2008. In working with the County to finalize this water line agreement, it has been determined that an additional storm water management and access easement is required. The storm water management and access easement will comprise of two parts: a 10 feet wide access easement extending from the beginning of the yard access road to the existing storm water management pond and a 0.155 acre parcel inclusive of the existing storm water management pond. This easement will only provide Spotsylvania County access to perform maintenance on the existing storm water management pond if VRE fails to perform the maintenance required by the previously executed agreement. Following Board approval, the easement plat will be recorded with Spotsylvania County. There is no fiscal impact with this action.

On a motion by Mr. Skinner, with a second by Ms. Stimpson, the Board unanimously approved Resolution #9B-05-2010. The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson and Way.

### Authorization to Execute a Lease for the South Room of the VRE Quantico Station – 9C

Mr. Zehner reported that Resolution #9C-05-2010 would authorize him to execute a five-year lease with the Prince William County Model Railroad Club (PWMRC) to occupy, manage and display a permanent model railroad layout in the South Room of the VRE Quantico station for a monthly rent of \$100. The railroad club has leased this space for the last five years, but the lease is due to expire in May 2010. Following a solicitation process, VRE received only one proposal, from the PWMRC. A selection committee evaluated their proposal using criteria ranging from passenger and community benefit to potential revenue. Following an interview, a negotiations meeting was held on May 14<sup>th</sup> to discuss a reasonable monthly rental fee for the use of the space.

Mr. Zehner explained that all other terms are the same as the existing lease, including PWMRC payment of utility bills dedicated to this space, provision of a HVAC maintenance contract for the leased space, and provision of VRE Rider's Guides to visitors during the monthly Open House. The term of the lease is for one-year with four one-year renewal options, with the VRE CEO exercising the options at his discretion.

Mr. Jenkins moved, with a second by Mr. Covington, to approve the resolution. The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson and Way.

## Update on Transition to Keolis Operated VRE Service – 10A

Mr. Zehner stated that Keolis will begin operating VRE service on June 28, 2010. He introduced Steve Townsend, President of Keolis Rail Services Virginia, and Greg Baxter, General Manager of Keolis Rail Services Virginia. Mr. Townsend gave an overview of the progress that has been made over the last five months since Keolis was awarded the contract. There is a total of 31 contract deliverables, including 14 regulatory deliverables, which are approved by the Federal Railroad Administration (FRA), and 17 contractual deliverables. There is still one outstanding regulatory deliverable in progress, but it is the least difficult one—Hearing Testing and Monitoring Plan for the locomotive engineers. Mr. Smedberg asked if this deliverable is required by FRA. Mr. Baxter replied that it needs to be on file but does not need FRA approval. Of the 17 contractual deliverables, eight have been completed; five are in final draft; three are ongoing with updates; and one has been completed as a first draft. All should be completed before the start of service.

Mr. Townsend reported that Keolis has had some surprises over the last five months, including anticipating having some of the current Amtrak engineers and conductors join Keolis. However, only one engineer decided to join. As of today, Keolis has 39 out of 48 positions hired. All transportation managers and full-time engineers have been hired and all but one of the 24 full-time conductor/assistant conductor positions have been filled. The extra board positions should be filled soon. Keolis had its first training run this morning. There is a lot of training that will need to be done, but there is time to complete it. CSX and Norfolk Southern (NS) have been very cooperative and given time slots and access to get the training done.

Chairman Milde asked if Keolis is only one crew member short to run the service. Mr. Townsend responded that Keolis has the minimum to run service now, but would like to have extra employees in case of sickness or other reasons crews cannot be there. In response to a question from Mr. Skinner, Mr. Baxter explained that each railroad (CSX, NS, Amtrak) have different qualifications for training. A minimum of three round-trip training trips for a crew member who is not familiar with this territory is required on the CSX and NS. For some crew members it is just a refresher since they have worked in the territory.

Chairman Milde asked if Amtrak has been helpful. Mr. Townsend answered no, since to be helpful means to help advance the process. In response to a question from Ms. Drake, Mr. Baxter stated that the classroom training is basically complete. All crew have been through the Amtrak/NORAC rulebook and the remaining crew still training on CSX, NORAC and NS operating rules will be completed by next week. Mr. Townsend stated that there are some new crew members reporting on Monday who will have to be put into the qualification training process. Mr. Baxter stated that by the end of this week (Saturday May 22nd) 30 crew members will have completed the CSX and NS rules classes, but will need to take the Amtrak/NORAC classes next week.

Mr. Way observed that there is a news article in today's local paper stating that Keolis is not ready for the VRE transition. However, based on the report given at this meeting, Mr. Way stated that he is more assured. Mr. Townsend stated that he is not sure how

the reporter reached those conclusions. However, there has been no contact with Amtrak to discuss status. Ms. Drake asked if Amtrak has to qualify Keolis crews. Mr. Townsend replied that Amtrak does have to qualify crews in Amtrak Union Station terminal and NORAC rules. Mr. Baxter stated that originally Amtrak gave Keolis three dates to go through NORAC qualifications. Keolis has completed two of these dates and 20 crew members are scheduled for the May 27-28<sup>th</sup> dates. They have already been qualified with CSX and NS.

Mr. Way asked if Amtrak is being an obstructionist. Mr. MacIsaac stated that this question puts Mr. Townsend in an awkward position. Some of these issues will be talked about in Closed Session.

In response to a question from Chairman Milde, Mr. Townsend stated that Keolis has reached out to the unions representing the current VRE crew members very quickly after Keolis was awarded the contract. When it became apparent that Amtrak crews were not going to switch over, Keolis began hiring a new crew base of Class 1 engineers. They are all union members in their current jobs. However, it will be the crews' choice which unions will represent them. Mr. Zehner reminded the Board that it was the Board's direction to Keolis to make every effort to bring existing crews over. VRE did not want to disadvantage any of the current VRE crew, many of whom have been in VRE service since inception.

Chairman Milde asked Keolis in their transition, are they seeing opportunities to improve the commuting experience and customer service for VRE riders. Mr. Townsend replied that the crews hired are absolutely the best. They want to be a part of VRE and are motivated and energized.

Mr. Zehner asked Mr. Townsend to explain how selective Keolis has been in hiring crews. Mr. Townsend explained that Keolis has made it perfectly clear to prospective employees that safety is the number one priority, followed by customer service. Mr. Baxter stated that all crews being hired are either current Class 1 crew members or have worked for a Class 1 railroad. They will be an asset to the service. Keolis has been very selective in the hiring process, rejecting around 15 experienced people who interviewed.

Mr. Covington expressed some concern with coordinating with the state sponsored rail service. Mr. Zehner stated that the state will add an additional train on the Washington-Richmond corridor on July 20, 2010. Details have been worked out for this train and VRE's new express train that will begin on July 19, 2010. All of the schedules have been adjusted and no problems are anticipated.

#### Closed Session – 10

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) of the Code of Virginia), the VRE Operations Board

authorizes a Closed Session for the purposes of consultation with legal counsel for legal advice concerning the provisions of the contract with Keolis Rail Services and the current operating access agreement with Amtrak.

The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson and Way.

The Board entered into Closed Session and when they returned to Open Session, Ms. Bulova moved, with a second by Mr. Smedberg, the following certification:

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

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

The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson and Way.

Immediately following Closed Session, Ms. Bulova read resolution 11A-05-2010 into record: "Following a legally required procurement process with Keolis Rail Services Virginia being awarded the contract. Keolis is making impressive progress toward assuming operation of VRE service on June 28, 2010, and we are fully committed to the success of this transition. The VRE Operations Board is concerned about Amtrak's interference with a smooth and timely transition. The VRE Operations Board authorizes the VRE Chief Executive Officer and legal counsel to review all possible options for possible action after discussion with Northern Virginia Transportation Commission and Potomac & Rappahannock Transportation Commission to address the situation.

Mr. Smedberg seconded the motion. The vote in favor was cast by Bulova, Cook, Covington, Kelly, Jenkins, Milde, Skinner, Smedberg, Stimpson and Way. Ms. Drake abstained.

### Adjournment

Without objection, Chairman Milde adjourned the meeting at 12:10 P.M. The vote in favor was cast by Board Members Bulova, Cook, Covington, Drake, Jenkins, Kelly, Milde, Skinner, Smedberg, Stimpson and Way.

Approved this 18<sup>th</sup> day of June, 2010.

---

Paul Milde  
Chairman

---

Wally Covington  
Secretary

**CERTIFICATION**

This certification hereby acknowledges that the minutes for the May 21, 2010 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



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Rhonda Gilchrest

Ratification of Spotsylvania County Easement

Spotsylvania County's legal counsel believes that the VRE Operations Board does not have the legal authority to authorize execution of the subject easement. VRE's legal counsel does not agree but the most expedient action appears to be ratification by the commissions of the previous action by the VRE Operations Board, as explained in the attached materials.

Accordingly, the commission is asked to approve Resolution #2145.



## RESOLUTION #2145

**SUBJECT:** Ratification of a Storm Water Management and Access Easement

**WHEREAS:** On December 19, 2008, the VRE Operations Board authorized the Chief Executive Officer to grant a water line easement to Spotsylvania County within the VRE Crossroads Maintenance Yard; and

**WHEREAS:** It has since been determined that an additional storm water management and access easement is required in conjunction with the previously approved water line easement; and

**WHEREAS:** The easement only provides Spotsylvania County access to perform maintenance on the existing storm water management pond if VRE fails to perform the maintenance required by the previously executed water line easement; and

**WHEREAS:** The VRE Operations Board authorized the Chief Executive Officer to execute a permanent storm water management and access easement with Spotsylvania County and to execute all documents related to the Spotsylvania County water line and storm water management and access easements at the Crossroads Yard.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission hereby ratifies the VRE Operations Board's approval of the aforesaid easements and the authorization for the Chief Executive Officer to execute the easements on behalf of the commissions as consistent with the VRE Delegation of Authority Plan previously approved by the commissions.

Approved this 3<sup>rd</sup> day of June, 2010.

---

Catherine Hudgins  
Chairman

---

Mary Hynes  
Secretary-Treasurer



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**RE: AUTHORIZATION TO RATIFY A STORM WATER MANAGEMENT AND ACCESS EASEMENT**

---

**RECOMMENDATION:**

The Commissions area being asked to ratify the VRE Operations Board action authorizing the Chief Executive Officer to execute a permanent storm water management and access easement for a storm water detention facility at the Crossroads storage facility in Spotsylvania County.

**BACKGROUND:**

On December 19, 2008, the VRE Operations Board authorized the Chief Executive Officer to execute a water line easement for the benefit of Spotsylvania County within the VRE Crossroads Maintenance Yard. In working with Spotsylvania County to finalize this easement, it has been determined that an additional storm water management and access easement is required in conjunction with the previously approved water line easement.

The storm water management and access easement is comprised of two parts: (1) a 10 foot wide access easement extending from the beginning of the yard access road to the existing storm water management pond; and (2) a 0.155 acre parcel inclusive of the existing storm water management pond. This storm water management and access easement will only provide Spotsylvania County access to perform maintenance on the existing storm water management pond if VRE fails to perform the maintenance required by the previously executed easement.

Following Commission authorization and approval of the easement plat and deed of dedication, the easement plat will be recorded with Spotsylvania County. Under the VRE's Delegation of Authority Plan, the Commissions gave the Operations Board authority over most matters. One power retained by the Commissions is the authority to purchase real property in the name of the Commissions or to sell Commission owned property. Since the easement is not a sale of property, the Operations Board is considered to have authority to approve easements. Nonetheless, Spotsylvania County has requested Commission ratification of the Operations Board approval of this item since the Delegation of Authority Plan does not specifically list easements as a delegated authority.



**FISCAL IMPACT:**

There is no fiscal impact associated with this action.

Closed Session: Contracts with Keolis Rail Services and Amtrak

Confidential materials will be provided to NVTC Board members.

To enter closed session:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2.-3711A (7) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session for consultation with legal counsel concerning provisions of the contract with Keolis Rail Services and the current access agreement with Amtrak.

Following the closed session:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed ; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

NATIONAL RAILROAD PASSENGER CORPORATION

60 Massachusetts Avenue, NE, Washington, DC 20002  
tel 202 906.3960 fax 202 906.2850



Joseph H. Boardman  
President and Chief Executive Officer

May 26, 2010

Mr. Dale Zehner  
Chief Executive Officer  
Virginia Railway Express  
1500 King Street  
Suite 202  
Alexandria, VA 22314

Mr. Gregg Baxter  
General Manager  
Keolis Rail Services  
10660 Wakeman Court  
Manassas, VA 20110

Dear Dale and Greg:

On May 25, the Federal Railroad Administration (FRA) hosted the most recent regularly-scheduled meeting among all rail operators to discuss Virginia Railway Express (VRE) transition issues, including reports from Keolis on the status of the hiring, testing, training and qualifying of its locomotive engineers and train conductors. At this meeting, the FRA requested that VRE submit an operating contingency plan by May 28 detailing how VRE will continue operations should Keolis not be able to fully assume operating control of all VRE trains on the scheduled June 28 transition date.

This letter is meant to assist VRE in the development of its operating contingency plan and to clarify Amtrak's commitment to Virginia Department of Transportation (VDOT) Secretary Connaughton to help make sure VRE passengers do not suffer a loss of service should Keolis not be ready. If requested in writing by VRE, Keolis, or VDOT, Amtrak is prepared to provide continuation of operating and mechanical services of VRE trains for a short period of time past the June 28 transition date. This cannot be an open-ended request because we are in the process of reassigning our crews.

On another important subject, VRE has not yet formally responded to Amtrak's April 29 revised draft of the Washington Union Station access agreement. While we do not foresee any problems to reaching an agreement, it is important that this be concluded without further delay. We had hoped that this agreement

*Mr. Dale Zehner  
Mr. Gregg Baxter  
May 26, 2010  
Page 2*



would have been signed by now. It is important that final negotiations be concluded within the next week to allow for adequate time for final contract review, approval and signature by both parties.

Amtrak is committed to continuing our cooperative efforts to ensure a smooth transition.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph H. Boardman".

Joseph H. Boardman  
*President and Chief Executive Officer*

cc: The Honorable Joseph Szabo, FRA  
The Honorable Sean T. Connaughton  
The Honorable Paul V. Milde, III, VRE Operations Board  
Richard K. Taube, Northern Virginia Transportation Commission  
Alfred H. Harf, Potomac and Rappahannock Transportation Commission  
Wick Moorman, Norfolk Southern Corporation  
Michael Ward, CSX Corporation  
Roger Lenfest, UTU General Chairman  
Miles Cunningham, Jr., UTU Local Chairperson  
Mark Kenny, BLET General Chairman  
Keith Wood, BLET Local Chairman

VIRGINIA RAILWAY EXPRESS  
1500 King Street, Suite 202  
Alexandria, VA 22314  
P: (703) 684-1001  
F: (703) 684-1313  
www.vre.org

May 19, 2010

United States Senator Mark Warner  
459A Russell Senate Office Building  
Washington, D.C. 20510

Dear Senator Warner:

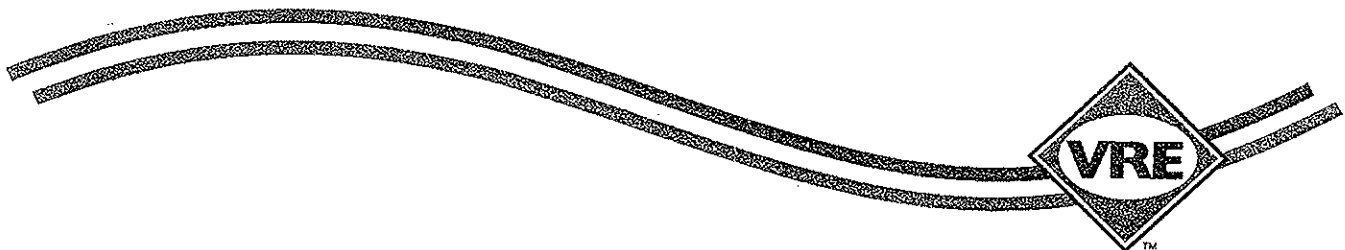
I am writing to apprise you of a situation that has developed involving Amtrak's efforts to undermine an imminent, competitively procured change of operators for the Virginia Railway Express (VRE) commuter rail service, and to seek your assistance. Specifically, I am asking for your help in (1) ending Amtrak's interference with VRE's transition from Amtrak to the recently procured contractor, and (2) obtaining Amtrak's cooperation and assistance as needed in transitioning to the new contractor.

Since the inception of VRE service in 1992, Amtrak has operated VRE service and maintained its equipment on a sole source basis. In May 2009, VRE began a competitive process to hire an operations and maintenance contractor, as required by both state and federal law. On November 5, 2009, Keolis Rail Services Virginia was awarded the contract. While Amtrak competed for the contract, its proposal was ranked a distant third. Amtrak protested the award, but its protest was filed late and also determined to be without merit. Amtrak did not appeal. Under the contract, Keolis is to take over VRE service on June 28, 2010. However, since the award, Amtrak has engaged in a pattern of behavior designed to sabotage the transition.

First, although it is customary in this industry for a new operator to hire the workforce of its predecessors, Amtrak, amidst rumors that it was threatening termination of any employee who joined Keolis, appealed to its employees to refrain from working for Keolis when in January, Amtrak formally offered a \$5,000 bonus to each employee who remained with Amtrak. Second, Amtrak, as the terminal operator for Washington Union Terminal, began a process of arbitrarily changing the crew qualification rules, making changes as recently as last week. The requirements now far exceed what Amtrak requires for its own employees.

Finally, Keolis recently arranged to hire a number of train crews from New Jersey Transit (NJT) who were already trained and qualified but were being furloughed for budgetary reasons. On Monday of this week, after meeting with Amtrak, NJT announced that its furloughs have been delayed and that Amtrak intends to hire these individuals. All the while, Amtrak has also been sending letters to government officials and making statements in the press casting doubt on the preparedness and safety of the Keolis operation.

The first priority of VRE and Keolis is the continued provision of reliable and safe commuter rail service. While Amtrak will maintain that it is similarly motivated, it has become clear that Amtrak's true objective is to frustrate the Keolis hiring process and to prevent the transition of



VRE service to Keolis. Amtrak's obstruction in the hiring and qualification process now threatens the likelihood that a smooth transition can occur on June 28, 2010.

I am, therefore, requesting your assistance in obtaining Amtrak's cooperation. First, Amtrak must stop blocking Keolis' efforts to hire and qualify employees. Second, because of Amtrak's interference in the hiring and qualification process, Amtrak must be directed to provide crews as necessary to permit a smooth transition to a full Keolis operated VRE service.

Amtrak is using taxpayer-funded resources to frustrate another public entity charged with providing public rail transportation. This cannot be allowed. Amtrak had a full and fair opportunity to compete for continued operation of VRE service, but could not compete with two other firms. Even if Keolis were somehow disqualified as a contractor, Amtrak would not be the successor contractor. Amtrak must cooperate now in ensuring that high quality passenger rail service is provided in the Washington Metropolitan region. Without your intervention, passenger rail service in a vital corridor serving the nation's capital will suffer.

Thank you for your assistance. My staff and the Keolis team are available to assist you in any way we can.

Sincerely,



Dale Zehner  
Chief Executive Officer

RESOLUTION  
11A-05-2010  
OF THE  
VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**WHEREAS**, following a legally required procurement process with Keolis Rail Services Virginia being awarded the contract; and,

**WHEREAS**, Keolis is making impressive progress toward assuming operation of VRE service on June 28, 2010, and we are fully committed to the success of this transition, and,

**WHEREAS**, the VRE Operations Board is concerned about Amtrak's interference with a smooth and timely transition.

**NOW, THEREFORE, BE IT RESOLVED THAT**, that the VRE Operations Board authorizes the VRE Chief Executive Officer and Legal Counsel to review all possible options for possible action after discussion with the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission to address the situation.

Keolis

# Keolis Transition

May 21, 2010



Keolis

# Regulatory Deliverables

Total Number of Deliverables	14
Approved	3
Submitted (Approval Not Required)	3
Completed (Not Required to Be Submitted)	7
In Progress	1

Keolis

# Contractual Deliverables

Total Number of Deliverables	17
Completed	8
Final Draft	5
Ongoing Updates	3
First Draft	1

Keolis

# Transportation Hiring Status

Transportation Managers	3	3
Engineers (With Express Train)	12	12
Conductor/Assistant Conductor (With Express Train)	24	23
Extra Board Engineers	4	1
Extra Board Conductors/Assistant Conductors	5	0
<b>Total</b>	<b>48</b>	<b>39</b>

Keolis

## Needed Training Days

CSX	24 out of 37
Norfolk Southern	23 out of 37
Amtrak	15 out of 37

Each day includes multiple round trips with multiple employees each day.

## The Washington Post

# Keolis Rail still recruiting engineers, conductors as VRE takeover nears

By Jennifer Buske  
Washington Post Staff Writer  
Tuesday, May 11, 2010; B04

The company that will soon take over operation of Virginia Railway Express trains from Amtrak wrapped up its first month of nationwide recruitment efforts as it prepares for the June transition, VRE officials said.

The mechanical staff is in place, which equates to about half of the 80-employee workforce, VRE officials said. Keolis Rail Services America, the U.S. subsidiary of a France-based firm that won VRE's operating and maintenance contract in the fall, is still recruiting engineers and conductors. One employee from Amtrak has come over.

Keolis, which ousted Amtrak after its 17-year run with VRE, finalized contracts last month with the unions representing engineers and conductors, VRE officials said. Keolis offered all Amtrak employees positions first, extending an economic package that was better than Amtrak's, said Steve Townsend, executive vice president of Keolis's local operation. Townsend said Amtrak workers would also be able to keep their seniority and other benefits.

Steve Kulm, spokesman for Amtrak, said Amtrak wants its employees to stay with the company and has jobs for everyone who does. Kulm also said he doesn't think the union contracts are in place, but

representatives of the engineer and conductor unions could not be reached for comment.

"We understand VRE is working hard to make this transition a success, but they chose Keolis, and six weeks before the transition time, they seem to have little workforce," Kulm said. "It seems apparent the Keolis plan has not panned out. . . . I think there is some question to their ability to start" on time.

VRE officials said they cannot divulge which agencies new employees are coming from because recruiting efforts are still underway. Those who are new to the commuter rail system will work several trips on non-passenger trains to become familiar with VRE. Funding for the training is in Keolis's \$85.7 million contract, and the training will be completed in time for the June 28 switch, VRE officials said.

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Local

## War escalates between VRE, Amtrak over switching service [\[Print\]](#) [\[Email\]](#) [Share](#)

By: [Kytja Weir](#)  
Examiner Staff Writer  
May 24, 2010

The war between Amtrak and Virginia Railway Express may come to a head Tuesday, when all parties will be asked to sit down with federal railway officials to sort out an escalating dispute over the switch to a rival operator.

VRE, the commuter train service, has asked top federal, congressional and Virginia officials to intervene in what it has called sabotage in the planned June 28 switch to French-owned Keolis. The VRE board of operations gave staff initial permission to pursue a lawsuit, regulatory action or other steps against Amtrak, which has operated its trains since the commuter service began.

The move came after Amtrak declined VRE's request to extend service after its contract ends if the new provider was not ready. Amtrak denies obstructing Keolis, saying it has worked for a smooth transition after coming in third in the bid process.

The Federal Railroad Administration, which regulates commuter rail service and may play peacemaker, does not have evidence that Amtrak has been dragging its feet. "FRA has been monitoring this transition since Day One and has seen no indications of any interference by Amtrak," spokesman Mark Paustenbach told *The Washington Examiner*.

At issue is more than the contract for shuttling some 17,000 riders from Northern Virginia to their Washington jobs.

Keolis won the VRE contract in the fall as a first foray into the United States: The system is a respected service in a showcase location where it could prove its prowess.

Keolis won the VRE contract in the fall as a first foray into the United States: The system is a respected service in a showcase location where it could prove its prowess.

It is already eyeing the national market. Keolis has bid to run two of the MARC commuter lines in Maryland and plans to compete for a new Caltrain contract this year, according to company Executive Vice President Steve Townsend. The burgeoning high-speed rail market is another open door. But

such moves encroach on Amtrak.

Meanwhile, the workers who operate VRE's trains and the riders who rely on its service have been caught in between.

"We really don't want to see this service used as a billboard," said Herbert Harris Jr., a spokesman for the Brotherhood of Locomotive Engineers and Trainmen that represents VRE's current engineers.

Riders aren't sure whether to throw goodbye parties for their conductors and welcome new Keolis ones -- or whether to find other ways to work if the dispute ends in a deadlock.

Regular rider Steve Dunham said he would think twice before buying a monthly pass during the transition. He is considering other options, such as a commuter bus or taking a more expensive Amtrak train. "I would dread driving a 90-mile round trip to the Metro," he said.

But VRE Vice Chairwoman Sharon Bulova assures riders: "We will have service for VRE on the 28th of June."

## More from Kytja Weir

- [War escalates between VRE, Amtrak over switching service](#)
- [The 3-minute interview Nancy J. Meyer](#)
- [Amtrak says VRE wants it to run trains, rival not ready](#)
- [NTSB sets July 27 as date for Metro crash findings](#)
- [Major traffic delays expected on Capital Beltway this weekend](#)

## Topics

[Amtrak](#) , [Virginia Railway Express](#) , [Keolis](#) , [Federal Railroad Administration](#) , [Mark Paustenbach](#) , [Caltrain](#) , [Steve Townsend](#) , [Brotherhood of Locomotive Engineers and Trainmen](#) , [Steve Dunham](#) , [Sharon Bulova](#)



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## VRE accuses Amtrak of obstructing change

May 22, 2010 12:35 am

By KELLY HANNON

The Virginia Railway Express Operations Board issued a rare public rebuke of Amtrak yesterday, claiming it is interfering with the commuter train system's ability to transfer operations to an Amtrak competitor by a June 28 deadline.

The board directed VRE's attorney and CEO to review all possible options for action, ranging from filing a lawsuit to getting assistance from federal legislators and regulators.

"We still believe we're going to make the transition on the 28th," said Stafford supervisor Paul Milde, chairman of VRE's Operations Board. "We also are certain, I am certain, Amtrak is trying to frustrate our efforts."

Keolis Rail Services America bested Amtrak in a legally required competitive bid process for VRE's train operations in 2009. Amtrak placed third, behind Bombardier Transportation. Amtrak had operated VRE's trains since 1992.

Yesterday, after the resolution passed, Amtrak spokesman Steve Kulm said the railway is acting quickly on VRE and Keolis requests related to the transfer.

"Keolis won this contract. They won it eight months ago. In another month, it'd be nine months they've had to get their act together, to do what they needed to do, and it certainly appears they have not reached that threshold," Kulm said. "Amtrak has been cooperative throughout the process."

VRE officials disagree.

In a letter hand-delivered to U.S. Sen. Mark Warner on Wednesday, VRE Chief Executive Officer Dale Zehner claims Amtrak has been undermining VRE's ability to hire and train Keolis staff.

As an attempt to discourage workers from joining Keolis, Amtrak offered a \$5,000 bonus to anyone who remained with Amtrak, Zehner wrote.

Also, Amtrak, which operates Union Station, also "began a process of arbitrarily changing the crew qualification rules, making changes as recently as last week," Zehner wrote.

Finally, "all the while Amtrak has also been sending letters to government officials and making statements in the press casting doubt on the preparedness and safety of the Keolis operation," Zehner



wrote.

Zehner asks for Warner's assistance obtaining Amtrak's cooperation as needed in the transition.

"Amtrak is using taxpayer-funded resources to frustrate another public entity charged with providing public rail transportation. This cannot be allowed. Amtrak had a full and fair opportunity to compete for continued operation of VRE service, but could not compete with two other firms," Zehner wrote.

Since winning the contract last fall, Keolis has hired nearly all of the 45 engineers and conductors to operate the commuter trains. The bulk of the hiring occurred in the past month, since Keolis gave Amtrak workers on VRE trains until late April to decide to switch.

Keolis offered the same salary, benefits and bonus as Amtrak, but all but one Amtrak employee elected to stay. The current conflict has arisen over training the new Keolis employees, hired from other U.S. freight and passenger rail operations.

Before service can start June 28, Keolis workers must pass written tests administered by all three track owners in the VRE operating area: Amtrak, CSX Corp. and Norfolk Southern.

Also, each Keolis employee must operate six round-trip, supervised training runs on VRE trains.

Milde said CSX and Norfolk Southern have been helpful during the training process, and the majority of new Keolis employees have passed their written tests, and the first training train started yesterday.

Amtrak is administering several exams to Keolis workers on rules within the 1.5 mile section of track at Union Station.

Originally, Keolis was told new employees needed to answer 85 of 100 questions correctly to pass, Zehner said. Then, the pass threshold was raised to 88 correct answers, he said.

Also, Keolis had asked Amtrak if some new employees who had operated trains in Union Station had to re-take the exams.

At first they were told no, Zehner said, then Amtrak changed its answer and said the workers would have to pass the exams after all.

Amtrak spokesman Kulm said the 88 question pass rate has been in place since Jan. 1, 2010. It is the standard for all of Amtrak's new hires, and employees undergoing re-certification.

"It's not directed at Keolis. It affects Amtrak's national network," Kulm said.

But according to a March 1, 2010, e-mail from Amtrak CEO Joseph Boardman to Zehner, VRE was told Keolis employees needed a pass rate of 85 or better, said Mark Roeber, VRE spokesman.

VRE Operations Board members also said they disliked Amtrak's public statements that Keolis would not be ready for service.

VRE officials refuted a press release issued by Amtrak late Thursday that said Zehner told Amtrak's CEO Boardman in a meeting Thursday that Keolis would not be able to start running trains on the start date.

Zehner denied saying that.

"I did not say Keolis is not ready for service," Zehner said. "Emphatically, did not say that."

Because of delays caused by Amtrak in the training process of Keolis employees, Zehner said he had asked that if Keolis could not start service by June 28, whether Amtrak would be willing to help run trains for one or two weeks in the transition.

Kulm said Amtrak is standing by the release.

Milde said he thinks the release crossed a line.

"I think it's just sour grapes. Inappropriate. It certainly flies in the face of their earlier statements that they would help in this transition," Milde said.

If Keolis is not ready to begin operations on June 28, Amtrak will help operate trains, Kulm said.

Passengers worried about how they will get back and forth to work shouldn't worry, Kulm said. Amtrak wants to take that anxiety off the table, he said.

"We want to help VRE passengers," Kulm said. "We will not let VRE passengers go without service."

Milde said Amtrak should concentrate on improving its customer service, and it will have another shot at the VRE contract in five years.

"As long as they stop obstructing this transition, we're going to be OK," Milde said.

The next step will be up to the government groups that oversee VRE, the Northern Virginia and Potomac and Rappahannock Transportation Commissions. Their next meeting is June 3.

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## **NVTC COMMISSION MEETING**

**THURSDAY, JUNE 3, 2010**

**Approximately 8:00 PM**

**Springfield Hilton Hotel  
6550 Loisdale Road  
Springfield, VA 22150**

NOTE: The NVTC meeting will be convened shortly after the conclusion of the joint meeting with PRTC.

### **AGENDA**

#### **1. Minutes of the NVTC Meeting of May 6, 2010.**

Recommended Action: Approval.

#### **2. NVTC Title VI Program and Compliance Report to FTA.**

NVTC is required to submit its program and report for FTA approval every three years.

Recommended Action: Authorize NVTC's Executive Director to submit the report for approval by FTA.

#### **3. WMATA Items**

WMATA Board members will review recent developments in the Authority's FY 2011 budget, fares, service and multi-year capital program. NVTC's role in the Metro Matters II multi-year capital funding agreement will also be discussed. DRPT has proposed that NVTC become a signatory to the agreement as an agent of DRPT. NVTC's allocation resolution would require modification for this action.

Recommended Action: Provide direction to staff. Draft Resolution #2147 is provided for your consideration.

#### **4. Draft Six-Year Program for State Transit Assistance.**



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On May 26<sup>th</sup> Chairman Hudgins presented testimony to CTB on the draft program. Staff will describe areas of interest in the draft six-year program.

Discussion Item.

**5. Legislative Items.**

A. The draft plan for Northern Virginia's transit tour will be reviewed.

B. Staff will review state and federal legislative items of interest.

Discussion Item.

**6. Regional Transportation Items.**

A. Tolls on I-95 at North Carolina Border.

B. BRAC Traffic Concerns.

C. ITS Virginia Conference: Transit ITS Interactive Forum.

D. Brookings Institution Demographic Report.

Information Item.

**7. NVTC Financial Items for April, 2010.**

Information Item.

**8. Consideration of an Earlier Starting Time for NVTC's July 1<sup>st</sup> Meeting.**

In the past NTC has started early to facilitate a quorum given proximity to the holiday weekend. A starting time of 6:30 p.m. is proposed.

Discussion Item.



Agenda Item #1

MINUTES  
NVTC COMMISSION MEETING – MAY 6, 2010  
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Hudgins at 8:07 P.M.

**Members Present**

Sharon Bulova  
Barbara Comstock  
John Cook  
Thelma Drake  
William D. Euille  
Jay Fisette  
John Foust  
Catherine Hudgins  
Mary Hynes  
Dan Maller  
Jeffrey McKay  
Thomas Rust  
Paul Smedberg  
Christopher Zimmerman

**Members Absent**

Kelly Burk  
Adam Ebbin  
Jeffrey Greenfield  
Mark R. Herring  
Joe May  
Mary Margaret Whipple

**Staff Present**

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



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## Minutes of the April 1, 2010 NVTC Meeting

On a motion by Mr. Euille and a second by Mrs. Bulova, the commission approved the minutes. The vote in favor was cast by commissioners Bulova, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, McKay, Rust and Zimmerman. Mr. Maller and Mr. McKay abstained.

### WMATA Items

Chairman Hudgins introduced Richard Sarles, WMATA's acting general manager. Mr. Sarles gave an overview of his first month on the job. His first priorities are safety, reliability of service, budget issues and WMATA's capital program. He stated that communication is also an issue, which affects safety as well as other issues. More forced communication is needed including establishing a safety hotline, reintroducing the whistle blower protection program, and improving communication training. Concerning reliability, Mr. Sarles reported that service will be adjusted on the Red Line by lengthening trains and adding longer headways, which should result in less congestion and better on-time performance. There are many issues related to the elevators and escalators and experts will be brought in to look at these issues. Also, WMATA staff is working with local staff to put together a new Metro Matters agreement.

Delegate Comstock arrived at 8:20 P.M.

Mrs. Bulova asked Mr. Sarles for his first impressions of the governance structure of the WMATA Board. Mr. Sarles stated that although they may have differing viewpoints about many issues, all the WMATA Board members have a passion about Metro and want to make it better. Mr. Sarles stated that he has worked with three different boards during his career, but the WMATA Board structure is unique since there are three jurisdictions (Virginia, Maryland, and District of Columbia) and much of what the WMATA Board does is in full view of the public. In response to a question from Mr. Smedberg, Mr. Sarles stated that the biggest surprise during his first month is the number of public hearings he has attended. Mrs. Drake stated that she is pleased to hear that communication is a priority. There is a disconnect where the states need to feel that they are more than just a funding source. She stated that she would like to set up a meeting with Secretary of Transportation Connaughton and the Virginia WMATA Board members.

Mr. Sarles emphasized that WMATA safety issues are of the utmost concern. There are a number of open safety cases and his goal is to close ten cases a month. The WMATA Board has approved \$6 million to bring in a consultant to look at safety issues. Mr. Cook stated that he is pleased to hear that safety is a priority, especially training. He observed that it has been suggested that the governance structure include more professional transit experience/oversight.

In response to a question from Mr. Smedberg, Mr. Sarles reported that generally the Metrobus system is in good shape and is ahead of Metrorail in safety and communication issues. He explained that he will mainly be focusing on rail during his

tenure at WMATA. Mr. Fisette stated that labor costs and paratransit costs are two of the least sustainable costs. Arlington County had to overhaul its paratransit service because it was bankrupting the system. Mr. Sarles asked that Arlington County representatives talk with him about this issue and share their experience. Chairman Hudgins observed that there is much that can be learned from the jurisdictions. NVTC is very passionate about the Metro system and is looking forward to working with Mr. Sarles and the WMATA staff. The public is also very supportive.

There was a discussion about the WMATA budget process. Chairman Hudgins reported that public hearings have concluded. The FY 2011 budget is still not resolved; however, it needs to be approved by June, 2010. In response to a question from Mr. Fisette, Mr. Zimmerman reported that Maryland has agreed to pay their share of Metro Matters for the next two years.

#### Oath of Office for New NVTC Commissioner

Chairman Hudgins announced that Speaker Howell has appointed Delegate Barbara Comstock to replace Delegate Albo as a NVTC commissioner. Chairman Hudgins welcomed Delegate Comstock and administered the oath of office to her. Commissioners welcomed Delegate Comstock to NVTC.

#### VRE Items

Mr. Zehner reported that on-time performance was at 85 percent for both lines for the month of April. Fifty percent of the delays were caused by track work on both lines and a major hostage crisis on April 2<sup>nd</sup> in Alexandria which shut down the rail lines for over three hours. VRE ridership remains strong with over 17,000 passenger trips per day during the month of April. VRE staff continues to conduct Meet the Management events at the stations, which will be held through August 11<sup>th</sup>. The dedication ceremony for the Woodbridge Second Platform is scheduled for next week.

Delegate Rust asked how many VRE riders bike to the station. Mr. Zehner replied that it is less than five percent of the total ridership. VRE railcars are designed to accommodate bikes on the trains, in which four seats flip up to provide room for a bicycle. There are not many people who board with their bikes, but more people bike to the stations and leave their bicycles at the station.

Delegate Comstock asked about the demographics of VRE riders. Mr. Zehner replied that 65 percent of riders are male and 35 percent female. The majority of riders are from a higher income bracket and are 35 years old or older.

Mrs. Bulova announced that the VRE Operations Board unanimously voted to name the first delivered locomotive after Elaine McConnell, a former NVTC commissioner from Fairfax County who was extremely helpful in getting VRE running.

Closed Session. Mrs. Bulova moved, with a second by Mr. Smedberg, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) and (29) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning an access and storage agreement with Amtrak.

The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

The commission entered into Closed Session at 8:54 P.M. and returned to Open Session at 9:38 P.M.

Mrs. Bulova moved, with a second by Mr. Zimmerman, the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

On a motion by Mrs. Bulova and a second by Mr. Zimmerman, the commission unanimously approved Resolution #2142. The resolution approves a five-year agreement with Amtrak for access and storage at the Union Station Terminal. (A copy of the resolution is attached.) The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

#### Additional Federal Grant Application for Alexandria

Mr. Taube explained that Resolution #2143 would authorize him as executive director to apply for eight grants totaling \$7.1 million in RSTP and Section 5309 SAFETEA-LU grant funds from FTA on behalf of Alexandria for four transit projects within the city. The resolution also adds these projects to NVTC's work program. NVTC will incur no financial obligation for this project other than staff time estimated at



200 hours annually for obtaining and managing the grants. The projects themselves will be managed by Alexandria staff and consultants.

Mr. Taube stated that Alexandria will protect NVTC's other jurisdictions against 13(c) claims by agreeing to provide from state aid held by NVTC whatever claims and related costs may be incurred. Local jurisdiction attorneys have had the opportunity to review this protection. Resolution #2143 includes this protection. Also, Alexandria will be required to sign NVTC's standard sub-recipient agreement before NVTC staff executes the grants. The sub-recipient agreement ensures that Alexandria will comply with all applicable FTA regulations.

Mr. Smedberg moved, with a second by Mr. Euille, to approve the resolution. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

#### Testimony to the Commonwealth Transportation Board

Mr. Taube reported that the Commonwealth Transportation Board (CTB) will conduct a hearing on the draft Six-Year Program on May 26<sup>th</sup> at Fairfax City Hall on May 26, 2010. Comments on NVTC's draft testimony are still welcome.

Mr. Euille moved, with a second by Mr. McKay, to authorize NVTC's chairman or her designee to present the testimony. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

Mrs. Hynes observed that the testimony looks very similar to last year's testimony. She suggested using the message being prepared for the transit tour which makes a direct connection between transit and mobility, job creation, and the economic vitality of the region.

#### Legislative Items

Chairman Hudgins stated that the draft plan for the transit tour is ready for commission review. Ms. Quintana reviewed the details of the tour. The overriding message is the direct connection between transit and mobility, job creation and the economic vitality of the region. Mr. McKay expressed his disappointment that the bus ride on Route 1 is at 10:45 A.M., which will not show the full impact of how bad congestion is in this region. 8:00 A.M. or 5:00 P.M. would be better times. Mrs. Hynes stated that if part of the message is about business and job creation, it may be good to invite some key business leaders. Ms. Quintana stated that the message will be discussed at every point of the tour and business leaders are being invited to the dinner.

Chairman Hudgins observed that the consensus of the commission is for staff to proceed with the transit tour plans.

### Restated NVTC Pension Plan

Mr. Taube explained that NVTC's pension plan administrator has informed NVTC that it must restate the plan to conform to federal laws and regulatory guidance. The changes included in the restatement of NTVC's plan do not affect the eligibility requirements, contribution calculations or vesting schedule and are considered routine. NVTC's Pension Plan trustees recommend this action and NVTC's executive Committee has been briefed. Resolution #2144 would approve the restatement of NVTC's Pension Plan. Mr. Euille noted that that NVTC's Pension Board trustees are Mrs. Hynes, Mr. Taube and Mr. Kalkwarf.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2144 (copy attached). The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

### Regional Transportation Items

Future of Transportation – National Survey by Transportation for America. The telephone survey of 800 registered voters nationwide took place from February 27<sup>th</sup> through March 2, 2010.

Virginia Transit Association Conference. VTA's conference, including a Bus Expo (vendor displays) will be held in Richmond June 10-11 2010.

Bike to Work Day. This annual event coincides with National Bike to Work week. There are 35 "pit stop celebrations" planned for the 2010 event, including 16 in Northern Virginia.

Transit Ridership Trends. Beginning in mid FY 2008, transit ridership in Northern Virginia rose sharply as gas prices spiked upward. Transit ridership continued to climb even as gas prices receded beginning in FY 2009. Only the sharp recession has slowed transit ridership in the current fiscal year although some systems are still experiencing record ridership peak days, such as Metrorail and VRE.

I-95/395 Bus Rapid Transit Study. VDOT's Virginia Megaprojects Office has released a report titled I-95/395 Bus Rapid Transit Study that was prepared by consultants ATCS and Baker Engineering in coordination with DRPT and local transit systems. The report follows up on DRPT's I-95/395 Transit/Transportation Demand Management Study that examined enhanced transit to be established in conjunction with, and funded by, the proposed HOT Lanes project in that corridor. The BRT study examined the BRT option in more detail, together with potential "in-line" stations (located in the Interstate Highway right-of-way) and other station-specific details. The study also examined the market demand for BRT.

Some of the transit operators who participated in this study as part of the technical advisory group have expressed concerns with the final report. PRTC is being

asked to approve a letter to Secretary Connaughton explaining several shortcomings of the study. The primary concern is that this study may be used by VDOT and/or Flour-Transurban to reduce transit and parking commitments agreed to by transit systems in DRPT's 2008 study.

#### NVTC Financial Items for March, 2010

Commissioners were provided with the financial items and there were no questions.

#### Adjournment

On a motion by Mr. Euille and a second by Mrs. Bulova, the commission unanimously moved to adjourn the meeting. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Euille, Fisette, Foust, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman. Chairman Hudgins adjourned the meeting at 9:53 P.M.

Approved this 3<sup>rd</sup> day of June, 2010.

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Catherine Hudgins  
Chairman

---

Mary Hynes  
Secretary-Treasurer



AGENDA ITEM #2

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** May 27, 2010  
**SUBJECT:** NVTC Title VI Program and Compliance Report.

---

NVTC is required to submit its program and report for FTA approval every three years. The current approval expires in June, 2010. The commission is asked to authorize its executive director to submit the attached report. Currently NVTC staff is seeking information to include in the report from Falls Church and Alexandria (sub-recipients of federal assistance through NVTC), but the report is otherwise complete and attached for review and approval by the commission.

FTA's Title VI program is described in guidelines contained in a circular (FTA 4702.1A dated May 13, 2007). It integrates responsibilities under Title VI of the Civil Rights Act of 1964 with other policies such as DOT's orders on Environmental Justice and on Persons with Limited English Proficiency. The format of NVTC's report follows the requirements set forth in the FTA circular.



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## NVTTC TITLE VI PROGRAM AND COMPLIANCE REPORT

Submitted to the Federal Transit Administration

—June, 2010—



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## CONTENTS

A. SUBRECIPIENTS TITLE VI COMPLIANCE REPORTS TO NVTC	2
B. NVTC AND SUBRECIPIENT TITLE VI ASSURANCES	3
C. NVTC's TITLE VI COMPLAINT INVESTIGATION AND TRACKING PROCEDURES	4
D. TITLE VI COMPLAINT INVESTIGATIONS AND TRACKING PROCEDURES OF NVTC's SUBRECIPIENTS	5
E. LIST OF NVTC TITLE VI COMPLAINT INVESTIGATIONS	6
F. NVTC's POLICY FOR MEANINGFUL ACCESS TO LIMITED ENGLISH PROFICIENT (LED) PERSONS	7
G. NVTC AND SUBRECIPIENT NOTICES OF TITLE VI PROTECTION	8
H. NVTC's TITLE VI PROGRAM	10
I. NVTC's PUBLIC PARTICIPATION STRATEGY	11
J. REQUIREMENT TO COLLECT DEMOGRAPHIC DATA	12
K. REQUIREMENT TO SET SYSTEMWIDE SERVICE STANDARDS AND POLICIES, TO EVALUATE SERVICE AND FARE CHANGES, AND TO MONITOR SERVICE	13

A. SUBRECIPIENTS TITLE VI COMPLIANCE REPORTS TO NVTC

Alexandria and Falls Church are expected to report at least every three years to NVTC. The most recent reports are attached.

## B. NVTC AND SUBRECIPIENT TITLE VI ASSURANCES

Copies are attached.

Neither NVTC nor its subrecipients (Alexandria and Falls Church) have had Title VI compliance review activities conducted with any federal agency in the last three years.



## C. NVTC's TITLE VI COMPLAINT INVESTIGATION AND TRACKING PROCEDURES

1. A copy of these procedures is posted on NVTC's website ([www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)) in English and Spanish.
2. Complaints should be submitted to NVTC in writing by mail or in person at:  
  
NVTC  
4350 North Fairfax Drive, Suite #720  
Arlington, VA 22203  
  
Or by email at: [nvtc@nvtdc.org](mailto:nvtc@nvtdc.org).  
Or via NVTC's website at: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org).
3. NVTC's Executive Director will issue notification to the person submitting the complaint of its receipt by NVTC within 2 working days.
4. Within 15 working days from receipt of the complaint, NVTC's Executive Director will initiate a review of the complaint. He/she may request additional relevant information from the complainant.
5. Within 30 working days from receipt of the complaint, NVTC's Executive Director will provide a response containing findings and remedies, or if such a response cannot be completed, a progress report to the complainant with an estimate of when the response will be completed. NVTC will endeavor to complete its investigation and issue its findings and remedies within 180 days of receipt of the complaint and additional information it may request.
6. Upon completion of the response and notice to the complainant, NVTC will record the findings and inform FTA in NVTC's next Title VI progress report.
7. Complainant will be informed of NVTC's appeal procedure, which is consistent with the Code of Virginia.
8. If the complaint results in a modification to NVTC policies, procedures or practices, compliance with the change will be monitored by the Executive Director or his/her designee and recorded at least twice each year for a period of at least three years.

D. TITLE VI COMPLAINT INVESTIGATIONS AND TRACKING PROCEDURES OF NVTC's SUBRECIPIENTS

Letters are attached describing these procedures for Alexandria and Falls Church.

E. LIST OF NVTC TITLE VI COMPLAINT INVESTIGATIONS

Neither NVTC nor its subrecipients have received any Title VI complaints.

## F. NVTC's POLICY FOR MEANINGFUL ACCESS TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS

The following are the responsible steps NVTC has taken to ensure meaningful access to programs and activities:

### 1. Language Implementation Plan

NVTC has limited resources (a full-time staff of seven) and has chosen not to prepare a formal plan, but is implementing several elements of such a plan as described in FTA's Policy Guidance at 70 FR 74087 (2005).

### 2. Elements of NVTC's Policy

- a. NVTC will translate informational brochures into languages other than English when it is cost-effective to do so. Within the past several years NVTC has translated brochures for its 2030 TransAction Transportation Plan and Senior Mobility Study into Spanish and will do so for the 2040 TransAction Plan.
- b. NVTC will, with seven days notice, offer free of charge the services of an interpreter for its annual public hearing on the commission workplan.
- c. NVTC will, on request, consider providing the services of an interpreter for its training programs. The commission has provided interpreters for Spanish- and Amharic (Ethiopian) -speaking persons participating in Senior Mobility Training.
- d. NVTC has a link on its website to Google Translator as well as initial direction in Spanish to translate Title VI notices and other key NVTC policies.

## G. NVTC AND SUBRECIPIENT NOTICES OF TITLE VI PROTECTION

NVTC and its subrecipients have posted notices on their respective websites regarding Title VI obligations and the protections afforded to the public by Title VI. Copies are attached.

As can be seen for NVTC, the notice states in English and Spanish that the commission operates its programs without regard to race, color and national origin. It informs the public how to request additional information on NVTC's Title VI obligations. It directs the public to a copy of NVTC's procedures for filing, receiving, and tracking complaints. The notice states further that the commission will translate it into other languages on request.

Because NVTC does not operate any transit services (nor are any of NVTC's grants for subrecipients being used to operate transit), NVTC does not enjoy direct access to stations or transit vehicles and therefore does not utilize posters or placards.

NVTC NOTICE OF COMPLIANCE WITH TITLE VI  
AND INSTRUCTIONS FOR FILING A COMPLAINT

NVTC operates without regard to race, color and national origin. It complies with all laws and regulations of the United States and Virginia pertaining to discrimination. NVTC is an Equal Opportunity Employer.

To obtain additional information about NVTC's nondiscrimination obligations, contact the commission by mail or in person at:

NVTC  
4350 North Fairfax Drive, Suite #720  
Arlington, VA 22203

By telephone at: 703-524-3322

By e-mail at: [nvtc@nvtc.org](mailto:nvtc@nvtc.org)

Via NVTC's website at: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

To file a discrimination complaint against NVTC, provide the complaint in writing to NVTC by mail, in person, by phone, e-mail or via NVTC's website as described above. Be certain to provide as much detailed information as possible and include contact information for the person filing the complaint. NVTC's procedures for investigating and tracking complaints are posted on its website. Copies are available on request.

The complaint should be filed within 180 days of the date of the alleged discrimination. It may be filed by the person alleging discrimination or by his/her representative.

## H. NVTC's TITLE VI PROGRAM

### 1. Summary of Public Outreach Activities.

In 2007 NVTC directed public outreach activities for a million dollar update of Northern Virginia's 2030 Transportation Plan. Multiple language surveys, interpreters at public hearings, public hearing notices in English and Spanish, ads published in Spanish-language publications, ads on Latino radio stations and outreach to reporters from Spanish-language publications are some of NVTC's recent activities. NVTC will do the same for the 2040 update of this plan which is expected to begin in July, 2010 and be completed in early 2012.

NVTC has provided interpreters for its senior mobility transit training and recruited participants from low-income and minority communities with the assistance of local agencies on aging and neighborhood centers.

NVTC has printed 5,000 brochures in Spanish to reach out to bus riders who will benefit from the commission's program of free bus fares on forecast Bad Air (Ozone Alert) Days.

NVTC has posted its Title VI policies and procedures on its website in English and Spanish.

NVTC's website links directly to the web pages of cities, counties and resources in Northern Virginia which provide multi-lingual translations for their transit services.

### 2. NVTC's Plan for Language Assistance for Persons with Limited English Proficiency.

NVTC's plan is described in detail on page 7 above.

### 3. NVTC's Procedures for Tracking and Investigating Title VI Complaints.

NVTC's procedures are listed on page 4 above.

### 4. List of Title VI Investigations, Complaints and Lawsuits.

None.

### 5. Notice to the Public Regarding Compliance with Title VI and Instructions on How to File a Complaint.

Please see page 9 above.

## I. NVTC's PUBLIC PARTICIPATION STRATEGY

To seek out and consider viewpoints of minority, low-income and Limited English Proficiency persons in the course of NVTC's public outreach and involvement activities, the commission will evaluate opportunities for each of its projects. It will consider the composition of the population affected by the project, the type of practical public outreach to be undertaken and the resources available to NVTC. The commission will seek to overcome linguistic, institutional, cultural, economic, historical or other barriers that might prevent minority and low-income people from effectively participating in NVTC's decision-making process.

To that end, NVTC will:

1. Provide opportunities for individuals and groups in these communities who can assist NVTC in communication. Request assistance via NVTC's website with a page describing opportunities and a link to provide contact information.
2. Maintain portions of NVTC's website in audio format and include other best practices to keep the website accessible to persons with disabilities.
3. Conduct NVTC's meetings at locations and times convenient to low-income and minority populations, especially within walking distance of a Metrorail station.
4. Distribute media releases broadly to include news outlets tailored to such communities.
5. Utilize NVTC's board members (who are all elected officials) to establish and maintain contacts within those communities.
6. Fully implement NVTC's policies on reaching out to persons with Limited English Proficiency (see policy above).
7. Advertise new NVTC programs and initiatives in non-English publications and media outlets.
8. For appropriate projects, identify outreach opportunities in schools and universities; churches, temples, mosques and other places of worship; ethnic marketplaces; and neighborhood and cultural centers.



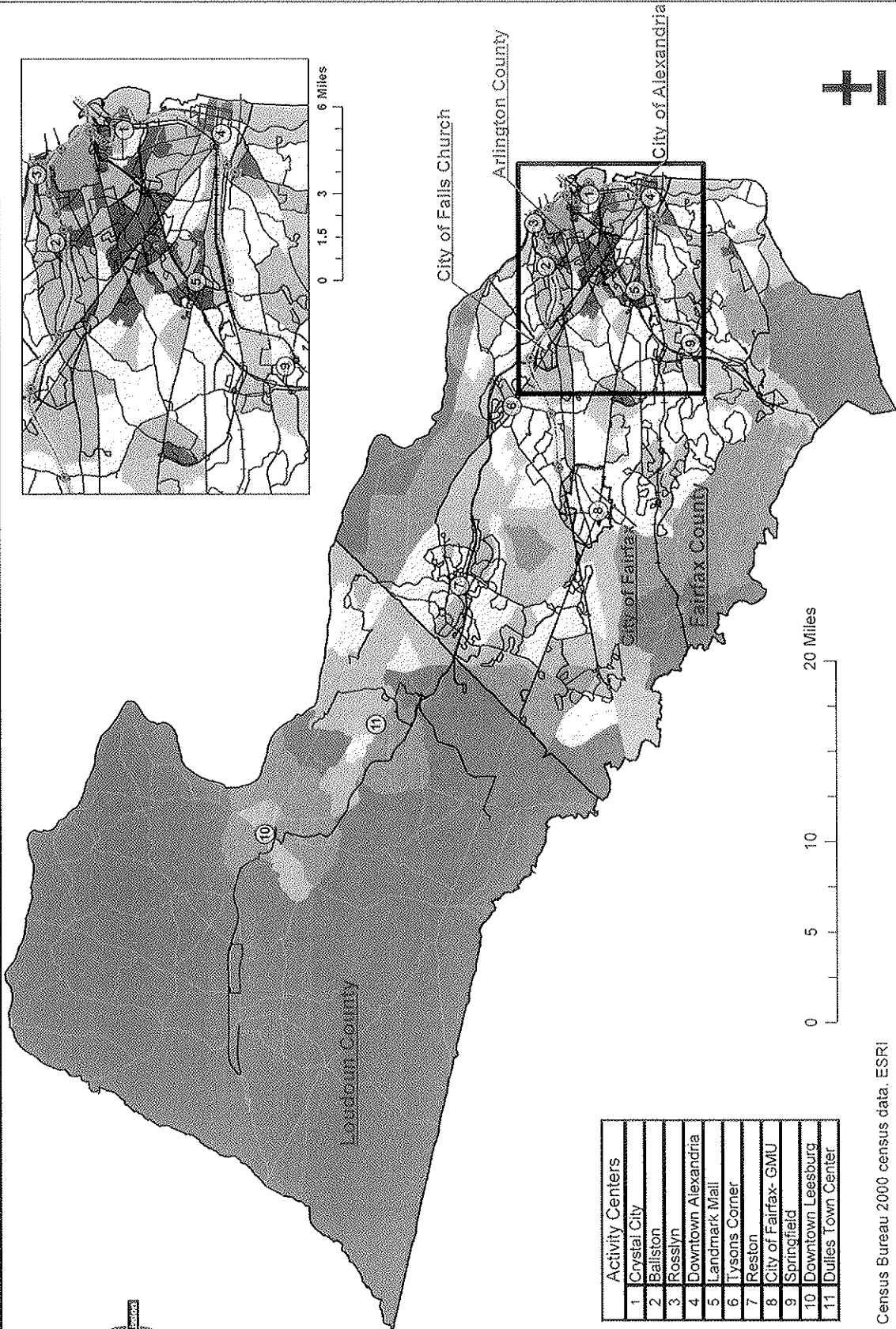
## J. REQUIREMENT TO COLLECT DEMOGRAPHIC DATA

While NVTC is part of a large urbanized area, NVTC is not a transit service provider and its subrecipients are not transit systems either. Accordingly, NVTC is referencing Title VI demographic data provided by NVTC's transit provider, the Washington Metropolitan Area Transit Authority and by NVTC's Metropolitan Planning Organization, the Transportation Planning Board of the National Capital Area (TPB). NVTC is a co-owner of the Virginia Railway Express commuter rail service. The Potomac and Rappahannock Transportation Commission (PRTC) completes the Title VI program for that system, including demographic data. Its last compliance report was approved by FTA on March 24, 2009.

L. REQUIREMENT TO SET SYSTEMWIDE SERVICE STANDARDS AND POLICIES, TO EVALUATE SERVICE AND FARE CHANGES, AND TO MONITOR SERVICE

Neither NVTC nor its subrecipients are transit providers. Accordingly they are unable to set service standards and policies, to evaluate service and fare changes, and to monitor service. WMATA is this region's transit provider and its Title VI program does contain such information. Excerpts will be provided to FTA upon request. Title VI programs and compliance reports are also available for NVTC's district from TPB and PRTC, as explained above on page 12.

# Demographic and Service Profile of NVTC Total Population Density (2000)



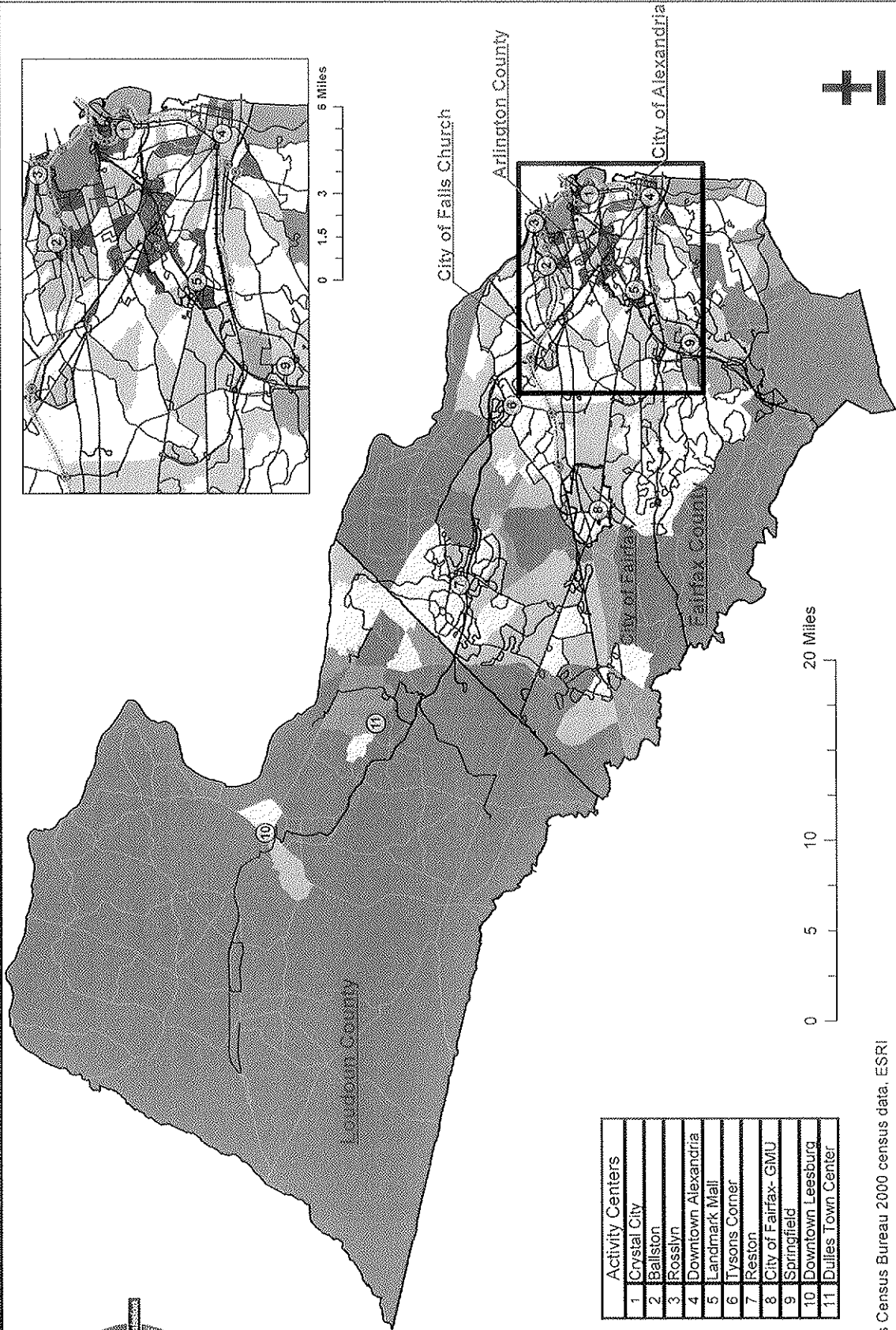
## Legend

- Northern Virginia Bus Routes
  - Metro Rail Lines
  - Metro Rail Stations
  - VRE Lines
  - VRE Rail Stations
  - Major Roads
  - Major Activity Centers
- | Total Population Density - People Per Square Mile |                     |
|---|---------------------|
| 0.0 - 500.0                                       | 500.1 - 1,000.0     |
| 1,000.1 - 2,500.0                                 | 2,500.1 - 5,000.0   |
| 5,000.1 - 10,000.0                                | 10,000.1 - 20,000.0 |
| 20,000.1 - 55,000.0                               |                     |

Activity Centers	
1	Crystal City
2	Ballston
3	Rosslyn
4	Downtown Alexandria
5	Landmark Mall
6	Tysons Corner
7	Reston
8	City of Fairfax- GMU
9	Springfield
10	Downtown Leesburg
11	Dulles Town Center

Data Sources: United States Census Bureau 2000 census data, ESRI

# Demographic and Service Profile of NVTC White Population Density (2000)

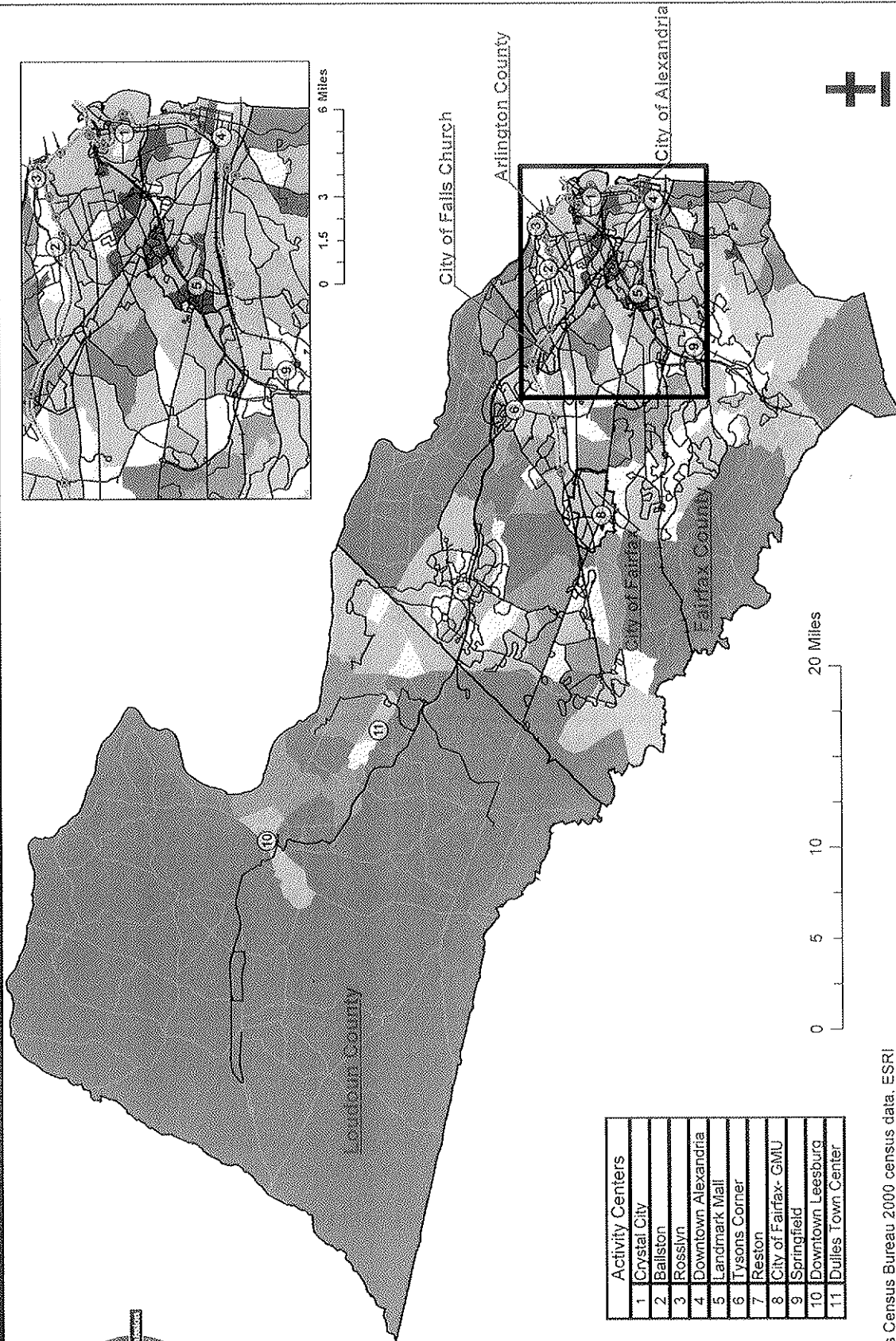


## Legend

- Northern Virginia Bus Routes
  - Metro Rail Lines
  - Metro Rail Stations
  - VRE Lines
  - VRE Rail Stations
  - Major Roads
  - Major Activity Centers
- | Activity Centers       |
|------------------------|
| 1 Crystal City         |
| 2 Ballston             |
| 3 Rosslyn              |
| 4 Downtown Alexandria  |
| 5 Landmark Mall        |
| 6 Tysons Corner        |
| 7 Reston               |
| 8 City of Fairfax- GMU |
| 9 Springfield          |
| 10 Downtown Leesburg   |
| 11 Dulles Town Center  |
- | White Population Density-<br>People Per Square Mile |
|---|
| 0.0 - 1,000.0                                       |
| 1,000.1 - 1,500.0                                   |
| 1,500.1 - 2,500.0                                   |
| 2,500.1 - 5,000.0                                   |
| 5,000.1 - 7,500.0                                   |
| 7,500.1 - 10,000.0                                  |
| 10,000.1 - 20,000.0                                 |

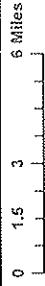
Data Sources: United States Census Bureau 2000 census data, ESRI

# Demographic and Service Profile of NVTC Black/African American Population Density (2000)



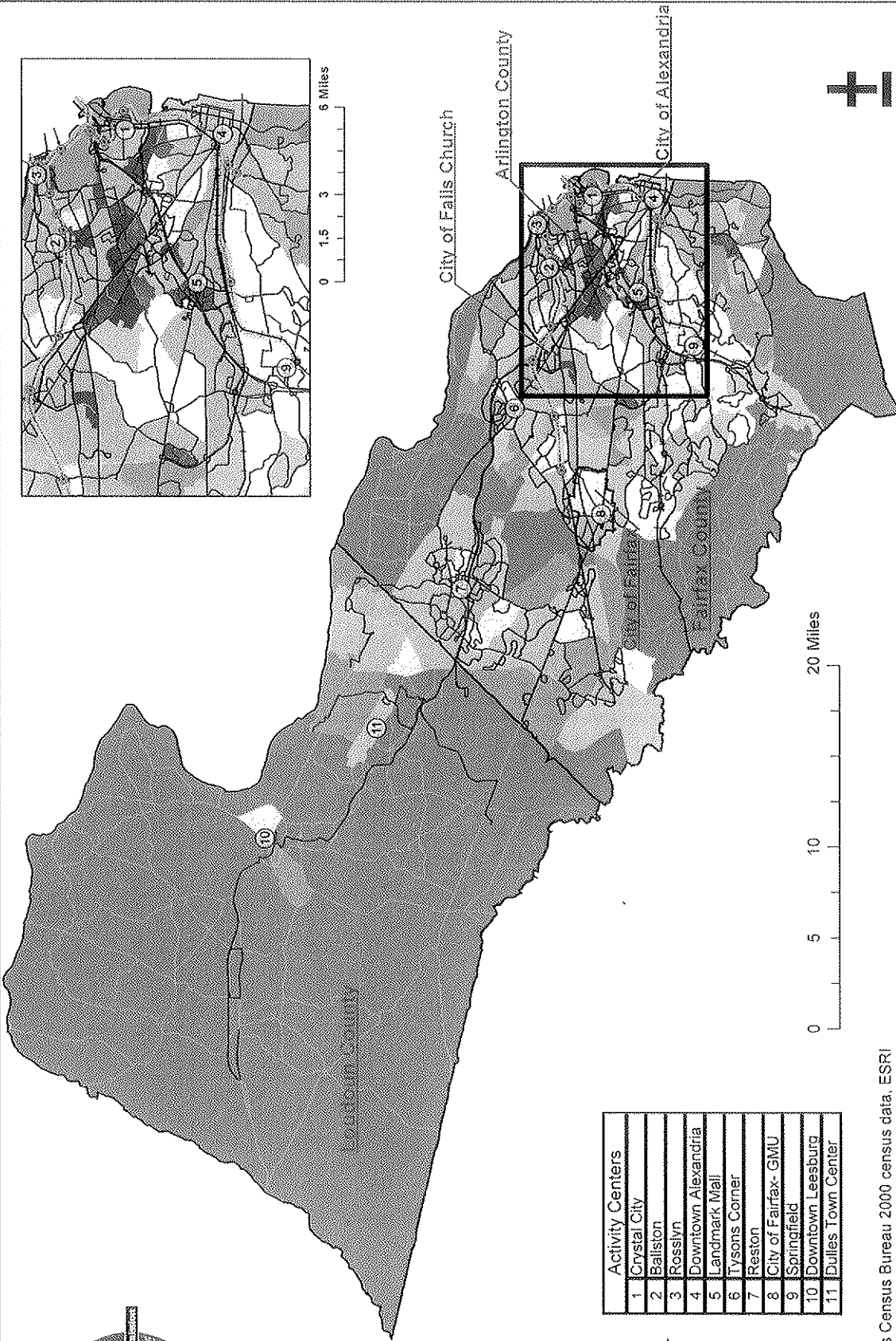
## Legend

- Northern Virginia Bus Routes
  - Metro Rail Lines
  - Metro Rail Stations
  - VRE Lines
  - VRE Rail Stations
  - Major Roads
  - Major Activity Centers
- | Activity Centers       |
|------------------------|
| 1 Crystal City         |
| 2 Ballston             |
| 3 Rosslyn              |
| 4 Downtown Alexandria  |
| 5 Landmark Mall        |
| 6 Tysons Corner        |
| 7 Reston               |
| 8 City of Fairfax- GMU |
| 9 Springfield          |
| 10 Downtown Leesburg   |
| 11 Dulles Town Center  |
- | Black/African American Population Density- People Per Square Mile |
|---|
| 0.0 - 50.0  |
| 50.1 - 100.0  |
| 100.1 - 250.0   |
| 250.1 - 500.0   |
| 500.1 - 2,500.0   |
| 2,500.1 - 5,000.0   |
| 5,000.1 - 20,000.0  |



Data Sources: United States Census Bureau 2000 census data. ESRI

# Demographic and Service Profile of NVTC Hispanic/Latino Population Density (2000)



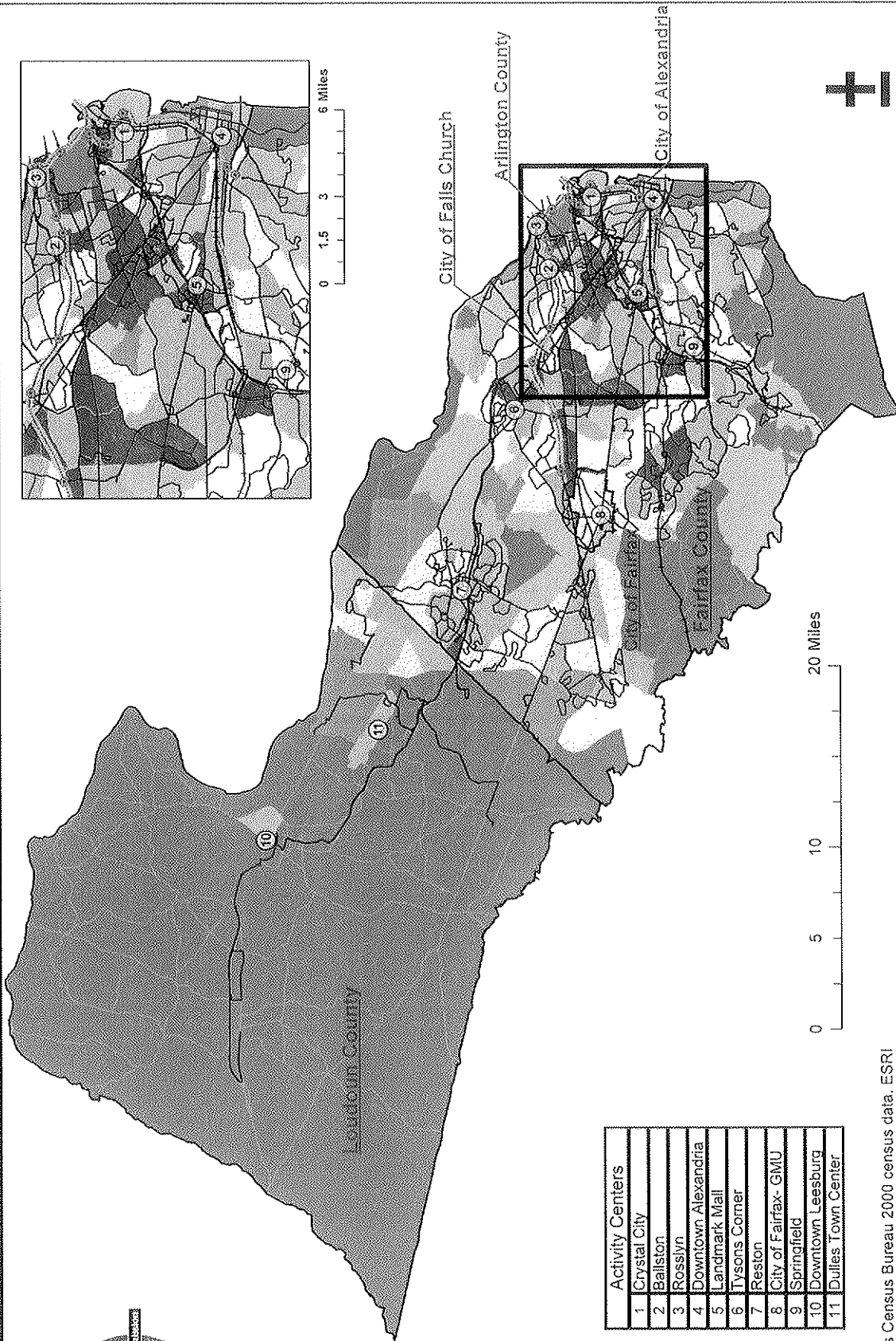
## Legend

- Northern Virginia Bus Routes
  - Metro Rail Lines
  - Metro Rail Stations
  - VRE Lines
  - VRE Rail Stations
  - Major Roads
  - Major Activity Centers
- Hispanic/Latino Population Density - People Per Square Mile
- |                    |
|--------------------|
| 0.0 - 50.0         |
| 50.1 - 100.0       |
| 100.1 - 250.0      |
| 250.1 - 500.0      |
| 500.1 - 2,500.0    |
| 2,500.1 - 5,000.0  |
| 5,000.1 - 15,000.0 |
- | Activity Centers |                      |
|------------------|----------------------|
| 1                | Crystal City         |
| 2                | Ballston             |
| 3                | Rosslyn              |
| 4                | Downtown Alexandria  |
| 5                | Landmark Mall        |
| 6                | Tysons Corner        |
| 7                | Reston               |
| 8                | City of Fairfax- GMU |
| 9                | Springfield          |
| 10               | Downtown Leesburg    |
| 11               | Dulles Town Center   |

Data Sources: United States Census Bureau 2000 census data, ESRI



# Demographic and Service Profile of NVTC Asian Population Density (2000)



## Legend

- Northern Virginia Bus Routes
  - Metro Rail Lines
  - Metro Rail Stations
  - VRE Lines
  - VRE Rail Stations
  - Major Roads
  - Major Activity Centers
- | Activity Centers       |
|------------------------|
| 1 Crystal City         |
| 2 Ballston             |
| 3 Rosslyn              |
| 4 Downtown Alexandria  |
| 5 Landmark Mall        |
| 6 Tysons Corner        |
| 7 Reston               |
| 8 City of Fairfax- GMU |
| 9 Springfield          |
| 10 Downtown Leesburg   |
| 11 Dulles Town Center  |
- | Asian Population Density-<br>People Per Square Mile |
|---|
| 0.0 - 50.0  |
| 50.1 - 100.0  |
| 100.1 - 250.0                                       |
| 250.1 - 500.0                                       |
| 500.1 - 1,000.0                                     |
| 1,000.1 - 2,500.0                                   |
| 2,500.1 - 5,000.0                                   |

Data Sources: United States Census Bureau 2000 census data. ESRI

# Demographic and Service Profile of NVTC Other\* Population Density (2000)



## Legend

- Northern Virginia Bus Routes
  - Metro Rail Lines
  - Metro Rail Stations
  - VRE Lines
  - VRE Rail Stations
  - Major Roads
  - Major Activity Centers
- | Other Population Density -<br>People Per Square Mile |
|--|
| 0.0 - 100.0  |
| 100.1 - 250.0  |
| 250.1 - 500.0  |
| 500.1 - 1,000.0                                      |
| 1,000.1 - 2,500.0                                    |
| 2,500.1 - 5,000.0                                    |
| 5,000.1 - 10,000.0                                   |

Activity Centers
1 Crystal City
2 Ballston
3 Rosslyn
4 Downtown Alexandria
5 Landmark Mall
6 Tysons Corner
7 Reston
8 City of Fairfax- GMU
9 Springfield
10 Downtown Leesburg
11 Dulles Town Center

Data Sources: United States Census Bureau 2000 census data, ESRI

\* the "Other" category includes all other census responses not included in the "White", "Black/African American", "Hispanic/Latino", and "Asian" categories.



Table 1: Total Income by Households

County	Total Households	Median Income	Household Income															
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	36,474	4,485	2,308	2,608	2,851	3,574	4,215	4,222	3,853	8,012	10,592	12,232	7,948	5,379	5,082	4,725		
Fairfax County	381,276	9,203	5,916	5,968	8,453	9,721	11,039	12,747	13,374	12,798	27,361	42,382	44,320	29,439	31,718	26,459		
Loudoun County	59,921	1,239	723	1,011	1,594	1,842	1,720	3,045	2,450	4,441	8,194	11,774	8,493	5,114	4,412	3,165		
City of Alexandria	61,988	3,408	1,949	2,646	2,936	2,936	3,647	2,928	5,683	7,261	8,091	4,671	2,814	2,825	3,239			
City of Fairfax	8,013	229	123	173	279	292	439	481	330	882	1,055	1,441	712	381	501	331		
City of Falls Church	4,472	157	121	112	147	111	135	182	198	365	477	630	382	309	347			
Total	572,127	18,721	11,140	12,377	15,871	18,187	21,125	23,303	24,362	22,220	47,647	69,961	93,600	66,700	43,809	44,827	39,277	

Table 2: White Income by Households

County	Total Households	Median Income	Household Income															
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	65,073	2,156	1,431	1,587	1,672	2,150	2,805	2,709	3,016	2,653	6,049	7,970	10,007	6,937	4,782	4,705	4,378	
Fairfax County	265,215	8,749	3,833	3,948	5,122	5,800	6,988	6,706	8,002	8,755	19,767	31,537	45,765	38,102	24,899	27,354	23,405	
Loudoun County	51,230	82,753	841	909	813	1,299	1,420	2,085	1,720	3,724	6,849	10,171	7,484	4,483	3,927	2,973		
City of Alexandria	41,602	68,855	1,270	1,031	1,136	1,570	2,043	2,221	1,638	4,075	5,097	6,291	3,842	2,492	2,600	3,086		
City of Fairfax	6,359	71,193	154	103	141	132	208	329	317	644	872	1,117	638	480	478	295		
City of Falls Church	3,908	77,778	101	103	87	107	97	185	148	355	424	552	524	368	257	325		
Total	434,387	9,422	7,043	7,807	9,384	11,444	13,565	15,860	16,797	15,231	34,625	52,749	73,908	55,495	37,504	39,321	34,433	

Table 3: Black or African American Income by Households

County	Total Households	Median Income	Household Income															
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	7,334	40,195	772	314	345	394	576	692	580	447	458	603	890	665	327	136	79	83
Fairfax County	28,984	57,432	1,988	791	903	1,257	1,474	1,532	1,483	1,628	1,483	2,917	3,655	4,327	2,474	1,274	1,180	820
Loudoun County	4,154	53,387	63	133	240	308	138	103	184	158	257	304	955	687	476	238	202	80
City of Alexandria	12,270	38,092	1,493	728	510	939	798	1,059	797	772	1,009	1,240	1,038	472	295	131	97	16
City of Fairfax	365	54,844	5	10	6	11	41	30	23	14	7	18	80	27	9	-	-	18
City of Falls Church	129	38,503	20	8	14	8	10	8	14	7	7	8	8	22	10	-	-	-
Total	53,245	4,183	1,914	2,014	2,849	3,025	3,316	3,131	3,055	2,984	4,913	6,603	6,766	3,786	1,654	1,602	1,103	

Table 4: American Indian and Alaska Native Income by Households

County	Total Households	Median Income	Household Income															
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	346	55,469	35	26	7	14	30	29	7	14	14	24	27	76	11	6	34	6
Fairfax County	903	75,295	26	12	39	19	49	23	13	40	47	100	81	166	136	61	49	43
Loudoun County	139	67,123	5	11	18	5	18	9	9	18	25	17	25	14	4	-	-	-
City of Alexandria	180	41,000	7	19	13	9	33	7	5	7	15	21	23	28	-	-	-	-
City of Fairfax	23	134,992	-	-	-	-	5	-	4	-	-	-	-	-	-	-	9	-
City of Falls Church	6	46,250	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-
Total	1,602	68	98	53	28	101	71	54	55	78	157	147	282	200	89	95	49	

Table 5: Asian Income by Households

County	Total Households	Median Income	Household Income															
			<\$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	6,753	47,102	878	253	336	401	351	327	416	277	249	589	805	318	326	129	150	
Fairfax County	35,758	70,634	1,721	710	879	1,208	1,216	1,487	1,376	1,648	1,342	3,217	4,286	4,019	2,428	2,428	1,673	
Loudoun County	2,441	79,032	28	11	16	51	52	98	83	88	54	189	364	372	236	160	75	
City of Alexandria	2,833	44,644	383	84	121	170	162	138	198	226	168	344	381	158	25	37	31	
City of Fairfax	745	50,208	41	6	17	34	27	31	45	66	31	71	117	128	34	68	14	
City of Falls Church	271	54,432	32	5	18	28	6	28	15	15	9	18	26	28	8	23	19	
Total	48,901	3,055	1,072	1,365	1,862	1,814	2,060	2,060	2,066	2,318	1,847	4,428	6,079	7,968	4,929	3,059	2,791	1,967

Table 6: Native Hawaiian and Other Pacific Islander Income by Households

County	Total Households	Median Income	Household Income															
			<\$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	53	60,288	-	-	-	9	-	7	-	-	9	-	13	-	4	-	-	
Fairfax County	202	90,000	9	-	-	-	22	-	14	15	8	15	14	24	23	33	11	
Loudoun County	28	47,143	-	-	-	-	-	-	-	9	7	-	-	6	-	-	-	
City of Alexandria	47	33,750	-	-	-	10	-	9	-	-	-	-	19	-	-	-	-	
City of Fairfax	19	28,375	-	-	-	6	-	10	-	-	-	-	-	3	-	-	-	
City of Falls Church	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	349	-	15	10	18	10	22	15	22	18	24	15	53	47	30	27	33	11

Table 7: Some other race Income by Households

County	Total Households	Median Income	Household Income															
			<\$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999	\$200,000 or more
Arlington	3,834	43,718	274	148	148	217	278	303	258	351	255	404	421	222	72	44	34	
Fairfax County	9,524	52,591	328	292	272	388	528	655	555	647	641	1,243	1,355	1,387	665	259	177	
Loudoun County	599	67,474	8	16	25	56	30	30	40	48	25	71	162	202	77	59	45	
City of Alexandria	2,670	45,380	93	72	159	179	174	175	208	254	253	375	250	303	84	40	37	
City of Fairfax	252	56,857	-	-	-	21	8	18	22	38	12	41	22	69	13	13	8	
City of Falls Church	89	31,042	4	5	11	14	8	6	5	5	11	7	11	4	6	4	3	
Total	17,298	708	533	615	895	1,011	1,185	1,069	1,069	1,338	1,187	2,134	2,221	2,339	1,064	447	307	223

Table 8: Two or more races Income by Households

County	Total Households	Median Income	Household Income														
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999
Arlington	3,081	45,288	370	81	184	158	205	223	124	210	343	366	303	133	51	71	74
Fairfax County	9,683	61,707	530	280	328	409	374	432	544	404	702	1,254	1,567	900	496	487	554
Loudoun County	2,331	63,947	57	13	24	22	38	30	22	52	125	199	148	73	85	74	18
City of Alexandria	2,366	36,913	180	122	174	204	161	205	170	99	165	253	178	87	62	20	37
City of Fairfax	2,17	51,563	23	4	7	22	4	7	13	13	33	26	46	3	5	-	3
City of Falls Church	57	90,458	-	-	-	-	-	-	-	7	7	8	20	-	-	25	-
Total	18,444	-	1,260	500	717	815	782	879	1,051	770	1,375	2,108	2,252	1,196	699	677	483

Table 9: Hispanic or Latino Income by Households

County	Total Households	Median Income	Household Income														
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999
Arlington	9,682	45,547	572	391	361	540	981	729	651	821	628	1,041	1,082	480	226	235	163
Fairfax County	25,856	55,655	1,031	694	732	1,141	1,480	1,578	1,552	1,402	1,563	3,443	3,733	1,927	1,078	839	740
Loudoun County	2,331	66,104	41	42	33	99	92	135	97	133	68	416	522	260	106	69	39
City of Alexandria	5,334	46,527	255	202	258	341	396	453	357	449	450	710	535	183	99	114	116
City of Fairfax	637	59,976	8	9	7	33	17	31	30	51	115	71	187	26	32	7	15
City of Falls Church	288	47,143	4	19	25	14	21	6	25	24	32	25	56	21	8	-	3
Total	44,268	-	1,912	1,357	1,419	2,168	2,697	2,928	2,712	2,880	2,733	5,631	6,175	2,987	1,547	1,264	1,075

Table 10: White alone not Hispanic or Latino Income by Households

County	Total Households	Median Income	Household Income														
			< \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 - \$24,999	\$25,000 - \$29,999	\$30,000 - \$34,999	\$35,000 - \$39,999	\$40,000 - \$44,999	\$45,000 - \$49,999	\$50,000 - \$59,999	\$60,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$124,999	\$125,000 - \$149,999	\$150,000 - \$199,999
Arlington	90,248	73,527	1,874	1,261	1,404	1,997	1,782	2,510	2,419	2,613	2,888	7,539	9,381	6,708	4,635	4,531	4,272
Fairfax County	292,071	89,928	4,298	3,448	3,559	4,533	5,265	6,168	7,880	8,290	18,321	29,712	43,802	34,924	24,141	25,804	22,918
Loudoun County	49,970	83,240	608	589	800	1,081	1,231	1,341	1,874	2,040	3,646	6,615	9,909	7,272	4,442	3,893	2,945
City of Alexandria	39,104	69,032	1,131	825	933	1,016	1,458	1,831	2,095	2,046	3,751	4,853	6,012	3,793	2,458	2,523	2,964
City of Fairfax	6,089	71,284	154	94	134	178	148	200	329	304	588	826	1,042	522	461	471	278
City of Falls Church	3,729	79,796	101	69	73	107	84	91	166	129	324	418	503	507	368	257	325
Total	411,202	-	8,355	6,307	6,903	8,372	9,878	12,141	14,583	15,424	32,164	49,963	70,645	53,762	36,483	33,702	



AGENDA ITEM #3

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** May 27, 2010  
**SUBJECT:** WMATA Items.

---

NVTC's Metro Board members will brief the commission on the current status of the FY 2011 budget and fare and service adjustments. An op-ed piece written by Chris Zimmerman that appeared in the Washington Post is attached for your information.

Regional staffs are also working on a multi-year capital funding agreement. DRPT has recommended that NVTC become a signatory to that agreement as an agent for the commonwealth with respect to the stream of \$50 million annual amounts to match identical contributions from Maryland and the District of Columbia. These three \$50 million annual contributions will match \$150 million in annual federal contributions for WMATA capital projects.

Time is of the essence in concluding this successor capital funding agreement to Metro Matters. NVTC's commitment would be "subject to appropriation" as are those of Maryland and D.C.

If NVTC does become a signatory, it would commit to exercise its best efforts to have the \$50 million annually in state funds placed in the state's budget. Further, NVTC's current allocation resolution (#1065 of February 3, 2005) would need to be updated to allow these funds from DRPT to flow through NVTC to WMATA without being allocated first to NVTC's jurisdictions. A revised draft Resolution #2147 is attached for consideration.

A May 26, 2010 letter to NVTC Chairman Hudgins from Secretary Connaughton is attached. It sets forth the commonwealth's support for NVTC signing the Metro Matters II capital funding agreement. The letter also calls for NVTC to execute a separate agreement with DRPT. That separate agreement would include "a significant change." According to Secretary Connaughton, "the commonwealth believes that it is appropriate to request that NVTC provide two of its four appointments to the WMATA Board of Directors, one Principal Director and one Alternate Director, to DRPT."

Copies of several letters are attached addressing Virginia's commitments to match the new federal funds for WMATA, including two signed by Virginia's former Secretary of Transportation Pierce Homer and one by former Governor Tim Kaine.

Following discussion, the commission will be asked to provide direction to its staff about how to proceed.





# COMMONWEALTH of VIRGINIA

Office of the Governor

Sean T. Connaughton  
Secretary of Transportation

May 26, 2010

The Honorable Catherine M. Hudgins  
Chairman, Northern Virginia Transportation Commission  
4350 North Fairfax Drive, Suite 720  
Arlington, Virginia 22203

Dear Chairman Hudgins:

As you are aware, the Washington Metropolitan Area Transit Authority (WMATA) is working with its funding partners to develop a six year capital funding agreement for Fiscal Years 2011-2016. Following up on your conversation last week with DRPT Director Thelma Drake, I would like to describe the Commonwealth's proposal for participating in the funding for the agreement.

Currently, the Commonwealth provides a total of \$75-\$80 million annually to support capital and operating expenditures for WMATA. The Commonwealth's funds flow from the Department of Rail and Public Transportation (DRPT) through the Northern Virginia Transportation Commission and ultimately to WMATA. The capital funding is discretionary and the operating funds are provided through a formula. The Commonwealth's contribution helps reduce the amount of the local contribution that is required. The Commonwealth will continue to provide financial assistance through DRPT's programs to help the localities with their share of the new funding agreement. In addition, the Commonwealth will also provide Virginia's share of the local funding match requirement (\$50 million annually beginning in Fiscal Year 2011) for the \$1.5 billion of federal funds that WMATA will receive under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. The Commonwealth anticipates that all of the funding it provides under the new funding agreement would flow through NVTC as it typically does today.

There is, however, a significant change the Commonwealth is seeking from NVTC. The data below shows that with the increase in funding, the Commonwealth will be the largest contributor in terms of government subsidy among the Virginia jurisdictions.

Jurisdiction	FY 11 Contribution	% of Total
Commonwealth of Virginia	\$129.8 million	52.2 %
Fairfax County	\$63.7 million	25.6 %
Arlington County	\$33.6 million	13.5 %
City of Alexandria	\$19.1 million	7.7 %
City of Falls Church	\$1.4 million	0.6 %
City of Fairfax	\$1.0 million	0.4 %

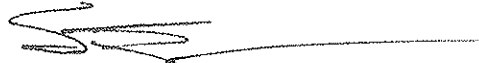
The Honorable Catherine M. Hudgins  
May 26, 2010  
Page Two

With the increase in funding, plus the recent commitment of additional resources to improve the performance of the federally mandated state safety oversight program, the Commonwealth believes that it is appropriate to request that NVTC provide two of its four appointments to the WMATA Board of Directors, one Principal Director and one Alternate Director, to DRPT. This will give the Commonwealth greater accountability for its financial contributions and safety oversight responsibilities, while strengthening its partnership with NVTC, Maryland and the District of Columbia. This request is also consistent with recent encouragement from stakeholders for greater involvement from DRPT in WMATA.

We can assure you of DRPT's active engagement if this proposal is accepted. Additionally, the Commonwealth would propose that NVTC sign the six year capital funding agreement since it will have a direct funding relationship with WMATA and that a separate agreement be entered into between DRPT and NVTC for the purposes of providing the funding and the appointments to the WMATA Board of Directors. The Commonwealth would expect the agreement with WMATA to hold NVTC and the local jurisdictions that are members of NVTC harmless if the Commonwealth failed to provide the local match to the PRIIA funds. The Commonwealth will be making the same commitment in its agreement with NVTC that Maryland and the District of Columbia will be making to WMATA regarding the match for the PRIIA funds, which is that funding will be made available subject to appropriation and allocation. NVTC would be making the same statement to WMATA as a signatory to the six year capital funding agreement.

I respectfully ask that you take the Commonwealth's request up at the June 3<sup>rd</sup> NVTC meeting. WMATA needs to move very quickly to secure all the necessary approvals for the agreement and the issue of NVTC being a signatory to the agreement needs to be resolved as soon as possible. I sincerely appreciate your consideration of the request and hope it is viewed positively with the focus on strengthening our partnership and increasing support for WMATA.

Sincerely,



Sean T. Connaughton

SC:ch

cc: Thelma Drake, DRPT  
Rick Taube, NVTC



September 18, 2009

The Honorable Pierce R. Homer  
Secretary of Transportation  
Commonwealth of Virginia  
1111E. Broad Street, Room 3054  
Richmond, VA 23219

The Honorable Beverley K. Swaim-Staley  
Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive, 4<sup>th</sup> Floor  
Hanover, MD 21076

Mr. Gabe Klein  
Director  
District Department of Transportation  
2000 14<sup>th</sup> Street, N.W., 6<sup>th</sup> Floor  
Washington, DC 20009

Dear Secretary Homer, Secretary Swaim-Staley, and Director Klein:

This letter is to inform you about recent progress towards achieving dedicated funding for the Washington Metropolitan Area Transit Authority (Metro). As you are aware, Section 601 of the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), which passed last year, authorized \$1.5 billion of federal grants for Metro over ten years, to be matched with an equal contribution by local partners. It now appears likely that Metro will receive \$150 million during federal fiscal year 2010 pursuant to that authorization. As a result, we believe it is time to begin working together to finalize planning to assure that matching funds are available in a timely manner so that federal grants can be secured and obligated as soon as possible.

Earlier this year, Metro submitted a request for \$150 million in the FY2010 appropriations process to each member of the region's Congressional delegation. The delegation strongly supported this request. The House Transportation-HUD appropriations bill, which has passed the full House, includes \$150 million for Metro, to be used to address "the immediate safety shortfalls identified by the NTSB, including, but not limited to, the improved crashworthiness of the agency's rail car fleet and the maintenance and modernization of WMATA's overall signal and automatic train-control system." The Senate Transportation-HUD appropriations bill, which has passed the full Senate, also includes \$150 million in funding for Metro, along with more specific language directing its use than was included in the House bill. While final passage is not assured, the fact that \$150 million for Metro has been included in both the House and Senate appropriations bills strongly suggests that this funding could become available during FFY2010 for specific uses.

Washington  
Metropolitan Area  
Transit Authority  
  
600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

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

A District of Columbia,  
Maryland and Virginia  
Transit Partnership

Secretary Homer  
Secretary Swaim-Staley  
Director Klein  
Page 2

We appreciate the action each of the Compact jurisdictions took to quickly pass legislation amending the Metro Compact as required by the federal authorizing legislation. On August 19, 2009, when President Obama signed S.J.Res. 19, a Joint Resolution of Congress consenting to the amendments, they became effective. One of those amendments requires that "[a]ll payments made by the local Signatory governments for the Authority for the purpose of matching federal funds appropriated in any given year as authorized under title VI, section 601, Public Law 110-432 regarding funding of capital and preventative maintenance projects of the Authority shall be made from amounts derived from dedicated funding sources." For purposes of that section, a "dedicated funding source" is defined as "any source of funding that is earmarked or required under State or local law to be used to match Federal appropriations authorized under title VI, section 601, Public Law 110-432 for payments to the Authority."

Each of the signatories has taken initial action to meet this requirement:

- In the District of Columbia, legislation has passed to create a WMATA Fund from which the match would be drawn.
- Maryland has passed legislation designating the Transportation Trust Fund as the source of the matching funds. The \$50 million local match is also included in the six-year Consolidated Transportation Program beginning in the state's FY2011.
- In Virginia, the FY2009-2010 budget for the Commonwealth authorizes the Virginia Secretary of Transportation to allocate the funds necessary to match federal funds that are appropriated for WMATA. The Commonwealth has also programmed the \$50 million local match in its six-year transportation program, starting in the Commonwealth's FY2011.

As you know, this funding comes at a critical time for Metro. Not considering the cost of financing, we have determined that our capital needs over the next ten years exceed \$11 billion. Most, or \$7.6 billion, will be required just to maintain Metro's aging bus and rail systems in a state of good repair. Many of those needs are safety-critical. We must replace our 300 oldest rail cars, for example, and upgrade rail systems with new safety-enhancing technologies as soon as possible.

I look forward to discussing our next steps toward making sure Metro can make use of this funding to address our urgent capital needs. Our staff will be contacting you or your staff to schedule a mutually convenient time for this conversation.

Sincerely,



John B. Catoe, Jr.  
General Manager



cc: WMATA Board of Directors  
Mr. James Hartmann, City Manager, City of Alexandria  
Ms. Laura Triggs, Director of Finance, City of Alexandria  
Mr. Ron Carlee, County Manager, Arlington County  
Mr. Mark Schwartz, Director, Management/Finance, Arlington County  
Mr. Neil Albert, City Administrator, District of Columbia  
Mr. Freddie Fuller, Associate Director, District of Columbia  
Ms. Leah Treat, Deputy Director, Resource Management, District of Columbia  
Dr. Natwar Gandhi, Chief Financial Officer, District of Columbia  
Mr. Robert Sisson, City Manager, Fairfax County  
Mr. David Hodgkins, Assist. City Manager, Finance Director, City of Fairfax  
Mr. Anthony Griffin, County Executive, Fairfax County  
Mr. Edward Long, Jr., Deputy County Executive, Fairfax County  
Mr. F. Wyatt Shields, City Manager, City of Falls Church  
Mr. John Tuohy, Chief Financial Officer/General Manager, City of Falls Church  
Mr. David Fleming, Chief Financial Officer, Maryland Department of  
Transportation  
Mr. Thomas Webster, Manager, WMATA Liaison Office, Maryland Department  
of Transportation  
Mr. Timothy Firestine, Chief Administrative Officer, Montgomery County  
Ms. Jennifer Barrett, Director, Department of Finance, Montgomery County  
Mr. Joseph Beach, Director, Management and Budget, Montgomery County  
Dr. Jacqueline Brown, Chief Administrative Officer, Prince George's County  
Mr. Michael Dougherty, Jr., Director of Finance, Prince George's County  
Mr. Jonathan Seeman, Director of Management and Budget, Prince George's  
County



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475  
Richmond, Virginia 23218

(804) 786-8037  
Fax: (804) 786-6083  
TDD: (804) 838-1127

Pierce R. Homer  
Secretary of Transportation

September 25<sup>th</sup>, 2008

The Honorable John Warner  
United States Senate  
225 Russell Senate Office Building  
Washington, DC 20510

The Honorable James Webb  
United States Senate  
144 Russell Senate Office Building  
Washington, DC 20510

Dear Senator Warner and Senator Webb:

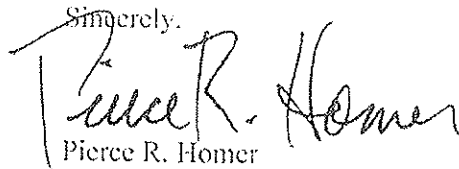
The Commonwealth of Virginia strongly supports passage of the package of rail bills currently before the Senate, H.R. 1492. The section addressing Washington Metropolitan Area Transit Authority (WMATA) funding is of particular importance for the region and the Commonwealth. Governor Kaine and I appreciate your joint support of this legislation, especially in light of the unique role that Metro Bus and Metro Rail play in serving our federal workforce.

Under Virginia statute, the Commonwealth has a longstanding requirement to maximize and fully match any and all federal transportation funds. This match must take place before Virginia transportation funds are allocated to any other transportation projects or programs. These funds are dedicated solely for transportation purposes, and may be committed to projects and programs over the succeeding six years. These funds, and this process, would address the requirements established in the WMATA funding proposal currently before the Senate.

With this in mind, you can rest assured that Virginia will provide the full match for its share of the proposed new WMATA funds, as well as any other federal transportation funds made available to the Commonwealth.

If you have any questions please do not hesitate to contact me at your convenience. Once again, thank you for your support of this legislation. We deeply appreciate your efforts on behalf of improved transportation in the Commonwealth.

Sincerely,

  
Pierce R. Homer

Cc: Northern Virginia Congressional Delegation  
Wayne M. Turnage, Chief of Staff to Governor Kaine



Virginia



Maryland



District of Columbia

October 22, 2008

Mr. James S. Simpson  
Administrator  
Federal Transit Administration  
1200 New Jersey Avenue, SE.  
Washington, D.C. 20590

Dear Mr. Simpson:

As a follow up to our regional meeting on September 12<sup>th</sup>, we are writing to express our continued strong support for funding the state of good repair of the Metrorail system. The Washington Metropolitan Area Transit Authority (WMATA) Metrorail system is a key element of our transit systems in this region. Our ongoing commitment in this region has put us amongst the nation's leading jurisdictions in supporting transit. According to the 2007 AASHTO Survey of State Funding for Public Transportation, the District of Columbia, Maryland, and Virginia ranked first, third, and fourteenth respectively in FY 2006 transit funding per capita.

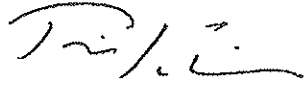
Our \$918 million state/local investment in the current Metro Matters FY 2005 – FY 2010 capital program clearly demonstrates the strength of our support.

We look forward to working closely with WMATA in defining and executing the next WMATA capital program, which will begin July 1, 2010. Our staff recently received the Authority's unconstrained capital needs assessment for FY 2010 – FY 2020. The assessment includes, but is not limited to, the Authority's inventory of projects necessary to maintain the transit system (Metrorail, Metrobus and MetroAccess) in a state of good repair.

As in years past, the Authority's inventory of capital needs will be prioritized and initial cost estimates will be refined. The Authority's next capital program will reflect a regional commitment to our state of good repair. We also anticipate the federal government will continue to fund our capital needs at a level consistent with recent history, which includes annual growth in federal investment in transit. In addition, H.R. 2095, the federal Rail Safety Improvement Act of 2008, authorizes \$1.5 billion over ten years for capital and preventative maintenance projects for the WMATA system. We have already committed the required dedicated funding mechanisms to draw upon this funding once appropriated by Congress.

We look forward to working with our federal partners to ensure that increased investment in public transportation continues in the years ahead.

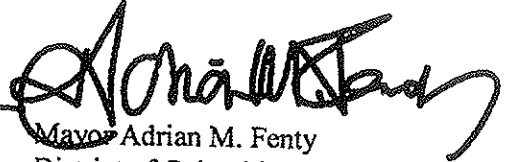
Sincerely,



Governor Timothy M. Kaine  
Virginia



Governor Martin O'Malley  
Maryland



Mayor Adrian M. Fenty  
District of Columbia



# COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475  
Richmond, Virginia 23218

October 23, 2009

Pierce R. Homer  
Secretary of Transportation

(804) 786-8032  
Fax: (804) 786-6653  
TTY: (800) 528-1120

Mr. John B. Catoe, Jr.  
General Manager  
WMATA  
600 Fifth Street, Northwest  
Washington, D.C., 20001

Dear Mr. Catoe:

Thank you for your letter regarding potential federal FY2010 appropriations for the Washington Metropolitan Transportation Authority (WMATA) and the Commonwealth's intentions to provide the matching funds necessary for WMATA's receipt this federal funding.

As you know, the Commonwealth of Virginia has a long and proven history of supporting WMATA and supported Metro funding through the 2008 Passenger and Rail Investment and Improvement Act, which authorized \$1.5 billion of federal funding over a ten year period for WMATA's state of good repair capital asset program.

The Commonwealth has committed to provide its share of matching funds as required by law, and has allocated \$50 million annually through the Revised FY 2009 – 2014 Six-Year Improvement Program, adopted by the Commonwealth Transportation Board in February of 2009, to provide Virginia's share of the match to the authorized federal funds. These annual allocations start in FY 2011 and are projected to continue for ten years. Due to the overlap of federal and state fiscal years, we will be able to meet the matching requirements of a federal FY2010 appropriation.

The Commonwealth understands the importance of planning for the financial processing of such large dollar transactions and we would welcome the opportunity to discuss the plan of expenditure and the timing of the drawdown of these funds with WMATA staff and Compact members. The Commonwealth will be represented in these discussions by Steve Pittard, the Chief Financial Officer at DRPT. Mr. Pittard may be contacted by telephone at (804) 786-5756 or by email at [steve.pittard@drpt.virginia.gov](mailto:steve.pittard@drpt.virginia.gov) to arrange a meeting.

Sincerely,

Pierce Homer

PRH:es

Copy: Mr. Charles M. Badger  
Mr. David S. Ekern

Commonwealth Transportation Board  
FY 2011 Rail and Public Transportation Improvement Program

FY 2011 Estimated Revenues, Carryovers, and Adjustments

Mass Transit Trust Fund Estimated Revenues and Adjustments

MTTF Estimated Revenue for Mass Transit Account:	110,045,550
TTF Estimated Interest for Mass Transit Account:	200,000
MTTF Deobligated Balances Used for Transit Operating Funding:	1,760,000
Adjustment for DRPT Project Management (2.5%):	(2,744,712)
Adjustment for Indirect Charges and Basis Points:	(457,081)
	<b>108,803,777</b>

Other State and Federal Estimated Revenues

State Funds

Recordation Tax for Transit Operating:	22,300,000
Adjustment for DRPT Project Management (2.5%):	(557,500)
Mass Transit Capital Fund (Bond Funds):	40,000,000
Transportation Capital Bonds / Federal Match:	50,000,000
Highway Maintenance and Operating Funds:	560,285
Transportation Efficiency Improvement Fund:	4,000,000
Rail Enhancement Fund (Including Interest):	21,478,000
Adjustment for DRPT Project Management (2.5%):	(536,950)
Rail Bond Funds:	8,600,000
Rail Preservation Fund (Including Interest):	3,033,000
Adjustment for DRPT Project Management (2.5%):	(75,825)
	<b>148,801,010</b>

Federal Funds

Flexible STP Funds carried forward from prior FY:	1,806,699
Flexible STP Funds for Transit (7%):	14,237,492
Equity Bonus Funds for Transit (13%):	10,608,133
Safotea-Lu Earmarks:	-
Dulles Extension - IM Funds Converted to STP:	21,281,890
Federal Transit Act Section 5307 Program (Gov. Apporl.) Appropriation (FY10):	10,999,578
Federal Transit Act Section 5311& RTAP Program Appropriation (FY10):	12,591,704
Federal Transit Act Section 5303 Program Appropriation (FY10):	2,125,374
Federal Transit Act Section 5304 Program Appropriation (FY10):	456,804
Federal Transit Act Section 5310 Program Appropriation (FY10):	2,982,765
Federal Transit Jobs Access and Reverse Commute (JARC) Urban Appropriation (FY10):	746,536
Federal Transit Jobs Access and Reverse Commute (JARC) Rural Appropriation (FY10):	820,982
Federal Transit New Freedom Urban Appropriation (FY10):	453,277
Federal Transit New Freedom Rural Appropriation (FY10):	558,377
	<b>79,679,611</b>

Total FY 2011 Estimated Revenues, Carryovers, and Adjustments

**337,284,398**

Six Year Projection of Allocations for the Rail and Public Transportation Improvement Program

	FY11	FY12	FY13	FY14	FY15	FY16	Total
<b>Mass Transit Trust Fund:</b>							
Oper Assistance Allocations Subprogram (74.25%):	80,269,169	83,159,114	86,507,630	90,066,373	93,699,271	96,868,847	530,790,604
Capital Assistance Subprogram (25.0%):	25,253,958	28,286,415	29,424,432	30,634,822	31,938,528	32,955,391	178,492,546
Special Projects Subprogram (.75%):	780,650	1,697,125	1,765,465	1,838,089	1,916,312	1,977,324	9,974,965
Paratransit Assistance Program (From MTF):	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000
<b>Total Mass Transit Trust Fund Allocation:</b>	<b>108,803,777</b>	<b>115,641,654</b>	<b>120,197,727</b>	<b>125,039,284</b>	<b>130,254,111</b>	<b>134,321,562</b>	<b>734,256,115</b>
Recordation Tax for Transit Operating:	21,742,500	21,742,500	21,742,500	21,742,500	21,742,500	21,742,500	130,455,000
Mass Transit Capital Fund (Bond Funds):	44,164,376	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	344,164,376
Transportation Capital Bonds / Federal Match:	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	300,000,000
Dulles Extension - IM Funds Converted to STP:	21,281,890	6,500,001	-	-	-	-	27,781,891
WMATC Support:	290,706	299,427	308,410	317,662	327,192	337,008	1,880,405
State Match to FTA Section 5303 Program:	269,579	273,623	277,727	281,893	286,121	300,427	1,689,370
Transportation Efficiency Improvement Fund (TEIF):	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	24,000,000
Rail Enhancement Fund (Including Interest):	15,899,050	21,903,875	22,290,450	22,612,200	22,933,950	23,260,575	128,000,100
Rail Bond Funds:	8,600,000	12,900,000	12,900,000	12,900,000	12,900,000	12,900,000	73,100,000
Rail Enhancement Funds for Demo Passenger Rail:	5,042,000	958,000	-	-	-	-	6,000,000
Rail Preservation Fund (Including Interest):	2,957,175	3,204,825	3,204,825	3,204,825	3,204,825	3,204,825	18,981,300
Flexible STP Funds carried forward from prior FY:	1,806,699	-	-	-	-	-	1,806,699
Flexible STP Funds for Transit (7%):	14,237,492	14,325,041	14,413,128	14,501,757	14,590,931	15,038,464	87,107,813
Equity Bonus Funds for Transit (13%):	10,608,133	10,673,364	10,738,997	10,805,033	10,871,475	11,315,056	65,012,058
FTA State Administered Program Funds:	31,745,397	32,895,105	33,553,007	34,224,067	34,908,548	35,606,719	202,932,843
	<b>341,448,774</b>	<b>354,417,415</b>	<b>353,626,771</b>	<b>359,629,221</b>	<b>366,019,653</b>	<b>372,028,136</b>	<b>2,147,169,970</b>



May 24, 2010

Ms. Thelma Drake  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, Virginia 23219

Dear Ms. Drake:

Proposals for the Washington Metropolitan Area Transit Authority's (WMATA's) Fiscal 2011 Annual Budget, which contains the operating, reimbursable, and capital program budgets have been presented to the federal and local jurisdictions. These budgets are still under review. The Annual Budget is scheduled to go to the Board of Directors for final approval in June 2010.

A separate bill has been sent for the operating, reimbursable, and other components of WMATA's Capital Improvement Program. This letter serves as an invoice for matching funds to the dedicated federal funds under the Passenger Rail Investment and Improvement Act (PRIIA) shown on Table 1 (enclosed). The total amount due on Thursday, July 1, 2010 is \$12,500,000.

Payment can be made by sending a check to WMATA's Office of the Treasurer or by wiring funds to the Wachovia Bank, N.A., Routing Number 054 001 220, Account #200003516-7097. A letter of transmittal should be provided to the Office of Accounting to insure proper crediting of your account.

If you have any questions or require further details, please call Thelma Richardson at (202) 962-1129.

Sincerely,

*Jenne Zi*  
for  
*Stephanie Audette*  
Stephanie Audette  
Comptroller

Enclosure a/s

cc: Mr. Richard Taube  
Mr. Scott Kalkwarf

**Washington  
Metropolitan Area  
Transit Authority**

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

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TABLE 1

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
 CAPITAL PROGRAM CONTRIBUTIONS  
 FISCAL 2011 PROPOSED BUDGET

	WMATA'S PROPOSED FY 2011 BUDGET	PREVIOUS FY 2011 BILLING	AMOUNT DUE 07/01/2010	UNBILLED AMOUNT
<u>CAPITAL CONTRIBUTION</u>				
Dedicated Funding Under the Passenger Rail Investment and Improvement Act (PRIIA)	\$50,000,000	\$0	\$12,500,000	\$37,500,000



# The Washington Post

## The sky really is falling at Metro

By Christopher Zimmerman  
Arlington  
Sunday, May 9, 2010; C06

You may now panic.

Given the recent drumbeat of newsreports containing the words "Metro" and "crisis," people could be forgiven if they don't jump every time the alarm sounds. This, however, is the time to get scared. Our regional transit agency has been forced to consider a capital funding plan that would constitute a wholesale withdrawal of the region's commitment to the Metro system -- at exactly the moment it most needs an infusion of new money.

Amid all the controversy over the budget for the coming year -- How much will fares go up? Will service be cut? -- this really scary news could be missed entirely. It came on April 22, when the Washington Metropolitan Area Transit Authority board was presented with a proposed capital improvement program for the next six years. This isn't about this year's budget or next year's budget. It's about the long-term needs of the system, the program that replaces rail cars and buses and upgrades equipment such as elevators and escalators, power supplies and computer systems. The things that take a long time to replace, and which, if neglected, cause the system to fail. The things that cause delays. And accidents.

The most serious problems menacing Metro are largely traceable to the chronic failure to adequately fund these infrastructure needs over many years. The WMATA staff has shown that \$11.4 billion is required over the next decade for the system to function properly. Until last month, it was assumed that existing commitments from the region would cover some \$5 billion. Some help would come from the new federal appropriation (with state match), bringing another \$3 billion. So, WMATA faced a \$3 billion shortfall.

But on April 22, we learned the problem was much worse. The capital plan presented by interim general manager Richard Sarles anticipated a termination of the existing interjurisdictional plan -- a reduction in the commitment from the District, Maryland and the Northern Virginia localities. Instead of Metro getting \$3 billion in new money, it

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13

## The Washington Post

### The sky really is falling at Metro

seemed the additional funding would simply displace money from the region. Maryland's statement last week that it will commit to its share of the full \$5 billion offers hope that we may be moving back on track. Still, until there's agreement, no one should assume that the money will be there. All the partners still have to follow through.

Major components of the 35-year-old system are reaching the end of their useful lives, even as demand continues to rise. The National Transportation Safety Board will soon report on last June's collision -- and surely present a new set of safety expenditures not currently budgeted. Yet WMATA may well be compelled to defer and delay the very investments needed to maintain the system.

If Metro is going to perform at the level expected by the people of this region -- from commuters to congressmen -- it must receive a massive infusion of infrastructure investment. This does not mean a one-time fix but a permanent increase in the annual flow of funding. The only way to achieve this is for all parties to step up their efforts. That means each "compact member" state and locality, and it means the federal government. We need a new partnership across all levels of government with a stake in the success of the national capital region.

I see three components to such a partnership:

1. Instead of reducing their commitments, the

Metro jurisdictions must sign a successor to the "Metro Matters" capital spending plan that at least maintains funding levels.

2. The federal government (which as of this year has voting representation on the WMATA board) must begin to make annual formula payments to the system -- just like Maryland, the District and the Northern Virginia governments, which currently provide all the annual operating subsidy (nearly \$600 million and growing).

3. A dedicated regional tax should be instituted to provide more reliable funding and to supplement annual appropriations from the governments.

Only with such a substantial funding commitment can we secure the future of Metro -- and that of the region that depends on it. Metro has some real problems, but it is still the nation's premier transit system, inspiring awe and admiration in visitors

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14

# The Washington Post

## The sky really is falling at Metro

from around the world. Metro is not falling apart -- yet. It will not be possible to say that for much longer, though, unless there is a substantial new commitment from all stakeholders.

*The writer is a member of the Washington Metropolitan Area Transit Authority board and vice chairman of the Arlington County Board.*

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**RESOLUTION #2147,**

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**SUBJECT:** Allocation of Northern Virginia Motor Fuel Sales Tax Revenue and State Aid for Mass Transit Beginning in Fiscal Year 2005.

**WHEREAS:** The Northern Virginia Transportation Commission is the recipient of revenues from the two percent motor fuel sales tax, which is available for operating and capital expenses, including debt service, of the Washington Metropolitan Area Transit Authority;

**WHEREAS:** The Northern Virginia Transportation Commission is the recipient of state aid for mass transit which is appropriated to pay up to 95 percent of the transit administrative expenses incurred by NVTC and its member jurisdictions (including WMATA and VRE); up to 95 percent of non-federal capital outlays; up to 95 percent of costs for fuels, lubricants, tires and maintenance parts; and up to 95 percent of payments of WMATA revenue bond debt service;

**WHEREAS:** NVTC desires to allocate funds to its member jurisdictions, pay transit subsidy bills at the direction of member jurisdictions and hold funds in trust while making investments on behalf of the jurisdictions;

**WHEREAS:** NVTC desires to use an allocation formula that is fair, responsive to change and has a sound policy basis; and

**WHEREAS:** NVTC desires to update Resolution #1065 (February 3, 2005) to provide for direct payment to WMATA of certain funding from the Virginia Department of Rail and Public Transportation (DRPT) through NVTC without allocating those funds to NVTC jurisdictions.

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Deleted: specify a source of funds for a continuing regional project to update electronic transit schedules.

**NOW, THEREFORE BE IT RESOLVED** for fiscal years 2003 and beyond:

1. In recognition of the severe constraints in transit program funding, the members of the commission agree to proactively support the development of new and expanded sources of funding to meet the needs of Northern Virginia.
2. NVTC's members pledge to continue to use any gains resulting from the approach defined herein to support public transit that will reduce congestion in this region and improve mobility and access opportunities.

3. The allocation formula and accompanying conditions specified below shall remain in effect during FY 2003 and beyond and be used by NVTC to allocate revenues received by NVTC on behalf of its member jurisdictions, with the exceptions noted in Sections 4 through 6 below.
4. Except as noted in Section 5, motor fuel tax revenues received by NVTC for Loudoun County are not subject to the following allocation provisions, but are subject to the trust obligations in Sections 16 and 17 below.
5. The maximum available funds from state aid are to be used (before being allocated to local jurisdictions) to pay up to 95 percent of the NVTC administrative costs; up to 95 percent of the Northern Virginia share of WMATA revenue bond debt service, before those debt service obligations are allocated to the jurisdictions; to pay the eligible costs agreed upon by the jurisdictions of assisting local bus systems in filing annual National Transit Database reports; and to pay the eligible costs agreed upon by the jurisdictions of updating electronic transit schedules. To the extent that additional funds are required for these purposes, motor fuel taxes (before being allocated to local jurisdictions) will be used. The executive director is hereby authorized to transmit the appropriate payments to WMATA or other parties on or before the dates upon which such payments are due. Loudoun County's percentage share of the cost of updating electronic transit schedules is the same as the county's percentage share of NVTC's annual administrative budget. The agreed upon amount for electronic schedules will be withheld each year from the county's motor fuel tax proceeds received by the commission.
6. If, at local option, federal Congestion Mitigation and Air Quality or Regional Surface Transportation Program or other federal or state program monies are provided to a local jurisdiction for a local project through NVTC using NVTC's state aid contract or some other mechanism, those proceeds will not be allocated by formula but instead will be provided directly to the local jurisdiction or held in trust for the jurisdiction. The local subsidies for such eligible transit projects would still be incorporated into NVTC's formula for purposes of determining the jurisdiction's share of NVTC total aid.
7. If NVTC is a signatory to an agreement that provides for direct funding from DRPT through NVTC to WMATA, those funds will not be allocated among NVTC's jurisdictions using the formulas included in this resolution.

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8. Remaining motor fuels taxes (net of any portion used for WMATA debt service) will be allocated based on the jurisdictions in which the tax was collected (point of sale), using annual data for the most recent available fiscal year.

~~9.~~ To the extent motor fuel tax revenues, using the point of sale method defined in Section 7 above, that are provided to the cities of Fairfax and Falls Church exceed NVTC aid that would be provided using NVTC's previous formula (Resolution #689), and to the extent those cities also benefit from changes defined in Section 9 below compared to Resolution #730, those cities will apply the additional aid to their assigned Metrobus subsidies. Also, if new revenues become available to NVTC such that the NVTC aid to those cities exceeds the amounts that would have been available from previous sources, the cities will apply the increment to pay their assigned Metrobus subsidies. If for any year increased shares of motor fuel taxes and of any new revenues are anticipated not to be sufficient to cover their full assigned Metrobus subsidies, NVTC will continue to use gas tax taken off the top for Falls Church and the hold harmless mechanism defined in Section 14 below for the city of Fairfax. For FY 2000 Falls Church agreed to pay at least \$275,625 of its Metrobus subsidy from existing revenues and to increase that minimum by five percent annually in each subsequent year. This section supersedes the obligations of NVTC to the city of Falls Church defined in Resolution #689 (January 2, 1997) and in Resolution #730 (February 5, 1998) and is identical to the obligations defined in Resolution #756 (November 5, 1998) and Resolution #971 (June 5, 2003).

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~~10.~~ The executive director shall allocate all remaining state aid to mass transit using the shares of WMATA and local transit subsidies estimated to be paid by NVTC's local governments in adopted budgets for each year, and shall hold the funds in trust while making investments on behalf of the jurisdictions, pending written instructions to make payments for eligible transit expenses. However, only 20 percent of eligible local transit capital projects will be included in this allocation through a five-year rolling average each year.

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~~11.~~ NVTC will use the best available data from adopted budgets for its formula allocation each year.

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~~12.~~ To be included as an eligible subsidy in NVTC's allocation formula, local transit operations (including transit services for mobility-impaired and other persons) must be available to the general public.

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13. The only eligible expenses in NVTC's formula for the Virginia Railway Express commuter rail program are those capital costs of parking lots not otherwise reimbursed from state or federal grants.

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14. Subsidies for locally sponsored park-and-ride facilities located at Metrorail stations or served by transit vehicles are eligible for inclusion in NVTC's formula, but only at such time as funds for construction of the lots have been appropriated by the government. Any locally incurred capital costs of such a facility will be included in NVTC's formula at the rate of one-fifth of the total capital cost, or if debt financed, then actual annual debt service will be included.

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15. To the extent possible, each NVTC jurisdiction will be held harmless against increases in net local burden due to the effects of applying the approach defined in Section 9 compared to the net local burden resulting from the hypothetical use of the formula defined in Resolution #730.

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\$1.3 million of new state aid from FY 1999 will be used to help hold harmless jurisdictions experiencing such increased net local burdens. Also, any growth in state aid in FY 2000 of up to one percent will be used to hold harmless, up to two percent in FY 2001 and up to three percent in FY 2002, totaling six percent over those three years. Any growth in state aid above those amounts used to hold harmless will be allocated using the method described above in Section 9. For FY 2003 and beyond, growth in state aid compared to FY 1999 can continue to be used to hold harmless these jurisdictions, but the absolute amount of state aid used to do so can never exceed the amount actually used in FY 2002.

These funds will not be used to hold harmless jurisdictions against any increases in net local burden due to the point of sale allocation methods described in Section 7 above.

If these funds prove to be too small to hold harmless all jurisdictions, the cities of Fairfax and Falls Church will first be fully compensated and the remaining funds applied proportionately among the remaining jurisdictions.

16. NVTC's policy for allocating state bond proceeds for WMATA received by NVTC on behalf of its member jurisdictions is to use the formula shares in effect in the fiscal year in which the funds are received, determined using the methods defined in Section 9 above.

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17. The funds allocated to the member jurisdictions shall be held in trust by NVTC (hereinafter "Trustee") for the benefit of the member jurisdictions. The Trustee may combine the funds allocated to each member jurisdiction for investment purposes. The Trustee shall

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keep records of the exact amount held by each member jurisdiction in the trust. The Trustee shall invest such funds prudently to earn the greatest return consistent with requirements of safety and liquidity.

The Trustee will encourage bids for investment funds from financial institutions approved by the Virginia Treasury Board, or otherwise eligible under state statutes, and require adequate collateral which, in the case of bidders not approved by the Treasury Board, shall consist of U.S. Government or Agency securities of at least 100 percent of the value of trust funds, to be held for the trust by a third-party institution, with proper verification provided to the Trustee. To provide a greater investment return, and consistent with state statutes, the Trustee may seek bids for purchase or repurchase of Certificates of Deposit, U. S. Treasury Bills, Government National Mortgage Association debt, other Federal Agency securities, top grade commercial paper rated by Moody's and Standard and Poor's and bankers acceptances rated by Keith Bank Watch service.

The Trustee will evaluate bids in terms of return and safety and, depending on market conditions, award the investment funds to the bidder(s) with the best prospects of a substantial and safe yield, recognizing that funds also may be kept on deposit at the Local Government Investment Pool or other money market accounts.

Any funds, allocated to the member jurisdictions, which are held in trust by the Trustee for the benefit of the member jurisdictions shall be granted irrevocably for the benefit of the member jurisdictions. NVTC reserves no power, other than these powers granted to it in its position as Trustee of the trust, to invest, spend or otherwise use the funds held in trust. NVTC reserves the right to amend the allocation resolution which determines the funds which will be allocated to each member jurisdiction in the future. Funds held in the trust may only be disbursed by the Trustee when it receives a request in writing for payment from those funds by a member jurisdiction in whose name the funds are held. Member jurisdictions may only request disbursement from the trust for purposes which are in accordance with applicable federal and state regulations regarding such funds.

If at any time the size of any trust under this resolution is so small that, in the opinion of the Trustee, the trust is uneconomical to administer, the Trustee may terminate the trust and distribute the assets among the member jurisdictions. The Trustee shall distribute the remaining funds held on behalf of each member jurisdiction to that member jurisdiction.



Res. #~~2147~~ 6

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~~18.~~ The NVTC executive director is hereby instructed to implement these policies, and to obtain the written approval of the NVTC Secretary-Treasurer for any and all investments of the funds held in trust for the benefit of the member jurisdictions.

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Adopted this 3rd day of ~~June, 2010.~~

Deleted: February, 2005

~~Catherine Hudgins~~  
Chairman

Deleted: Paul Ferguson

~~Mary Hynes~~  
Secretary-Treasurer

Deleted: David F. Snyder



AGENDA ITEM #4

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** May 27, 2010  
**SUBJECT:** Draft Six-Year Program for State Transit Assistance

---

CTB conducted a hearing on the draft Six-Year Program on May 26<sup>th</sup> at Fairfax City Hall at 7:00 pm. NVTC's CTB testimony presented by Chairman Hudgins focuses on the success of Northern Virginia's interconnected transit systems and the role of state funding. It was the first formal opportunity to appear before Secretary Connaughton and DRPT Director Drake.

Several tables are attached that illustrate the highlights of the FY 2011 portion of the draft six-year program. As can be seen, the overall level of statewide transit assistance from state funds increases to \$257.6 million from \$211.3 million in FY 2010, primarily because of \$50 million newly provided from bonds to match federal capital assistance for WMATA. In addition, the commonwealth allocates almost \$80 million of federal funds for transit, virtually unchanged from FY 2010.

As a whole Northern Virginia (including NVTC, VRE and PRTC) would receive \$175.5 million of state funds allocated by DRPT for rail and transit in FY 2011 (about two-thirds of the statewide total). NVTC's jurisdictions would receive \$157.4 million (60.2%). In both cases the FY 2011 amounts are roughly \$50 million greater than in FY 2010.

While the increased amounts are gratifying, it should be noted that -- excluding the \$50 million--if the commonwealth were to meet its statutory target of funding 95% of eligible net transit expenses, statewide transit systems would receive another \$210.4 million in FY 2011 (of which \$169.0 million would be for operating assistance). The reason to exclude the \$50 million is that the calculation assumes a maximum share of



95% as the target, whereas the \$50 million match is actually 100% of what Virginia owes and does not add to the shortfall.

NVTC's individual state shortfall is \$129.3 million (and including VRE that shortfall grows to \$140.9 million).

Additional tables are attached that explain the shares of funding provided by DRPT and NVTC's members. For example, with the new \$50 million included in the draft six-year program, DRPT's level of effort to fund WMATA's non-federal costs grows to 28.3% in FY 2011 compared to 20.8% in the latest revision to the FY 2010 program. Local sources (local taxes, NVTC's gas tax, Northern Virginia passenger fares and parking charges) cover the remainder (71.7% and 79.2%, respectively). As recently as FY 2007, DRPT's share was only 18.5%, so great improvement has been shown for FY 2011.

The above comparisons show how the funds are programmed by DRPT. NVTC also does an annual projection showing how its jurisdictions actually intend to spend the state aid to support WMATA, VRE and local transit. For budgeted FY 2010 expenditures, local and regional funds plus fares cover 69.5% of WMATA's operating and capital bills, while DRPT covers 15.8% and federal funds cover 14.6%.

NVTC staff will be available to respond to questions about the implications of the FY 2011 portion of the new draft six-year program.

**COMPARISON OF RAIL AND PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
ESTIMATED REVENUES, CARRYOVERS AND ADJUSTMENTS  
FY 2010 REVISED AND FY 2011 DRAFT  
(in millions)**

State Funds	FY10	FY11	Increase (Decrease)	
			\$	%
<b>Mass Transit Trust Fund Estimated Revenue and Adjustments</b>				
MTTF Estimated Revenue for Mass Transit Account	\$ 111.5	\$ 110.0	\$ (1.5)	-1.3%
TTF Estimated Interest for Mass Transit Account	1.1	0.2	(0.9)	-81.8%
MTTF Deobligated Balance Used for Transit Operating Funds	-	1.8	1.8	0.0%
Adjustment for DRPT Project Management 2.3% / 2.3%	(2.6)	(2.7)	(0.1)	3.8%
Adjustment for Indirect Charges and Basis Points	(0.5)	(0.5)	-	0.0%
<b>Total MTF Appropriation and Adjustments</b>	<b>\$ 109.5</b>	<b>\$ 108.8</b>	<b>\$ (0.7)</b>	<b>-0.6%</b>
<b>Mass Transit Trust Fund Allocations</b>				
FTM/Admin (Formula) Subprogram of MTF	\$ 80.2	\$ 80.3	\$ 0.1	0.1%
Capital Assistance Subprogram of MTF	26.8	25.2	(1.6)	-6.0%
Special Projects Subprogram of MTF	0.4	0.8	0.4	100.0%
Paratransit Assistance Program from MTF	2.1	2.5	0.4	19.0%
Subtotal	109.5	108.8	(0.7)	-0.6%
<b>Other State Assistance</b>				
Recordation Tax for Transit Operating (FTM/Admin)	21.8	21.7	(0.1)	-0.5%
Mass Transit Capital Fund (Bond Funds)	32.7	40.0	7.3	22.3%
Transportation Capital Bonds / Federal Match	-	50.0	50.0	0.0%
WMATC Support	0.3	0.3	-	0.0%
State Match to FTA Section 5303 Program	0.3	0.3	-	0.0%
Transportation Efficiency Improvement Fund (TEIF)	4.0	4.0	-	0.0%
Rail Enhancement Fund (including interest)	21.2	15.9	(5.3)	-25.0%
Rail Bond Funds	12.9	8.6	(4.3)	-33.3%
Rail Enhancement Funds for Demo Passenger Rail	-	5.0	5.0	0.0%
Commonwealth Transportation Funds	5.4	-	(5.4)	-100.0%
Rail Preservation Fund (Including Interest)	3.2	3.0	(0.2)	-6.3%
<b>Total State Funds</b>	<b>211.3</b>	<b>257.6</b>	<b>46.3</b>	<b>21.9%</b>
<b>State Administered Federal Funds</b>				
Flexible STP Funds carried forward from prior FY	2.0	1.8	(0.2)	-10.0%
Flexible STP Funds for Transit (7%)	13.7	14.2	0.5	3.6%
Equity Bonus Funds for Transit (13%)	10.1	10.6	0.5	5.0%
Dulles Extension - IM Funds Converted to STP	17.8	21.3	3.5	19.7%
Safetea-Lu Earmarks	4.1	-	(4.1)	-100.0%
FTA state Administered Program Funds	31.6	31.7	0.1	0.3%
<b>Total State Administered Federal Funds</b>	<b>79.3</b>	<b>79.6</b>	<b>0.3</b>	<b>0.4%</b>
<b>Total Rail and Public Transportation Improvement Program</b>	<b>\$ 290.6</b>	<b>\$ 337.2</b>	<b>\$ 46.6</b>	<b>16.0%</b>

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
PROGRAM ALLOCATIONS  
FY 2010 REVISED AND FY 2011 DRAFT  
(in millions)**

	STATEWIDE				NOVA			
	FY10	FY11	Increase(Decrease)		FY10		FY11	
			\$	%	\$	NOVA %	\$	NOVA %
<b>Available for State-wide Transit Allocations:</b>								
Operating (FTM/Admin) Subprogram of MTF, plus Recordation Tax	\$ 102.0	\$ 102.0	\$ -		\$ 75.4	73.9%	\$ 74.3	72.9%
Capital Assistance Subprogram of MTF	26.6	25.0	(1.5)		26.1	98.2%	24.0	95.9%
Mass Transit Capital Fund (Bond Funds)	32.7	44.2	11.5		25.8	79.1%	24.7	56.0%
Special Projects Subprogram of MTF (Note A)	0.4	0.7	0.2		0.1	21.8%	0.2	29.0%
State MTF Paratransit Capital	1.6	1.7	0.2		-	0.0%	-	0.0%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.2	0.2		2.1	53.3%	2.2	52.4%
State TTF Capital	4.6	1.2	(3.5)		1.6	35.2%	1.2	100.0%
<b>Total Available for State-wide Transit Allocation</b>	<b>171.9</b>	<b>179.0</b>	<b>7.1</b>	<b>4.1%</b>	<b>129.5</b>	<b>75.4%</b>	<b>125.5</b>	<b>70.1%</b>
<b>Other State Transit Financial Assistance</b>								
Transportation Capital Bonds / Federal Match	-	50.0	50.0		-	0.0%	50.0	100.0%
<b>Total State Transit Assistance</b>	<b>171.9</b>	<b>229.0</b>	<b>57.1</b>	<b>33.2%</b>	<b>129.5</b>	<b>75.4%</b>	<b>175.5</b>	<b>76.6%</b>
<b>Other Financial Assistance</b>								
Virginia Rail Enhancement Fund (Note B)	21.3	20.9	(0.3)		-	0.0%	-	0.0%
Virginia Shortline Railway Preservation Fund (Note C)	3.2	3.0	(0.3)		-	0.0%	-	0.0%
Rail Bond Funds (Note C)	12.9	8.6	(4.3)		-	0.0%	-	0.0%
<b>Total Other Financial Assistance</b>	<b>37.4</b>	<b>32.5</b>	<b>(4.9)</b>	<b>-13.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 209.2</b>	<b>\$ 261.5</b>	<b>\$ 52.2</b>	<b>20.2%</b>	<b>\$ 129.5</b>	<b>61.9%</b>	<b>\$ 175.5</b>	<b>67.1%</b>

**Notes**

A. May include non-transit projects.

B. Table reflects current year anticipated funding. Actual amount available and programmed in FY11 includes an additional \$21.9M carryover from previous fiscal years, plus \$20.3M carryover of Rail Bonds. Total REF funding programmed for FY11 equals \$68.4M and includes the following projects:

I-81/Rt 29 Passenger Rail	\$ 0.1
Port of Hampton Roads	3.1
I-81 Crescent Corridor	21.2
Richmond-Hampton Roads Passenger Rail	39.0
Passenger Rail Operating Costs (Lynchburg, Richmond)	5.0
	<u>\$ 68.4</u>

C. Table reflects current year anticipated funding. Actual amount available and programmed in FY11 includes an additional \$1.0M carryover from previous fiscal years. Total RPF funding programmed for FY11 equals \$6.2M for projects located in Culpeper, Staunton, Lynchburg, Hampton Roads, and Richmond districts.

\*NOVA includes NVTC, PRTC and VRE

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
PROGRAM ALLOCATIONS  
FY 2010 REVISED AND FY 2011 DRAFT  
(in millions)**

	STATEWIDE				NVTC			
	FY10	FY11	Increase(Decrease)		FY10		FY11	
			\$	%	\$	NVTC %	\$	NVTC %
<b>Available for State-wide Transit Allocations:</b>								
Operating (FTM/Admin) Subprogram of MTTF, plus Recordation Tax	\$ 102.0	\$ 102.0	\$ -		\$ 62.9	61.7%	\$ 63.1	61.9%
Capital Assistance Subprogram of MTTF	26.6	25.0	(1.5)		18.7	70.6%	20.1	80.2%
Mass Transit Capital Fund (Bond Funds)	32.7	44.2	11.5		22.0	67.5%	21.9	49.6%
Special Projects Subprogram of MTTF (Note A)	0.4	0.7	0.2		0.1	21.8%	0.2	29.0%
State MTF Paratransit Capital	1.6	1.7	0.2		-	0.0%	-	0.0%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.2	0.2		2.0	48.9%	2.1	49.5%
State TTF Capital	4.6	1.2	(3.5)		1.4	30.7%	-	0.0%
<b>Total Available for State-wide Transit Allocation</b>	<b>171.9</b>	<b>179.0</b>	<b>7.1</b>	<b>4.1%</b>	<b>105.7</b>	<b>61.5%</b>	<b>107.4</b>	<b>60.0%</b>
<b>Other State Transit Financial Assistance</b>								
Transportation Capital Bonds / Federal Match	-	50.0	50.0		-	0.0%	50.0	100.0%
<b>Total State Transit Assistance</b>	<b>171.9</b>	<b>229.0</b>	<b>57.1</b>	<b>33.2%</b>	<b>105.7</b>	<b>61.5%</b>	<b>157.4</b>	<b>68.7%</b>
<b>Other Financial Assistance</b>								
Virginia Rail Enhancement Fund (Note B)	21.3	20.9	(0.3)		-	0.0%	-	0.0%
Virginia Shortline Railway Preservation Fund (Note C)	3.2	3.0	(0.3)		-	0.0%	-	0.0%
Rail Bond Funds (Note C)	12.9	8.6	(4.3)		-	0.0%	-	0.0%
<b>Total Other Financial Assistance</b>	<b>37.4</b>	<b>32.5</b>	<b>(4.9)</b>	<b>-13.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 209.2</b>	<b>\$ 261.5</b>	<b>\$ 52.2</b>	<b>20.2%</b>	<b>\$ 105.7</b>	<b>50.5%</b>	<b>\$ 157.4</b>	<b>60.2%</b>

**Notes**

A. May include non-transit projects.

B. Table reflects current year anticipated funding. Actual amount available and programmed in FY11 includes an additional \$21.9M carryover from previous fiscal years, plus \$20.3M carryover of Rail Bonds. Total REF funding programmed for FY11 equals \$68.4M and includes the following projects:

I-81/Rt 29 Passenger Rail	\$ 0.1
Port of Hampton Roads	3.1
I-81 Crescent Corridor	21.2
Richmond-Hampton Roads Passenger Rail	39.0
Passenger Rail Operating Costs (Lynchburg, Richmond)	5.0
	<u>\$ 68.4</u>

C. Table reflects current year anticipated funding. Actual amount available and programmed in FY11 includes an additional \$1.0M carryover from previous fiscal years. total RPF funding programmed for FY11 equals \$6.2M for projects located in Culpeper, Staunton, Lynchburg, Hampton Roads, and Richmond districts.

\*NVTC includes all NVTC jurisdictions

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
STATEWIDE ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING  
FY 2010 REVISED AND FY 2011 DRAFT  
(in millions)**

	<u>FY 2010</u>		<u>FY 2011</u>	
	<u>Funding</u>	<u>Shortfall</u>	<u>Funding</u>	<u>Shortfall</u>
Capital				
MTTF (53% / 70%)	26.6	(9.5)	25.0	(19.9)
MTCF (53%)	-	-	22.0	(17.4)
MTCF (80%)	32.7	(6.1)	22.2	(4.2)
TTF (100%)	4.6	0.2	1.2	0.1
Total	<u>63.9</u>	<u>(15.4)</u>	<u>70.4</u>	<u>(41.4)</u>
Operating	<u>102.0</u>	<u>(162.5)</u>	<u>102.0</u>	<u>(169.0)</u>
Total	<u><u>165.9</u></u>	<u><u>(177.9)</u></u>	<u><u>172.4</u></u>	<u><u>(210.4)</u></u>

Table excludes \$50M state match to federal funds appropriated under PRIIA.

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

MTTF - Mass Transit Trust Fund. Capital formula funds with target of 95%, draft FY11 at 53%, and revised FY10 at 70%.

MTCF - Mass Transit Capital Fund. State-wide bond funds for select capital categories funded at 80%, and beginning in FY11, other capital projects funded at the MTTF 53% level.

TTF - Transportation Trust Fund. The required match to CMAQ and RSTP funded at 100%.

Operating - State share of eligible operating expenses varies by system. State funding as a percentage of the total statewide eligible operating expenses equals 36% for FY11 and 37% for FY10.

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING ASSISTANCE APPLIED FOR THROUGH NVTC**  
**(FY 2010 Revised Six-Year Program and FY 2011 Draft Six-Year Program)**

	FY 2010				FY 2011				Increase (Decrease)		
	Eligibility	Actual	Shortfall	Effective State %	Eligibility	Draft	Shortfall	Effective State %	Eligibility	Actual	Effective State %
<b>NVTC</b>											
<b>Capital Assistance</b>											
<b>WMATA</b>											
MTTF (53% / 70%)	\$ 25.0	\$ 18.4	\$ (6.6)		\$ 20.4	\$ 11.4	\$ (9.0)		\$ (4.6)	\$ (7.0)	
MTCF (53%)	-	-	-		27.7	15.5	(12.3)		27.7	15.5	
MTCF (80%)	9.2	7.7	(1.4)		2.0	1.7	(0.3)		(7.2)	(6.0)	
TTF (100%)	-	-	-		-	-	-		-	-	
<b>Total</b>	<b>34.2</b>	<b>26.2</b>	<b>(8.0)</b>	<b>72.7%</b>	<b>50.2</b>	<b>28.6</b>	<b>(21.6)</b>	<b>54.1%</b>	<b>16.0</b>	<b>2.4</b>	<b>-18.6%</b>
<b>Local</b>											
MTTF (53% / 70%)	-	-	-		15.1	8.4	(6.7)		15.1	8.4	
MTCF (53%)	-	-	-		5.2	2.9	(2.3)		5.2	2.9	
MTCF (80%)	15.5	13.0	(2.4)		-	-	-		(15.5)	(13.0)	
TTF (100%)	1.4	1.4	0.1		-	-	-		(1.4)	(1.4)	
<b>Total</b>	<b>16.8</b>	<b>14.5</b>	<b>(2.4)</b>	<b>81.6%</b>	<b>20.3</b>	<b>11.3</b>	<b>(9.0)</b>	<b>53.0%</b>	<b>3.5</b>	<b>(3.1)</b>	<b>-28.6%</b>
<b>Total Capital</b>	<b>51.1</b>	<b>40.6</b>	<b>(10.4)</b>	<b>75.6%</b>	<b>70.5</b>	<b>39.9</b>	<b>(30.6)</b>	<b>53.8%</b>	<b>19.4</b>	<b>(0.7)</b>	<b>-21.9%</b>
<b>Operating Assistance</b>											
<b>WMATA</b>											
	137.4	50.2	(87.2)	34.7%	138.5	51.2	(87.3)	35.1%	1.1	1.0	0.4%
<b>Local</b>											
	25.3	11.7	(13.6)	43.9%	22.2	10.8	(11.5)	46.0%	(3.0)	(0.9)	2.0%
	162.7	61.9	(100.8)	36.1%	160.7	62.0	(98.7)	36.6%	(1.9)	0.1	0.5%
<b>Total NVTC Assistance</b>	<b>213.7</b>	<b>102.5</b>	<b>(111.2)</b>	<b>45.6%</b>	<b>231.2</b>	<b>101.9</b>	<b>(129.3)</b>	<b>41.9%</b>	<b>17.5</b>	<b>(0.6)</b>	<b>-3.7%</b>
<b>VRE</b>											
<b>Capital Assistance</b>											
MTTF (53% / 70%)	9.4	6.9	(2.5)		6.1	3.4	(2.7)		(3.3)	(3.5)	
MTCF (53%)	-	-	-		-	-	-		-	-	
MTCF (80%)	3.3	2.8	(0.5)		2.8	2.4	(0.4)		(0.5)	(0.4)	
TTF (100%)	0.1	0.1	0.0		1.1	1.2	0.1		1.0	1.0	
<b>Total</b>	<b>12.9</b>	<b>9.9</b>	<b>(3.0)</b>	<b>72.9%</b>	<b>10.0</b>	<b>6.9</b>	<b>(3.1)</b>	<b>65.7%</b>	<b>(2.9)</b>	<b>(2.9)</b>	<b>-7.2%</b>
<b>Operating Assistance</b>											
	13.4	8.1	(5.3)	57.3%	16.0	7.5	(8.5)	44.5%	2.6	(0.6)	-12.8%
<b>Total VRE Assistance</b>	<b>26.2</b>	<b>17.9</b>	<b>(8.3)</b>	<b>65.0%</b>	<b>26.0</b>	<b>14.4</b>	<b>(11.6)</b>	<b>52.7%</b>	<b>(0.3)</b>	<b>(3.5)</b>	<b>-12.3%</b>

**Notes:**

Assistance Available from Other Program Years:

NVTC has a carryover of FY10 capital assistance into FY11 caused by the opt-out of Metro Matters debt which reduced the required FY10 capital subsidy. In FY10, NVTC utilized \$15 million from a FY06 special appropriation for a portion of the FY10 Metro Matters subsidy.

For FY11, DRPT deducted \$4.1 million from NVTC's capital assistance request to account for the balance of the required local match to rail car funds utilized in FY09. In FY 10, DRPT deducted \$5.6 million for this local match.

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

MTCF - Mass Transit Capital Fund. Select capital programs funded at 80%, other programs funded at the MTTF percentage for FY11. Select programs for FY11 includes replacement vehicles and locomotives.

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

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



**FY 2011 STATE TRANSIT CAPITAL AND OPERATING  
ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING ASSISTANCE APPLIED FOR THROUGH NVTC  
(in millions)**

(Includes only funding from current year funds for current year budgeted expenditures)

**DRAFT 6-YEAR PROGRAM**

	<u>MTTF</u> <u>@ 53%(capital)</u>	<u>MTCF</u> <u>@ 53%</u>	<u>MTCF</u> <u>@ 80%</u>	<u>TTF</u> <u>@ 100%</u>	<u>Total</u>	<u>Effective</u> <u>State %</u>	<u>eligibility</u>	<u>Shortfall</u> <u>(see note)</u>
<b>CAPITAL</b>								
WMATA	\$ 11.4	\$ 15.5	\$ 1.7	\$ -	\$ 28.6	54.1%	50.2	\$ (21.6)
Local	8.4	2.9	-	-	11.3	53.0%	20.3	(9.0)
Subtotal	19.8	18.4	1.7	-	39.9	53.8%	70.5	(30.6)
VRE	3.4	-	2.4	1.2	6.9	65.7%	10.0	(3.1)
Subtotal	23.2	18.4	4.1	1.2	46.8	55.3%	80.5	(33.7)
<b>FTM/ADMIN</b>								
WMATA/Local	62.0				62.0	36.6%	160.7	(98.7)
VRE	7.5				7.5	44.5%	16.0	(8.5)
Subtotal	69.5				69.5	37.3%	176.7	(107.2)
<b>COMBINED CAPITAL / FTM/ADMIN</b>								
WMATA/Local	81.8				101.9	41.9%	231.2	(129.3)
VRE	10.9				14.4	52.7%	26.0	(11.6)
<b>TOTAL</b>	<u>\$ 92.7</u>				<u>\$ 116.3</u>	<u>43.0%</u>	<u>\$ 257.2</u>	<u>\$ (140.9)</u>

**Notes:**

Table excludes \$50M state match to federal funds appropriated under title VI of PRIIA.

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

MTCF - Mass Transit Capital Fund. Select capital programs funded at 80%, other programs funded at the MTTF percentage for FY11. Select programs for FY11 includes replacement vehicles and locomotives.

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

**Assistance Available from Other Program Years:**

NVTC has a carryover of FY10 capital assistance into FY11 caused by the opt-out of Metro Matters debt which reduced the required FY10 capital subsidy. In FY10 NVTC utilized \$15 million from a FY06 special appropriation for a portion of the FY10 Metro Matters subsidy.

For FY11, DRPT deducted \$4.1 million from NVTC's capital assistance request to account for the balance of the required local match to rail car funds utilized in FY09. In FY 10, DRPT deducted \$5.6 million for this local match.

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

NVTC  
STATE & LOCAL FUNDING OF WMATA ACCORDING TO DRPT SYIPS  
(\$ in Millions)

	<u>Operating</u>		<u>Capital</u>		<u>Total</u>		<u>PRIIA Match</u>	<u>Total</u>	
	<u>State</u>	<u>Local</u>	<u>State</u>	<u>Local</u>	<u>State</u>	<u>Local</u>		<u>State</u>	<u>Local</u>
<b>Excluding Fare and Other Operating Revenue:</b>									
FY 11 Draft	\$ 51.2	\$ 94.5	\$ 28.6	\$ 24.3	\$ 79.8	\$ 118.8	\$ 50.0	\$ 129.8	\$ 118.8
					40.2%	59.8%		52.2%	47.8%
FY10 Revised	\$ 50.2	\$ 94.4	\$ 26.2	\$ 9.8	\$ 76.4	\$ 104.2	\$ -	\$ 76.4	\$ 104.2
					42.3%	57.7%		42.3%	57.7%
FY09 Revised	\$ 57.6	\$ 89.1	\$ 23.3	\$ 27.9	\$ 80.9	\$ 116.9	\$ -	\$ 80.9	\$ 116.9
					40.9%	59.1%		40.9%	59.1%
FY08	\$ 52.2	\$ 75.4	\$ 47.9	\$ 30.8	\$ 100.1	\$ 106.1	\$ -	\$ 100.1	\$ 106.1
					48.5%	51.5%		48.5%	51.5%
FY07	\$ 49.7	\$ 71.5	\$ 10.2	\$ 36.0	\$ 59.9	\$ 107.6	\$ -	\$ 59.9	\$ 107.6
					35.8%	64.2%		35.8%	64.2%
<b>Including Fare and Parking Revenue:</b>									
FY 11 Draft	\$ 51.2	\$ 304.1	\$ 28.6	\$ 24.3	\$ 79.8	\$ 328.4	\$ 50.0	\$ 129.8	\$ 328.4
					19.6%	80.4%		28.3%	71.7%
FY10 Revised	\$ 50.2	\$ 280.7	\$ 26.2	\$ 9.8	\$ 76.4	\$ 290.5	\$ -	\$ 76.4	\$ 290.5
					20.8%	79.2%		20.8%	79.2%
FY09 Revised	\$ 57.6	\$ 275.8	\$ 23.3	\$ 27.9	\$ 80.9	\$ 303.6	\$ -	\$ 80.9	\$ 303.6
					21.0%	79.0%		21.0%	79.0%
FY08	\$ 52.2	\$ 252.1	\$ 47.9	\$ 30.8	\$ 100.1	\$ 282.8	\$ -	\$ 100.1	\$ 282.8
					26.1%	73.9%		26.1%	73.9%
FY07	\$ 49.7	\$ 228.6	\$ 10.2	\$ 36.0	\$ 59.9	\$ 264.7	\$ -	\$ 59.9	\$ 264.7
					18.5%	81.5%		18.5%	81.5%

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.



Statement of Catherine Hudgins  
Chairman, Northern Virginia Transportation Commission  
Public Hearing on Virginia's Six-Year Transportation Program  
--May 26, 2010--



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GOOD EVENING:

MY NAME IS CATHERINE HUDGINS. I AM APPEARING BEFORE YOU TONIGHT AS CHAIRMAN OF THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC). WE HAVE PROVIDED TO EACH OF YOU A COPY OF MY FULL TESTIMONY IN THE FORM OF A POWERPOINT PRESENTATION PACKED WITH FACTS AND FIGURES ABOUT PUBLIC TRANSIT'S STRONG PERFORMANCE IN OUR REGION. I WILL SUMMARIZE SOME OF OUR KEY POINTS IN THE TIME AVAILABLE, BUT I DO HOPE YOU WILL READ THROUGH THE ENTIRE PRESENTATION WHEN YOU HAVE THE OPPORTUNITY.

AS STATED ON PAGE 2 OF THE POWERPOINT, PUBLIC TRANSIT CURRENTLY PROVIDES A STUNNING HALF MILLION TRIPS EVERY WORK DAY HERE IN NORTHERN VIRGINIA. WE DESERVE YOUR STRONG SUPPORT FOR SEVERAL REASONS, MOST ESPECIALLY BECAUSE TRANSIT CREATES JOBS AND SUSTAINS THE FLEDGLING ECONOMIC RECOVERY. OUR TRANSIT

FUNDING NEEDS, PERFORMANCE, AND LEVEL OF LOCAL EFFORT FAR EXCEED THE REST OF THE COMMONWEALTH.

WHILE WE POINT OUT THE SERIOUS SHORTFALL IN STATE TRANSIT ASSISTANCE AND ASK FOR YOUR HELP IN ELIMINATING THAT DEFICIT, WE RECOGNIZE AND APPRECIATE THE ASSISTANCE YOU DO PROVIDE. A GREAT RECENT EXAMPLE IS THE STREAM OF \$50 MILLION ANNUALLY INCLUDED IN THE SIX-YEAR PLAN TO MATCH NEW FEDERAL FUNDING FOR WMATA.

ON PAGE 3 YOU WILL SEE SOLID EVIDENCE THAT TRANSIT CREATES JOBS AND SUSTAINS THE ECONOMY. FOR EXAMPLE, NVTC'S OWN STUDIES SHOWED THAT SINCE METRORAIL'S INCEPTION IT HAS GENERATED 90,000 JOBS AND STATE TAX REVENUES OF WELL OVER A BILLION DOLLARS IN EXCESS OF STATE INVESTMENTS IN THE SYSTEM.

WE HEAVILY RELY ON OUR INTEGRATED TRANSIT SYSTEM. PAGE FOUR SHOWS THE LOGOS OF MANY SEPARATE PROVIDERS WORKING TOGETHER

TO CARRY ALMOST 150 MILLION TRIPS ANNUALLY. OUR PER CAPITA TRANSIT USE IS 10 TIMES GREATER THAN THE REST OF THE COMMONWEALTH (PAGE 5).

ON PAGE 7 YOU WILL SEE A CLEAR PICTURE OF HOW IMPORTANT STATE TRANSIT ASSISTANCE IS TO THE SUCCESS OF OUR REGION. RIDERSHIP ON ARLINGTON'S ART IS UP SHARPLY IN EACH OF THE PAST SEVERAL YEARS, WHICH IS A DIRECT CONSEQUENCE OF INVESTMENTS IN NEW CLEAN FUEL BUSES IN THOSE YEARS. LOOKING AT THE LAST PAGE IN THE APPENDIX CONFIRMS THAT ART IS NOT ALONE IN ITS METEORIC INCREASE IN RIDERSHIP, AS COMBINED RIDERSHIP ON OUR LOCAL BUS SYSTEMS AND VRE SHOWS A SHARP INCREASE.

ON PAGES 8 THROUGH 10 WE DESCRIBE THE INTENSE TRANSIT PLANNING UNDERWAY HERE, WHICH FEATURES CLOSE ATTENTION TO COORDINATING LAND USE AND SEEKING OPPORTUNITIES FOR TRANSIT-



ORIENTED DEVELOPMENT. STATE FUNDING IS NEEDED TO BRING THOSE PLANS TO FRUITION AS WELL AS TO EXPEDITE THE SEVERAL MAJOR TRANSIT PROJECTS LISTED ON P. 11.

WE FEEL JUSTIFIED IN ASKING FOR YOUR INCREASED FUNDING SUPPORT FOR OUR TRANSIT SYSTEMS NOT ONLY BECAUSE IT IS IN THE COMMONWEALTH'S ECONOMIC SELF-INTEREST TO DO SO, BUT ALSO BECAUSE WE EXERT MORE THAN 10 TIMES THE LEVEL OF LOCAL EFFORT TO FUND TRANSIT COMPARED TO THE REST OF THE COMMONWEALTH (PAGE 13). IT COSTS US \$700 MILLION ANNUALLY HERE TO OPERATE, MAINTAIN AND EXPAND OUR TRANSIT SYSTEMS EACH YEAR, AND LOCAL SOURCES PROVIDE 65% (PLUS 20% FROM THE COMMONWEALTH AND 15% FROM THE FEDERAL GOVERNMENT).

THE ALLOCATIONS FOR FY 2011 SHOWN IN YOUR DRAFT SIX-YEAR PROGRAM FOR NVTC AND NORTHERN VIRGINIA ARE SIGNIFICANT (\$157.4 MILLION AND \$175.5 MILLION, RESPECTIVELY). IT MUST BE NOTED, HOWEVER, THAT THE COMMONWEALTH STILL FALLS FAR SHORT OF ACHIEVING THE

STATUTORY 95% TARGET FOR STATE FUNDING OF ELIGIBLE NET TRANSIT COSTS. FOR FY 2011 THE STATE SHORTFALL IS \$129.3 MILLION FOR NVTC (EXCLUDING THE NEW \$50 MILLION FOR WMATA WHICH DOES NOT CONTRIBUTE TO THE SHORTFALL).

THIS SHORTFALL POINTS OUT THE NEED TO ACTIVELY CONSIDER US AS YOU ALLOCATE DISCRETIONARY STATE AND FEDERAL FUNDS. PLEASE JOIN US IN ENCOURAGING THE GOVERNOR AND GENERAL ASSEMBLY TO SEEK AND PROVIDE MORE FUNDS. WE APPRECIATE THE SUPPORT YOU DO PROVIDE.

FINALLY, WATCH FOR YOUR INVITATIONS AND PLEASE PLAN TO JOIN US FOR AN EXCITING AND EDUCATIONAL TRANSIT TOUR ON JUNE 30-JULY 1 THIS SUMMER. IT WILL BE AN INTENSE BUT FUN EXPERIENCE THAT WILL CERTAINLY HEIGHTEN YOUR APPRECIATION OF TRANSIT'S CONTRIBUTIONS TO THE COMMONWEALTH'S ECONOMIC SUCCESS.

FEEL FREE TO GO TO NVTC'S WEBSITE FOR MORE INFORMATION ABOUT  
TRANSIT IN GENERAL AND THE TOUR SPECIFICALLY.

THANKS FOR YOUR ATTENTION AND I WOULD BE PLEASED TO RESPOND  
TO QUESTIONS.



## Commonwealth Transportation Board

### *Public Hearing on Six-Year Transportation Program*

**May 26, 2010**

**7:00 P.M.  
Fairfax City Hall**

**Statement of Catherine Hudgins, Chairman  
Northern Virginia Transportation Commission**



- With the help of state funding administered by DRPT, transit has continued to perform exceptionally well in Northern Virginia despite severe financial constraints. For example, a stunning half million transit trips are currently taken each work day here in Northern Virginia.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs, including flexing federal stimulus and other funds to transit projects, because transit is an effective means to create jobs and sustain economic recovery. Northern Virginia's transit needs, performance and level of local effort far exceed the rest of the commonwealth.
- The level of transit assistance for FY 2011 for NVTC's jurisdictions and VRE, while less than in FY 2010, is significant and appreciated. A good example is CTB's provision of \$50 million to match new federal funding for WMATA.





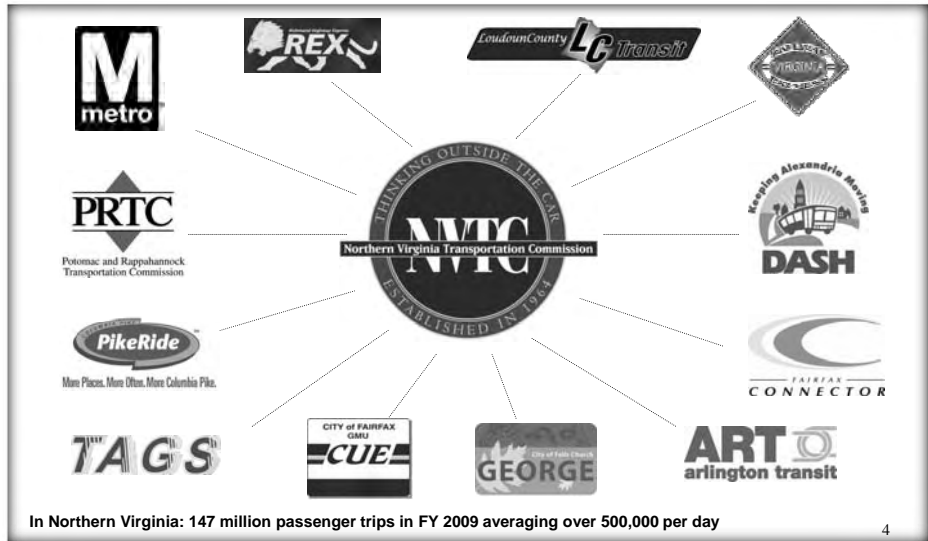
## Transit Creates Jobs and Sustains Economic Recovery

- The American Public Transit Association reports \$6 in economic returns for each \$1 invested in transit.
- Cambridge Systematics found 570 jobs created in the short run for each \$10 million in transit capital investment and in the long run over \$30 million in increased sales for businesses.
- A January, 2010 study by USPIRG and Smart Growth America of the effectiveness of the federal stimulus program revealed that each \$1 billion spent on transit created 19,299 job-months compared to only 10,493 job-months from highway expenditures. This is because transit requires less land and more operators.
- NVTC's studies showed that since Metrorail's inception it has been a major generator of jobs (90,000 additional) and state tax revenues (\$1.2 billion above state contributions).
- Transit saves jobs by providing access to job sites and educational opportunities. Transit provides the "to" in welfare to work.
- On September 11, 2001, transit proved its importance by carrying people out of harm's way during that disaster.

3



## Northern Virginia's Interconnected Transit Systems



4



## **Ridership Data Show Continued Positive Regional Transit Performance**



Strong transit performance in Northern Virginia:

- With 147 million annual passenger trips, ridership was up three percent in FY 2009 compared to FY 2008 and 21 percent since FY 2003 (see slide 19 in appendix).
- 75% of Virginia's transit ridership is here.
- Northern Virginia's 2.2 million residents took 67 transit trips per capita in FY 2009, while in NVTC's WMATA jurisdictions residents took 82. The statewide average outside of Northern Virginia was only approximately eight. Thus, NVTC jurisdiction residents took 10 times as many transit trips per capita.
- Transit systems operating in Northern Virginia carried passengers 917 million miles in FY 2009.



5



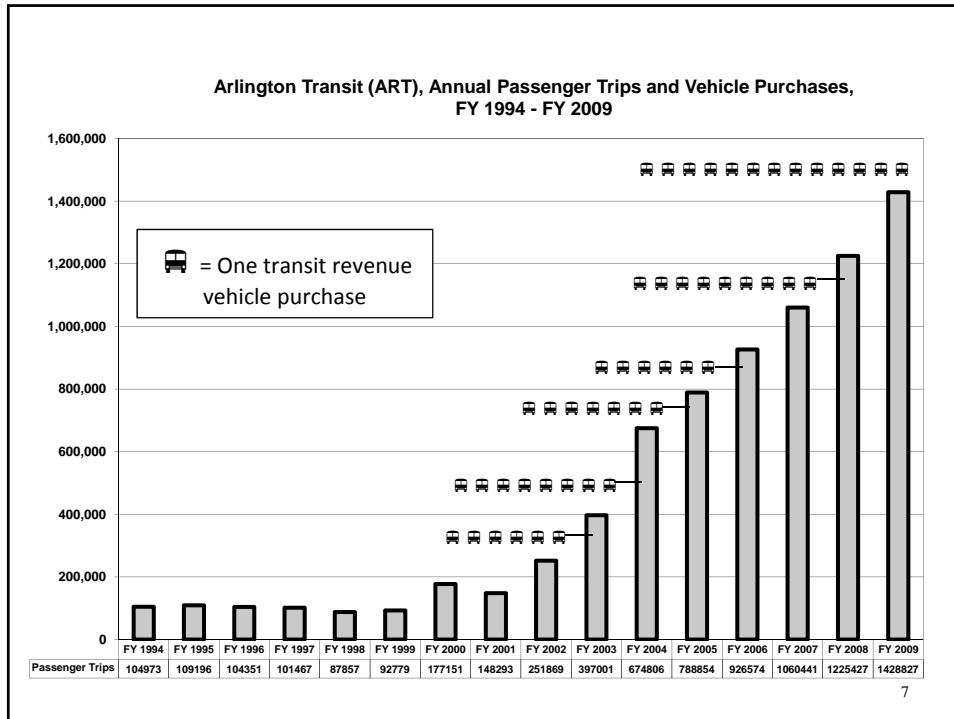
## **Transit Success Follows State Investments**





- Transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and about half outside the Beltway.
- Despite the brutal economic downturn and February blizzards, transit ridership is strong in FY 2010. Metrorail and are experiencing some of their highest ridership days ever.
- There is a direct relationship between investments in quality transit by DRPT and its partners and subsequent ridership success, as illustrated by Arlington ART's explosive growth facilitated by purchases of new clean fuel buses.



6



### Northern Virginia's Current and Future Transit Needs are Well Documented

- WMATA is developing a detailed and transparent multi-year capital funding agreement to cover the next six years. It has documented \$11 billion of needs over the next decade.
- WMATA is completing a system plan for 2040 addressing core capacity of Metrorail, integration of bus, BRT, streetcar, light rail and HOV/HOT services in new and emerging markets to facilitate transit-oriented development.
- The Northern Virginia regional transportation plan (TransAction 2030) documented transit requirements of a half billion dollars a year for expansion and \$414 million annually for operations/preservation.
- The TransAction 2040 update will start this summer for completion by early 2012.

8



### **Northern Virginia's Current and Future Transit Needs are Well Documented**



- The draft financial analysis for the TPB's Constrained Long Range Plan update for 2010 shows that, of about \$2 billion annually of transportation needs in Northern Virginia (about half for transit), a large and growing proportion of available revenues will be required to operate and preserve the existing transportation system. This can limit transit ridership growth without new sources of sustainable funding.
- TPB's Scenarios Study provides in its "aspirations scenario" a long-term vision of land use and transportation. The "what will it take" scenario goes further to assess what interventions will be needed to meet the region's global warming prevention goals. The scenarios envision transit supportive, walkable density and mixed use developments to relocate growth of population and jobs to activity centers. The task force is trying to more closely link the existing distribution of activity centers to high-quality transportation access. To improve, better transit is needed including a 500-mile BRT network and priced highway lanes.

9



### **Northern Virginia's Current and Future Transit Needs are Well Documented**



- Metro's Priority Corridor Network includes 24 corridors with the highest ridership and geographic significance. Appropriate roadway improvements are being identified that would facilitate exclusive bus lanes, queue jumpers, signal priority and limited stops. Analysis shows exclusive busways are warranted along 100 miles and 135 additional miles should receive lesser improvements. Ridership would grow by 25%, or 100,000 new daily riders (plus 90,000 diverted from Metrorail to relieve crowding), because of 15% higher bus speeds and 10% lower bus travel times.
- All of these plans demonstrate that Northern Virginia has vital transit projects ready to go immediately (if CTB can provide funding) and has effective plans to sustain and expand the integrated transit network in association with sound land use.

10





## **Northern Virginia's Current and Future Transit Needs are Well Documented**



- Various vital transit expansion projects are underway but require more funding to be expedited:
  - Rail to Dulles
  - TPB Regional Priority Bus Project received a \$59 million TIGER grant (\$30.4 million for Virginia) although a much larger network has been planned.
  - Route 1 BRT (Potomac Yard/Crystal City)
  - VRE extension to Gainesville/Haymarket
  - Northern Virginia transit systems are working with DRPT and VDOT to identify new transit service to take full advantage of Beltway HOT lanes and mitigate the traffic congestion resulting from their construction (as well as construction of Dulles Rail, especially in the Tysons Corner area).
  - Northern Virginia faces the looming challenges of coping with major traffic generating federal facilities resulting from the BRAC decision. Relocation of employees is due by fall of 2011 and will require completed transit access to be successful.

11



## **Local Level of Effort**



- For FY 2010 it is costing just under \$700 million dollars annually to operate, maintain and invest in public transit in NVTC's jurisdictions.
- Local sources (fares, 2.1% gas tax, local subsidies) provide 65% of that amount, but economic challenges are threatening transit revenues. For calendar year 2009, NVTC's gas tax revenues were 35% lower than 2008.
- Local property tax revenues are also sharply lower, necessitating tax rate hikes in most jurisdictions and difficult decisions about cuts to government-supported services, including transit.
- Transit fares have also been increased on most transit systems in Northern Virginia and unfortunately devastating service reductions are being considered.



12



## Local Level of Effort

- Despite the ongoing challenges of the recession, for FY 2010 the Northern Virginia Transportation District has a local level of effort funding transit of \$211 per person. NVTC's five WMATA jurisdictions have a combined local effort of \$255 per person. The next largest effort is in the Richmond District at \$30 per person.
- The statewide average excluding the Northern Virginia District is only \$19.56, so Northern Virginia's per capita level of local effort is more than 10 times greater than the rest of the commonwealth.



13



## State Transit Aid for FY 2011

- In the draft FY 2011 DRPT program, statewide assistance for transit in Northern Virginia (including VRE and PRTC) from state sources is about \$175.5 million, up from \$129.5 million in the FY 2010 program.
- For the state to meet the statutory target of 95% of eligible transit expenses for its programs another \$129.3 million is needed (\$98.7 million of that is for operating assistance) for NVTC alone.
- Including the new \$50 million for WMATA, NVTC would receive about 60% of statewide allocations and Northern Virginia (including all of VRE, Loudoun County and PRTC) would receive 67%. With about 75% of statewide transit ridership in Northern Virginia, correcting the commonwealth's transit funding shortfalls is of paramount importance to this region.

14



## What can CTB do to Help Transit in Northern Virginia?



1. Give top priority for transit projects in Northern Virginia to support job creation and sustain economic recovery. This region has the greatest use of transit, the best performing transit system, the greatest funding needs and the greatest per capita local effort to invest in transit.
2. Encourage the General Assembly to increase statewide transit funding and restore regional funding.
3. Provide funding to Northern Virginia to the greatest extent possible from discretionary federal and state sources.

15



## In Closing

- NVTC appreciates the support of Secretary Connaughton and DRPT Director Drake and their staffs, as well as each member of the CTB.
- NVTC and the region's transit operators and local jurisdictions will conduct a transit tour on June 30<sup>th</sup> and July 1<sup>st</sup> for state officials, including CTB members. Please plan to join us to experience first hand the vital importance of Northern Virginia's transit network.
- For more transit performance facts and links to each public transit system, visit NVTC's website at: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)
- Questions?



16



# APPENDIX



# NVTC is...

- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.7 million.
- The agency manages up to \$200 million of state and federal grant funds and regional gas tax revenues each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org).





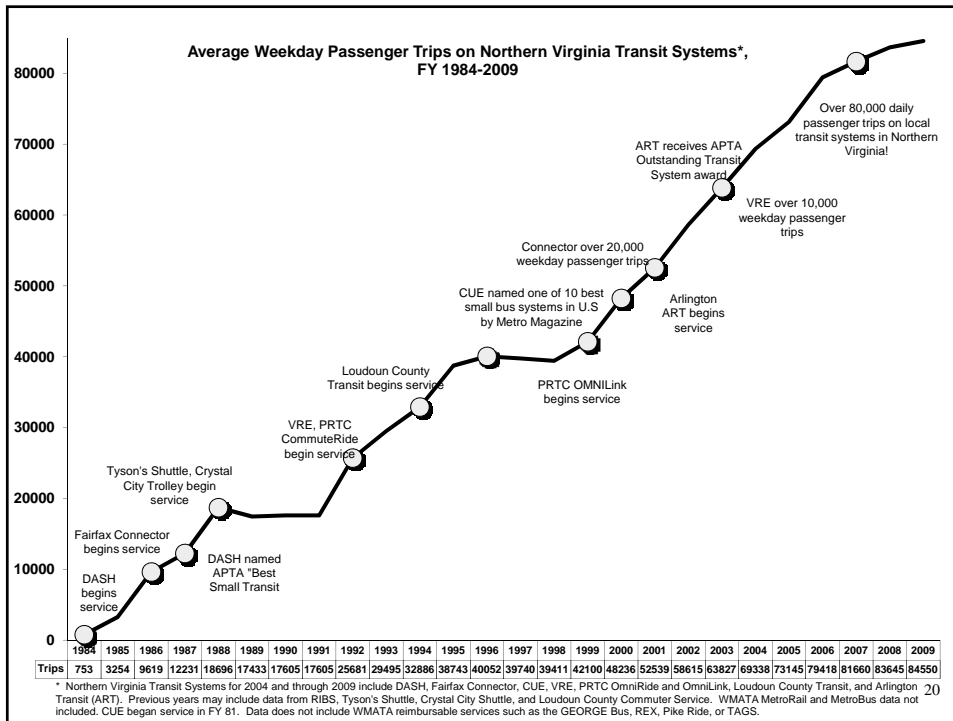
## Total Transit Ridership Growth NoVA FY 2003-2009



Transit Provider	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips	FY 2008 Passenger Trips	FY 2009 Passenger Trips
<b>MetroRail (Northern Virginia)</b>	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091	97,964,390	101,183,949
<b>Metrobus (Northern Virginia)</b>	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434	20,870,898*	22,125,429
<b>Fairfax Connector</b>	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392	9,810,228	9,576,635
<b>Alexandria DASH Bus</b>	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449	3,978,773	4,006,825
<b>Virginia Railway Express</b>	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561	3,628,563	3,868,035
<b>PRTC OMNI Ride Bus</b>	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556	1,840,722	2,146,441
<b>Arlington Transit</b>	397,001	674,806	788,854	926,574	1,060,441	1,225,427	1,428,827
<b>City of Fairfax CUE Bus</b>	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346	1,031,659
<b>PRTC OMNI Link Bus</b>	649,405	604,586	694,367	843,407	870,206	1,008,626	1,025,633
<b>Loudoun County Transit</b>	281,829	392,901	513,766	602,333	652,347	777,273	890,011
<b>Total</b>	<b>121,583,356</b>	<b>125,685,507</b>	<b>128,945,194</b>	<b>137,341,911</b>	<b>137,544,235</b>	<b>142,152,246</b>	<b>147,283,444</b>

\*Preliminary

Annual Transit Ridership in NoVA has increased 21% since 2003





AGENDA ITEM #5

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and Kala Quintana.  
**DATE:** May 27, 2010  
**SUBJECT:** Legislative Items.

---

A. Northern Virginia Transit Tour.

More details are also attached regarding plans for a Northern Virginia Transit Tour. The commission is asked to review the refined draft itinerary for June 30 and July 1, 2010 and offer further guidance to staff.

B. State and Federal Legislation.

Attachments are provided describing Governor McDonnell's appointments to the Commission on Government Reform and Restructuring.

Federal climate change legislation has been introduced by Senators Kerry and Lieberman. The American Public Transportation Association and many allies are lobbying to capture 100% of the revenues generated from fees imposed on the production of motor fuels. APTA argues that the funds should be used for funding a multi-year transportation authorization bill.

Another federal bill of significance is HR 891, the "Benefits Equity Act." It would continue the \$220 per month tax-free benefit for transit that is due to expire at the end of 2010 and is of vital importance for the success of the public transit network in this region as well as elsewhere.

Finally, as described in the attached news article dated May 26, 2010, Senator Dodd and seven others have introduced the "Public Transportation Preservation Act of 2010" that would provide \$2 billion in emergency funding for U.S. transit agencies.



**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Kala Quintana and 2010 Transit Tour Task Force  
**DATE:** 5/27/2010  
**SUBJECT:** *"Transit Keeps Northern Virginia Working"* tour June 30-July 1, 2010

---

The tour plan has been finalized. Please see the attached itinerary. Jurisdictions are still planning their segments of the tour in the time slots provided. Elected officials will be contacted about participation and names added to the tour accordingly.

Electronic invitations were sent to elected officials on May 28, 2010.

All NVTC commissioners are invited to attend any part of the tour.

Commissioners are specifically requested to attend the reception and dinner at the Mason Inn on June 30 beginning at 6:45 pm. RSVP's are requested by June 15, 2010, please e-mail [Melissa@nvtvc.org](mailto:Melissa@nvtvc.org).

### **Task Force continues to meet**

To address the increased needs for an expanded tour, staff convened a task force with representatives from each of NVTC's six jurisdictions, including PRTC, VRE and WMATA. The committee has met several times to draft the tour plan, develop key messages and a theme and worked through logistics. The next meeting for the Task Force is set for June 9, 2010.

### **Lodging**

The Mason Inn <http://www.acc-masoninnandconferencecenter.com/> is a brand new LEED silver level certified hotel and conference center located at GMU. The facility has been secured for the reception and dinner and will provide lodging for out of town guests.

### **Funding**

Given the complexity of the tour and the cost of meals and lodging, staff continues to seek private sector financial support. Due to the fluid nature of the planning process and without an idea of how many legislators will actually participate, costs are difficult to

estimate at this time. Staff is trying to keep costs as low as possible while still ensuring a quality event.

## **Transit Tour Guest List**

### Administration

- Hon. Sean Connaughton, Secretary of Transportation
- Hon. Thelma Drake, Director of DRPT

### General Assembly Members

- Senate Finance Committee members
- Senate Transportation Committee members
- House Appropriations Committee members
- House Finance Committee members
- House Transportation Committee members
- Any Northern Virginia General Assembly delegation who are not members of the aforementioned committees

### Other Guests

- NVTC Commissioners
- Local elected officials
- Members of the Commonwealth Transportation Board (CTB)
- Jurisdictional Legislative Liaisons
- Corey Hill, DRPT
- Linda McMinimy, Virginia Transit Association (VTA)

## **Transit Tour Theme**

*“Transit Keeps Northern Virginia Working”*

This theme emphasizes the symbiotic relationship between transit and jobs and how they work together to enhance the economic vitality of the region.

## **Presentations & Information**

Staff will create a “take-away” binder of the presentations and information from the tour for all of the attendees. The binders will contain vital transportation statistics and contact information for the individual jurisdictions and transit systems.



## **Final Tour Itinerary**

The tour is largely finalized. A few minor logistics still need to be addressed.

Please feel free to contact Kala Quintana at [kala@nvtdc.org](mailto:kala@nvtdc.org) if you have questions or concerns about the proposed itinerary

### **Wednesday June 30**

- 11:00 am      Guests gather at the Mason Inn (GMU campus Fairfax, Virginia)  
*Note: Staff to check in guests in advance of arrival and have room keys ready*
- 11:30 am      CUE hybrid bus to Vienna Metro
- 11:45 am      Discussion of new Metro West construction at Vienna Metro Station
- 12:00 pm      Meet WMATA CEO (Sarles) and staff; Board Orange line East to Arlington  
(discuss Metro, GEORGE en route).  
*Note: SmartTrip Cards provided to guests loaded with \$10 fare media (\$5.75 will be required for actual fares)*  
*WMATA to provide portable microphone*
- 12:30 pm      Arrive Ballston meet ART bus for drive to Arlington Economic  
Development (AED) Office
- 12:40 pm      Arrive AED; box lunch, welcome and outline of tour for guests; brief AED  
presentation and view of Ballston Corridor from above
- 1:45 pm      Board ART bus for Arlington segment with Arlington board members and  
staff. (Arlington staff to determine specifics. Tour elements will include:  
Transportation and Land Use Initiatives, TOD, urban villages, Columbia  
Pike streetcar project)
- 3:30 pm      Pentagon Bus Bays at rush hour

*NOTE: Presentations by LC Transit, PRTC, WMATA (discussion of NextBus system); demonstrate massive connectivity with Northern Virginia from the largest office building in the world.*

4:00 pm Bus (Fairfax Connector) to Rosslyn

*Note: There will be a 1:2 (staff to guest) ratio and staff will brief guests on what to expect. Guests with escalator or height phobias will be taken via elevator.*

4:30 pm Board Orange Line (westbound) just in time for “Orange Crush” to Vienna

*Note: To demonstrate the real commuter experience.*

5:30 pm Arrive Vienna; CUE hybrid bus to Mason Inn

*NOTE: Need to determine where CUE will meet Tour*

6:00 pm Arrive Mason Inn

6:45 pm Reception\*

7:30 pm Dinner\*

*Note: Special welcome from NVTC Chair Hudgins; GMU President Merten; Chairman Bulova; Delegate Bulova and Sen. Petersen, NVTA Chairman Martin Nohe*

*Sponsors will be introduced and showcased with signage and special thanks from VIP's (\*featuring Virginia wines and agricultural products)*

## **Thursday July 1**

6:45 am Breakfast buffet available

*Note: Staff and Guests will have access*

7:30 am Cue hybrid bus to Burke Centre VRE station (meet VRE CEO, Zehner)

*Note: Chairman Bulova to join tour*

8:13 am VRE to Alexandria

- 8:45 am Arrive at King Street station and joined by Mayor Euille at King Street Metro Station.
- Note: Euille, Sarles and Zehner to discuss Alexandria/VRE/Metro collaboration*
- 9:30 am Board DASH Bus for tour of Alexandria with Mayor Euille
- Note: Dash Max passengers is 35, if needed we can secure two buses*
- 10:45 am Change to OmniRide Bus and head south via Route 1 to Fairfax County Parkway to 95 South
- 11:15 am Stop by Horner Road Park and Ride lot
- Note: discussion of ridesharing and slug lines in relation to transit*
- 11:45 am Arrive at PRTC
- Note: Tour facility; lunch provided by PRTC (allow time for Transportation Committee Meeting)*
- 1:00 pm Board LC Transit bus for ride up 95 North via 495 to Tyson's (view EPG & HOT lanes construction)
- Note: VDOT staff and Fairfax County Staff to lead discussion*
- 2:00 pm Arrive at Tysons and tour Tysons Corner discuss Rail to Dulles
- Note: Tysons Lunch Express Bus tour with MWAA*
- 3:30 pm Bus (LC Transit) back to Mason Inn
- 4:30 pm Arrive at Mason Inn and conclude tour.
- Note: Address regionalism and cooperation themes on the return*

To ensure delivery of Legislative Alert, please add 'LegislativeAlert@apta.com' to your email address book. If you are still having problems receiving our newsletter, see our whitelisting page for more details: <http://www.commpartners.com/website/white-listing.htm>



B

May 14, 2010

### Senators Kerry and Lieberman Unveil Draft Climate and Energy Legislation

Senators John Kerry (D-MA) and Joseph Lieberman (I-CT) released their long-awaited climate change and energy draft legislation, "the American Power Act" (APA) on Wednesday, May 12. The discussion draft was released without the endorsement of Senator Lindsey Graham (R-SC), the third member of their collaborative effort to develop a bipartisan climate bill.

A significant portion of the revenue generated from the APA would come directly from fees imposed on the production of motor fuels. These fees would likely be passed onto consumers at the gas pump, having the same impact on fuel prices as an increase in the motor fuels user fee, or gas tax. Therefore, APTA and a coalition of 26 other transportation organizations joined together to advocate that 100 percent of revenue generated from new fees on motor fuels in the bill should be returned to the transportation sector and invested under a multi-year authorization bill. To read the coalition's letter, [click here](#).

The APA bill directs up to \$6.25 billion per year for transportation investments from revenues generated from carbon fees and emissions auctions. Based on APTA's analysis of the legislation, a minimum of \$19.5 billion in funds will be generated from motor fuels production in 2013 (the first year the bill would become effective), with that amount significantly increasing in subsequent years. This means that at least 77 percent of revenue generated from pollution fees on gasoline and diesel is diverted away from investment in transportation in the first year. In later years as the price of carbon increases, the percentage diverted could be as much as 91 percent.

Specifically, the legislation provides for the following transportation investments:

- One-third of emissions allowances capped at \$2.5 billion per year will be deposited into the Highway Trust Fund (HTF).
- One-third of emissions allowances capped at \$1.875 billion per year will be distributed by the Secretary of Transportation for competitive grant funding to continue the Transportation Investment Generating Economic Recovery (TIGER) program created by the American Recovery and Reinvestment Act (ARRA).
- One-third of emissions allowances capped at \$1.875 billion per year will be distributed by the Secretary of Transportation for state and local investments in transportation greenhouse gas emission reduction programs. Within this program:
  - o The bill requires states and cities to evaluate carbon pollution and set reduction targets when developing transportation plans.
  - o Of these funds 10 percent is set-aside of these funds for states and Metropolitan Planning Organizations (MPOs) to use for planning purposes.

The amounts allocated for surface transportation are far short of the levels that would be required to finance a new authorization bill, and represent a small percentage of the actual revenues derived from the production of motor fuels. In addition, the \$2.5 billion annual allocation to the HTF is not enough money to keep either the Highway or Mass Transit Accounts solvent, nor does the bill contain any language regarding transit formula dollars.

#### ACTION ALERT

APTA members need to contact their Senators to urge them to ensure that 100 percent of revenues generated from fees on motor fuels production in the APA are invested in transportation in order to maintain and improve our nation's

infrastructure. When you talk to your Senators and their staff, please ask the following:

- Ask your Senators to contact Senators John Kerry (D-MA) and Joseph Lieberman (I-CT) and other Senate leaders to insist that 100 percent of new fees on motor fuels detailed in the bill should be returned to the transportation sector and invested under a multi-year authorization bill.
- Inform your Senators that the current level of transportation funding in the draft bill is insufficient to maintain, much less grow, current transportation investment.
- Explain to your Senators that because the bill will raise the price of motor fuels, it will almost be impossible to finance a long-term authorization bill unless a much larger portion of the APA's revenues are dedicated to the Highway Trust Fund.

For a sample letter to use to write your Senators [click here](#).

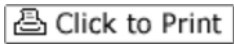
### **Federal Transit Administration (FTA) Releases Supplemental Fiscal Year 2010 Apportionments**

On Thursday, May 13, the FTA issued apportionments to distribute the remaining transit funds approved in the Fiscal Year 2010 Appropriations bill and authorized by the Hiring Incentives to Restore Employment Act (HIRE Act). To read the Notice in the Federal Register, [click here](#).



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Local

# Senators introduce \$2b bill that could ease Metro fare hikes

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By: [Kytja Weir](#)  
Examiner Staff Writer  
May 26, 2010

Eight Democratic senators introduced a \$2 billion emergency funding bill for transit agencies on Tuesday that could help the struggling Metro system as it is poised to pass major fare increases and scale back service.

The Public Transportation Preservation Act of 2010 would help transit agencies nationwide help close funding gaps that have occurred amid the broader economic crisis.

The bill arrived just two days before Metro's board of directors is slated to vote on a fare increase that would raise bus, rail and MetroAccess fares significantly, with the longest train rides potentially topping \$5 per one-way trip. The transit agency is considering the increases as it stares down a record \$189.2 million gap in its proposed \$1.4 billion operating budget.

"We have a major budget problem, and anything we can do to solve that without taking money from somewhere else would make us happy," Metro Board Chairman Peter Benjamin said when told of the bill.

But he said he had questions about it, including the funding formula that dictates how much Metro could get, what strings would be attached and when it would arrive.

"It's really premature to be jumping up and down and saying hooray," Benjamin said. "This is the first step in a lengthy process."

Senate Banking Committee Chairman Chris Dodd, D-Conn., plus seven other senators, including Robert Menendez, D-N.J., Dick Durbin, D-Ill., Charles Schumer, D-N.Y., Frank Lautenberg, D-N.J., Sherrod Brown, D-Ohio, Jack Reed, D-R.I., and Kirsten Gillibrand, D-N.Y., introduced the bill.

Senate Banking Committee Chairman Chris Dodd, D-Conn., plus seven other senators, including Robert Menendez, D-N.J., Dick Durbin, D-Ill., Charles Schumer, D-N.Y., Frank Lautenberg, D-N.J., Sherrod Brown, D-Ohio, Jack Reed, D-R.I., and Kirsten Gillibrand, D-N.Y., introduced the bill.

It calls for transit agencies to use the money to reduce fare increases and restore services that were cut after January 2009 -- or to prevent future service cuts or fare increases through September 2011. Under those parameters, Metro could apply any money to backfill the current budget or the pending one.

More than 80 percent of U.S. transit systems have implemented service cuts or raised fares, or are considering them, according to a March 2010 American Public Transportation Association survey.

## More from Kytja Weir

- [Metro still waiting for remaining federal board members](#)
- [D.C. slashes, then restores H Street streetcar funds](#)
- [Senators introduce \\$2b bill that could ease Metro fare hikes](#)
- [Metro proposes to share rail car costs with Dulles Rail](#)
- [War escalates between VRE, Amtrak over switching service](#)

## Topics

[Metro](#) , [Public Transportation Preservation Act of 2010](#) , [fare increase](#) , [MetroAccess](#) , [Peter Benjamin](#) , [Chris Dodd](#) , [Chris Dodd](#) , [American Public Transportation Association](#)



[Metro equipment derailment, electrical problems cause rider delays](#)

A crane derailed near Union Station on the Red Line Wednesday morning, damaging the Metro tracks and causing delays for morning commuters. The equipment, a Petibone crane,...

—[Examiner Staff](#)

[D.C. area kids compete in geography bee](#)

Rockville's Thomas Naatz, a sixth grader at the Norwood School, and D.C.'s Matthew Wilson, a fifth grader at Blessed Sacrament, served the Washington area proudly on Tuesday in...

—[Examiner Staff](#)

[Md. getting \\$4 million in federal snowstorm aid](#)

The federal government is funneling \$4 million into Maryland to help the state recover from an abnormally snowy winter. The Federal Emergency Management Agency said Tuesday that...

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# Governor Bob McDonnell

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### For Immediate Release

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May 07,  
2010

**Stacey Johnson**  
Press Secretary  
(804) 786-2211

## **Governor McDonnell Announces Members of Governor's Commission on Government Reform and Restructuring – Governor's Second Executive Order, Issued Immediately After Taking Oath of Office, Establishes Commission Focused on Making Government Simpler and More Efficient –**

*– Commission will be chaired by Fred Malek; Bill Leighty, Former Chief of Staff to Governors Mark Warner and Tim Kaine, and Mike Thompson, Chairman of the Thomas Jefferson Institute for Public Policy, to Serve as Special Advisors to Commission–*

[Governor to Launch Commission with Richmond Times-Dispatch Public Square Event Monday, May 10<sup>th</sup>; Public Invited to Share Ideas on How to Reform State Government](#)

**RICHMOND** – Virginia Governor Bob McDonnell today announced the members of the Governor's Commission on Government Reform and Restructuring created by his Executive Order Number Two, issued moments after he took the Oath of Office on January 16<sup>th</sup>. In light of the unprecedented budgetary challenges facing the Commonwealth and the increasing demand for core public services, government must become more effective and efficient. The Commission will work to put forth bold and innovative ideas to ensure that duplicative, outdated, unnecessary and ineffective services and service delivery methods are eliminated and that state revenues are dedicated to the core functions of government.



The Commission is scheduled to have its first meeting within the next month, and will complete its initial report to the Governor by July 16, 2010, with a final report with recommendations by December 1, 2010. The Commission's work will kick off an ongoing effort to streamline, reform and restructure government that will continue throughout the McDonnell administration. Fred Malek, Founder and Chairman of Thayer Capital Partners will serve as Chairman of the Commission.

Speaking about the Commission, Governor McDonnell remarked, "We must make government simpler and easier to use, more efficient and more effective. That is the work of this Commission. The Commission members will conduct a comprehensive evaluation of the state's agencies, programs, and services to find out how we can make our state government work better for its owners, the people of Virginia. I look forward to working with these reform-minded leaders to examine how Virginia can better serve the taxpayers. Our state and local government employees have made Virginia one of the best managed states in the nation and just like them, I will always seek to make us even better."

Fred Malek, Chairman of the commission, added, "Finding better ways to deliver government services for Virginians will save taxpayers time and money. I am proud to chair this commission for Governor McDonnell and look forward to helping to identify ways to streamline and improve state government for the benefit of the entire Commonwealth."

On Monday, May 10<sup>th</sup>, the Governor will launch the work of the Commission by participating in a *Richmond Times-Dispatch* Public Square event, 'A Conversation with Gov. Bob McDonnell: The Push to Reform State Government.' Members of the public are invited and encouraged to attend to share their ideas on how to make Virginia's government work better and more efficiently. The event will begin at 7pm. For more information please visit this link.

### **Members of the Governor's Commission on Government Reform and Restructuring**

#### **Chairman:**

- *Fred Malek*, Founder and Chairman, Thayer Capital Partners

#### **Members:**

- *Alexandra Liddy Bourne*, Executive Director, American Energy Freedom Center, Alexandria
- *Delegate Bob Brink*, Arlington
- *Heather Carroll Cox*, Senior Vice President, Customer Operations and Business Chief Risk Officer, Capital One, Alexandria
- *William Eggers*, Director, Deloitte Public Leadership Institute, Arlington
- *Howard Estes*, Principal, Estes & Associates, Midlothian
- *Mayor Paul Fraim*, Norfolk

- *Bruce Gemmill*, President, Campbell and Associates, Fairfax
- *Marcia Gilliam*, President, CSE Financial Services, Abingdon
- *Speaker of the House of Delegates William J. Howell*, Stafford
- *Councilwoman Alicia Hughes*, Alexandria
- *Michelle Jenkins*, Attorney, Gate City
- *Councilwoman Suzy Kelly*, CEO, Jo-Kell Inc, Chesapeake
- *Bobbie Kilberg*, President & CEO, Northern Virginia Technology Council (NVTC), Reston
- *The Honorable Benjamin Lambert*, former Virginia State Senator, Richmond
- *Senator Louise Lucas*, Portsmouth
- *Senator Ryan McDougle*, Hanover
- *The Honorable Alexander B. McMurtrie, Jr.*, former Member of the Virginia House of Delegates, Chesterfield
- *The Honorable Maurice McTigue*, Vice President & Distinguished Visiting Scholar, Mercatus Center, George Mason University, Arlington
- *Senator Mark Obenshain*, Harrisonburg
- *Delegate G. Glenn Oder*, Newport News
- *Scott Pattison*, Executive Director, National Association of State Budget Officers, Midlothian
- *The Honorable John H. Rust, Jr.*, Principal, Rust & Rust, P.C. and former chairman of Attorney General McDonnell's Regulatory Reform Commission, Fairfax
- *Geoff Segal*, Vice President, Macquarie Capital, Arlington
- *Gilbert Shelton*, retired banker and business consultant, Caroline
- *The Honorable Ron Tillett*, Managing Director, Morgan Keegan & Company, Inc., Midlothian
- *Delegate Lee Ware*, Powhatan
- *Senator Mary Margaret Whipple*, Arlington
- *John O. "Dubby" Wynne*, Vice Chair, Council on Virginia's Future, Virginia Beach
- *Ric Brown*, Secretary of Finance
- *Lisa Hicks-Thomas*, Secretary of Administration

**Special Advisor to the Commission:** *Mike Thompson*, Chairman & President, Thomas Jefferson Institute for Public Policy, Springfield

**Special Advisor to the Commission:** *The Honorable Bill Leighty*, former Chief of Staff to Governors Warner and Kaine, Richmond

#### **Responsibilities of the Governor's Commission on Government Reform and**

## Restructuring

1. Identify opportunities for creating efficiencies in state government, including streamlining, consolidating, or eliminating redundant and unnecessary agency services, governing bodies, regulations and programs
2. Explore innovative ways to deliver state services at the lowest cost and best value to Virginia taxpayers
3. Seek out means to more effectively and efficiently perform core state functions, including potential privatization of government operations where appropriate, and restore focus on core mission oriented service
4. Examine ways for state government to be more transparent, user friendly and accountable

# # #



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AGENDA ITEM #6

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and Adam McGavock  
**DATE:** May 27, 2010  
**SUBJECT:** Regional Transportation Items.

---

A. Tolls on I-95 at the North Carolina Border.

A copy of a news article describing Governor McDonnell's proposal is attached for your information. There has been no indication of whether any of the revenues generated would be allocated to transit.

B. BRAC Traffic Concerns.

The attached news article describes concerns of Rep. Moran. He has asked the Pentagon to halt the transfer of defense workers to the new office building at Mark Center in Alexandria (BRAC-133) until reassurance can be given about the impacts on commuting.

C. ITS Virginia Conference: Transit ITS Interactive Forum.

The Intelligent Transportation Society of Virginia (ITSVA) is an industry-driven association where public and private organizations work together to advance intelligent transportation technology in the commonwealth. Since its inception nearly 10 years ago, ITSVA has been focused on highway ITS, and its membership has been comprised almost completely of VDOT staff and vendors who work with VDOT. Recently, ITSVA has made an effort to reach out to the transit ITS community, to



explain the benefits of their organization to the transit community, and to broaden their membership. Toward this goal, ITSVA appointed NVTC Planning Director Adam McGavock to their Board of Directors in the summer of 2009.

The ITSVA Annual Conference was held April 28-29 at the OMNI Hotel in Charlottesville, VA. As part of the program of speakers and guests, the conference included a "Transit ITS Interactive Forum." The forum was organized by Mr. McGavock, to be an interactive discussion of issues related to transit ITS deployments. There were over 30 members of the transit ITS community in attendance at the forum, including representatives from Arlington County, the city of Alexandria, Fairfax County, Loudoun County, PRTC, NVTC, and the vendor community. This represents an excellent turnout in light of the fact that the conference featured no other transit-related presentations or discussions. The strong attendance is perhaps an indication of the need for such discussions among the transit community.

Before the discussion began, Mr. McGavock asked that participants keep two questions in mind:

1. *What is different about ITS procurements, compared with other transit-related capital purchases?*
2. *What can DRPT or ITSVA do to make your job easier? Where do you need assistance?*

With these questions in mind, the session began with a discussion of ITS terminology, and the difficulty of communicating specifications when there is no standard accepted definition for many of the terms. Vendors stated that they could not always know what a client was seeking, based on the technical specifications. Clients stated that they didn't have the necessary technical background to provide the kind of precision that the vendors were seeking. The situation is very different from procuring a bus: the buses sold by bus vendors are all essentially the same, with slight changes in seating configurations, engine types, and transmission types. ITS deployments are expected to be thoroughly customized, tailored to each agency's exact specifications and business rules. There is no standard bus information system.

Some suggested that the Commonwealth of Virginia adopt standard definitions for terms such as "real-time bus information" or "non-proprietary interface." Others recommended that clients provide functional specifications rather than technical specifications, since non-technical persons would have an easier time describing how they want a system to function, rather than describing how they want the system to be built. All agreed that the Systems Engineering Analysis process, as mandated by DRPT and FTA, can be a very useful exercise in terms of developing specifications, identifying critical interfaces, and getting buy-in from partners. Some

suggested that DRPT could provide technical assistance with the Systems Engineering Analysis via their on-call consultants.

On the topic of where help was needed, some forum participants suggested the need for a directory of ITS deployments in Virginia, sortable by agency, type of deployment, and vendor(s). That way, if an agency was looking at a particular system from a particular vendor, they could find out if that vendor had other deployments in Virginia, and talk directly with someone at that agency.

Perhaps the greatest benefit of the meeting was the interaction between vendors and transit agency staff. Normally, the two sides would only be talking during the procurement process, with the vendors attempting to propose a solution. The forum provided a chance to talk in general terms, hopefully providing each side with a greater understanding of the other's difficulties. For example, one vendor stated that, if an agency had fewer than 50 buses, asking for custom software was a waste of time, as it is too expensive to develop properly for a small deployment. While this may or may not be true, it was refreshing to hear that kind of honesty, which one would never encounter in the procurement process. Other vendors extolled the virtues of the Request for Information (RFI), which allows clients to get an idea of the state of technology, before formulating a Request for Proposals (RFP). Vendors and clients both agreed that everyone benefits when the RFP is as clear and specific as possible.

All participants agreed that an open forum for discussion was extremely helpful, in terms of sharing knowledge and information, and improving their own understanding of ITS technologies and implementations. NVTC, DRPT, and ITSVA staff are currently looking at ways to continue the discussion, via working groups, retreats, training sessions, and other opportunities.

#### D. Brookings Institution Demographic Report.

Brookings Institution has released: State of Metropolitan America--On the Front Lines of Demographic Transformation. The chapter on commuting is authored by Emilia Istrate, Robert Puentes and Adie Taner.

Among the findings:

1. Of all U.S. metropolitan areas as of 2008, the Washington D.C. region has the fourth lowest share of driving alone to work (66.3%).
2. The Washington D.C. region has the third greatest use of public transit commuting (13.4%)
3. This region has the second greatest growth in the use of public transit for commuting from 2000 through 2008 (2.3%)

4. For all metro areas combined, the share of commuting by transit increased from 2000 through 2008 and the share driving alone fell slightly.

The full report is available at [www.brookings.edu](http://www.brookings.edu).

## McDonnell proposes tolls on Interstate 95 in Virginia near N.C. border

By Ashley Halsey III  
Washington Post Staff Writer  
Tuesday, May 11, 2010; B04

Faced with crumbling roads and lacking the money to repair them, Virginia Gov. Robert F. McDonnell has asked for federal permission to impose tolls on the southern reaches of Interstate 95.

In an appeal to U.S. Transportation Secretary Ray LaHood, McDonnell (R) estimated that tolls of \$2 to \$4 on I-95 near the North Carolina border could raise \$30 million to \$60 million a year.

"Right now, we're just contemplating one toll facility at the North Carolina border," said Sean T. Connaughton, Virginia's transportation secretary. "We selected that location because most of the traffic is interstate."

If the request is approved, it would be 18 to 24 months before toll collection could begin, he said. The state had approval for a trucks-only toll scheme on Interstate 81, but, Connaughton said, facing "an enormous amount of opposition," authorities asked to toll all vehicles on I-95.

He said that authorization could allow tolling as far north as Fredericksburg but that "right now, we're just contemplating the one toll facility."

Cash-strapped states are eager for new revenue, but McDonnell's letter underscored a larger, long-term issue that will endure after the economy rebounds. Many of the nation's highways, especially the interstate system, have reached the end of their lifespan.

The federal Highway Trust Fund, the principal source of highway funding, is faced with insolvency, and the federal highway program has been stalled as Congress debates what to do about the situation.

The gap is enormous: The U.S. Chamber of Commerce estimated five years ago that \$222 billion a year was needed to maintain the surface transportation system. Revenue flowing into the Highway Trust Fund, which relies primarily on gas taxes, was falling about \$45 billion short of that amount.

A congressional commission last year

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## The Washington Post

### McDonnell proposes tolls on Interstate 95 in Virginia near N.C. border

considered more than two dozen options before recommending a national transition from a fuel-tax-based revenue system to one "measured by miles driven."

In the lexicon of the 21st century, that's called "highway pricing," but it comes down to tolls of the sort that Virginia wants to impose.

"We are just seeing an increase in the number of miles being traveled," Connaughton said, "but we're not seeing a corresponding increase in gas tax revenues, because people are driving smaller cars, hybrids and electric vehicles."

The Federal Highway Administration rejected a similar request last month from Pennsylvania, which sought to charge tolls on Interstate 80. The state wanted to use revenue from that highway, which spans the northern half of Pennsylvania on the way from New Jersey to California, to fund other transportation projects.

LaHood said no, citing federal law that says any tolls collected on an interstate must be used exclusively for the highway where they are collected.

McDonnell made it clear he wants to use I-95 tolls for I-95 repairs. "Significant portions of Interstate Route 95 have deficient pavements and structures," he wrote, which contribute to one of the highest accident rates in the state. "The Commonwealth intends to use

revenues generated through tolling to address a number of safety concerns throughout the [I-95] corridor."

*Staff researcher Meg Smith contributed to this report.*

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## Traffic concerns could delay transfer of defense workers to Alexandria

By Miranda S. Spivack  
Washington Post Staff Writer  
Tuesday, May 11, 2010; B04

U.S. Rep. James P. Moran is asking Congress to halt the transfer of thousands of defense workers to a new office building in Alexandria until the Pentagon ensures that the new commuting patterns won't make already bad traffic worse.

The relocation of 6,400 workers to the Mark Center off Seminary Road near Interstate 395, where public transit is limited, is part of the 2005 federal base realignment and closings plan.

Moran (D-Va.) said Monday that he is asking the House Armed Services Committee to limit the transfers at the Mark Center to 1,000 cars. That would force the Pentagon to delay most moves or quickly create a plan for carpools, buses and telecommuting.

Pentagon officials have said they plan to have 40 percent of center employees get to work without cars, but Moran's plans go further.

"I am not trying to stop the move -- I am trying to stop the congestion," Moran said.

One solution, construction of an exit ramp off I-395 leading directly into the Mark Center, is stalled because of environmental concerns.

The Mark Center is slated to become the new headquarters for the military's Washington operations.

Across the Washington region, more than 19,000 defense workers are required to move to new offices in Northern Virginia along Interstate 95 by fall 2011. About 13,000 are in Crystal City, two subway stops from the Pentagon, but they are to move to areas largely dependent on cars.

The job shifts stem from post-Sept. 11 worries of federal officials that the cluster of defense operations near the Pentagon and Reagan National Airport are at risk of attack. The changes will create at least two choke points along the I-95 corridor, near Fort Belvoir in Fairfax County and near Seminary Road in Alexandria.

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## The Washington Post

### Traffic concerns could delay transfer of defense workers to Alexandria

Moran and Maryland lawmakers won approval late last year for \$300 million to help solve some of the traffic problems the job shifts will create. The money will help fund changes near Fort Belvoir and in Bethesda near the National Naval Medical Center, which is absorbing newcomers from Walter Reed Army Medical Center in the District.

Moran said more money is needed to pay for road work around the Mark Center, and more time is needed to fully resolve traffic concerns around Fort Belvoir.

"Even with the \$300 million, there will still be chaos during the construction around Fort Belvoir," said Moran, adding that it could take five years before traffic moves smoothly there.

"We are aware of and share Congressman Moran's concerns regarding traffic issues facing Northern Virginia," said Cmdr. Wendy L. Snyder, a Pentagon spokeswoman.

"We are committed to addressing these challenges, and we're taking steps to mitigate traffic impacts at the Mark Center," she said, citing plans for shuttle buses and changes in turn lanes to ease traffic flow. The Pentagon is also working on a transportation plan for its workers and has agreed to help pay to study ways to get cars on and off I-395, she said.

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AGENDA ITEM #7

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Colethia Quarles  
**DATE:** May 27, 2010  
**SUBJECT:** NVTC Financial Items for April, 2010.

---

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

Staff is continuing to monitor the impact of the new tax method on NVTC's gas tax revenues. Total revenues continue to closely track motor fuel price trends providing some indication that the transition is not sharply reducing tax yield. However, there are indications that some taxpayers may be misidentifying the jurisdictions of their customers (retail gas stations) and NVTC staff is working with auditors from the Virginia Department of Taxation to try to resolve these concerns.



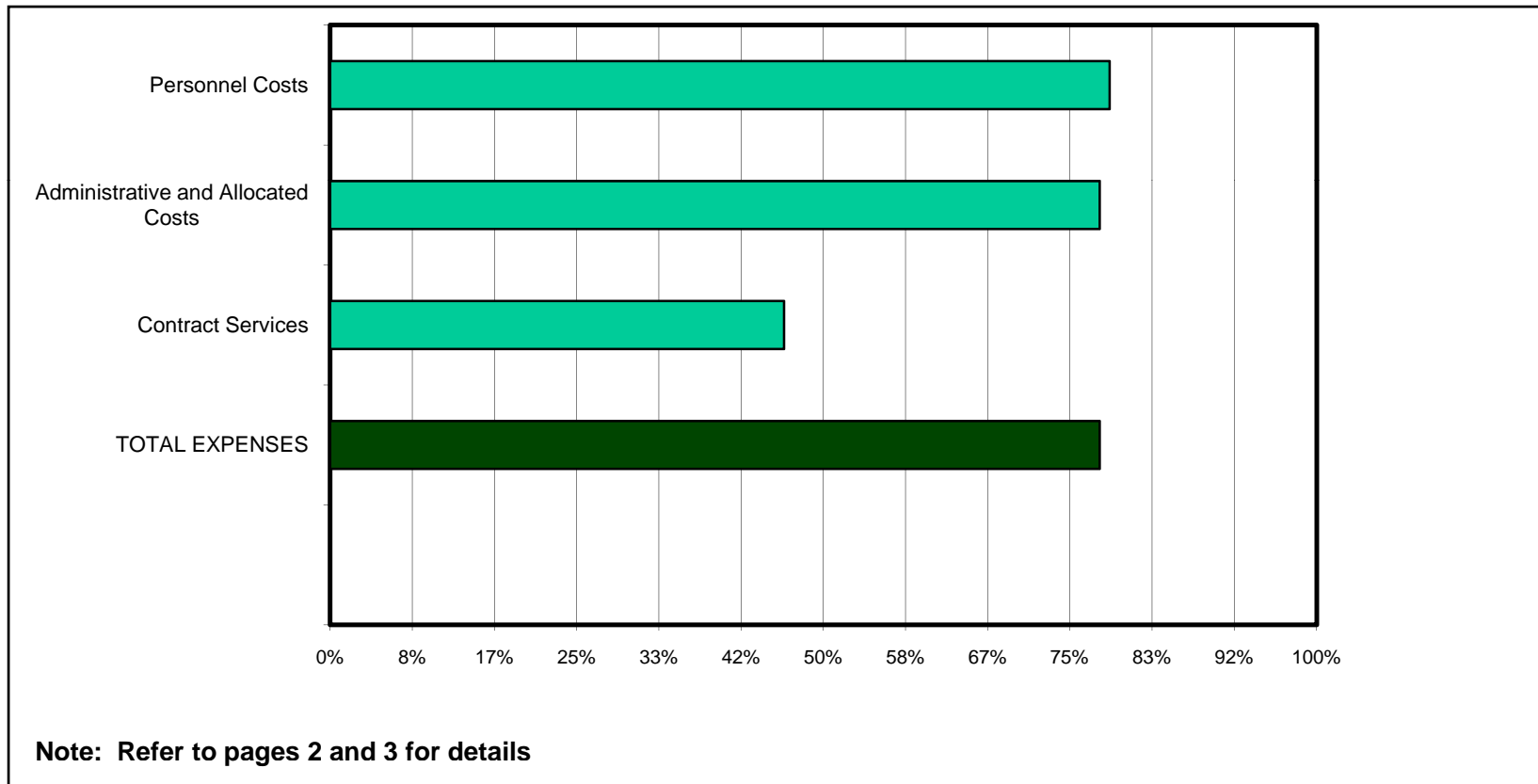
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# Northern Virginia Transportation Commission

Financial Reports

April, 2010

Percentage of FY 2010 NVTC Administrative Budget Used  
April, 2010  
(Target 83.33% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
April 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	\$ 53,443.25	\$ 586,575.36	\$ 734,500.00	\$ 147,924.64	20.1%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	53,443.25	586,575.36	734,500.00	147,924.64	20.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,557.86	40,442.30	51,800.00	11,357.70	21.9%
Group Health Insurance	4,766.77	49,647.78	70,400.00	20,752.22	29.5%
Retirement	5,240.00	53,630.00	69,500.00	15,870.00	22.8%
Workmans & Unemployment Compensation	99.54	1,337.34	3,400.00	2,062.66	60.7%
Life Insurance	296.68	3,202.90	4,150.00	947.10	22.8%
Long Term Disability Insurance	252.81	2,741.82	4,100.00	1,358.18	33.1%
Total Benefit Costs	14,213.66	151,002.14	203,350.00	52,347.86	25.7%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,450.00	12,150.00	17,450.00	5,300.00	30.4%
<i>Rents:</i>					
Office Rent	14,597.65	156,170.78	191,880.00	35,709.22	18.6%
Parking	13,151.65	148,054.78	179,980.00	31,925.22	17.7%
Parking	1,446.00	8,116.00	11,900.00	3,784.00	31.8%
<i>Insurance:</i>					
Public Official Bonds	300.00	4,675.18	4,100.00	(575.18)	-14.0%
Liability and Property	300.00	1,400.00	2,200.00	800.00	36.4%
Liability and Property	-	3,275.18	1,900.00	(1,375.18)	-72.4%
<i>Travel:</i>					
Conference Registration	102.06	2,042.26	7,800.00	5,757.74	73.8%
Conference Registration	-	-	-	-	0.0%
Conference Travel	91.10	568.07	2,500.00	1,931.93	77.3%
Local Meetings & Related Expenses	10.96	1,399.19	5,000.00	3,600.81	72.0%
Training & Professional Development	-	75.00	300.00	225.00	75.0%
<i>Communication:</i>					
Postage	460.61	6,358.87	10,350.00	3,991.13	38.6%
Postage	-	1,795.53	4,000.00	2,204.47	55.1%
Telephone - LD	105.95	1,133.43	1,300.00	166.57	12.8%
Telephone - Local	354.66	3,429.91	5,050.00	1,620.09	32.1%
<i>Publications &amp; Supplies</i>					
Office Supplies	1,270.60	11,920.50	13,600.00	1,679.50	12.3%
Office Supplies	563.58	2,111.91	3,500.00	1,388.09	39.7%
Duplication	707.02	9,308.59	9,600.00	291.41	3.0%
Public Information	-	500.00	500.00	-	0.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
April 2010**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	764.35	3,930.40	8,000.00	4,069.60	50.9%
Furniture and Equipment	136.49	293.99	-	(293.99)	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	627.86	3,636.41	7,000.00	3,363.59	48.1%
<i>Other General and Administrative</i>	380.23	4,124.54	5,250.00	1,414.34	26.9%
Subscriptions	119.88	288.88	-	-	0.0%
Memberships	72.43	1,329.30	1,300.00	(29.30)	-2.3%
Fees and Miscellaneous	187.92	2,506.36	2,950.00	443.64	15.0%
Advertising (Personnel/Procurement)	-	-	1,000.00	1,000.00	100.0%
Total Administrative Costs	<u>19,325.50</u>	<u>201,372.53</u>	<u>258,430.00</u>	<u>57,346.35</u>	<u>22.2%</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><u>\$ 86,982.41</u></u>	<u><u>\$ 950,600.03</u></u>	<u><u>\$ 1,221,880.00</u></u>	<u><u>\$ 271,568.85</u></u>	<u><u>22.2%</u></u>



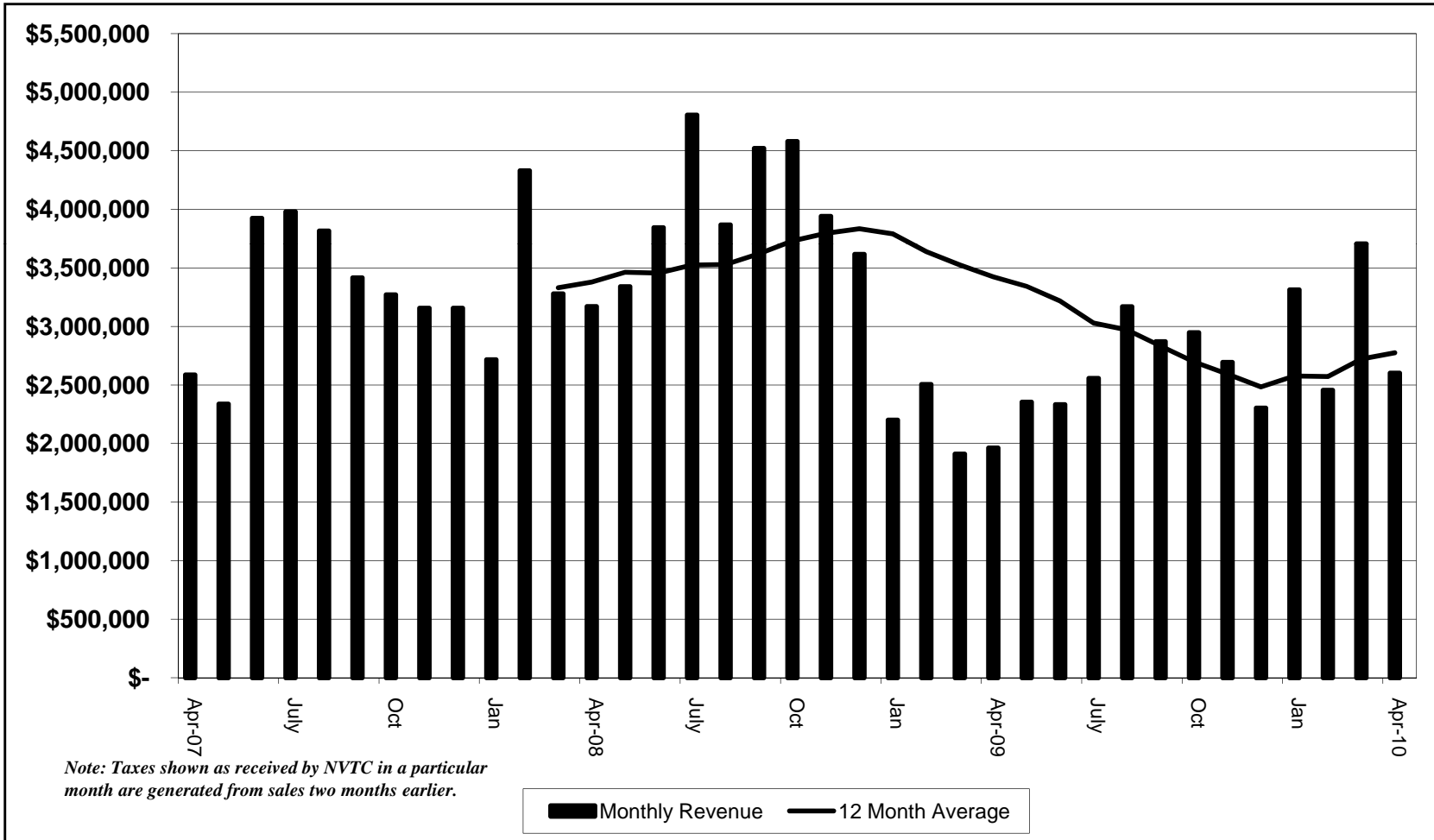
**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**April, 2010**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia</u>	<u>Wachovia</u>	<u>VA LGIP</u>	
			<u>(Checking)</u>	<u>(Savings)</u>	<u>G&amp;A / Project</u>	<u>Trusts</u>
<b>RECEIPTS</b>						
15	Dept. of Taxation	Motor Vehicle Fuels Sales tax revenue				\$ 2,601,708.15
19	DRPT	Operating grants receipts				7,299,441.00
21	DRPT	Intern grant receipt			2,477.00	
27	DRPT	Capital grant receipt				22,112.00
27	VRE	Staff support		6,264.44		
27	Staff	Expense reimbursement		4.46		
30	Banks	Interest earnings		13.39	33.64	22,803.25
			<u>-</u>	<u>6,282.29</u>	<u>2,510.64</u>	<u>9,946,064.40</u>
<b>DISBURSEMENTS</b>						
1-30	Various	G&A expenses	(78,705.51)			
1	WMATA	Bus operating				(12,415,275.00)
1	WMATA	Paratransit operating				(2,537,990.00)
1	WMATA	Rail operating				(10,358,531.00)
1	WMATA	Metro Matters				(3,714,021.00)
1	WMATA	Beyond Metro Matters				(173,000.00)
1	WMATA	Debt service				(1,853,125.00)
13	City of Fairfax	Other operating				(15,286.60)
16	City of Fairfax	Other operating				(91,958.70)
30	Wachovia	Bank charges	(20.02)	(12.00)		
			<u>(78,725.53)</u>	<u>(12.00)</u>	<u>-</u>	<u>(31,159,187.30)</u>
<b>TRANSFERS</b>						
6	Transfer	From LGIP to checking	150,000.00		(150,000.00)	
			<u>150,000.00</u>	<u>-</u>	<u>(150,000.00)</u>	<u>-</u>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<u>\$ 71,274.47</u>	<u>\$ 6,270.29</u>	<u>\$ (147,489.36)</u>	<u>\$ (21,213,122.90)</u>

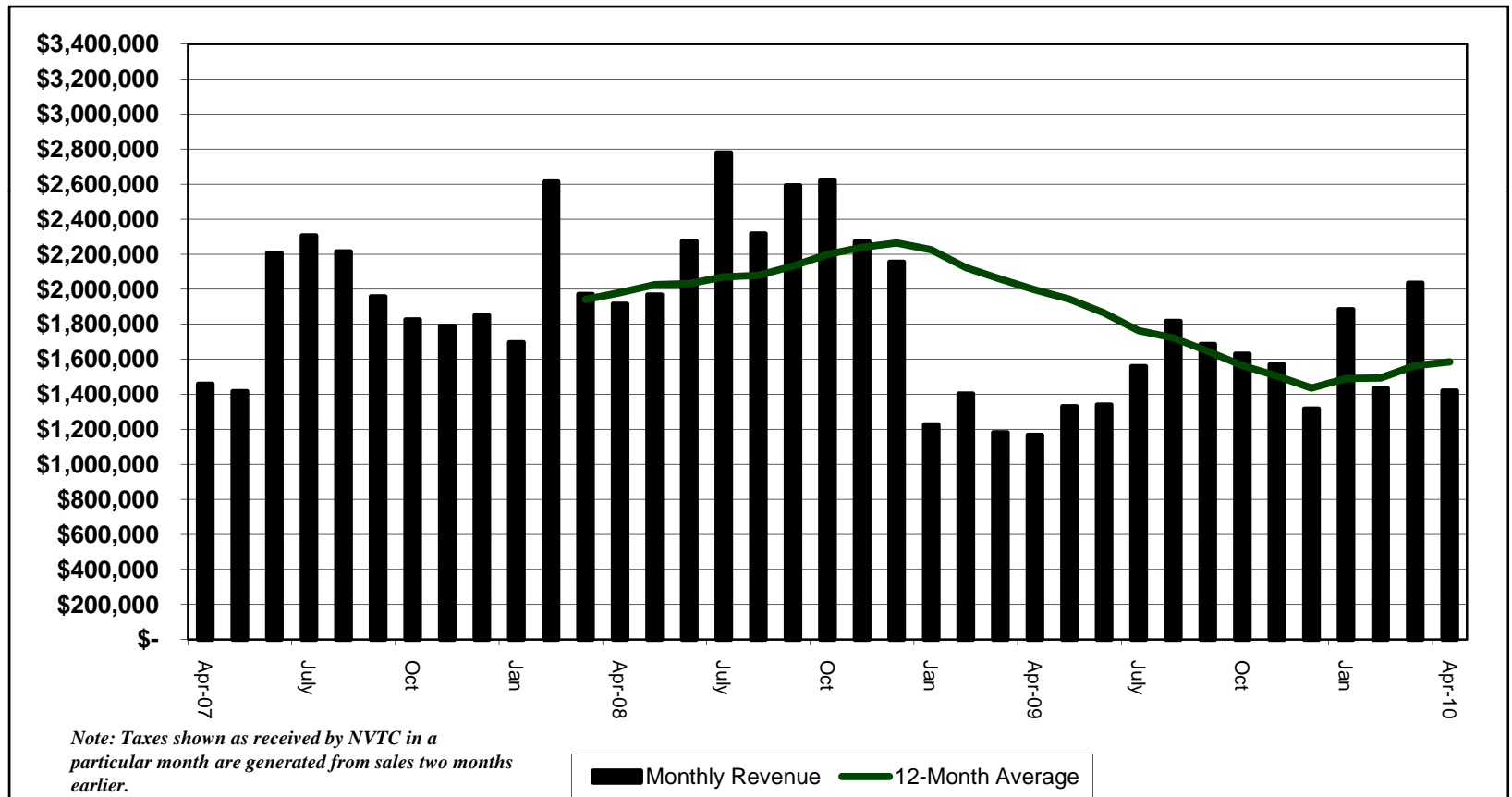
**NVTC  
INVESTMENT REPORT  
April, 2010**

<u>Type</u>	<u>Rate</u>	<u>Balance 3/31/2010</u>	<u>Increase (Decrease)</u>	<u>Balance 4/30/2010</u>	<u>NVTC G&amp;A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<b><u>Cash Deposits</u></b>							
Wachovia: NVTC Checking	N/A	\$ 3,064.31	\$ 71,274.47	\$ 74,338.78	\$ 74,338.78	\$ -	\$ -
Wachovia: NVTC Savings	0.100%	162,351.67	6,270.29	168,621.96	168,621.96	-	-
<b><u>Investments - State Pool</u></b>							
Nations Bank - LGIP	0.219%	153,911,902.46	(21,360,612.26)	132,551,290.20	161,094.15	112,114,516.57	20,275,679.48
		<u>\$ 154,077,318.44</u>	<u>\$ (21,430,556.86)</u>	<u>\$ 132,794,250.94</u>	<u>\$ 404,054.89</u>	<u>\$ 112,114,516.57</u>	<u>\$ 20,275,679.48</u>

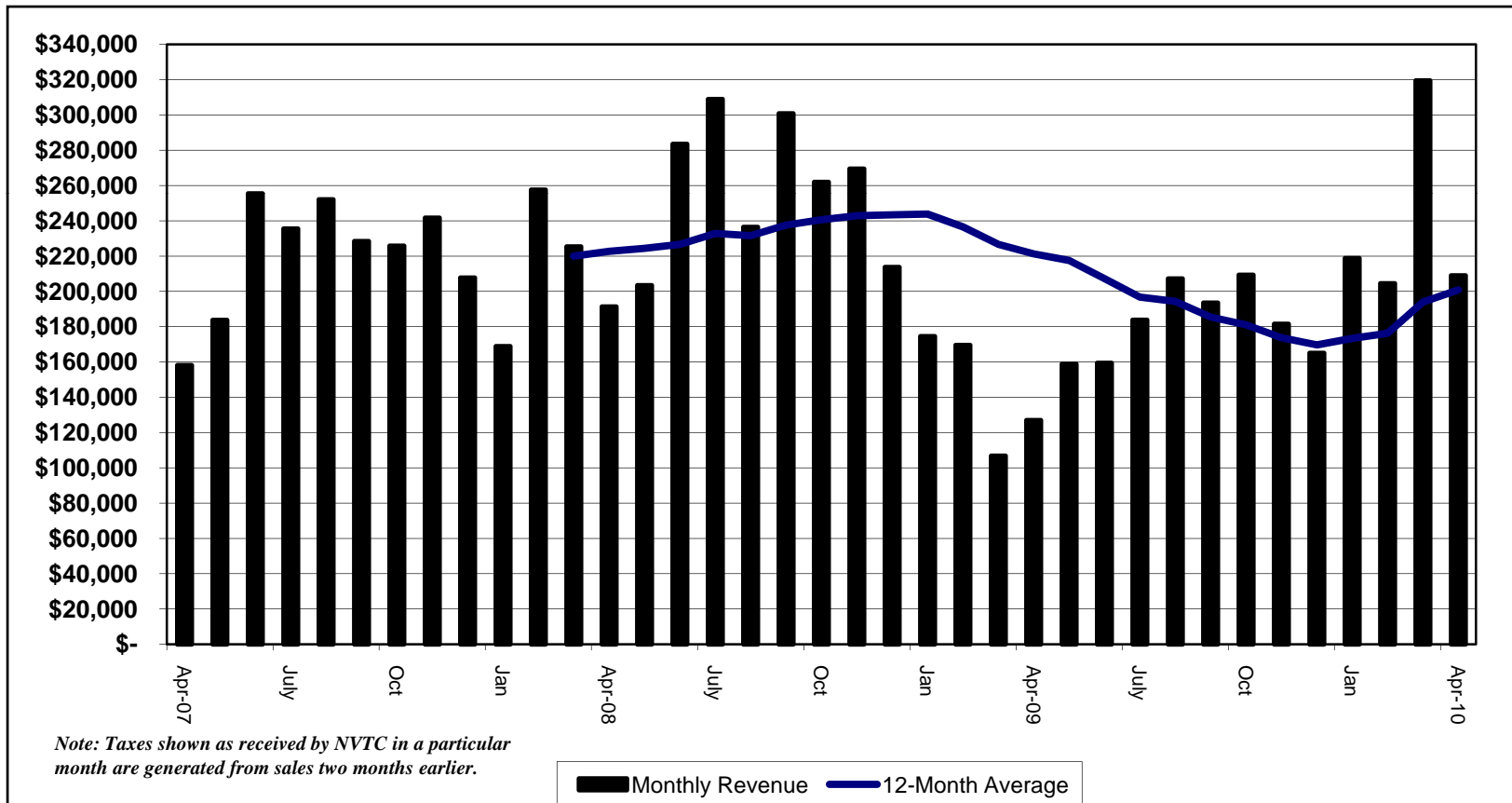
# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2007-2010



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



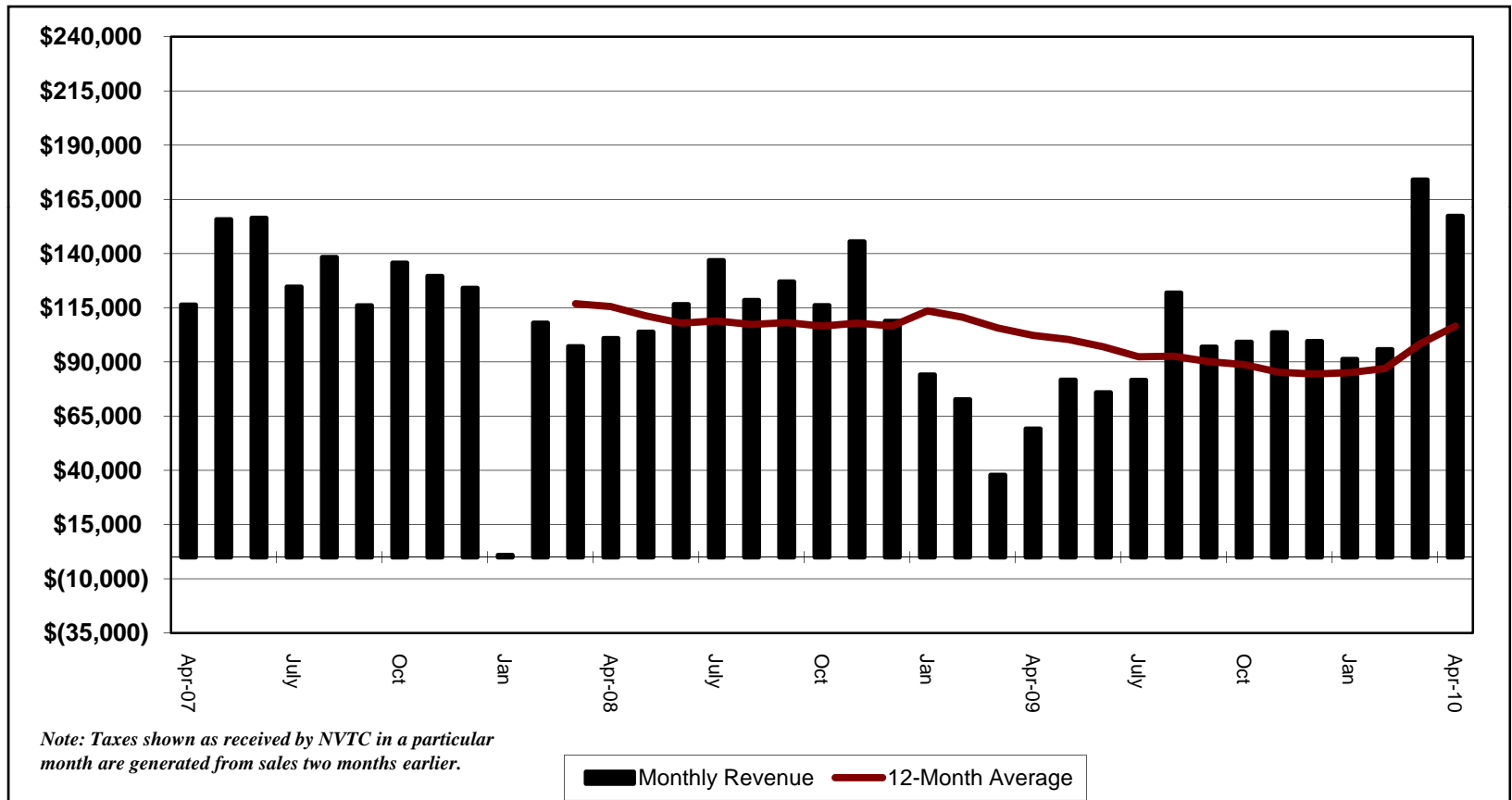
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2007-2010



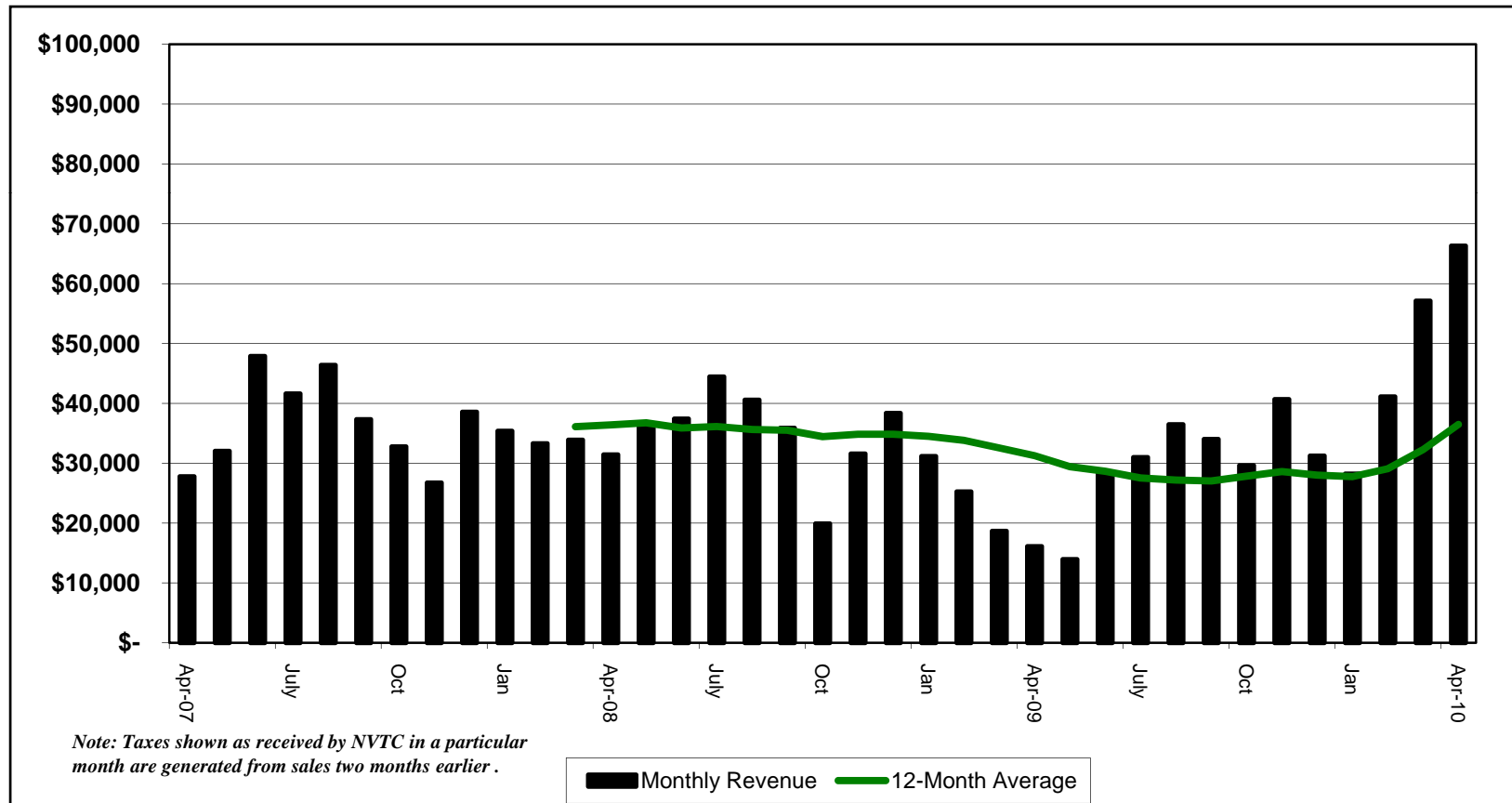
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2007-2010



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

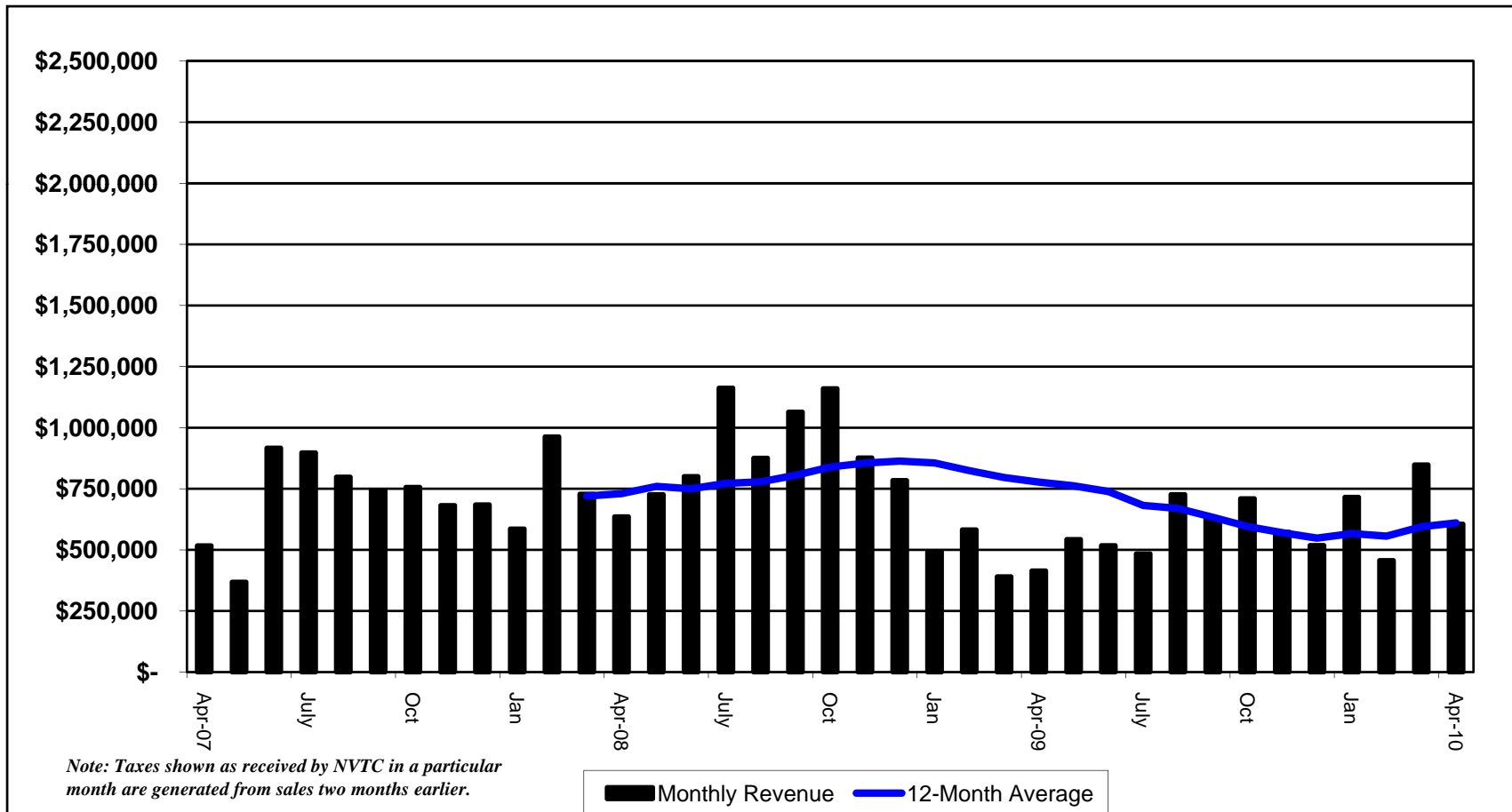


# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2007-2010





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





AGENDA ITEM #8

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** May 27, 2010  
**SUBJECT:** Consideration of an Earlier Starting Time for NVTC's July 1<sup>st</sup> Meeting.

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In the past NVTC has started its July meeting early to facilitate a quorum given proximity to the holiday weekend. Staff is proposing that the July meeting begin at 6:30 p.m. with a short agenda, preceded by a barbeque buffet supper. The Executive Committee would not meet.

Commissioners are asked to consult their calendars and provide direction to staff about the starting time for the meeting.



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