



NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 4, 2010
8:00 PM
NVTC CONFERENCE ROOM

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. Minutes of the NVTC Meeting of October 7, 2010.

Recommended Action: Approval.

2. VRE Items.

- A. Report from the VRE Operations Board and VRE Chief Executive Officer--
Information Item.
- B. Sale of Railcars and Locomotives to the U.S. Army -- Action Item/Resolution
#2158.
- C. Elimination of Rail Advisory Board--Action Item: Authorize a letter of
opposition.

3. NVTC Copier Lease.

Three proposals have been received and ranked for a five-year lease commencing January 1, 2011.

Recommended Action: Authorize NVTC's Executive Director to negotiate with the top-ranked firm and execute a standard lease agreement after a review by legal counsel.



4. WMATA Items.

Among the items presented are WMATA's Vital Signs report for October, a description of new regional bus passes on SmarTrip cards, and (possibly) WMATA's preliminary CIP for FY 2012-17. A proposal for structuring discussions with the Commonwealth of Virginia about WMATA funding and governance is presented for action.

Recommended Action: Approve the process and schedule for discussions and confirm the discussants.

5. Legislative Items.

NVTC's Legislative Committee will meet in November and provide recommendations to the commission at the December 2nd NVTC meeting. In the meantime, suggestions are requested from commissioners. Chairman Hudgins has appointed Delegate Tom Rust to replace Del. Albo as a member of the Legislative Committee, chaired by Bill Euille. A copy of VTA's legislative agenda is attached. Ideas for consideration by NVTC's Legislative Committee are requested.

Discussion Item.

6. Regional Transportation Items.

- A. Miller Center Report on National Transportation Funding.
- B. U.S. DOT TIGER 2 Grants.
- C. Agenda for Virginia Governor's Transportation Conference.

Information Item.

7. NVTC Financial Items for September, 2010.

Information Item.

8. Personnel Item.

Closed Session: Virginia Code Section 2.2-3711.A.1.



Agenda Item # 1

MINUTES
NVTC COMMISSION MEETING – OCTOBER 7, 2010
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Hudgins at 8:13 P.M.

Members Present

Sharon Bulova
Kelly Burk
Barbara Comstock
John Cook
Thelma Drake
Adam Ebbin
Jay Fisette
John Foust
Mark R. Herring
Catherine Hudgins
Mary Hynes
Rob Krupicka (alternate for city of Alexandria)
Thomas Rust
Paul Smedberg
David F. Snyder
Steve Stombres (alternate for city of Fairfax)
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

William D. Euille
Jeffrey Greenfield
Joe May
Jeffrey McKay

Staff Present

Rhonda Gilchrest
Scott Kalkwarf
Greg McFarland
Adam McGavock
Stephen Maclsaac (VRE)
Mark Roeber (VRE)
Kala Quintana
Jennifer Straub (VRE)
Rick Taube



Approval of the Agenda

Chairman Hudgins observed that VRE staff has not yet arrived and suggested that the commission wait to discuss VRE Items and the NVTC lease until VRE staff and Mr. MacIsaac can be a part of these discussions. There were no objections.

Senator Whipple moved, with a second by Mr. Smedberg, to approve the agenda. The vote in favor was cast by commissioners Bulova, Burk, Cook, Drake, Ebbin, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Rust, Smedberg, Snyder, Stombres, Whipple and Zimmerman.

Minutes of the NVTC Meeting of September 2, 2010

On a motion by Senator Whipple and a second by Mrs. Bulova, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Burk, Cook, Drake, Ebbin, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Rust, Smedberg, Snyder, Stombres, Whipple and Zimmerman.

WMATA Items

WMATA Governance. Chairman Hudgins explained that Resolution #2157 has been drafted for action. Hopefully, it addresses many of the issues and views, including DRPT's request to discuss WMATA Board seats. The resolution describes the reasons that NVTC has continued to appoint local elected officials to the WMATA Board. It emphasizes the need to provide adequate funding for WMATA in the immediate and long term. Governance and adequate funding should be discussed together and the public (and Board of Trade/MWCOG study group) should be educated on the issues through cooperative actions by state and local officials. Finally, it concludes that in such discussions NVTC's top priority will be to maintain sufficient representation for its local elected officials to ensure that customers' and taxpayers' interests are fully protected.

Mr. Cook announced that Delegate May is unable to attend this meeting but expressed a desire to speak on this issue and has asked that the issue be deferred. As a courtesy to Delegate May, Mr. Cook moved to defer this action. Delegate Rust seconded.

Mr. Zimmerman stated that he is sorry Delegate May is unable to attend. He also observed that Mr. McKay and Mr. Euille, both of whom are members of the WMATA Board, are also unable to attend and they all would have contributed to the discussion. However, the need to act at this meeting deals with the timing of the Board of Trade/MWCOG study group working on recommendations for WMATA governance. NVTC would like to go on record before the study group makes its recommendations. Mr. Zimmerman stated that he is scheduled to present comments to the study group tomorrow and it would be helpful for him to know NVTC's position. This resolution takes into consideration many of the views and it encompasses both sides of the issue. Deferring action would deny NVTC the opportunity to weigh in on the discussion on

WMATA governance. Mrs. Bulova observed that the resolution does not preclude additional discussions on governance issues and she does not see any harm in passing it now.

Delegate Ebbin asked if the Board of Trade/MWCOG study will be concluded before NVTC's next meeting. Mr. Zimmerman answered that they have said it will be completed by the end of October or early November.

Mrs. Drake observed that Delegate May is a senior member of NVTC and the chairman of the House Transportation Committee and she finds it distressing that NVTC would not defer another month out of respect for him. She tried to introduce a resolution for the past three months and it was deferred three times. She noted that deferring does not stop anyone from speaking to the Board of Trade/MWCOG study group. Chairman Hudgins stated that NVTC seeking action is not meant to disregard Delegate May's view. Mr. Foust observed that NVTC has many members and there will always be some members absent at its meetings. Delegate May did not attend last month's meeting either. With no disrespect to Delegate May, Mr. Foust stated that he sees no reason to defer.

Delegate Comstock arrived at 8:24 P.M.

Delegate Rust stated that he intends to support the motion to defer, but in the event that the motion does not pass, he asked if there is a timetable to have discussions with the commonwealth concerning seats on the WMATA Board. Chairman Hudgins replied that several commissioners met with Mrs. Drake prior to the NVTC meeting to begin an open dialogue. NVTC is also willing to meet with Secretary Connaughton to discuss this issue. Chairman Hudgins stated that many other agencies have submitted comments to the study group and it is important that NVTC do so.

Mr. Snyder asked a procedural question about whether commissioners could discuss the substance of the resolution. Mr. Cook called point of order and observed that there is a motion on the table to defer.

For the purposes of being able to discuss the resolution, Mrs. Bulova moved a substitute motion that NVTC adopt Resolution #2157. Mr. Snyder seconded.

Mr. Snyder stated that the most significant issues for WMATA are safety and reliability. It is clear to him that inadequate funding is a major cause of why the system needs improvement. The record clearly shows that there has been an absence of adequate state funding for WMATA. This issue is the most important one to him and the issue of WMATA Board seats is secondary. He asked that the last clause of the resolution be changed to read: "Be it further resolved that in discussions of WMATA governance and funding, NVTC's top priorities will be safety, reliability and maintaining sufficient representation for its local elected officials to ensure that customer's and taxpayers' interest are fully protected." Mrs. Bulova agreed to accept this language as part of her motion.

Mr. Cook stated that the language of the resolution has been watered down so that much of it is meaningless and NVTC is not addressing the issue that was bought up

by the governor's request for representation on the WMATA Board. He stated that to sit here and say that we want funding from the commonwealth but not to vote on the governor's request or not to defer action so the Chairman of the House Transportation Committee can speak on the issue, seems to be tactics that will not lead to success. If NVTC wants funding from the commonwealth then NVTC should show interest in talking to the commonwealth. He stated that WMATA has serious issues, including funding and management, and we are resisting any change in governance because of parochialism. NVTC is pushing off a discussion that needs to happen. Mr. Cook went on to say that he was impressed with the WMATA interim general manager when he spoke to NVTC, but there is more that needs to be done. In his opinion, the WMATA Board needs transit officials. To put off that request, is not a constructive way to get the governor to the table for discussion.

Mrs. Bulova replied that the resolution does not say it is not honoring the governor's request. It speaks to the importance of local government representation, but it does not preclude any discussion of enhanced representation of the commonwealth.

Mrs. Drake stated that DRPT takes exception to many of the comments and facts found in the NVTC PowerPoint presentation. She provided a list of discrepancies referencing some of NVTC's own documents. Chairman Hudgins referred these to NVTC staff to review since she didn't see any discrepancies.

The commission then voted to accept the substitute motion. It passed with the vote in favor cast by commissioners Bulova, Burk, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Smedberg, Snyder, Whipple and Zimmerman. Votes in opposition were made by commissioners Comstock, Cook, Drake, Ebbin, Rust and Stombres.

The substitute motion then became the main motion (to approve the resolution). It passed with the vote in favor cast by commissioners Bulova, Burk, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Smedberg, Snyder, Whipple and Zimmerman. Votes in opposition were made by commissioners Comstock, Cook, Drake, Ebbin, Rust and Stombres.

Senator Whipple noted that no matter how this is resolved, the region would welcome advice from the commonwealth. Seldom if ever does DRPT staff attend WMATA Board meetings. Most jurisdictions send staff on a regular basis. This could lead to a closer relationship between all the agencies. Mr. Zimmerman stated that the region welcomes the commonwealth's interest in WMATA, but this issue is not about the commonwealth having a role but instead is about local representation not being removed. The Metrorail system is aging and major capital investments need to be made during a time when the commonwealth has retreated from funding transit. The region and the state need to get serious about WMATA funding if the Metrorail system is to function properly.

Chairman Hudgins requested a motion to transmit the resolution to the Board of Trade/MWCOG study group. Mr. Smedberg moved, with a second by Mrs. Hynes, to authorize staff to send the resolution to the Board of Trade/MWCOG study group. The vote in favor was cast by commissioners Bulova, Burk, Cook, Ebbin, Fisette, Foust,

Herring, Hudgins, Hynes, Krupicka, Rust, Smedberg, Snyder, Stombres, Whipple and Zimmerman. Delegate Comstock and Mrs. Drake voted no. The motion passed.

Chairman Hudgins stated that in regards to Delegate Rust's earlier question regarding a timetable to discuss WMATA governance with the commonwealth, she has asked staff to work on a timetable and have a representative group sit down and discuss the issues. She did observe, however, that the manner in which this issue was started has been uncomfortable for everyone. It would have been better to first sit down and talk about WMATA governance instead of introducing a resolution demanding WMATA seats. Important issues of great concern are usually discussed first and a consensus is reached and then a resolution is passed. She is asking staff to come back with a timetable and a mechanism. Also she is asking that the commonwealth and NVTC sit down and begin discussions. This should happen soon, not in three months.

Vital Signs. Chairman Hudgins reported that this written report is a new tool for WMATA to measure its performance. A copy of the interim general manager's report was also provided. Mr. Snyder thanked NVTC for this information because it contains details about WMATA's response to NTSB's recommendations. He stated that he hopes there are periodic reports on this issue.

Other WMATA Issues. Chairman Hudgins stated that the maintenance work done over the Labor Day Holiday weekend was successful. WMATA had to close down most of the Red Line and do repairs. There were no complaints, no injuries, and it was completed on-time.

VRE Items

Report from the VRE Operations Board and VRE Chief Executive Officer. Ms. Mouchantaf announced that Mr. Zehner is out of town and has sent his regrets for missing the meeting. Ms. Mouchantaf stated that VRE ridership remains strong. Three of the top ten ridership days have occurred recently. On-time performance has improved. Unfortunately, VRE experienced train delays caused by the severe weather on September 30 and then had to cancel service the next day. If these two days had not happened, OTP would have been at 90 percent for September systemwide. She also reported that VRE conducted its annual Master Agreement survey on Wednesday, October 6, 2010. The results of this survey are used to determine the local subsidy levels. VRE, PRTC, NVTC and jurisdiction staff helped with the survey and 6,582 surveys were collected, which is over 300 more than last year.

Revisions to the VRE FY 2011 Budget. Mrs. Bulova reported that the VRE Operations Board recommends commission approval of Resolution #2156, which would approve the budget recommendations, with the addition of direction to VRE's CEO to explore alternative financial support from VRE's traditional funding partners for the locomotive purchase. Mrs. Bulova explained that VRE ended FY 2010 with a positive budget variance of \$5.1 million. Fare revenues were greater than expected (\$3.1 million) and net costs were lower (\$2 million). The VRE Operations Board considered how to allocate the surplus at its September 17th meeting. The recommendations made are:

- 1) \$0.5 million to restore the balance of the Insurance Trust Fund to \$10 million;
- 2) \$2.5 million to acquire the 20th locomotive before the current option expires and to retain a uniformed fleet;
- 3) \$1.0 million to fund the final design of the third track to Spotsylvania which is a VRE contractual commitment;
- 4) \$1.1 million to fund a capital reserve account for new railcar procurement.

Mrs. Bulova explained that the vote by the VRE Operations Board on this recommendation was not unanimous. Some Operations Board members wished to return \$1.1 million to the jurisdictions as a credit against FY 2012 subsidy bills. Others wanted to use some of the funds to study efficiency improvements. Still others pointed out that VRE typically leverages its own financial resources by obtaining federal earmarks and/or state assistance for its capital investments, and should not squander its resources in this case without seeking to obtain similar financial support. In addition to adopting the reprogramming recommendation, the VRE Board recommended that the commissions authorize VRE's CEO to proceed with the purchase of the 20th locomotive to maintain a uniform fleet.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #2156 (copy attached). The vote in favor was cast by commissioners Bulova, Burk, Comstock, Cook, Drake, Ebbin, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Rust, Smedberg, Snyder, Stombres, Whipple and Zimmerman.

NVTC Office Lease

Mr. Taube stated that as discussed extensively at NVTC's September 2nd meeting, NVTC must execute a lease for new offices at 2300 Wilson Boulevard. Negotiations with the landlord did not proceed as quickly as initially requested by the landlord, so the lease has not been executed on the terms discussed by the commission at the last meeting. Mr. Taube explained that all the outstanding issues have been resolved and Ellen Posner, attorney for Fairfax County, and Steve MacIsaac, VRE's legal counsel and county attorney for Arlington County, have reviewed the lease. NVTC staff is proceeding with collecting proposals and bids for new telephone and cabling systems, as well as required furniture and moving assistance.

Mrs. Bulova moved, with a second by Delegate Ebbin, to authorize the executive director to execute the lease and to purchase the related items and services associated with the move to the new office.

In response to a question from Mr. Cook, Mr. Taube explained that currently NVTC has eight employees. TAX auditors also use NVTC office space on a regular basis. The new lease is for 4,100 square feet at a cost of about \$40.50 per square foot for rent. Mr. Cook observed that his law firm pays only \$23 a square foot and asked why NVTC's proposed rent is so high. Mr. Taube explained that one of the criteria was

to find office space near a Metrorail station. In response to a question from Mr. Cook, Mr. Taube stated no current NVTC employee regularly commutes by transit but two employees ride their bicycles to work. NVTC conducts multiple meetings where participants arrive by transit and NVTC employees use transit to go to other meetings. In response to a question from Delegate Comstock, Chairman Hudgins explained that NVTC is a transit organization and visitors and employees need to have access to the Metrorail system. Mr. Zimmerman further explained that NVTC is chartered to advocate the use of transit. It would be hard if NVTC did not model this and provide an option for employees and the public to use transit to go to and from NVTC.

Mrs. Drake stated that she is still concerned about the issue raised last month regarding an escape clause if NVTC were to consolidate with other agencies. Mr. Maclsaac stated that the lease does not explicitly address this issue, but it is covered by the provision that all applicable laws that NVTC must follow must apply to this lease. Also, there are extensive provisions dealing with subleasing and how NVTC could sublease if it no longer wanted or needed the space, as well as how the lease would be terminated by default. Chairman Hudgins noted that at last month's meeting Ms. Posner noted that the lease language need not be specific to cover this issue. Mr. Maclsaac agreed. Senator Whipple reported that she sits of the Governor's Reform Commission and the recommendation to consolidate NVTC with other agencies was dropped and it was not discussed or adopted by the Reform Commission at its last meeting.

In response to a question from Mr. Snyder, Mr. Maclsaac stated that the lease includes standard liability provisions. Mr. Snyder also asked if the per square foot price is competitive with other properties accessible to transit. Mr. Taube stated that NVTC's tenant's agent found that it is comparable and it is basically the same price NVTC would have to pay to stay in the current office space.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Burk, Comstock, Cook, Drake, Ebbin, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Rust, Smedberg, Snyder, Stombres, Whipple and Zimmerman.

Proposed Government Reform Commission Recommendation to Consolidate NVTC/PRTC/NVTA

Chairman Hudgins reported that on September 10th, she, along with the chairmen of PRTC, NVTA and VRE, met with Secretary Connaughton to discuss the Government Reform Commission's possible recommendation to consolidate NVTC, PRTC and NVTA. Secretary Connaughton made no commitment to revise or delete his recommendation to the Reform Commission. Chairman Hudgins stated that based on Senator Whipple's earlier update about the Reform Commission not taking action on this recommendation, NVTC does not need to take any further action itself at this time.

NVTC and Other Items

Transaction 2040 Plan Update. Mr. Taube reported that the final contract is being reviewed by the consultant, Cambridge Systematics, Inc. NVTA acted to significantly reduce funding (to \$500,000 from \$1.2 million), which necessitated refining the scope of work. When the contract is signed, NVTC's Executive Director will proceed to execute the contract documents following legal counsel review.

Streetcar Coalition and Fairfax County I-66 Vienna Ramp TIGER II Grant Applications. Mr. Taube stated that NVTC staff submitted the pre-applications and the full applications by the deadlines. No announcement has been made yet of grant awards.

I-95/395 HOT Lanes. NVTC wrote Secretary Connaughton requesting an opportunity to meet to address several issues in order for the region to unify its support of the project. A meeting was held with representatives from Arlington, Alexandria and Fairfax County.

Pentagon Transit Center Security Issues. As directed at the last meeting, NVTC Chairman Hudgins sent a letter to the Pentagon officials thanking them for their responsiveness and cooperation to NVTC's concerns. Mr. Taube reported that the canopy is currently being installed, which will help shelter transit users.

Multi Region Vanpool Incentive Program. Federal and state funds are now available in approved grant agreements. NVTC is managing these funds on behalf of itself and FAMPO/GRWRC. The contract has been executed with VHB, Inc. and the notice to proceed has been issued. DRPT staff will serve as project manager to ensure regional impartiality. Two focus groups of vanpool operators were conducted in late September as a prelude to an extensive online survey.

Governor's Transportation Conference. The conference will be held December 8-10, 2010 at the Hotel Roanoke. The conference is titled, "Reforming and Revitalizing Transportation in Virginia."

VDOT Audit. Governor McDonnell announced that the audit uncovered \$1.45 billion available for projects in the six-year program

Regional Motor Fuel Tax Allocation Issues

Mr. Taube reported that NVTC and jurisdiction staffs have discussed continuing concerns about the accuracy of allocations among jurisdictions of the new 2.1 percent motor fuels tax on distributors. In reviewing the monthly reports since the new tax was levied (January 2010), there are strong indications that taxpayers are not correctly specifying the jurisdictions in which the fuel is sold. On August 23rd NVTC, PRTC and local staff attending a meeting in Richmond with TAX officials to reiterate the concerns and try to agree on a cooperative approach to solve the problem. Acting Commissioner Burns and several senior TAX officials attended. They heard the concerns and agreed to cooperate to address them. A follow-up session was held at PRTC to examine

materials developed by commission staffs that document the problem. TAX officials are willing to use this material as well as their own techniques to identify the problems and address them more quickly than their traditional one to three year audits.

Among the approaches recommended by commission staff is collecting information from retail gas station owners about the distributors, to use a cross check against tax forms filed by the distributors, in order to clearly establish the correct jurisdictions to which to credit the tax revenues. NVTC is obtaining the current retail locations from its jurisdictions for this purpose. While tax officials believe this approach does not jeopardize required confidentiality and they are willing to use it as a cross check with distributors, they are currently unwilling to use it as a cross check with the retailers, citing the fact that they have not done it before and have limited staff. Actually, in Falls Church (one of the problem jurisdictions) there are only seven retailers. NVTC staff hopes to persuade TAX officials to alter their position on this approach, even if it is simply to allow NVTC staff to gather the information.

NVTC Financial Items for August, 2010

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

Closed Session

Chairman Hudgins stated that the Executive Committee is not ready to bring a recommendation to the commission for discussion in closed session regarding the executive director's annual performance review. She stated that it will be deferred to the November meeting. There were no objections.

Adjournment

On a motion by Mr. Smedberg and a second by Mr. Snyder, the commission unanimously agreed to adjourn. The vote in favor was cast by commissioners Bulova, Burk, Comstock, Cook, Drake, Ebbin, Fisette, Foust, Herring, Hudgins, Hynes, Krupicka, Rust, Smedberg, Snyder, Stombres, Whipple and Zimmerman. Chairman Hudgins adjourned the meeting at 9:15 P.M.

Approved this fourth day of November, 2010.

Catherine Hudgins
Chairman

Mary Hynes
Secretary-Treasurer



AGENDA ITEM #2

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: October 28, 2010
SUBJECT: VRE Items

- A. Report from the VRE Operations Board and VRE Chief Executive Officer--Information Item.
- B. Sale of Railcars and Locomotives to the U.S. Army --Action Item/Resolution #2158.
- C. Elimination of Rail Advisory Board: Action Item/ Authorize a letter of opposition.



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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's meeting of October 15, 2010. Also attached are ridership, financial and on-time performance reports. In addition a description is provided of VRE's plans to initiate WiFi service on its trains.



CHIEF EXECUTIVE OFFICER'S REPORT

October 2010

MONTHLY DELAY SUMMARY

	June	July	August	September
System wide				
Total delays	145	229	112	86
Average length of delay (mins.)	18	18	26	30
Number over 30 minutes	19	30	24	20
Days with Heat Restrictions/Total days	5/22	4/21	3/22	0/21
On-Time Performance	76.9%	63.0%	82.7%	86.4%
Fredericksburg Line				
Total delays	63	125	65	51
Average length of delay (mins.)	20	19	23	19
Number over 30 minutes	10	16	8	6
On-Time Performance	77.4%	55.8%	77.9%	82.7%
Manassas Line				
Total delays	82	104	47	35
Average length of delay (mins.)	16	18	32	49
Number over 30 minutes	9	14	16	14
On-Time Performance	76.4%	69.1%	86.7%	89.6%

SYSTEM RIDERSHIP

Average daily ridership for the month of September was 17,460, which marks the ninth consecutive month where average daily ridership was above 17,000. Three of the top ten ridership days were in September, with six days over 18,000. Comparison of the monthly ridership for September 2009 to September 2010 indicates an increase of 7.2%, while year-to-date ridership is 8.4% higher than last year.

ON-TIME PERFORMANCE

System-wide on-time performance for the month of September was 86.4%. September on-time performance for the Fredericksburg line was 82.7% and the Manassas line was 89.6%. On Thursday, September 30th both railroads implemented flood restrictions due to heavy rains. This resulted in up to 90 minute delays for the Manassas line and up to 45 minute delays on the Fredericksburg line. All trains on the Manassas line were cancelled on Friday, October 1st due to low hanging electrical wires over the tracks in Alexandria. CSX continued its flash flood restrictions for the entirety of the same morning.

NEW LOCOMOTIVE

On Wednesday, September 29th, the new locomotive, V50, was tested by pulling a 10 car set on train #307. This is one component of the acceptance testing that is ongoing along with

mechanical and train operations familiarity training. To-date, the V50 has met all VRE performance requirements. We will continue to monitor and evaluate reliability and performance and look forward to receiving the balance of the order beginning in December 2010.

VRE SECURITY CAMPAIGN

A new Security Campaign entitled, "Security is No Accident" began in September, consisting of a series of station posters, a seat drop card, luggage tag, window decals for inside the trains, and on-train announcements. The campaign is designed to educate passengers on what to do and who to call if they see something out of the ordinary.

VRE MASTER AGREEMENT SURVEY

On Wednesday, October 6th, VRE, PRTC and jurisdictional staff were on trains and at the stations to facilitate the Master Agreement Survey, which determines where each rider originates from. The results of this survey determine the subsidy each member jurisdiction pays for the operation of VRE. Results will be tabulated and presented to the Board as part of the on-going budget process.

GAINESVILLE-HAYMARKET

The VRE CEO signed the Addendum to the Rail Enhancement Fund (REF) agreement for the Gainesville-Haymarket Extension project on September 14, 2010 and returned it to DRPT for signature by NS and DRPT. The Addendum outlines the scope of services to be provided by NS as in-kind match for the Gainesville-Haymarket REF grant. The award of the consultant contract to conduct the environmental review and preliminary engineering for VRE is pending the execution of this Addendum.

BROAD RUN PARKING

Prince William County has developed plans to add approximately 180 parking spaces to the Broad Run VRE station. This action is in response to overcrowding at the station and as an interim solution until the parking garage project is completed. Construction is to begin October 15 and is planned to be completed this winter. The parking garage project is currently in the planning stages and an RFP for design services is being developed.

BROOKE AND LEELAND PARKING UPDATE

VRE is still working with Stafford County on the plan review process and obtaining the necessary permits for the Brooke parking expansion project. The final bid set will be ready for procurement in spring 2011. This project would add an additional 200 parking spaces.

VRE is also working with Stafford County on the plan review process for Leeland. The final bid set should be complete at the same time as the Brooke design. The Leeland project would also result in an additional 200 parking spaces.

BROAD RUN TRAIN WASH/CROSSROADS WAREHOUSE

STV/RWA continues its design efforts on the train wash facility at the Broad Run yard, modifications to the existing train wash facility at the Crossroads yard, and a new warehouse at Crossroads. The 30% design submittal is anticipated by the end of this month.

MONTHLY PERFORMANCE MEASURES – SEPTEMBER 2010

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
September Fredericksburg OTP Average	82.7%
September Manassas OTP Average	89.6%
SEPTEMBER OVERALL OTP AVERAGE	86.4%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2010 Passenger Totals	1,092,777
VRE FY 2009 Passenger Totals	1,008,315
PERCENTAGE CHANGE	8.4 %

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
SEPTEMBER 2010	366,662
SEPTEMBER 2009	338,791
PERCENTAGE CHANGE	7.2%
SERVICE DAYS (CURRENT/PRIOR)	21/21

Monthly Ridership Changes: FY 2010 v. FY 2011

Current Month	MANASSAS				FREDERICKSBURG			
	Cumulative FY2010	Cumulative FY2011	% change	Cumulative FY2010	Cumulative FY2011	% change	Current Total	% change
July	163,100	177,199	8.6%	179,830	183,554	2.1%	360,753	5.2%
August	317,944	356,554	12.1%	351,580	369,561	5.1%	726,115	8.5%
September	479,425	531,826	10.9%	528,890	560,951	6.1%	1,092,777	8.4%
October	646,968			707,230				
November	795,248			861,321				
December	945,530			1,017,358				
January	1,110,585			1,185,171				
February	1,234,347			1,307,174				
March	1,430,590			1,511,240				
April	1,611,255			1,702,807				
May	1,778,326			1,876,822				
June	1,963,430			2,069,800				

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

Monthly Ridership and OTP: September 2010

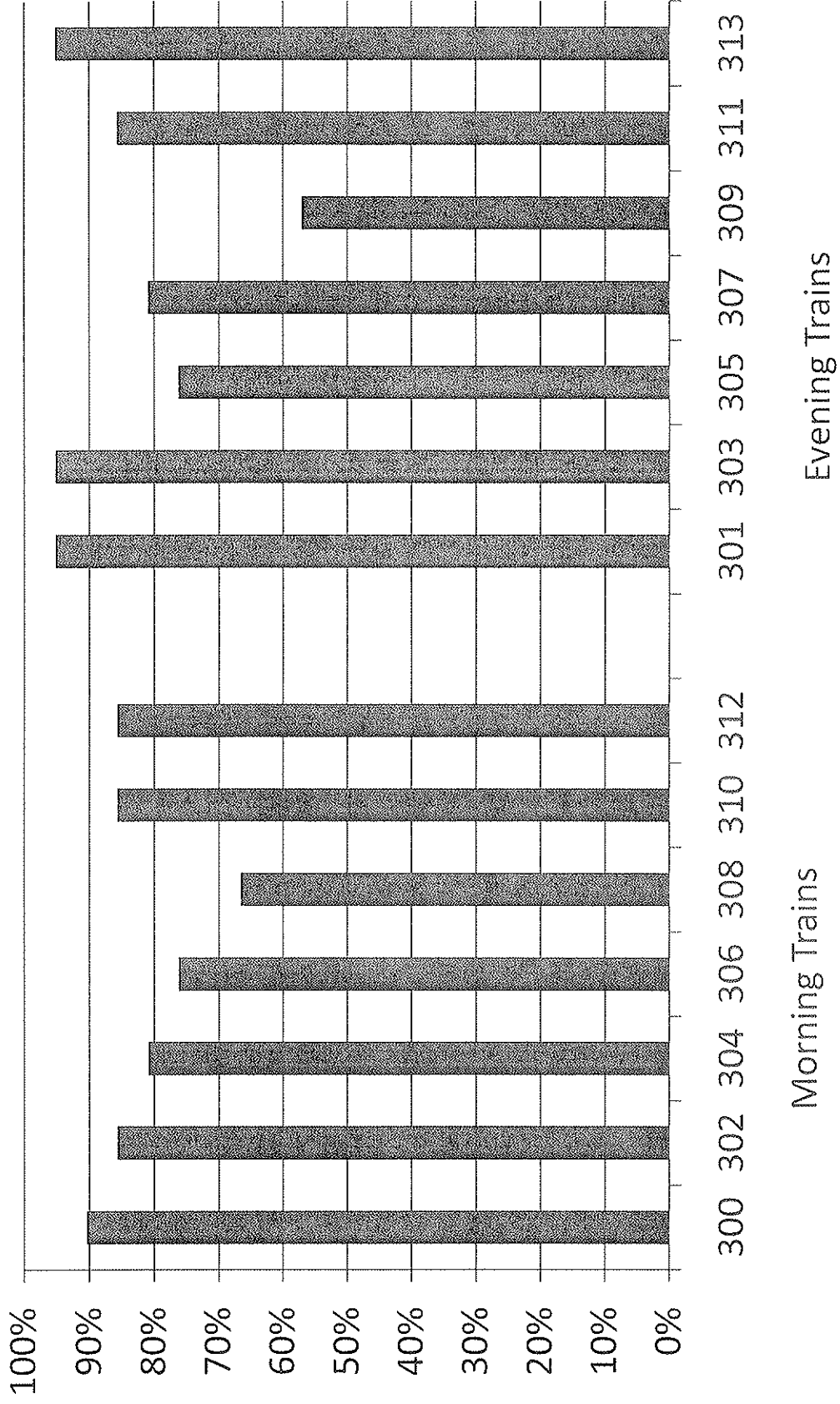
Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	4,319	4,685	9,004	81%	4,293	4,440	8,733	88%	17,737	83%
2	3,992	4,029	8,021	88%	4,253	4,192	8,445	57%	16,466	73%
3	3,422	3,247	6,669	100%	3,936	3,561	7,497	57%	14,166	80%
4										
5										
6										
7	4,359	4,233	8,592	100%	4,430	4,445	8,875	93%	17,467	97%
8	4,457	4,401	8,858	100%	4,558	4,388	8,946	79%	17,804	90%
9	4,253	4,171	8,424	88%	4,671	4,828	9,499	79%	17,923	83%
10	3,894	3,579	7,473	88%	4,023	4,380	8,403	64%	15,876	77%
11										
12										
13	4,430	4,084	8,514	100%	4,644	4,359	9,003	86%	17,517	93%
14	4,564	4,429	8,993	94%	4,335	4,577	8,912	86%	17,905	90%
15	4,684	4,126	8,810	88%	4,479	4,690	9,169	86%	17,979	87%
16	4,368	4,423	8,791	94%	4,754	4,502	9,256	93%	18,047	93%
17	3,831	3,619	7,450	94%	3,874	4,036	7,910	100%	15,360	97%
18										
19										
20	4,100	4,135	8,235	100%	5,168	4,673	9,841	71%	18,076	87%
21	4,543	4,520	9,063	81%	4,635	4,453	9,088	93%	18,151	87%
22	4,699	4,531	9,230	94%	4,704	4,774	9,478	93%	18,708	93%
23	4,551	4,437	8,988	100%	4,496	4,405	8,901	100%	17,889	100%
24	3,872	3,699	7,571	100%	4,091	4,391	8,482	100%	16,053	100%
25										
26										
27	4,409	4,073	8,482	100%	4,656	4,759	9,415	93%	17,897	97%
28	4,469	4,294	8,763	100%	4,820	5,132	9,952	100%	18,715	100%
29	4,753	4,489	9,262	94%	4,760	4,774	9,534	86%	18,816	90%
30	3,209	2,683	5,892	0%	4,219	5,238	9,457	36%	15,349	17%
	89,218	85,887	175,105	90%	93,799	94,997	188,796	83%	363,901	86%
	Adjusted total:		175,272		Adjusted Total:		191,390	Adjusted Total:	366,662	

# of Service Days:	21	Total Trips This Month:	366,662	Adjusted Total:	366,662
Manassas Daily Avg. Trips:	8,338	Prior Total FY-2011:	726,115		
Fred'burg Daily Avg. Trips:	8,990	Total Trips FY-2011:	1,092,777		
Total Avg. Daily Trips:	17,329	Total Prior Years:	49,489,212		
		Grand Total:	49,581,989		

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

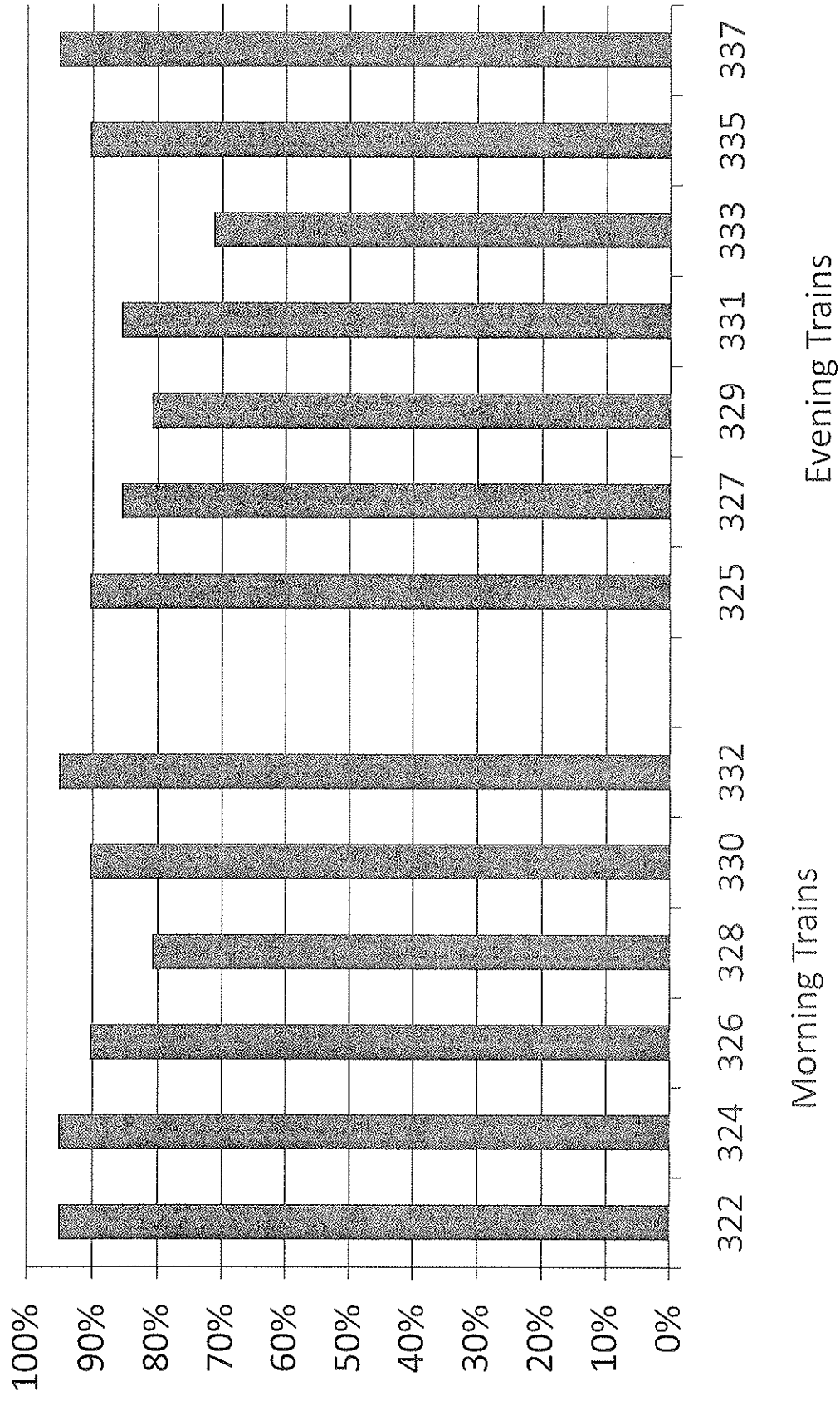
On-Time Performance By Train

Fredericksburg Line - September 2010



On-Time Performance By Train

Manassas Line - September 2010



Percentage of Delay by Responsibility

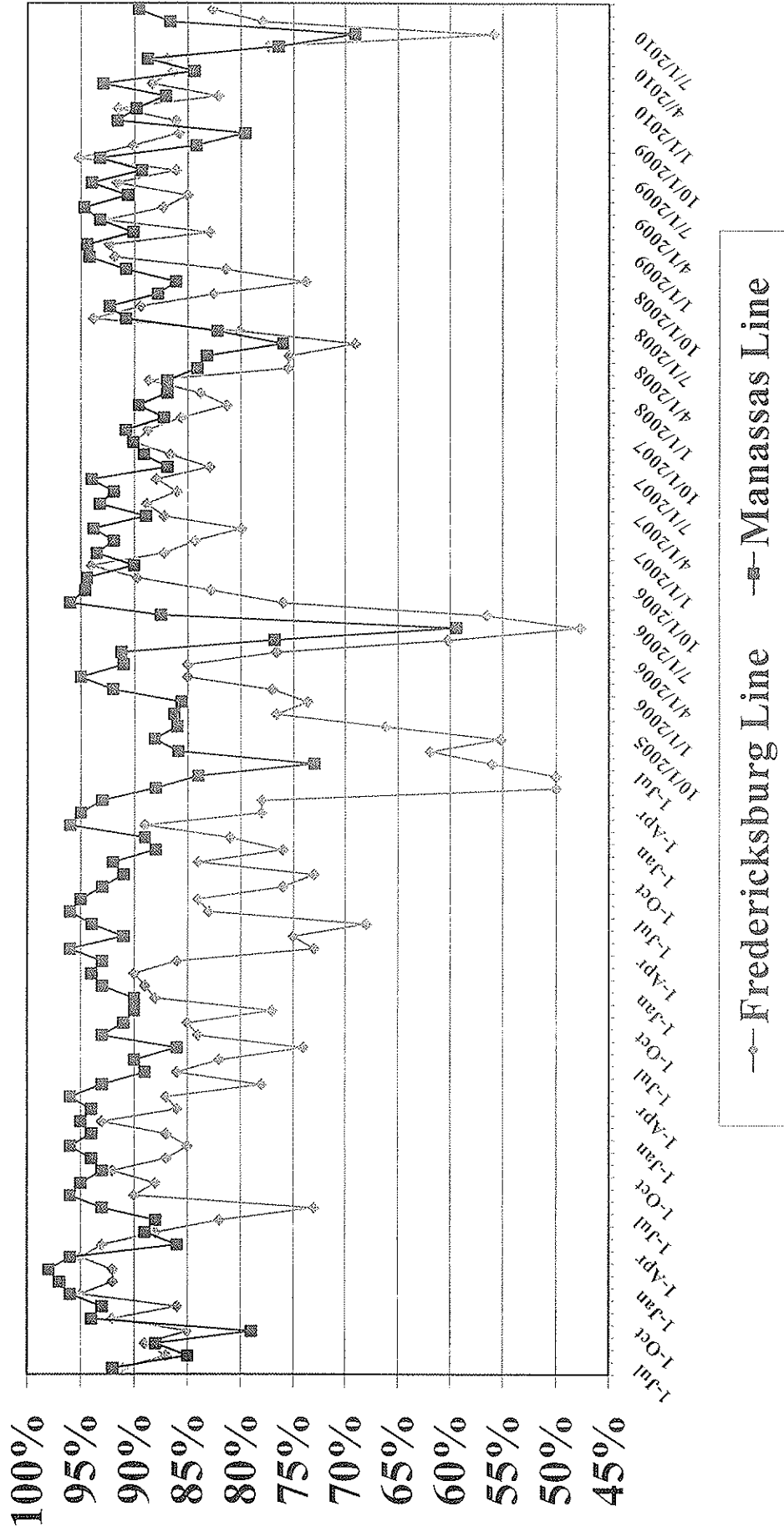
July 12, 2010 Through September 30, 2010

	% of July Delays	% of August Delays	% of September Delays	% of Overall Delays
VRE				
<i>VRE Train Interference, Mechanical Problems, Crew Related and Late Turns</i>	25%	30%	14%	24%
Freight Railroads				
<i>Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way</i>	51%	26%	45%	42%
Amtrak				
<i>Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way</i>	2%	4%	5%	4%
Other				
<i>Weather, Passengers, Other</i>	22%	39%	36%	30%
Total Delays	100%	100%	100%	100%

Each train can have more than one cause for its delay. For example a train may be 5" late due to a slow order and 4" late due to heavy passenger travel on that train. Both causes would be listed in this chart: One for "Other" and one for "Freight Railroads."

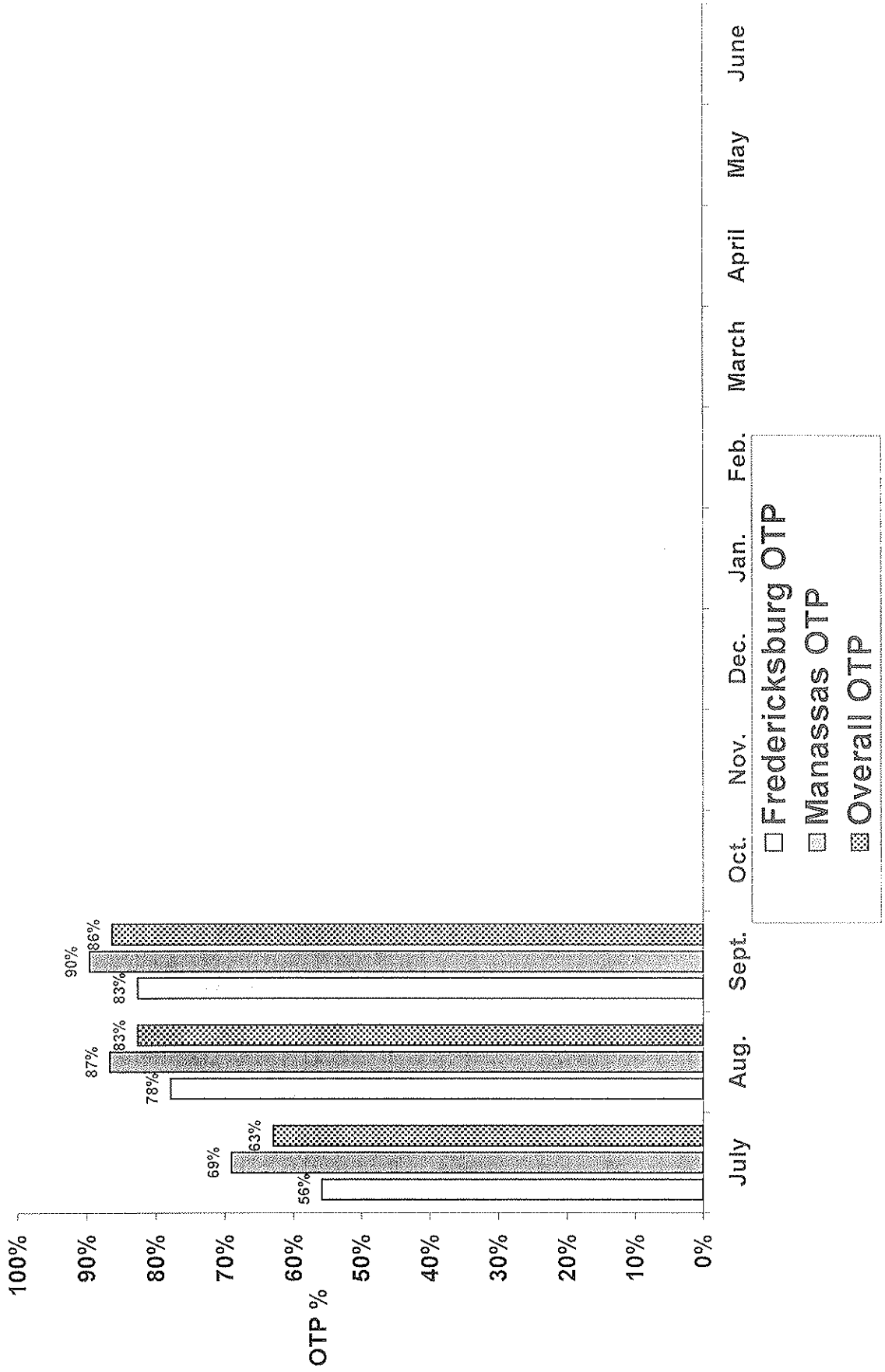
On-Time Performance

July 2001 – September 2010



Average On-Time Performance

FY-2011



FINANCIAL STATISTICS FOR SEPTEMBER 2010

Copies of the September 2010 Operating Budget Report are attached.

Fare income for the month of September 2010 was \$293,764 above the budget – a favorable variance of 12.43%. The cumulative variance for the year is 11.67% or \$836,299 above the adopted budget. Revenue in the first three months of FY 2011 is up 9.6% over FY 2010. This positive variance is the result of higher than budgeted ridership.

A summary of the financial results (unaudited) as of September 2010 follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report.

Measures		Goal	Actual
Operating Ratio		55%	77%
Budgeted Revenue	71,507,521		
Budgeted Revenue YTD	21,430,345		
Actual Revenue YTD	22,142,883		
Cumulative Variance	712,538		712,538
Percent Collected FY 07 YTD		29.97%	30.97%
Budgeted Expenses	71,507,521		
Budgeted Expenses YTD	20,506,316		
Operating Expenses YTD	20,223,373		
Cumulative Variance	282,943		282,943
Percent Collected FY 07 YTD		28.68%	28.28%
Net Income (Loss) from Operations			995,481

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2010 Operating Budget Report
September 30, 2010

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	YTD VARIANCE %	TOTAL FY11 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,648,922	2,350,996	8,001,239	7,164,940	836,299	11.7%	28,100,000
Equipment Rental and Other	8,471	12,633	18,163	38,502	(20,339)	-52.8%	151,000
Subtotal Operating Revenue	2,657,393	2,363,629	8,019,402	7,203,442	815,960	11.3%	28,251,000
Jurisdictional Subsidy (1)	-	-	7,503,303	7,503,303	-	0.0%	14,711,289
Federal/State/Other Jurisdictional Subsidy	2,928,899	2,952,976	6,615,357	6,685,353	(69,996)	-1.0%	28,395,232
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	1,064	12,550	4,821	38,247	(33,426)	-87.4%	150,000
Total Operating Revenue	5,587,356	5,329,155	22,142,883	21,430,345	712,538	3.3%	71,507,521
OPERATING EXPENSES							
Departmental Operating Expenses	4,262,423	4,234,384	13,319,899	13,739,912	420,013	3.1%	52,308,142
Debt Service	1,728,638	1,721,638	2,762,406	2,741,404	(21,003)	-0.8%	13,599,978
Insurance	-	-	4,025,000	4,025,000	-	0.0%	4,025,000
Other Non-Departmental Expenses	117,259	-	116,068	-	(116,068)	-	1,574,401
Total Operating Expenses	6,108,320	5,956,021	20,223,373	20,506,316	282,943	1.4%	71,507,521
NET INCOME (LOSS) FROM OPERATIONS	(520,964)	(626,866)	1,919,510	924,030	995,480		
CALCULATED OPERATING RATIO							
						77%	

(1) Total jurisdictional subsidy is \$16,070,309. Portion shown is attributed to Operating Fund only.



Virginia Railway Express Operations Board

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

AGENDA ITEM 11-A INFORMATION ITEM

TO: CHAIRMAN MILDE AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 15, 2010

RE: WIFI ON VRE TRAINS

Background

Over the past several years, demand for wireless internet services on board VRE trains has grown. However, due to the lack of continuous cell towers along both the Fredericksburg and Manassas lines, the option of subscribing to any of the available Internet Service Providers to acquire continuous cell service was not available.

As another option, VRE tested devices with the current 3G cell technology on both lines and the results show promise using Verizon. The latest test run showed complete coverage on the Manassas line from Broad Run to Union Station and partial coverage on the Fredericksburg line from Fredericksburg to Union Station. The weak spots on the Fredericksburg line were between the Leeland Road and Quantico stations. Other service providers in addition to Verizon were tested. However, no other provider came close to offering the same level of coverage.

In an effort to eliminate the weak spots and reduce infrastructure costs for this project, VRE approached Verizon about developing better communication signals via additional cell signal towers. After several months of discussions, Verizon began the process of leasing tower space on VRE's communications tower located at the Leeland Road station. Once construction of the additional signal tower is complete, the weak signal spots between Leeland Road and Quantico stations are expected to be resolved.

Next Steps

In an effort to begin the development of usage policies, VRE contacted other transit agencies offering wireless services on their trains. Each of the agencies spoken to, including MBTA in Massachusetts and Amtrak's Acela trains, reported increased ridership and revenue as well as a reduction in complaints during service delays following the implementation of WiFi. A large portion of VRE's passengers use handheld wireless devices such as the iPhone, iPad, and other similar portable devices. As such, passengers would no longer be reliant upon wireless hotspots. This allows them to take full advantage of their commute as work time.

VRE is estimating the total project cost at less than \$90,000. This does not include an estimated \$50,000 per year for wireless charges. While VRE is not counting on any increase in ridership to cover operating costs associated with the implementation of WiFi, we believe that the value added on the customer service side is worth the investment. Funding for both infrastructure and ongoing operating costs have been included in the FY 2011 and FY 2012 budget. Based on information received from other transit providers, VRE is not recommending that any costs be passed onto the passengers. VRE is not aware of any transit providers who charge for WiFi service.

VRE will return to the Operations Board next month with a Request for Quotes (RFQ) for the router devices that transform rolling stock into moving wireless hotspots. Once the procurement is complete, VRE would return to the Operations Board with a recommendation for award and final project budget and schedule.



MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA OCTOBER 15, 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
FREDERIC HOWE
JOHN JENKINS
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
Frederic Howe (PRTC)	City of Fredericksburg
John D. Jenkins (PRTC)	Prince William County
Paul Milde (PRTC)	Stafford County
Gary Skinner (PRTC)	Spotsylvania County
Susan Stimpson (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)**	Arlington County

MEMBERS ABSENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
Thelma Drake	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Paul Smedberg (NVTC)	City of Alexandria

ALTERNATES PRESENT	JURISDICTION
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay 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	
Jennifer Buske – Washington Post	April Maguigad – VRE
Anna Gotthardt – VRE	Betsy Massie – PRTC staff
Al Harf – PRTC staff	Jennifer Mouchantaf – VRE
Christine Hoeffner – VRE	Sirel Mouchantaf – VRE
Ann King – VRE	Lynn Rivers – Arlington County
Mike Lake – Fairfax DOT	Mark Roeber – VRE
Trinh Lam – VRE	Sharmila Samarasinghe – VRE
Bob Leibbrandt – Prince William County	Rick Taube – NVTC staff
Steve Maclsaac – VRE counsel	Dale Zehner – VRE

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

Chairman Milde called the meeting to order at 9:35 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Ms. Bulova moved, with a second by Mr. Skinner, to accept the agenda. The vote in favor was cast by Board Members Bulova, Cook, Howe, Jenkins, Milde, Page, Skinner, Stimpson and Way.

Approval of the Minutes of the September 17, 2010 VRE Operations Board Meeting – 4

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

Chairman's Comments – 5

Chairman Milde reported that VRE's on-time performance (OTP) has improved, with systemwide OTP at 86.4 percent (82.7 percent for the Fredericksburg line and 89.6 percent on the Manassas Line). He stated that at its last meeting, PRTC approved the VRE budget revisions and recommendations regarding the \$5.1 million budget variance. Chairman Milde explained why he voted in favor of this action at PRTC following his vote against it at the last Operations Board meeting. Part of the reason was that staff strengthened the language concerning the possibility of seeking federal grants for the locomotive acquisition. Secondly, since the resolution was passed by the Operations Board, he felt it was appropriate to vote for it, especially since he is VRE's Chairman.

Chairman Milde also announced that VRE is receiving some interesting and exciting media exposure. VRE will be featured in an upcoming article in Progressive Railroading magazine. Also, The American Way, an American Airline publication, will feature VRE as a business model of success in the public sector. Finally, CW Television is using VRE's printed materials as a prop for their hit series "Vampire Diaries."

As will be discussed in a later agenda item, Chairman Milde stated that VRE is moving closer to being able to provide consistent Wi-Fi capability on both lines. This convenience to passengers may increase ridership enough to help cover the minimal cost of \$50,000 annually to provide this service to passengers.

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

Chairman Milde announced that on October 13th VRE hit its highest ridership day in VRE history with 19,322 passenger trips. Mr. Zimmerman noted that the 10 highest ridership days have all occurred during 2010.

[Mr. Covington arrived at 9:41 A.M.]

Chief Executive Officer's Report – 6

Mr. Zehner reported that Keolis crews continue to improve and VRE staff will continue to work with them on customer service issues. VRE is still working to bring OTP up on the Fredericksburg line. Beginning today, Prince William County will begin work on increasing parking at the Broad Run station by another 180 parking spaces. This work should be completed by this winter. Mr. Zehner reported that VRE's Master Agreement survey was conducted on October 6th. VRE, NVTC, PRTC and jurisdictional staff were on trains and at the station to facilitate the survey, which determines where each rider originates from. The results of this survey determine the subsidy each member jurisdiction pays for the operation of VRE. Results will be tabulated and presented to the Operations Board as part of the ongoing budget process. Approximately 6,500 surveys were collected, which is an increase from last year.

Mr. Skinner asked why there is such a difference in on-time performance between the two lines. Chairman Milde stated that each corridor is owned by two different freight railroads (Norfolk Southern on the Manassas line and CSX on the Fredericksburg line). Mr. Zehner added that the Fredericksburg Line is almost twice as long as the Manassas line so you have twice the potential for more issues to arise. Also, the CSX corridor is a busier line. In response to a question from Mr. Zimmerman, Mr. Zehner observed that the work completed on the third track and other capital investments have significantly improved on-time performance over the last 10 years. The third track to Spotsylvania, when completed, will bring more improvements, especially where the trains are now getting bottlenecked between the yard and the main line. This project should be completed in the next two years.

Chairman Milde reported that parking at Leeland Road station is at 115 percent capacity and parking at Brooke Station is at a record high of 95 percent capacity.

Operations Board Member's Time – 7

Mr. Way thanked Prince William County for the work being done to increase parking at the Broad Run Station. He also stated that although VRE did not vote last month to use some of the budget variance funds to conduct an efficiency study to maintain ridership, VRE still needs to look at ways to hold ridership, including projects like the L'Enfant station storage option, more storage beyond Union Station, etc. VRE needs to come up with creative solutions to hold growth so passengers do not have to stand on the trains. Chairman Milde observed that Fredericksburg trains can have large numbers of standees.

Mr. Zehner stated that Operation Board members have made it very clear that subsidies not be increased and, at the same time, they want to build capacity. These two do not go together. In reality, VRE can add more capacity but it will cost an additional \$500,000 – \$1 million annually for that capacity, which would need to be paid by the jurisdictions since the Commonwealth has decreased VRE's operating funding by about \$2 million over the last four years.

Mr. Jenkins asked if the 10-railcar consist testing was completed on the new locomotive. Mr. Zehner replied that part of the specifications of the new locomotive contract is that the locomotive must be able to pull 10 railcars fully loaded. VRE conducted its test between Alexandria and Franconia Springfield, which has a grade, and it met the specifications. Ms. Bulova observed that this helps capacity because more railcars can be added, but it also brings the challenge of storage issues. Mr. Zehner noted other challenges including platform issues at some of the stations where they have not been extended. Mr. Zehner also stated that the greatest increase in ridership is seen at the ends of the lines (Fredericksburg, Brooke and Leeland on the Fredericksburg line and Broad Run, Manassas, and Manassas Park on the Manassas line). The inner stations have more options for transit (Metrorail, bus, etc). Some of the riders getting on VRE trains at the stations closer in are having to stand on high ridership days.

Mr. Howe questioned that if the market for VRE is at the outer destination stations, will VRE's long-term vision/strategy change its focus to capital projects at these destination stations and curtail some of the other capital projects at closer in stations? Mr. Zehner stated that capacity issues are all interrelated to automobile parking, train storage and seats. More capacity on the trains requires more parking at the stations and more storage. All of these issues need to be addressed as capacity increases. I-66 and I-95 traffic is not getting any better, so commuter options are limited. Mr. Zehner stated that another 1,000 parking spaces will be available when the Spotsylvania station is completed and parking expansion is underway at the Leeland and Brooke stations. On the Manassas line, the Broad Run parking expansion will add another 180 spaces, but Manassas station parking is basically built out with the new garage, which is already at capacity. Parking at Manassas Park is also at capacity. Prince William County is looking at a parking deck facility at the Broad Run Station in the future.

Mr. Cook observed that the fact is VRE fares increased and ridership went up. He agreed that commuting alternatives are getting worse not better. A certain number of people will be willing to pay to have a seat and/or to have Wi-Fi capability. If VRE increases the fares but does not provide any improvement (seating or special services like Wi-Fi) it could hurt VRE ridership. If fares increase, but VRE is giving riders something in return, a certain number of passengers will pay more to ride. Chairman Milde stated that he is opposed to raising fares to slow growth.

Mr. Zimmerman stated that it is a valid observation that there are even more people riding VRE even with the fare increase, but it is important to remember that over the past years, VRE has improved service quality. However, if VRE continues to raise fares, the question needs to be asked how far they can be raised before riders leave. If VRE loses riders, it is hard to get them back. There are benefits to VRE way beyond the benefits to the individual passenger and that is why governing bodies are involved and financially contribute. VRE has a growing demand and if it is worth meeting that demand, then the jurisdictions have to be willing to pay for it.

Mr. Page urged Board Members to not lose sight of the empty seats that run in these corridors every day, with Amtrak trains and the state sponsored trains from Lynchburg to D.C. and Richmond to D.C. VRE riders can ride Amtrak trains if they have either a

valid monthly or ten-trip VRE ticket plus an additional \$10 step-up ticket. VRE should look at the cost associated with the step-up fare and reevaluate how it can use more of the available capacity if VRE subsidizes the step-up charge. Chairman Milde stated that VRE needs state funding to help meet capacity. It is important to convey to the Commonwealth that VRE has reached a capacity wall and needs additional funding. In response to a question from Mr. Skinner, Mr. Zehner explained that VRE sells step-up tickets and the revenue goes to Amtrak.

Ms. Stimpson announced that she and Chairman Milde are hosting a Town Hall Meeting to discuss VRE issues with constituents on October 20th at Conway Elementary School. She thanked Mr. Zehner for his help and willingness to attend the meeting. She asked that VRE include information about the meeting in Train Talk notices. Mr. Zehner agreed to do this.

Ms. Bulova asked Mr. Zehner to speak to the proposed elimination of the Rail Advisory Board, which is a relatively new Board that focuses on rail in the Commonwealth. She serves on this Board. Mr. Zehner explained that the Rail Advisory Board has been in existence for five years and makes funding recommendations to the Commonwealth Transportation Board on how to use the annual \$25 million Rail Enhancement Fund. The Advisory Board has been very fair in funding and also provides a place for freight railroads, like Norfolk Southern and CSXT, to come and request funding. This Board indirectly strengthened the relationship between VRE and Norfolk Southern and CSXT. The Rail Advisory Board helped to show that the Commonwealth is serious about rail and that the railroads will be treated fairly. To eliminate this Board would put VRE at a disadvantage. He explained that the proposed elimination must be approved by the General Assembly at its next session.

Mr. Zimmerman reviewed that when he started on the Operations Board, relationships with the railroads were really bad. VRE was always at odds with the freight railroads and it was a political battle to get the simplest things done. This has dramatically changed over the last four or five years. VRE and the freight railroads have a good cooperative working relationship now. In order to have freight and passenger rail function and improve in Virginia, it is important to have a mechanism like the Rail Advisory Board. Ms. Bulova stated that Rail Advisory Board Members receive no compensation and if the Board is eliminated there would only be an annual savings of \$10,000.

Chairman Milde suggested VRE send a letter.

In response to a question from Ms. Stimpson, Mr. Page noted that Norfolk Southern has commented that if the Rail Advisory Board is eliminated, the freight railroads would be looking to have the Commonwealth Transportation Board (CTB) revamped to have railroad representation on the Board. Linda McNiminy of the Virginia Transit Association has stated that if that were to happen, transit should be represented on CTB too. Lines have been quickly drawn in the sand that if the Rail Advisory Board is abolished, there needs to be a revamping of the Commonwealth Transportation Board.

Mr. Skinner asked what would be more beneficial to VRE—maintaining the Rail Advisory Board or having representation on CTB. Mr. Zehner replied that it would be more beneficial to maintain the Rail Advisory Board. This Board spends a great deal of time looking at rail issues in the Commonwealth, where he doesn't think the CTB could give that much time for just rail issues.

Mr. Cook stated that it seems to be a similar issue with other agencies where consolidation or elimination is being considered. He expressed his opinion that all of these agencies are being parochial and telling the Commonwealth that we are not willing to change anything about the way things are done. He does not think that this is the right approach. He encouraged local officials to be engaged in these discussions and not be defensive. It does not help Northern Virginia's relationship with Richmond. Chairman Milde disagreed. The Commonwealth did not come and ask VRE about the benefits of the Rail Advisory Board. Ms. Bulova observed that NVTC and PRTC have more of an advocacy role, and the VRE Operations Board should communicate what the existence of the Rail Advisory Board and Rail Enhancement Fund has meant to VRE.

Ms. Bulova moved, with a second by Mr. Howe, to authorize a letter to Virginia's General Assembly explaining the history of the Rail Advisory Board and what it has meant to VRE.

Mr. Covington noted that the Governor has broad powers to change some of these advisory boards, and he suggested that it may be better to send the letter directly to Governor McDonnell. Mr. Page suggested a two-pronged approach by sending it to both the Governor and the legislative delegation.

Mr. Cook stated he does not have a problem with sending the letter but asked that it include language that VRE wants a dialogue with the Commonwealth.

Ms. Bulova explained that the intent of her motion is not to ask the state to not eliminate the Rail Advisory Board, but to explain how it has been beneficial to VRE. Mr. Cook stated that he would like to add a friendly amendment that the letter convey that VRE is open to continuing to discuss different ways to reorganize this advisory board. Chairman Milde suggested looking at the letter before it is sent.

Ms. Bulova stated that it is appropriate for VRE to weigh in on this issue and the Commissions should also be asked to do so. VRE and the two Commissions should have a united front.

The Board then voted on the motion that would ask the Commissions to weigh in on this issue and to authorize that a letter be sent from VRE to the Governor and legislative delegation concerning this issue. The vote in favor was cast by Board Members Bulova, Cook, Covington, Howe, Jenkins, Milde, Skinner, Stimpson, Way and Zimmerman. Mr. Page abstained.

VRE Riders' and Public Comment – 8

There were no comments.

Consent Agenda – 9

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

Agenda Item #9A: Authorization to Issue a Task Order for Design of the Kiss and Ride Lot at the Woodbridge Station.

Agenda Item #9B: Authorization to Award a Task Order for Ridership Boarding Counts.

Agenda Item #9C: Authorization to Issue a Task Order for the Repair of Anti-Slip Material in Gallery Railcars.

The vote in favor was cast by Board Members Bulova, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Stimpson, Way and Zimmerman.

Authorization to Issue a Task Order for Preliminary Engineering and Environmental Analysis for the Lorton Station Expansion Project – 10A

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to issue a task order to HDR, Inc. for engineering and environmental services for the Lorton Station expansion project in the amount of \$278,500, plus a 10 percent contingency of \$27,850, for a total amount not to exceed \$306,350. Due to current ridership and future growth projections, VRE has initiated a platform extension and second platform at the Lorton VRE station. A minimum of 250-feet of platform extension is being developed along the existing east platform to accommodate longer trains. A second platform on the west side of the tracks is also being designed to accommodate an eight car trainset. The platforms would be connected using an elevated pedestrian bridge. This authorization will allow for the field survey and geotechnical evaluation, including identifying any environmental concerns and developing design concepts and details. Upon Board approval, the design effort can begin and will take approximately eight months to complete. Once additional funding has been identified, work on the final design and construction can begin.

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

Authorization to Award a Contract for Safety and Security Consulting Services – 10B

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to enter into a contract with Kensington Consulting, LLC, of Kensington, Maryland, for safety and security consulting services. The contract is being requested in an amount not to exceed \$350,000 over a period of five years. In response to a RFP, VRE received four proposals. Following interviews with two firms, the VRE selection committee is recommending award of the contract to Kensington Consulting, LLC, which is the firm currently providing services to VRE. This contract is a task order based contract with a term of one year, with four additional one-year options. VRE is requesting authorization for the total term of the contract, with the VRE CEO exercising the option years at his discretion.

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

Authorization to Sell Ten Railcars and Three Locomotives – 10C

Mr. Zehner reported that the VRE Operations Board is being asked to recommend that the Commissions authorize him to execute a sales agreement for 10 Gallery railcars and three GP-40 locomotives with the United States Army for a total of \$250,000. Resolution #10C-10-2010 would accomplish this.

Mr. Zehner reminded Board Members that at the August meeting, the Board was briefed on the potential sale of equipment for use to transport soldiers to and from field training at Fort A.P. Hill in Caroline County. While the Operations Board supported the sale of equipment, the actual solicitation later issued by the Army contained requirements, including warranty terms that VRE could not meet. As a result, a proposal was not submitted. The Army reposted a solicitation for three locomotives and 10 bi-level railcars on September 14th without the majority of these terms. On September 24th, VRE submitted a proposal for this equipment, in as-is, where-is condition, for a total price of \$250,000. The Army has accepted this proposal and a sales agreement is being negotiated between both parties. Payment will be made as each unit is released for sale and title is transferred. While some of the equipment was purchased and/or modified using federal and/or state funds, each unit has reached the end of its useful life and both FTA and the state have been notified of VRE's intent to sell. Mr. Zehner explained that before the sales contract can be signed, there are still a few liability issues being resolved with the help of VRE's legal counsel.

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

Authorization to Enter into a Contract for Brake Shoe Delivery Services – 10D

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to enter into a contract with Railroad Friction Products Corporation, of Laurinburg, North Carolina, for brake shoe delivery services in the amount of \$138,325, plus a 15 percent contingency of \$20,749, for a total amount not to exceed \$159,074 per year.

Following an IFB process, only one bid was received. Pricing was provided on a fixed price per item basis and includes freight. The term of the contract is for one year, with two additional one-year options. Mr. Zehner stated that it should be clarified that this is an authorization for the total term of the contract (three years), with the CEO exercising the option years at his discretion. There were no objections.

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

Wi-Fi on VRE Trains – 11

Mr. Zehner reported that VRE staff has been working on acquiring continuous cell service on both lines, in order to provide Wi-Fi service on VRE trains. As another option, VRE tested devices with the current 3G cell technology on both lines and the results show promise using Verizon. The latest test run showed complete coverage on the Manassas line and partial coverage on the Fredericksburg line. The weak spots on the Fredericksburg Line were between Leeland Road and Quantico stations. Other service providers in addition to Verizon were tested. However, no other provider came close to offering the same level of coverage. In an effort to eliminate the weak spots and reduce infrastructure costs for this project, VRE approached Verizon about developing better communication signals via additional cell signal towers. After several months of discussion, Verizon began the process of leasing tower space on VRE's communications tower located at the Leeland Road station.

Mr. Zehner stated that the total capital project cost is less than \$90,000. However, this does not include the estimated \$50,000 per year for wireless charges. While VRE is not counting on an increase in ridership to cover the operating costs associated with this, staff believes that the value added to the customer is worth the investment. Funding for both infrastructure and ongoing operating costs has been included in the FY 2011 and FY 2012 budgets. Staff will return to the Operations Board next month with the Request for Quotes (RFQ) for the router devices that transform rolling stock into moving wireless hotspots. Once the procurement is complete, VRE staff would return with a recommendation for award and final project budget and schedule. Mr. Zehner stated that the service could be operational by Spring, 2011. Mr. Jenkins asked if there would be one provider for both lines. Mr. Zehner replied yes.

Mr. Howe asked if the intent is to charge passengers for this service. Mr. Zehner responded that VRE surveyed other transit providers and no one charges for this service. VRE staff is not recommending that any costs be passed onto the passengers.

Mr. Way asked if another wireless carrier could provide continual service, would VRE allow their bid. Mr. Zehner responded yes. In response to a question from Mr. Howe, Mr. Zehner explained that the router will be placed on the cab car and it can provide wireless service for passengers in the next two cars (approximately 300 seats). Initially, only passengers in those two cars would have the service. If it becomes popular, VRE could expand and put routers on the other railcars, although there would be added costs. Mr. Howe asked if wireless connections could be bottlenecked with the demand of 300 people using it at one time. Mr. Zehner stated that he will double check with Verizon but they have stated that it will do the job. Mr. Howe stated that he would hate to see this positive benefit to passengers turn bad if they can't use it. It is important to make sure Verizon can deliver what they are promising. Mr. Howe agreed that it would be a benefit to those 300 riders who can use it, but the Board should be ready to enter the next phase quickly if successful.

Adjournment

Without objection, Chairman Milde adjourned the meeting at 10:40 A.M.

Approved this 19th day of November, 2010.

Paul Milde
Chairman

Wally Covington
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the October 15, 2010 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

Item #2B

Sale of Railcars and Locomotives to the U.S. Army

The VRE Operations Board recommends approval of Resolution #2158. This resolution authorizes VRE's CEO to sell three GP-40 locomotives and 10 gallery railcars to the U.S. Army for \$250,000. The Army will use this equipment to transport troops to and from field training at Fort A.P. Hill in Caroline County.



RESOLUTION #2158

SUBJECT: Sale of Railcars and Locomotives to the U.S. Army.

WHEREAS: In March and June of 2007, the VRE Operations Board authorized the Chief Executive Officer to pursue the sale of gallery railcars and locomotives as they are replaced with new equipment;

WHEREAS: In spring of 2010, VRE learned of the U.S. Army's interest in purchasing three GP-40 locomotives and 10 gallery railcars;

WHEREAS: On September 24, 2010, VRE submitted a proposal to the U.S. Army for this equipment, in as-is, where-is condition, for a total price of \$250,000; and

WHEREAS: The U.S. Army has accepted VRE's proposal and a sales agreement has been negotiated between both parties.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute a sales agreement for 10 gallery railcars and three GP-40 locomotives with the United States Army for a total of \$250,000.

Approved this 4th day of November, 2010.

Catherine M. Hudgins
Chairman

Mary Hynes
Secretary-Treasurer



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AGENDA ITEM 10-C
ACTION ITEM

TO: CHAIRMAN MILDE AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 15, 2010

RE: AUTHORIZATION TO SELL TEN RAILCARS AND THREE LOCOMOTIVES

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute a sales agreement for ten Gallery railcars and three GP-40 locomotives with the United States Army for a total of \$250,000.

BACKGROUND:

In March and June of 2007, the VRE Operations Board authorized the Chief Executive Officer to pursue the sale of twenty VRE gallery railcars and twenty locomotives as they were replaced with new equipment. VRE posted the sale of this equipment on the website and notified several potential purchasers of the sale. Since that time, VRE has sold fifteen of the gallery railcars and three of the locomotives.

This spring, VRE learned of the US Army's interest in purchasing three GP-40 locomotives and ten gallery railcars. On August 20, 2010, the Operations Board was briefed on the potential sale of equipment for use as soldier transport to/from field training at Fort A.P. Hill in Caroline County. While the Operations Board supported the sale of equipment, the actual solicitation later issued by the Army contained requirements, including warranty terms, that VRE could not meet. As a result, a proposal was not submitted.

The US Army reposted a solicitation for three locomotives and ten bi-level railcars on September 14, 2010, without the majority of the aforementioned terms. On September 24, 2010, VRE submitted a proposal for this equipment, in as-is, where-is condition, for a total price of \$250,000. The Army has accepted VRE's proposal and a sales agreement has been negotiated between both parties. Payment will be made as each unit is released for sale and title is transferred. While some of the equipment was purchased and/or modified using federal and/or state funds, each unit has reached the end of its useful life and both FTA and the state have been notified of VRE's intent to sell.

Since previous solicitations to sell VRE equipment were only made for the locomotives and five of the gallery cars, a Request for Interest (RFI) was posted on the VRE website in March for the additional Gallery railcars. To-date, VRE has received no additional interest.

FISCAL IMPACT:

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

Elimination of Rail Advisory Board

Governor McDonnell's Government Reform Commission has recommended in its interim report that the Rail Advisory Board (RAB) should be eliminated. To do so would save \$10,000 annually. The Board advises the Commonwealth Transportation Board on allocating Rail Enhancement funds for rail projects and serves as a forum for interactions between freight and rail passenger interests. RAB has been especially valuable for improving relations with VRE's freight rail partners and the VRE Operations Board has written to the Reform Commission's chairman citing the benefits to VRE and asking for the Reform Commission to withdraw its recommendation.

The VRE Operations Board also asked NVTC and PRTC to take a position on this proposal. The commission is asked to authorize NVTC's Chairman, Cathy Hudgins, to send the attached letter.



Chairman
Hon. Catherine Hudgins

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Mary Hynes

Commissioners:

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

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

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

City of Fairfax
Hon. Jeffrey C. Greenfield

City of Falls Church
Hon. Daniel Maller

Loudoun County
Hon. Kelly Burk

Virginia Department of Rail
and Public Transportation
Hon. Thelma Drake

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

Executive Director
Richard K. Taube

November 5, 2010

Fred Malek
Senior Advisor
Thayer-Hidden Creek
1455 Pennsylvania Avenue, N.W.
Suite 350
Washington, D.C. 20004

Re: Government Reform Commission

Dear Mr. Malek:

At its meeting of November 4, 2010, the Northern Virginia Transportation Commission voted to authorize me to contact you regarding Governor McDonnell's Government Reform Commission's recommendation in its interim report that called for eliminating the Rail Advisory Board (RAB).

As you may know, the RAB performs a valuable public service as a forum for discussions among freight and passenger rail interests. It advises the Commonwealth Transportation Board (CTB) on allocating funds from the Rail Enhancement Fund. A member of the CTB serves on the RAB as a direct liaison.

NVTC is a co-owner (together with the Potomac Rappahannock Transportation Commission) of the Virginia Railway Express (VRE) commuter rail system. VRE has benefited greatly from the RAB as VRE's partnership with its freight rail partners has been significantly strengthened as a result of the trusting relationships built at the RAB.

We understand that the Reform Commission expects to save no more than \$10,000 annually if its recommendation to abolish the RAB is carried out. While there would be no reason to oppose such a change if the RAB were ineffective or counterproductive, in our personal experience with VRE, that is decidedly not true in this case.

We urge you to work with the Reform Commission to reconsider this recommendation. Abolishing the RAB would very likely contribute to less efficient government.

Please feel free to contact me with any questions.

Sincerely,

Catherine Hudgins
Chairman

cc:

The Honorable Robert McDonnell
The Honorable William Howell
The Honorable Benjamin Lambert, III
The Honorable Glen Oder
The Honorable Paul Fraim
The Honorable Ron Tillett
The Honorable Joseph May
The Honorable Tim Hugo
The Honorable Ward Armstrong
The Honorable Morgan Griffith
The Honorable Lacey Putney
The Honorable Harry Purkey
The Honorable Charles Colgan
The Honorable Richard Saslaw
The Honorable Y.B. Miller
The Honorable Thomas Norment
Ms. Heather Cox
Michael C. May



Virginia Railway Express Operations Board

1500 King Street • Suite 202 • Alexandria, Virginia 22314-2730 • (703) 684-1001 • FAX (703) 684-1313
Web Site: <http://www.vre.org> • E-Mail: gotrains@vre.org

October 20, 2010

Fred Malak, Senior Advisor
Thayer/Hidden Creek
1455 Pennsylvania Avenue, N.W., Suite 350
Washington, D.C. 20004

Dear Mr. Malak:

I am writing on behalf of the Virginia Railway Express (VRE) Operations Board in an effort to express our views regarding the value of the Rail Advisory Board (RAB).

The VRE Operations Board is a body of local elected officials appointed from the Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC) who govern day to day VRE operations on behalf of the Commissions. Its members have observed the work of the RAB for the last several years and believe that its elimination would be a loss to every rail operator and stakeholder in the Commonwealth.

Since its inception, the RAB has been instrumental in advocating rail projects in Virginia and has provided an invaluable forum for discussions on rail related issues that affect both passenger and freight operations. The RAB has also made productive recommendations to the Virginia Department of Rail and Public Transportation (DRPT) and the Commonwealth Transportation Board (CTB) regarding the future of rail in Virginia. Folding their work into organizations such as DRPT or the CTB cannot be done without sacrificing the substantial value the RAB brings to rail service in Virginia.

The RAB's work has also balanced the needs of Virginia's two national Class I freight railroads, while strengthening the operational abilities of VRE's commuter rail service, the Commonwealth and Amtrak's intercity service, and constituencies throughout the state interested in expanding rail. The RAB's recommendations have helped allocate nearly \$125 million of capital funding to rail projects in Virginia, making it a model for the rest of the nation.

Northern Virginia
Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, Virginia 22203
(703) 524-3322

- A Transportation Partnership -

Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192
(703) 583-7782

Fred Malak, Senior Advisor


October 20, 2010

Page Two

Unlike any other advisory group, the RAB has the full and dedicated support of all operational rail providers in the Commonwealth, which speaks volumes to the effectiveness of this group. The RAB clearly fulfills their mission at little or no cost to taxpayers. Elimination of this group would result in nominal savings, but at a large cost to rail providers.

In closing, the VRE Operations Board believes it is in the Commonwealth's interest to retain the RAB and urges the Government Reform Commission to remove the proposal to eliminate the RAB from the Final Report being submitted to the Governor on December 1, 2010.

Sincerely,



Paul Milde

Chairman

Virginia Railway Operations Board

cc:

The Honorable Robert McDonnell
The Honorable Benjamin Lambert, III
The Honorable Paul Fraim
The Honorable Joseph May
The Honorable Ward Armstrong
The Honorable Lacey Putney
The Honorable Charles Colgan
The Honorable Y. B. Miller
Chairman Hudgins, NVTC
Ms. Heather Cox

The Honorable William Howell
The Honorable Glenn Oder
The Honorable Ron Tillet
The Honorable Tim Hugo
The Honorable Morgan Griffith
The Honorable Harry Purkey
The Honorable Richard Saslaw
The Honorable Thomas Norment
Chairman May, PRTC



AGENDA ITEM #3

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube, Scott Kalkwarf and Melissa Walker
DATE: October 28, 2010
SUBJECT: NVTC Copier Lease

NVTC received three proposals in response to its RFP. The existing office copier lease expires at the end of December, 2010. NVTC staff tested the proposed copiers and carefully reviewed the proposed lease costs, including the maintenance agreements.

The top-ranked firm is Capital Office Solutions (NVTC's current service provider). Its proposal would provide a Xerox 7765 copier at an initial annual lease cost of \$5,500, fixed for the first two years with a maximum of 7% escalation for each of the remaining three years. This copier and service agreement was the least expensive of the top-ranked machines in the three proposals as well as being ranked first in overall value to NVTC. An industry-standard lease agreement would be executed. It is being reviewed by legal counsel.

The commission is asked to authorize its Executive Director to execute the lease with Capital Office Solutions.





AGENDA ITEM #4

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: October 28, 2010
SUBJECT: WMATA Items

A report on WMATA's Vital Signs as of October, 2010 is provided for your information. Also, regional bus passes are now available on SmarTrip cards. WMATA's preliminary Six-Year Capital Improvement Program (2012-17) may also be available for discussion.

At its last meeting, the commission adopted Resolution #2157 that called for discussions to begin with the Commonwealth on WMATA governance, funding and safety. Staff was asked to develop a proposed process and schedule for these discussions. The attached PowerPoint describes the proposal from NVTC staff.

The commission is asked to vote to approve the process and schedule and confirm the recommended discussants.



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RESOLUTION #2157

- SUBJECT:** WMATA Governance and Long-Term Financial Sustainability.
- WHEREAS:** The Northern Virginia Transportation Commission appoints Virginia's two voting and two alternate members of the Board of Directors of the Washington Metropolitan Area Transit Authority;
- WHEREAS:** That responsibility is defined in the WMATA Interstate Compact (Article III Section 5(a));
- WHEREAS:** The Commonwealth of Virginia has asked NVTC to replace two of the four local NVTC representatives on the WMATA Board with two individuals selected by the Commonwealth;
- WHEREAS:** Members of NVTC have pointed out that NVTC's local elected officials currently serving on the WMATA Board are best equipped to respond to the concerns of their constituents who pay for WMATA through local and state taxes, regional gas taxes and fares and parking charges;
- WHEREAS:** NVTC's current WMATA Board appointees are regular Metro riders, have lengthy experience on that Board, routinely make transportation funding decisions for their own local boards, serve on other regional transportation policy boards, are immersed in transportation and related land use issues and routinely brief their fellow local and state elected officials on Metro issues each month at NVTC and receive feedback;
- WHEREAS:** As participating jurisdictions in the Metro Compact, NVTC's local governments have been and will continue to be directly responsible for meeting WMATA's funding challenges including stepping up to cover WMATA operating and capital budget deficits (e.g. \$16.4 million at the end of FY 2010 and \$189 million initially for FY 2011). This commitment is likely to continue to expand, since the costs of necessary investments focused on improved safety and increasing ridership continue to grow;
- WHEREAS:** Local effort to fund WMATA's operating and capital costs has totaled \$2.6 billion from FY 2001 through FY 2011, which is more than three times



RESOLUTION #2157 cont'd

greater than the \$827.5 million from the Commonwealth during that period;

WHEREAS: Increased capital funding for WMATA from the Commonwealth to match federal grants (Passenger Rail Investment and Improvement Act of 2008, also known as PRIIA) for the next 10 years is important and appreciated, yet the entire PRIIA commitment represents just about 10 percent of WMATA's immediate and long-term funding needs. Even when the Commonwealth's match, as well as other federal, state and local capital support for WMATA, is factored in the funding is insufficient to address all of WMATA's critical capital needs;

WHEREAS: A consensus is needed on how to provide sustainable transportation funding for WMATA. Assuring the long term success and viability of this key transportation asset is crucial to addressing concerns about WMATA governance, including the role of the federal government--whose employees are the largest users of the Metro system;

WHEREAS: The Greater Washington Board of Trade and the Metropolitan Washington Council of Governments are currently cooperating to examine issues related to WMATA governance.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission and its members commit to working with the Commonwealth to establish an enhanced and supportive relationship in order to consider and resolve all of the issues listed above, including local and state roles in governance and funding of WMATA.

BE IT FURTHER RESOLVED that because the sustainability of WMATA is vital to the economic health of the Commonwealth, as well as NVTC's local governments, a broader focus is needed beyond seats on the Metro Board to include increased commitments to long-term financial support of WMATA.

BE IT FURTHER RESOLVED that working together, representatives of the Commonwealth and NVTC's local governments should educate the members of the Board of Trade/MWCOG study and the public about the need for sustainable investments to ensure WMATA's future.


BE IT FURTHER RESOLVED that in discussions of WMATA governance and funding, NVTC's top priority will be maintaining sufficient representation for its local elected officials to ensure that customers' and taxpayers' interests are fully protected.

RESOLUTION #2157 cont'd

Approved this 7th day of October, 2010.

Catherine M. Hudgins
Chairman

Mary Hynes
Secretary-Treasurer




Northern Virginia Transportation Commission

Thinking Outside the Car Since 1964

DISCUSSIONS ON WMATA GOVERNANCE, FUNDING AND SAFETY

Process and Schedule

DRAFT
October 28, 2010





BACKGROUND

Virginia Secretary of Transportation Connaughton has written to NVTC asking that the commission replace two of the four WMATA Board appointees (one principal and one alternate) with state appointees (transit professionals).

By Resolution #2157 adopted October 7, 2010, NVTC agreed to discussions on WMATA governance as well as funding and safety.

The commission asked its staff to return with a proposed process and schedule for those discussions.



2

PROCESS OVERVIEW

- What are the objectives of the discussion?
- What are the ground rules for discussion?
- What will be discussed?
- Who will participate in the discussion?
- What will be the anticipated outcome?
- What schedule will be followed?
- Where will the meetings occur?
- What topics will be covered at each proposed meeting?

3

OBJECTIVES

The major objective will be concrete and sustainable actions that will lead to a safer, more financially sound and more effective WMATA system in the short and long terms.

To that end, consensus recommendations will be sought that will resolve concerns with WMATA governance, funding and accountability, and safety.

An additional benefit should be forging a stronger and more trusting relationship between WMATA's localities and the Commonwealth based on a better understanding of each other's interests and closer personal connections.

4



GROUND RULES



Hot buttons should be avoided during discussions:

1. The Commonwealth does not appreciate disparaging comments about its financial role or the rules it attaches to its transit assistance.
2. WMATA's existing Board members do not appreciate references to "transit professionals" with the implication that local elected officials are not qualified.
3. To the extent permitted by Virginia's Freedom of Information Act, differences of opinion will not be argued in the media.
4. To the extent possible, the information and findings contained in the ongoing Board of Trade/MWCOG review of WMATA governance will be considered and incorporated into the discussion and ultimate recommendations.
5. All parties will encourage legislators not to introduce bills that would impose solutions for topics still under discussion.

5



WHAT WILL BE DISCUSSED?



Points Raised by the Commonwealth

The Commonwealth of Virginia desires to have voting representation on the WMATA Board to ensure that its investments of taxpayer funds can be most effective. The Commonwealth has greatly increased its funding commitment to WMATA over the next decade and now provides more taxpayer funds to WMATA than any single NVTC jurisdiction. For FY 2011, 58% of DRPT's statewide transit assistance is for WMATA.

DRPT believes that WMATA has not fully responded to DRPT's requests for data necessary to monitor compliance with state rules and therefore DRPT desires more financial accountability from WMATA.

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WHAT WILL BE DISCUSSED?

Points Raised by the Commonwealth

The Governor and General Assembly may be more willing to recommend and provide additional funding if they believe that the Commonwealth has adequate control of the funds in the form of representation on the WMATA Board.

The Commonwealth regards the two WMATA Board positions as better filled with “transit professionals” rather than local elected officials.

The Commonwealth cites several reports documenting safety lapses by WMATA and believes the Commonwealth’s constituents expect it to act to improve WMATA’s safety culture.

7



WHAT WILL BE DISCUSSED?

Points Raised by NVTC’s WMATA Jurisdictions

NVTC’s five local jurisdictions generally believe that local elected officials are best equipped to represent the interests of local constituents who pay the largest share of WMATA’s costs through local taxes, regional motor fuels taxes, fares and parking charges.

The four local elected officials selected by NVTC to serve on the WMATA Board have become experts in that role, are regular transit users and, in addition, possess political acumen to ensure Virginia’s interests are best served.

The local jurisdictions emphasize that WMATA is caught in a severe funding crisis that must be resolved through additional sustainable funding sources enacted by the state, in order to ensure WMATA’s survival.

8



WHAT WILL BE DISCUSSED?



Points Raised by NVTC's WMATA Jurisdictions

These jurisdictions point to a history of variable state funding and a persistent local role of “funder of last resort.”

Local jurisdictions agree that an improved safety culture at WMATA is essential.

NVTC, which selects Virginia's WMATA Board members, has a third of its own Board members representing the Commonwealth. Therefore, the Commonwealth is not totally without influence in WMATA governance.

The state should be a stronger financial partner in promoting the success of WMATA, without diminishing the role of local governments.

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PARTICIPANTS



The following individuals are recommended, if they are selected and agree to serve:

1. Catherine Hudgins, NVTC Chairman and Principal WMATA Board Member
2. Chris Zimmerman, NVTC Immediate Past Chairman and Principal WMATA Board Member
3. Bill Eulle, NVTC Vice Chairman and Alternate WMATA Board Member
4. Mary Margaret Whipple, Virginia Senate and former WMATA Board member.
5. Joe May, Virginia House of Delegates and chairman of the House Transportation Committee
6. (Additional discussants to be provided by DRPT).
- 7.
- 8.
- 9.
- 10.

10




ANTICIPATED OUTCOME

A consensus set of recommendations of concrete actions that address the issues of WMATA governance, funding and accountability, and safety in a mutually satisfactory manner.

An identified timetable for implementation of each recommendation.

The target for agreement is no later than mid-January with actions to approve and begin to implement the consensus recommendations at NVTC's February 3rd meeting in Richmond.

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SCHEDULE AND MEETING LOCATION

Three meetings are anticipated:

1. Mid-November
2. Early December (subject to completion of the BOT/MWCOG report)
3. If needed: Mid-January (recognizing the limited availability of participants while the General Assembly is in session)

To provide a convenient centrally located facility, PRTC in Woodbridge will be asked to provide the use of its conference room. Especially during the General Assembly session, discussants may participate via conference telephone.



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SUGGESTED TOPICS FOR EACH MEETING

1. Mid-November
 - A. Agreement on Process, Schedule and Ground Rules
 - B. Factual Background Information (joint presentation by NVTC, local jurisdiction and DRPT staffs of agreed upon information)
 1. WMATA funding shares and amounts historically and for the anticipated future
 2. Legal restrictions on potential outcomes
 3. Recent published reports on WMATA:
 - a) Governance (BOT/MWCOG if available)
 - b) Funding
 - c) Safety
 - C. Initial Discussions of Objectives and Possible Consensus Solutions
 - D. Assignments to Discussants and Staff for the Next Meeting

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SUGGESTED TOPICS FOR EACH MEETING

2. Mid-December
 - A. Review of Notes from November Meeting
 - B. Review BOT/MWCOG Report (if not completed at November meeting)
 - C. Continued Discussion
 - D. Development of at least one "straw man" proposal
 - E. Assignments to Discussants and Staff for Next Meeting
3. Mid-January
 - A. Review of Notes from December Meeting
 - B. Discussion of Straw Man
 - C. Drafting of Final Recommendations
 - D. Agreement on Next Steps

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UPDATED: Virginia denied seats on Metro board



As expected, Northern Virginia leaders voted down Gov. Robert F. McDonnell's attempt to gain two state seats on Metro's board of directors Thursday night.

The Northern Virginia Transportation Commission voted 12 to 6 to keep control of the state's four members on the Washington Metropolitan Area Transit Authority Board at the local level.

The commission passed a resolution calling for the panel to "work with the commonwealth to establish an enhanced and supportive relationship in order to consider and resolve all of the issues," including governance and funding.

"This resolution does not shut the door on discussions of a state role on the WMATA Board," said Cathy Hudgins, chairman of NVTC and Metro Board member. "It identifies the reasons why sufficient representation on the WMATA Board by local elected officials is essential to protect the interests of local taxpayers and customers. It also links the need for adequate funding of WMATA to the discussion of governance. It provides a strong basis for productive discussions."

The commission, made up of 19 locally and state-elected officials plus the state's public transportation director, appoints Northern Virginia's Metro directors. The Metro board's 14 members include two representatives from Fairfax County, one from Arlington County and the Alexandria mayor.

This summer, McDonnell (R) threatened to withhold Virginia's contribution to a \$3 billion federal funding plan for Metro's capital needs unless the state received two of Northern Virginia's four seats on the agency's board.

The federal government agreed to give Metro \$1.5 billion for capital needs over 10 years but required that Virginia, Maryland and the District to match the money. Virginia eventually paid its share.

We have asked McDonnell's office for a reaction and will let you know when we hear back.

UPDATE 4:01 p.m.: McDonnell spokesman Stacey Johnson responds: "We will continue to work towards gaining the seats and a partnering with NVTC not only in funding but governance as well. We look forward to discussions with NVTC to achieve this goal."

By Anita Kumar | October 8, 2010; 12:24 PM ET
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Bus passes available on SmarTrip® starting October 17

For immediate release: October 12, 2010



Convenience allows customers to load 7-Day Bus Pass directly onto SmarTrip® card

En Español

For the first time ever, Metro is offering weekly bus passes on SmarTrip® cards starting October 17, when bus riders will be able to load the Seven-Day Bus Pass directly onto their SmarTrip® card.

Bus passes on SmarTrip® are valid for seven consecutive days of unlimited travel on regular Metrobus and regional bus routes, including ART, DASH, DC Circulator, CUE, Fairfax Connector, Ride On and TheBus.

Unlike paper bus passes that are valid from Sunday through Saturday, the Seven-Day Bus Pass on SmarTrip® allows for added flexibility because it is activated the first day a customer uses the pass and will be valid for seven consecutive days.

As an added convenience, customers may load two bus passes at a time onto their SmarTrip® card. Once the first pass is activated and then expires, the second pass will be ready to activate.

The cost of the Seven-Day Bus Pass on SmarTrip® is \$15 for the regular bus pass and \$7.50 for the senior/disabled bus pass, the same cost as the paper bus passes. Customers should keep in mind that they will not be able to load a bus pass onto a SmarTrip® card that has a negative balance.

Paper bus passes will continue to be sold through the end of December with the last available paper bus pass expiring Saturday, January 1, 2011.

Customers may add the Seven-Day Bus Pass to their SmarTrip® card at any Metro sales office, regional transit store or at select retail outlets. For a complete list of locations, please visit www.wmata.com/fares/smartrip/smartrip_load.cfm or call 202-637-7000.

SmarTrip® card users are encouraged to register their SmarTrip® card online so that if their card is lost, they won't lose the stored value. Metro recently launched an enhanced SmarTrip® web site where customers can view their card balance and usage history, add multiple cards to their account, report a lost card, request a replacement card or transfer the balance to another registered card.

SmarTrip® Questions & Answers

News release issued at 9:14 am, October 12, 2010.



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Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)



Office of Performance

Chief Performance Officer

October 2010

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Vital Signs Report – October 2010

Executive Summary

In August 2010, bus on-time performance (OTP) improved as operators adapted to summer construction detours. Rail OTP improved on four of five lines, with the Green line experiencing the highest OTP of the last 12 months. MetroAccess continued to exceed its on-time performance target. Elevator and escalator availability decreased in August, though the number of unscheduled escalator service calls went down indicating that preventive maintenance inspections are keeping units in service longer.

Bus fleet reliability improved in August as new diesel electric hybrid buses replace the oldest buses in Metro's fleet, contributing to a reduction in lost trips. This report includes a new companion measure for rail fleet reliability that tracks distance between delays for the railcars. Another new measure focuses on the customer's experience using Metro's services. These new measures are being added based on collaborative work with both the Riders Advisory Council and the Jurisdictional Coordinating Committee.

Focusing on safety and security, many new safety initiatives are being implementing to strengthen Metro's safety culture, including expanding use of the Safety Measurement System to all Metrorail work facilities. A positive result is appearing in the measure of employee injuries. That injury rate is down from July and significantly below August of last year. In terms of security, the Metrobus crime rate went down in July, while the Metrorail and Parking Lot crime rate increased. July crimes were primarily associated with stolen property.

Upcoming Performance Action Highlights:

- Target actions to fill vacancies to improve on-time performance and elevator/escalator reliability.
- Ensure that the tracks are clean and free of leaves as fall approaches in order to avoid accidents and delays.
- Continue to improve bus fleet reliability by placing 148 new buses in service by the end of 2010.
- Invest \$18.6 million from the Department of Homeland Security in new technology to better secure buses to prevent unauthorized persons from operating buses and enhance physical security at Metrorail yards.

Strategic Framework Overview

There are five strategic goals that provide a framework to quantify and measure how well Metro is performing. Each of the goals have underlying objectives intended to guide all employees in the execution of their duties. This report is a scorecard of key performance indicators tracking individual measures, ratios, rates and statistics.

5 Goals

- | | |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goals | <ol style="list-style-type: none"> 1. <u>Create</u> a Safer Organization 2. <u>Deliver</u> Quality Service 3. <u>Use</u> Every Resource Wisely 4. <u>Retain</u>, <u>Attract</u> and <u>Reward</u> the Best and the Brightest 5. <u>Maintain</u> and <u>Enhance</u> Metro's Image |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

12 Objectives

Goal	Objective
1	1.1 <u>Improve</u> customer and employee safety and security ("prevention")
	1.2 <u>Strengthen</u> Metro's safety and security response ("reaction")
2	2.1 <u>Improve</u> service reliability
	2.2 <u>Increase</u> service and capacity to relieve overcrowding and meet future demand
	2.3 <u>Maximize</u> rider satisfaction through convenient, comfortable services and facilities that are in good condition and easy to navigate
	2.4 <u>Enhance</u> mobility by improving access to and linkages between transportation options
3	3.1 <u>Manage</u> resources efficiently
	3.2 <u>Target</u> investments that reduce cost or increase revenue
4	4.1 <u>Support</u> diverse workforce development through management training and provision of state of the art facilities, vehicles, systems and equipment
5	5.1 <u>Enhance</u> communication with customers, employees, Union leadership, Board, media and other stakeholders
	5.2 <u>Promote</u> the region's economy and livable communities
	5.3 <u>Use</u> natural resources efficiently and reduce environmental impacts

Metro Facts at a Glance

Metro Service Area

Size	1,500 sq. miles
Population	3.5 million

Ridership

Mode	FY 2010	Average Weekday
Bus	124 million	405,971 (August 2010)
Rail	217 million	758,946 (August 2010)
MetroAccess	2.4 million	8,104 (August 2010)
Total	343.4 million	1,173,021

Fiscal Year 2011 Budget

Operating	\$1.5 billion
Capital	\$0.7 billion
Total	\$2.2 billion

Metrobus General Information

Size	11,750 bus stops
Routes	320
Fiscal Year 2011 Operating Budget	\$538 million
Highest Ridership Route in 2009	30's – Pennsylvania Ave. (16,330 avg. wkdy ridership)
Metrobus Fare	\$1.70 cash, \$1.50 SmarTrip®, Bus-to-bus Transfers Free
Express Bus Fare	\$3.85 cash, \$3.65 SmarTrip®, Airport Fare \$6.00
Bus Fleet*	1,518
Buses in Peak Service*	1,242
Bus Fleet by Type*	Compressed Natural Gas (460), Electric Hybrid (355), Clean Diesel (117) and All Other (586)
Average Fleet Age*	7.12 years
Bus Garages	9 – 3 in DC, 3 in MD and 3 in VA

**As of September 2010.*

Metrorail General Information

Fiscal Year 2011 Operating Budget	\$822 million
Highest Ridership Day	Obama Inauguration on Jan. 20, 2009 (1.1 million)
Busiest Station in 2010	Union Station (34,713 average weekday boardings in April)
Regular Fare (peak)	Minimum - \$2.20 paper fare card, \$1.95 SmarTrip® Maximum - \$5.25 paper fare card, \$5.00 SmarTrip®
Reduced Fare (non-peak)	Minimum - \$1.85 paper fare card, \$1.60 SmarTrip® Maximum - \$3.00 paper fare card, \$2.75 SmarTrip®
Peak-of-the-peak Surcharge	\$.20 - weekdays 7:30 – 9 a.m. and 4:30 – 6 p.m., depending on starting time of trip
1 st Segment Opening/Year	Farragut North-Rhode Island Avenue (1976)
Newest Stations/Year	Morgan Boulevard, New York Avenue, and Largo Town Center (2004)
Rail Cars in Revenue Service**	1,118
Rail Cars in Peak Service**	850
Rail Cars by Series**	1000 Series (288), 2000/3000 (362), 4000 (100), 5000 (184) and 6000 (184)
Lines	5 – Blue, Green, Orange, Red and Yellow
Station Escalators	588
Station Elevators	236
Longest Escalator	Wheaton station (230 feet)
Deepest Station	Forest Glen (21 stories / 196 feet)
Rail Yards	9 – 1 in DC, 6 in MD and 2 in VA

**As of April 2010.

MetroAccess General Information

Fiscal Year 2011 Operating Budget	\$104 million
MetroAccess Fare	Within ADA core service area - \$3.00; Outside ADA core service area - \$2.00 to \$4.00 supplemental fare
Paratransit Vehicle Fleet***	600
Average Fleet Age***	2.6 years
Paratransit Garages	7 (1 in DC, 4 in MD and 2 in VA)
Contract Provider	MV Transportation

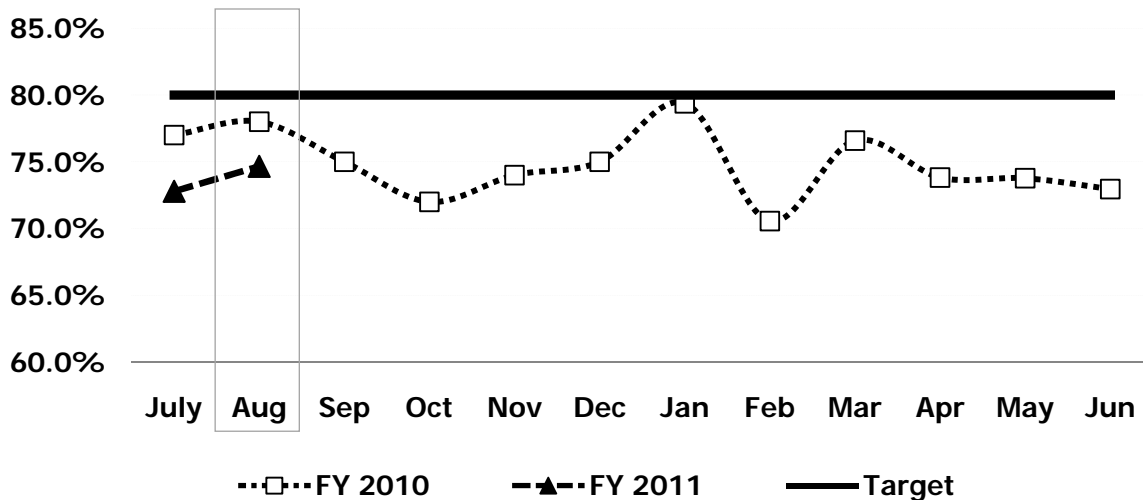
***As of September 2010.

Reason to Track: This indicator illustrates how closely Metrobus adheres to published route schedules on a system-wide basis. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability, and operational behavior. Bus on-time performance is essential to delivering quality service to the customer.

Why Did Performance Change?

- August on-time performance improved by 2 percentage points when compared to the previous month of July, continuing the pattern of nearly three out of every four buses adhering to schedule. One out of every four buses ran late 75% of the time or early 25% of the time.
- Road construction continues to negatively impact on-time performance when compared to the prior year. Some impacted lines include the H street corridor, D12, D14, W4, 2, 17, as well as, the Washington Hospital Center affecting the D8, H2, H3 and H4.
- Detours have also continued to affect on-time performance, not only caused by construction, but weekend summer events such as: the YMCA Fun Day, farmers market, and multiple neighborhood block parties.

Bus On-Time Performance



Actions to Improve Performance

- Implementation of a real time performance management system has allowed for faster response time. For example, Service Managers will be logistically deployed to monitor the A.M. and P.M. pull out of troubled areas; Maintenance Supervisors will audit the pull out time and operators found to be late will be interviewed and appropriate actions will be taken.
- Hiring of Bus Operators is underway to address workforce shortage which sometimes prevents the dispatch of service.

Conclusion: Road construction projects continue to impact on-time performance; however, the rate at which buses ran late improved by 2 percentage points indicating that Metro is adapting to detours and delays.

KPI: Bus Fleet Reliability (August)
(Mean Distance Between Failures)

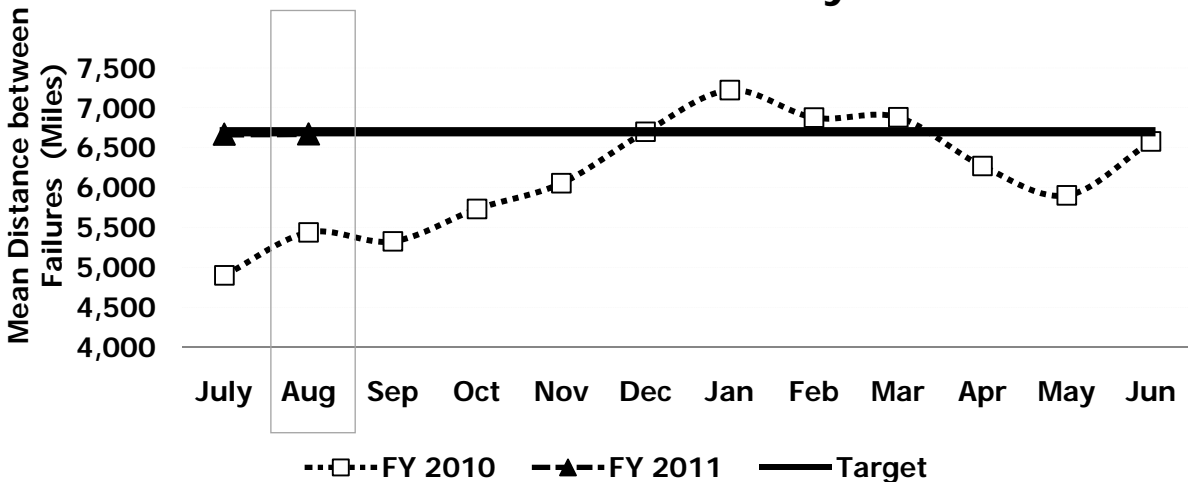
Objective 2.1 Improve Service Reliability

Reason to Track: One source of reliability problems are vehicle breakdowns that cause buses to go out of service. This key performance indicator communicates service reliability and is used to monitor trends in vehicle breakdowns and to plan corrective actions. Factors that influence bus fleet reliability are the quality of a maintenance program, vehicle age, original vehicle quality, and road conditions. For this measure higher miles are better, meaning that the vehicle goes farther without breaking down.

Why Did Performance Change:

- Bus fleet reliability has consistently improved over the last six months.
- August performance continues the improvement pattern as older buses are retired and replaced with new diesel electric hybrid buses. New buses tend to be more reliable and less problematic.
- Getting 20 year old buses out of service and replacing them with new ones goes a long way to improve reliability. First, operators have a new bus which they are more likely to want to drive (no roadcall, shaking, and rattling). Second, Metro receives fewer customer complaints with new buses on routes.

Bus Fleet Reliability



Actions to Improve Performance

- Continue to place 148 new buses in service, retiring the older buses. Of the 148 buses, 118 have been put into service; all of the 148 buses will be in service by the end of 2010. As older buses are replaced by new, more efficient buses, service delivered to our customers will become even more reliable.
- Continue to monitor the automatic vehicle monitoring (AVM) system on new buses, which reports the status of critical maintenance needs and identifies failure trends using the AVM system that may impede reliability.

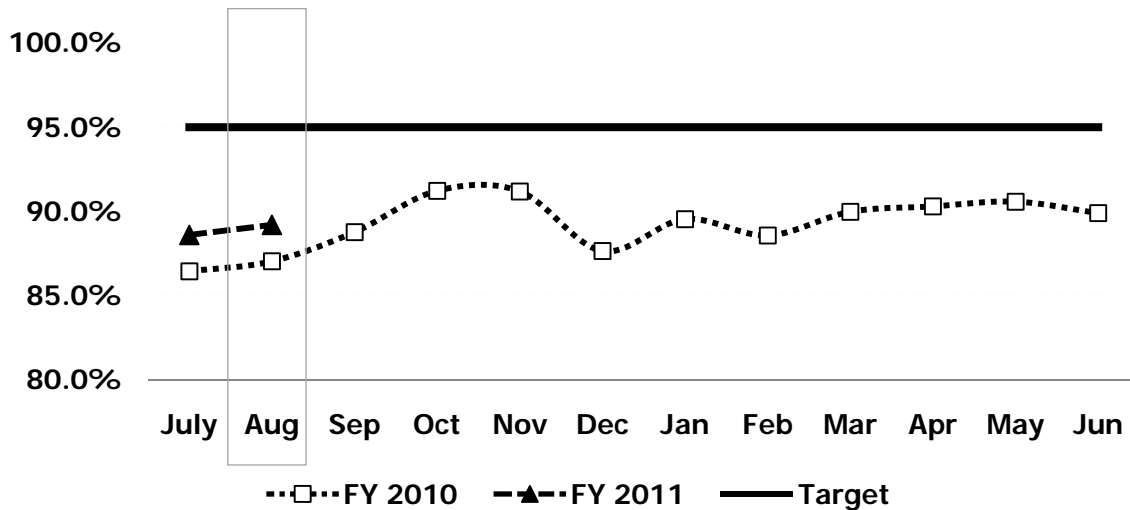
Conclusion: As bus fleet reliability improves, lost trips will also decrease. In August lost trips improved by 12% when compared to August of the prior year and 10% when compared to the prior month. Year to date, bus fleet reliability is 6,682 miles approaching the target of 6,700.

Reason to Track: On-time performance measures the adherence to weekday headways, the time between trains. Factors that can affect on-time performance include track conditions resulting in speed restrictions, the number of passengers accessing the system at once, dwell time at stations, equipment failures and delays such as sick passengers or offloads. On-time performance is a component of customer satisfaction.

Why Did Performance Change?

- Systemwide on-time performance improved 0.6% from July.
- Although door malfunctions were the most frequent types of delay (52 incidents), the average length of delay per incident was significantly less in August (3 minutes), as compared with July (6 minutes).
- Improved performance occurred despite an increase in the length of delays caused by sick customers (nine incidents with an average delay of 41 minutes per incident).
- Severe thunderstorms caused delays on August 12th during the morning peak, where power outages and heavy rainfall resulted in temporary station closures and track flooding on the Red Line.
- Metrorail accommodated nine home Washington Nationals baseball games, adding trains on the Green Line to meet evening peak period service demand and improve headways.
- A class of new operators added to the system in July improved their ability to maintain headways and operate trains more efficiently during August.

Rail On-Time Performance



Actions to Improve Performance

- Improve event planning including assessing resource requirements to accommodate peak period customers and event attendees.
- Plan for and provide staffing to assist with the boarding process when passenger loads are significant, to help even passengers per car and per doorway, such as at Gallery Place.
- Provide advance information regarding track work to help customers make travel decisions. This work is essential to maintaining rail system so that trains can safely travel at the maximum speed, improving reliability and on-time performance for all customers.

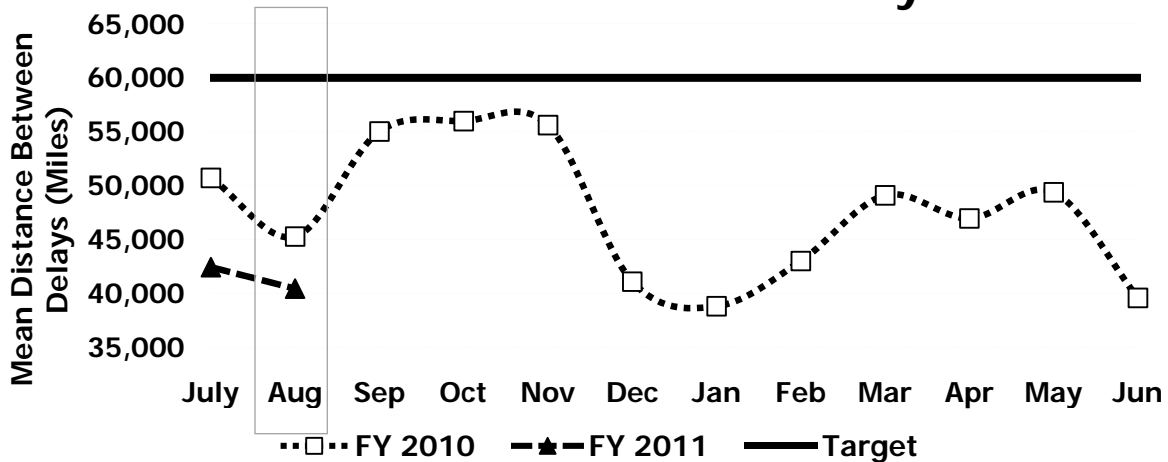
Conclusion: On-time performance improved on four out of five Metrorail lines in August, with significant improvement on the Green and Yellow Lines.

Reason to Track: Mean distance between delays communicates the effectiveness of Metro’s railcar maintenance program. This measure reports the number of miles between railcar failures resulting in delays of service greater than three minutes. Factors that influence railcar reliability are the age of the railcars, the amount the railcars are used, and the interaction between railcars and the track. The higher the mileage for the mean distance between delays, the more reliable the railcars.

Why Did Performance Change?

- During August, the mean distance between delays calculated across the fleet declined from 42,424 to 40,435 miles.
- The 6000 Series railcars, the newest in the fleet, account for 20 percent of the miles operated in August, and eight percent of the railcar delays, making them the most reliable cars on average.
- The reliability of the 1000 Series cars, the third most operated car series, improved significantly during August, to 46,370 miles between delay from 32,258 miles.
- In contrast, the 4000 Series railcars account for eight percent of the miles and 18 percent of the railcar related delay events.
- Door malfunctions are the most frequent cause of railcar delays. Increases in delays were also caused by Auxiliary Power, Carborne Automatic Train Control (ATC) sensors and signals, and a small increase in brake problems resulting in delays over July.
- The impact of the record-high heat during the summer months has also resulted in a higher number of HVAC and propulsion system related delays than last year.

Rail Fleet Reliability



Actions to Improve Performance

- Continue to analyze railcar equipment malfunctions that can be addressed and repaired systematically such as the 4000 Series door motor replacement that occurred in July.
- As fall approaches, coordinate with track maintenance to ensure that the tracks are clean and free of leaves because railcars can slide when braking and damage wheels, causing flats. Flats require cars to be taken out of service.
- Ensure that the interaction between the railcar collector shoes, the contact rail (third rail) and DC power quality are within specifications.

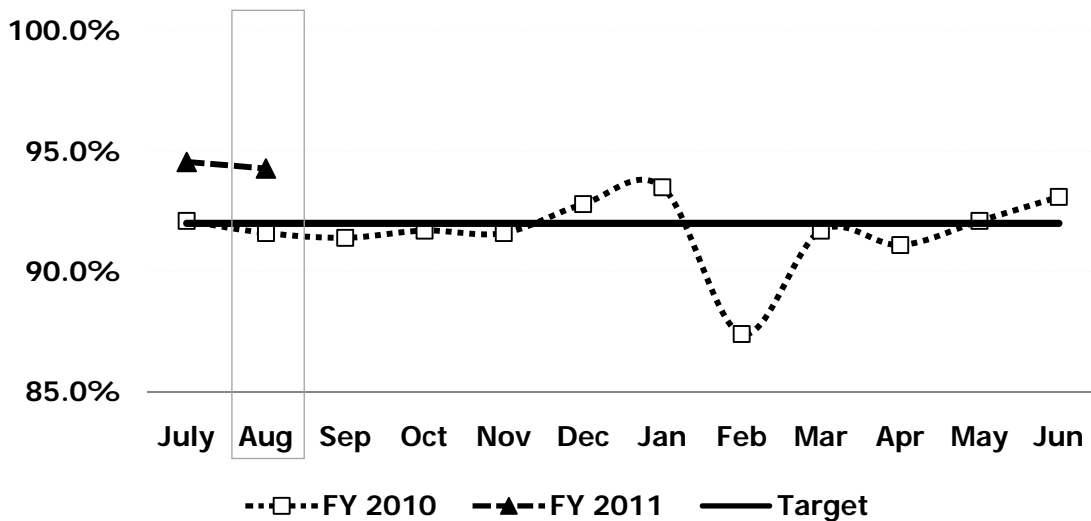
Conclusion: Maintenance of railcars in good working order is essential for reliable Metrorail service. Metro continues to address railcar equipment malfunctions (e.g., door malfunctions) to ensure the required fleet of railcars are available to transport customers to their destinations safely and comfortably.

Reason to Track: On-time performance is a critical measure of MetroAccess service reliability and customer expectations. Adhering to the customer's scheduled pick-up window is comparable to Metrobus adhering to scheduled timetables. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability and operational behavior. MetroAccess on-time performance is essential to delivering quality service to customers.

Why Did Performance Change?

- Since April, MetroAccess On-time performance has continued to improve, exceeding the 92% target of delivered trips within the pick-up window. The dispatcher refresher training and streamlined division level dispatch procedures continue to positively impact performance in August.
- Staff conducted a top-to-bottom review of daily operating procedures and revised dispatcher and driver communication processes, which continue to result in on-time performance exceeding the target in July and August.

MetroAccess On-Time Performance



Actions to Improve Performance

- Continue real-time monitoring of dispatcher performance and route schedule adherence.
- Monitor and evaluate dispatch software tools and reporting to identify opportunities for improvement.
- Maintain emphasis on refresher training with dispatchers and vehicle operators.

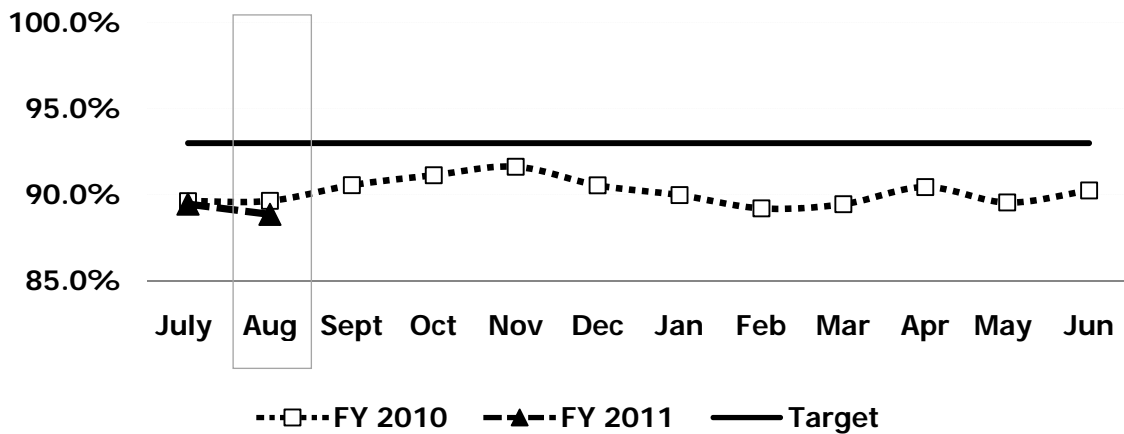
Conclusion: MetroAccess delivered 94.3% of trips on-time for August, again exceeding its target of 92.0%. The improvements in dispatcher communication processes and the ongoing monitoring of route schedule adherence are resulting in significant improvements in the timeliness of MetroAccess service.

Reason to Track: Riders access Metrorail stations via escalators to the train platform. An out-of-service escalator requires walking up or down a stopped escalator, which can add to the rider's total travel time and may make stations inaccessible to some customers. Escalator availability is a key component of customer satisfaction with Metrorail service.

Why Did Performance Change?

- Overall escalator availability decreased by .6% (which "equals" 3 escalators) between July and August 2010 and is slightly below August of last year.
- The number of inspections increased from July to August, as units were taken out of service to ensure units are operating safely for customers and for related repairs.
- Unscheduled escalator service calls reduced in August, indicating that preventive maintenance inspections are keeping units in service longer.
- Major rehabilitation work was completed on platform escalators at Gallery Place-Chinatown and Virginia Square-GMU, putting these escalators back in service. During August, a total of sixteen escalators were out of service due to rehabilitation work.
- The outside assessment of elevator/escalator maintenance continued in August with the preliminary assessment prepared for the Dupont Circle station.

Escalator System Availability



Actions to Improve Performance

- Following completion of outside assessment, respond to recommendations for improving maintenance processes.
- Initiate team-building initiative to enhance communications among staff and improve the team's effectiveness.
- Fill current vacancies within elevator/escalator department in order to conduct maintenance activities as scheduled.

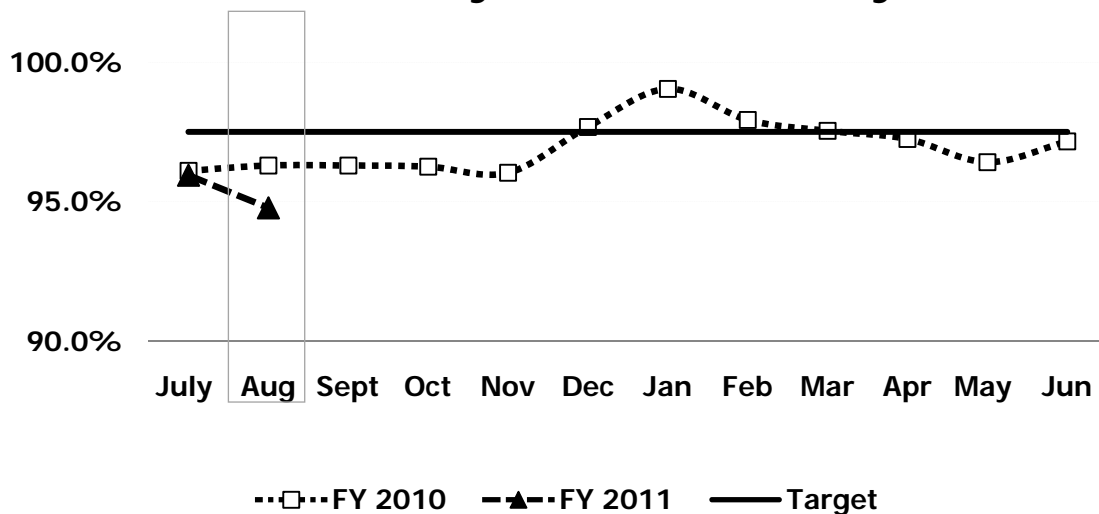
Conclusion: Metrorail escalators were available for 312,501 hours in August (equivalent to an average of 523 out of 588 escalators in operation systemwide). This represents a decrease of less than 1% in availability from July to August when an average of 526 units were available.

Reason to Track: Metrorail elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, travelers carrying luggage and other riders. When an elevator is out of service, Metro is required to provide alternative services, which may include a shuttle bus service to another station.

Why Did Performance Change?

- Availability decreased from July to August 2010 by 1.2% which “equals” 6 elevators and below August of last year.
- Water intrusion continued to be a problem in August (11 units) as water from July storms drained through the soil and collected at the bottom of elevator wells. Power outages took 38 units out of service during August, primarily related to severe weather on August 12th.
- Unscheduled elevator service calls reduced in August, indicating that preventive maintenance inspections are keeping units in service longer.
- The outside assessment of elevator/escalator maintenance continued in August with the preliminary assessment prepared for the Dupont Circle station.

Elevator System Availability



Actions to Improve Performance

- Following completion of outside assessment, respond to recommendations for improving maintenance processes.
- Initiate team-building initiative to enhance communications among staff and improve the team’s effectiveness.
- Fill current vacancies within elevator/escalator department in order to conduct maintenance activities as scheduled.

Conclusion: Metrorail elevators were available for 132,892 hours in August. This is equivalent to an average of 222 out of 238 elevators in operation at Metro stations and in parking garages. This represents a decrease of 1.2% in availability from July to August when an average of 228 units were available.

KPI: Customer Injury Rate – Metrorail, Metrobus and MetroAccess (August)

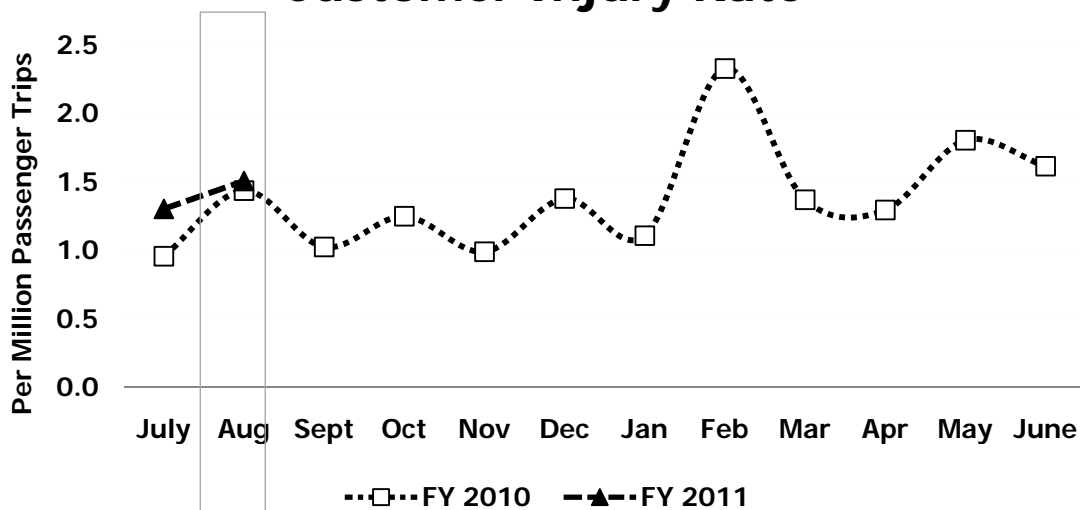
Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Customer safety is the highest priority for Metro and a key measure of quality service. Customers expect a safe and reliable ride each day. The customer injury rate is an indicator of how well the service is meeting this safety objective.

Why Did Performance Change?

- Bus customer passenger injuries decreased by 40% or (6) injuries when compared to the prior month of July. Collisions, slips and falls, and sudden braking are the most common cause of bus customer injuries. In August, there were less collisions and incidents of sudden braking.
- The rail facility customer injury rate increased in August. This category includes passengers falling in stations or garages due to wet surfaces or debris, customers losing their balance or tripping on uneven tiles. Escalator injuries also contributed to the customer injury rate this month. Falls are the most significant type of escalator injury, occurring as customers walk or run up/down an escalator.
- Of the eight passenger injuries on MetroAccess in August, six occurred during vehicle collisions, all but one of which were non-preventable by the operator. The remaining two injuries were also not preventable by the operator--one occurred while the operator was outside the vehicle deploying the lift, and the other occurred when a passenger removed their safety belt during travel in violation of MetroAccess safety procedures.

Customer Injury Rate



Actions to Improve Performance

- Bus transportation intends to aggressively improve upon last year's safety initiatives of: enforcing a strict 2:1 training ratio for bus trainees, performing in-depth accident investigations, screening new hires using a behavior based selection application, and emphasizing training in defensive driving.
- Rail station managers will double their efforts to place "Watch Your Step" signage whenever there is a danger of slipping such as on wet platforms or escalators as appropriate. When there is a prediction of heavy rains, rail supervisors will inspect drains for clogging and report any other maintenance issues that need immediate attention.
- The Fall 2010 issue of "Access Matters" will feature content that focuses on a "Safety Partnership" between customers and MetroAccess, including safety related best practices for customers. The importance of accepting assistance in boarding and alighting vehicles and following safety related customer policies and guidance will be emphasized.

Conclusion: Bus passenger injuries decreased significantly in August. Metro is committed to taking actions to reduce customer injuries.

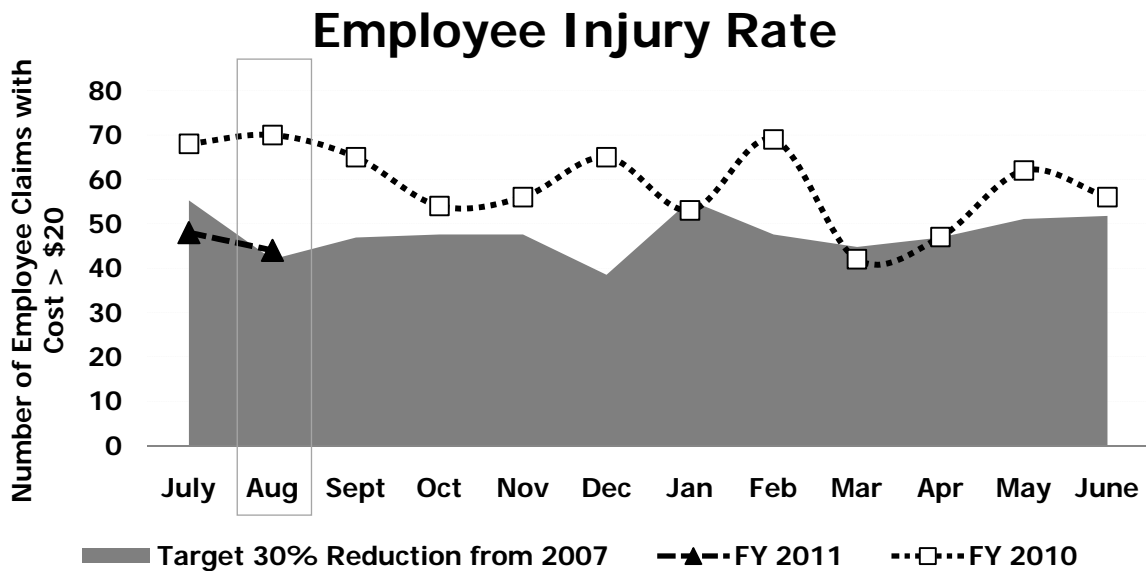
KPI: Employee Injury Rate (August)
(Worker's Compensation Claims with Cost of More than \$20)

Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Worker's compensation claims are a key indicator of how safe employees are in the workplace. This measure captures all of the types of claims filed where there is a cost of more than \$20.

Why Did Performance Change?

- The employee injury rate reached its target during the months of July (restated) and August. August FY10 employee injuries decreased by 37% compared to August of last fiscal year. Metro strongly encourages a culture of safety and has implemented additional safety initiatives.
- Raised awareness of employee safety by improving the quantity and quality of safety conversations by front-line operations management.
- Operations managers have been looking more closely at the cause of employee injuries to develop strategies to prevent future injuries.



Actions to Improve Performance

- Metrorail is introducing a Safety Measurement System (SMS) in Rail Transportation; this system was first implemented in Bus Transportation. SMS is a new way of reporting, tracking, and analyzing incidents.
- Safety Conversations will continue to be emphasized and evaluated.
- During the months of October through January, Metro will turn on DriveCam cameras fleet wide. DriveCam is designed to help improve driving by documenting incidents and providing drivers with feedback on driving habits.
- Introduce a web based BlackBerry safety summary report for Metrorail; this report will help evaluate trends for root cause analysis.

Conclusion: Metro has achieved its employee injury reduction target for two consecutive months and will continue to scrutinize and improve the safety environment of it employees.

KPI: Crime Rate (July) Per Million Passengers

Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: This measure provides an indication of the perception of safety and security customers experience when traveling the Metro system. Increases or decreases in crime statistics can have a direct effect on whether customers feel safe in the system.

Why Did Performance Change?

- The Metrobus crime rate went down in July, while the Metrorail and Parking Lot crime rate increased. July crimes are primarily associated with stolen property. The MTPD is utilizing every opportunity to provide uniform visibility in the rail system to combat crime. In July, a number of joint area saturation patrol events took place with local jurisdictions, the Transportation Security Administration, Maryland Transit Administration and Amtrak to focus officer presence at key stations.
- For the third month in a row, robberies have decreased and are about 30% below the monthly average of 87 events per month during the last twelve months.
- Larcenies are up about 18% (131) from June (111). The increase is attributed to an overall increase in bicycle thefts and parking lot/auto related crimes during the summer months. One strategy used to combat parking lot crime is the use of tag reader technology that electronically "reads" license plates in order to identify stolen vehicles, individuals wanted for crimes, vehicles used in serious crimes, and vehicles or individuals on the national terrorism watch list. The tag readers are made available through participation in a National Capital Region Homeland Security grant program managed by Arlington County Police.
- Aggravated assaults doubled during July (June 7, July 14). The majority of these assaults were classified as a result of the involvement of dangerous weapons. Victims did not report any significant physical injuries.



Actions to Improve Performance

- In response to security assessments of Metro support facilities and a bus theft from Bladensburg Bus Division, Metro will invest \$18.6 million from the Department of Homeland Security in new technology to better secure buses to prevent unauthorized persons from operating buses, and enhance physical security at Metrorail yards.
- As part of Metro's anti-terrorism efforts, MTPD continues to conduct targeted train inspections to look for suspicious activity. The results in significant uniform presence as officers spread out along the length of the station platform and inspect all trains passing through a station.
- Specialized MTPD units are changing shift hours to align with time of day for reported bicycle and auto theft crime trends.

Conclusion: Crimes in July were primarily associated with stolen property. As is typical in the summer months, outdoor crimes such as parking lot/auto and bicycle thefts increased.

KPI: Arrests, Citations and Summonses (July)

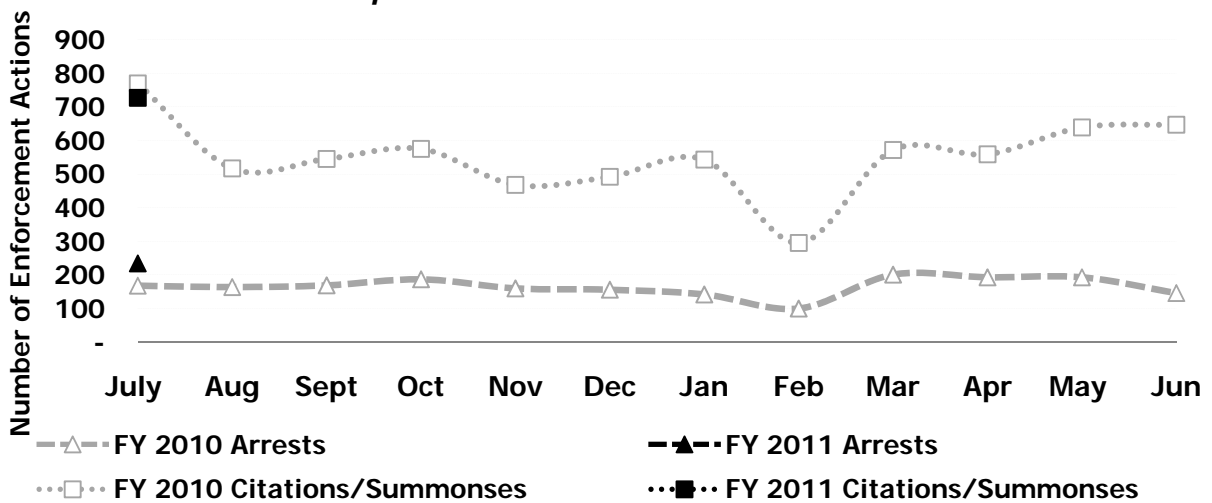
Objective 1.2 Strengthen Metro’s Safety and Security Response

Reason to Track: This measure reflects actions by the Metro Transit Police Department to keep the Metro system safe. This includes arrests of individuals breaking the law within the Metro system and citations/summonses issued by transit police officers. Examples of citations/summonses include fare evasion and public conduct violations.

Why Did Performance Change?

- There were 234 arrests in July, an increase of 60% from June. A significant arrest in July was made at Southern Avenue Station based on information obtained through a tag reader mounted on a MTPD vehicle. Identification of stolen tags led to the arrest. A vehicle search following the arrest revealed another set of stolen tags inside the vehicle. In addition, the suspect was wanted on an outstanding bench warrant.
- 727 citations/summonses were issued in July. MTPD continued its youth disorder program, concentrating resources on late night closings and youth disorder at Gallery Place Station and special attention to enforcement of public conduct ordinances. Fare evasion citations were up by about 26% (380 June, 478 July).

Arrests, Citations and Summonses



Actions to Improve Performance

- Conduct training at officer roll call (meetings that occur at the beginning of a patrol shift) on coordinated robbery incident response to increase apprehensions.
- The MTPD K-9 Unit obtained and trained three additional narcotics detection dogs which will assist patrol officers in the development of probable cause during situations where illegal drugs are likely.
- Begin to use critical information from camera systems owned by local businesses to combat illegal activities outside the downtown core stations.
- Distribution of Transit Anti-Crime Report to all Metro operational employees to assist in the identification of hot spots and recurring criminal activity. In conjunction with the report, an in-house hot line will be used to gather on-going Rail and Bus employee concerns.

Conclusion: Arrests and citations/summonses increased in July as the Department responded to crime in the system and continued to proactively reduce public conduct offenses.

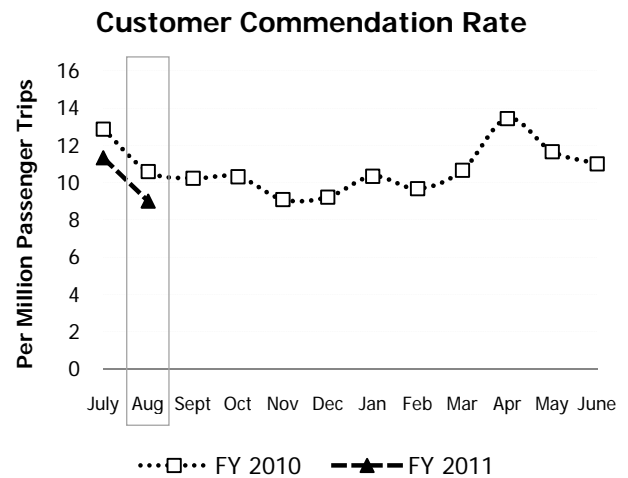
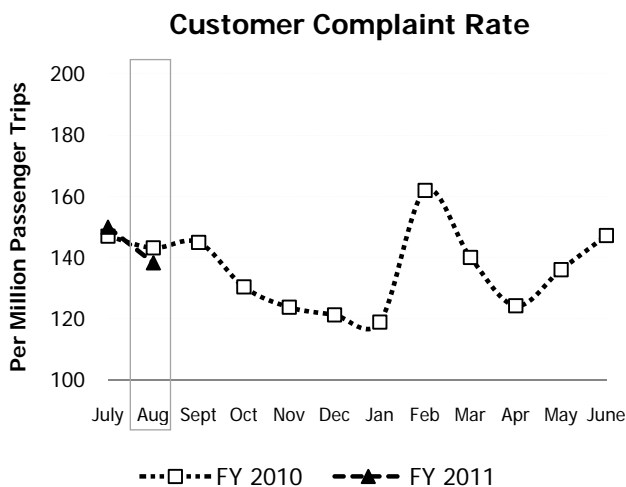
KPI: Customer Comment Rate (August)

Objective 2.3 Maximize Rider Satisfaction

Reason to Track: Listening to customer feedback about the quality of service provides a clear roadmap to those areas of the operation where actions to improve the service can best help to maximize rider satisfaction.

Why Did Performance Change?

- The overall customer complaint rate improved from July to August; decreasing from 150 to 138 complaints per million customers.
- Complaints regarding MetroAccess declined by 18% from July to August which aligns well with recent improvements in MetroAccess on-time performance.
- The complaint rate on Metrobus and Metrorail also both improved from July to August with respective 7% and 5% declines each.



Actions to Improve Performance

- Analysis of the top-5 complaints has been completed. With more specific information, Customer Service will be able to help Operations develop more targeted strategies to respond to customer priorities.
- MetroAccess had 1,432 complaints registered in August which were 35% of total complaints. Early or late arrivals were the predominate complaint.
- Metrobus received 1,382 complaints in August, or 34 percent of the total. Top concerns were: no shows, failure to service stop, and delayed / late trips.
- Metrorail received 1,223 complaints in August, or 30% of the total. The largest category involved comments on inadequate service and delayed / late service.
- Bus transportation managers are now tracking bus complaints in real-time on the front page of their web based performance tracking system.

Conclusion: Metro carries millions of riders every day and provides a high quality service, but occasionally there are difficulties. Targeting actions to resolve customer complaints will continue to improve the quality of service.

General Manager's 6-Month Action Plan (August)

	Actions Through:						
	Apr	May	Jun	Jul	Aug	Sep	Oct
Create a Safer Organization							
Fill safety department vacancies			✓				
Increase safety training							
Close out safety-related audit findings							
Develop incident tracking, safety management reporting system							
Encourage near-miss reporting, publicize employee hotline	✓					on-going	
Strengthen whistleblower protection				✓			
Complete new right-of-way worker protection manual				✓			
Revise rail safety rules and procedures handbook			✓				
Assess safety-related internal controls				✓			
Initiate thorough assessment of safety culture			✓			on-going	
Deliver Quality Service							
Increase training for front-line employees and supervisors							
Create transparent performance tracking & reporting systems	✓					on-going	
Revise inspection & maintenance procedures in operations			✓			on-going	
New schedule adjustment on Red Line to fix running time			✓				
External assessment of elevator and escalator maintenance and repair program							
Continually re-emphasize safety and State of Good Repair as top priorities			✓			on-going	
Use Every Resource Wisely							
Educate policymakers, customers, public about funding roles		✓				on-going	
Implement approved FY2011 budget			✓			on-going	
Transition to next 6-year capital program			✓			on-going	
Respond to NTSB recommendations with capital budget impact							
Stakeholder discussion on long-term fiscal outlook			✓			on-going	
<u>Summary of results to date:</u>							
Each action has been assigned to specific members of the executive staff. Detailed execution steps have been laid out with clear due-dates. The GM is constantly monitoring the progress being made on each task and maintaining accountability for results.							
<p>Scorecard Key -</p> <p>Accomplished <input checked="" type="checkbox"/></p> <p>On schedule <input type="checkbox"/></p> <p>Requires attention <input type="checkbox"/> X</p>							

Jurisdictional Measures		FY 09 Actual
Output:	Revenue Vehicle Miles (Thousands)	
Metrorail		71,803
Metrobus		41,168
Output:	Passengers Per Revenue Vehicle Mile	
Metrorail		3.10
Metrobus		3.25
Efficiency:	Operating Cost Per Revenue Vehicle Mile	
Metrorail		\$10.60
Metrobus		\$12.19
Efficiency:	Farebox Recovery Ratio	
Metrorail		67.1%
Metrobus		24.0%
MetroAccess		4.2%
WMATA Systemwide		47.4%
Efficiency:	Operating Cost Per Passenger Trip	
Metrorail		\$3.40
Metrobus		\$3.61
MetroAccess		\$39.87
Outcome:	Annual Ridership (Thousands)	
Metrorail (linked trips)		222,858
Metrobus (unlinked trips)		133,774
MetroAccess		2,108
Outcome:	Maryland Annual Ridership (Thousands)	
Metrorail		87,951
Metrobus		39,400
MetroAccess		1,304
Outcome:	District of Columbia Annual Ridership (Thousands)	
Metrorail		67,764
Metrobus		72,344
MetroAccess		537
Outcome:	Virginia Annual Ridership (Thousands)	
Metrorail		67,143
Metrobus		22,030
MetroAccess		267

Jurisdictional Measures

Metrobus in Fairfax County	FY07 Actual	FY08 Actual	FY09 Actual	FY10 Estimate	FY11 Estimate
Metrobus Routes	87	100	91	75 ¹	75
Trips Originating in Fairfax County	9,272,000	10,040,500	9,440,351	10,445,132	9,629,158
Platform Hours	372,266	395,999	407,844	371,721	395,662
Platform Miles	7,065,260	7,310,086	6,565,966	6,662,941	7,330,351
Operating Subsidy	\$36,723,400	\$36,744,578	\$42,761,346	\$40,219,382	\$40,650,118
Operating Subsidy/ Platform Mile	\$5.20	\$5.03	\$6.51	\$6.04	\$5.55
Operating Subsidy/ Platform Hour	\$98.65	\$92.79	\$104.85	\$108.20	\$102.74
Operating Subsidy Per Trip	\$3.96	\$3.66	\$4.53	\$3.85	\$4.22
Percent Change in Fairfax County Trips	0.0%	8.3%	-6.0%	3.0%	-7.8%

Metrorail in Fairfax County	FY07 Actual	FY08 Actual	FY09 Actual	FY10 Estimate	FY11 Estimate
Fairfax County Ridership	28,815,191	28,432,596	29,012,470	30,164,141	29,592,719
Operating Subsidy	\$17,496,099	\$19,266,866	\$17,334,537	\$24,137,403	\$16,999,647
Operating Subsidy Per Metrorail Passenger	\$0.61	\$0.68	\$0.60	\$0.80	\$0.57
Percent Change in Metrorail Ridership	-3.3%	-1.3%	2.0%	3.0%	3.0%

¹ FY10 Metrobus Routes as of April 2010

Produced by jurisdictional request based on available data.

Vital Signs Report

Definitions for Key Performance Indicators

Bus On-Time Performance – Metrobus adherence to scheduled service.

Calculation: For delivered trips, difference between scheduled time and actual time arriving at a time point based on a window of no more than 2 minutes early or 7 minutes late. Sample size of observed time points varies by route.

Bus Fleet Reliability (Bus Mean Distance between Failures) – The number of revenue miles traveled before a mechanical breakdown. A failure is an event that requires the bus to be removed from service or deviate from the schedule.

Calculation: Number of failures / miles

Rail On-Time Performance by Line – Rail on-time performance is measured by line during weekday peak and off-peak periods. During peak service (AM/PM), station stops made within the scheduled headway plus two minutes are considered on-time. During non-peak (mid-day and late night), station stops made within the scheduled headway plus no more than 50% of the scheduled headway are considered on-time.

Calculation: Number of Metrorail station stops made up to the scheduled headway plus 2 minutes / total Metrorail station stops for peak service. Number of Metrorail station stops made up to 150% of the scheduled headway / total Metrorail station stops for off-peak service.

Rail Fleet Reliability (Railcar Mean Distance between Delays) – The number of revenue miles traveled before a railcar failure results in a delay of service of more than three minutes. Some car failures result in inconvenience or discomfort, but do not always result in a delay of service (such as hot cars).

Calculation: Number of failures resulting in delays greater than three minutes / total railcar miles.

MetroAccess On-Time Performance – The number of trips provided within the on-time pick-up window of the trips that were actually dispatched into service (delivered). This includes trips where the vehicle arrived, but the customer was not available to be picked up. Vehicles arriving at the pick-up location after the end of the 30-minute on-time window are considered late. Vehicles arriving more than 30 minutes after the end of the on-time window are regarded as very late.

Calculation: The number of vehicle arrivals at the pick-up location within the 30-minute on-time window / the total number of trips delivered.

Elevator and Escalator System Availability – Percentage of time that Metrorail escalators or elevators in stations and parking garages are in service during operating hours.

Calculation: Hours in service / operating hours. Hours in service = operating hours – hours out of service (both scheduled and unscheduled). Operating hours = revenue hours per unit * number of units.

Customer Injury Rate (per Million Passenger Trips) – The number of customers injured and requiring medical transport from the transit system (rail, bus and MetroAccess) for every one million passenger trips. Customer injuries per million passenger trips is used to demonstrate the relative proportion of safe service which is provided.

Calculation: Bus passenger injuries, rail passenger injuries, rail facility injuries (including escalator injuries) and MetroAccess injuries / (passenger trips / 1,000,000).

Employee Injury Rate (Worker's Compensation Claims with Cost > \$20) – The number of worker's compensation claims made by employees per month. This measure compares the base year of FY 2007 and the target reduction of 30% fewer than the base year number of claims, and is a measure of improving the safe behavior of employees throughout the agency.

Calculation: Number of Worker's Compensation Claims with Cost > \$20 per month as compared with the target of 30% less than the number of claims made in FY 2007 by month.

Crime Rate (per Million Passengers) – Crimes reported to Metro Transit Police Department on bus, rail, or at parking lots, Metro facilities, bus stops and other locations in relation to Metro's monthly passenger trips. Reported by Metrobus, Metrorail, and Metro parking lots.

Calculation: Number of crimes / (passenger trips / 1,000,000)

Arrests, Citations and Summonses – The number of arrests and citations/summonses issued by the Metro Transit Police Department. Examples of citations/summonses include minor misdemeanors, fare evasion and public conduct violations.

Customer Comment Rate – A complaint is defined as any phone call, e-mail or letter resulting in investigation and response to a customer. This measure includes the subject of fare policy but excludes specific Smartrip matters handled through the regional customer service center. A commendation is any form of complimentary information received regarding the delivery of Metro service.

Calculation: Number of complaints or commendations / (passenger trips / 1,000,000)

Vital Signs Report
Performance Data

October 2010

KPI: Bus On-Time Performance / Target = 80%

	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. Thru Aug.
FY 2010	77.0%	78.0%	75.0%	72.0%	74.0%	75.0%	79.4%	70.6%	76.6%	73.8%	73.8%	73.0%	77.5%
FY 2011	72.8%	74.7%											73.7%

KPI: Bus Fleet Reliability (Bus Mean Distance Between Failures) / Target = 6,700 Miles (Revised in July 2010)

	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. Thru Aug.
FY 2010	4,898	5,437	5,325	5,732	6,054	6,700	7,223	6,878	6,882	6,270	5,902	6,578	5,168
FY 2011	6,670	6,673											6,672

Bus Fleet Reliability (Bus Mean Distance Between Failure by Fleet Type)

Type (~ % of Fleet)	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	August	Avg.
CNG (30%)	7,851	8,105	7,362	12,258	9,347	8,935	8,853	7,842	7,905	9,059	9,093	6,680	8,608
Hybrid (23%)	8,520	9,973	10,980	10,167	11,859	10,666	10,546	9,499	8,844	9,944	10,161	11,378	10,211
Clean Diesel (8%)	11,150	12,345	10,052	11,137	9,806	9,911	11,109	7,990	7,345	7,933	10,547	7,931	9,771
All Other (39%)	3,679	3,872	4,393	4,187	5,225	4,928	4,804	4,562	4,102	4,517	4,332	4,921	4,460

KPI: Rail On-Time Performance by Line / Target = 95%

	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Avg.
Red Line	88.0%	92.2%	91.9%	88.5%	89.0%	87.9%	88.9%	90.0%	91.0%	90.1%	88.5%	88.3%	89.5%
Blue Line	86.8%	89.6%	90.0%	86.4%	88.2%	87.4%	88.2%	88.9%	88.3%	87.5%	86.0%	86.1%	87.8%
Orange Line	92.5%	92.2%	92.4%	87.1%	90.1%	88.7%	92.2%	92.1%	91.4%	90.4%	88.8%	90.5%	90.7%
Green Line	89.3%	90.2%	89.8%	86.8%	90.5%	89.4%	91.1%	90.7%	91.0%	90.8%	90.3%	91.9%	90.1%
Yellow Line	88.1%	91.0%	91.8%	89.4%	91.6%	91.4%	91.4%	90.4%	90.7%	89.8%	88.6%	91.4%	90.5%
Average (All Lines)	88.8%	91.2%	91.2%	87.6%	89.5%	88.6%	90.0%	90.3%	90.6%	89.9%	88.6%	89.2%	89.6%

KPI: Rail Fleet Reliability (Rail Mean Distance Between Delays by Railcar Series) / Target = 60,000 miles

	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Avg.
1K	33,577	45,250	49,292	37,808	35,548	45,404	37,742	33,487	41,859	32,241	32,258	46,370	39,236
AC	86,069	65,733	62,945	41,477	35,395	31,927	56,513	52,011	44,354	49,175	65,428	39,911	52,578
4K	35,119	28,682	58,752	22,346	19,933	24,393	41,982	27,659	41,703	18,166	21,553	17,893	29,848
5K	43,051	50,953	38,103	38,175	47,613	56,609	39,500	47,952	55,967	29,265	28,290	29,410	42,074
6K	103,741	103,325	76,017	74,306	83,567	141,162	78,393	110,522	80,046	93,631	57,029	107,198	92,411
CMNT AVG	55,020	55,985	55,610	41,082	38,798	42,997	49,088	46,943	49,375	39,573	42,424	40,435	

Vital Signs Report
Performance Data (cont.)

October 2010

KPI: MetroAccess On-Time Performance / Target = 92%

	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Aug.
FY 2010	92.1%	91.6%	91.4%	91.7%	91.6%	92.8%	93.5%	87.4%	91.7%	91.1%	92.1%	93.1%	91.9%
FY 2011	94.6%	94.3%											94.4%

KPI: Escalator System Availability / Target = 93%

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2010	89.6%	89.7%	90.6%	91.1%	91.6%	90.6%	90.0%	89.2%	89.5%	90.5%	89.6%	90.3%	89.6%
FY 2011	89.5%	88.9%											89.2%

KPI: Elevator System Availability / Target = 97.5%

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2010	96.1%	96.3%	96.3%	96.3%	96.0%	97.7%	99.0%	97.9%	97.5%	97.3%	96.4%	97.2%	96.2%
FY 2011	96.0%	94.8%											95.4%

KPI: Customer Injury Rate (Bus, Rail and MetroAccess) (per million passenger trips)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2010	0.95	1.43	1.02	1.25	0.99	1.37	1.10	2.32	1.37	1.29	1.80	1.61	1.19
FY 2011	1.30	1.50											1.40

*Includes escalator injuries and reflect the revision of FY 2010 belated bus ridership data.

Bus Passenger Injury Rate (per million passenger trips)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2010	0.93	1.16	1.23	0.79	1.33	0.75	0.42	1.41	1.46	1.11	1.26	1.43	1.04
FY 2011	1.44	0.85											1.15

Rail Passenger Injury Rate (per million passenger trips)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2010	0.10	0.22	0.17	0.16	0.18	0.00	0.06	0.15	0.10	0.19	0.22	0.20	0.16
FY 2011	0.10	0.11											0.10

Vital Signs Report
Performance Data (cont.)

October 2010

Rail Transit Facilities Occupant Injury Rate (per million passenger trips)*

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. Thru Aug.
FY 2010	0.58	1.12	0.50	0.68	0.37	1.25	1.09	2.31	0.99	0.91	1.31	1.03	0.85
FY 2011	0.40	1.35											0.87

*Includes escalator injuries.

KPI: Metro Access Passenger Injury Rate (per 100,000 passengers)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2010	3.03	2.57	2.01	6.24	2.10	4.39	3.14	3.68	2.16	2.70	5.29	4.65	2.80
FY 2011	2.46	3.88											3.17

KPI: Employee Injury Rate (Workers Compensation Claims with Cost > \$20) / Target = 30% Reduction from 2007

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2007	79	60	67	68	68	55	79	68	64	67	73	74	70
FY 2009	61	72	59	60	40	61	48	52	80	44	57	67	67
FY 2010	68	70	65	54	56	65	53	69	42	47	62	56	69
FY 2011	48	44											46

* FY 2010 revised to reflect claims filed late.

KPI: Crime Rate (per million passenger trips)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru July
FY 2010 Metrobus	1.06	0.80	1.24	0.88	1.37	0.89	0.52	0.23	0.74	1.23	1.46	0.96	1.06
FY 2011 Metrobus	0.86												0.86
FY 2010 Metrorail	4.29	5.03	5.38	5.43	6.78	5.76	7.59	6.11	4.68	5.06	6.11	5.26	4.29
FY 2011 Metrorail	6.19												6.19
FY 2010 Metro Parking Lots	2.59	2.23	4.32	3.85	6.41	3.63	2.79	2.53	3.05	2.39	4.53	3.94	2.59
FY 2011 Metro Parking Lots	4.06												4.06

**Vital Signs Report
Performance Data (cont.)**

October 2010

Crimes by Type**

	Aug-09	Sept-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	June-10	July-10	Avg.
Robbery	70	81	96	104	89	122	81	86	91	89	71	66	87
Larceny	52	92	80	110	59	51	27	69	66	97	111	131	79
Motor Vehicle Theft	10	8	10	12	7	6	5	6	9	13	13	10	9
Attempted Motor Vehicle Theft	2	7	6	7	3	1	1	6	9	9	5	10	6
Aggravated Assault	11	9	7	8	7	10	7	7	9	15	7	14	9
Rape	0	0	0	0	0	2	2	0	0	0	0	1	0
Burglary	0	0	0	0	0	1	0	0	0	1	0	0	0
Homicide	0	0	0	1	0	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0	0	0	0	-
Total	145	197	199	242	165	193	123	174	184	224	207	232	190

**Monthly crime statistics can change as a result of reclassification following formal police investigation.

KPI: Metro Transit Police Arrests, Citations and Summonses

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru July
FY 2010 Arrests	168	164	169	187	160	156	142	100	201	193	193	146	168
FY 2011 Arrests	234												234
FY 2010 Citations/Summonses	770	517	545	575	468	492	543	295	572	559	639	647	770
FY 2011 Citations/Summonses	727												727

Vital Signs Report
Performance Data (cont.)

October 2010

Metrobus Ridership (millions)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2009	12.1	11.7	11.9	12.3	10.2	10.5	10.2	10.2	11.3	11.2	10.9	11.3	11.9
FY 2010	11.8	11.2	11.4	11.3	9.8	9.3	9.6	7.1	11.0	10.8	10.3	10.5	11.5
FY 2011	10.4	10.5											10.5

Metrorail Ridership (millions)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2009	21.0	18.5	18.2	19.7	16.1	16.4	18.5	16.6	19.1	20.3	18.4	20.1	19.8
FY 2010	20.5	17.9	17.8	19.0	16.4	16.0	16.5	13.4	20.3	20.8	18.3	20.3	19.2
FY 2011	20.2	18.5											19.4

MetroAccess Ridership (100,000s)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2009	1.63	1.62	1.69	1.82	1.57	1.73	1.58	1.72	1.91	1.97	1.90	1.93	1.6
FY 2010	1.98	1.95	1.99	2.08	1.90	1.82	1.91	1.36	2.32	2.22	2.08	2.15	2.0
FY 2011	2.03	2.06											2.0

KPI: Customer Complaint Rate (per million passenger trips)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2011	150	138											144
FY 2010	147	143	145	130	124	121	119	162	140	124	136	147	145

KPI: Customer Commendation Rate (per million passenger trips)

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg. thru Aug.
FY 2011	11.3	9.0											10.2
FY 2010	12.9	10.6	10.2	10.3	9.1	9.2	10.3	9.7	10.7	13.4	11.7	11.0	11.7



AGENDA ITEM #5

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: October 28, 2010
SUBJECT: Legislative Items

NVTC's Legislative Committee will meet in November to develop the commission's proposed Legislative Agenda for 2011. The committee will present its recommendations for action at the commission's meeting of December 2nd.

NVTC's Legislative Committee, chaired by Bill Euille, has a vacancy. Chairman Hudgins has appointed Delegate Tom Rust to replace departed Delegate Dave Albo. Members are:

Bill Euille, Chairman
Kelly Burk
Jeffrey Greenfield
Cathy Hudgins
Mary Hynes
Delegate Tom Rust
Dave Snyder
Senator Mary Margaret Whipple

Commissioners are asked to bring up for discussion any legislative ideas they would like the Legislative Committee to consider in preparing the committee's recommendations.

A copy of the draft Virginia Transit Association's 2011 Legislative Agenda is attached for your information.



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DRAFT: OCTOBER 4, 2010

2011 VTA LEGISLATIVE PRIORITIES

AN AGENDA FOR JOB CREATION AND ACCESS

Given the difficult economic situation that persists throughout the Commonwealth as 2011 approaches, VTA is borrowing the motto “First do no harm” as advice for Governor McDonnell and the Virginia General Assembly. The economy could be stimulated by efforts to improve the efficiency of government, streamline the delivery of services, create new opportunities for the private sector, extend the use of tolling and user fees, promote high-speed and intercity rail, rejuvenate VDOT and restore the viability of the Transportation Trust Fund, but these measures should not be undertaken without considering unintended consequences and adverse effects on the Commonwealth’s limited support for public transit.

Accordingly, VTA’s 2011 legislative agenda advocates several actions as well as identifying other actions to avoid.

If Governor McDonnell and the Virginia General Assembly heed VTA’s advice, Virginia’s 54 public transit systems and Transportation Demand Management (TDM) agencies will be able to perform a stronger role in providing access to jobs and boosting economic activity that creates jobs and generates state tax revenues. Those systems currently provide almost 200 million annual passenger trips and could be even more effective if state financial assistance were increased.

According to research sponsored by the American Public Transportation Association, every \$10 million in capital investment in public transit yields \$30 million in increased business sales. Every \$10 million spent on operating public transit yields \$32 million in increased business sales. Half to two-thirds of transit riders on each of Virginia’s transit systems are commuting to work. The Commonwealth’s past investments in Metrorail are yielding almost 20 percent annually in increased state taxes through induced development. Further, households that use transit to commute save up to \$9,500 annually freeing funds for other purposes such as housing, consumables or education.

For more information about public transit benefits see www.vatransit.com.

VTA's LEGISLATIVE PROPOSALS

1. **Protect Transit/TDM Services**—Transit/ Transportation Demand Management is seriously underfunded by the Commonwealth, as are investments in most other modes. Transit/TDM should be a top budget priority for existing funds available to the Commonwealth. Existing state transit/TDM funding sources should be protected from encroachment, either through diversion of revenues from the Transportation Trust Fund to non-transportation uses, for new intercity and high speed passenger rail initiatives, or due to failure to issue previously authorized bonds.
2. **Add New Revenue Sources**—New transit and transportation revenue sources must be enacted that sustainably keep pace with inflation and do not decline as automobiles become more fuel efficient. Examples include: sales taxes (one percent yields \$1 billion), indexed motor fuel taxes (10-cents generate \$500 million), vehicle miles traveled fees, state/regional income taxes and tolls. Accounting gimmicks and band-aid approaches are not sufficient to resolve this ongoing funding crisis.
3. **Meet State Transit Share as Outlined in Code**—Whatever the source of state funding, it should at a minimum meet the 95 percent statutory target for the state's share of transit operating/capital expenses. A significant share of any new revenue measures for transportation, energy conservation or climate protection should be dedicated for transit/TDM because transit investments are an effective means to achieve the goals of such legislation. Further, public transit systems need additional state funding to maintain effective service and to leverage the significant past and current investments by local governments. The current share of Transportation Trust Fund revenues dedicated to transit is 14.7 percent. The transit share of recent state bonds authorized for transportation is a minimum of 20 percent. Any new measures should boost those shares.
4. **Increase Penalties for Assaults**—Penalties for assaults on transit operators should be increased.

LEGISLATIVE PROPOSALS INTRODUCED BY OTHERS

During the past several months, many useful ideas were submitted to the Virginia Department of Rail and Public Transportation and the Governor's Reform Commission by VTA members and others, some of which were recommended for legislative action by the commission. Even some of the ideas not recommended by the commission are likely to be brought forward to the General Assembly. **VTA favors in principle each of the following potential initiatives:**

- Provide tax credits for employers incurring expenses to encourage teleworking by their employees.
- Provide tax credits for railroads for preserving rights-of-way for future passenger use, assuming that the railroads are required to offer access on fair terms.
- Mandate that the state transportation plan should emphasize operating and maintenance outcomes in addition to the current emphasis on projects.
- Make permanent the waiver of the 30 percent match for Rail Enhancement Funds and allow those funds to be used to match federal funds and leverage bonds. Budget language for FY 2011 allowed those improvements.
- Provide long term, sustainable operating funding for expanding intercity rail service using new state sources such as a rental car tax increase. Funds should not be diverted from existing underfunded state transit programs or from the federal funds allocated to VRE's track leases by the CTB each year. Further, freight railroads should be required to cooperate on terms fair to all parties. DRPT should define performance measures for intercity rail passenger services so that the public can determine the relative success of the Commonwealth's investments.
- In producing state transportation plans, compel the Commonwealth to seriously address sufficient funding. Also, emphasize moving people and goods, not vehicles.
- Require motorists to stop for pedestrians at marked crosswalks without traffic signals where posted speed limits are 35 mph or less, in order to promote safety in accessing transit.
- Current state statutes direct that certain high speed rail investments should only go to jurisdictions that have created Urban Development Areas (UDA's) around stations. While land use provisions that encourage developments that are favorable to public transit access are favored in principle by VTA, these particular restrictions need to be fine-tuned so as not to unduly inhibit state investments in certain jurisdictions without such UDA's.

On the other hand, several proposals would be harmful to the interests of public transit systems in Virginia and **VTA opposes those in principle, should they be introduced as legislation:**

- *The Commonwealth should own and operate VRE and all other commuter rail services which span different regions.* **VTA opposes this** because each year the Commonwealth falls far short of attaining its statutory 95 percent funding goal for VRE (and all other Virginia transit systems). In the meantime, local taxpayers and fare-paying customers have provided most of

the funds needed to build VRE into a successful \$300 million enterprise with close to 18,000 average daily passenger trips. VRE is managed like a successful small business devoted to customer service. Local control ensures continuation of those customer-friendly policies.

- *Several Northern Virginia transit organizations (NVTA, NVTC, PRTC, VRE) should be consolidated into one giant agency stretching from Washington, D.C. more than half-way to Richmond to the southern boundary of Spotsylvania County. **VTA opposes this** proposal because it would endanger the performance of WMATA, VRE and the eight other public bus systems operating in that expansive territory. For example, NVTC specializes in WMATA issues and board members from south of the Occoquan River (whose constituents do not pay local subsidies for WMATA) should not dictate policies that apply to WMATA and its customers.*
- *The General Assembly should eliminate the 95 percent target for state transit programs to cover eligible net transit expenses. Instead, the new target should be at least 20 percent of operating costs. **VTA strongly opposes this** proposal because the 95 percent target, although it has not been achieved, does provide equality with the highway mode. Further, most operating costs are not even eligible for state aid (e.g. operators' wages are excluded) and therefore this measure of costs provides an inappropriate target.*
- *Consolidate DRPT into VDOT. **VTA opposes this** because currently DRPT performs well as a funding and advocacy agency focusing on public transit/TDM. VDOT is sorting through its own issues and should not be distracted with additional organizational burdens.*
- *Replace two existing WMATA Board members who are local elected officials with two new appointees representing the Commonwealth. **VTA opposes this** notion because local elected officials are best equipped to represent the interests of transit customers and taxpayers who reside in each transit service territory.*



VTA WATCH LIST OF POTENTIALLY HARMFUL LEGISLATIVE PROPOSALS

Several proposals that could be harmful to the interests of public transit systems in Virginia have been publicly discussed. **VTA opposes those in principle, should they be introduced as legislation:**

1. *VTA does not favor the Commonwealth owning and operating VRE and all other commuter rail services which span different regions. VTA opposes this* because local taxpayers and fare-paying customers have provided most of the funds needed to build VRE into a successful \$300 million enterprise with close to 18,000 average daily passenger trips. VRE is managed like a successful small business devoted to customer service. Local control ensures continuation of those customer-friendly policies.
2. *VTA does not favor consolidating Northern Virginia transit organizations (NVTA, NVTC, PRTC, VRE) into one agency stretching from Washington, D.C. to the southern boundary of Spotsylvania County. VTA opposes this* because it would hamper the performance of WMATA, VRE and the eight other public bus systems operating in that expansive territory by requiring governmental entities that do not help fund certain of the transit systems to provide oversight. For example, NVTC specializes in WMATA issues and jurisdictions south of the Occoquan River have no financial stake in WMATA.
3. *VTA does not favor eliminating the 95 percent target for state transit assistance covering eligible net transit expenses and substituting a new target of at least 20 percent of operating costs. VTA opposes this* because the 95 percent target, although it has not been achieved, does provide parity with highways. Further, most operating costs are not even eligible for state aid (e.g. operators' wages are excluded) and therefore this measure of costs provides an inappropriate target.
4. *VTA does not support consolidating DRPT into VDOT. VTA opposes this* because currently DRPT performs well as a funding and advocacy agency focusing on public transit/TDM.
5. *VTA does not support immediately replacing local transit board members who are local elected officials with new appointees representing the Commonwealth. VTA opposes this* because local elected officials generally are best equipped to represent the interests of transit customers and taxpayers who reside in each transit service territory. Decisions on governance of transit systems should be determined by discussions among the parties, not by edict. Further, governance should be discussed together with the need for sustainable funding.
6. *VTA does not support eliminating the Rail Advisory Board. VTA opposes this* because the Board provides a valuable forum for discussions and agreement among freight railroads and passenger rail interests, including VRE. A member of CTB serves on the board as a liaison to ensure that the Board's recommendations for programming projects in the Rail Efficiency Fund are effectively communicated. Elimination would save the Commonwealth only \$10,000 annually.





AGENDA ITEM #6

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: October 28, 2010
SUBJECT: Regional Transportation Items

A. Miller Center Report on National Transportation Funding

In September, 2009 80 invited transportation experts (including NVTC's executive director) convened at the Miller Center at the University of Virginia to create a blueprint for rescuing the deteriorating U.S. transportation system. As the Washington Post described it, "the weight of their credentials lends gravity to their findings."

The recently released final report is titled: Well Within Reach: America's New Transportation Agenda.

It contains 10 central recommendations:

1. Stop the bleeding - Congress must address the immediate crisis in transportation funding.
2. Beyond the gas tax – Future funding mechanisms should not depend primarily on fossil-fuel consumption, which the government is actively seeking to discourage through a number of other policies, to keep up with transportation investment needs.
3. Jobs for the future, not just for today – Future stimulus spending should be directed to those transportation projects that will deliver the greatest returns in terms of future U.S. competitiveness, economic growth, and jobs.
4. Pass the power, please – Clarify federal decision-making power and enhance the decision-making power of states, localities, and metropolitan planning organizations.



5. Adopt a capital budget – The federal government should adopt accounting methods that recognize expenditures on transportation infrastructure as investments and take into account future returns on those investments.
6. Connect the dots – Adopt an integrated approach to transportation planning that includes freight and goods movement and stresses intermodal connectivity.
7. Getting Americans home in time for dinner – Find more effective ways of reducing urban congestion.
8. It's all about leveraging – Encourage public-private partnerships while also improving oversight of such partnerships.
9. Deliver transportation investments on time – Reform project planning, review, and permitting processes to speed actual implementation.
10. Build a foundation for informed policy – Better and more timely data are essential to measure progress toward defined goals and objectives and to improve the performance of the nation's transportation systems.

The report can be read online at:

http://web1.millercenter.org/conferences/report/conf_2009_transportation.pdf

B. US DOT TIGER 2 Grants.

US DOT Secretary LaHood has announced \$600 million of grants for 42 construction projects and 33 planning projects. Requests topped \$19 billion for over 1,000 projects. Of the total awarded, 29% is for roads, 26% for transit, 20% for rail, 16% for ports, 4% for bicycle and pedestrian improvements and 5% for planning.

No grant requests from this region were funded. Complete lists of capital and planning projects that were funded are attached.

C. Agenda for Virginia Governor's Transportation Conference.

A detailed agenda is attached for your information. The conference is at the Hotel Roanoke on December 8 through 10.

Failing U.S. transportation system will imperil prosperity, report finds

By Ashley Halsey III
Washington Post Staff Writer
Monday, October 4, 2010; 6:20 PM

The United States is saddled with a rapidly decaying and woefully underfunded transportation system that will undermine its status in the global economy unless Congress and the public embrace innovative reforms, a bipartisan panel of experts concludes in a report released Monday.

U.S. investment in preservation and development of transportation infrastructure lags so far behind that of China, Russia and European nations that it will lead to "a steady erosion of the social and economic foundations for American prosperity in the long run."

That is a central conclusion in a report issued on behalf of about 80 transportation experts who met for three days in September 2009 at the University of Virginia. Few of their conclusions were groundbreaking, but the weight of their credentials lends gravity to their findings.

Co-chaired by two former secretaries of transportation - Norman Y. Mineta and Samuel K. Skinner - the group estimated that an additional \$134 billion to \$262 billion must be spent per year through 2035 to rebuild and improve roads, rail systems and air transportation.

"We're going to have bridges collapse. We're going to have earthquakes. We need somebody to grab the issue and run with it, whether it be in Congress or the White House," Mineta said Monday during a news conference at the Rayburn House Office Building.

The key to salvation is developing new long-term funding sources to replace the waning revenue from federal and state gas taxes that largely paid for the construction and expansion of the highway system in the 1950s and 1960s, the report said.

"Infrastructure is important, but it's not getting the face time with the American people," Skinner said. "We've got to look at this as an investment, not an expense."

A major increase in the federal gas tax, which has remained unchanged since it was

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The Washington Post

Failing U.S. transportation system will imperil prosperity, report finds

bumped to 18.4 cents per gallon in 1993, might be the most politically palatable way to boost revenue in the short term, the report said, but over the long run, Americans should expect to pay for each mile they drive.

"A fee of just one penny per mile would equal the revenue currently collected by the fuel tax; a fee of two cents per mile would generate the revenue necessary to support an appropriate level of investment over the long term," the report said.

Fuel tax revenue, including state taxes that range from 8 cents in Alaska to 46.6 cents in California, have declined as fuel efficiency has increased. President Obama mandated that new cars get 35.5 miles on average per gallon by 2016, and government officials said last week that they are considering raising the average to 62 miles per gallon by 2025.

Facing midterm elections in November, Congress has lacked the will to tackle transportation funding. Efforts to advance a new six-year federal transportation plan stalled on Capitol Hill after the previous one expired last year.

If Congress were to do the report's bidding, the task would be far broader in scope than simply coming up with trillions of dollars in long-term funding to rebuild a 50-year-old highway system.

The experts also advocated the adoption of a distinct capital spending plan for

transportation, empowering state and local governments with authority to make choices now dictated from the federal level, continued development of high-speed rail systems better integrated with freight rail transportation, and expansion of intermodal policies rather than reliance on highways alone to move goods and people.

But Mineta noted that 42 days after an eight-lane bridge collapsed into the Mississippi River in Minneapolis in 2007, a survey found that 53 percent of respondents opposed an emergency gas tax increase to pay for infrastructure repairs.

"The shelf life of a tragedy like [I-35W] was 42 days," he said. Thirteen people died in the collapse and more than 100 were injured.

The report emphasized that federal policy should be crafted to address congestion by providing incentives that encourage land use that reduces single-occupant commutes and

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The Washington Post

Failing U.S. transportation system will imperil prosperity, report finds

promotes "liveable communities."

"Creating communities conducive to walking and alternate modes of transportation . . . should be an important goal of transportation policy at all levels of government," the report said.

It also encouraged expansion of innovative public-private partnerships to further transportation goals, citing the high-occupancy toll lane project in Northern Virginia as an example.

"The one option that's not in this report is throwing up our hands," said Jeff Shane, a former Transportation Department official and a member of the panel. "That seems to be the option that Congress chooses."

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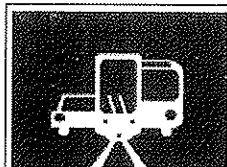
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Rick Taube

From: KEN ORSKI [korski@verizon.net]
Sent: Wednesday, October 13, 2010 3:19 PM
To: Our Readers
Subject: The Miller Center Proposes a New Transportation Agenda



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Vol. 21, No. 23

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October 13, 2010

The Miller Center Proposes a New Transportation Agenda

In the relentless 24/7 news cycle of the news media, the release of another policy report by a group of experts causes hardly a ripple. At best it earns a perfunctory mention by the news services and in a few trade publications, only to be buried and forgotten in the next day's avalanche of fresh news.

The report *Well Within Reach: America's New Transportation Agenda*, published by the Miller Center of Public Affairs at the University of Virginia on October 5, deserves a more considerate treatment. The report not only stands out because it is the product of a distinguished bipartisan group of national thought leaders in transportation but also because it shows a keen grasp of the issues surrounding contemporary transportation policy.

The report had its origin in the initiative of former Virginia Governor Gerald L. Baliles, Director of the Miller Center. Baliles' idea was to assemble a select group of respected transportation professionals and draw on their collective wisdom and experience to develop, in the Governor's own words, "a credible agenda to guide the legislative process and offer lasting value to the discussions of the future of our transportation system." The group that he recruited included two distinguished former Secretaries of Transportation, Samuel K. Skinner and Norman Y. Mineta, as Conference Co-Chairmen and former Transportation Undersecretary for Policy Jeffrey N. Shane as Conference Director. The 80 invited participants in the two-day meeting included a number of senior U.S. DOT officials from past administrations and leading professionals representing a wide array of public and private transportation interests. (see, "Reconsidering the Current Paradigm: Notes From the Miller Center Transportation Conference," *Innovation NewsBrief*, September 17, 2009)

Conference Proposals

The report, distilled from the conference discussions, contains ten proposals. They are billed as "specific enough to be actionable (without being overly prescriptive) and bold enough to bring about real reform while still politically viable, understandable to the

broader public and pragmatically achievable." Most of the recommendations will come as no surprise to those who have followed the years-long debate in the transportation community about the need to reform the federal-aid program. The proposals address the need to deal with the immediate crisis in transportation funding; eventual transition to a vehicle-miles traveled (VMT) fee; adoption of a capital budget; a more robust system of freight and intermodal connections; and the need to reduce urban traffic congestion, encourage public-private partnerships, streamline the project approval process and measure program performance.

The report devotes major attention to the issues of federalism as they affect transportation policy. The case it makes for a proper division of responsibilities and authority between states and the federal government is worth quoting *in extenso*:

"Importantly, a policy that recognizes the federal interest and that articulates national-level policy objectives can still be pursued in ways that leave the planning and implementation details to state and local officials whenever possible. ...It may be worth considering a new paradigm that explicitly distinguishes the federal "role" from the federal "interest." Not everywhere there is a federal interest is there also an appropriate federal role. Given that federal resources are unlikely to be sufficient to address every need in which there is a potential federal interest. Congress should reassess its core national priorities for transportation and then limit the federal role to support those priorities. That would mean ending federal participation in programs that fall outside identified national priorities."

This recommendation is likely to resonate strongly in the next Congress which will be under considerable pressure to reduce discretionary spending and shrink the scope of federal government. Indeed, one proposal currently floating within the transportation community already reflects the Miller Center report's philosophy. The proposal envisions a 3-year surface transportation bill that would focus federal resources only on programs having a long-standing, well-established and essential federal role — essentially the core elements (both highway and transit) of the existing federal-aid program. The proposal would let states assume responsibility for programs that respond to local political objectives or are primarily of local benefit (e.g., the many Transportation Enhancement activities, CMAQ, "Livable Communities," etc.) Shedding discretionary programs of local interest would offer a partial answer to the problem of funding shortfall that haunts the transportation community.

For example, a 3-year surface transportation bill funded at an annual level of \$52 billion/year (which roughly, would pay for the primary core activities of both the highway and transit programs) would cost a manageable sum of \$156 billion. With FY 2011-2013 highway trust fund tax revenues and interest expected to generate approximately \$120 billion (CBO August 2010 estimate), the annual shortfall would require only a relatively modest supplemental contribution from general revenue of \$12 billion/year.

Winning Public Support

The report's authors consider action on a transportation reform agenda "well within reach" and, like many other advocates in the transportation community, urge prompt congressional consideration of a multi-year surface transportation bill. "It is our hope," the report states in its introduction, "that this report will underscore the urgency of America's transportation challenges and the importance of developing at long last achievable solutions that will sustain America's growth and prosperity over the long term."

But the report acknowledges that convincing the American public of the need to act, and act promptly, will not be easy: "Winning public support for these types of reforms will require policy makers to unite behind a compelling vision for US transportation policy in the 21st century, while also providing a clearer articulation of the federal role in realizing that vision."

Convincing the next Congress to act may be equally challenging. In addition to having to deal with many urgent priorities (continued unemployment, energy legislation,

attempts to modify healthcare legislation, etc.) most congressional lawmakers do not perceive infrastructure as an urgent priority. They see no signs of a popular outcry about the stalled transportation reauthorization, nor do they perceive a groundswell of support for massive transportation investments.

In fact, what they are seeing is just the opposite. For example, New Jersey Governor Chris Christie's decision to cancel work on the long-planned tunnel under the Hudson River, saying "the state simply doesn't have the money" to pay its share of the potential \$11-14 billion project, has resonated strongly with his constituents worried about the state's financial health and noting New York's lack of support. Republican candidates for governor in California (Meg Whitman), Florida (Rick Scott), Ohio (John Kasich) and Wisconsin (Scott Walker) who have pledged to cancel high-speed rail projects in their states if elected, are running ahead of their Democratic opponents who are supporting President Obama's \$8 billion high-speed rail initiative. And the bold and visionary Amtrak proposal to link Boston and Washington with a dedicated high-speed rail line has failed to stir any enthusiasm among the public or in Congress.

Additional evidence comes from the findings of a new October 2010 study on taxpayers attitudes from the Pew Center on the States and the Public Institute of California titled "Facing the Facts: Public Attitudes and Fiscal Realities in Five Stressed States." By a large margin, respondents in five states (California, Arizona, Florida, Illinois and New York) showed a strong unwillingness to support additional transportation funding and offered to put transportation on the chopping block when asked which of their state's biggest expenses they would least protect from budget cuts.

Calls to action and cries of alarm about "crumbling infrastructure" come largely from organized interests — stakeholders and advocacy groups. Rightly or wrongly, elected officials often discount these claims as self-serving. Moreover, many lawmakers come from rural districts that experience little traffic congestion and whose roads are in a state of good repair and well maintained. Incidents of collapsing bridges are happily few and far between. Finally, as Rep. John Mica (R-FL), ranking member of the House Transportation and Infrastructure Committee likes to point out, more than 60 percent of the stimulus infrastructure dollars still remain unspent. All this adds weight to the legislative inertia of tackling a major spending bill any time soon --- President Obama's latest call for a \$50 billion infrastructure spending plan (which included a flattering reference to the Miller Center Report) notwithstanding.

The reforms sought by the Miller Center report are eminently sound and could easily be embraced by both parties (The one exception might be a capital budget or its close relative, a National Infrastructure Bank, proposals that are viewed with skepticism by many in Congress). But whether the reforms are "within reach" of being enacted by the 112th Congress depends less on their merit than on the mood of the next Congress and, in a larger sense, on the mood of the country. And that mood, growing decidedly more conservative, may be suspicious of any costly and ambitious new federal initiative no matter how well intentioned.

The Miller Center report can be accessed at :

http://web1.millercenter.org/conferences/report/conf_2009_transportation.pdf

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Better Transportation: Five Bits per Day 10.14.10

Better Transportation: Five Bits per Day

"Shave and a hair cut, two bits," is no longer a viable marketing strategy.

Yet, for about five bits (or 65-cents) per day per driver the nation could construct much of the transportation infrastructure it needs to be globally competitive in the 21st century.

Such was the finding of the 2009 ***Paying Our Way: A New Framework for Transportation Finance*** report of the National Surface Transportation Infrastructure Financing Commission cited in the excellent recently released ***Well Within Reach: America's New Transportation Agenda*** published by the University of Virginia's Miller Center of Public Affairs.

The strategy involves charging automobiles and light trucks about 2-cents per mile travelled. Heavy trucks would pay more. However, the result would generate nearly \$100 billion per year or more than twice current federal investment levels.

The math behind these numbers is as follows:

- The average Virginia driver travels 12,000 miles per year.
- At 2-cents per mile, that's \$240 dollars.
- 240/365 days = 65-cents per day.

(To read the *Paying Our Way* report, [click here](#). To read *Well Within Reach*, [click here](#).)

Virginia's 17.5-cents per gallon gas tax was last raised in 1987; the 18.4-cents federal gas tax in 1993. Today, the purchasing power of Virginia's gas tax is about 8-cents per gallon; the fed's about 9-cents.

For the short-term, raising both the state and federal gas tax is a logical way to help restore purchasing power to state and federal transportation programs. For the long term when higher mileage and alternative fuel vehicles dominate the fleet, a mileage-based structure makes sense. (At 2-cents per mile a 1,000 mile vacation trip would cost \$20.)

Drive more. Pay more. Drive less. Pay less. At two-cents per mile some may choose to combine a few trips; few are likely to cancel any trip of importance. (The elimination of existing gas taxes would mean an even smaller net increase.)

The extent to which such funds should be divided between the federal government and the states is debatable; whether such an approach is affordable and necessary is not.

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The Northern Virginia Transportation Alliance is the only organization focused solely on making better transportation a reality for Northern Virginia citizens and businesses.

NVTA
P.O. Box 6149 McLean, VA 22106-6149
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Northern Virginia Transportation Alliance




CAPITAL GRANTS

Project Name	State(s)	TIGER II Grant
Atlanta Streetcar	GA	\$47,667,777
Tower 55 (Fort Worth)	TX	\$34,000,000
South Park Bridge Replacement (Seattle)	WA	\$34,000,000
Sugar House Streetcar (South Salt Lake City)	UT	\$26,000,000
Port of Miami Rail Access	FL	\$22,767,000
Memorial Bridge Replacement (Portsmouth, NH & Kittery, ME)	NH, ME	\$20,000,000
Crenshaw/LAX Light Rail TIFIA Subsidy (Los Angeles)	CA	\$20,000,000
Route 10 Safety Improvements	WV	\$17,000,000
Niagara Falls Rail Station	NY	\$16,500,000
New Haven Downtown Crossing	CT	\$16,000,000
Reconstruct MRC Railroad	SD	\$16,000,000
Port of Los Angeles: West Basin Railyard	CA	\$16,000,000
Dilworth Plaza and Concourse Improvements (Philadelphia)	PA	\$15,000,000
Razorback Regional Greenway (Benton & Washington Counties)	AR	\$15,000,000
Minot Grade Separation	ND	\$14,130,000
Ann Arbor Bridges	MI	\$13,900,000
Coos Bay Rail Line (Coos, Douglas, Lane Counties)	OR	\$13,573,133
Northwest Tennessee Port (Lake County)	TN	\$13,000,000
Steel Point Roadway Improvements (Bridgeport)	CT	\$11,159,493
Aroostook Rail Preservation	ME	\$10,546,436
Port of Providence: Electric Cranes	RI	\$10,500,000
University - Cedar Rapid Transit Station Improvements	OH	\$10,500,000
Great Plains Freight Rail	KS, OK	\$10,230,597
East Bay Pedestrian and Bicycle Network	CA	\$10,200,000
Meadowlands Adaptive Signal System	NJ	\$10,008,056
Fordham Transit Plaza (Bronx)	NY	\$10,000,000
Central Pennsylvania Rail and Road Expansion	PA	\$10,000,000
Parramore BRT (Orlando)	FL	\$10,000,000
Moline Multimodal Station	IL	\$10,000,000
Warehouse District Complete Streets Project (Peoria)	IL	\$10,000,000
Des Moines Multimodal Hub	IA	\$10,000,000
San Bernardino Airport Access	CA	\$10,000,000
West Vancouver Freight Access	WA	\$10,000,000
Port Manatee Marine Highway	FL	\$9,000,000
Staples North/South Corridor	MN	\$7,650,000
Freight Rail Reactivation & Rehabilitation (Dawes & Sheridan Counties)	NE	\$4,923,509
Woodside Boulevard Complete Street Initiative (Hailey)	ID	\$3,500,000
Electric Vehicle Corridor (Statewide)	OR	\$2,000,000
Waterloo Station Improvements	IN	\$1,820,100
Moscow Intermodal Transit Center	ID	\$1,500,000
State University Drive Complete Streets Project (Peach County)	GA	\$1,491,490
East Foster Wells Road Extension (Franklin County)	WA	\$1,010,000



U.S. Department of Transportation

 = Rural Project



PLANNING GRANTS

Project Name	State(s)	TIGER II Grant
US-14 Underpass (Barrington)	IL	\$2,800,000
Newark Train Station Improvement Plan	DE	\$2,250,000
Oakland Army Base Infrastructure Master Plan	CA	\$2,000,000
Canal Crossing *	NJ	\$1,964,400*
Sheridan Expressway Corridor	NY	\$1,510,171
Aloha-Reedville Study and Livable Community Plan *	OR	\$1,500,000*
Bike/Ped Trail Design	NM	\$1,470,000
Denver TOD Program - Strategic Implementation *	CO	\$1,155,872*
Grand Boulevard: Removing Barriers to Livable Communities	CA	\$1,097,240
Claiborne Corridor Plan *	LA	\$1,072,000*
Downtown Madison Intermodal Terminal	WI	\$950,000
Augusta Sustainable Development Implementation Program *	GA	\$908,307*
Asheville NC East Riverside Sustainable Multi-Modal Neighborhood	NC	\$850,000
Allegheny Riverfront Green Boulevard Planning *	PA	\$825,000*
South Shore Commuter Railroad Realignment Study	IN	\$800,000
Linking the Rural Regions of Five Counties in Maine	ME	\$770,988
Downtown Dahlonega Complete Streets Corridor Improvements	GA	\$720,069
Ranson-Charles Town Corridor Revitalization *	WV	\$708,500*
Lexington Multi-Modal Transportation Station Area Plan	NC	\$700,000
Owasco River Multi-modal Trail Corridor Plan	NY	\$590,000
Broad Street Road Diet	SC	\$456,000
Colorado Sustainable Main Streets Initiative *	CO	\$395,600*
Greater Downtown OKC Transit Circulator Environmental Assessment	OK	\$378,000
Building Livability in Pontiac: Planning for Connectivity between the Downtown, Neighborhoods and Transit	MI	\$300,000
Bridge Boulevard Corridor Redevelopment Plan *	NM	\$262,500*
Saint Paul Complete Streets Plan	MN	\$250,000
Linking Greenville's Neighborhoods to Jobs and Open Space *	SC	\$235,000*
Parkview Gardens: a Sustainable and Accessible Neighborhood *	MO	\$150,000*
Downtown St. Albans Streetscape Improvements	VT	\$125,000
Hull Street Corridor Revitalization *	VA	\$100,000
Highway 13/Maguire Street Corridor Study *	MO	\$90,000*
Randolph County Housing & Transportation Plan *	WV	\$85,750*
Village Center Street, Transit and Infrastructure Improvement Planning Study	MO	\$85,000

* = Joint HUD/DOT Planning Grant

 = Rural Project



U.S. Department
of Transportation



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Commonwealth of Virginia Governor's Transportation Conference

December 8 - 10, 2010

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Agenda

*** Please note: There is a change in the start time for this year's Governor's Transportation Conference. The Opening Session will begin

at 3:30 p.m. Wednesday, December 8, 2010. ***

- All Conference Sessions will be held at the Hotel Roanoke & Conference Center. There is a \$7 regular/ \$12 valet parking fee at the Hotel Roanoke.
- Continuous refreshment services will be offered in the Exhibit Area during the entire Conference.
- Dress for the Conference is business casual attire.
- During the Conference, shuttle service (listed below) will be available to the Hotel Roanoke & Conference Center.

Wednesday, December 8, 2010
12:00 p.m. - 10:30 p.m.

Thursday, December 9, 2010
6:00 a.m. - 11:00 p.m.

Friday, December 10, 2010
6:00 a.m. - 2:30 p.m.



Preliminary Agenda

Agenda will be updated as new information becomes available

Wednesday, December 8, 2010

Noon - 8:00 p.m.	Registration	Prefunction Area between Exhibit Halls (Crystal Ballroom and Roanoke Ballroom C-H)
<p>Conference Kick-Off 3:30 p.m. - 9:30 p.m.</p>		
3:30 - 3:55 p.m.	<p>Master of Ceremonies and Conference Welcome Gary R. Allen, Ph.D. Conference Director Chief of Research, Technology, and Innovation Virginia Department of Transportation</p> <p>Welcome The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia</p> <p>Presentation of Colors Virginia State Police</p> <p>Pledge of Allegiance Led by Secretary Connaughton</p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall

<p>3:55 - 5:00 p.m.</p>	<p>Opening Remarks and Conference Goals: Reforming and Revitalizing Transportation in Virginia</p> <p>Moderator: The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia</p> <p>Panelists: The Honorable Yvonne B. Miller Chairman, Senate Transportation Committee Vice-Chairman, Joint Commission on Transportation Accountability General Assembly of Virginia</p> <p>The Honorable Joe T. May Chairman, House Transportation Committee Chairman, Joint Commission on Transportation Accountability General Assembly of Virginia</p> <p>Barry E. DuVal President and Chief Executive Officer Virginia Chamber of Commerce</p> <p>Audience Question and Answer Period</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>5:00 - 6:15 p.m.</p>	<p>Plenary Session</p> <p>Setting the Stage for the Future: A Review of Virginia's Multi-Modal Strategic Plan</p> <p>Moderator and Presentation: David Tyeryar Deputy Secretary of Transportation Commonwealth of Virginia</p> <p>Panelists: Trip Pollard Senior Attorney Southern Environmental Law Center</p> <p>Richard D. Holcomb Commissioner Virginia Department of Motor Vehicles</p> <p>Gregory A. Whitley, Sr.</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>

	<p>Commonwealth Transportation Commissioner Virginia Department of Transportation</p> <p><u>Thelma D. Drake</u> Director Virginia Department of Rail and Public Transportation</p> <p><u>Jerry A. Bridges</u> Executive Director Virginia Port Authority</p> <p><u>Randall P. Burdette</u> Director Virginia Department of Aviation</p> <p><u>Bruce Gould</u> Executive Director Virginia Motor Vehicle Dealer Board</p> <p>Audience Question and Answer Period</p>	
6:30 - 9:30 p.m.	<p>Reception, Strolling Buffet Dinner, Visit Exhibits</p>	Exhibit Halls: Roanoke Ballroom C-H and Crystal Ballroom
Thursday, December 9, 2010		
7:00 - 8:00 a.m.	<p>Continental Breakfast</p>	Exhibit Halls: Roanoke Ballroom C-H and Crystal Ballroom
7:00 a.m.	<p>Registration</p>	Prefunction Area between Exhibit Halls (Crystal Ballroom and Roanoke Ballroom C-H)

<p>8:00 - 9:30 a. m.</p>	<p>Plenary Session Improving Highway Transportation Moderator: Gregory A. Whirley, Sr. Commonwealth Transportation Commissioner Virginia Department of Transportation</p> <ul style="list-style-type: none"> • Virginia Department of Transportation Perspectives on Reforms Gregory A. Whirley, Sr. Commonwealth Transportation Commissioner Virginia Department of Transportation • Perspectives and Comments from the Transportation Construction Industry <u>Jeffrey C. Southard</u> Executive Vice President Virginia Transportation Construction Alliance • A View from the Local Level: the Gap between Needs and Funds TBA • Transportation Funding - Have We Come to the End of the Road? A User's Perspective Mahlon G. "Lon" Anderson Managing Director, Public and Government Affairs AAA Mid-Atlantic • The Role of the PPTA in Funding Highway Transportation <u>D. J. Gribbin</u> Managing Director Macquarie Capital (USA) Inc. <p>Audience Question and Answer Period</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>9:30 - 9:45 a. m.</p>	<p>Break</p>	

<p>9:45 - 11:00 a.m.</p>	<p>Plenary Session Driving Digital Government: Reform, Revitalization and the "One-Stop" Experience (Present and Future) Moderator and Presentation: Richard D. Holcomb Commissioner Virginia Department of Motor Vehicles</p> <p>Panelists: <u>Tom Klingman</u> Operating Tax Manager United Parcel Service</p> <p><u>Kevin Reilly</u> President Alexandria Hyundai</p> <p>TBA TBA</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>11:00 a.m. - 12:15 p.m.</p>	<p>Plenary Session On Sea and On Land: Ensuring The Port of Virginia is a Gateway to World Markets Moderator: <u>Jerry A. Bridges</u> Executive Director Virginia Port Authority</p> <ul style="list-style-type: none"> • Virginia Port Authority Perspectives on Reforms <u>Jerry A. Bridges</u> Executive Director Virginia Port Authority • Impacts of the Panama Canal Expansion on East Coast Ports Alberto Aleman Zubieta (invited) Administrator Panama Canal Authority 	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>

	<p>* Efficient Multi-Modal Transportation: Impacts on Shipping Line Service Schedules, Ports of Call, and Port Volumes Frank Baragona President CMA CGM America</p> <p>* How Transportation Investments Influence the Location of Logistics Facilities Richard Gabrielson Director of International Transportation Target Corporation</p> <p>* Managing Competitive Client Supply Chains: Requirements for the Transportation System Keith Helton Executive Vice President Givens, Inc.</p> <p>Audience Question and Answer Period</p>	
<p>12:15 - 1:30 p.m.</p>	<p>Buffet Lunch, Visit Exhibits</p>	<p>Exhibits Halls: Roanoke Ballroom C-H and Crystal Ballroom</p>
<p>1:30 - 2:00 p.m.</p>	<p>A Transportation Investment and Funding Plan for Virginia The Honorable Robert F. McDonnell Governor Commonwealth of Virginia</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>2:10 - 3:40 p.m.</p>	<p>Plenary Session</p> <p>Revitalizing Transportation from a Transit and Rail Perspective Moderator: <u>Thelma D. Drake</u> Director Virginia Department of Rail and Public Transportation</p> <p>* Virginia Department of Rail and Public Transportation Perspectives on Reforms <u>Thelma D. Drake</u> Director Virginia Department of Rail and Public Transportation</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>

	<p>* Strategies for Improving Passenger Rail Service in Virginia Stephen Gardner Vice President, Policy and Development Amtrak</p> <p>* Telework and Commuter Incentive Programs Chris Hamilton Transportation Bureau Chief for Commuter Services Arlington County Commuter Services Bureau</p> <p>* Encouraging Transit Use in a Growing Urban Area <u>Phillip A. Shucet</u> President and Chief Executive Officer Hampton Roads Transit</p> <p>* Increasing Freight Rail Capacity in Virginia John H. Friedmann Vice President, Strategic Planning Norfolk Southern Corporation</p> <p>Audience Question and Answer Period</p>	
3:40 - 4:00 p.m.	<p>Break</p>	
4:00 - 4:30 p.m.	<p>Plenary Session</p> <p>Transportation and the Motor Vehicle Retail Industry in Virginia Moderator and Presentation: <u>Bruce Gould</u> Executive Director Virginia Motor Vehicle Dealer Board</p> <p>Panelists: Donald L. Hall President Virginia Automobile Dealers Association</p> <p>David Boling Director of Government Relations Virginia Independent Automobile Dealers Association</p> <p>Audience Question and Answer Period</p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall

4:30 - 5:30 p.m.	<p>Plenary Session</p> <p>The Role Aviation Plays in a Robust Transportation Network</p> <p>Moderator: <u>Randall P. Burdette</u> Director Virginia Department of Aviation</p> <ul style="list-style-type: none"> * Virginia Department of Aviation Perspectives on Reforms <u>Randall P. Burdette</u> Director Virginia Department of Aviation * Dulles Airport as a Gateway to World Markets Leo Schefer President Washington Airports Task Force * State Roles in the National Aviation System Henry M. Ogrodzinski President and Chief Executive Officer National Association of State Aviation Officials * NexGen - The Next Generation of Air Traffic Management TBA <p>Audience Question and Answer Period</p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall
6:00 - 7:00 p.m.	Reception	Exhibit Halls; Roanoke Ballroom C-H and Crystal Ballroom
7:00 - 9:00 p.m.	Buffet Dinner	Roanoke Ballroom A-B and Roanoke Foyer
6:30 - 10:30 p.m.	Special Event - Sports Lounge Multiple LCD screens broadcasting an NFL game	Shenandoah Room
Friday, December 10, 2010		
7:00 - 8:00 a.m.	Continental Breakfast	Exhibit Halls: Roanoke Ballroom C-H and Crystal Ballroom

<p>8:00 - 10:30 a.m.</p>	<p>Plenary Session A Review and Discussion of the Elements of the Governor's Transportation Funding Plan Moderator: The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia Panelists: The Honorable Richard (Ric) D. Brown Secretary of Finance Commonwealth of Virginia David Tyeryar Deputy Secretary of Transportation Commonwealth of Virginia TBA TBA</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>10:30 - 10:50 a.m.</p>	<p>Break</p>	
<p>10:50 - 11:50 a.m.</p>	<p>Closing Session The Steps We Take from Here to Reform and Revitalize Transportation in Virginia The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>11:50 - 12:30 p.m.</p>	<p>Announcements and Award of Prizes</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>12:30 p.m.</p>	<p>Adjourn</p>	

NVTC

Northern Virginia Transportation Commission

NVTC

AGENDA ITEM #7

TO: Chairman Hudgins and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: October 28, 2010
SUBJECT: NVTC Financial Items for September, 2010

The financial reports for September, 2010 are attached for your information.



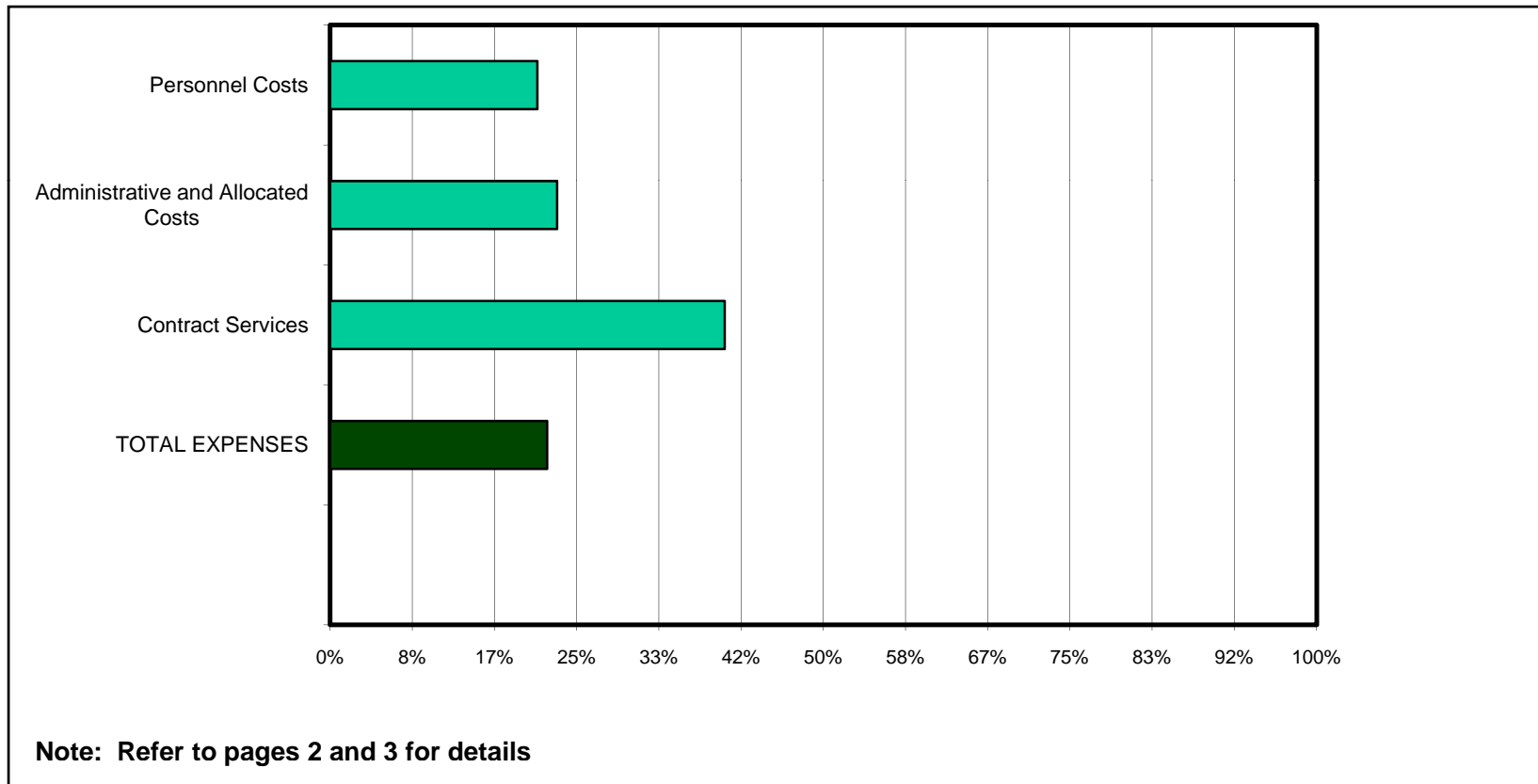
4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

September, 2010

Percentage of FY 2011 NVTC Administrative Budget Used
September, 2010
(Target 25% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 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	\$ 51,348.36	\$ 156,894.78	\$ 737,900.00	\$ 581,005.22	78.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	51,348.36	156,894.78	737,900.00	581,005.22	78.7%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,024.29	11,961.23	52,400.00	40,438.77	77.2%
Group Health Insurance	5,933.57	17,142.75	80,200.00	63,057.25	78.6%
Retirement	5,240.00	16,720.00	73,700.00	56,980.00	77.3%
Workmans & Unemployment Compensation	93.75	281.25	2,950.00	2,668.75	90.5%
Life Insurance	296.68	890.04	4,300.00	3,409.96	79.3%
Long Term Disability Insurance	505.62	1,011.24	3,950.00	2,938.76	74.4%
Total Benefit Costs	15,093.91	48,006.51	217,500.00	169,493.49	77.9%
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	2,100.00	16,850.00	14,750.00	87.5%
<i>Rents:</i>					
Office Rent	16,636.60	48,754.00	182,180.00	133,426.00	73.2%
Parking	1,200.00	2,400.00	170,980.00	124,626.00	72.9%
<i>Insurance:</i>					
Public Official Bonds	-	-	4,100.00	4,100.00	100.0%
Liability and Property	-	-	2,300.00	2,300.00	100.0%
<i>Travel:</i>					
Conference Registration	252.39	435.82	6,300.00	5,864.18	93.1%
Conference Travel	-	-	-	-	0.0%
Local Meetings & Related Expenses	92.74	92.74	2,000.00	1,907.26	95.4%
Training & Professional Development	159.65	343.08	4,000.00	3,656.92	91.4%
	-	-	300.00	300.00	100.0%
<i>Communication:</i>					
Postage	1,335.16	2,060.48	10,200.00	8,139.52	79.8%
Telephone - LD	766.51	785.21	4,000.00	3,214.79	80.4%
Telephone - Local	178.43	261.87	1,300.00	1,038.13	79.9%
	390.22	1,013.40	4,900.00	3,886.60	79.3%
<i>Publications & Supplies</i>					
Office Supplies	1,206.70	2,769.09	13,500.00	10,730.91	79.5%
Duplication	226.92	240.27	3,000.00	2,759.73	92.0%
Public Information	979.78	2,528.82	10,000.00	7,471.18	74.7%
			500.00	500.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	79.95	626.85	8,000.00	7,373.15	92.2%
Furniture and Equipment			-	-	0.0%
Repairs and Maintenance			1,000.00	1,000.00	100.0%
Computers	79.95	626.85	7,000.00	6,373.15	91.0%
<i>Other General and Administrative</i>	223.63	835.60	5,350.00	4,514.40	84.4%
Subscriptions	-	-	-	-	0.0%
Memberships	-	205.00	1,300.00	1,095.00	84.2%
Fees and Miscellaneous	223.63	630.60	2,950.00	2,319.40	78.6%
Advertising (Personnel/Procurement)	-	-	1,100.00	1,100.00	100.0%
Total Administrative Costs	<u>20,584.43</u>	<u>57,581.84</u>	<u>246,480.00</u>	<u>188,898.16</u>	<u>76.6%</u>
	<u>Contracting Services</u>				
Auditing	8,000.00	8,000.00	20,000.00	12,000.00	60.0%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>8,000.00</u>	<u>8,000.00</u>	<u>20,000.00</u>	<u>12,000.00</u>	<u>60.0%</u>
 Total Gross G&A Expenses	<u><u>\$ 95,026.70</u></u>	<u><u>\$ 270,483.13</u></u>	<u><u>\$ 1,221,880.00</u></u>	<u><u>\$ 951,396.87</u></u>	<u><u>77.9%</u></u>

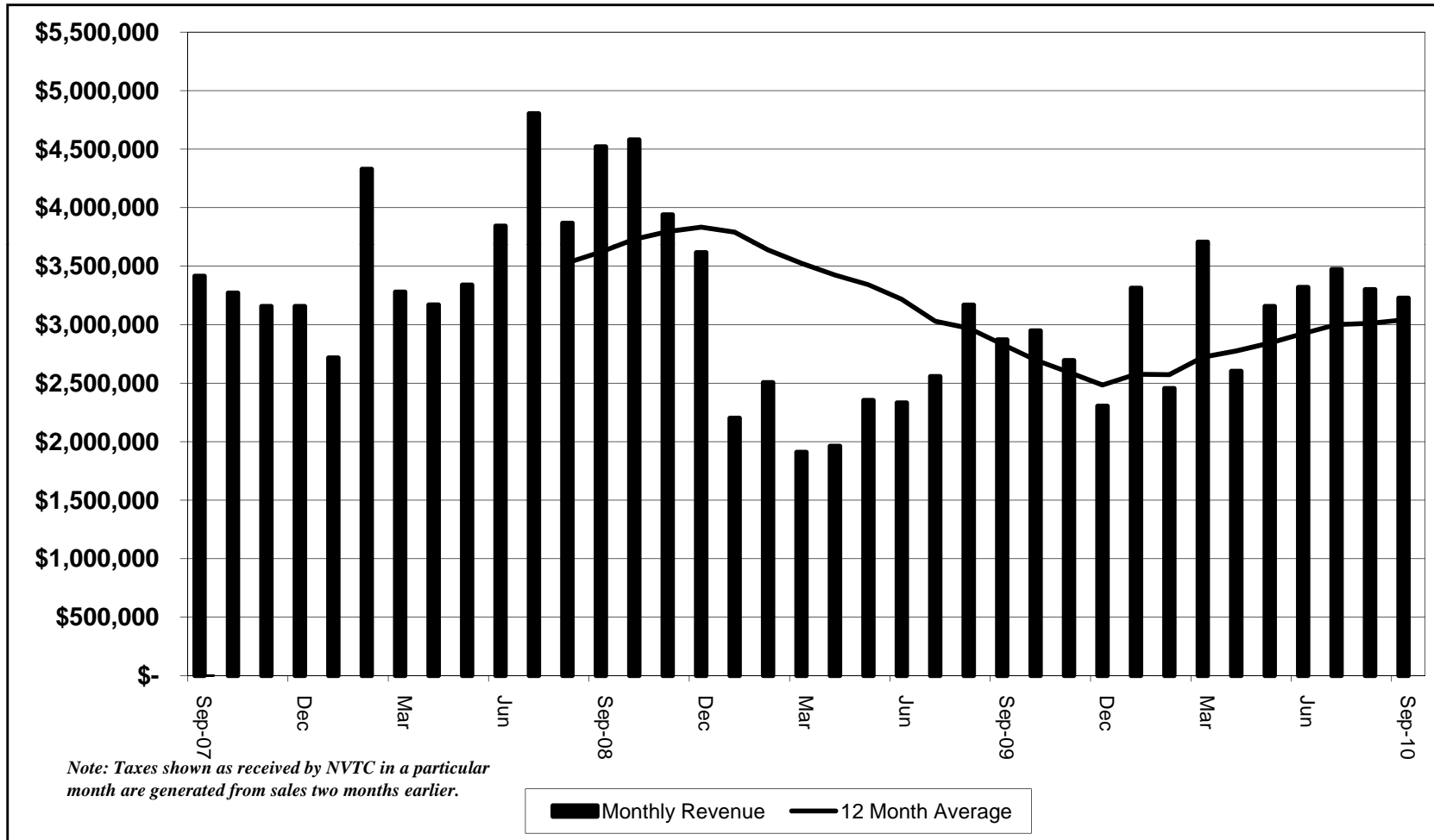
NVTC
RECEIPTS and DISBURSEMENTS
September, 2010

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
1	DRPT	Capital grant receipt - VRE			\$ 5,931.00	
1	DRPT	Capital grants receipt				\$ 1,386,403.00
2	DRPT	Capital grant receipt				\$ 39,166.00
3	DRPT	Capital grant receipt - VRE			90,757.00	
7	DRPT	Capital grants receipt				532,120.00
8	DRPT	Capital grant receipt				109,313.00
9	DRPT	Capital grant receipt - VRE			402,994.00	
13	DRPT	Capital grant receipt - VRE			4,263.00	
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				3,227,370.15
17	DRPT	Operating grant receipt				4,269,756.00
19	DRPT	Capital grant receipt - VRE			7,127.00	
20	WMATA	2010 transit tour refund		210.00		
20	Staff	Expense reimbursement		6.05		
23	DRPT	Capital grant receipt - VRE			117,026.00	
27	VRE	Reimbursement for staff support		6,041.97		
30	Banks	Interest earnings		12.81	156.04	28,843.42
			<u>-</u>	<u>6,270.83</u>	<u>628,254.04</u>	<u>9,592,971.57</u>
DISBURSEMENTS						
1-30	Various	G&A expenses	(108,743.92)			
1	VRE	Capital grant - VRE			(5,931.00)	
3	VRE	Capital grant - VRE			(90,757.00)	
9	City of Fairfax	Other Operating				(139,546.32)
9	City of Fairfax	Other Operating	(895.92)			
9	VRE	Capital grant - VRE			(402,994.00)	
13	VRE	Capital grant - VRE			(4,263.00)	
19	VRE	Capital grant - VRE			(7,127.00)	
23	VRE	Capital grant - VRE			(117,026.00)	
24	Stantec	Consulting - bus data project	(26,300.98)			
30	Wachovia Bank	Service fees	(73.34)			
			<u>(136,014.16)</u>	<u>-</u>	<u>(628,098.00)</u>	<u>(139,546.32)</u>
TRANSFERS						
24	Transfer	From LGIP to LGIP (bus data project)			26,300.98	(26,300.98)
			<u>-</u>	<u>-</u>	<u>26,300.98</u>	<u>(26,300.98)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (136,014.16)</u>	<u>\$ 6,270.83</u>	<u>\$ 26,457.02</u>	<u>\$ 9,427,124.27</u>

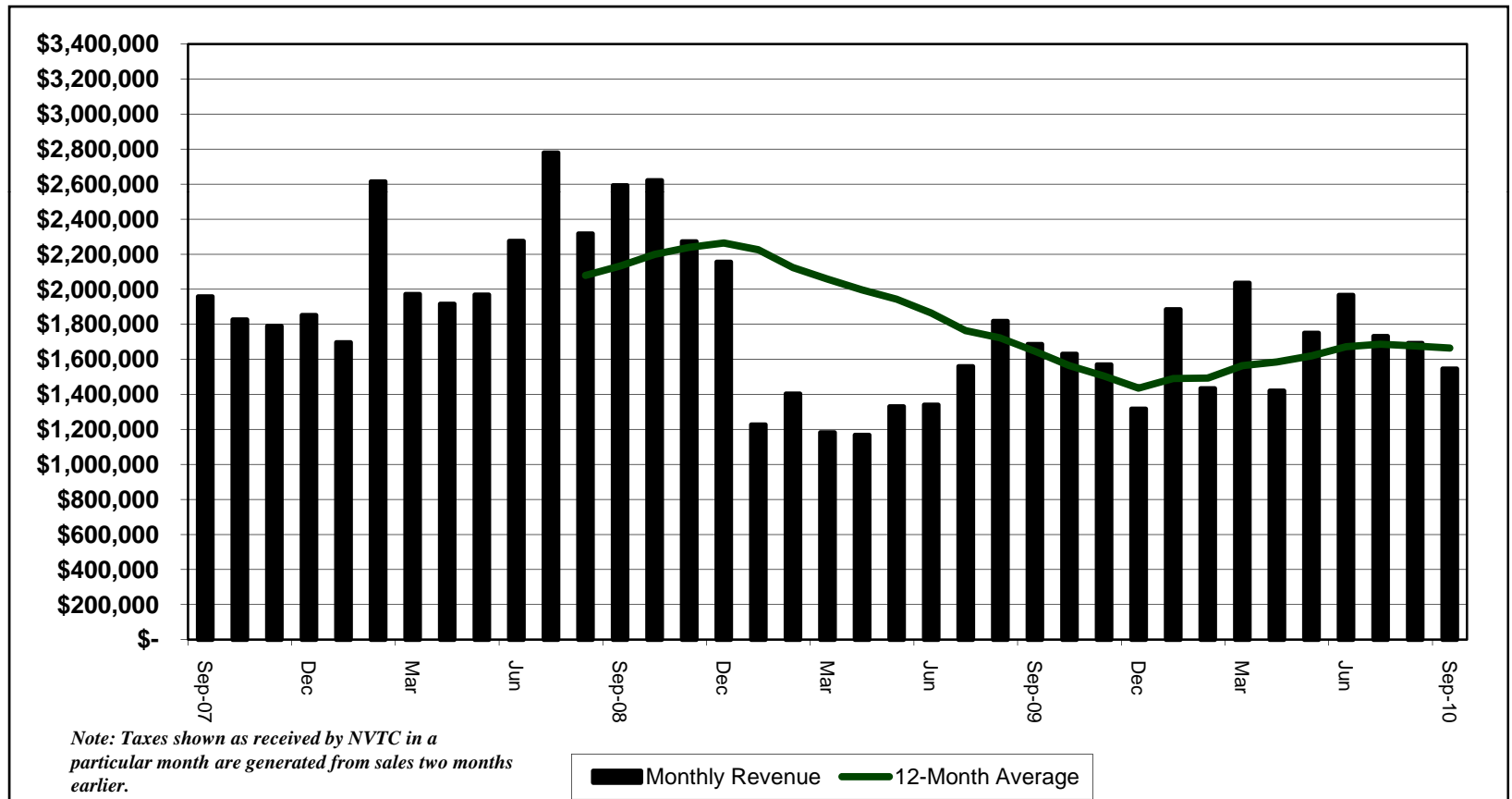
**NVTC
INVESTMENT REPORT
September, 2010**

<u>Type</u>	<u>Rate</u>	<u>Balance 8/31/2010</u>	<u>Increase (Decrease)</u>	<u>Balance 9/30/2010</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 181,660.40	\$ (136,014.16)	\$ 45,646.24	\$ 45,646.24	\$ -	\$ -
Wachovia: NVTC Savings	0.070%	207,373.92	6,270.83	213,644.75	213,644.75	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	0.262%	129,477,972.84	9,453,581.29	138,931,554.13	748,717.29	117,849,196.78	20,333,640.06
		<u>\$ 129,867,007.16</u>	<u>\$ 9,350,294.98</u>	<u>\$ 139,190,845.12</u>	<u>\$ 1,008,008.28</u>	<u>\$ 117,849,196.78</u>	<u>\$ 20,333,640.06</u>

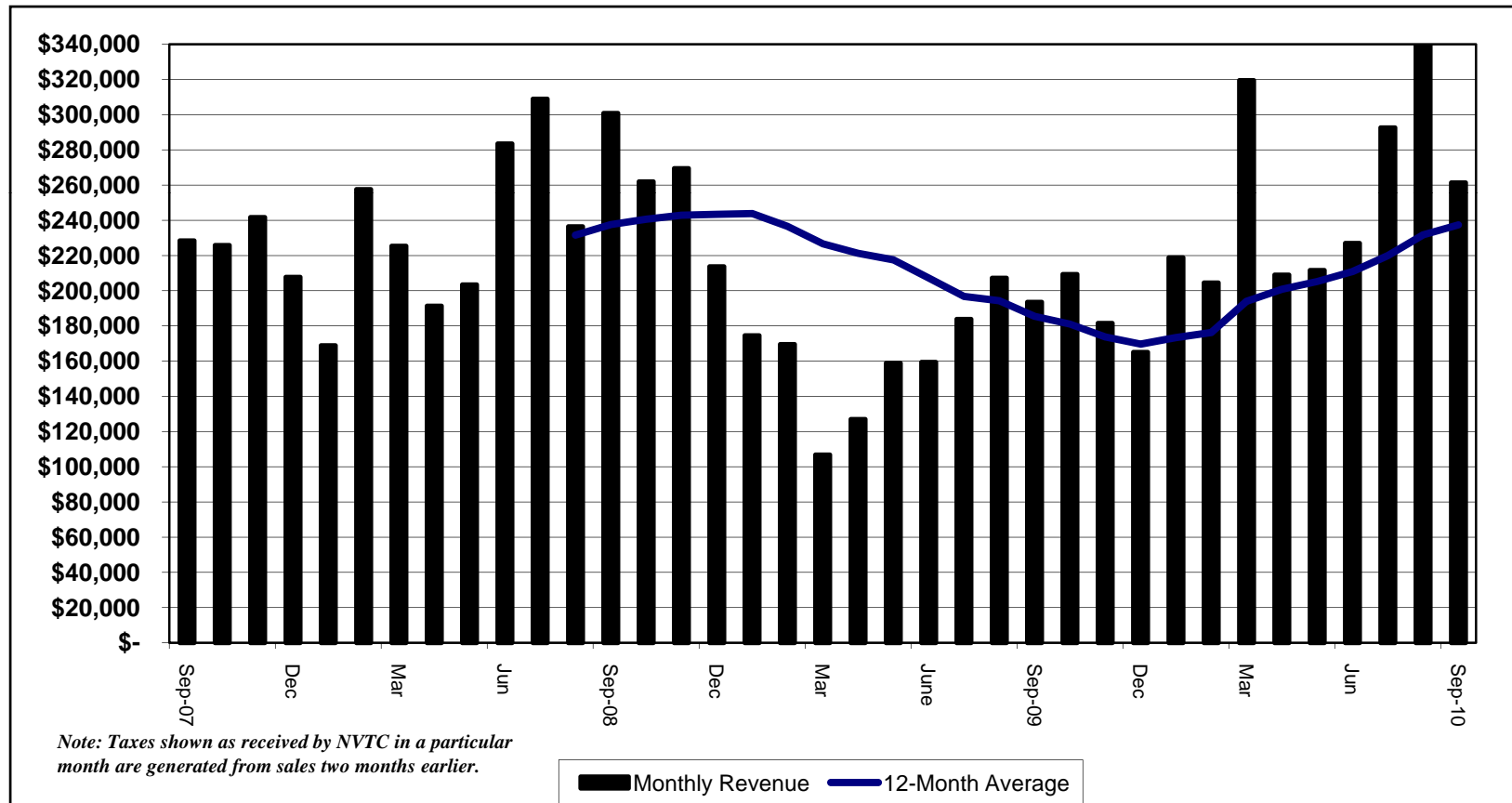
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2008-2011



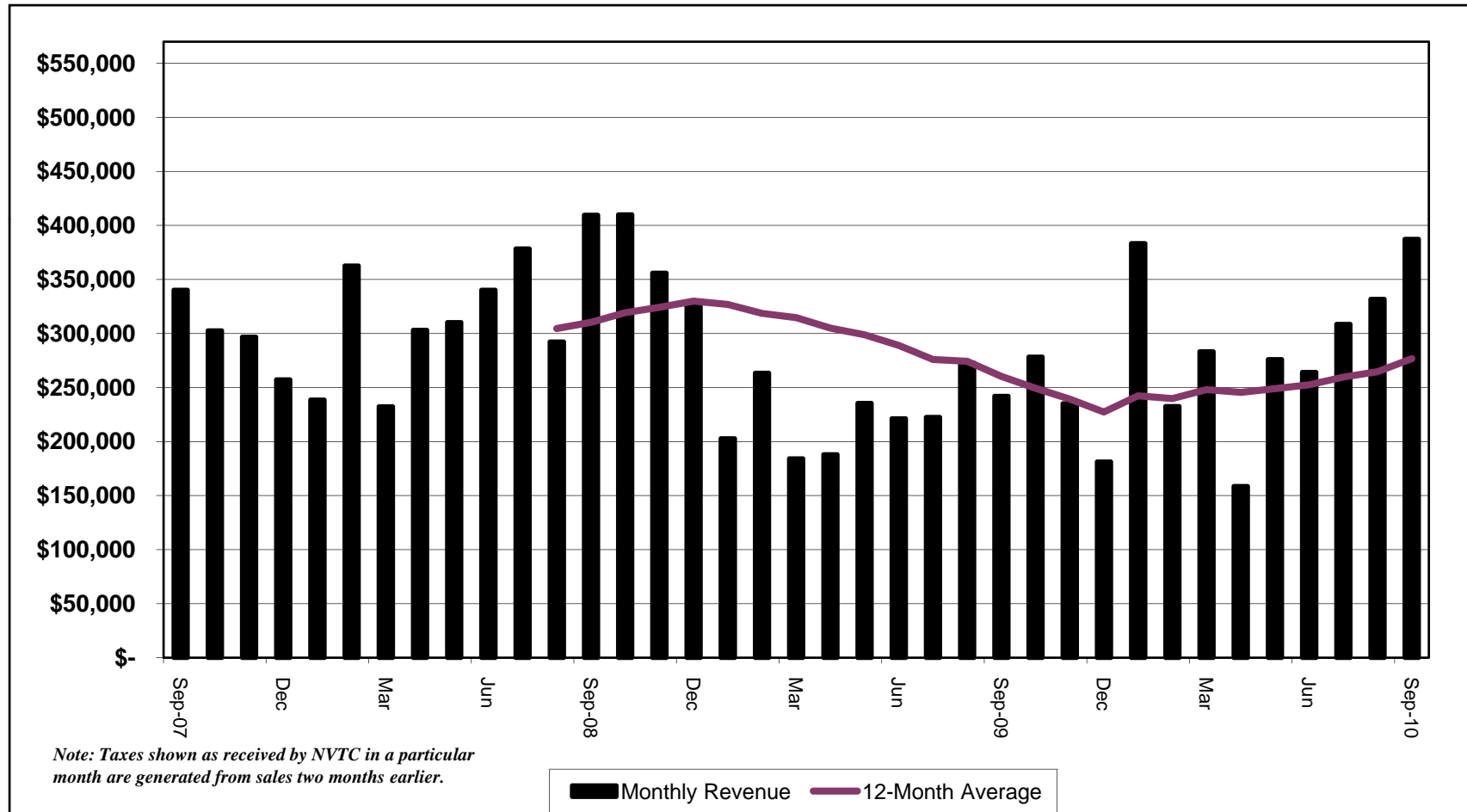
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2008-2011



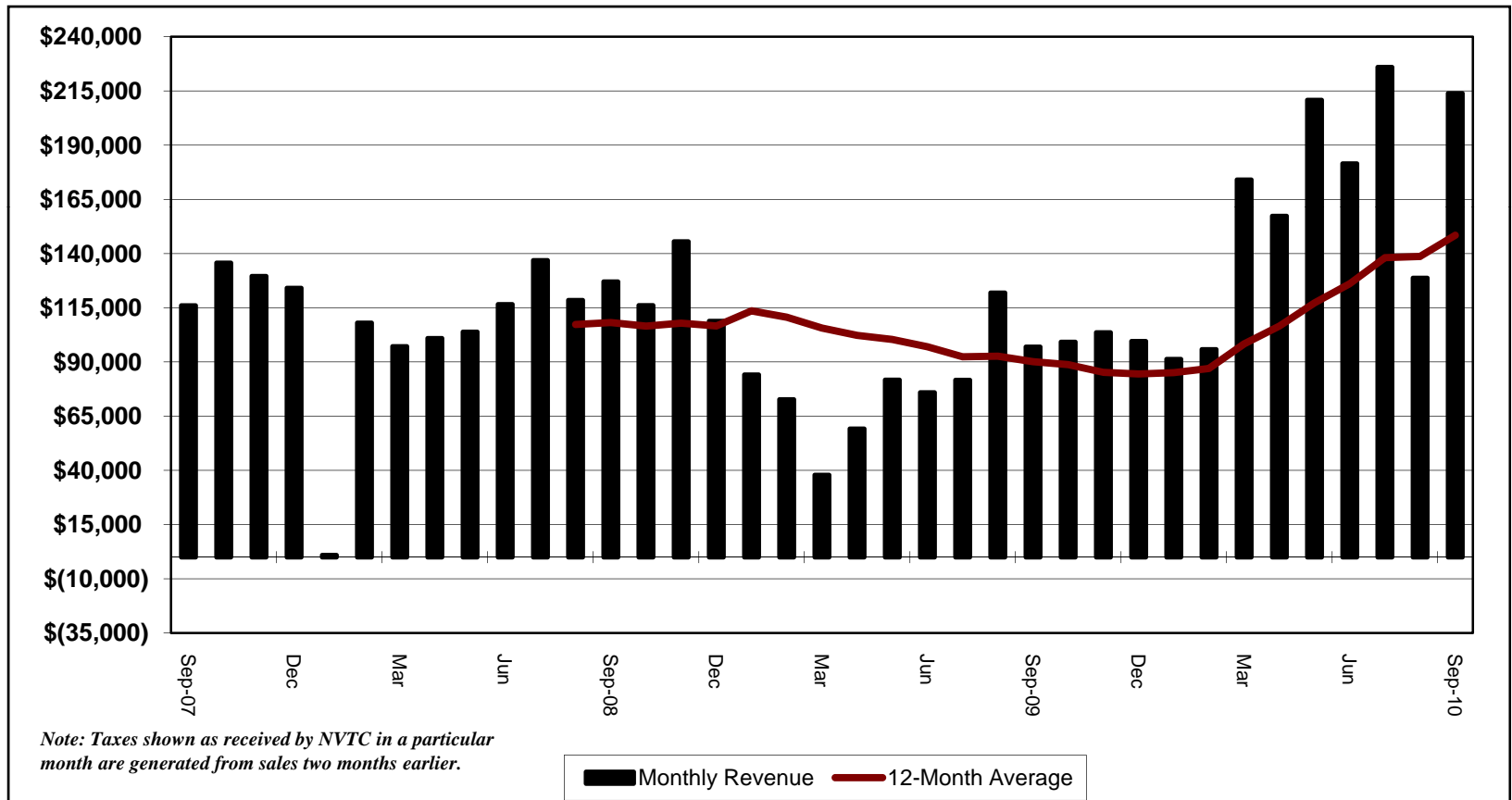
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2008-2011



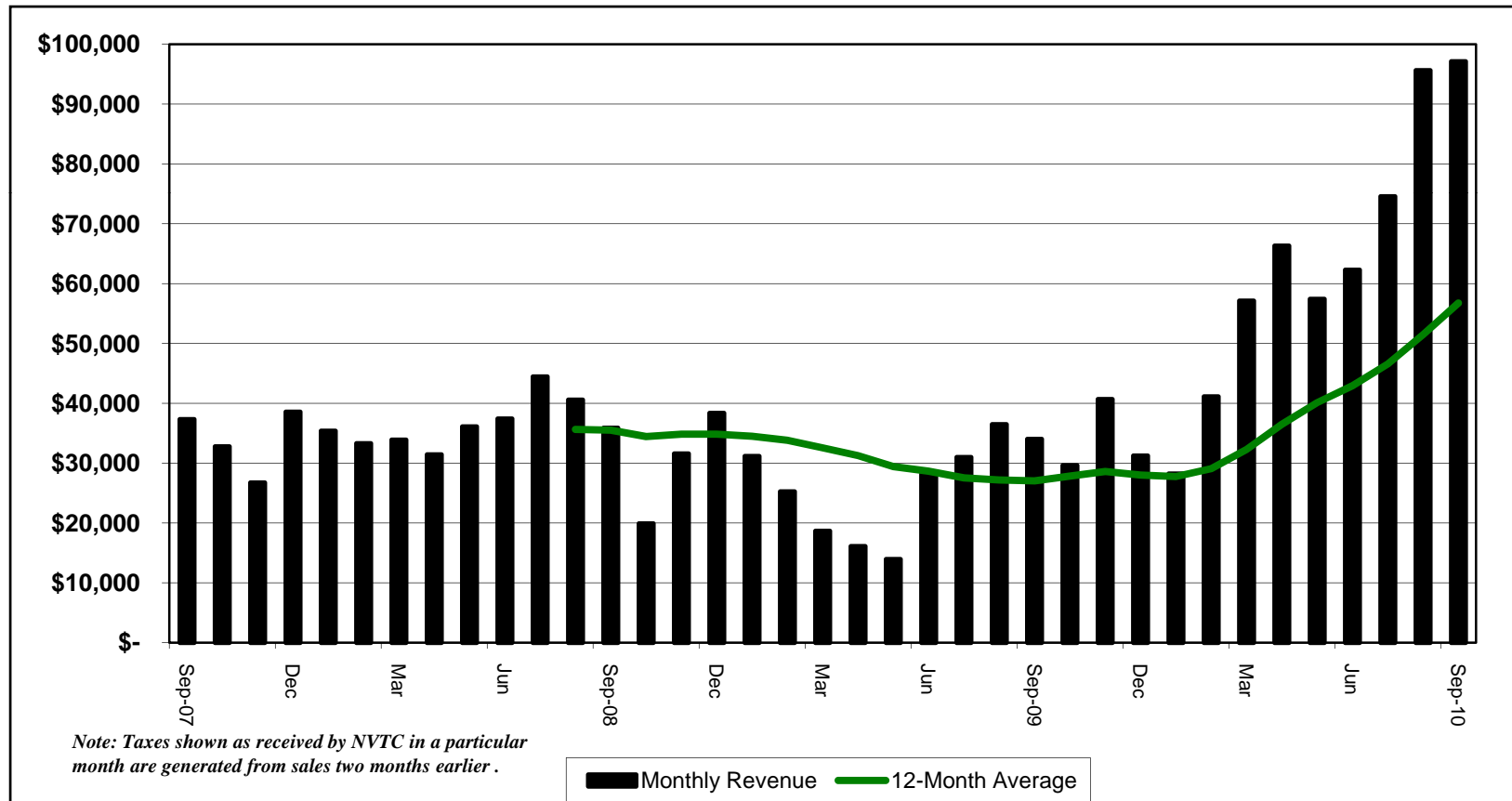
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2008-2011



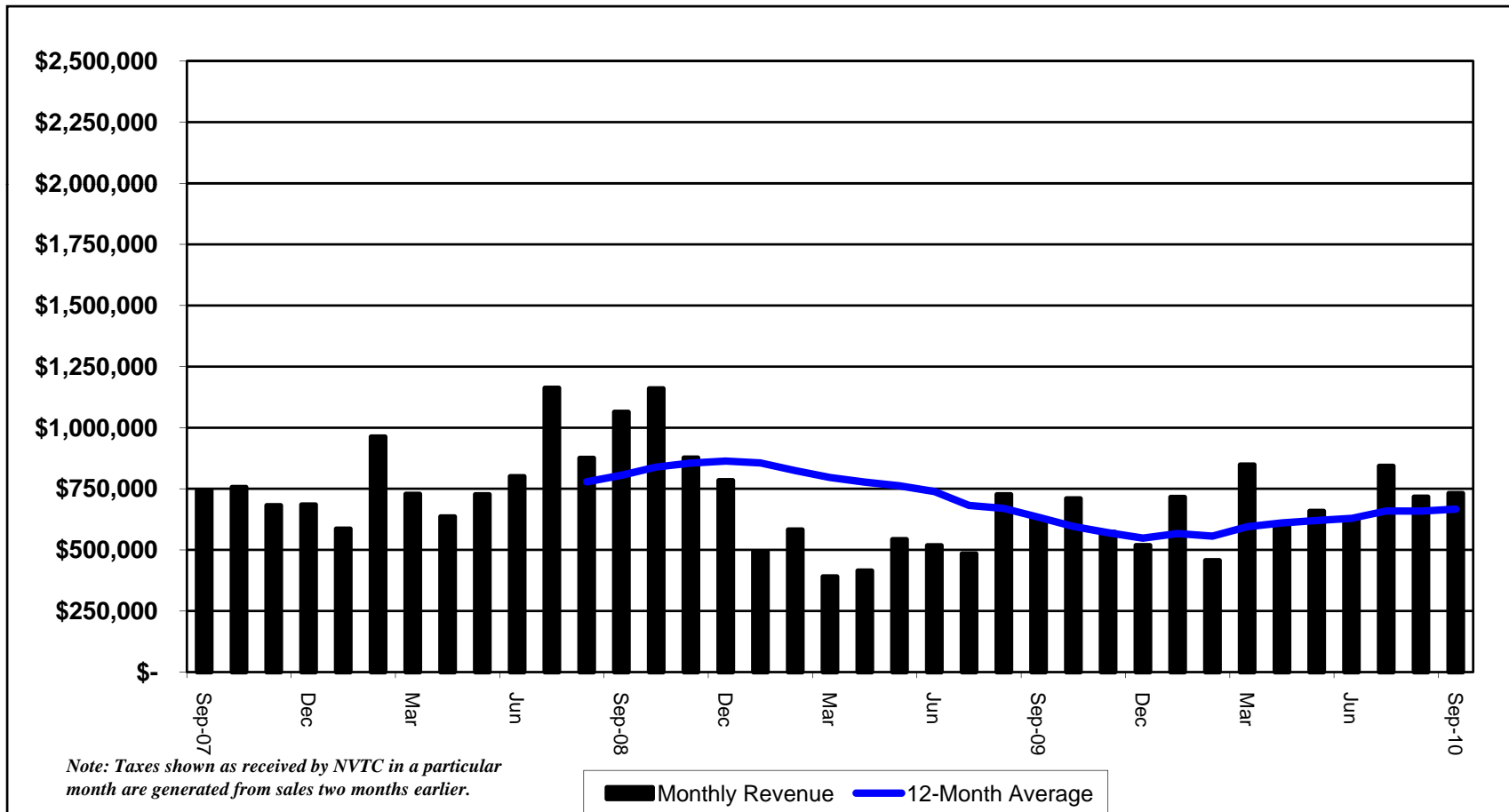
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2008-2011



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2008-2011



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2008-2011





AGENDA ITEM #8

TO: Chairman Hudgins and NVTC Commissioners
FROM: Rick Taube
DATE: October 28, 2010
SUBJECT: Personnel Item

A closed session is required to consider the annual performance review of NVTC's executive director. NVTC's Executive Committee is expected to provide a recommendation.

To enter closed session:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2.-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in Closed Session concerning a personnel item, pertaining to the annual performance review of NVTC's executive director.

Following the closed session:

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

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

