



**NVTC COMMISSION MEETING**  
**THURSDAY, SEPTEMBER 2, 2010**  
**8:00 PM**  
**NVTC CONFERENCE ROOM**

NOTE: A buffet supper will be provided for attendees.

**AGENDA**

**1. Minutes of the NVTC Meeting of July 1, 2010.**

Recommended Action: Approval.

**2. VRE Items.**

- A. Report from the VRE Operations Board and VRE Chief Executive Officer--  
Information Item.
- B. Preliminary FY 2012 VRE Budget Referral to Jurisdictions -- Action  
Item/Resolution #2154.
- C. Fauquier and Caroline Counties -- Information Item.

**3. NVTC Office Lease.**

Staff is negotiating a 10-year lease for 2300 Wilson Boulevard in the Courthouse area of Arlington. The lease is being reviewed by legal counsel.

Recommended Action: Authorize NVTC's Executive Director to execute the final lease; to request quotes and execute agreements for moving; and to procure needed furniture, telephone and other electronic systems, all within the limits of NVTC's approved FY 2011 budget.



#### **4. NVTC Preliminary Budget for FY 2012.**

NVTC staff has prepared a preliminary budget for use by jurisdictions in planning their own FY 2012 budgets. Total expenditures would be reduced by 2.2 percent and total local and state contributions would fall as well. The final NVTC budget will be offered for approval in January, 2011.

Recommended Action: Without objection, NVTC's Executive Director will forward the preliminary FY 2012 NVTC budget to the jurisdictions for use in their budget planning.

#### **5. WMATA Items.**

In addition to a report from Metro Board members on such issues as the NTSB report on WMATA's June 22, 2009 accident, the commission may wish to respond to Secretary Connaughton's request for a discussion of state representation on the WMATA Board.

Recommended Action: After discussion, provide direction to staff in the form of Resolution #2155 (to be provided).

#### **6. Proposed Government Reform Commission Recommendation to Consolidate NVTC/PRTC/NVTA.**

Secretary Connaughton has included in his list of recommendations a call to consolidate agencies to achieve greater efficiencies, create a more unified approach, and save staff and legislator time preparing for meetings. NVTC, PRTC and NVTA all opposed this proposal previously. The Reform Commission is expected to meet on September 13<sup>th</sup> to determine its recommendations.

Recommended Action: Provide direction to staff regarding an appropriate response.

#### **7. RFP for NVTC Copier Lease.**

NVTC's five-year copier lease expires in December, 2010.

Recommended Action: Authorize staff to issue a Request for Proposals for a new multi-year copier lease.

## **8. NVTC Motor Fuels Tax Update.**

Staff will report on ongoing efforts to work with the Virginia Department of Taxation to ensure the accuracy of tax collections allocated to individual jurisdictions. Because of the likelihood of current misallocations of the new 2.1% tax among NVTC's jurisdictions, jurisdiction staff have agreed to reserve a portion of the FY 2011 allocations pending a final determination.

Discussion Item.

## **9. Feedback on "Transit Keeps Northern Virginia Working" Tour.**

Lessons learned will be reviewed. A copy of NVTC's PowerPoint summary is attached ("Public Transportation Performance, Coordination and Funding in Northern Virginia") that was provided to participants.

Information Item.

## **10. Mode Shares in the Dulles Corridor.**

MWCOG has completed another in the series of reports on Northern Virginia's major commuting corridors. VDOT funds the studies at the request of NVTC.

Information Item.

## **11. NVTC Items.**

- A. TransAction 2040 Plan Update.
- B. Streetcar Coalition and Fairfax County I-66 Vienna Ramp TIGER II Grant Applications.
- C. I-95/395 HOT Lanes.
- D. Pentagon Transit Center Security Issues.
- E. Discontinuation of Falls Church's GEORGE Bus System.
- F. Multi Region Vanpool Incentive Program.

Information Item.

## **12. Mid-Year Review of Major NVTC Projects.**

NVTC staff will update the commission regarding progress on the 2010 work program.

Information Item.

**13. Regional Transportation Items.**

- A. Straddling Bus—Chinese Prototype.
- B. The Man Who Could Unsnarl Manhattan Traffic.
- C. Try Transit Week (September 20-24, 2010).
- D. MWCOC 2010 State of the Commute Report.

Information Item.

**14. NVTC Financial Items for June and July, 2010.**

Information Item.



Agenda Item #1

MINUTES  
NVTC COMMISSION MEETING – JULY 1, 2010  
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Hudgins at 6:46 P.M.

**Members Present**

Sharon Bulova  
Barbara Comstock  
John Cook  
Thelma Drake  
Adam Ebbin  
William D. Euille  
Jay Fisette  
Jeffrey Greenfield  
Mark R. Herring  
Catherine Hudgins  
Mary Hynes  
Dan Maller  
Joe May  
Jeffrey McKay  
Thomas Rust  
Paul Smedberg  
Christopher Zimmerman

**Members Absent**

Kelly Burk  
John Foust  
Mary Margaret Whipple

**Staff Present**

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



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### Approval of the Agenda

Mr. Euille asked that a request from the Northern Virginia Streetcar Coalition for NVTC to sponsor a TIGER II planning grant application be added to Agenda Item #5 "Endorsement of TIGER II Applications." Mr. Taube stated that there is also a new action item for Agenda Item #13 concerning HOT Lanes on I-95/395, including a resolution for consideration. There were no objections from commissioners to adding these items to the agenda.

### Minutes of the NVTC Meeting of June 3, 2010

On a motion by Mr. Euille and a second by Mrs. Bulova, the commission approved the minutes of both the NVTC meeting and the Joint NVTC/PRTC meeting on June 3, 2010. The vote in favor was cast by commissioners Bulova, Cook, Drake, Euille, Fissette, Greenfield, Hudgins, Maller, McKay, Rust, Smedberg and Zimmerman. Mrs. Hynes abstained.

### VRE Items

Report from the VRE Operations Board and VRE Chief Executive Officer. Mr. Zehner reported that VRE ridership continues to grow with it reaching over an average of 17,000 daily trips during the month of May. This is the fifth consecutive month that ridership has topped 17,000 daily trips. Also, on-time performance for the month of May was 88 percent systemwide. As of June 29<sup>th</sup>, VRE's new contract operator, Keolis Rail Services America, has sufficient crew members to run VRE service when it is scheduled to take over operations on July 12, 2010. Mr. Zehner explained that on July 5<sup>th</sup>, which is a federal holiday, Keolis will conduct a dress rehearsal and will run a full schedule without passengers. Beginning the week of July 6<sup>th</sup>, Amtrak has agreed to allow Keolis engineers to operate alongside Amtrak engineers during VRE service.

Delegates Comstock and Ebbin arrived at 6:50 P.M. and 6:51 P.M., respectively.

Mr. Zehner announced that the first new locomotive has been delivered, which will be named in honor of Elaine McConnell. The locomotive will undergo testing over the next three weeks before it is put into service. A ribbon cutting ceremony is tentatively scheduled for July 30, 2010 in Alexandria and Senator Webb will be the guest speaker. Commissioners are invited to attend the event.

Extend Operating/Access Agreements with CSXT and Norfolk Southern. Mrs. Bulova stated that the operating/access agreements with the railroads need to be extended through January 31, 2011. For both railroads, insurance issues still need to be negotiated. Resolution #2147 would extend the agreement with CSXT and Resolution #2148 would extend the agreement with Norfolk Southern.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2147 and Resolution #2148. The vote in favor was cast by commissioners Bulova,

Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman. (Copies of the resolutions are attached.)

Modify Contract for New Locomotives. Mr. Zehner reported that the VRE Operations Board recommends approval of Resolution #2149, which would authorize him as VRE's CEO to modify the contract with MotivePower, Inc., to increase the base order of locomotives from 15 to 19. This increases the contract value by \$13,218,128 to a total of \$73,789,120. Three of the locomotives will be purchased with federal formula funds for FY 2011 and prior years. The fourth will be paid for with transfers of federal funds from other FY 2011 projects, by reducing the contingency for this project and by using funds from VRE's capital reserve.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2149 (copy attached).

In response to a question from Mr. Smedberg, Mr. Zehner explained that MotivePower, Inc. has offered a price of \$3,604,532 per locomotive for all orders placed before July 9, 2010. This price reflects the supplier discount they receive for bulk purchasing, since the supplies for these locomotives will be combined with some of VRE's prior orders. Locomotives ordered after that date will cost approximately \$500,000 more per unit, in accordance with the contract provisions. As such, VRE is making every effort to order as many units as possible at the lower price. Although the option contract extends until 2013, locomotives ordered after December 31, 2010 will be a different model which requires additional inventory and training, resulting in significantly higher lifecycle costs. At the direction of the Operations Board, Mr. Zehner explained that VRE staff will continue to look for funding for the last (20<sup>th</sup>) locomotive. Resolution #2149 has been changed to provide authority to purchase the 20<sup>th</sup> locomotive if funding can be obtained. He explained that the VRE Operations Board will not meet again until August and he would like to be able to move quickly if funding can be identified. He has been working with DRPT staff and Mr. Biesiadny to identify funding sources.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Hudgins, Hynes, Maller, McKay, Rust, Smedberg and Zimmerman.

Mr. Fisette observed that he has been impressed with how Mr. Zehner has handled the Keolis takeover. Mr. Zehner thanked that VRE Operations Board, NVTC and PRTC for being very supportive. He also acknowledged the work done by Ms. Mouchantaf and Mr. Maclsaac on this issue.

Delegate May arrived at 6:55 P.M.

#### Selection of Consulting Team for NVTA's TransAction 2040 Plan Update

Mr. Taube reported that NVTC issued a Request for Proposals on behalf of the Northern Virginia Transportation Authority (NVTA). Two responsive and responsible proposals were received by NVTC and evaluated and ranked by a selection team of

local and regional staff. Resolution #2151 accepts the ranking of the selection team and following confirming action by NVTA, authorizes NVTC's staff to negotiate with the top-ranked firm, Cambridge Systematics, Inc., and to execute a contract that is acceptable to NVTA's Council of Counsels. If negotiations are not successful with the top-ranked firm, then negotiations should proceed with the second-ranked firm and if successful, a contract should be executed. The contract would not be executed until the Northern Virginia Transportation Authority acted on it.

Mrs. Bulova moved, with a second by Mrs. Hynes, to approve Resolution #2151 (copy attached).

Mrs. Bulova explained that NVTA will have an opportunity to consider a pared down scope of work to reduce costs. Mr. Zimmerman stated that there were some questions raised at a previous NVTA meeting on whether to conduct a \$1 million study given that NVTA did not get funded and these funds could be used for another project. He hopes that NVTA will drastically reduce the scope of the study and the cost, so that the funds can be used for something else. Mrs. Bulova stated that she expects that the scope of the study will be pared down to only encompass updates to the plan to keep it current. However, there is an opportunity to do some modeling to look at what projects would have the "biggest bang for the buck" should regional, state or federal funding become available. Chairman Hudgins stated that she would like to see the Dulles Loop project considered.

Senator Herring arrived at 7:01 P.M.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

#### NVTC Office Lease

Mr. Taube stated that NVTC's lease expires at its current location at the end of 2010. The commission has retained a tenant's agent and staff has evaluated possible office locations. After evaluating many potential locations over the past year, currently there are two primary office locations under consideration. One is NVTC's current location and the other is in the Navy League Building at 2300 Clarendon Boulevard in the Court House area of Arlington.

An economic evaluation was prepared and it shows that both locations are approximately equal economically over the 10-year term of the lease. However, the Court House location offers a better opportunity to sublease space if NVTC's needs change. Further, the location provides access to a shared conference facility with a large catering kitchen and reception area for NVTC's monthly commission meetings. With the design of the office space, it permits NVTC to lease less space than it would otherwise need while also allowing an in-office conference room with sufficient size for staff and commission meetings. Also, the space would be newly finished in a configuration suitable to NVTC's needs and three months of initial rent abatement would



allow NVTC to pay for the move and some suitable replacement furniture within the approved FY 2011 budget.

Mr. Taube stated that NVTC staff recommends that the commission authorize him to negotiate a final lease agreement for the space in the Navy League Building. The final agreement would be provided to NVTC's Board and local jurisdiction attorneys for review prior to NVTC's September 2<sup>nd</sup> meeting at which time the commission would be asked to authorize the execution of the lease.

Mr. Smedberg asked if any members of the Executive Committee were involved in the search and/or surveyed the properties. Mr. Taube stated that this is the first time that it is being presented to commissioners. Staff has not had an opportunity to brief the Executive Committee since it has not met these last two months. Chairman Hudgins reminded commissioners that this would come back to the commission for final action at the September meeting.

Mr. Euille asked if staff looked outside of the Arlington area and into other jurisdictions. Mr. Taube stated that one of the criteria was that the location needed to be near a Metrorail station. However, based on the size of the office, the Arlington area was where NVTC's tenant agent focused.

Mr. Greenfield asked for an estimate of moving costs. Mr. Taube explained that moving costs have not been calculated. However, since most of NVTC's existing furniture dates back to the 1970's, new furniture would be acquired, which will drastically reduce moving costs.

Mr. Euille moved, with a second by Mrs. Hynes, to authorize NVTC's executive director, with the assistance of the commission's tenant's agent, to negotiate a lease for property in the Navy League Building at 2300 Clarendon Boulevard in Arlington. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

#### Endorsement of TIGER II Applications

Chairman Hudgins reported that the second round of federal "TIGER" grants is pending, with \$600 million of funding available nationwide. Pre-applications are due July 26, 2010 and final applications are due on August 23, 2010. Fairfax County is applying for funding to complete a new ramp at the Vienna Metrorail station on I-66 that was included in TPB's TIGER I application but not funded. This project would allow direct transit access to and from the HOV lanes to the ring road serving the station and encourage bus ridership from satellite park-and-ride lots. Other NVTC jurisdictions are also seeking funding as part of regional efforts to expand bike sharing and improve bicycle access to Metrorail stations. Fairfax County has asked that NVTC be a partner for its application for the I-66 ramp. Resolution #2150 acts on that request and includes an endorsement for the bicycle projects as well.

Mr. Euille stated that the Northern Virginia Streetcar Coalition is interested in pursuing a TIGER II planning grant for the purpose of studying potential transit corridors in Northern Virginia that would use a regional streetcar network to serve as a backbone for coordinated transit planning and land use purposes. The Coalition has made contacts with most of the prospective partners on this grant application and has received initial expressions of interest. NVTC is being asked to be the lead entity to submit the grant application on behalf of the participating partners.

Mr. Maller stated that the city of Falls Church is not a member of the Northern Virginia Streetcar Coalition, but the city has an interest in potential regional streetcar projects. Mr. McKay stated that he does not doubt the legitimacy of the Coalition and their goals, but he expressed his concern about what other projects could be affected by this application. He also expressed concern about NVTC taking the lead on this. He does not know how this project rates in comparison to other projects seeking funding and he would like to know more about the Northern Virginia Streetcar Coalition before he supports the action. He also would like to know more about any potential financial contributions or in-kind contributions that would be required by NVTC. He is uncomfortable with NVTC being the applicant, although he does not have a problem with NVTC helping them with the application process. Mr. Taube explained that there can be no cash contribution because there are no budgeted funds for this purpose. In-kind contributions would be donated staff time.

Mr. Smedberg explained that obtaining these funds is important to help plan for some of these activities. This particular planning grant money is not necessarily competing with other projects. It is a small pot of money. The region is looking for all opportunities to improve transit, especially with issues associated with BRAC.

Mr. Biesiadny, of Fairfax County staff, stated that jurisdictional staff is concerned that some of the detailed scope of work actually overlaps what Arlington and Fairfax Counties are already doing, as well as overlapping NVTA's update of the regional long-term plan. In response to a question from Mrs. Bulova, Mr. Euille stated that this project was vetted by local jurisdictional staff. Mrs. Bulova observed that if there is overlapping work, it would seem that it would require less NVTC staff time. Mr. Zimmerman stated that he does not see a conflict with what is being already done and in fact, the project could be complimentary. It is a small amount of planning funds and it does not seem to be in competition with other projects. However, he understands the concerns raised by some commissioners. Chairman Hudgins observed that there is an opportunity out there to obtain funding and a small amount of time to get it completed.

Mr. Euille moved to approve Resolution #2150 after amending it to include language incorporating NVTC's role in the planning grant application for the Northern Virginia Streetcar Coalition. Mr. Zimmerman seconded. The motion passed. The vote in favor was cast by commissioners Bulova, Cook, Ebbin, Euille, Fisette, Greenfield, Hudgins, Hynes, Maller, Smedberg and Zimmerman. The vote in opposition was cast by commissioners Comstock, Drake, Herring, May, McKay and Rust. (A copy of the resolution is attached.)

## Comments on Draft List of State Governmental Reforms

Mr. Taube stated that NVTC is asked to approve the set of comments on an initial list of suggested governmental reforms, which are to be provided to Governor McDonnell's Government Reform Commission. Of the 129 ideas on the initial list, NVTC's comments address 15 that pertain to public transit and ridesharing. Among the most relevant proposals that would directly affect NVTC are two that call for consolidation of NVTC, PRTC and NVTA, as well as ownership and operation of VRE by the commonwealth. NVTC has also requested that per diem payments for its board members be equalized. In regards to consolidation, this proposal was already studied in detail in an exhaustive consulting study and soundly rejected by the local and regional entities familiar with the work of these three agencies. Also, NVTC would not be in favor of ownership and operation of VRE by the commonwealth.

Mr. McKay moved, with a second by Mrs. Drake, to authorize staff to submit the comments.

Mrs. Drake explained that these initial proposals have come from multiple sources and have not been forwarded to legislators. The Governor's Office did not want legislators to be confused about whether these ideas were being endorsed by their office.

Delegate Rust stated that as a professional engineer, he has a problem with the suggestion for Item #9 "Allow price to be considered as a factor in awarding architectural and engineering services contracts." These types of professional services are selected on quality and not price. In response to a question from Mrs. Bulova, Mr. Taube explained that currently price cannot be a consideration but the comment suggests including price as one of several factors in deciding architectural and engineering contracts as is true for other goods and services procured by NVTC.

Delegate Rust moved to amend the motion to remove the Item #9 comment. Mr. McKay seconded.

Mr. Smedberg asked if there is any value in keeping the comment and rewording NVTC's comments to reflect the concerns raised. Delegate Rust explained that the Item #9 comment is not a good idea. Delegate Ebbin stated that the item can be removed and no comment given either way.

The commission then voted on the amendment and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fiset, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

The commission then voted on the main motion, which includes the amendment, and it also passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fiset, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

### Comments on Funding of Intercity Passenger Rail Service in Virginia\*

Mr. Taube explained that the commission is asked to authorize staff to submit comments to DRPT on an intercity passenger rail operations funding study. SJ63 was approved in the 2010 General Assembly Session. It requires DRPT to evaluate potential sources of state funding for intercity passenger rail service and report prior to the start of the 2011 General Assembly session. DRPT has requested comments by July 1<sup>st</sup> on the best way to provide funding. The draft will be completed in fall, 2010 and another public comment period will be announced.

Mr. Taube reviewed the comments, which were previously reviewed by local jurisdictional staff. Since the Commonwealth falls far short (close to \$200 million annually) in meeting its statutory 95 percent target of eligible net transit subsidies, adding new intercity rail services to those existing transit funding programs would be unwise. Further, new sources of state funding for intercity passenger rail should not take precedence over or preempt additional funding for public transit until these significant shortfalls are eliminated. This is a matter of equity because the burden of funding public transit falls most heavily on local tax payers while at the same time the Commonwealth retains the sole power to employ most new revenue sources. Mr. Taube observed that the new state-sponsored intercity rail service from Lynchburg to Washington, D.C. has been a real success story and it is important for it to have a funding source in order to continue.

Mr. Greenfield moved, with a second by Mrs. Bulova, to authorize staff to submit comments to DRPT on the intercity passenger rail operations funding study. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

Mrs. Drake thanked NVTC for taking the time to comment on the study.

[\*The action taken was reconsidered on page 12 of these minutes.]

### Comments on Virginia's Surface Transportation Plan for 2035

Mr. Taube stated that although NVTC and local jurisdictional staff have not formally looked at the current version of these comments, they have reviewed draft inputs for a statewide transit plan over a period of many months during 2009 before the data were combined into a draft surface transportation plan. Many of NVTC's proposed comments echo those made previously to DRPT staff. Comments are due by July 30, 2010.

Mr. Zimmerman moved, with a second by Mr. Greenfield, to authorize staff to submit the comments on behalf of the commission.

Mrs. Hynes stated that she was confused reading the comments and suggested that the comments need to be made more clear and concise. She suggested including

a list of what total transit expenses include. There were no objections to these suggestions.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

### WMATA Items

Chairman Hudgins stated that the WMATA Board of Directors approved the operating and capital budget for FY 2011. She announced that the new multi-year capital funding agreement, which is effective July 1, 2010, has been sent to the jurisdictions for approval and several have acted already. Fairfax County has approved it. She also announced that the agreement with the Commonwealth and WMATA has been executed. Mr. McKay clarified that although Virginia has signed the agreement with WMATA, it still needs to be approved by the Federal Transit Administration (FTA). This needs to happen before the funds are released. Mr. Zimmerman explained that the deadline for the purchase order for the railcars is July 2<sup>nd</sup> so there is concern that FTA needs to provide immediate approval so that the railcars can be ordered by the deadline. It is a very tight timeline.

Chairman Hudgins stated that at NVTC's last meeting the commission discussed Virginia Transportation Secretary Connaughton's May 26<sup>th</sup> letter asking NVTC to sign a new multi-year funding agreement on behalf of the Commonwealth. He also asked that NVTC agree to appoint two state representatives to the WMATA Board. Resolution #2152 has been drafted as a response to the issue of WMATA governance.

Mrs. Drake provided a substitute resolution, which is basically identical to Resolution #2152 but calls for a discussion of state representation on the WMATA Board when the Board of Trade/MWCOG governance study is complete.

Mrs. Drake moved, with a second by Delegate Rust, to approve the substitute resolution.

Mr. Zimmerman stated that WMATA is waiting for FTA approval for the railcar purchase with a deadline looming and FTA has already signaled that this governance issue has endangered this approval. He suggested that any action be postponed until FTA acts.

Mr. Zimmerman moved a substitute motion to defer consideration and action until the September 2, 2010 NVTC meeting. Mr. McKay seconded. The commission voted on the substitute motion and it passed. The vote in favor was cast by commissioners Bulova, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, McKay, Smedberg and Zimmerman. The vote in opposition was cast by commissioners Comstock, Cook, Drake, May and Rust.

### NVTC Motor Fuels Tax Issues

Mr. Taube stated that NVTC and jurisdictional 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 at the beginning of January, 2010, there are strong indications that taxpayers are not correctly specifying the jurisdictions in which the fuel is sold. Repeated efforts to elicit cooperation from the Department of Taxation (TAX) officials to work with NVTC staff to identify the extent of the problem and resolve it have not been successful. The commission is asked to consider the draft letter to Acting Tax Commissioner Craig M. Burns expressing NVTC's concerns.

Mr. Euille moved, with a second by Mr. Maller, to authorize NVTC's Chairman Hudgins to sign and send the letter. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

### Pentagon Transit Security Issues

Mr. Taube reported that WMATA staff have alerted NVTC's jurisdictions and transit systems to a pending action, which could occur in July, by Pentagon officials that would further restrict access of transit customers, especially those moving between buses and Metrorail. The proposed new configuration would restrict access by moving security checkpoints away from the building and closer to the bus bays, thereby blocking access to elevators and preventing use of the two covered walkways. It is a violation of agreements reached when the transit center was reconfigured, where transit customers would be protected from the elements. There is also a safety issue. Mr. Zimmerman noted that this change could really impact disabled persons.

Mr. Taube explained that a letter has been drafted to send to Pentagon officials expressing NVTC's concerns and asking Pentagon officials to reconsider their approach and to involve transit systems in planning a more appropriate action that is consistent with the existing understanding regarding transit customer access.

On a motion by Mr. Euille and a second by Mr. McKay, the commission unanimously authorized Chairman Hudgins to sign and send the letter on behalf of the commission. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

### Mid-Year Review of Major NVTC Projects.

Mr. Taube stated that given the length of the agenda, he suggested deferring this item to the next meeting. There were no objections.

## Regional Transportation Items

APTA's Public Transportation Fact Book for 2010. This newly released annual edition includes data generally through the end of FY 2007. WMATA ranked fourth overall in rail and bus passengers with the 8<sup>th</sup> largest population base. WMATA's bus and paratransit ranked sixth and rail ranked second. VRE ranked 12<sup>th</sup> among commuter rail systems.

Feedback on NVTC's Regional Transit Tour. Chairman Hudgins reported that the transit tour was a success. She thanked Delegate May for his assistance. Delegate May stated that the legislators who attended were thoroughly impressed with the tour.

HOT Lanes on I-95/395. Mr. McKay reported that Fairfax County, Arlington County and Alexandria officials and staff have met and agreed to support the project but still have questions that have not been answered. Resolution #2153 would request that the Commonwealth promptly engage these three jurisdictions in a constructive dialogue to address the issues raised by the jurisdictions, with the objective of resolving those issues to all parties' mutual satisfaction thereby permitting the project to proceed.

Mr. McKay moved approval of Resolution #2153. Mr. Euille seconded.

Mr. Euille reported that there was robust discussion between the three jurisdictions. He explained that this action in no way infringes on the current legal matter Arlington County has pending. It is an effort to get the state moving on the HOT Lanes project. In regards to BRAC projects, there are many infrastructure challenges where HOT Lanes would certainly help to alleviate some of those concerns.

Mrs. Bulova stated that she participated in these discussions and the sense of urgency has come about because of the Mark Center BRAC facility that is already constructed but does not have adequate transit access available. The facility was approved and predicated on the HOT Lanes being built. There is agreement among the three jurisdictions that completion of the HOT Lanes in the I-95/395 corridor is important to the region and the project needs to move forward.

Mr. Fisetta stated that the conversation among the three jurisdictions was a good one but there still remain questions that have not been answered. NVTC has gone on record, as well as the jurisdictions, that there are questions which still remain unanswered. Each jurisdiction has specific questions, some of which overlap each other.

Mr. McKay explained that there is a misconception that there is tremendous opposition to the HOT Lanes project. Hopefully, the questions that the region has been asking for a long time can be answered up so the project can move forward. With a new administration in Richmond, it is hoped that this can happen.

Mr. Cook expressed his concern that this action could anyway be interpreted as endorsing or agreeing with Arlington County's lawsuit. He suggested having an

approach that would be more collaborative with the Commonwealth. He stated that the Commonwealth wants a discussion on WMATA Board governance, so why not combine the two issues and resolve both issues together. Chairman Hudgins stated that it is important not to confuse these two issues since they are totally separate. There are three jurisdictions impacted by the HOT Lanes project and they are coming together; they have different views about the project but some common views about the issues and there is a willingness to talk to the Commonwealth.

Delegate May asked if there is a formal list of questions and/or issues. Mr. Euille stated that a list of questions could be included as part of an attachment to the resolution. Delegate Ebbin asked if all of the concerns are listed. Mr. Zimmerman stated that there is a comprehensive understanding of what have been the issues. This action is significant because the three jurisdictions have come together and are saying that they are prepared to work with the Commonwealth. Mrs. Bulova stressed that Fairfax County has endorsed the HOT Lanes project, but is still sensitive to the other jurisdictions' concerns and the county still has questions that need to be addressed. There is agreement that the project is stalled and the three jurisdictions have asked NVTC to assist in passing this resolution. Mr. McKay stated that this is about communication. The fundamental point is that the three jurisdictions affected by this project want to have a conversation with VDOT to get this project moving again.

In response to a question from Mrs. Drake, Mrs. Bulova explained that there previously have been individual discussions with VDOT. VDOT and the former Secretary of Transportation have met with NVTC on several occasions as well. This action should be considered as a friendly move or positive action from NVTC and its jurisdictions. Mrs. Drake questioned if Arlington County is asking to work with VDOT on this issue, why does it not withdraw the lawsuit. Delegate May observed that the state has a long tradition of not looking at issues that are engaged in legal proceedings.

The commission then voted to approve the resolution. The vote in favor was cast by commissioners Bulova, Cook, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, McKay, Smedberg and Zimmerman. The vote in opposition was cast by commissioners May and Rust. Mrs. Drake and Delegate Comstock abstained. The motion passed. (A copy of the resolution is attached.)

#### Reconsideration of Agenda Item #7: "Comments on Funding of Intercity Passenger Rail Service in Virginia"

Delegate May moved, with a second by Delegate Ebbin, to reconsider the action taken for Agenda Item #7. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman.

Mrs. Bulova, moved, with a second by Mr. Greenfield, to authorize staff to submit comments to DRPT regarding the intercity passenger rail operations funding study. The vote in favor was cast by commissioners Bulova, Cook, Drake, Ebbin, Euille, Fisette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman. Delegate Comstock voted no.



NVTC Financial Items for May, 2010

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

Adjournment

On a motion by Mr. Euille and a second by Mr. Greenfield, the commission unanimously agreed to adjourn. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Drake, Ebbin, Euille, Fissette, Greenfield, Herring, Hudgins, Hynes, Maller, May, McKay, Rust, Smedberg and Zimmerman. Chairman Hudgins adjourned the meeting at 8:27 P.M.

Approved this 2<sup>nd</sup> day of September, 2010.

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Catherine Hudgins  
Chairman

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Mary Hynes  
Secretary-Treasurer



## RESOLUTION #2147

**SUBJECT:** Extend Operating/Access Agreement with CSXT.

**WHEREAS:** The commissions currently have an amended operating/access agreement with CSXT relating to VRE operations in the Fredericksburg to Washington corridor, with said agreement extension ending on July 31, 2010;

**WHEREAS:** Staff is currently engaged in discussions with CSXT concerning a new agreement and does not anticipate conclusion of these discussions prior to the expiration of the amended operating/access agreement;

**WHEREAS:** A proposal to extend the existing agreement to January 31, 2011, without any changes, is expected from CSXT;

**WHEREAS:** Necessary funding has been incorporated into the FY 2011 budget to allow VRE to continue its operations over CSXT tracks via this contract extension.

**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing amended operating/access agreement with CSXT to January 31, 2011.

Approved this 1<sup>st</sup> day of July, 2010.

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Catherine M. Hudgins  
Chairman

---

Mary Hynes  
Secretary-Treasurer



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RESOLUTION #2148

**SUBJECT:** Extend Operating/Access Agreement with Norfolk Southern.

**WHEREAS:** The commissions currently have an operating/access agreement with Norfolk Southern related to VRE operations in the Manassas to Washington corridor, with said agreement ending on July 31, 2010;

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

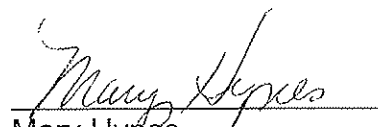
**WHEREAS:** A proposal to extend the existing agreement to January 31, 2011, without any changes to the existing agreement is expected from NS;

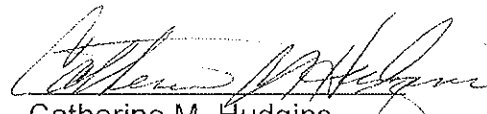
**WHEREAS:** The purpose of this extension is to allow time to negotiate and resolve the outstanding insurance issues relating to a new agreement; and

**WHEREAS:** Necessary funding has been incorporated into the FY 2011 budget to allow VRE to continue its operations over Norfolk Southern tracks via this contract extension.

**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing amended operating/access agreement with Norfolk Southern to January 31, 2011.

Approved this 1<sup>st</sup> day of July, 2010.

  
Mary Hynes  
Secretary-Treasurer

  
Catherine M. Hudgins  
Chairman



# NVTC Northern Virginia Transportation Commission

## RESOLUTION #2149

**SUBJECT:** Modify Contract for New Locomotives.

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

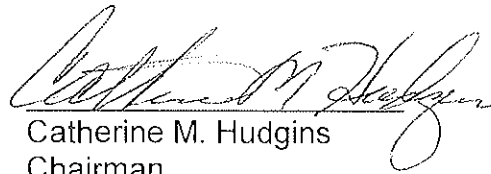
**WHEREAS:** Since that time, additional approvals have been granted allowing the purchase of fifteen total units for a contract total of \$60.6 million; and,

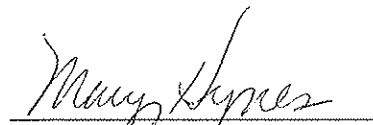
**WHEREAS:** Authorization is now being sought for up to five additional units, funding for which is available for four units and under development for the fifth unit.

**NOW, THEREFORE, BE IT RESOLVED THAT,** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to modify the contract with MotivePower, Inc., for the purchase of locomotives so that the base order is increased from fifteen to nineteen locomotives, increasing the contract value by \$13,218,128, for a total amount not to exceed \$73,798,120.

**BE IT FURTHER RESOLVED THAT,** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to further modify the contract with MotivePower, Inc., for the purchase of locomotives so that the base order is increased to twenty locomotives, increasing the contract value by \$17,318,128, for a total amount not to exceed \$77,898,120, if additional funding is received.

Approved this 1<sup>st</sup> day of July, 2010.

  
Catherine M. Hudgins  
Chairman

  
Mary Hynes  
Secretary-Treasurer





**RESOLUTION #2150**

**SUBJECT:** Endorsement of TIGER II Grants.

**WHEREAS:** A federal grant program known as TIGER II is available to provide funding for worthwhile projects meeting the program's criteria;

**WHEREAS:** NVTC's jurisdictions are cooperating with the Transportation Planning Board of the National Capital Area to produce an application that would fund such worthwhile projects as expanding bicycle sharing and enhancing bike access to Metrorail stations;

**WHEREAS:** Fairfax County is applying for federal funding to complete a new ramp on I-66 that would serve public transit and HOV; and

**WHEREAS:** Fairfax County is asking NVTC to be a partner for its application for the I-66 ramp.

**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby endorses TPB's application for TIGER II funding for an expanded bicycle sharing program and improved bicycle access to Metrorail stations.

**BE IT FURTHER RESOLVED** that NVTC endorses and agrees to be a partner with Fairfax County in its request for TIGER II funds to complete a new ramp on I-66.

**BE IT FURTHER RESOLVED** that NVTC agrees to be a partner with the Northern Virginia Streetcar Coalition in an application for TIGER II funds to plan the connection of new streetcar projects, with the proviso that all federal regulations must be met and no matching funds provided by NVTC.

Approved this 1<sup>st</sup> day of July, 2010.

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Catherine M. Hudgins  
Chairman

---

Mary Hynes  
Secretary-Treasurer



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## RESOLUTION #2151

**SUBJECT:** Contract for consultant services to update NVTA's Long-Range Transportation Plan (TransAction 2040)

**WHEREAS:** The Northern Virginia Transportation Authority (NVTA), by statute, is required to update its long range transportation plan every five years;

**WHEREAS:** NVTA approved the scope of work for the long range plan update on January 14, 2010;

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC) requested proposals on March 5, 2010 from qualified firms to assist NVTA in updating the region's long range transportation plan;

**WHEREAS:** Two responsive and responsible proposals were received;

**WHEREAS:** An evaluation committee, approved by NVTA, evaluated the proposals using the criteria appearing in the RFP, interviewed the firms and ranked them;

**WHEREAS:** The final price of the contract will be determined following contract negotiations; and

**WHEREAS:** The budget for the project up to \$1.1 million is available to cover the cost of this contract including basic and optional services.

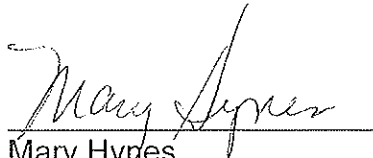
**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes its Executive Director, following confirming action by NVTA, to negotiate with the top-ranked firm and, if successful, to execute a contract not to exceed \$1.1 million that is acceptable to NVTA's Council of Counsels.

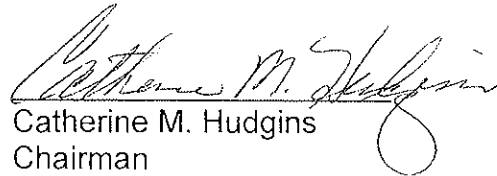


Res. 2151

**BE IT FURTHER RESOLVED** that if the negotiations are not successful with the top-ranked firm, NVTC authorizes its Executive Director, following confirming action by NVTA, to negotiate with the second-ranked firm and, if successful, to execute a contract not to exceed \$1.1 million that is acceptable to NVTA's Council of Counsels.

Approved this 1<sup>st</sup> day of July, 2010.

  
\_\_\_\_\_  
Mary Hynes  
Secretary-Treasurer

  
\_\_\_\_\_  
Catherine M. Hudgins  
Chairman

# NVTC Northern Virginia Transportation Commission

## RESOLUTION #2153

**SUBJECT:** I-95/395 HOT Lanes Request.

**WHEREAS:** Since the Commonwealth of Virginia's announcement of its intent to enter into a public private partnership for the construction and operation of high occupancy toll lanes in the I-95\395 corridor ("HOT lanes project"), the Northern Virginia Transportation Commission has raised a number of issues including the reliability of traffic modeling used in the project, impacts on transit and HOV usage, traffic congestion at access and egress points, safety, and impacts on local streets and neighborhoods;

**WHEREAS:** The Northern Virginia Transportation Commission's 2009 and 2010 legislative agendas included requests that contracts with the private sector involving conversion of existing High Occupancy Vehicle facilities to High Occupancy Toll facilities include protections ensuring that no deterioration in safety and levels of performance of transit services and high occupancy vehicles occurs, that local government concerns with congestion at points of access and egress and on parallel local streets are openly and meaningfully addressed, and that compensation will be provided to local governments forced to incur expenses to relieve congestion at access and egress points;

**WHEREAS:** Individual member jurisdictions of the Northern Virginia Transportation Commission directly impacted by the HOT lanes project have expressed concerns, including but not limited to Fairfax County in its April 13, 2009 letter to VDOT's District Administrator, Arlington County in its January 27, 2009 resolution, and the City of Alexandria in its March 24, 2009 resolution;

**WHEREAS:** The foregoing Northern Virginia Transportation Commission member jurisdictions have recently met to review the issues they have raised individually, and agree that the Commonwealth must fully respond to these issues in a satisfactory and comprehensive manner before the HOT lanes project proceeds further;

**WHEREAS:** The concerns raised by each of these jurisdictions are consistent with those expressed by the Northern Virginia Transportation Commission and require serious consideration and complete responses by the Commonwealth prior to consummation of a comprehensive agreement with any private partner; and



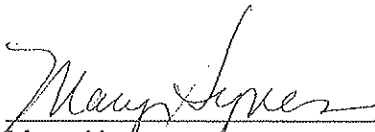


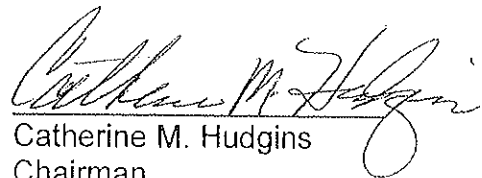
WHEREAS: The Northern Virginia Transportation Commission believes that the Commonwealth should not delay in addressing the foregoing concerns so that the HOT lanes project can move forward promptly and in a manner that provides all necessary assurances described above.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby requests the Commonwealth of Virginia to promptly engage Fairfax County, Arlington County, and the City of Alexandria in a constructive dialogue to address the issues raised by those jurisdictions, with the objective of resolving those issues to all parties' mutual satisfaction thereby permitting the project to proceed with all parties, and the public, confident that the transfer of the high occupancy vehicle facility to private, commercial control will not only benefit transportation in the corridor but will not adversely impact the local jurisdictions and residents along the corridor; and

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission hereby directs the Executive Director to transmit this resolution to the Secretary of Transportation for the Commonwealth of Virginia.

Approved this 1<sup>st</sup> day of July, 2010.

  
\_\_\_\_\_  
Mary Hynes  
Secretary-Treasurer

  
\_\_\_\_\_  
Catherine M. Hudgins  
Chairman



AGENDA ITEM #2

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** VRE Items

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- A. Report from the VRE Operations Board and VRE Chief Executive Officer--Information Item.
- B. Preliminary FY 2012 VRE Budget Referral to Jurisdictions--Action Item/Resolution #2154.
- C. Fauquier and Caroline Counties –Information Item.



Item #2A

Report from the VRE Operations Board and VRE Chief Executive Officer

Minutes of the VRE Operations Board meeting of August 20, 2010 are attached. Performance data and reports from VRE's CEO are also attached. During the summer Keolis took over operations and maintenance from Amtrak.

## Rick Taube

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**From:** Dale Zehner [dzehner@vre.org]  
**Sent:** Friday, July 09, 2010 11:06 AM  
**To:** brcameron@fredericksburgva.gov; f.jones@manassasparkva.gov; gary.f.skinner@saic.com; jjenkins@pwcgov.org; braddock@fairfaxcounty.gov; John.Cook@fairfaxcounty.gov; jway@ci.manassas.va.us; kevin.page@drpt.virginia.gov; mcaddigan@pwcgov.org; paulcsmberg@aol.com; pmilde@co.stafford.va.us; Sharon.Bulova@fairfaxcounty.gov; s.naddoni@manassasparkva.gov; sbstimpson@gmail.com; wcovington@pwcgov.org; czimmerman@arlingtonva.us  
**Cc:** Alfred Harf; Rick Taube; Smacisaac@arlingtonva.us; Westbrook, Jay; mark.owens@nscorp.com; michael.logue@dot.gov; Adams, Douglas; stownsend@keolis.com  
**Subject:** Keolis Update

Dear Board Members,

Today marks the end of a chapter at VRE when, with evening service tonight, Amtrak will operate VRE trains for the last time.

On Monday, Keolis will assume full operation of the VRE service. Keolis is fully manned with qualified engineers and conductors and I am confident that they will provide safe, reliable, and customer friendly service to our riders. While customers will notice new faces on board our trains, I believe they will also notice an improvement in their riding experience.

As with any transition in this industry, there will continue to be involvement by industry officials. The Federal Railroad Administration (FRA) will have inspectors aboard every train, every day of next week. Norfolk Southern will have a Road Foreman on every Manassas Line train for at least the early part of the week. CSX will have representatives on VRE trains, at the DC crew base, and a senior executive will be positioned in VRE's Communication Room.

VRE and Keolis received considerable assistance during the transition process. In addition to the support provided by the Operations Board during some difficult times, the FRA, CSX, Norfolk Southern, and local Amtrak staff have also been extremely helpful. I appreciate the talent and expertise they brought to the table and their feedback helped facilitate a successful transition. While it is difficult to say goodbye to the Amtrak men and women who have been operating VRE for so many years, I look forward to this new chapter at VRE.

Sincerely,

Dale



# CHIEF EXECUTIVE OFFICER'S REPORT

July 2010

## MONTHLY DELAY SUMMARY

	March	April	May	June
<b>System wide</b>				
Total delays	61	94	70	145
Average length of delay (mins.)	17	26	13	18
Number over 30 minutes	6	15	6	19
Days with Heat Restrictions/Total days	0/23	0/22	0/20	5/22
On-Time Performance	90.8%	85.3%	87.9%	76.9%
<b>Fredericksburg Line</b>				
Total delays	35	39	34	63
Average length of delay (mins.)	17	31	16	20
Number over 30 minutes	4	7	5	10
On-Time Performance	88.3%	86.4%	86.9%	77.4%
<b>Manassas Line</b>				
Total delays	26	55	36	82
Average length of delay (mins.)	17	23	11	16
Number over 30 minutes	2	8	1	9
On-Time Performance	92.9%	84.4%	88.8%	76.4%

## SYSTEM RIDERSHIP

Average daily ridership for the month of June was 17,619, which marks the sixth consecutive month where average daily ridership was above 17,000. Cumulative ridership compared to last year is up 4.6%. Although the one day total trip record was not broken this month, two days registered in the top ten ridership days, with June 15 being the third highest at 18,948. Daily trip totals were consistently high as 11 days were over 18,000. Although it is normal to see ridership drop during the summer months, it is actually rising compared to earlier in the year.

## ON-TIME PERFORMANCE

System-wide on-time performance for the month of June was 76.9%. On-time performance on the Fredericksburg Line for the month of June was 77.4% and the Manassas Line was 76.4%. A combination of factors contributed to poor performance. Work orders at the new CSX bridge near Cameron Run have slowed Manassas Line trains, while work orders near the new track between Franconia and Alexandria have slowed Fredericksburg trains. These in combination with heat orders late in the month, heavy passenger loads, and various disabled trains on the tracks have led to numerous congestion delays. Most of the delays were due to train interference (33%).

## **KEOLIS PROVISION OF VRE SERVICE**

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Keolis began operating VRE service in full on July 12, 2010. While recent on-time performance has suffered due primarily to railroad related issues, delays attributable to crew issues, i.e. use of wheelchair lifts, have been minimal and are improving. We have received limited negative feedback on the service, with most comments related to onboard announcements and consistent train stopping locations on the platform. Feedback from CSX, Norfolk Southern, and FRA has been positive.

VRE and Keolis have been meeting weekly to review and improve crew performance. I am pleased with Keolis' performance and look forward to continued service improvements over the course of the contract.

## **WOODBRIIDGE STATION UPDATE**

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Construction of the Woodbridge second platform and temporary kiss & ride is complete. The focus continues to be obtaining Prince William County approval to open the facility. The County's Special Inspections Branch is expected to perform its final inspection shortly. Once the final building inspection has been approved, VRE can apply for a Certificate of Occupancy.

## **NEW LOCOMOTIVE RIBBON CUTTING CEREMONY**

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A ribbon cutting ceremony will be held for VRE's new locomotive on Friday, July 30<sup>th</sup> in Alexandria. Formal invitations have been sent out. Senator James Webb will be the key note speaker joined by other congressional members from Virginia and Idaho.

## **GAINESVILLE-HAYMARKET**

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VRE is awaiting the receipt of an Addendum to the REF agreement for the Gainesville-Haymarket Extension project from DRPT, outlining the scope of services to be provided by NS as in-kind match. The award of the consultant contract to conduct the environmental review and preliminary engineering for VRE is pending the execution of the REF Addendum. Once the contract is awarded, work will begin immediately on the study, which will take 24 months to complete.

## **BROOKE AND LEELAND PARKING UPDATE**

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The Brooke VRE station parking lot expansion project is currently in final design. The house at 1717 Brooke Road, purchased by VRE in March 2010, has been demolished. The property is now ready for the future construction site of the 200-plus space surface lot expansion. VRE is currently working with Stafford County on the plan review process and obtaining the necessary permits. The final bid set will be ready for procurement in spring 2011.

The Leeland Road parking lot expansion project is currently in final design. VRE is in communication with the agent for the neighboring property regarding an easement. A slope easement onto that property will result in substantial savings to the project by eliminating the need for a costly retaining wall. VRE is working with Stafford County on the plan review process for this site. The final bid set should be complete at the same time as the Brooke design. The Leeland site will also result in 200 additional parking spaces.

### **FREDERICKSBURG STATION RENOVATION UPDATE**

The construction contractor, Trinity Construction Group, Inc., is currently pulling permits and working with VRE to optimize construction sequencing. Issuance of the notice-to-proceed and the start of construction is expected to begin by the end of July. Construction is scheduled to be completed in approximately 8 months.

### **MEET THE MANAGEMENT**

Below please find the remaining Meet the Management schedule:

July 28	Woodbridge, all morning trains
August 4	Backlick, all morning trains
August 11	Lorton, all morning trains

**MONTHLY PERFORMANCE MEASURES – JUNE 2010**

<b>MONTHLY ON-TIME PERFORMANCE</b>	<b>ON-TIME PERCENTAGE</b>
June Fredericksburg OTP Average	77.4%
June Manassas OTP Average	76.4%
<b>JUNE OVERALL OTP AVERAGE</b>	<b>76.9%</b>

<b>RIDERSHIP YEAR TO DATE</b>	<b>RIDERSHIP</b>
VRE FY 2010 Passenger Totals	4,033,230
VRE FY 2009 Passenger Totals	3,857,646
<b>PERCENTAGE CHANGE</b>	<b>4.6%</b>

<b>RIDERSHIP MONTH TO MONTH COMPARISON</b>	
<b>DESCRIPTION</b>	<b>MONTHLY RIDERSHIP</b>
JUNE 2010	378,082
JUNE 2009	348,826
<b>PERCENTAGE CHANGE</b>	<b>8.4%</b>
<b>SERVICE DAYS (CURRENT/PRIOR)</b>	<b>22/22</b>



# Monthly Ridership and OTP: June 2010

Date	Manassas Am	Manassas PM	Total Manassas	Actual OTP TD	Fredburg AM	Fredburg PM	Fredburg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	1,618	1,502	3,120	81%	2,285	2,678	4,973	77%	8,083	79%
2	4,604	4,521	9,125	100%	4,235	4,550	8,815	92%	17,940	97%
3	4,589	4,599	9,188	75%	4,246	5,043	9,289	69%	18,457	72%
4	3,647	3,630	7,477	88%	3,760	3,805	7,565	54%	15,042	72%
5										
6										
7	4,438	4,305	8,743	94%	4,231	4,481	8,712	85%	17,455	90%
8	4,618	4,447	9,065	59%	4,438	4,838	9,276	59%	18,341	69%
9	4,521	4,386	8,907	75%	4,822	4,955	9,777	92%	18,684	83%
10	4,503	4,553	9,056	100%	4,509	4,786	9,295	100%	18,356	100%
11	3,661	3,270	6,931	100%	3,993	4,266	8,255	100%	15,186	100%
12										
13										
14	4,520	4,455	8,975	63%	4,817	4,391	9,208	62%	18,183	62%
15	4,865	4,573	9,438	100%	4,622	4,898	9,510	92%	18,948	97%
16	4,520	4,625	9,145	100%	4,474	4,829	9,303	69%	18,443	86%
17	4,297	4,339	8,636	81%	4,131	4,461	8,592	100%	17,228	90%
18	3,640	3,313	6,953	81%	3,839	3,909	7,748	100%	14,701	90%
19										
20										
21	4,410	4,367	8,777	88%	4,473	4,232	8,705	31%	17,482	62%
22	4,799	4,469	9,268	63%	4,607	4,556	9,163	69%	18,431	66%
23	5,318	4,731	9,749	50%	4,193	4,437	8,630	38%	18,379	45%
24	4,368	4,198	8,566	63%	4,368	4,555	8,924	69%	17,490	56%
25	3,620	3,293	6,913	88%	3,956	4,363	8,319	38%	15,292	66%
26										
27										
28	4,287	4,621	8,908	38%	4,410	4,774	9,184	69%	18,092	52%
29	4,659	4,528	9,187	56%	4,458	4,742	9,200	92%	18,387	72%
30	4,476	4,371	8,847	75%	4,438	4,699	9,137	100%	17,984	86%
31	93,663	91,286	184,959	78%	93,311	98,269	191,580	76%	376,539	77%
<b>Adjusted total:</b>			181,964				188,005	Adjusted Total:	369,989	

<b># of Service Days:</b>	21	
<b>Manassas Daily Avg. Trips:</b>	8,407	<b>Adjusted Total:</b>
<b>Fredburg Daily Avg. Trips:</b>	8,708	3,655,148
<b>Total Avg. Daily Trips:</b>	17,115	<b>Total Trips FY-2010</b>
	17,519	4,025,137
		<b>Total Prior Years:</b>
		44,455,982
		<b>Grand Total:</b>
		48,481,119

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

## Monthly Ridership Changes: FY 2009 v. FY 2010

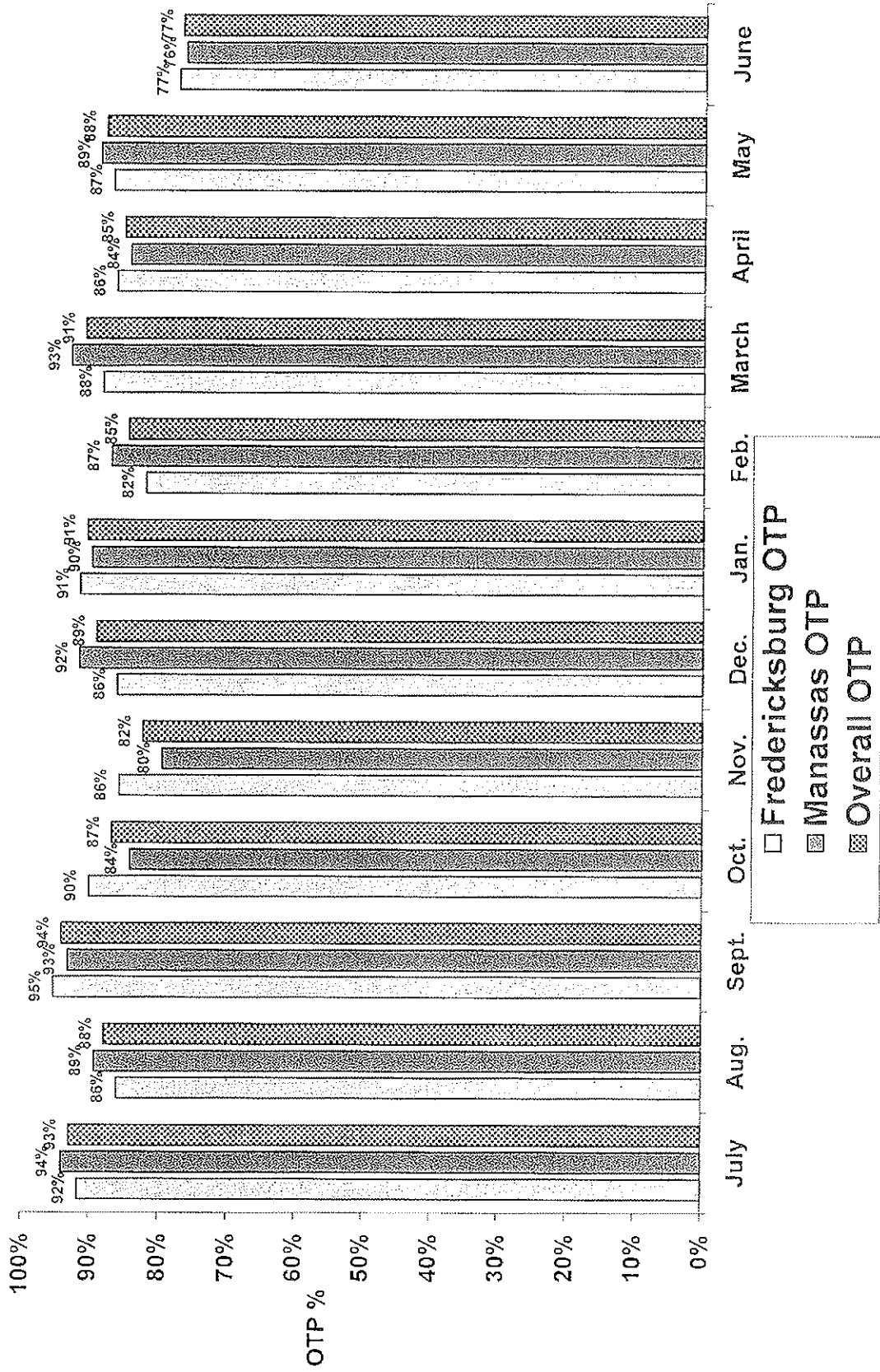
Current Month	MANASSAS				FREDERICKSBURG			
	Cumulative FY2009	Cumulative FY2010	% change	Cumulative FY2009	Cumulative FY2010	% change	Current Total	% change
July	154,066	163,100	5.9%	184,525	179,830	-2.5%	342,930	1.3%
August	298,659	317,944	6.5%	359,154	351,580	-2.1%	669,524	1.8%
September	456,054	479,425	5.1%	542,275	528,890	-2.5%	1,008,315	1.0%
October	620,865	646,968	4.2%	730,116	707,230	-3.1%	1,354,198	0.2%
November	746,905	795,248	6.5%	875,201	861,321	-1.6%	1,656,569	2.1%
December	883,468	945,530	7.0%	1,035,994	1,017,358	-1.8%	1,962,888	2.3%
January	1,021,679	1,110,585	8.7%	1,192,914	1,185,171	-0.6%	2,295,756	3.7%
February	1,165,667	1,234,347	5.9%	1,352,042	1,307,174	-3.3%	2,541,521	0.9%
March	1,328,811	1,430,590	7.7%	1,527,273	1,511,240	-1.0%	2,941,830	3.0%
April	1,492,195	1,611,255	8.0%	1,707,585	1,702,807	-0.3%	3,314,062	3.6%
May	1,640,938	1,778,326	8.4%	1,867,882	1,876,822	0.5%	3,655,148	4.2%
June	1,808,366	1,963,430	8.6%	2,049,280	2,069,800	1.0%	4,033,230	4.6%

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



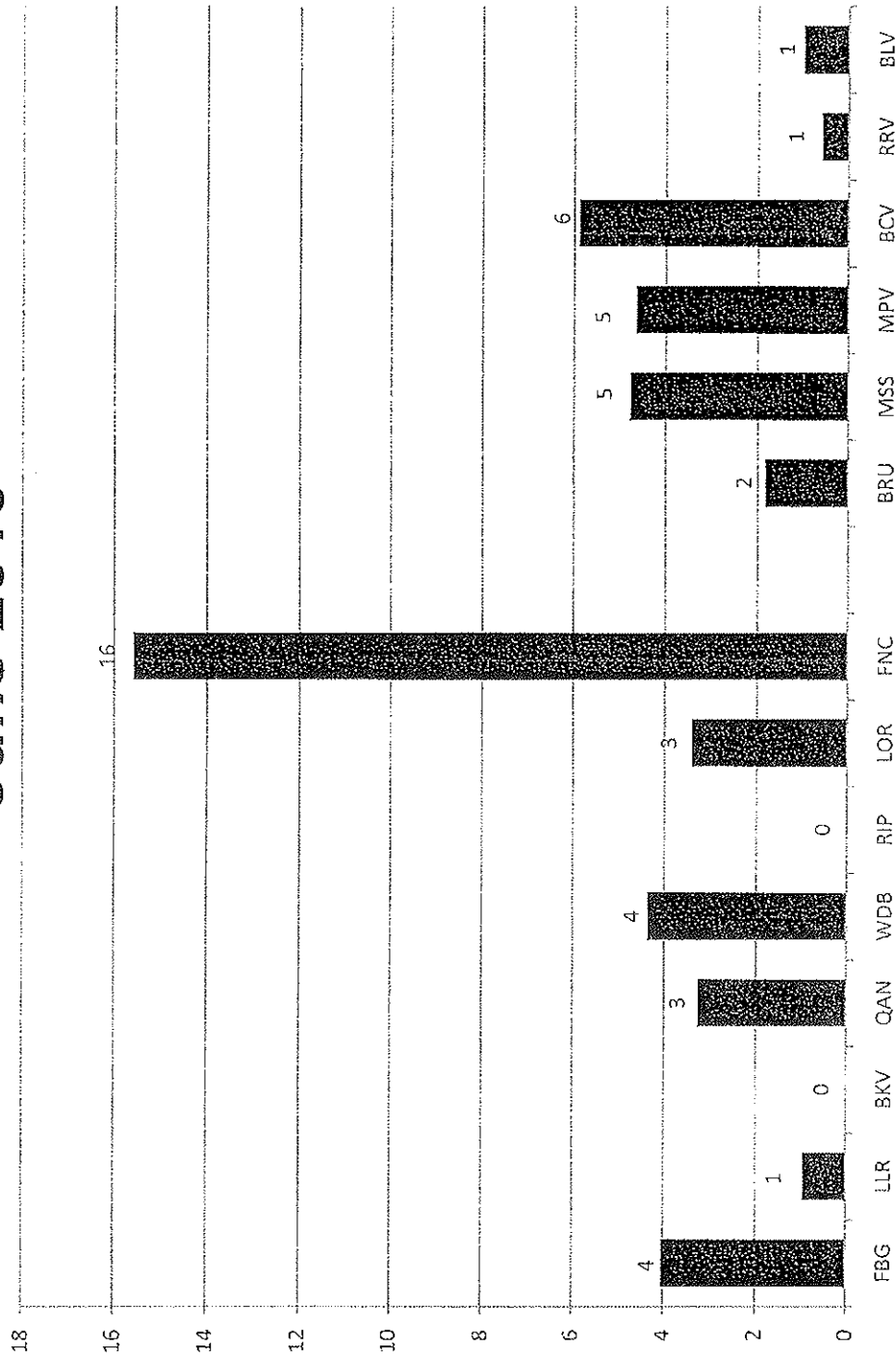
# Average On-Time Performance

## FY-2010

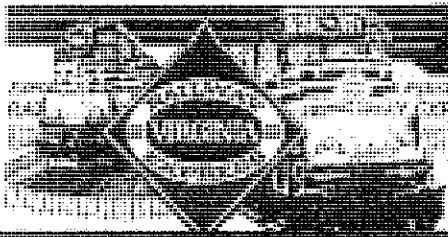


# Average Bicycle Counts Per Station

## June 2010



\* Joint use facility - riders of VRE and Metro cannot be differentiated



# CHIEF EXECUTIVE OFFICER'S REPORT

August 2010

## MONTHLY DELAY SUMMARY

	April	May	June	July
<b>System wide</b>				
Total delays	94	70	145	229
Average length of delay (mins.)	26	13	18	18
Number over 30 minutes	15	6	19	30
Days with Heat Restrictions/Total days	0/22	0/20	5/22	4/21
On-Time Performance	85.3%	87.9%	76.9%	63.0%
<b>Fredericksburg Line</b>				
Total delays	39	34	63	125
Average length of delay (mins.)	31	16	20	19
Number over 30 minutes	7	5	10	16
On-Time Performance	86.4%	86.9%	77.4%	55.8%
<b>Manassas Line</b>				
Total delays	55	36	82	104
Average length of delay (mins.)	23	11	16	18
Number over 30 minutes	8	1	9	14
On-Time Performance	84.4%	88.8%	76.4%	69.1%

## SYSTEM RIDERSHIP

Average daily ridership for the month of July was 17,179, which marks the seventh consecutive month where average daily ridership was above 17,000. Comparison of the monthly ridership for July 2009 to July 2010 indicates an increase of 10.2%. While ridership was not as high as June, due primarily to summer vacations; we still achieved four days over 18,000.

## ON-TIME PERFORMANCE

System-wide on-time performance for the month of July was a very disappointing 63%. On-time performance on the Fredericksburg Line for the month of June was 55.8% and the Manassas Line was 69.1%. A combination of factors contributed to poor performance, including brush fires, track congestion, crew performance, and signal failures on both railroads. Unfortunately, August is not starting off on a good note due to the August 5 CSX derailment near Quantico and the storms that disrupted service on both lines on the same day. The derailment also cancelled service on the Fredericksburg Line on Friday, August 6<sup>th</sup>.

## **KEOLIS PROVISION OF VRE SERVICE**

Keolis began operating VRE service in full on July 12, 2010. Delays attributable to crew issues, i.e. use of wheelchair lifts, are improving. The conductors are developing relationships with the riders, and we are getting a number of complimentary emails. Most comments are related to onboard announcements and consistent train stopping locations on the platform. Feedback from CSX, Norfolk Southern, and FRA has been positive. I am confident that the higher level of service we desired is imminent.

We have had a number of mechanical delays in July. Keolis brought in additional maintenance personnel from MotivePower, who have provided intensive maintenance services for VRE in the past. In addition, Keolis will bring in additional maintenance managers to assist in the oversight. Keolis is committed to eliminating the mechanical delays that have been occurring. I look forward to an immediate reduction in mechanical delays.

## **NEW LOCOMOTIVE RIBBON CUTTING CEREMONY**

A ribbon cutting ceremony was held for VRE's new locomotive on Friday, July 30<sup>th</sup> in Alexandria. Senator James Webb was the key note speaker and was joined by other congressional members from Virginia and Idaho. It was a very successful event with over 70 invited guests in attendance. Photos from the event will be shown at the Board meeting. The new locomotive was put into service this month on train 302/307, which is an eight car trainset.

## **GAINESVILLE-HAYMARKET**

VRE is awaiting the receipt of an Addendum to the Rail Enhancement Fund (REF) agreement for the Gainesville-Haymarket Extension project from DRPT. This Addendum will outline the scope of services to be provided by NS as in-kind match for the grant. DRPT legal staff is completing their final review. The award of the consultant contract to conduct the environmental review and preliminary engineering for VRE is pending the execution of this Addendum.

## **BROOKE AND LEELAND PARKING UPDATE**

The Brooke VRE station parking lot expansion project is currently in final design. The property is now ready for the future construction of the 200-plus space surface parking lot. VRE is currently working with Stafford County on the plan review process and obtaining the necessary permits. The final bid set will be ready for procurement in spring 2011.

The Leeland Road parking lot expansion project is currently in final design. VRE is in communication with the agent for the neighboring property regarding an easement. A slope easement onto that property will result in substantial savings to the project by eliminating the need for a costly retaining wall. VRE is working with Stafford County on the plan review process for this site. The final bid set should be complete at the same time as the Brooke design. The Leeland site will also result in 200 additional parking spaces.

## **FREDERICKSBURG STATION RENOVATION UPDATE**

The construction contractor, Trinity Construction Group, is currently pulling permits and working with VRE to optimize construction sequencing. Construction is scheduled to be completed in approximately eight months. Work is expected to start within the month.

## **BROAD RUN TRAIN WASH/CROSSROADS WAREHOUSE**

STV/RWA continues its design efforts for 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 August 2010.



**MONTHLY PERFORMANCE MEASURES – JULY 2010**

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<b>MONTHLY ON-TIME PERFORMANCE</b>	<b>ON-TIME PERCENTAGE</b>
July Fredericksburg OTP Average	55.8%
July Manassas OTP Average	69.1%
<b>JULY OVERALL OTP AVERAGE</b>	<b>63%</b>

<b>RIDERSHIP YEAR TO DATE</b>	<b>RIDERSHIP</b>
VRE FY 2010 Passenger Totals	360,753
VRE FY 2009 Passenger Totals	342,930
<b>PERCENTAGE CHANGE</b>	<b>5.2%</b>

<b>RIDERSHIP MONTH TO MONTH COMPARISON</b>	
<b>DESCRIPTION</b>	<b>MONTHLY RIDERSHIP</b>
JULY 2010	360,753
JULY 2009	342,930
<b>PERCENTAGE CHANGE</b>	<b>10.2% (NORMALIZED)</b>
<b>SERVICE DAYS (CURRENT/PRIOR)</b>	<b>21/22</b>

# Monthly Ridership and OTP: July 2010

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP ID	Fredburg AM	Fredburg PM	Fredburg Total	Actual OTP ID	Total Trips	Actual OTP ID
1	4,343	4,092	8,435	75%	4,051	4,551	8,602	85%	17,037	79%
2	2,938	2,883	5,821	75%	3,539	3,730	7,269	92%	13,090	83%
3										
4										
5										
6	3,945	4,004	7,949	50%	4,112	4,506	8,618	38%	16,567	45%
7	4,374	3,854	8,028	31%	4,196	4,406	8,602	15%	16,630	24%
8	4,221	4,109	8,330	75%	4,235	4,585	8,820	38%	17,150	59%
9	3,175	3,620	6,795	88%	3,570	4,532	8,102	77%	14,897	83%
10										
11										
12	4,500	4,498	8,998	25%	3,834	4,390	8,224	46%	17,222	34%
13	4,569	4,339	8,908	63%	4,256	4,811	9,067	69%	17,975	66%
14	4,678	3,944	8,622	50%	4,358	4,334	8,692	85%	17,314	68%
15	4,622	4,650	9,272	50%	4,404	5,013	9,417	31%	18,689	41%
16	4,401	5,312	9,713	75%	4,246	4,309	8,555	38%	18,268	59%
17										
18										
19	4,709	4,712	9,421	88%	3,950	4,156	8,106	21%	17,527	57%
20	3,492	4,330	7,822	19%	5,030	5,091	10,121	29%	17,943	23%
21	4,781	4,552	9,333	75%	4,600	4,877	9,477	36%	18,810	57%
22	4,796	4,618	9,414	94%	3,869	4,436	8,305	57%	17,719	77%
23	4,171	3,717	7,888	88%	4,054	4,523	8,577	50%	16,465	70%
24										
25										
26	4,514	4,429	8,943	88%	4,187	4,375	8,562	71%	17,505	80%
27	4,554	4,320	8,874	75%	3,982	3,872	7,854	71%	16,728	73%
28	4,242	4,472	8,714	88%	5,066	4,283	9,349	57%	18,063	73%
29	4,376	4,234	8,610	81%	4,486	4,448	8,944	64%	17,554	73%
30	3,611	3,600	7,211	100%	4,059	4,225	8,284	100%	15,495	100%
31										
	89,012	88,089	177,101	59%	88,094	93,453	181,547	58%	358,648	63%
	Adjusted total:		177,199		Adjusted Total:		183,554	Adjusted Total:	360,763	360,763

# of Service Days:	21	Total Trips This Month:	360,753	Adjusted Total:	360,753
Manassas Daily Avg. Trips:	8,433	Prior Total FY-2011:	0		
Fredburg Daily Avg. Trips:	8,545	Total Trips FY-2011	360,753		
Total Avg. Daily Trips:	17,078	Total Prior Years:	48,499,212		
		Grand Total:	48,849,965		

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

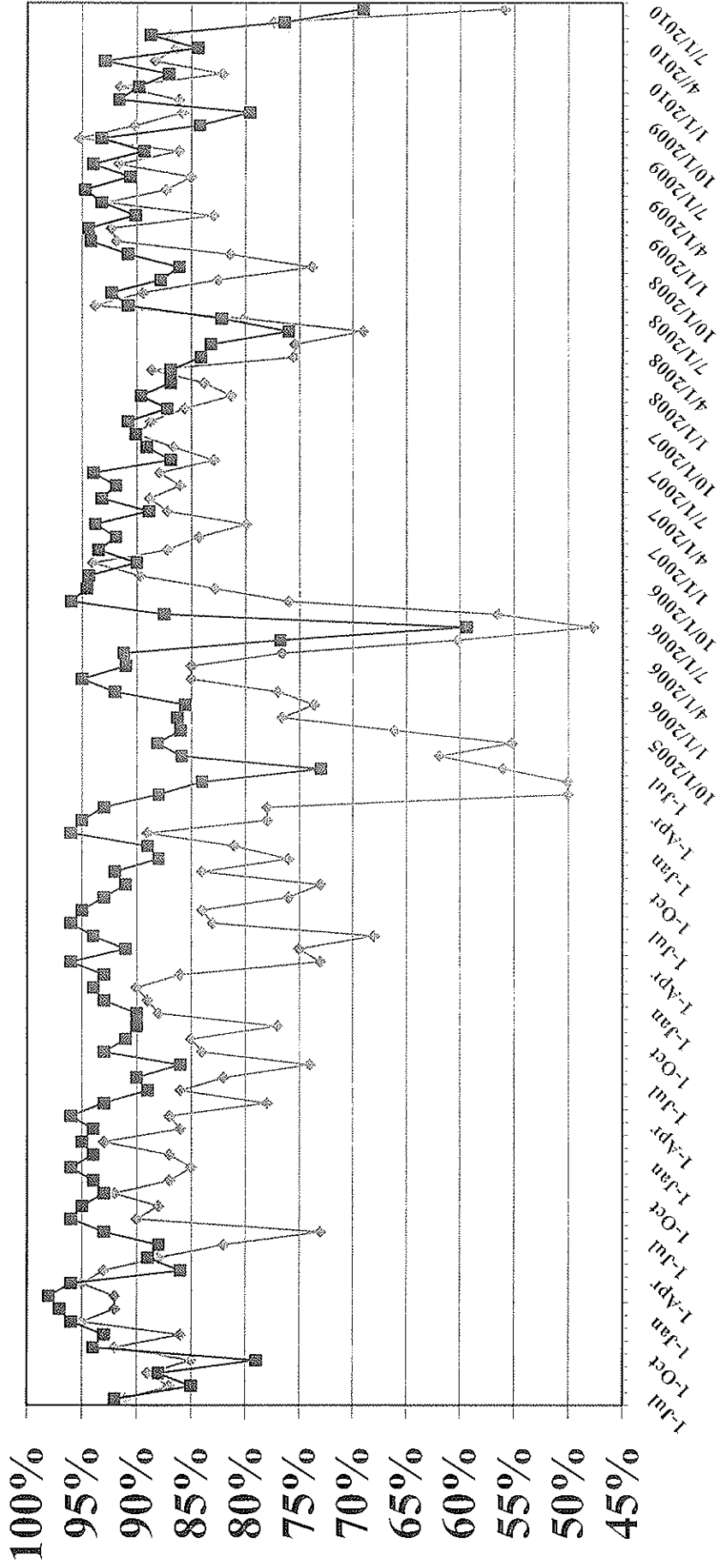
# Monthly Ridership Changes: FY 2009 v. FY 2010

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			351,580			0	-100.0%
September	479,425			528,890			0	-100.0%
October	646,968			707,230			0	-100.0%
November	795,248			861,321			0	-100.0%
December	945,530			1,017,358			0	-100.0%
January	1,110,585			1,185,171			0	-100.0%
February	1,234,347			1,307,174			0	-100.0%
March	1,430,590			1,511,240			0	-100.0%
April	1,611,255			1,702,807			0	-100.0%
May	1,778,326			1,876,822			0	-100.0%
June	1,963,430			2,069,800			0	-100.0%

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

# On-Time Performance

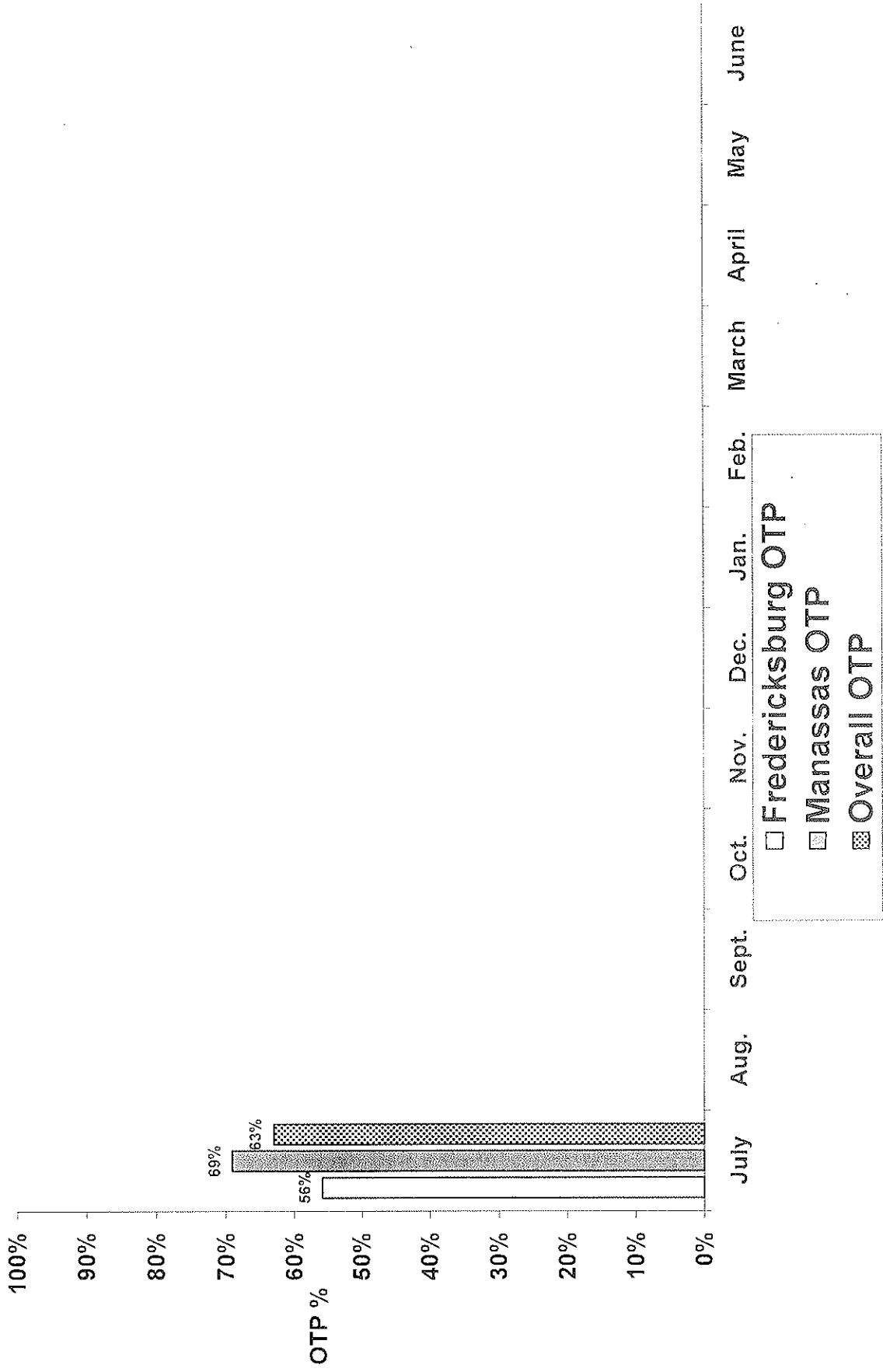
July 2001 – July 2010



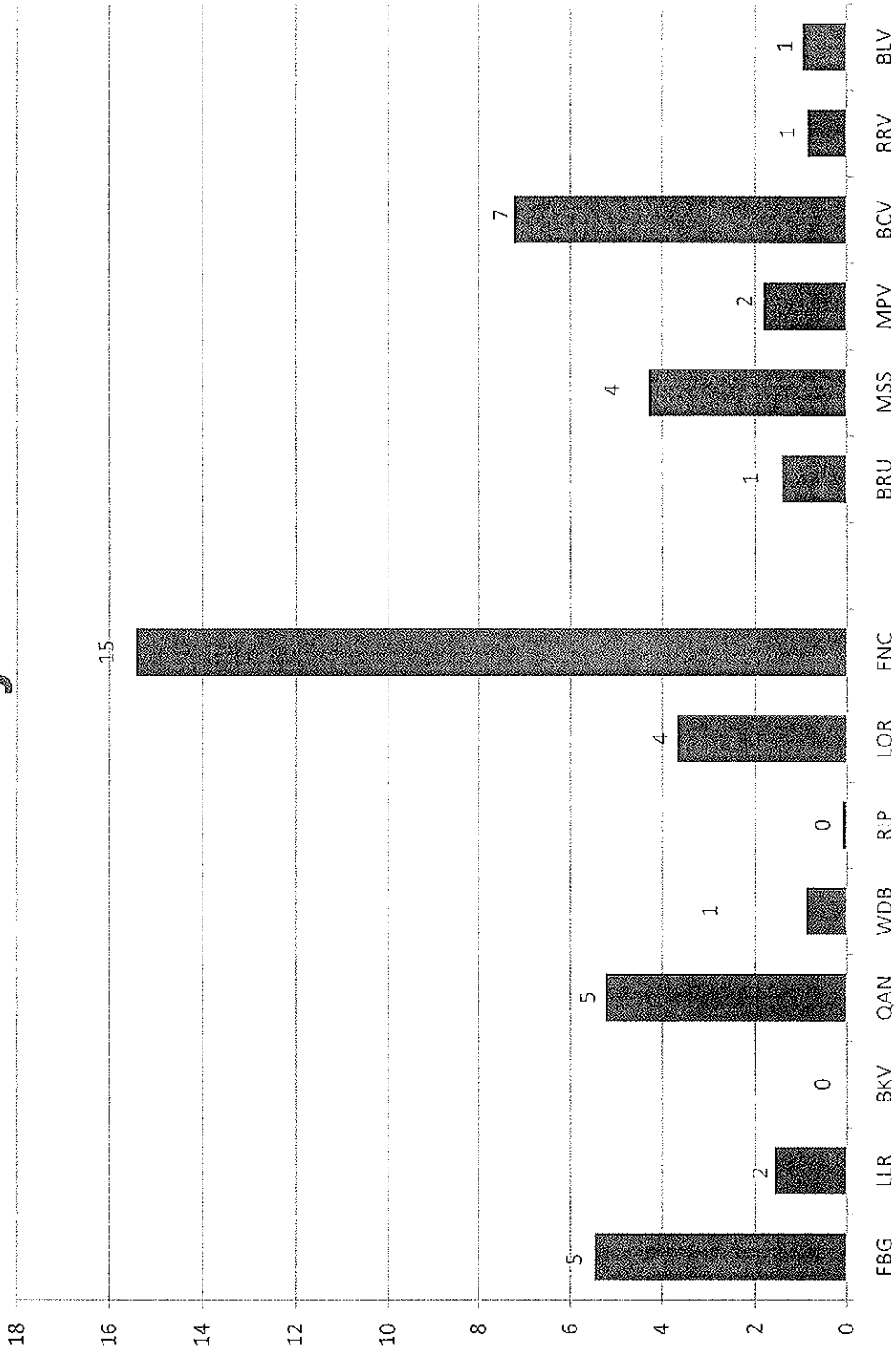
◆— Fredericksburg Line    ■— Manassas Line

# Average On-Time Performance

## FY-2011



# Average Bicycle Counts Per Station July 2010



\* Joint use facility - riders of VRE and Metro cannot be differentiated



# MINUTES

## VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA AUGUST 20, 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
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
Susan Stimpson (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas

ALTERNATES PRESENT	JURISDICTION
Harry Crisp (PRTC)	Stafford County
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
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	
Donna Boxer – VRE	Bob Leibbrandt – Prince William Co.
Jennifer Buske – Washington Post	Steve Maclsaac – VRE counsel
Nancy Collins – Stafford County	April Maguigad – VRE
Kelly Hannon – Free Lance-Star	Jennifer Mouchantaf – VRE
Al Harf – PRTC staff	Sirel Mouchantaf – VRE
Christine Hoeffner – VRE	Mark Roeber – VRE
Ann King – VRE	Mike Schaller – citizen
Mike Lake – Fairfax DOT	Brett Shorter – VRE
Trinh Lam – VRE	Rick Taube – NVTC staff
Lezlie Lamb – VRE	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 9:37 A.M. Following the Pledge of Allegiance, roll call was taken. Chairman Milde suggested beginning the meeting with non-action items while the Board awaits one more member to arrive to reach quorum. There were no objections.

#### Chairman's Comments – 5

Chairman Milde welcomed Frederic Howe, a new Board Member representing the City of Fredericksburg replacing Matt Kelly, and Harry Crisp serving as an alternate for Stafford County. Chairman Milde reported that on-time performance has been as bad as it's ever been in recent history, but has begun to improve over the last few weeks. He asked staff to determine what was within VRE's control and what was out of its control. He recently rode a VRE train and was impressed with the Keolis crew. He also rode the Express train with Gary Skinner and was surprised by how many people want to ride that train. By the second station it was standing room only. VRE has added another railcar to the express train; however, a railcar was taken away from another train set due to storage constraints. The ribbon cutting ceremony for the new locomotives was held in Alexandria on July 30<sup>th</sup>. Senator Webb was the keynote speaker and was joined by other congressional members from Virginia and Idaho. The new locomotives will help to improve on-time performance. A separate ceremony naming the new locomotive after Elaine McConnell will be scheduled soon.

#### Chief Executive Officer's Report – 6

Mr. Zehner explained that it has been a very difficult summer for on-time performance (OTP), with it dipping to a disappointing 63 percent system-wide in July. It improved to 72 percent system-wide in early August and since reached 90 percent last week. There were many factors that affected on-time performance including four major storms, brush fires, track congestion, signalization failures, a freight derailment and other mechanical and operational issues. Mr. Zehner stated that to address the mechanical issues, Keolis brought in four highly skilled mechanics to fix problems quickly and efficiently. The four mechanics are contracted for three months and, if needed, their contracts will be extended. Concerning the Keolis transition, Mr. Zehner explained that the Keolis crew members are fully qualified, but institutional knowledge comes from experience. VRE crews are improving everyday and they are very enthusiastic and want to do a good job.

Mr. Zehner reported that Prince William County has provided preliminary design for expanding parking at the Broad Run station to add an additional 100 spaces. The County will do the work and should complete the design within six months. A procurement is expected to be released in the fall to conduct a study of long-term parking solutions at that station, including a parking deck.



### Operations Board Member's Time – 7

Mr. Jenkins asked if VRE has provided the jurisdictions with its projected budget requirements for FY 2011. Mr. Zehner responded that all the jurisdictions have this information. There is a positive variance from the FY 2010 budget and staff is scheduled to brief the Operations Board on this issue at its September meeting. Staff is waiting for the audit to be finalized before the presentation is made.

[Mr. Zimmerman arrived at 9:47 A.M.]

Chairman Milde asked to pause the discussion, in order for the Board to approve the agenda and minutes, since the Operations Board reached its quorum requirements with Mr. Zimmerman's arrival. There were no objections.

### Approval of the Agenda – 3

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

### Minutes of the June 18, 2010, VRE Operations Board Meeting – 4

Mr. Jenkins moved, with a second by Mr. Covington, to approve the minutes as presented. The vote in favor was cast by Board Members Crisp, Cook, Covington, Howe, Jenkins, Milde and Page. Board Members Bulova and Zimmerman abstained.

### Return to Operations Board Member's Time -- 7

Ms. Bulova observed that in regards to the Keolis transition and low on-time performance, summer was a good time for it to happen. In hindsight, VRE should have considered the need for more time for the transition. However, she realizes that there were sensitive issues with Amtrak. She asked for more details on the main challenges and how VRE resolved them. It is important for VRE service to run smoothly when September comes because there will be the projected seasonal increase in ridership. On a positive note, Ms. Bulova stated that she is very impressed with the new locomotive. Mr. Zimmerman expressed his opinion that he is not sure what VRE could have done differently. He observed that VRE did not think that its entire crew would need to be replaced. VRE assumed that many of the Amtrak crew would transfer to Keolis and they didn't. With an entire Amtrak personnel turnover, the transition incurred a bumpy start. Mr. Zehner added that it was at the Operations Board direction to do everything possible to retain the existing crew, which affected the schedule. If VRE assumed that no existing crews would stay and began hiring and training early, it would have resulted in additional costs. Hopefully other commuter rail operators can benefit from lessons learned from this transition.

Mr. Zehner stated that ridership has not declined during the summer, which is amazing with the OTP issues. He explained that not all of the delays were long delays. VRE considers a delay anything over five minutes.

On behalf of Ms. Stimpson who was not able to attend this meeting, Mr. Crisp read an email Ms. Stimpson received from a VRE passenger detailing her commuting experience on August 5<sup>th</sup> after the CSX freight train derailed near Quantico. VRE service on the Fredericksburg line had to be cancelled on August 6<sup>th</sup>. Mr. Crisp noted that he rode VRE regularly for years when he worked for the Navy and found VRE service reliable. There were a few times when he was an hour late getting to work in the morning and a few times he was several hours late getting home in the evening, but on the whole it was a good experience. He stated that it is important for VRE to remember the personal impact delays have on the riders. Sometimes it is out of VRE's control, as was in this case with the derailment. He also received emails from passengers regarding the general confusion of how the derailment was handled. He encouraged VRE to be constantly aware that things that can go wrong on any given day so that staff and crew are prepared to respond.

Chairman Milde stated that VRE brought in 32 buses from different operators to help get passengers home on August 5<sup>th</sup>. Mr. Zehner observed that this incident was the worst he has experienced at VRE. There were cars stuck on tracks, trees down, a freight train derailed and severe weather issues. He stated that PRTC, FRED, Fairfax Connector, and Quick Bus did an outstanding job of providing buses, but they were also tied up in the congestion that was caused by the severe weather. Under the circumstances, Mr. Zehner feels that VRE handled it well and VRE received many compliments from passengers regarding the bus drivers. Mr. Covington suggested that when the roadways are clogged due to a severe incident, VRE should look at the feasibility of bringing Fredericksburg passengers out on the Manassas Line to board buses there to access other roadways.

Chairman Milde reported that Stafford County is in the process of redoing its comprehensive land use plan, which shows a new station in the Widewater Peninsula (Arkendale section of track). Although the County is not officially making a request, he asked if the VRE Operations Board objects to staff providing an outline of the history and process so that the County might further investigate this station. He reiterated that Stafford County has not determined if they want this station. There were no objections to his request.

Mr. Crisp asked if VRE has a strategic plan with regards to the growth in the entire region, especially in Prince William, Stafford and Spotsylvania Counties. Mr. Cook stated that if VRE does not have a long range strategic plan and process, then it should have one. Ms. Bulova responded that VRE already has one, but since there are a number of new Board Members and a new jurisdiction, it would be helpful for the Board to review the long range strategic plan and update it if necessary.

#### Motion to Approve the June 18, 2010 Minutes Revisited – 4

Mr. Jenkins stated that he realized that he was not present at the June meeting and should not have made the motion to approve the minutes. He requested that the motion be remade by another Board Member. There were no objections.

Mr. Covington moved, with a second by Mr. Cook, to approve the minutes as presented. The vote in favor was cast by Board Members Crisp, Cook, Covington, Howe, Milde and Page. Board Members Bulova, Jenkins and Zimmerman abstained.

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

There were no comments.

#### Referral of Preliminary FY 2012 VRE Operating and Capital Budget to the Commissions – 9A

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to refer the Preliminary FY 2012 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment. Resolution #9A-08-2010 would accomplish this.

Mr. Zehner explained the budget process for the new Board Members. The baseline budget is still under development and not yet balanced, but will be done over the next several months as work with the jurisdictions and state continue. It is another challenging fiscal year, with state funding uncertain and continuing to deteriorate, federal capital match undetermined, and questions whether the federal transit benefit for federal employees of \$230 per month will be continued, eliminated or reduced. A change to the federal transit benefit could negatively impact ridership and it is important to keep ridership levels up.

Mr. Zehner reported that the proposed budget assumes an average daily ridership of 17,250 with service levels remaining at 30 trains. It is anticipated that total FY 2012 subsidy will be the same or less than FY 2011. It is also being proposed that the Master Agreement be amended to allow Alexandria and Arlington to follow subsidy increases/decreases with other jurisdictions. Currently, their subsidy increases 5 percent each year, while other jurisdiction's subsidies can decrease. In response to a question from Chairman Milde, Mr. Zehner stated that individual jurisdictional subsidies may increase or decrease depending on the October 2010 ridership survey, which will be used to determine the allocation subsidy for the FY 2012 budget. Spotsylvania County's contribution will also begin in full in the second half of FY 2012.

Mr. Zehner stated that state operating assistance is currently projected at \$5.3 million, which is down from \$7.5 million in FY 2011. The state capital match is projected at 35 percent, which is also down from 53 percent in FY 2011. He cautioned that DRPT has

stated that not all projects will be matched by the state. Mr. Page observed that VRE staff has done a good job of anticipating federal funding for the third rail extension project, while the state continues to work to advance this project. He appreciates staff being conservative in early estimates of state assistance, but he reported that it is anticipated that the level will be higher than VRE's estimates.

Mr. Zimmerman stated that over the next few years, he assumes that there will be less funding from the state. As discussed earlier, on-time performance is one of the major factors in keeping ridership up, but the state of VRE's equipment is also another important factor. He believes that if VRE had twice the capacity, it would double ridership and reach past 30,000 daily trips. It is important for VRE to convey the constraints in place for moving forward to grow the system. Also, regarding mid-day storage, Mr. Zimmerman stated that he hopes that, although it is a long-term strategy (5-20 years away) that VRE run service throughout the day and provide reverse commuting which would eliminate mid-day storage issues.

[Mr. Skinner arrived at 10:26 A.M.]

Mr. Jenkins asked how VRE includes congressional staff in the process of VRE's funding needs. He suggested a series of staff meetings or one-on-one meetings with individual VRE Operations Board Members. Mr. Zehner stated that VRE has a good relationship with the congressional staff but needs to be careful about going back to them too frequently to ask for funding.

Ms. Bulova stated that it is important for VRE to focus on long-term growth. Mr. Cook encouraged VRE to be creative; for example, leasing out VRE trains during the mid-day times to other railroads.

Mr. Covington noted that in the past VRE's lobbying effort in Richmond was very successful and he would like to see it occur again if the budget allows for it. He also stated that it would be interesting to determine the real capacity of VRE service.

Chairman Milde asked about the projections of additional revenues once the HOT Lanes Project is underway and if VRE will receive some of these funds once the project is completed. Mr. Harf stated that it was projected to raise up to \$200 million for transit improvements, but once the project is back underway, there is no guarantee that those revenue projections will hold. Chairman Milde stated that it is important that VRE is at the front of the line for any additional revenues. Mr. Zimmerman stated that the project was not derailed because of Arlington County's litigation, but it was suspended because of the economic reality of the project. It is unlikely that substantial revenue will be generated. Chairman Milde is optimistic that revenues will be generated.

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

## Authorization to Execute a Memorandum of Understanding for Joint Recapitalization Projects – 9B

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to execute a Memorandum of Understanding with Amtrak for completion of the Joint Benefit Recapitalization Program. Resolution #9B-08-2010 would authorize this in an amount not to exceed \$2,663,867.

Mr. Zehner provided some background and explained that back in 2005, VRE entered into an agreement with Amtrak for the Purchase of Services for Operation of Commuter Rail Services, which included a Joint Benefit Recapitalization project. This acknowledged that Amtrak would incur additional capital costs at Washington Union Terminal (WUT) related to VRE use of the facility. VRE agreed to compensate Amtrak an annual amount during the term of the Agreement. The total amount of that commitment over five years (July 1, 2005 – June 30, 2010) was \$4.5 million. To-date, VRE has funded \$1,836,133, leaving a carryover balance of \$2,663,867. VRE and Amtrak have developed a funding plan that will use the remaining balance and complete the terms of the contract. The four projects to be funded are: 1) Washington Union Terminal 2030 Facilities Master Plan (approximately \$800,000); 2) Washington Union Terminal 2030 Train Operating Plan (approximately \$400,000); 3) Alexandria Tunnel Design (approximately \$960,000); and 4) Ground Power at Washington Union Terminal (approximately \$500,000).

Chairman Milde asked about the local match and Mr. Zehner responded that these funds have been previously approved in the FY 2008 and FY 2009 VRE budgets and the eight percent local match has already been included.

Chairman Milde observed that the tunnel project at the King Street station is an improvement to a station and individual jurisdictions pay for station improvements. Ms. Bulova stated that it is different because this station is a destination station. Mr. Zehner stated that the City of Alexandria is willing to participate in this project. Chairman Milde stated that eventually most of the stations will become destination stations. Mr. Page stated that this project will have a positive impact to the entire network because currently this station is a choke point where trains get bottlenecked. Mr. Page stated that DRPT hopes VRE goes forward with this project. The project will design an ADA accessible pedestrian tunnel passageway, including elevators connecting Alexandria Union Station and the King Street Metrorail station. The existing eastern passenger platform at Alexandria Union station would also be modified as part of the project to improve passenger boarding and alighting.

Mr. Zimmerman moved, with a second by Ms. Bulova, to approve Resolution #9B-08-2010. The vote in favor was cast by Board Members Bulova, Crisp, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner and Zimmerman.

Authorization to Amend a Contract with STV/RWA for Engineering and Environmental Services for the Cherry Hill Third Track Project – 9C

Mr. Zehner explained that in January 2010, VRE received notification that the Federal Railroad Administration (FRA) recognized Virginia's role in advancing high speed rail in the United States with a grant award of \$75 million to support rail improvements in the Richmond-Washington, D.C. corridor. Since the grant announcement, VRE and DRPT have worked to modify the existing preliminary design in order to address FRA issues. This effort is beyond the original scope of work approved by the Operations Board on March 21, 2008 and the budget must therefore be increased above the approved amount of \$1,961,709. The increased funding will allow STV/RWA to work with VRE to address these additional issues while continuing to provide support for the ongoing procurement, permitting and design phase, as necessary to maintain the overall project schedule. A Request for Qualifications for Design-Build was issued on June 22, 2010. A mandatory pre-bid meeting was held in July and Statements of Qualifications were due August 16<sup>th</sup>. Permitting efforts, which require extensive coordination with various agencies are also underway.

Mr. Zehner explained that the Operations Board is being asked to authorize him to amend a contract with STV/RWA for engineering and environmental services for the Cherry Hill Third Track project in the amount of \$330,007 for a total amount not to exceed \$2,291,716. Resolution #9C-08-2010 would accomplish this.

Mr. Jenkins moved, with a second by Ms. Bulova, to approve Resolution #9C-08-2010. The vote in favor was cast by Board Members Bulova, Crisp, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner and Zimmerman.

Authorization to Amend a Force Account Agreement with CSX Transportation for the Cherry Hill Third Track Project – 9D

Mr. Zehner stated that Resolution #9D-08-2010 would authorize the CEO to amend a force account agreement with CSX Transportation for the Cherry Hill Third Track project in the amount of \$120,000 for a total amount not to exceed \$392,747. This effort is beyond the original scope of work approved by the Operations Board back in June 2008, and the budget must therefore be increased above the approved amount of \$242,747. The increased budget will allow CSX to work with VRE to address these additional issues while continuing to provide support during the design phase of the project, including flagging services, engineering review and approvals, and signal and operational coordination.

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

Authorization to Execute Option Year for Custodial and Facility Maintenance Services – 9E

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to execute the second year of the custodial and facility maintenance services contracts with NV Enterprises of Reston, Virginia in an amount not to exceed \$2,600,000. The authorization being requested for this first option year is recommended at the same level as last year, which is \$1,800,000 for custodial services and \$800,000 for facilities maintenance. Resolution #9E-08-2010 would accomplish this.

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

Authorization to Award a Contract for Lube Oil Delivery Services – 9F

Mr. Zehner stated that the VRE Operations Board is being asked to authorize the CEO to enter into a contract with Quarles Petroleum, Inc. of Fredericksburg, Virginia for lube oil delivery services at both VRE yards in the amount of \$402,070, plus a contingency of \$50,000, for a total amount not to exceed \$452, 070. Resolution #9F-08-2010 would accomplish this.

Mr. Zehner stated that the current contract expires in October 2010. Following a bid 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. VRE is requesting authorization for the total term of the contract, with the CEO exercising the option years at his discretion.

Ms. Bulova moved, with a second by Mr. Skinner, to approve Resolution #9F-08-2010. The vote in favor was cast by Board Members Bulova, Crisp, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner and Zimmerman.

Caroline County – 10

Mr. Zehner reported that on August 16, 2010, VRE received a letter from the Caroline County Board of Supervisors regarding a proposed alternatives analysis of passenger rail service in the Carmel Church area. Caroline County will use a \$490,000 federal earmark, plus a \$122,500 match that they will provide to perform this work. DRPT will be applying for the funds on their behalf.

The scope of work will analyze the potential extension of commuter rail, and other transit services and accompanying facilities in Caroline County. Analysis will include a multimodal transportation center that offers access to bus, park-and-ride, passenger rail, intercity rail and potential future commuter rail services.

Mr. Zehner explained that VRE has been asked to cooperate with the study by

participating in project reviews and sharing information with the study team. VRE staff is willing to provide this cooperation and is satisfied that Caroline County understands that VRE's cooperation does not signify a commitment to provide commuter rail service to Caroline County. Similarly, Caroline County does not commit to joining VRE before it has fully evaluated the study conclusions.

In response to a question from Chairman Milde, Mr. Zehner stated that this study creates no liability or exposure for VRE.

### Closed Session – 11

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) and (7) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of consultation with legal counsel concerning the terms and conditions of Fauquier County's potential membership into PRTC and participation in VRE, consultant with legal counsel concerning the terms of an agreement for the disposition of railcars, and one personnel matter.

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

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

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

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

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



Adjournment

Without objection, Chairman Milde adjourned the meeting at 11:14 A.M.

Approved this 17<sup>th</sup> day of September, 2010.

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Paul Milde  
Chairman

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Wally Covington  
Secretary

**CERTIFICATION**

This certification hereby acknowledges that the minutes for the August 20, 2010 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



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Rhonda Gilchrest

Preliminary FY 2012 VRE Budget Referral to Jurisdictions

The VRE Operations Board recommends approval of Resolution #2154. This resolution forwards the preliminary FY 2012 VRE operating and capital budget to VRE's participating and contributing jurisdictions for their review and comment. The final budget will be forwarded to the commissions for action in January, 2011.

As can be seen in the attached materials, the current preliminary budget has an unfunded balance that presumably will be covered before the final budget is brought forward for consideration.



## RESOLUTION #2154

**SUBJECT:** Referral of VRE's FY 2012 Preliminary Budget.

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

**WHEREAS:** The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2012 Operating and Capital Budget and that board has acted to forward the budget to the commissions;

**WHEREAS:** Staff recommends a budget built on average daily ridership of 17,250;

**WHEREAS:** Subject to the direction of the Operations Board, the budget will be updated with additional ridership and cost data and further refined through the CAO Budget Task Force review during the fall of 2010; and

**WHEREAS:** The subsidy for Alexandria and Arlington will be reviewed and will have the same increases/decreases as the other jurisdictions, as opposed to the current mandatory annual increases.

**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby refers the preliminary FY 2012 VRE Operating and Capital Budget to the participating and contributing jurisdictions for their review and comment.

Approved this 2<sup>nd</sup> day of September, 2010.

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Catherine M. Hudgins  
Chairman

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Mary Hynes  
Secretary-Treasurer





# Virginia Railway Express Operations Board

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## AGENDA ITEM 9-A ACTION ITEM

**TO: CHAIRMAN MILDE AND THE VRE OPERATIONS BOARD**

**FROM: DALE ZEHNER**

**DATE: AUGUST 20, 2010**

**RE: REFERRAL OF PRELIMINARY FY 2012 VRE OPERATING AND  
CAPITAL BUDGET TO THE COMMISSIONS**

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### RECOMMENDATION:

The VRE Operations Board is being asked to authorize the Chief Executive Officer to refer the Preliminary FY 2012 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment.

### BACKGROUND

#### **FISCAL YEAR 2011 BUDGET**

A discussion of FY 2010 revenue and expenses and the use of the estimated surplus will be presented at the September meeting, once the year-end close process is complete. A discussion of the need for the recommended operating and capital reserve levels will be also be provided at that time.

Each year, revisions to the current year budget are presented to the Operations Board in December, along with the recommendations for the next budget year. Items that may be reflected in the revised FY 2011 budget will be presented at the September meeting.

## FISCAL YEAR 2012 PRELIMINARY BUDGET

### **BACKGROUND:**

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2012 VRE Operating and Capital Budget is attached for review.

VRE staff met with the CAO Taskforce in June and again in August to discuss jurisdictional budget issues and concerns, and to review current VRE projections. In addition, a revised approach to CIP programming was discussed, as described below.

Projections for the cost of operating and maintaining the trains and Union Station access and mid-day storage and services are based on the new contracts that are currently in place, with estimates of FY 2011 increases based on the escalation factors included in the contracts.

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

**VRE staff is committed to maintaining or reducing jurisdictional subsidies for FY 2012.**

### **DISCUSSION:**

The FY 2012 preliminary budget totals \$83.6 million, of which \$2.1 million is currently unfunded (assuming level local subsidy and no fare increases in FY 2012). As in the past, VRE will submit a balanced budget to the jurisdictions in November so that it can be evaluated prior to its submission to the Operations Board in December.

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

1. Fare revenue of \$30.4 million assumes no fare increase. Ridership is estimated at 17,250 with service at the current level of 30 daily trains, including the express train established in FY 2011. Average daily ridership in FY 2009 was 16,673.

2. Contractually set increases in access fee expenses of 4% will occur for Norfolk Southern and CSX. Amtrak contract increases are based on changes to the AAR, a nationally published index of railroad costs, and the bulk of the Keolis contract costs increase by the annual change to the CPI.
3. Commonwealth capital match funding is projected at a match rate of 35%. The FY 2011 match rate for the majority of the capital projects was a blended rate of 53% *for the projects which were funded*. No concrete projections from the Commonwealth are currently available. **This projection will continue to be reviewed over the next several months.**
4. Commonwealth formula funding for operations of \$7.5 million was received in FY 2011. At the present time, \$5.3 million is budgeted in FY 2012 as a placeholder. DRPT is considering a revision to the calculation method for jurisdictions and has indicated that they will exclude some major expenses which VRE was allowed to use in the past. Staff believes this is the best estimate at this time. **This projection will continue to be reviewed over the next several months.**
5. Fuel expenses of \$4.2 million based on a per gallon cost of \$2.60. Because the cost of fuel also results in an impact to the fuel tax revenue which many of the jurisdictions use as the source of funding for the VRE subsidy, a revised fuel tax projection for the PRTC jurisdictions will be reviewed during the VRE budget process.
6. Continued funding of the VRE capital program, which includes mid-day storage, rolling stock (railcars), and the Spotsylvania third track. The proposed changes to the CIP will focus federal funding toward large, discrete projects and away from small ongoing projects and/or projects that are maintenance related. In order to make this change without affecting subsidy levels, federal funding will be used for the portion of debt repayment for the 50 cars that was initially programmed only for state and local funding. These changes are designed to more efficiently use grant funding to support VRE's program.
7. No earmarks are expected in this budget cycle.

During this budget cycle, staff will be recommending a change to the Master Agreement to allow the contributions from Alexandria and Arlington to vary along with the overall subsidy level, as opposed to the current mandatory 5% annual increases.

The major causes of the current gap between revenue and expenses, compared to the adopted FY 2011 budget are as follows:

- \$2.4M *decrease* in state operating subsidy due to a revised calculation method under consideration by DRPT
- \$2.3M *increase* in fare revenue as the result of increased ridership
- \$870k net *decrease* in federal funds used for operations; one-time use of federal funds for this purpose was included in the FY 2011 budget
- \$1.3M net *increase* as the result of contractual increases to Amtrak, Keolis, Norfolk Southern and CSX
- \$700k net *decrease* to rolling stock maintenance as the result of new locomotives
- \$511k net *increase* in other revenues/expenditures

The FY 2011 budget included \$9.9M in earmarks, which the FY 2012 budget does not, creating a dramatic decrease in the overall capital budget.

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

- Installation of wayside power at Washington Union Terminal, decreasing the consumption of diesel fuel
- Enhanced fare enforcement, resulting in increased fare revenue
- Installation of a mechanized train washing facility at Broad Run, reducing ongoing operating costs for exterior maintenance
- A line item review of all programs and contracts to determine where costs can be reduced

Cost savings to be explored as part of the FY 2012 Budget:

- Continued moratorium on the use of earmarks if any required local match is not available from other sources
- Installation of air compressors at train yards to further reduce locomotive idling

#### **FISCAL IMPACT – FY 2012 BUDGET:**

The current budget shortfall is estimated at \$2.1 million. Additional draft budgets will be formulated during the fall and reviewed with the CAO Budget Task Force resulting in a balanced budget by November 2010.

Attached are the following:

- FY 2012 Sources and Use
- FY 2012 Summary Budget



**FY12 VRE - Source and Use Budget Worksheet**

LEVEL OF SERVICE FOR FY 2012    30 trains    17,250 average daily riders

Leases	12,400,000	Amtrak	5,380,000
Recapitalization	-	NS	2,600,000
Add'l funding needed	12,400,000	CSXT	4,420,000
		Total	12,400,000

USES OF FUNDS	SOURCES OF FUNDS										
	FARE INCOME	INTEREST	EQUIP RENT AND MISC	LOCAL SUBSIDY	OTHER SOURCES	STATE OPERATING	STATE CAPITAL	STATE SSTP	FEDERAL 5307/5309	EARMARK/ OTHER	TOTAL
Operating Expenses	53,659,196	30,400,000	61,000	126,000	5,984,397	5,294,949	948,850	9,920,000	924,000	-	53,659,196
Non-Operating Expenses:											
Insurance Reserve	4,100,000			4,100,000							4,100,000
Operating Reserve/Contingency	1,393,632			1,393,632							1,393,632
Debt Svc (1993 & 1998)	6,906,931			4,186,412			2,720,519				6,906,931
				0			0				0
Debt Svc (Gallery IV) (11 Cabcars)	1,931,357			251,076			135,195		1,545,086		1,931,357
	0			0			0		0		0
Office Loan	75,408			75,408			0		0		75,408
Other (Bad Debt/Admin)	50,000			50,000			0		0		50,000
Debt Svc 60 Railcars (Local)	110,442			110,442			0		0		110,442
Debt Svc 60 Railcars (Fed/State/Local)	4,664,665			606,406			326,527		3,731,732		4,664,665
Non-Operating Summary	19,232,435	0	0	0	10,773,377	0	0	3,182,241	0	5,276,817	19,232,435
Total Expenses (Subtotal)	72,891,631	30,400,000	61,000	126,000	16,757,773	0	5,294,949	4,131,091	9,920,000	6,200,817	72,891,631
Capital Projects:											
Facilities Infrastructure	50,000			6,500			3,500		40,000		50,000
Broad Run Maintenance	50,000			6,500			3,500		40,000		50,000
Fare Collection Upgrade	50,000			6,500			3,500		40,000		50,000
Rolling Stock	4,558,000			592,540			319,060		3,646,400		4,558,000
Rolling Stock Mods	50,000			6,500			3,500		40,000		50,000
	0			0			0		0		0
Spotsylvania Third Track	4,000,000			520,000			280,000		3,200,000		4,000,000
	0			0			0		0		0
Mid-day Storage	2,000,000			260,000			140,000		1,600,000		2,000,000
	0			0			0		0		0
Capital Project Summary	10,758,000	0	0	0	1,398,540	0	0	753,060	0	8,606,400	10,758,000
Earmarks/Capital:											
				0			0		0		0
				0			0		0		-
Earmark Summary	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>83,649,631</b>	<b>30,400,000</b>	<b>61,000</b>	<b>126,000</b>	<b>18,156,314</b>	<b>0</b>	<b>5,294,949</b>	<b>4,884,151</b>	<b>9,920,000</b>	<b>14,807,217</b>	<b>83,649,631</b>

FY11 subsidy surplus (deficit)    16,070,310 (2,086,004)

Soft Capital Projects	Program	Funding	Federal Amt	State Amt
Debt Service 11 Cabcars	1,931,357	5307/5309	1,545,086	135,195
Access lease funding	12,400,000	SSTP	9,920,000	868,000
Debt Service 60 Railcars	110,442	5307/5309	-	-
Fed/State/Lo Debt Service 60 Railcars	4,664,665	5307/5309	3,731,732	326,527
		5307/5309	-	-
		5307/5309	-	-
		5307/5309	-	-
Grant & Project Management	425,000	5307/5309	340,000	29,750
Grant & Project Management	330,000	5307/5309	264,000	23,100
		5307/5309	-	-
		5307/5309	-	-
Construction Management	200,000	5307/5309	160,000	14,000
Security Enhancements	100,000	5307/5309	80,000	7,000
Signage Enhancements	100,000	5307/5309	80,000	7,000
			-	2,720,519
		5307/5309	-	-
Subtotal	20,261,463			4,131,091
Capital Projects/Earmarks	10,758,000		8,606,400	753,060
Federal Cap Program	31,019,463		24,727,217	4,884,151

Federal Reimbursement rate	80%
State Match Reimb rate MTF Cap	35%
State Match Reimb rate MT Cap	35%
State Earmark Match rate	20%

Calculated Operating Reserve:	
33%	17,707,535

### FY12 Summary Proposed Budget

GL Account	FY10 Operating	FY10 Capital	FY11 Operating	FY11 Capital	FY12 Operating	FY12 Capital
<b>Operating Revenue:</b>						
Fare Revenue	26,917,683		28,100,000		30,400,000	
Miscellaneous Revenue	151,500		151,000		126,000	
Jurisdictional Subsidy	15,955,558	421,409	14,711,289	1,359,020	14,711,289	1,359,020
Other Jurisdictional Subsidy	-	-	-	-	-	-
Federal/State Subsidy	28,854,324	9,579,945	28,395,232	18,453,730	25,546,857	9,359,460
Proceeds from Mafersa Sale			-	536,250	-	-
Interest Income	230,000		150,000		61,000	
<b>Total Revenue</b>	<b>72,109,065</b>	<b>10,001,354</b>	<b>71,507,521</b>	<b>20,349,000</b>	<b>70,845,146</b>	<b>10,718,480</b>
<b>Operating/Non-Operating Expenses:</b>						
Insurance/Reserve/Mobilization	9,847,909		5,599,400		5,493,632	
Executive Mgmt and Planning	759,823		741,335		598,861	
Passenger Support Services	691,329		679,814		716,079	
Public Affairs	159,288		159,373		162,236	
Marketing	317,668		584,521		587,176	
Planning					983,042	
Operations and Communications	1,465,619		1,511,771		733,865	
Budget and Finance	1,728,025		1,702,981		1,952,218	
Communication and Infomation Technology	835,220		840,335		844,172	
Construction and Capital Projects	708,422		698,504		705,354	
Facilities Maintenance	2,660,847		2,715,255		2,935,397	
Purchasing and Contract Administration	263,612		267,746		275,753	
Equipment Operations	8,796,258		8,720,526		7,943,587	
Safety, Security, and Emergency Preparedness	441,630		450,050		427,132	
PRTC	152,000		152,000		117,000	
NVTC	70,000		70,000		70,000	
Keolis	-		17,972,929		18,555,323	
Amtrak	19,801,175		3,021,000		3,652,000	
Amtrak Access Fees	3,218,910		5,100,000		5,380,000	
Norfolk Southern	2,400,000		2,500,000		2,600,000	
CSXT	4,208,950		4,420,000		4,420,000	
<b>Total Operating/Non-Operating Expenses</b>	<b>58,526,685</b>	<b>-</b>	<b>57,907,542</b>	<b>-</b>	<b>59,152,828</b>	<b>-</b>
CIP Expenditures		10,001,354		20,349,000		10,758,000
Debt Service	13,582,380		13,599,979		13,738,803	
<b>Total CIP and Other Expenditures</b>	<b>13,582,380</b>	<b>10,001,354</b>	<b>13,599,979</b>	<b>20,349,000</b>	<b>13,738,803</b>	<b>10,758,000</b>
<b>Grand Total Expenses</b>	<b>72,109,065</b>	<b>10,001,354</b>	<b>71,507,521</b>	<b>20,349,000</b>	<b>72,891,631</b>	<b>10,758,000</b>
<b>Difference by Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(2,046,485)</b>	<b>(39,520)</b>
<b>Total Difference</b>		<b>-</b>		<b>-</b>		<b>(2,086,005)</b>

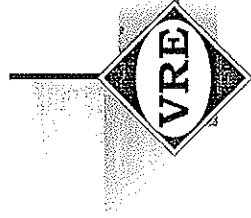
8/13/10

R:\Executive\Board Kits\2010 Board Kits\August 10\Budget Attach 2 - FY12 Summary Budget 8-20-10.xls\SummaryBudget



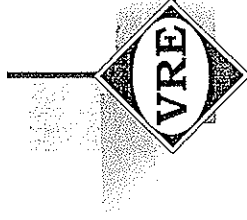
# FY2012 Preliminary Budget

*August 20, 2010*



# Preliminary FY 2012 Budget

- Presenting baseline budget still under development – not yet balanced
- Will be balanced over the next several months with CAO Budget Task Force involvement
- Balanced budget will be presented at December Operations Board meeting



# Another Challenging Budget Year

## ▪ Unknowns

- State operating funding uncertain and continuing to deteriorate
- State capital match undetermined for federal projects
- Outside influences (i.e. commuter benefit) unknown as preparation starts nearly one year before implementation

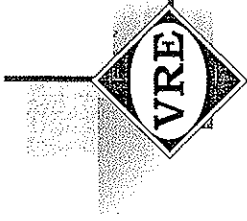
## ▪ Process

- Committed to retaining or reducing subsidy level
- Fare revenue continues to be critical to balancing budget
- Must increase OTP and maintain ridership levels



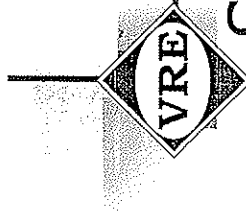
## Major Assumptions

- 17,250 Average Daily Ridership
  - FY 2010 ADR was 16,673
- Fare revenue is 42% of operating budget
  - Up from 39% for FY 2011
  - OTP must remain high to sustain ridership and fund critical portion of operating budget
- Service level remains at 30 trains
- No earmarks, which results in \$10M decrease in capital budget (subsidy neutral)



# Jurisdictional Subsidy

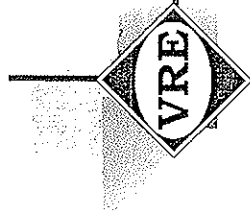
- Total FY 2012 subsidy will be the same or less than FY 2011
  - Proposal to amend the Master Agreement to allow Alexandria and Arlington to follow subsidy increases/decreases with other jurisdictions
  - Individual jurisdictional subsidies may increase or decrease depending on October 2010 ridership survey
  - Spotsylvania subsidy contribution begins in second half of FY 2012



# State Participation

- State operating assistance currently projected at \$5.3M
  - Down from FY 2011 level of \$7.5M
  - Projection reflects planned formula changes by DRPT
- State capital match projected at 35%
  - Down from FY 2011 match of 53% (80% for replacement vehicles)
  - Not all projects will be matched by DRPT





## Average Daily Ridership (ADR)

- ADR for FY 2010 is 16,673
- Estimated FY 2012 ADR is 17,250 with express train
- Represents \$2.3 million increase in fare revenue
- Seating capacity on peak trains is 20,413
- Current parking capacity is 19,140
  - Outlying station parking lots at or near capacity



# Baseline FY 2012 Budget

Description	Budget FY 2011	Budget FY 2012
Fare Revenue	28,100,000	30,400,000
Local Subsidy	16,070,309	16,070,309
Federal/State	46,848,962	34,906,317
Other	837,250	187,000
<b>Total</b>	<b>91,856,521</b>	<b>81,563,626</b>
<b>Operating Expenses</b>	<b>14,819,715</b>	<b>14,851,873</b>
Fuel	4,474,498	4,200,000
Keolis	17,972,929	18,555,323
Amtrak	3,021,000	3,652,000
Debt Payments	13,599,979	13,738,803
Capital Program	20,349,000	10,758,000
Access Fees	12,020,000	12,400,000
Insurance	4,025,000	4,100,000
Reserves/Contingency	1,574,401	1,393,632
<b>Total</b>	<b>91,856,521</b>	<b>83,649,631</b>
<b>Net Unfunded</b>		<b>(2,086,005)</b>



# Breakdown of FY 2012 Unfunded

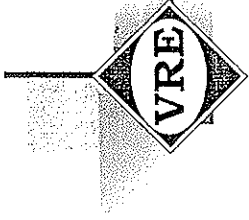
Breakdown of FY 2012 Shortfall	
State Operating Assistance	(2,400,000)
Fare Revenue	2,300,000
One-Time Federal Funds Used for Operations	(870,000)
Amtrak, Keolis, NS, CSX - Operation and Access	(1,300,000)
Rolling Stock Maintenance	700,000
Other Revenues/Expenses	(516,000)
	(2,086,000)



# Long Range Capital Projects

- Have refocused use of limited federal and state capital resources to major projects only
- Critical projects over the next six years:

Project	FY12	FY13	FY14	FY15	FY16	FY17	Total
Spotylvania Third Track	4.0M	4.0M	6.0M	6.0M			20.0M
Mid-Day Storage	2.0M	2.7M	4.1M	4.1M	1.6M	1.9M	16.4M
Rolling Stock Acquisition	4.6M	1.9M	0.7M	0.8M	0.8M	1.7M	10.4M



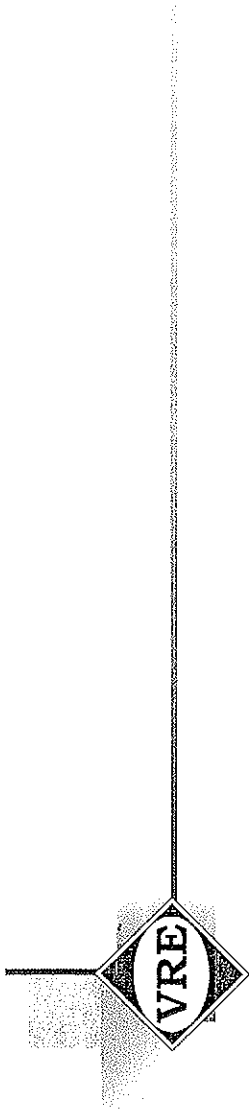
## Good News

- Railroad infrastructure best it's ever been
- Delivery of new locomotives began in June 2010
  - Next locomotive due in December 2010
- Ridership still up – highest annual daily ridership
- Making progress toward building back depleted working capital level
- Continue to make recommendations to preserve the health of the system and balance the relationship between budget and ridership

# Next Steps



- Refer Preliminary FY 2012 budget to Commissions and jurisdictions
- Continue to reduce FY 2012 unfunded with CAO Budget Task Force during the fall
- Discuss use of FY 2010 positive variance at September meeting
- Continue to refine current year budget (FY 2011) revenue projections and make recommendation for any adjustments mid-year in December



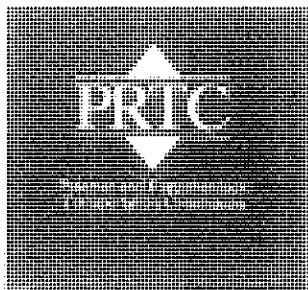
# Questions?

Fauquier and Caroline Counties

Fauquier County officials have inquired about conditions for joining PRTC. A copy of PRTC's response is attached. It reiterates the requirement that the county would have to participate in VRE.

Caroline County is conducting a study of a possible rail station and has asked VRE to provide information. Details are attached.





14700 Potomac Mills Road  
Woodbridge, VA 22192

August 20, 2010

Mr. Paul S. McCulla  
County Administrator  
County of Fauquier  
10 Hotel Street, Suite 204  
Warrenton, Virginia 20186

Dear Mr. McCulla:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I am replying to your letter dated June 18, 2010, in which you posed several questions pertaining to the possibility of the County joining PRTC. Your letter has been the subject of discussion by the PRTC Board, so my response accounts for the policy direction I've been given. At the outset, let me say that the PRTC Board welcomes the County's prospective interest, and appreciates why the questions you've asked are important ones for PRTC to answer so the County can make an informed decision whether to pursue this possibility further. Responses follow in the same order as the questions were posed.

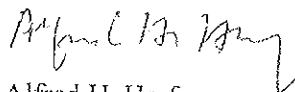
1. Is membership in the VRE a precondition to joining the PRTC? Yes, membership in the VRE is a precondition to joining the PRTC.
2. Is agreement to help fund improvements at the Broad Run Station in Prince William County still a precondition to joining the PRTC? When this was last discussed, the County was advised that both short-term and long-term remedies were being pursued to ease the parking shortage at the Broad Run Station. Since then, funding for a short-term remedy has been identified and the remedy is being pursued (i.e., additional surface parking contiguous to the existing parking lot). Consequently, the County's obligation for Broad Run-related improvements would be confined to only the County's fair-share of the prospective long-term remedy (i.e., a parking deck) which is not yet funded. Funding to complete environmental analysis and preliminary design of the deck has already been secured, and the size and cost of the deck will be defined as a product of those work efforts which will soon begin.
3. Is VRE still scheduled to expand to Haymarket/Gainesville prior to any expansion of the VRE line towards Fauquier and Culpeper and, if so, what is VRE's timetable for completion of its expansion to Haymarket/Gainesville? The Haymarket/Gainesville extension would be the first of the extensions, and it would necessarily precede the possible extension into Fauquier County. The timing of the Haymarket/Gainesville extension remains uncertain because funding necessary to do so is not yet secured.

4. Would funding the cost to construct the second track through Fauquier County still be the sole obligation of the County? The decision whether to extend the line to Bealeton is one which would be made by the VRE members at-large (i.e., both PRTC and the Northern Virginia Transportation Commission; NVTC), shaped in part by cost-sharing arrangements that would be the subject of negotiation. The VRE membership does not have a hard and fast rule about how the overall cost would be shared, though it stands to reason that the more of the overall investment the County bears, the easier it would be for the members at-large to conclude that the investment is warranted. The referenced negotiation would be about the cost-sharing for the line infrastructure – track, ties, signals, and yard – because the investment for station(s) and parking improvements would assuredly be the County's to bear as is the practice for these types of improvements within existing member jurisdictions' geographic borders. I should add that any investments which are the County's to bear would not necessarily be exclusively funded by County financial resources, because federal and state grants may well be available to help defray a portion of these costs.

I should add that a portion of the "line infrastructure" expense is now funded by virtue of the Commonwealth's decision to partner with the Norfolk Southern on the construction of twelve (12) miles of double track south of Manassas. This "double-tracking" investment is moving ahead because the Commonwealth and the Norfolk Southern see it as necessary in light of the recently inaugurated, state-sponsored intercity passenger rail service linking Lynchburg and Washington, D.C. and the projected increase in Norfolk Southern (NS) intermodal service. This investment was part of the cost estimate discussed with the County previously because there was no knowledge at the time that the "double-tracking" would be undertaken in this fashion.

I trust that the responses as stated are self-explanatory, but in any event I would be pleased to discuss them further with you if you desire.

Sincerely,



Alfred H. Harf  
Executive Director

cc: Potomac and Rappahannock Transportation Commissioners  
Richard Taube, NVTC Executive Director  
Dale Zehner, VRE Chief Executive Officer



# 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](mailto:gotrains@vre.org)

## AGENDA ITEM 10 INFORMATION ITEM

**TO: CHAIRMAN MILDE AND THE VRE OPERATIONS BOARD**

**FROM: DALE ZEHNER**

**DATE: AUGUST 20, 2010**

**RE: CAROLINE COUNTY**

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On August 16, 2010, VRE received a letter from the Caroline County Board of Supervisors regarding a proposed alternatives analysis of passenger rail service for the Carmel Church area. Caroline County will use a \$490,000 federal earmark, plus a \$122,500 match that they will provide, to perform this work. DRPT will be applying for the funds on their behalf.

The scope of work will analyze the potential extension of commuter rail, and other transit services and accompanying facilities to Caroline County. Analysis will include a multimodal transportation center that offers access to bus, park-and-ride, passenger rail, intercity rail, and potential future commuter rail services.

VRE has been asked to cooperate with the study by participating in project reviews and sharing information with the study team. VRE staff is willing to provide this cooperation and is satisfied that Caroline County understands that VRE's cooperation doesn't signify a commitment to provide commuter rail service to Caroline County. Similarly, Caroline County does not commit to joining VRE before it has fully evaluated the study conclusions.

# Caroline County, Virginia

## Board of Supervisors

Wayne A. Acors  
*Madison District*

Jeff Sili  
*Bowling Green District*

D. M. "Maxie" Rozell, Jr.  
*Reedy Church District*

Bobby Popowicz  
*Port Royal District*

Floyd W. Thomas  
*Mattaponi District*

Percy C. Ashcraft  
*County Administrator*

August 16, 2010

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

Dear Mr. Zehner,

As you know, Caroline County has received a federal earmark to conduct an alternative analysis study of passenger rail service for the Carmel Church area. One mode being evaluated is the viability of commuter rail service. Caroline County also recognizes that the alternative analysis is the proper means by which it can assess the potential for transit and begin to establish strategic plans that will serve the region's traveling public. To advance the alternatives analysis and to make sure we are in compliance with Federal Transit Administration guidelines, Caroline County requests that Virginia Railway Express provide a modest degree of cooperation to complete the Federal Transit Administration's mandated study. Specifically, Caroline seeks the cooperation of the Virginia Railway Express to participate in project reviews and share information with the study team for the Caroline County Alternative Analysis.

The Virginia Railway Express has wisely recognized the importance of studying the potential of service in market areas not yet accessed. We note that in the existing Strategic Plan numerous modifications to existing services were reviewed, including extensions along the Manassas and Fredericksburg Lines to serve markets such as Gainesville and Haymarket, Fauquier County, Charlottesville and Richmond, Spotsylvania County and Maryland. However at the time it was decided that Richmond and Charlottesville studies should be performed at a later time. The Caroline County Alternative Analysis should provide you with useful information when you are ready to pursue more detailed analysis of expansion further south along I-95.

Caroline County acknowledges that cooperation and participation by Virginia Railway Express in this Alternatives Analysis does not signify a commitment to an

*"Committed To Service, Dedicated To The People"*

212 North Main Street, P. O. Box 447, Bowling Green, Virginia 22427

(804)633-5380 – Telephone (804)633-4970 – Fax

[www.visitcaroline.com](http://www.visitcaroline.com)

Caroline County, VA



extension of commuter rail services to Caroline County. Similarly, Caroline County cannot commit to joining Virginia Railway Express before it has completed the relevant studies and evaluated their conclusions. Caroline County recognizes the implications of membership in Virginia Railway Express including the imposition of a 2% gas tax within its jurisdiction and meeting other requirements.

As the Caroline County study will only help to further the gathering of information to facilitate regional transportation solutions, we hope that Virginia Railway Express will agree to participate. Time is important to the preservation of the earmark, so a response in August or September is requested.

Thank you for your consideration,

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Rozell, Jr.', with a stylized flourish at the end.

David M. "Maxie" Rozell, Jr.  
Chairman, Caroline County  
Board of Supervisors

DMR:aam

cc: Mr. Paul Milde, Chairman, Virginia Railroad Express Operation's Board  
Mr. Tony Cho, Federal Transit Administration  
Mr. Lloyd Robinson, Fredericksburg Metropolitan Planning Organization  
Mr. Corey Hill, Virginia Department of Railroad Public Transportation  
Ms. Amy Inman, Virginia Department of Railroad Public Transportation



AGENDA ITEM #3

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and Scott Kalkwarf  
**DATE:** August 26, 2010  
**SUBJECT:** NVTC Office Lease

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NVTC staff is negotiating a 10-year lease for offices at 2300 Wilson Boulevard, with the assistance of a tenants' agent and review by the Fairfax County Attorney's office. A copy will be provided as soon as the final version is available. The terms were explained at NVTC's July 1<sup>st</sup> meeting when the commission acted to authorize negotiation of the lease.

Compared to NVTC's current office in the Ellipse building, the new building offers:

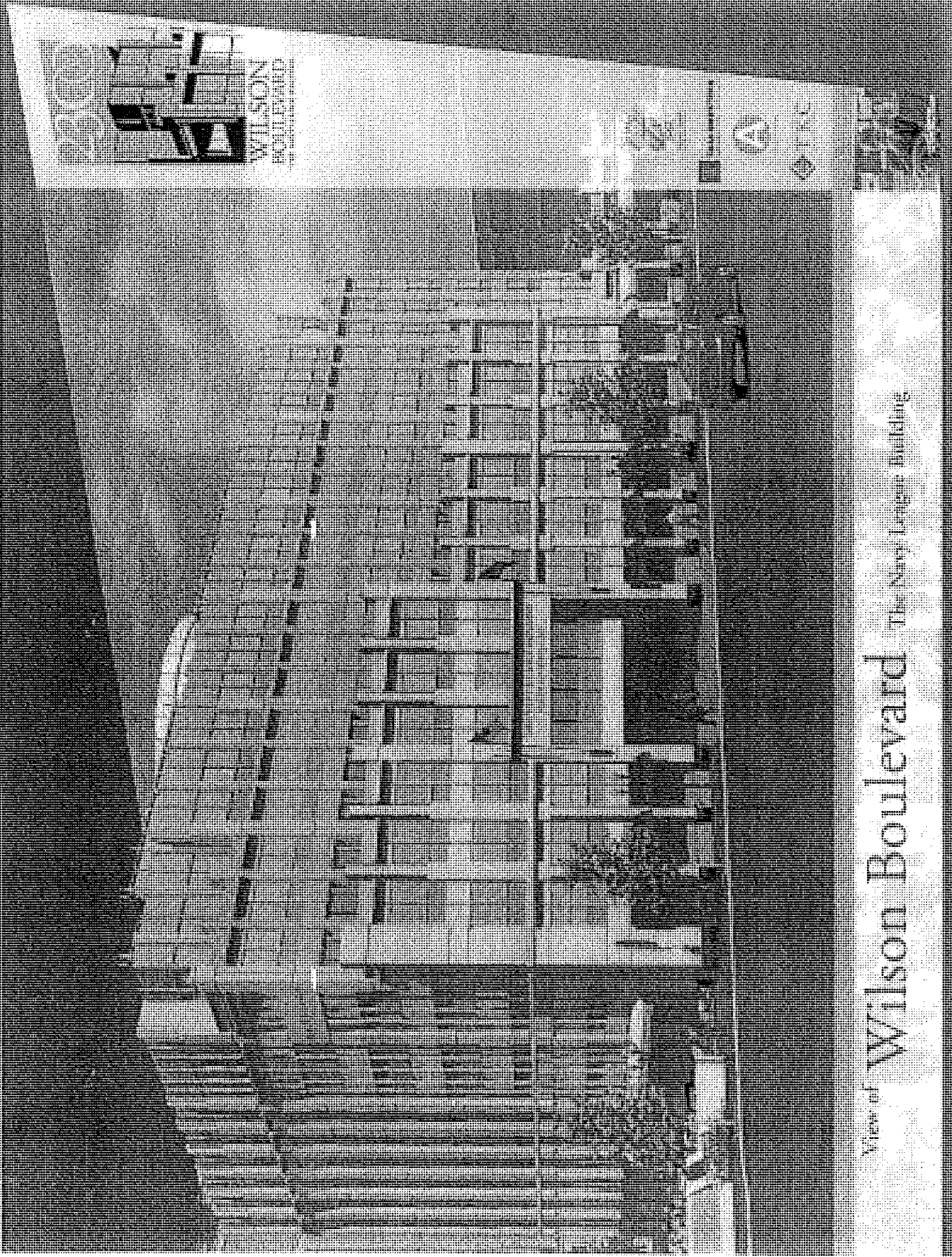
- A large main floor conference facility guaranteed for NVTC's monthly meetings;
- An in-office large conference room comparable to the existing large conference room in NVTC's current office at the Ellipse;
- Five months free rent and an allowance to help cover cabling, telephones, furniture and moving expenses;
- More efficient space utilization to permit less leased space than at the Ellipse;
- Access to the new space 15 days in advance to facilitate a smooth transition.

The commission is asked to authorize NVTC's Executive Director to:

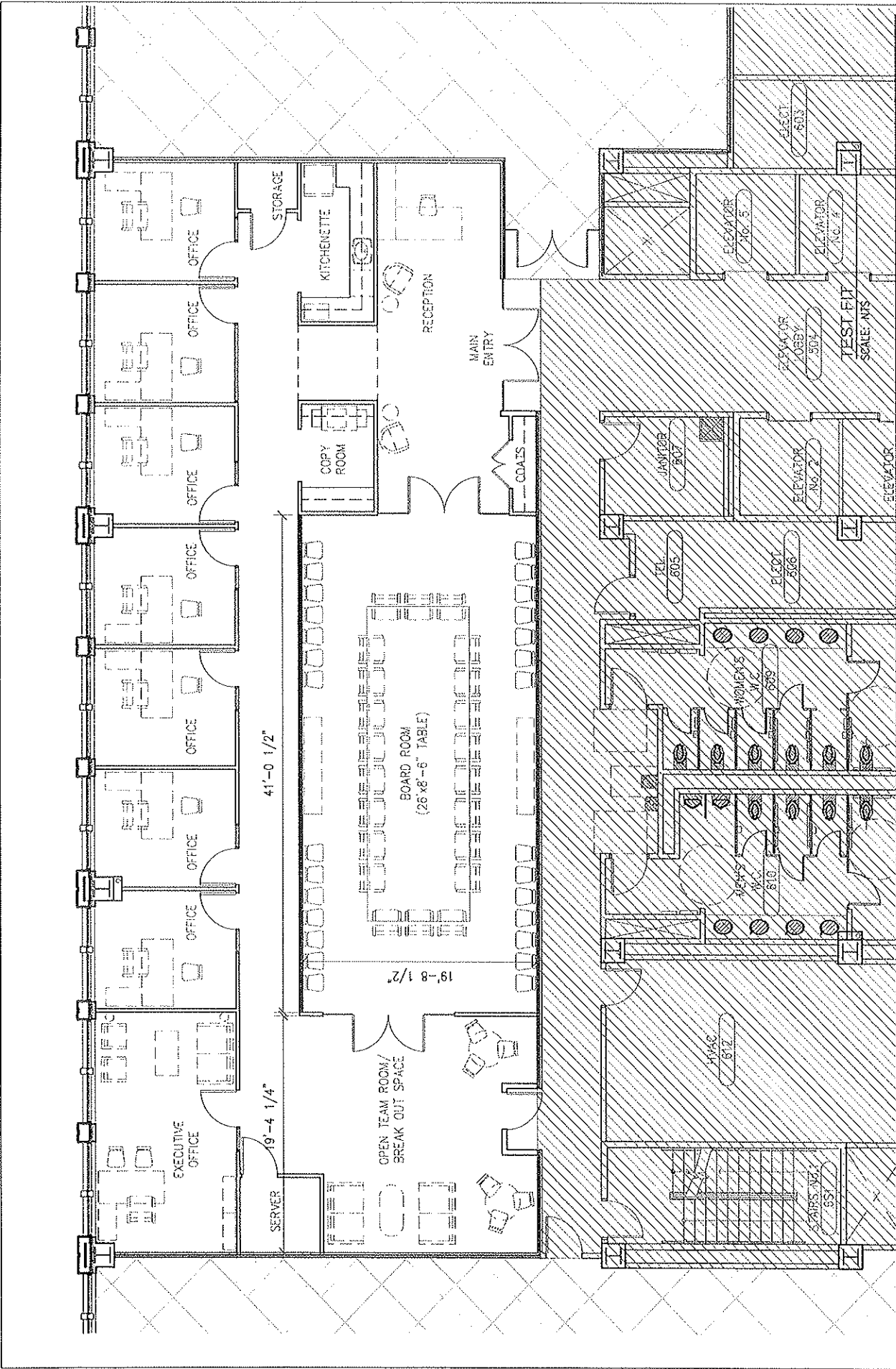
1. Execute the lease;
2. Request quotes and execute agreements for moving;
3. Request quotes and purchase needed furniture;
4. Request quotes and purchase telephone and other required electronic systems; all within the limits of NVTC's approved budget.



WILSON  
BOUTIQUE



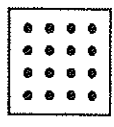
View of Wilson Boulevard in New York Building



Date: 06-11-2010  
 Ref: TEST FIT REVISION  
 SHT# A1.01

**NAVY LEAGUE BUILDING - SUITE 620**  
 2300 WILSON BOULEVARD  
 ARLINGTON, VA 22201

**MTFA**  
 architecture inc.  
 2311 Wilson Blvd, Arlington, VA 22201  
 Tel: 703-524-5515 Fax: 703-524-5518







AGENDA ITEM #4

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and Scott Kalkwarf  
**DATE:** August 26, 2010  
**SUBJECT:** NVTC Preliminary Budget for FY 2012

---

Each year at this time NVTC staff proposes a preliminary budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets for the succeeding year. For FY 2012, NVTC staff is proposing a reduction in overall spending by 2.2 percent, with total expenditures dropping to \$1.195 million from \$1.221 million in the FY 2011 approved budget.

This reduction is possible, despite anticipated significant increases in insurance and other costs, primarily by reducing NVTC's staff to six full-time and two part-time positions. This reflects a reduction of one full-time position, which is currently unfilled. Despite the reduction in staff, NVTC's workprogram contains all of the activities previously authorized as well as new projects anticipated for calendar year 2011. This will be accomplished with improved productivity made possible by NVTC's skilled and experienced staff. A trial period has demonstrated that NVTC staff can maintain its level of performance without refilling the vacant senior level position at this time, by existing employees taking on additional duties.

Given the reduction in total spending, total contributions from state and local governments will be reduced by 2.4 percent and 6.0 percent, respectively, reflecting equal absolute reductions of \$18,685 each.

Without objection, NVTC staff will forward the preliminary budget to the jurisdictions for their use in planning their FY 2012 budgets. NVTC will act on its final FY 2012 budget at its January, 2011 meeting.





**PRELIMINARY BUDGET**

**FISCAL YEAR  
2012**

**(July 1, 2011 – June 30, 2012)**

**--September 2, 2010 --**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**BUDGETED FISCAL YEAR 2012 REVENUE**  
(Preliminary)

	<b>FY 2010 Actual</b>	<b>Approved Budget FY 2011</b>	<b>Preliminary Budget FY 2012</b>	<b>FY 2012-2011 Budget Increase (Decrease)</b>	<b>Percentage Change</b>
1 Commonwealth of Virginia	\$ 749,380	\$ 773,080	\$ 754,395	\$ (18,685)	-2.4%
2 Alexandria	38,513	35,105	35,243	138	
3 Arlington	62,573	62,152	59,458	(2,694)	
4 City of Fairfax	6,765	5,822	6,142	319	
5 Fairfax County	179,609	186,288	174,499	(11,788)	
6 Falls Church	3,042	2,595	2,716	121	
7 Loudoun	19,497	18,038	13,257	(4,781)	
Total Local Jurisdictions	<u>309,999</u>	<u>310,000</u>	<u>291,315</u>	<u>(18,685)</u>	<u>-6.0%</u>
8 Total Commonwealth of Virginia and Local Jurisdictions (Note 1)	1,059,379	1,083,080	1,045,710	(37,370)	-3.5%
9 Interest and Other Revenue	1,488	10,000	2,000	(8,000)	-80.0%
10 Project Chargebacks (Note 2)	70,000	70,000	70,000	-	0.0%
11 Project Grant Billings	11,939	-	-	-	0.0%
12 Appropriated Surplus (Note 3)	2,298	58,800	77,700	18,900	32.1%
Total Revenue	<u><u>\$ 1,145,104</u></u>	<u><u>\$ 1,221,880</u></u>	<u><u>\$ 1,195,410</u></u>	<u><u>\$ (26,470)</u></u>	<u><u>-2.2%</u></u>

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**SCHEDULE OF FISCAL YEAR 2012 BUDGETED EXPENDITURES**  
(Preliminary)

	FY 2010 <u>Actual</u>	Approved Budget FY 2011	Preliminary Budget FY 2012	FY12 - FY11 Budget Increase (Decrease)	Percentage Change
<u>Personnel Costs</u>					
1 Salaries	\$ 695,178	\$ 737,900	\$ 693,150	(44,750)	-6.1%
2 Intern	-	-	-	-	N/A
3 Temporary Employee Services	-	-	-	-	N/A
Total Personnel Costs	<u>695,178</u>	<u>737,900</u>	<u>693,150</u>	<u>(44,750)</u>	<u>-6.1%</u>
<u>Benefits</u>					
Employer's Contributions					
4 FICA	47,431	52,400	48,250	(4,150)	-7.9%
5 Group Health Insurance	60,765	80,200	92,900	12,700	15.8%
6 Retirement	64,112	73,700	68,800	(4,900)	-6.6%
7 Workmans & Unemployment Compensation	1,531	2,950	3,100	150	5.1%
8 Life Insurance	3,796	4,300	4,000	(300)	-7.0%
9 Long Term Disability Insurance	3,247	3,950	3,650	(300)	-7.6%
Total Benefit Costs	<u>180,882</u>	<u>217,500</u>	<u>220,700</u>	<u>3,200</u>	<u>1.5%</u>
<u>Administrative Costs</u>					
10 Commissioners Per Diem	16,200	16,850	16,850	-	0.0%
<b>Rents:</b>					
11 Office Rent	<b>178,972</b>	<b>182,180</b>	<b>185,100</b>	<b>2,920</b>	<b>1.6%</b>
12 Parking / Metrochek	9,316	11,200	12,200	1,000	8.9%
<b>Insurance:</b>					
13 Public Official Bonds	<b>5,595</b>	<b>4,100</b>	<b>5,600</b>	<b>1,500</b>	<b>36.6%</b>
14 Liability and Property	2,320	2,300	2,300	-	0.0%
14 Liability and Property	3,275	1,800	3,300	1,500	83.3%
<b>Travel:</b>					
15 Conference Registration	<b>5,030</b>	<b>6,300</b>	<b>5,800</b>	<b>(500)</b>	<b>-7.9%</b>
16 Non-Local & Conference Travel	869	-	-	-	N/A
17 Local Meetings & Related Expenses	822	2,000	1,500	(500)	-25.0%
18 Training & Professional Development	3,264	4,000	4,000	-	0.0%
18 Training & Professional Development	75	300	300	-	0.0%
<b>Communication:</b>					
19 Postage	<b>8,127</b>	<b>10,200</b>	<b>9,900</b>	<b>(300)</b>	<b>-2.9%</b>
20 Telephone - LD	2,699	4,000	3,800	(200)	-5.0%
21 Telephone - Local	1,296	1,300	1,300	-	0.0%
21 Telephone - Local	4,132	4,900	4,800	(100)	-2.0%
<b>Publications &amp; Supplies</b>					
22 Office Supplies	<b>15,561</b>	<b>13,500</b>	<b>15,100</b>	<b>1,600</b>	<b>11.9%</b>
23 Duplication and Paper	2,931	3,000	3,100	100	3.3%
24 Public Information	12,130	10,000	11,500	1,500	15.0%
24 Public Information	500	500	500	-	0.0%
<b>Operations:</b>					
25 Furniture and Equipment (Capital)	<b>4,039</b>	<b>8,000</b>	<b>10,500</b>	<b>2,500</b>	<b>31.3%</b>
26 Repairs and Maintenance	-	-	3,000	3,000	N/A
27 Computer Operations	-	1,000	1,000	-	0.0%
27 Computer Operations	4,039	7,000	6,500	(500)	-7.1%
<b>Other General and Administrative</b>					
28 Subscriptions	<b>4,554</b>	<b>5,350</b>	<b>5,350</b>	<b>-</b>	<b>0.0%</b>
29 Memberships	289	-	-	-	N/A
30 Fees and Miscellaneous	1,474	1,300	1,400	100	7.7%
31 Advertising (Personnel/Procurement)	2,791	2,950	2,950	-	0.0%
31 Advertising (Personnel/Procurement)	-	1,100	1,000	(100)	-9.1%
Total Administrative Costs	<u>247,394</u>	<u>246,480</u>	<u>254,200</u>	<u>7,720</u>	<u>3.1%</u>
<u>Contracting Services</u>					
32 Auditing	21,650	20,000	27,360	7,360	36.8%
33 Consultants - Technical	-	-	-	-	N/A
34 Legal	-	-	-	-	N/A
Total Contract Services	<u>21,650</u>	<u>20,000</u>	<u>27,360</u>	<u>7,360</u>	<u>36.8%</u>
Total Operating Program	<u>\$1,145,104</u>	<u>\$ 1,221,880</u>	<u>\$ 1,195,410</u>	<u>\$ (26,470)</u>	<u>-2.2%</u>

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**Explanatory Notes to Fiscal Year 2011 Budget**

**1. Commonwealth of Virginia and Local Jurisdictional Contributions**

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 12 budget is based on the FY 11 Subsidy Allocation Model.

**2. Project Chargebacks**

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

**3. Appropriated Surplus**

Included as a source of revenue in the FY 12 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

**4. Salaries**

Salaries assume the reduction of one full time position from the FY 11 budget.

**5. Temporary Employee Services**

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

**6. Group Health Insurance**

NVTC's health insurance group rates increased about 19% for the current policy period ending April 30, 2010. The FY 12 budget is based on the current actual rates with a minimal provision for increasing rates. Staff has investigated alternative health insurance plans and has not identified any more cost effective plans at this time.

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**Explanatory Notes to Fiscal Year 2011 Budget**

**7. Retirement**

The budgeted amount of employer pension contributions for the target benefit pension plan is based on actuarial formulas using budgeted staff and salary levels for FY12. Because the formulas take into account factors in addition to payroll costs, such as years to retirement and investment return, changes in budgeted contributions do not necessarily change directly with budgeted payroll.

**8. Commissioners' Per Diem**

The FY 12 budget is based upon the regular meeting schedule, and includes per diems at the statutory rate of \$200 for senators and delegates, and \$50 for other commissioners, with a minimal contingency for increased attendance.

**9. Office Rent**

The administrative office lease expires December 31, 2010. Rent expense included in the FY12 budget is based upon the fixed costs included in the recently executed Letter of Intent for a new ten-year lease, with a provision for increases in common area expenses.

**10. Conference Registration**

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

**11. Non-local and Conference Travel**

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

**12. Local Meetings and Related Expenses**

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

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**Explanatory Notes to Fiscal Year 2011 Budget**

**13. Training and Professional Development**

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

**14. Postage**

This item is based on prior years' actual costs, and has been reduced slightly from the FY 11 budget which assumes a reduction in the volume of mailings with increased reliance on electronic communications.

**15. Telephone**

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

**16. Office Supplies**

The FY 12 budget for this item is below the average of prior years' actual costs.

**17. Duplication and Paper**

Duplication costs are budgeted based upon the estimated costs to be negotiated under a new five-year lease and maintenance contract that will become effective on January 1, 2011. The duplication expenses of paper and staples, which are not included in the present contract, have been budgeted based upon estimated usage levels and rising costs.

**18. Public Information**

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

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**Explanatory Notes to Fiscal Year 2011 Budget**

**19. Furniture and Equipment**

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. The FY 12 budget includes a modest amount for the replacement of computer equipment, while the FY 10 and FY 11 budgets did not include any costs for this item.

**20. Computer Operating Expense**

Computer operating expenses include outside network consulting and services, software upgrades and supplies, web hosting fees, and a provision for disaster recovery efforts. The FY 12 budget is based on an average of prior year actual costs, with a small provision for disaster recovery costs.

**21. Advertising (Personnel/Procurement)**

The FY 12 budget includes a provision for personnel and procurement advertising. An average of prior years costs was used to develop the budgeted amount as this category fluctuates from year to year.

**22. Auditing**

NVTC entered into a three-year contract for auditing services beginning with the audit of FY 08, with two, two-year options. The budget is based on the costs assumed if the first option is exercised, which includes the cost of the bi-annual pension plan audit in FY 12.

**23. Consultants – Technical**

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

**24. Legal**

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





AGENDA ITEM #5

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** WMATA Items

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The National Transportation Safety Board has released its recommendations on WMATA's June 22, 2009 fatal accident. Details are attached.

At NVTC's June meeting the commission discussed Virginia Transportation Secretary Sean Connaughton's May 26<sup>th</sup> letter. Secretary Connaughton asked NVTC to sign the new multi-year funding agreement on behalf of the Commonwealth. He also asked that NVTC agree to appoint two state representatives to the WMATA Board. The commission did not act on the Secretary's request, but did ask staff to develop the following items for consideration at NVTC's July 1<sup>st</sup> meeting:

1. Complete an analysis of the legal issues;
2. Prepare exhibits showing relative financial commitments to WMATA of the Commonwealth and NVTC's localities; and
3. Write a draft response to Secretary Connaughton.

At NVTC's July meeting two slightly different resolutions were proposed to address the discussion of WMATA governance, but action was deferred to the September 2<sup>nd</sup> meeting.

Previously a lengthy Power Point was provided containing financial information and responding to Secretary Connaughton's request for representation on the WMATA Board. It is being updated and will be available on September 2<sup>nd</sup>.

Following discussion, the commission should determine how it wishes to proceed and advise staff on next steps.





# NTSB NEWS

NATIONAL TRANSPORTATION SAFETY BOARD · WASHINGTON D.C. 20594

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FOR IMMEDIATE RELEASE: July 27, 2010  
SB-10-29

## NTSB CITES TRACK CIRCUIT FAILURE AND WMATA'S LACK OF A SAFETY CULTURE IN 2009 FATAL COLLISION

The National Transportation Safety Board today determined that last year's fatal collision of two Washington Metropolitan Area Transit Authority (WMATA) trains on the Red Line in Washington, D.C., was a failure of the track circuit modules that caused the automatic train control (ATC) system to lose detection of one train, allowing a second train to strike it from the rear. The NTSB also cited WMATA for its failure to ensure that a verification test developed after a 2005 incident near Rosslyn station was used system wide. This test would have identified the faulty track circuit before the accident.

Contributing to the accident was the lack of a safety culture within WMATA; ineffective safety oversight by the WMATA Board of Directors and the Tri-State Oversight Committee (TOC); and the Federal Transit Administration's (FTA) lack of statutory authority to provide federal safety oversight. Additionally, WMATA's failure to replace or retrofit the 1000-series rail cars, after these cars were shown in previous accidents to exhibit poor crashworthiness, contributed to the severity of passenger injuries and the number of fatalities.

On June 22, 2009, at approximately 5 p.m., train 112 struck the rear of stopped train 214 near the Fort Totten station in Washington, D.C. The lead car of train 112 struck the rear car of train 214, causing the rear car of train 214 to telescope about 63 feet into the lead car of train 112. Nine people aboard train 112 were killed as a result of the accident, including the train operator, and dozens were injured.

"The layers of safety deficiencies uncovered during the course of this investigation are troubling and reveal a systemic breakdown of safety management at all levels," said Chairman Deborah A.P. Hersman. "Our hope is that the lessons learned from this accident will be not only a catalyst for change at WMATA, but also the cornerstone of a greater effort to establish a federal role in oversight and safety standards for rail transit systems across the nation."

As a result of this investigation, the NTSB made recommendations to the U.S. Department of Transportation, the FTA, TOC, WMATA, Alstom Signaling and transit authorities in six states using GRS Generation 2 modules. Issue areas included safety oversight, equipment inspection and maintenance guidelines and procedures, and targeted equipment removal and replacement.

A synopsis of the NTSB report, including the probable cause, conclusions and safety recommendations, is available on the NTSB website.

The NTSB's full report will be available on the website in several weeks.

## Metro demonstrates safety commitment, compliance with NTSB recommendations, including replacement of 1000 series rail cars

For immediate release: July 26, 2010



Dozens of safety improvements have been made since 2009 accident

Metro received a formal pre-award approval letter today, July 26, from the Federal Transit Administration (FTA) for the procurement of the 7000 series rail cars from Kawasaki using Passenger Rail Investment and Improvement Act of 2008 (PRIIA) funds, allowing Metro to move forward with a notice to proceed.

Retirement of the 1000 series cars, the oldest in the fleet, is Metro's number one safety priority. The National Transportation Safety Board recommended that Metro's 1000 series rail cars, the oldest in the fleet, be replaced with more modern vehicles that will be equipped with advanced crashworthiness systems technology.

Of the 428 new cars, 128 of them will enable the expansion of Metro service on the Dulles rail corridor and 300 of the cars will be used to replace the 1000 series cars, which will improve safety and reliability of Metro's fleet.

"The award is significant because it allows us to follow through on a key National Transportation Safety Board recommendation, to address our top safety priority and continues to work to improve safety," said Metro Interim General Manager Richard Sarles.

Metro has conducted a top-to-bottom overhaul of its safety program and taken dozens of actions to build a strong safety culture at the transit agency and improve safety, including implementing NTSB recommendations in advance of the July 27 NTSB Board meeting on the June 22, 2009 train collision at Fort Totten.

"We have begun to see the beginning of a safety culture shift from one that was reactive to one that is proactive in taking steps to solve and correct issues, so that issues don't become problems," Sarles said, citing the agency's decision to pull all 100 of the 4000 series railcars to fix the door motors as an example of a precautionary proactive action that demonstrates the type of commitment to a safety culture the agency is strengthening.

Over the last year, Metro has taken proactive steps to replace and improve its equipment, make changes to its train control system, upgrade its infrastructure, expand safety training, rebuild its safety department and make extensive changes internally to change the Metro safety culture. The agency has proactively addressed real and potential safety concerns; sought advice from and hired experienced transportation safety experts; and implemented a communications strategy that allows the public to track monthly progress through an online vital signs report.

"Just as we have worked proactively and cooperatively with the NTSB to implement recommendations during the last year in advance of the NTSB's final findings, we stand ready to continue to work with them to build on our progress to date. We are committed to considering and following through on the findings and recommendations," Sarles said.

Immediately following the June 22, 2009 accident, Metro took the following steps related to its train control system and loss of shunt tool:

- Changed the operations of trains to manual mode.
- Instituted a twice-daily evaluation of its track circuits.
- Established test procedures to identify track circuits susceptible to parasitic oscillation, which is under review by the NTSB.
- Began work simultaneously, on a real-time 24/7, automatic track circuit monitoring system inclusive of loss of shunt, which is scheduled to be implemented in December 2010.
- When replacing impedance bonds, Metro installs a track circuit module from the same manufacturer, solely as a precautionary measure.

In diligently addressing other NTSB requirements and recommendations, Metro has:

- Approved a contract to replace the 1000 series rail cars with the 7000 series rail cars.
- Begun to install rollback protection on all rail cars. (The 1000 series will be completed by the end of this month.)

- Implemented an aggressive schedule to install guarded switches to decrease risk of a derailment. Metro has installed 114 of 178, with two more to be completed during the Labor Day weekend and an additional two during the Columbus Day weekend with the remainder to be completed by the end of FY 12 as a result of the more aggressive schedule.
- Reorganized the maintenance and engineering divisions within the new Transit Infrastructure and Engineering Services department to ensure better cooperation and improved communication between the two disciplines.
- Established a program to identify rail operators who are at a high risk for sleep disorders.
- Established a new standard for the maintenance of rail car wheels.
- Developed a comprehensive rail lubrication procedure, which is currently being tested.

Just as Metro has taken these actions to date, it is committed to continuing to work with the NTSB on recommendations that are expected to come from the July 27 meeting. The Metro Board of Directors has dedicated more than \$30 million in Metro's capital budget to be used to begin to address the added recommendations over the next three years.

Metro has already followed through on the recommendations received from the FTA's Audit by revising its Roadway Worker Protection Program / Training, strengthening communication between the General Manager and Chief Safety Officer and increasing safety staffing, resources and training. The FTA has determined that Metro's response to its audit is "open and acceptable."

As recommended by the FTA, Metro has retained and started work with independent safety experts to assist with developing a Hazard Management Program, revise the System Safety Program Plan, assess the expertise of the Safety Department, implement a Configuration Management Program, draft recovery plans for internal safety audits and open accidents and improve safety communications across the agency.

From the board room to the platforms, safety has been elevated at all levels of Metro. Among the many actions taken, Metro has:

- Reinforced the role of its safety department, increasing staffing in the department by 40 percent with more than 230 years of experience in safety, incident investigation, training, quality assurance, industrial hygiene, and environment management.
- Established monthly reports to the Board of Directors, who receive public updates on injury rates and incidents, trends, compliance with oversight agency action plans and status reports on safety programs, such as training and implementation of the Safety Measurement System, all of which is posted online for the public's review.
- Invited the Tri-State Oversight Committee to provide public quarterly reports during the Board's Customer Service and Safety Committee meetings.
- Implemented Safety Action Report Meetings with the General Manager and front-line superintendants.
- Assigned safety officers in rail yards and bus facilities.
- Increased coordination, communication and reporting with the Tri-State Oversight Committee, including working with the committee on a recent Triennial Audit.

Sarles said that the future success of Metro's safety program will depend on identifying and preventing hazards from ever occurring. With that, the agency has taken the following measures to create a safety culture focused on prevention within the organization:

- Started development of a new Safety Management System that provides a comprehensive view of all safety-related incidents, tracks the progress of incident investigation and monitors the status of corrective actions.
- Established and publicized an internal safety hotline for employees to anonymously report safety concerns.
- Strengthened its whistleblower protection policy and initiated discussions with its largest union to establish a procedure that encourages reporting of near misses without punitive consequences.
- Established an aggressive investigation focus in the event of any alleged retaliation against employees who report safety violations.
- Conducted a safety culture survey with 97 percent of active employees (9,400) completing the survey, which will serve as a benchmark for improvement.
- Retained independent consultants to complete an assessment of Metro's safety culture.

With a \$1 billion capital spending plan, the largest capital budget since the completion of the 106-mile rail system, Metro is also making other needed equipment and infrastructure improvements focused on maintaining a state of good repair, such as rehabilitating its heavily used Red, Orange and Blue lines.

In addition to working with the NTSB, Metro has also worked with the Tri-State Oversight Committee to close 202 of 256 corrective action plans over the last six years. Safety officials also

continue to work with the Federal Transit Administration (FTA).

News release issued at 1:58 pm, July 26, 2010.



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## Sarles updates NTSB on numerous safety actions taken by Metro

For immediate release: August 9, 2010



Initiatives to address recommendations already underway

*Metro General Manager Richard Sarles made the following remarks at a joint meeting between the Metro Board of Directors and the National Transportation Safety Board on Monday, August 9, at Metro headquarters :*

Chairman Benjamin, Chairman Hersman and members of the WMATA and National Transportation Safety boards, I appreciate the opportunity to brief you on the progress Metro has made in response to the NTSB recommendations we received two weeks ago.



On July 27, I and members of Metro's executive leadership team were in attendance, listening carefully to the NTSB board meeting proceedings to gain a full understanding of the findings and recommendations. We deeply appreciate the deliberation and careful analysis that went into the investigation and are committed to following through on each recommendation, as well as learning from the NTSB's observations and findings.

Immediately following the NTSB board meeting, we set out to address each of the 16 recommendations. Within 24 hours of that meeting, I assembled Metro's senior leadership team and have met with them regularly since then to begin developing a plan to act upon each and every recommendation as quickly as possible.

I'd like to walk through the actions that we are taking in response to each of the NTSB recommendations.

First, with respect to the recommendations for the Metro Board to revise policies and processes to further codify and improve safety oversight of Metro, staff is ready to implement your direction on a revised policy statement on the Board's oversight of system safety. We are also prepared to join you in amending our mission statement to reflect the Board and management's renewed commitment to safety. Additionally, as you previously directed, the Chief Safety Officer will report monthly to the Board on our safety progress to date, including responsiveness and compliance with safety oversight agencies, such as the National Transportation Safety Board.



#### **Track Circuit Modules**

The NTSB made two recommendations intended to reduce the potential of parasitic oscillation in track circuits.

We have already replaced Alstom modules at 34 locations in the system, are in the process of replacing eight more and are planning to replace modules at the remaining 61 locations. We will soon present the full expedited replacement plan to our Board.

With respect to inspection of track circuit modules, beginning in November we will increase the frequency of our inspections on audio frequency track circuit modules within the rail system from annual to quarterly inspections. We will continue the loss of shunt review twice daily until the testing is completed on the real-time alert system, and we can implement it.

#### **Improving Internal Communications**

In response to a recommendation to improve the dissemination of safety-related information, we have developed a cross-functional committee to develop procedures that ensure clear communication and document receipt of all technical bulletins and other safety-related information. We will begin to put these procedures in place within the next 60 days.

#### **Wayside Communications**

The next recommendation from the NTSB addressed the need to remove unnecessary communication equipment along the wayside that might interfere with the automatic train control system.

We are currently working to identify all locations throughout the rail system where unnecessary wayside communication equipment exists, and are developing a plan to disable and/or remove it. We anticipate beginning the first phase of removal by December.

#### **Safety Analysis**

There are two recommendations related to the Automatic Train Control system: to conduct a complete analysis of foreseeable failures and to address the findings of that analysis.

At the Board's direction, we have retained an independent firm who can perform a rigorous safety analysis of the automatic train control system and provide recommendations to address potential failures identified as a result of the analysis. We are presently working to develop the scope, schedule and budget for the project.

#### **Cable Insulation Resistance Testing**

The NTSB also recommended that cable insulation resistance testing become part of our periodic maintenance requirements.

A schedule is being developed to perform nightly cable insulation resistance testing as part of a larger comprehensive cabling maintenance review. We will provide the Board with additional information on the testing schedule.

#### **Federal Transit Administration Final Report**

The NTSB recommended that we, in cooperation with the Tri-State Oversight Committee, address the findings of the March 4, 2010, FTA audit.

I am pleased to report that we have submitted our initial response from the recent Federal Transit Administration audit to the Tri-State Oversight Committee in April and provided an update on our activity to the Tri-State Oversight Committee and Federal Transit Administration's Office of Safety and Security last week. We will submit our status report to the Federal Transit Administration and Tri-State Oversight Committee before the August 30 deadline.

#### **Operational Data on On-Board Recorders**

An additional recommendation was that we review data from on-board recorders in trains and the Advanced Information Management system.

Senior staff meets monthly to review data on reliability, maintenance and engineering, and then to develop trend analyses. We will include a review of the data from on-board recorders installed on rail cars in these meetings. Local 689 union representatives have agreed to participate in the meetings as well.

#### **Non-Punitive Safety Reporting Program**

The NTSB recommended the establishment of a non-punitive safety reporting program to collect incident reports from across Metro and share the review of those incident reports across the entire organization.

With regard to this recommendation, the Board of Directors took the first step by strengthening the Authority's whistle-blower protection policy. Management has also established a safety hotline for employees to anonymously report safety concerns. But we want to encourage employees further and ensure that they identify and report problems. To that end, we have initiated discussions with Local 689 to establish a procedure and program for the reporting of near misses without punitive consequences.

#### **Hazard Identification & Hazard Management**

The NTSB made two recommendations related to the evaluation of risk and the resolution of corrective actions.

In September, Metro's Executive Safety Committee which was previously established as the Standing Safety Executive Committee will review hazard identification and hazard management. This process will be included in the System Safety Program Plan. Further, as part of its monthly meetings, the Executive Committee will review safety audits, open corrective action plans and take the necessary steps to adequately address the corrective actions in a timely manner.

#### **Removal of 1000 Series Cars**

The NTSB recommended that Metro remove the 1000 series rail cars from service as soon as possible and replace them with rail cars that are comparable to the 6000 series rail cars in terms of crashworthiness.

A few weeks ago, our Board of Directors approved a contract to replace the 1000 series cars, which are the oldest cars in the fleet, with new generation 7000 series rail cars. The new cars will be equipped with advanced crashworthiness technology.

We will also examine the service and safety impacts of removing the 1000 series cars from service, or other operational alternatives, and report back to the Board.

#### **Installation and Maintenance of On Board Event Recorders**

The final two recommendations called for ensuring that the lead married-pair rail car set in each train has an operating on-board event recorder, and that we develop a maintenance program for our on-board recorders.

We are developing a plan to equip the 4000 and 1000 series cars with onboard event recorders. The 2000, 3000, 5000 and 6000 series cars are already equipped with event recorders. The enhanced maintenance criteria of the on-board event recorders will be incorporated in the preventative maintenance and inspection process beginning in November.

In the coming years, Metro faces a number of challenges and we appreciate that the Metro Board has already dedicated more than \$30 million over the next three years in our capital budget to begin addressing the NTSB recommendations and has retained a team of experts to examine and make recommendations on WMATA's safety culture.

Metro's staff is ready to meet these challenges in cooperation with the FTA, the NTSB, the Tri-State Oversight Committee and our other safety partners and under the leadership of the Metro Board.

News release issued at 5:38 pm, August 9, 2010.



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AGENDA ITEM #6

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** Proposed Government Reform Commission Recommendation to Consolidate NVTC/PRTC/NVTA

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At a hearing of the Simplification and Operations Committee of the Government Reform Commission on August 4, 2010 in Richmond, Assistant Virginia Transportation Secretary Matt Strader presented proposed legislative changes. Included in his list of recommendations to the Reform Commission was a call to consolidate NVTA, NVTC and PRTC to achieve greater efficiencies, create a more unified approach and save staff and legislator time preparing for meetings. NVTC, PRTC, NVTA and VRE all previously opposed this suggestion in comments submitted to the Reform Commission, and Fairfax County expressed concern.

Staff will provide materials that examine the subject in detail.

After discussion, the commission will be asked to authorize Chairman Hudgins to communicate NVTC's position to Secretary Connaughton and/or the Reform Commission.





COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

**Transportation Government Reform**

August 4, 2010

**Matt Strader**

Assistant Secretary of Transportation



# Reform Process

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- **Following the completion of the 2010 General Assembly Session, the Secretary of Transportation's Office began soliciting reform proposals from a variety of sources.**
  - **State agencies that fall within the SOT, stakeholders, legislators, and the general public.**
- **All of the proposals fall into one of four categories: state code initiatives, federal initiatives, administrative/regulatory initiatives, and funding reform.**
- **In June, once the reforms were compiled, the transportation agencies began submitting the reform ideas to the various boards and commissions that govern transportation in the Commonwealth, and then to stakeholders for comments and feedback.**
  - **The state code initiatives were submitted for comment first, followed by the federal initiatives.**
  - **The administrative/regulatory matrix was recently completed and will be submitted for comment later this week.**
  - **The funding reform initiatives are still in the development process and will be completed later this fall.**
  - **All of the reforms are or will be posted on the Secretary's website as the process continues ([www.transportation.virginia.gov](http://www.transportation.virginia.gov)).**

## Process Cont.'d

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- **Moving forward, the Secretary's Office will be reviewing the comments and feedback with the goal of finalizing a list of reforms to present to the Governor later this fall.**
- **Based on our initial review of these comments and feedback, the Secretary's Office offers the following proposed reforms for the Commission's consideration and recommendation.**
- **While not unanimously supported in the comments, the majority of these proposals enjoyed widespread support, and they are all geared towards generating new efficiencies and reducing costs to better enable the Commonwealth's transportation agencies to address our transportation challenges.**
- **It is also important to note, that these are just ideas at this point – they have not yet been vetted through the normal legislative drafting process.**

# Initiative 15

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- **Northern Virginia Transportation Group Consolidation**
- **Code Section: §15.2-4829 – 4840 and 15.2-4501.1**
- **Currently Administered:** Within Planning District 8, there are three separate organizations carrying out similar tasks: the Northern Virginia Transportation Commission, the Potomac Rappahannock Transportation Commission and the Northern Virginia Transportation Authority. All three are tasked with developing a transportation plan, and they all may construct, acquire, contract, etc. for transportation facilities. They may all also issue debt in the form of bonds.
- **Proposed Change:** Consolidate these three organizations into one group tasked with addressing transportation challenges in Northern Virginia.
- **The consolidation would create greater efficiencies and a more unified approach to addressing transportation in Northern Virginia. It would also reduce the amount of time and money spent on staffs and legislators preparing for meetings.**



AGENDA ITEM #7

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** RFP for NVTC Copier Lease

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NVTC's current lease with Capitol Office Solutions for a copying machine expires at the end of December, 2010. The commission is asked to authorize staff to issue a Request for Proposals for a new multi-year copier lease. The award of contract would be expected at NVTC's November meeting. The new copier would be delivered directly to NVTC's new location to be in service by January 3, 2011. Funds are available for FY 2011 in NVTC's approved budget.



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AGENDA ITEM #8

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and Scott Kalkwarf  
**DATE:** August 26, 2010  
**SUBJECT:** NVTC Motor Fuels Tax Issues

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NVTC and jurisdiction staffs have discussed continuing concerns about the accuracy of allocations among jurisdictions of the new 2.1% motor fuels tax on distributors. In reviewing the monthly reports since the new tax was levied (January, 2010 with NVTC's initial receipts in March, 2010), there are strong indications that taxpayers are not correctly specifying the jurisdictions in which the fuel is sold.

NVTC depends on the accuracy of these allocations because it distributes the proceeds each year on a point-of-sale basis, using shares determined by actual collections from the previous year. This method is included in NVTC's approved allocation resolution in order to allow jurisdictions more accurately to budget at the beginning of each year. For FY 2011, the allocation factors for FY 2010 will be used but are believed currently to be inaccurate. For example, the city of Fairfax has a significantly larger share (up 50%) as does Falls Church (up 60%).

The tax is collected and audited by the Virginia Department of Taxation (TAX) with NVTC paying the administrative expenses. TAX auditors typically review transactions that occurred several months in the past and have not yet addressed NVTC's concerns with jurisdictional allocations following January 1, 2010. Repeated efforts to elicit cooperation from TAX officials to work with NVTC staff to identify the extent of the problem and resolve it were not successful. Both NVTC and PRTC wrote to Acting Tax Commissioner Burns and his replies are attached.

On August 23<sup>rd</sup>, NVTC, PRTC and local staff attended a meeting in Richmond with TAX officials to reiterate the above concerns and try to agree on a cooperative approach to solve the problem. A copy of the agenda is attached. Acting Commissioner Burns and several senior TAX officials attended. They heard the concerns and agreed to cooperate to address them. A follow-up session is being scheduled to examine materials developed by commission staffs that document the problem. Presumably an action plan will follow.





In the meantime, NVTC and jurisdiction staff have agreed to use the following approach for allocating motor fuels tax revenues in FY 2011. The FY 2010 shares will be used as directed in NVTC's allocation resolution, but the suspected amounts that may be erroneously allocated will be identified and jurisdictions will have the option of not spending those amounts. When and if errors are documented, these reserved revenues can be reallocated without hardship to any jurisdiction.



# NVTC Northern Virginia Transportation Commission

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Hon. Catherine M. Hudgins  
Hon. Jeffrey McKay

**City of Fairfax**  
Hon. Jeffrey C. Greenfield

**City of Falls Church**  
Hon. Daniel Mallèr

**Loudoun County**  
Hon. Kelly Burk

**Virginia Department of Rail  
and Public Transportation**  
Hon. Thelma Drake

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

**Executive Director**  
Richard K. Taube

July 1, 2010

Craig M. Burns  
Acting Tax Commissioner  
Virginia Department of Taxation  
1111 East Broad Street, 3<sup>rd</sup> Floor  
Richmond, VA 23219

Dear Mr. Burns:

The Northern Virginia Transportation Commission is writing to alert you to an ongoing serious concern regarding the collection of the 2.1% tax on distributors of motor fuels that is collected by your department for our commission and the Potomac and Rappahannock Transportation Commission.

Since the new tax method went into effect on January 1, 2010, our staff has tracked the allocations of tax revenue by jurisdiction. We have identified patterns that strongly suggest some revenues are being allocated to incorrect jurisdictions. We suspect this is due to taxpayers reporting the wrong jurisdiction of sales locations on their returns, perhaps due to confusion with such similar names as Alexandria, Falls Church and Fairfax (the cities versus the areas of Fairfax County).

Auditors and managers from your department have been unable to assist in resolving our concerns. We face an August deadline to correct any past errors and ensure that systemic problems are cured, because in that month our jurisdictions will receive allocation factors for our motor fuels tax revenues that they use to set their budgets.

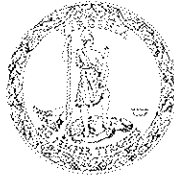
Our staff has previously suggested several possible ways to identify errors and permanently resolve situations that would lead to those errors continuing. We are writing to urge you to direct your staff to cooperate with us now to tackle this issue and fix it. Specifically, when can our staff meet with yours to initiate long overdue action?

Please feel free to contact me with any questions.

Sincerely,

  
Catherine Hudgins  
Chairman

cc: Senator Richard Saslaw  
Al Harf



RECEIVED

JUL 19 2010

# COMMONWEALTH of VIRGINIA

*Department of Taxation*

July 13, 2010

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

Re: Motor Vehicle Fuel Sales Tax

Dear Ms. Hudgins:

Thank you for your letter regarding the Motor Vehicle Fuel Sales Tax on behalf of the Northern Virginia Transportation Commission. You expressed concern that the distributors are not allocating their sales because of recent statutory changes to the correct locality.

As you noted in your letter, the responsibility for collection and payment of the Motor Vehicle Fuel Sales Tax shifted from motor vehicle fuel retailers to motor vehicle fuel distributors beginning January 1, 2010. In response to the legislative change, TAX redesigned forms, notified potential taxpayers, and issued guidance regarding the new Motor Vehicle Fuel Sales Tax. When redesigning the forms for the new tax, TAX continued to include a schedule for allocating the fuel sales by locality with the return. The instructions for allocating the tax are very clear and can be found in the return instructions that are also provided. The first return under the new tax structure was due February 20, 2010.

However, as you are aware, most of the current taxpayers had not collected or filed a return for the Motor Vehicle Fuel Sales Tax prior to February 20, 2010. During the first months, TAX's staff noticed that several distributors had not provided a schedule with the return. In anticipation of this eventuality, TAX's systems were designed not to process a return without the schedule. When a return is filed without a schedule, TAX contacts the taxpayer, usually by phone, explains that a schedule is required, answers any questions that the taxpayer has, and then ensures that the schedule has been sent in to TAX. In March, TAX also revised the Motor Vehicle Fuel Sales Tax Return for the May returns to make the language that a schedule must be included with the return more noticeable.



Virginia Internet Filing and Payment for Businesses and Individuals  
[www.tax.virginia.gov](http://www.tax.virginia.gov)

The Honorable Catherine M. Hudgins  
July 13, 2010  
Page 2

I believe that TAX has been proactive and systematic in implementing the statutory changes as well as ensuring that distributors provide a schedule and allocate their sales to the correct locality. However, this is a new tax, and some distributors may be confused regarding the correct local jurisdictions. Knowing this cannot be determined without individual audits on taxpayers, TAX is in the process of developing an audit plan for this new tax. TAX typically schedules audits to begin after there has been a full year of returns to ensure that all of the significant issues have been surfaced regarding the tax and that our auditors are sufficiently trained in how to handle these issues. This usually results in a smoother audit process and less of an administrative burden for both TAX and the taxpayer.

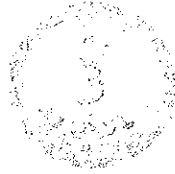
You also mentioned that your staff has previously suggested several ways to resolve any possible problems with the allocation of the tax. TAX will always welcome any suggestions you or your staff may have on this and other issues. However, I must note that we may not always be able to quickly act on your suggestions. Before TAX can act, we must first be certain that our actions would not jeopardize confidential tax information or place an unreasonable burden on taxpayers.

I understand that you have an August deadline in determining allocation factors for the localities in your transportation district. While my staff is available to meet with your staff and the staff of the Potomac and Rappahannock Transportation Commission in the coming weeks regarding our audit plans, TAX cannot begin auditing distributors in such a short time frame and produce meaningful results. I will have my staff contact you shortly regarding a meeting with your staff on this issue and any other concerns you may have. If you have any further questions or concerns, please contact Mark Haskins, my Policy Development Director at (804) 371-2296.

Sincerely,  
  
Craig M. Burns  
Acting Tax Commissioner

CMB/amm

C: The Honorable Richard Saslaw  
Alfred Harf



RECEIVED  
AUG 17 2010

COMMONWEALTH of VIRGINIA  
*Department of Taxation*

August 11, 2010

The Honorable Michael C. May  
Chairman, Potomac and Rappahannock Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, Virginia 22192

Re: Motor Vehicle Fuel Sales Tax

Dear Mr. May:

Thank you for your letter regarding the Motor Vehicle Fuel Sales Tax on behalf of the Potomac and Rappahannock Transportation Commission. You expressed concern that the distributors are not allocating their sales because of recent statutory changes to the correct locality.

As you are aware, the responsibility for collection and payment of the Motor Vehicle Fuel Sales Tax shifted from motor vehicle fuel retailers to motor vehicle fuel distributors beginning January 1, 2010. In response to the legislative change, TAX redesigned forms, notified potential taxpayers, and issued guidance regarding the new Motor Vehicle Fuel Sales Tax. When redesigning the forms for the new tax, TAX continued to include a schedule for allocating the fuel sales by locality with the return. The instructions for allocating the tax are very clear and can be found in the return instructions that are also provided. The first return under the new tax structure was due February 20, 2010.

However, most of the current taxpayers had not collected or filed a return for the Motor Vehicle Fuel Sales Tax prior to February 20, 2010. During the first months, TAX's staff noticed that several distributors had not provided a schedule with the return. In anticipation of this eventuality, TAX's systems were designed not to process a return without the schedule. When a return is filed without a schedule, TAX contacts the taxpayer, usually by phone, explains that a schedule is required, answers any questions that the taxpayer has, and then ensures that the schedule has been sent in to TAX. In March, TAX also revised the Motor Vehicle Fuel Sales Tax Return for the May returns to make the language that a schedule must be included with the return more noticeable.



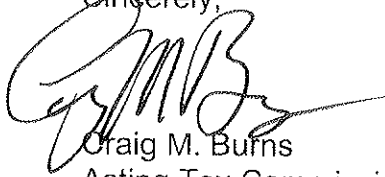
The Honorable Michael C. May  
August 11, 2010  
Page 2

I believe that TAX has been proactive and systematic in implementing the statutory changes as well as ensuring that distributors provide a schedule and allocate their sales to the correct locality. However, this is a new tax, and some distributors may be confused regarding the correct local jurisdictions. Knowing this cannot be determined without individual audits on taxpayers, TAX is in the process of developing an audit plan for this new tax. TAX typically schedules audits to begin after there has been a full year of returns to ensure that all of the significant issues have been surfaced regarding the tax and that our auditors are sufficiently trained in how to handle these issues. This usually results in a smoother audit process and less of an administrative burden for both TAX and the taxpayer.

You suggested that TAX audit distributors in order to resolve problems with the allocation of the tax. TAX will always welcome any suggestions you or your staff may have on this and other issues. However, I must note that we may not always be able to quickly act on your suggestions. Before TAX can act, we must first be certain that our actions would not jeopardize confidential tax information or place an unreasonable burden on taxpayers.

While my staff is available to meet with your staff and the staff of the Northern Virginia Transportation Commission in the coming weeks regarding our audit plans, TAX cannot begin auditing distributors in such a short time frame and produce meaningful results. I will have my staff contact you shortly regarding a meeting with your staff on this issue and any other concerns you may have. If you have any further questions or concerns, please contact Mark Haskins, my Policy Development Director at (804) 371-2296.

Sincerely,



Craig M. Burns  
Acting Tax Commissioner

CMB/jem

C: The Honorable Richard Saslaw  
Richard K. Taube, NVTC

## AGENDA FOR MOTOR FUELS MEETING

1. MVFST Field Agents
  - i. Reason for transfer from Collections division to Audit division.
  - ii. Job description / functions of the Field Agents under Audit verses Collections.
  - iii. Will Field Agents continue to investigate allocation issues – differences for the pre- and post 1/1/10 periods?
  - iv. Are the field agents still the commissions' point of contact
2. Payment obligation issues
  - i. What confidence does Taxation have that all those who should be paying are paying
  - ii. What checks could Taxation be doing sooner than the customary "year after" to raise this level of confidence?
3. Allocation issues
  - i. Importance to NVTC/PRTC of correct allocation
  - ii. Correction of past activity – who, when, how?
  - iii. Use of audit approach and "casual" inquiries.
  - iv. Use of NVTC / PRTC analysis of potential allocation issues.
  - v. What can be done to minimize allocation issues in future?
4. Concerns regarding the implementation of the tax in Spotsylvania County effective 2/15/10.





AGENDA ITEM #9

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Kala Quintana and Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** Feedback on "Transit Keeps Northern Virginia Working" Tour

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The attached memorandum and supporting materials review the tour, initial participant reactions and media coverage. Photos are available online.

Reactions from participants have been uniformly positive. For example, a very positive letter is attached from Lynn Hampton, President and CEO of the Metropolitan Washington Airports Authority.

A copy of a detailed description prepared by NVTC staff of cooperation among Northern Virginia's transit systems is attached. It was provided to tour participants.



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](mailto:nvtdc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)



**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Kala Quintana  
**DATE:** August 24, 2010  
**SUBJECT:** Transit Keeps Northern Virginia Working Tour – June 30 – July 1, 2010

---

On June 30 – July 1, 2010, NVTC hosted 14 Delegates, the Director of the Department of Rail and Public Transportation (DRPT), a Commonwealth Transportation Board (CTB) member, key House and Senate staff members as well as the Executive Director of the Virginia Transit Association (VTA) for the “*Transit Keeps Northern Virginia Working*” Tour.

NVTC also hosted a reception and dinner for the legislators at the Mason Inn which was attended by 80 guests, including local elected officials and regional staff from across the region.

### **Tour Feedback**

Initial feedback from the transit tour has been very positive. We are still awaiting the return of survey forms from several guests; however, based on e-mails we received from legislators and the handful of surveys returned, the results are very favorable.

Del. May, who was integral in the planning and coordination of invitations for the tour, indicated that he received “very favorable” comments from his colleagues and felt that they all left with a greater understanding of the transportation challenges that Northern Virginia faces.

Del. Scott followed up with NVTC for assistance and information on the potential expansion of farmers markets located at Metro stations throughout Northern Virginia.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service  
E-mail [nvtdc.org](mailto:nvtdc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

## **Sponsors**

NVTC received \$15,500 in pledged sponsorships to cover the total costs of the tour. They included:

- Platinum Route: URS and the Metropolitan Washington Airports Authority (MWAA);
- Gold Route: Virginia Transit Association (VTA) and Keolis;
- Silver Route: Transportation Association of Greater Springfield (TAGS), MV Transportation, Veolia Transportation, Wendel-Duchscherer, and Gillig;
- Bronze Route: Northern Virginia Transportation Alliance (NVTA).

The tour sponsors expressed how pleased they were to be a part of this event and expressed interest in sponsoring similar events for NVTC in the future.

## **Transit Tour Photos**

Photos of the tour can be found on Flickr at: <http://www.flickr.com/photos/nvtc2010/>

A dynamic online slideshow can be found at:

<http://tripwow.tripadvisor.com/tripwow/ta-009b-04bc-c1e2?em=1&st=133962>

## **Media Coverage**

WAMU, the local NPR station, sent a reporter to cover the tour and produced several stories about the legislators visit to the region.

### **1) *Legislators Experience The "Orange Crush"***

June 30, 2010 - By Patrick Madden

Legislators from all over Virginia will be riding Metro, Virginia Railway Express and Northern Virginia buses today and tomorrow to see up close, the transportation issues confronting the region.

The goal is to give Virginia officials, particularly those living down state, a chance to take part in a "real commuting experience," as one spokeswoman put it.

That means riding Metro's Orange Line during rush hour, which has been dubbed the "Orange Crush" by riders.

They'll also visit the Pentagon Transit Center to navigate rush hour at the world's largest office building. Kala Quintana is with Northern Virginia Transportation Commission, the group organizing the tour.

*"We are showing where the challenges are, but we are also showing them what we have done to overcome those challenges, how they can help us to continue down the path of good investment and success in transit Northern Virginia,"* says Quintana.

Quintana says she hopes the tour will allow these 18 state delegates and senators to see first-hand how some of the funding decisions they make in the General Assembly affect the economy and overall quality of life in Northern Virginia.

## **2) Northern VA Seeks Compassion For Commuters**

June 30, 2010 - By Patrick Madden

Today and tomorrow, more than a dozen Virginia state delegates and senators will be touring Northern Virginia to experience 'first-hand' the transportation problems afflicting the region.

Typically, when you invite lawmakers to your region to win them over, you try and make the experience as pleasant as possible: steak dinners, fancy hotels, a show or two.

But when you are trying to convince legislators from Richmond to loosen the state's purse strings for transportation projects in Northern Virginia, sometimes your best argument is to show what life in the "slow lane" is really like.

*"One of the highlights of the tour on day one will be to ride the "orange crush," the orange line, from Rosslyn to Vienna during rush hour,"* says Kala Quintana with the Northern Virginia Transportation Commission.

Over the next two days, 18 Virginia officials will get an up close and personal tour of some of Northern Virginia's most troubled traffic spots, like the Fairfax Connector during the afternoon rush or the Pentagon Transit Center during a peak hour.

*"Our hope is some of these folks will get a good honest glimpse of what we are facing on a day to day basis."* And then, Quintana says, go back to Richmond and convince other lawmakers about the serious need for more transportation funding.

## **3) VA Lawmakers Get Tour Of Transportation Trouble Spots**

June 30, 2010 - By David Schultz

Delegates and State Senators from across the Commonwealth are here visiting Northern Virginia's trouble spots - I-95, the Beltway, the orange line during rush hour.

Ed Scott, a Republican delegate from central Virginia, says he's not on this tour to verify rumors of the region's crippling traffic congestion.

*"Oh, I don't think they're rumors,"* he says. *"I think they're facts."*

Instead, Scott says he wants to see how the decisions he makes in Richmond affect commuters here.

Scott's colleague in the House of Delegates, Democrat Jeion Ward, says she wants to see if conditions here really are worse than in her home town.

*"I'm comparing their congestion here in Northern Virginia with what we see in the Hampton Roads area," she says.*

The tour is being led by the Northern Virginia Transportation Commission, a regional advocacy group.



Virginia state legislators from across the state experience Northern Virginia rush-hour traffic. Del. Scott Garrett (R-Lynchburg), left, rides a crowded metro car from Rosslyn to Vienna. *Courtesy of: Jonna McKone*

### **Transit Tour Follow-up**

Follow-up with guests, staff, and sponsors continues. Information gathered will be used as reference for any tours planned for the future.

# “Transit Keeps Northern Virginia Working” Tour Survey

**Northern Virginia Transportation Commission (NVTC)**

**4350 North Fairfax Drive #720**

**Arlington, VA 22203**

**Tel. 703-524-3322 Fax 703-524-1756**

**[www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)**

We hope you enjoyed participating in NVTC’s “Transit Keeps Northern Virginia Working” tour!

To help us improve future transit tours, please take a moment to complete this survey and return it to us at your convenience.

Completed surveys can be e-mailed to [Kala@nvtvc.org](mailto:Kala@nvtvc.org) or faxed to 703-524-1756 Attention: Kala Quintana, Director of Public Outreach.

*Thank you!*

<b>Name</b>					
<b>Title</b>					
<b>Address</b>					
<b>Phone</b>					
<b>E-mail</b>					
	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
<b>I. Overall Impressions of the Tour</b>					
a. The tour was well organized.					
b. The tour was educational and informative.					
c. I would recommend this tour to my colleagues.					
d. I have a better overall understanding about how transit <u>functions</u> in Northern Virginia.					
e. I have a better overall understanding about how transit is <u>funded</u> in Northern Virginia.					
f. Local and regional staffs were helpful on the tour.					
g. I have a stronger appreciation for transit (buses, trains, ridesharing, HOV, HOT lanes) overall, after attending the tour.					
h. I felt comfortable and well cared for throughout the tour.					
i. I'm glad I attended the tour.					

<b>II. Tour Elements- Day 1</b>					
a. WMATA (Metro) briefing with Richard Sarles was educational and interesting.					
b. The Arlington tour segment was informative and interesting (Arlington Economic Development office, Ballston and Shirlington).					
c. The Pentagon tour segment was informative and interesting.					
d. Riding the Orange Line (Orange Crush) at rush hour gave me a better insight into the challenges of Metro and overcrowding.					
e. The Orange Crush challenge was fun.					
<b>III. Reception and Dinner at the Mason Inn</b>					
a. The reception at the Mason Inn was appreciated.					
b. The food at the reception was good.					
c. The food at the dinner was good.					
d. I appreciate the fact that Virginia products and produce were featured on the menu.					
e. I enjoyed seeing photos from the first day of the tour at the reception and dinner.					
f. I enjoyed the opportunity to meet with the Sponsors of the tour at the reception and dinner.					
g. I enjoyed meeting and talking with other elected officials and transportation staff from Northern Virginia.					
<b>IV. Overnight and Breakfast at the Mason Inn</b>					
a. The Mason Inn at GMU was a good choice of an overnight hotel.					
b. The breakfast buffet was good (applies to overnight guests only).					
c. I would recommend the Mason Inn to a colleague.					
<b>V. Tour Elements - Day 2</b>					
a. The visit to Burke Centre VRE station was informative and interesting.					
b. The ride on the VRE to Alexandria was educational and interesting.					
c. The visit to Alexandria Union station and the presentations there were educational and interesting.					
d. The tour of Alexandria on DASH was educational and interesting (city of Alexandria, DASH bus garage, transit oriented development).					
e. The tour of Route 1 was educational and interesting (discussion of revitalization, REX and Fairfax Connector, BRAC and Ft. Belvoir expansion, HOV).					

f. The visit to the Horner Road Park and Ride lot was educational and interesting (discussion of ride sharing, HOV and Slugging).					
g. The visit to PRTC was educational and interesting.					
h. The Lunch at PRTC was good.					
i. The LC Transit segment of the tour was educational and interesting (ride up I-95, discussion of Mega Projects, HOT lanes construction).					
j. The Tysons Corner segment of the tour was educational and interesting (Tysons Corner jobs creation, rail to Dulles construction, MWAA presentations and view of Tysons Corner rail to Dulles model).					
<b>VI. Tour Materials</b>					
a. The handouts during the tour were educational and helpful.					
b. The information binder given to me at the end of the tour is educational and helpful.					
<b>VII. Tour Structure</b>					
a. I liked having the tour spread out over two days.					
b. I would prefer the tour to be only one day and not stay overnight even if that meant a longer day or seeing less.					
<b>Was there anything that you would have liked to learn more about while you were here?</b>					
<b>Is there anything that we could improve for future tours?</b>					
<b>Do you have any additional thoughts, suggestions, compliments or complaints to share?</b>					
<b>Additional Comments:</b>					

Thank you for taking the time to complete the survey. It will help us to improve the tour in the future. Completed surveys can be e-mailed to [Kala@nvtcdc.org](mailto:Kala@nvtcdc.org) or faxed to 703-524-1756 Attention: Kala Quintana, Director of Public Outreach.



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



RECEIVED

JUL 29 2010

July 26, 2010

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

Dear Mr. Taube: *Rick*

On behalf of everyone at the Metropolitan Washington Airports Authority (Airports Authority), I would like to thank you for providing us with the opportunity to partner with the Northern Virginia Transportation Commission's recent, "*Transit Keeps Northern Virginia Working*" events for members of the Virginia General Assembly. The tremendous efforts put forth by the NVTC's staff, its membership and partners resulted in two exceptional days filled with significant information about the many transportation operations and initiatives under way here in Northern Virginia. Congratulations!

We appreciate the bus tour and discussion format that allowed the Airports Authority to showcase the Dulles Corridor Metrorail Project (Project) during the tour and during the Project presentation at our Tysons Corner office. The Airports Authority particularly commends the leadership and attention to detail that Ms. Kala Quintana from NVTC provided to maintain the tour schedule's demanding logistics under shifting traffic conditions.

Again, we are pleased and excited to have been included, and we look forward to working with you again in the near future.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lynn Hampton".

Lynn Hampton  
President and Chief Executive Officer

LH:ag



## PUBLIC TRANSPORTATION PERFORMANCE, COORDINATION AND FUNDING IN NORTHERN VIRGINIA

June 30, 2010

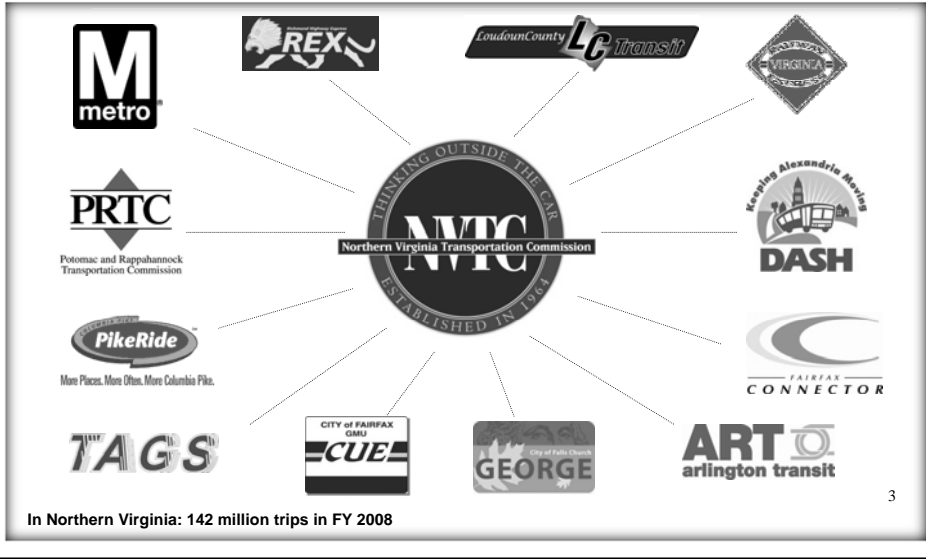


### Summary

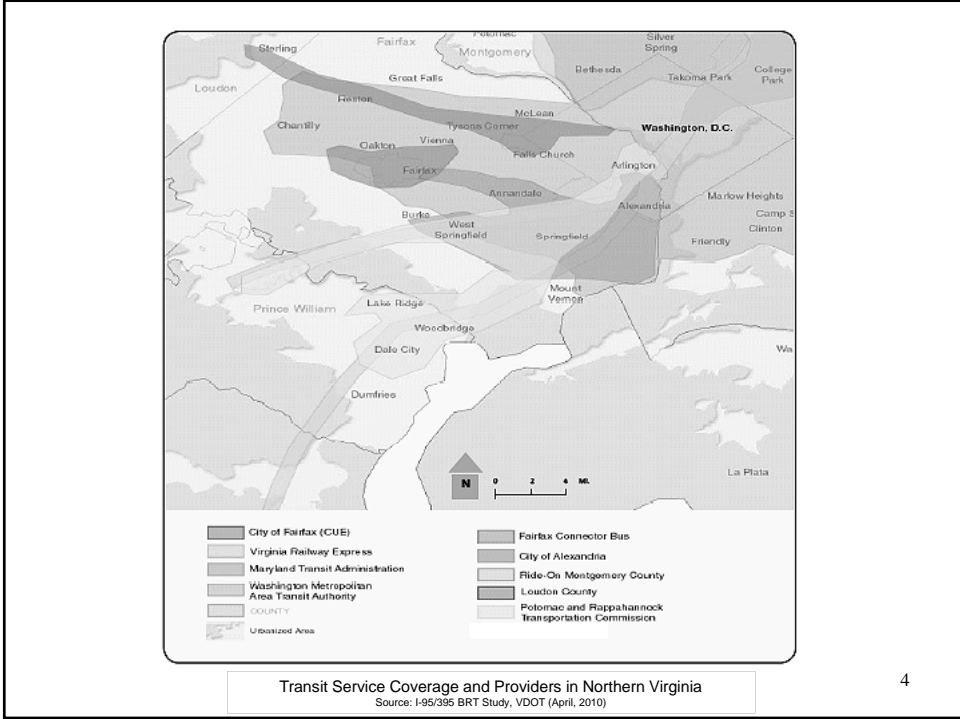
- Public transit in Northern Virginia is coordinated and performs exceptionally well.
- Routes do not overlap, services are not duplicated, and systems do not compete.
- The institutions providing, planning and funding transit in Northern Virginia are many and their interrelationships are complex, but they have evolved for good reasons, function effectively and have well-defined individual responsibilities (see Appendix 1).
- In general those entities providing the most funding exercise the most control.
- While all participants continue to strive for improvements, there is no compelling need to alter the current institutional structure.



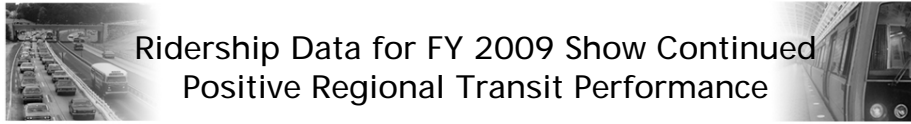
# Northern Virginia's Interconnected Transit Systems



3



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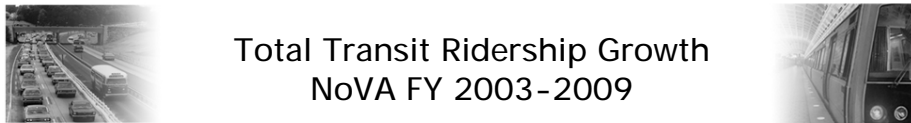
## Ridership Data for FY 2009 Show Continued Positive Regional Transit Performance

### Strong transit performance in Northern Virginia:

- FY 2009 results show 147 million passenger trips and an average of over 500,000 per work day.
- 21% ridership growth here since 2003.
- Transit passenger miles in FY 2009 reached 917 million.
- 75% of Virginia's transit ridership is in Northern Virginia.
- Northern Virginia's 2.2 million residents took 67 transit trips per capita in FY 2009, while in NVTC's WMATA jurisdictions residents took 82 (the statewide average outside of Northern Virginia was only eight).
- Transit and ridesharing carry two-thirds of commuters in our major corridors in peak periods.



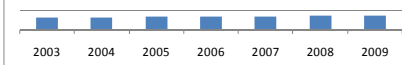
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## Total Transit Ridership Growth NoVA FY 2003-2009

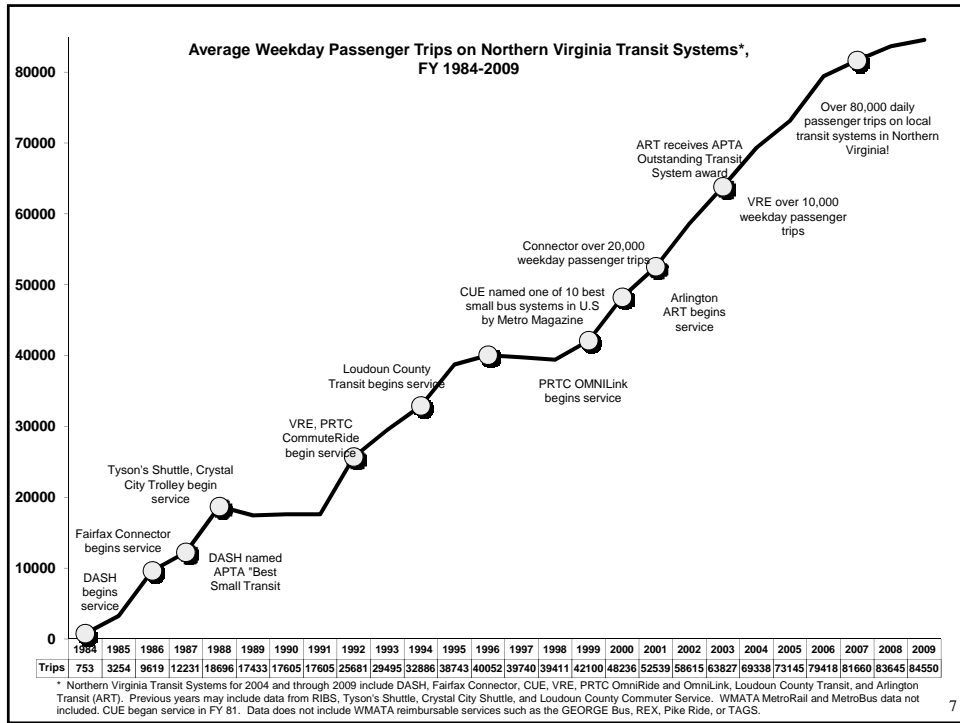
Transit Provider	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips	FY 2008 Passenger Trips	FY 2009 Passenger Trips
MetroRail (Northern Virginia)	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091	97,964,390	101,183,949
Metrobus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

\*Preliminary



■ Annual Transit Ridership in NoVA has increased 21% since 2003

6



### Transit and Ridesharing Carry Large Shares of Peak Period Commuters

	I-66 Outside the Beltway Fall 2008	I-95/395 Outside the Beltway Fall 2007	I-395 Inside the Beltway at Glebe Road Fall 2006	I-66 Inside the Beltway at Glebe Road Fall 2005
Transit	22%	19%	34%	37%
Rideshare	22%	28%	31%	26%
SOV	56%	53%	35%	36%



## Local Level of Effort



- It now costs almost \$700 million dollars annually to operate, maintain and invest in public transit in Northern Virginia.
- TPB's Constrained Long Range Plan shows total transportation costs in Northern Virginia through 2040 of about \$2.0 billion per year, about half for transit.
- Local sources (fares, parking charges and other system revenue; 2.1% regional gas tax, local subsidies) provide over two-thirds (See Appendix 2).
- For FY 2010, NVTC's five WMATA jurisdictions had a local level of effort of \$255 per person. The next largest effort was in the Richmond District at \$30 per person. The statewide average excluding Northern Virginia is only \$19.56 per person.



9

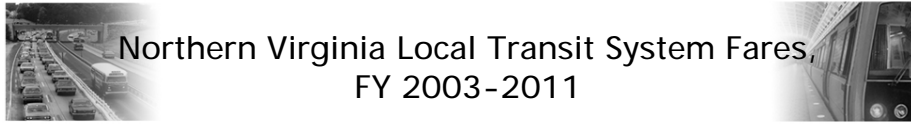


## Fare Increases



- With state and local governments experiencing severe economic strains and NVTC's regional gas tax yield down sharply in FY 2010, transit systems must struggle to cut costs and call upon customers to pay higher fares.
- Since FY 2003, fare increases on each of Northern Virginia's transit systems have ranged from 33% to 240% through the beginning of FY 2011.

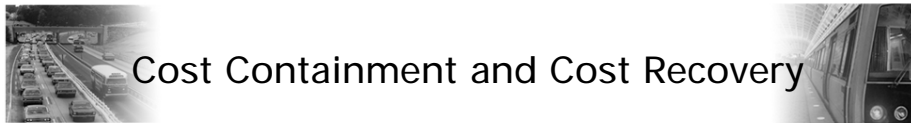
10



## Northern Virginia Local Transit System Fares, FY 2003-2011

Transit System	2003 Fares	2011 Fares	Increase in Fares, 2003-2011
WMATA Metrorail Boarding (Peak)	\$1.10	\$1.90	73%
WMATA Metrorail Boarding (Max)	\$3.25	\$5.00	54%
VRE Base Fare	\$2.15	\$2.90	35%
VRE Max Fare	\$7.00	\$10.30	47%
Metrobus	\$1.10	\$1.70	55%
Connector	\$0.50	\$1.70	240%
ART	\$1.10	\$1.50	36%
DASH	\$1.00	\$1.50	50%
PRTC OMNIlink	\$0.75	\$1.20	60%
PRTC OMNIride	\$5.00	\$7.00	40%
Loudoun Commuter Bus	\$6.00	\$8.00	33%
CUE	\$0.50	\$1.60	220%

11

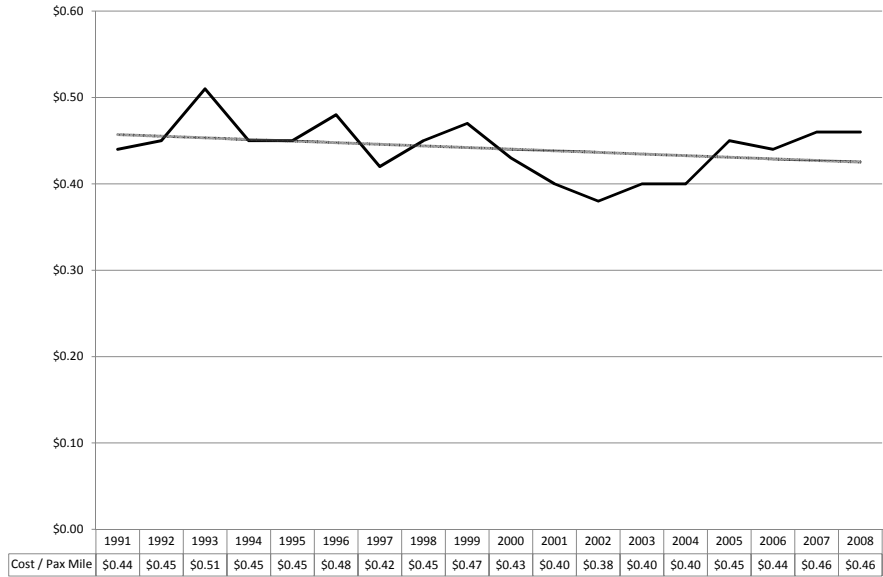


## Cost Containment and Cost Recovery

- Northern Virginia's transit systems also emphasize cost containment to reduce the need to increase fares and provide additional subsidy.
- As shown in the next slide, Metrorail's inflation adjusted costs per passenger mile have trended down from FY 1992 through FY 2008 (the most recent data available through the National Transit Database).
- Metrorail's inflation-adjusted costs per passenger as of FY 2008 are the same as FY 1992.
- The share of operating costs recovered by Metrorail approaches three-quarters, which is among the highest for comparable large urban rail systems in the U.S.

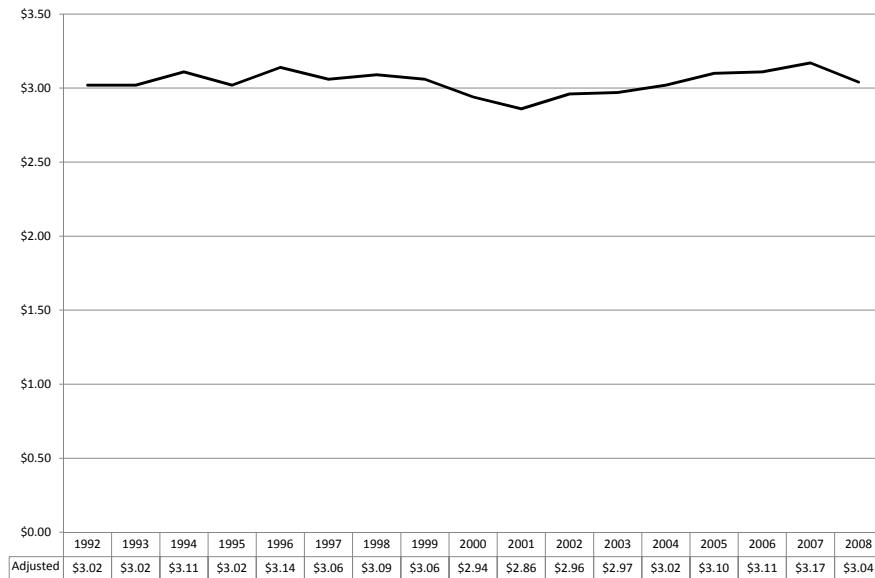
12

Inflation Adjusted Cost Per Passenger Mile,  
WMATA Metrorail, FY 1992-2008



13

Inflation-Adjusted Cost Per Passenger,  
WMATA Metrorail, 1992-2008



14





## Many Separate Institutions, Each with Well-Defined Responsibilities

- As shown on the following chart and in the appendix, there are 10 distinct agencies providing public transit regionally and locally in Northern Virginia.
- There are seven additional regional and state agencies with some role in planning transit in Northern Virginia.
- Most of these local, regional, and state agencies, as well as federal agencies such as Federal Transit Administration, Federal Highway Administration and Federal Railroad Administration have a role in funding transit.

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## Summary of Agencies Planning, Operating and Funding Public Transit

<u>Organization</u>	<u>Primary Responsibilities</u>
Federal Transit Administration (FTA)	Federal formula and discretionary funding and safety regulation.
Federal Highway Administration (FHWA)	Flexible federal funding available for transit.
Federal Railroad Administration (FRA)	Federal loans and grants for passenger rail systems and safety regulation.
Department of Rail and Public Transportation (DRPT)	State transit formula and discretionary grants, statewide planning, technical assistance.
Virginia Department of Transportation (VDOT)	State funding and in Northern Virginia-planning, technical assistance and ITS architecture.

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## Summary of Agencies Planning, Operating and Funding Public Transit



### Funding and Planning:

<u>Organization</u>	<u>Primary Responsibilities</u>
Metropolitan Washington Airports Authority (MWWA)	Manage Dulles Rail Extension and Dulles Toll Road as well as Dulles and Reagan airports.
Metropolitan Washington Council of Governments (MWCOG)	Modeling, transportation and air quality data collection, vision and constrained planning.
Transportation Planning Board (TPB)	Metropolitan Planning Organization, Transportation Improvement Program, regionwide priorities. Federal statutory responsibility for constrained long-range plan and period calculation of available funding resources.
Northern Virginia Transportation Authority (NVTA)	Northern Virginia multi-modal unconstrained transportation plan, funding priorities, legislative advocacy, project implementing.
Northern Virginia Transportation Commission (NVTC)	Collect and manage 2.1% gas tax for Metro, coordinate state grant applications, co-own VRE, demonstrations of innovative technologies, appoint Metro Board members, legislative advocacy

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## Summary of Agencies Planning, Operating and Funding Public Transit



### Transit Operators:

<u>Organization</u>	<u>Primary Responsibilities</u>
Washington Metropolitan Area Transit Authority (WMATA)	Major regional transit provider of rail, bus and paratransit service.
Potomac & Rappahannock Transportation Commission (PRTC)	Co-own VRE, 2.1% gas tax for members' transportation, coordinate VRE's federal grants, operate Omni Ride (commuter bus) and Omni Link (demand-responsive local bus).
Virginia Railway Express (VRE)	Transit Provider of regional commuter rail service.
Virginia Regional Transit	Transit Provider of regional rural and local bus service.
Fairfax Connector	Transit Provider of local, BRT, commuter, circulator, and feeder bus service.
Loudoun County Transit (LCT)	Transit Provider of long distance commuter bus service.
Arlington Transit (ART)	Transit Provider of local and circulator bus service.
Falls Church GEORGE	Transit Provider of circulator bus service operated by ART.
Alexandria DASH	Transit Provider of local bus service.
City of Fairfax CUE	Transit Provider of circulator bus service.

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## What Factors Contribute to Effective Coordination of Public Transit in Northern Virginia?



- While there are many individual agencies, each has a well-established historic role. Agency staffs interact regularly and frequently in many venues and share information.
- Many of the same local and state elected officials serve on agency and transit system boards, providing the opportunity for learning and coordination.
- In general, the region has organized its transit systems according to the principle that those sponsors providing the most funding should exercise the most control. Local sources of funding (property tax, passenger fares, regional 2.1% gas tax) cover about two-thirds of total transit costs, with state and federal aid covering the remainder.



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## What Factors Contribute to Effective Coordination of Public Transit in Northern Virginia?



- Because local funds cover such a large proportion of Northern Virginia's transit costs, not only are these systems responsive to the needs of customers, but they also maintain tight controls on spending.
- In fact, Northern Virginia has by far the greatest per capita transit ridership, per capita local funding effort and overall transit efficiency of any district in Virginia. Northern Virginia recognizes transit's importance and therefore focuses on effective coordination.
- In general, regional agencies (TPB, WMATA, NVRTA, NVTC, PRTC) help coordinate these local services to be certain their combined operations offer an integrated system.

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## Why Do Most Northern Virginia Localities Operate Separate Transit Systems?

- Local systems were created to provide service to complement WMATA at lower cost.
- WMATA had more costly labor agreements than those available to new local systems. Also, new transit systems hired new drivers who started at the low end of longevity-based pay scales.
- WMATA was less flexible (requiring consensus among three “states” and extensive public hearings). Also, most local bus systems did not use federal funding and thereby avoided costly rules and regulations.

21

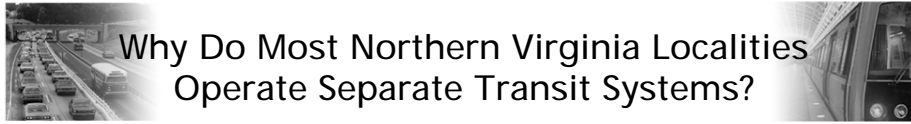


## Why Do Most Northern Virginia Localities Operate Separate Transit Systems?

- Local bus systems generally took over low density feeder routes from Metrobus, thereby improving service quality and overall efficiency. Metrobus concentrated on long-distance, multi-jurisdictional routes.
- Local bus systems can better reflect local conditions, values and goals and are an aid to local development and a source of civic pride.



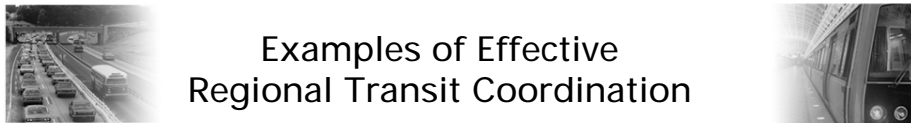
22



## Why Do Most Northern Virginia Localities Operate Separate Transit Systems?

- When NVTC wished to initiate new commuter rail service, local governments within and outside NVTC considered the relative benefits of expanding NVTC and chose instead to create a contiguous district (known as the Potomac and Rappahannock Transportation Commission). This allowed the new 2% motor fuels tax to be used for VRE and other transportation in the new district while retaining NVTC's focus on WMATA. NVTC and PRTC have never voted differently on significant VRE issues and VRE is achieving unprecedented ridership gains.

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## Examples of Effective Regional Transit Coordination

### Route Planning and Service Integration:

- NVTC conducted a region-wide analysis of transit services to identify gaps and overlapping services. The study led to new services operated by Fairfax Connector and other local systems to fill the gaps.
- NVTC managed a study of transit opportunities in the Route 1 corridor of Fairfax and Prince William counties. The Fairfax Connector and PRTC now have added (and continue to add) new services there, including the unique REX service which is functionally equivalent to Bus Rapid Transit (BRT).
- DRPT conducted a consulting study of how to expand transit services in the I-95/395 corridor as HOT lanes are added, stretching from Spotsylvania County to the Pentagon. All of the affected jurisdictions and transit systems participated.
- NVTA introduced a unique method of describing corridor specific transit improvements in its 2030 transportation plan, as well as generating unprecedented levels of public involvement using innovative techniques.

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## Examples of Effective Regional Transit Coordination



### Route Planning and Service Integration:

- WMATA operates a core network of regional bus routes in which Maryland, Virginia, and D.C. share subsidies. Its non-regional routes are operated at the request of individual jurisdictions with subsidies paid by the requesting jurisdictions. WMATA has recently completed its Metrobus Priority Corridor Network Plan which reflects a strategy for improving its travel times, reliability, capacity, productivity and system access. It is consistent with WMATA's Regional Transportation Vision, Regional Bus Study, Core Capacity Study and APTA Peer Review.
- Service provided by local bus systems is integrated with that of Metrobus wherever possible. For example, REX on Route 1 in Fairfax County operates at 15 minute intervals at limited stops while Fairfax Connector service is provided every 30 minutes to more stops. In combination they provide 10 minute headways.
- MWCOG/TPB's Regional Bus Subcommittee meets regularly to identify top priority bus system integration projects for the entire metropolitan area.
- WMATA and Fairfax Connector share the new West Ox bus garage.

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## Examples of Effective Regional Transit Coordination



### Performance Measurement:

- Each year VDOT's Northern Virginia District directs MWCOG staff to conduct traffic studies in major commuting corridors for NVTC. The studies measure the performance of various commuting modes (transit and ridesharing provide from almost half to two-thirds of peak period trips in major corridors).
- NVTC provides consulting assistance to its local bus systems to complete annual National Transit Database reports, thereby earning an additional \$7 million annually in federal funds for WMATA.



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## Examples of Effective Regional Transit Coordination



### Agency Cooperation:

- MWAA has taken over management of the vital rail extension to Dulles Airport and into Loudoun County. Fairfax Connector operates BRT service in the corridor as a precursor to rail and Loudoun County Transit connects points further west with core destinations, including new express service to Tysons Corner.
- NVTA has operated very successfully for several years in planning and setting priorities despite a lack of funding and no staff. Only extensive cooperation among jurisdictions and agencies volunteering their staffs makes that possible.
- Northern Virginia's transit systems also actively participate in the Virginia Transit Association, which provides a forum for statewide advocacy and coordination. Most also are members of the American Public Transportation Association for coordination with U.S. and Canadian transit systems.

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## Examples of Effective Regional Transit Coordination



### Fare Integration:

- With DRPT's funding and NVTC's leadership, each of Northern Virginia's regional and local bus systems uses the same SmarTrip fareboxes and regional clearinghouse. Also these systems offer SmartBenefits (access to monthly tax-free employer-provided transit passes up to \$230). Pass products and the ability to have funds automatically transferred to SmarTrip cards is planned for later in 2010.
- Fare systems are very similar. For example, the Fairfax Connector has acted to mirror the structure of Metrobus.

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## Examples of Effective Regional Transit Coordination



### Emergency Response:

- After September 11, 2001, NVTC assembled all of the region's transit operators together with first responders (police, fire, EMT), and developed emergency response plans for WMATA's key Metrorail stations in Northern Virginia, including designated alternative routes and staging areas. A region-wide transit operators group is now extending this work to the entire metropolitan area under the auspices of WMATA.

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## Examples of Effective Regional Transit Coordination



### Cooperative Customer Service:

- Customers using WMATA's trip planning tools (on-line or by telephone) and NVTC's e-schedules receive up-to-date information on local bus systems as well as Metrorail and Metrobus.
- Most jurisdictions operate transit stores at which fare media of Northern Virginia's transit systems are available together with schedules and other information.



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## Examples of Effective Regional Transit Coordination



### Technologies:

- NVTC initiated a demonstration of new diesel engine filters that led to the creation of the Falls Church GEORGE bus system.
- NVTC is developing two new real-time bus arrival information systems. One, successfully tested on Falls Church's GEORGE, is a low-cost, non-proprietary system. Customers call a telephone number with their bus stop location and are told the arrival time of the next bus. DRPT is making this system available to transit systems nationwide and Virginia Tech is expanding its capabilities. The second system will be more sophisticated and is being developed for Alexandria for deployment this year. This system may be expanded to the entire region if it is successfully tested.
- WMATA is testing a single log-in by drivers using Smartcards that will integrate access on each Metrobus to SmartTrip fareboxes; Clever Devices maintenance monitoring, voice annunciators and automatic passenger counters; GE digital video cameras; Motorola radios; Orbital GPS devices; and Luminator destination signs.

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## Conclusions



- Public transit performs exceptionally well in Northern Virginia overall and especially compared to other districts of Virginia.
- The institutions governing the provision of transit service and its planning and funding are many and seemingly complex, but they have evolved for good reasons, have well-defined individual responsibilities, and support the principle of providing the greatest control to those providing the most funding.
- From the transit customer's perspective, services are seamless. They share common customer information, e-schedules, SmartTrip fare collection and trip planning. Customers care about reliability of service, not the logo on the side of bus.
- All participants continue to strive for more efficiency, interconnections and coordination, and there is always room for improvement. That is why there are several forums with regular meetings to identify and resolve any problems, including those of TPB, WMATA, NVTA, and NVTC among others.

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**Appendix 1:  
Individual Agencies Providing Transit Planning,  
Operations and/or Funding in Northern Virginia**



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**Federal Transit Administration**

**Role:**

- Administers federal formula and discretionary grants for transit through a regional office in Philadelphia and headquarters in Washington D.C.
- For FY 2010, Northern Virginia anticipates about \$107 million in federal funds, or 24.8% of the total \$696.5 million spent on transit operations and capital in Northern Virginia.
- Enforces and audits extensive rules on planning, labor protection, procurement, U.S. manufacturing of transit vehicles, charters, safety and grant requirements.



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## Federal Highway Administration



### Role:

- Provides flexible funding for such transit sources as Congestion Mitigation and Air Quality. Northern Virginia's process for such funding calls for initial requests from transit operators with their board's approval, prioritization by the Jurisdictional and Agency Coordinating Committee (JACC) of NVTA, approval by NVTA, approval by TPB and approval by CTB, provision of funds by FHWA to VDOT, and contracting with DRPT.
- While the above process is lengthy, it ensures regional priorities are met and is accomplished routinely within a set schedule each year.



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## Federal Railroad Administration



### Role:

- Administers limited grant programs and more extensive loans for passenger rail service (utilized by VRE to purchase railcars).
- Requires adherence to safety programs and regulations by freight and passenger rail operators. Actively monitored the transition to Keolis Rail Services, Inc. from Amtrak as VRE's contract operator during mid-2010.



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## Virginia Department of Rail and Public Transportation



### Role:

- Created July 1, 1992 (formerly a division of VDOT).
- Provides formula and discretionary funding for transit through Richmond and Northern Virginia offices.
- For FY 2011, expected funding for NVTC, VRE and WMATA totals \$175.5 million (including an additional \$50 million for WMATA capital).
- Audits compliance and performance of transit systems, developing an on-line asset management system, requires six-year capital improvement programs from each transit system.
- Provided transit input to the draft state surface transportation plan (2010) and also completed a state rail plan and transit ITS plan.
- Conducts corridor transit studies such as Route 29, BRT (SJR 122) and I-95/395 HOT lanes.
- Member of TPB, NVTA, NVTC, PRTC and VRE boards.
- Member of Commonwealth Transportation Board (which allocates funds available from the state).



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## Northern Virginia District of Virginia Department of Transportation



### Role:

- Provides funding for regional planning efforts through MWCOG and has its own modeling staff emphasizing multi-modal involvement.
- Funds annual mode share corridor studies including transit.
- Maintains regional ITS architecture.
- With headquarters office maintains Northern Virginia's TIP and statewide STIP (necessary to qualify for federal funding).
- Manages HOV lanes used by transit systems.
- Serves as a member of CTB, TPB and NVTA.



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## Metropolitan Washington Airports Authority



### Role:

- Governed by a Board of appointees from Maryland, D.C., Virginia, Congress and the U.S. President, it manages Virginia's Reagan National and Dulles airports under a long-term lease with congressional review.
- Now responsible for managing the extension of rail in the Dulles Corridor and using Dulles Toll Road revenues to help fund the project.



METROPOLITAN  
WASHINGTON  
AUTHORITY

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## Metropolitan Washington Council of Governments



### Role:

- Serves as policy forum for suburban Maryland, Virginia and D.C. on issues such as transportation and air quality.
- Provides modeling and databases for population, employment and transportation forecasts.
- Operates Ride Finders Network (carpooling/vanpooling).
- In 1966 recognized by the federal government as the agency responsible for comprehensive regional planning and agreed with TPB to use that agency as its Transportation Policy committee.



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## Transportation Planning Board of the National Capital Region



**Role:**

- Serves as the Metropolitan Planning Organization (MPO) for the region as defined in federal transportation planning regulations.
- Now includes representatives of 17 cities and counties, plus several state and regional transportation agencies.
- MWCOG's Director of Transportation is lead staff of TPB.
- Produces long-range plans (constrained, vision) with statutory responsibility for the constrained long range plan and for periodic assessments of available funding resources.
- Approves and updates 6-year Transportation Improvement Program (TIP).
- Provides air quality analyses.
- Maintains technical and other committees (including regional bus operators).
- Providing transportation input to the Metropolitan Washington Air Quality Committee which produces the region's clean air plans and conformance strategies. Violations would jeopardize federal transportation funds.



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## Northern Virginia Regional Commission



**Role:**

- One of Virginia's planning district commissions, it is responsible for state planning reviews (A-95) with coordinated comments on federally funded projects.
- Provides a forum for resolution of land use and environmental issues.
- A 1971 contract with MWCOG recognizes TPB's official transportation responsibilities and avoids duplication of effort with other regional bodies.



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## Northern Virginia Transportation Authority



### Role:

- Created by Virginia General Assembly in 2001 and consists of 16 members, including one local government official from each of its nine localities.
- Completes and updates Northern Virginia's unconstrained multi-modal transportation plan, the most recent through 2030, with the 2040 update just beginning.
- Sets priorities for Northern Virginia's desired transportation projects and regional funding (e.g. CMAQ). Forwards Virginia's portion of each year's TIP to TPB for approval.
- Legislative advocacy.
- Implementation of projects.
- Currently no external funding and staff. It relies entirely on volunteer work by its member jurisdictions.



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## Northern Virginia Transportation Commission



### Role:

- Created in 1964 by Virginia's General Assembly.
- 20-member board of state and local elected officials.
- Allocates up to \$200 million annually of transit assistance to its six member jurisdictions (covering 1,000 square miles with a population of 1.6 million).
- Collects and manages regional 2.1% gas tax dedicated to WMATA.
- Serves as a forum for resolving transit issues and coordinating services.
- Co-owner of VRE and issues bonds for VRE.
- Appoints two voting and two alternate members of WMATA's Board of Directors.
- Conducts transit demonstration projects.
- Manages state and federal grant-funded projects.
- Coordinates transit services.



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## Washington Metropolitan Area Transit Authority



### Governance:

- Created in 1968 by interstate compact. Amendments to compact require identical language by Maryland's Legislature, District of Columbia's Council, Virginia's General Assembly and the U.S. Congress. Metro's board now has eight voting members, two from each of Maryland, D.C. and Virginia and the federal government (one federal member has yet to be appointed).
- No action passes the board without at least one affirmative vote from each of the three original jurisdictions.
- In Virginia, NVTTC's original five members are compact signatories (Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church). Loudoun County, as a member of NVTTC in 1990, is also part of the transit zone but isn't required to fund Metro operations as it currently is not served. It will begin to do so when Phase II of the Dulles Rail Project opens. Loudoun County is sharing in the construction cost of the project.
- Metro operates subway and regional bus service with 10,000 employees and an operating budget for FY 2011 of about \$1.4 billion and a capital budget of over \$700 million.



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## Washington Metropolitan Area Transit Authority



### Performance:

#### Metrorail--

- 297 million trips as of FY 2009, of which 101.2 million were in Virginia.
- Second largest rail transit system in the U.S.
- Cost recovery of over 79%.

#### Metrobus--

- 133.8 million trips as of FY 2009, of which 22.8 million were in Virginia.
- Sixth largest bus transit system in the U.S.
- Cost recovery of less than 32% (since many routes feed Metrorail)

#### Metro Access--

- 2.1 million trips as of 2009 system-wide, up 700% from 262,367 in 1998.



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## WMATA



### Funding:

As shown in the Appendix Table, Virginia's share of WMATA's FY 2010 total operating and capital budget was \$453 million.

Sources of funding according to DRPT's six-year program, were 17% state, 15% federal and 68% local effort (local governments, regional gas tax, passenger fares and parking fees).



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## Potomac and Rappahannock Transportation Commission's Omni Ride and Omni Link



### Governance:

- Created in 1986. Governed by a board of appointees from its five member jurisdictions (Prince William and Stafford counties and the cities of Fredericksburg, Manassas and Manassas Park).
- Co-owns VRE and receives the regional 2.1% motor fuels tax which is available to its members for any transportation purpose.
- Operates Omni Ride long-distance commuter bus service and Omni Link which is local, demand responsive service.



### Performance:

- As of FY 1993, provided 2,730 average weekday trips. By FY 2009, the total is 12,638.
- Annual totals for FY 2009: Omni Ride= 2,146,441; Omni Link= 1,025,633.

### Funding:

- In FY 2010, PRTC budgeted about \$26 million for operations and capital, covered by \$14.5 million of local effort (56%), \$5.5 million of state aid (21%) and \$6 million of federal aid (23%).

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## Virginia Railway Express



### Governance:

- Created in 1988 by Master Agreement and co-owned by NVTC and PRTC.
- Recently expanded its board structure to offer a greater role for all of its members based on relative ridership.
- The commissions employ a Chief Executive Officer to oversee the VRE staff and delegate most spending decisions within approved budgets to the VRE Board.
- Major policy decisions remain the responsibility of NVTC and PRTC.
- Employees of Keolis Rail Services, Inc. operate and maintain the trains.
- Rights-of-way leased by VRE from CSXT, NS and Amtrak.



### Performance:

- As of FY 1993, provided 5,597 average weekday trips and 1,404,961 annually. By FY 2009, the weekday average was 15,754, and the annual total was 3,868,035. In late FY 2010, the average weekday total exceeded 17,000.

### Funding:

- In FY 2010, VRE budgeted about \$97 million for operations and capital, covered by \$38.0 million of local effort (39%), \$26 million of state aid (27%) and \$33 million of federal aid (34%).

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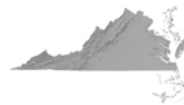


## Virginia Regional Transit



### Governance:

- A 501(c)(3) non-profit organization headquartered in Purcellville (Loudoun County). Began service in August, 1990. Serves 15 jurisdictions in 10 Virginia counties. Each jurisdiction names the services (e.g. Front Royal Area Transit, Town of Orange Transit). Operates several routes in the Town of Leesburg and within Loudoun County.



### Performance:

- FY 1997= 24,000 trips.
- FY 2008= 900,000 trips.

### Funding:

- FY 2010 operating budget of about \$6.4 million, of which \$1.9 million is covered by local effort (30%), \$0.7 million state (11%) and \$3.8 million federal (59%).

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## Alexandria DASH



### Governance:

- Alexandria Transit Company (ATC) created by city and hires a private management company. Drivers work for ATC.
- Buses owned by city.
- Created in 1984.



### Performance:

- FY 1984 ridership= 753 average weekday.
- FY 2009 ridership= 14,033 average weekday.
- FY 2009 annual ridership= 4,006,825.

### Funding:

- For DASH, the FY 2010 total budget was \$15 million, of which \$10 million was covered by local effort (67%), \$3 million by state aid (20%) and \$2 million by federal aid (13%).

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## Arlington Transit (ART)



### Governance:

- Owned by Arlington County. All buses are natural gas powered. Operated under contract to a private management company employing drivers. Created in 1999.



### Performance:

- As of FY 1999, ART provided 420 passenger trips on an average weekday.
- By FY 2009, ART carried 4,926 on an average weekday.
- FY 2009 annual ridership= 1,428,827.

### Funding:

- For FY 2010, ART's budget of \$25 million was covered by \$12 million of local effort (48%), \$11 million of state aid (44%) and \$2 million of federal aid (8%).

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## City of Fairfax CUE

### Governance:

- Owned and operated by the city of Fairfax using their own employees. George Mason University makes a substantial contribution so their students ride free. Began service in FY 1981.



### Performance:

- As of FY 1986 carried 1,450 average weekday trips. By FY 2009, that measure increased to 3,651.
- FY 2009 annual ridership= 1,031,659.

### Funding:

- For FY 2010, CUE's budget of \$3 million was covered by \$2.5 million of local effort (83%), \$0.5 million of state aid (17%) and no federal aid.

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## City of Falls Church GEORGE

### Governance:

- Owned by the city using buses obtained by NVTC. Operated under contract with ART. Started in 2003.



### Performance:

- FY 2003 ridership was 26,600 passenger trips. For FY 2009, the total was 71,630.

### Funding:

- For FY 2010, GEORGE's budget of \$1.2 million was covered by \$0.5 million of local effort (42%), \$0.2 million of state aid (17%) and \$0.5 million of federal aid (42%).

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## Fairfax Connector



### Governance:

- Owned by the county. Organized into two divisions. Operated under contract by private management companies. Drivers work for the private companies. Began in 1985.



### Performance:

- FY 1986 average weekday ridership= 3,550.
- FY 2009 average weekday ridership= 30,278.
- FY 2009 annual ridership= 9,576,635.

### Funding:

- For FY 2010, the Connector's \$82 million budget was covered by \$62 million of local effort (76%), \$19 million of state aid (23%) and \$1 million of federal aid (1%).

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## Loudoun County Transit



### Governance:

- Owned by the county. Operated under contract to a private management company. Drivers work for the private company. Began in its present form in FY 1994. The county purchased buses beginning in 2003.



### Performance:

- FY 1999 average weekday ridership= 648.
- FY 2009 average weekday ridership= 3,614.
- FY 2009 annual ridership= 890,011.

### Funding:

- For FY 2010, Loudoun County Transit's \$11 million budget was covered by \$8.5 million of local effort (77%), \$2.5 million of state aid (23%) and no federal aid.

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## Other Branded Services



### REX:

BRT-like service with distinctive purple livery and yellow lion logo. Operated in Route 1 corridor by WMATA under contract to Fairfax County. Limited stops.

### TAGS:

Transportation Association of Greater Springfield owns the buses and contracts with WMATA to operate neighborhood feeder services to businesses and the Franconia-Springfield Transportation Center (Metrorail).

### PikeRide:

Enhanced regional Metrobus service along Columbia Pike partially funded by Arlington County. Very frequent service. Distinctive logo, bus stops and passenger information displays.

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## For More Information



Go to: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

Northern Virginia Transportation Commission

4350 N. Fairfax Drive, #720

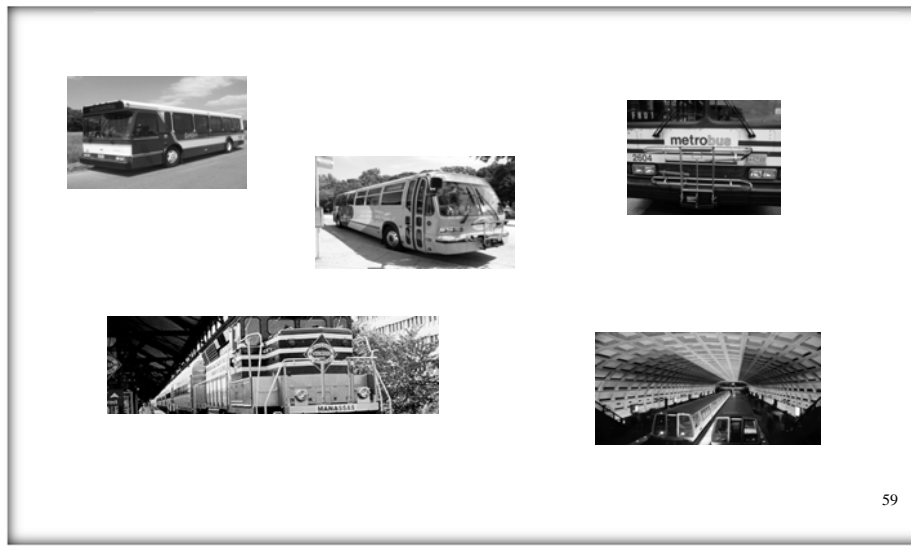
Arlington, VA 22203

703-524-3322



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## Appendix 2: Sources of Northern Virginia Transit Funding for FY 2010



Sources of Northern Virginia Transit Funding for FY 2010  
(from DRPT Six-Year Program)  
--\$ million---

AGENCY	OPERATING				CAPITAL				TOTAL			
	Total	Local	State	Fed	Total	Local	State	Fed	Total	Local	State	Fed
WMATA	\$348	298	50	0	105	8	28	69	453	306	78	69
	100%	86	14	0	100	8	27	66	100	68	17	15
ART	\$11	10	1	0	14	2	10	2	25	12	11	2
	100%	91	9	0	100	14	71	14	100	48	44	8
DASH	\$12	10	2	0	3	0	1	2	15	10	3	2
	100%	83	17	0	100	0	33	67	100	67	20	13
CUE	\$3	2.5	0.5	0	0	0	0	0	3	2.5	0.5	0
	100%	83	17	0	-	-	-	-	100	83	17	0
CONNECTOR	\$76	61	15	0	6	1	4	1	82	62	19	1
	100%	80	20	0	100	17	67	17	100	76	23	1
LOUDOUN	\$9	8	1	0	2	0.5	1.5	0	11	8.5	2.5	0
	100%	89	11	0	100	25	75	0	100	77	23	0
GEORGE	\$0.6	0.5	0.1	0	0.6	0	0.1	0.5	1.2	0.5	0.2	0.5
	100%	83	17	0	100	0	17	83	100	42	17	42
PRTC	\$21	14	4	3	5	0.5	1.5	3	26	14.5	5.5	6
	100%	67	19	14	100	10	30	60	100	56	21	23
VRE	\$52	33	8	11	45	5	18	22	9.7	38	26	33
	100%	63	15	21	100	11	40	49	100	39	27	34
VIRGINIA REG. TRANSIT	\$4.10	1.8	0.7	1.5	2.3	0	0.1	2.2	6.4	1.9	0.7	3.8
	100%	44	17	39	100	0	4	96	100	30	11	59
<b>TOTAL</b>	<b>\$536.70</b>	<b>438.8</b>	<b>82.3</b>	<b>15.6</b>	<b>182.9</b>	<b>17</b>	<b>64.1</b>	<b>101.7</b>	<b>719.6</b>	<b>455.9</b>	<b>146.4</b>	<b>117.3</b>
	100%	82	15	3	100	9	35	56	100	63	20	16



AGENDA ITEM #10

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** Mode Shares in the Dulles Corridor

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Attached is the latest in a series of reports for NVTC funded by VDOT and prepared by MWCOG staff. This report covers the broadly defined Dulles Corridor based on traffic counts conducted in fall of 2009.

The counting stations were located on the Dulles Toll Road, Route 7, Old Dominion Drive and Georgetown Pike, just outside the Beltway. During the morning peak period (6:15 – 9:15 A.M.), transit carried 11 percent and High Occupancy Vehicles (two or more persons) carried 19 percent of all persons crossing the cordon line at the counting stations. The combined 30 percent for transit and ridesharing is by far the lowest of the five NVTC mode share studies in various corridors, reflecting the current absence of rail service in the Dulles Corridor. A comparison of the mode shares in those five studies is shown on page 5 of the attached report.



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# Analysis of AM Peak Period Inbound Travel in Northern Virginia's Dulles Corridor in the Fall of 2009

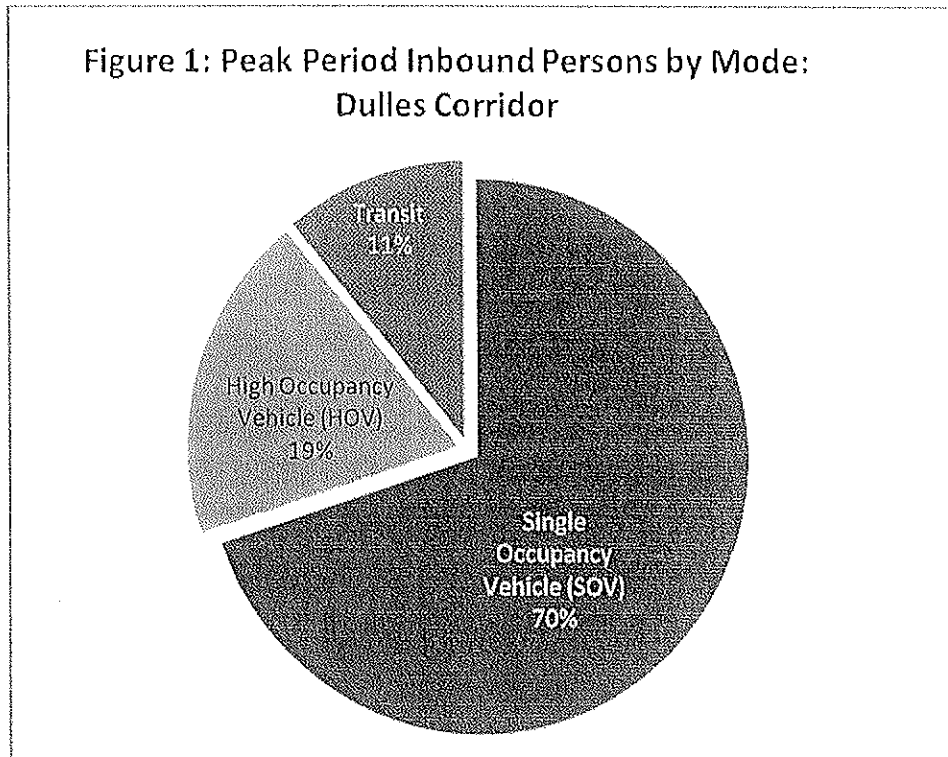
A National Capital Region Transportation Planning Board  
Technical Assistance Project conducted for the  
Virginia Department of Transportation

July 2010

# Analysis of AM Peak Period Inbound Travel in Northern Virginia's Dulles Corridor

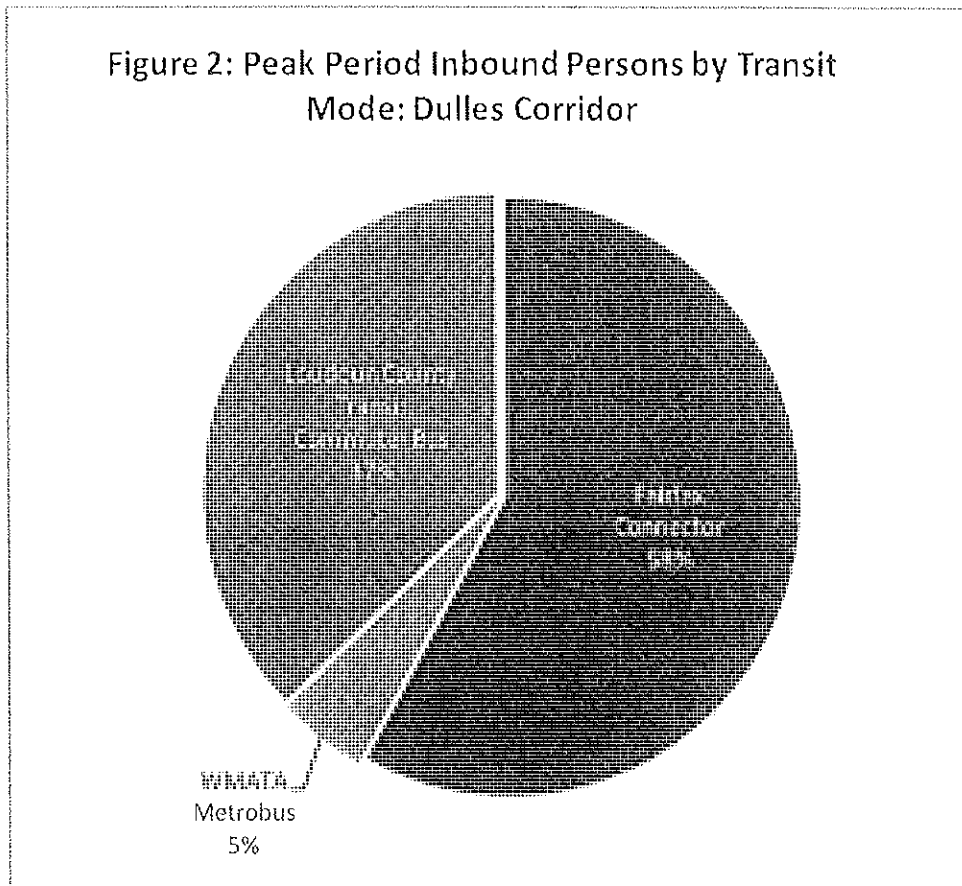
## Summary

During the morning peak period of 6:15 AM to 9:15 AM, 30% of the nearly 40,350 inbound travelers in Northern Virginia's Dulles corridor use transit or multiple occupant carpools and vanpools with two or more occupants (HOVs) for their travel. The remainder of the AM peak period travelers are in single occupant vehicles and motorcycles (SOVs) (see Figure 1). These statistics are based on multi-day counts taken of traffic crossing a screen line located in the Dulles Corridor outside the Capital Beltway in the fall of 2009.



Transit carries 11% of travelers across the screen line during the 6:15 AM to 9:15 AM peak period. Passengers on Fairfax County Connector buses account for 2,600 or 58% of total transit ridership. Loudoun County Transit Commuter Buses carry 1,600 persons traveling inbound across the counting screen line, or more than a third of the total transit observed. The Washington Metropolitan Area Transit Authority (WMATA), which operates a single bus line in the corridor, the 5A, accounts for over 200 persons (see Figure 2). No commuter rail or Metrorail lines serve the corridor at this time; however, the extension of Metrorail to Washington-Dulles International Airports and points west will bring rail transit to this corridor. The first phase of the Metrorail extension to Wiehle Avenue in Reston is scheduled to be completed in 2013. Phase 2 will extend the line

from Wiehle Avenue to Dulles International Airport and into eastern Loudoun County. The construction schedule for this phase has not been set.

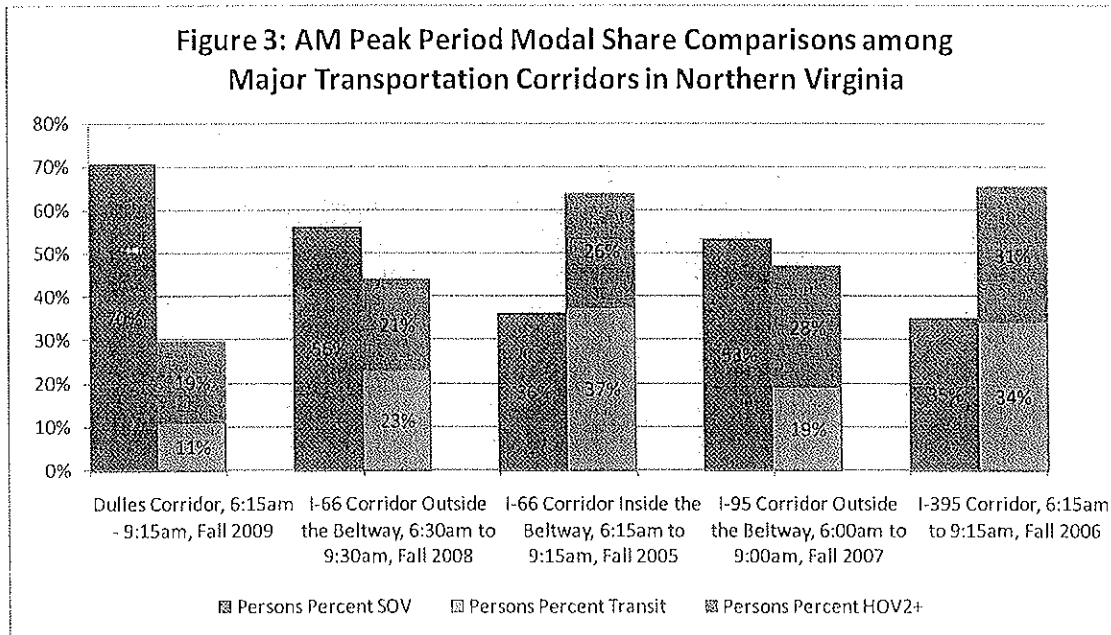


Approximately 19% of travelers crossing the screen line are in carpools or vanpools. Three-quarters of the carpoolers and vanpoolers in the corridor were counted in the Dulles Toll Road (VA-267) HOV lane, which carries 5,800 total persons in HOVs during the AM peak period on a typical weekday (a non-holiday Tuesday, Wednesday, or Thursday). The Dulles Toll Road HOV lane moves 50% more carpools and vanpoolers per lane hour than the Dulles Toll Road General Purpose Lanes, and more than twice the number of persons per lane hour than on all other roadway facilities in the corridor during the same three-hour period.

A total of 28,400 persons, or 70%, of the inbound AM peak period travelers cross the screen line northwest of the Tysons Corner area in single occupancy vehicles (including motorcycles) on a typical weekday. The greatest amount of AM peak period SOV travel is on the general purpose lanes of VA 267 (14,950 persons). Leesburg Pike (VA 7) has the next highest number of persons traveling in SOVs with 6,900 persons.

The Dulles Corridor has the smallest number of AM peak period person trips compared to other major transportation corridors. Appendix A provides an overview of all the screen lines examined.

HOV mode share observed in this corridor is slightly less than the FY 2008 I-66 Corridor Outside the Beltway study (21%). Transit mode share is less than half of the I-66 Outside the Beltway corridor ridership in the I-66 Corridor Outside the Beltway study. However, bus transit's total ridership and bus transit as a percent of total passengers is higher in the Dulles Corridor than in all others corridors except the I-395 Inner Area corridor. Single occupancy vehicle use, 70%, is greater than counts recorded in the previous commuter corridor studies. Figure 3 compares the mode shares from the Dulles Corridor with the shares in previous studies.<sup>1</sup>



Based on the modal shares observed from the five corridor studies conducted for the Northern Virginia Transportation Commission (NVTC), the Dulles Corridor study has the lowest share of transit travel at 11% and the lowest percent of HOV2+ persons at 19%. In comparison, the I-395 corridor has the highest level of HOV2+ use at 31%, followed by I-95 Outside the Beltway corridor with a 28% carpool/vanpool share (Figure 3). Appendix A contains a detailed table comparing the modal shares during the peak period among the five studies.

<sup>1</sup> The counts were taken a distance beyond the Beltway on Route 7 and the Dulles Toll Road (over 3 miles for each). As such, they include commuters to the Tysons Corner area, which is significant employment outside the Beltway. This is different than the situations on the I-95 and I-66 corridors, where it can be assumed that most commuters are destined to locations inside the Beltway.

## Study Background

One of NVTC's goals is to monitor and track daily transit ridership relative to peak period auto travel in Northern Virginia's major commuting corridors. In pursuit of this goal, NVTC asked staff from the Metropolitan Washington Council of Governments/National Capital Region Transportation Planning Board (COG/TPB) to include the Dulles Corridor Count project in its Technical Assistance work program.

COG/TPB, the Fairfax County Department of Transportation, and the Loudoun County Department of Transportation conducted these counts in late October 2009 and early November 2009 as part of a project sponsored by the Virginia Department of Transportation (VDOT) in response to a request by NVTC. The project was carried out as a VDOT Technical Assistance project in the TPB's Fiscal Year 2010 Unified Planning Work Program (UPWP).

This study complements four previous corridor count projects requested by NVTC and funded by VDOT over the last four fiscal years to analyze peak period transit ridership and auto travel at screen lines inside the Beltway in the I-66 (FY 2006) and I-395 (FY 2007) corridors, and outside the Beltway in the I-95 corridor (FY 2008) and I-66 corridor (FY 2009). These corridor count projects are designed to provide a snapshot of the overall volume of vehicle, person and passenger movements crossing a screen line at a specific location within major travel corridors in Northern Virginia. This study of the Dulles Corridor represents the final report of the series requested by NVTC and funded by VDOT.

## Study Area

COG/TPB staff met with VDOT and NVTC to identify the major commuter roadways in the Dulles corridor and to determine the location of the screen line to perform traffic and transit counts. The screen line was located to the west of the Capital Beltway (I-495). The roads surveyed, from north to south were: Georgetown Pike (VA 193), Old Dominion Drive (VA 738), Leesburg Pike (VA 7), and the Dulles Toll Road (VA 267) (Figure 4). Traffic counts on the Dulles International Airport Access Highway (DIAAH), located in the center median area of the Dulles Toll Road, were not conducted for this report.

The DIAAH provides access to and from Dulles International Airport only for conducting official airport business. Therefore, the DIAAH is not considered a commuter road for passenger vehicle traffic for the purposes of this study. However, bus transit operators in the corridor use the DIAAH through a special agreement with the Metropolitan Washington Airports Authority (MWAA). Transit using the DIAAH was counted for the study.

Transit counts were also performed at this screen line. All transit bus travel except the Fairfax Connector Bus 905 occurs on the DIAAH or the Dulles Toll Road. Rail transit

does not serve the study area. Figure 4 provides an overview of the study area and Appendix B lists the count locations and the days the counts were taken.

### **Total Person Travel**

The traffic and transit passenger counts taken for this study on two “typical weekdays” were averaged to compute a statistically dependable estimate of the three-hour AM peak period for inbound person travel across the Dulles Corridor screen line. A “typical weekday” for the purposes of this study was defined as a non-holiday Tuesday, Wednesday, or Thursday on which there were no special events or major traffic incidents that would have affected typical traffic patterns on these days.

The count data collected in this study, presented in Table 1, show the three-hour peak period for travel in the corridor is 6:15 AM to 9:15 AM when approximately 40,345 persons are traveling inbound on the major roads and transit routes approaching the Capital Beltway. This three-hour AM peak period is 15 minutes earlier than the peak period at the FY 2009 I-66 Corridor Inside the Beltway report’s screen line at North Glebe Road, and the same peak period observed in the FY 2006 I-66 Outside the Corridor report’s screen line at Gallows Road and the FY 2007 I-395 report’s screen line at South Glebe Road. The I-95 Corridor Outside the Beltway report’s peak period is 15 minutes earlier than the peak period for the Dulles Corridor.

The tables show all data collected for a five hour period from 5:00 AM to 10:00 AM. This report focuses on the three hour peak period, which represents the greatest number of total travelers crossing the screen line within a three-hour timeframe. The report also identifies the peak hour for total travelers, which is the greatest number of Am travelers within a one-hour time frame. The peak period and peak hour vary across modes.

The peak three-hour period for transit in the Dulles Corridor is 15 minutes earlier than the peak period for overall person trips, with highest ridership between 6:00 AM and 9:00 AM. The peak period for transit ridership is consistent with all of the other corridors except the I-66 Inner Area study, which had a peak period that was 15 minutes later (6:15 AM – 9:15 AM). The peak period for passenger vehicles occurs 15 minutes later than the peak period for overall travel and 30 minutes later than the peak period for transit travel. Between 6:30 AM and 9:30 AM, slightly more than 36,000 people cross the screen line in automobiles.

**Figure 4: Northern Virginia Dulles Corridor Counting Locations**

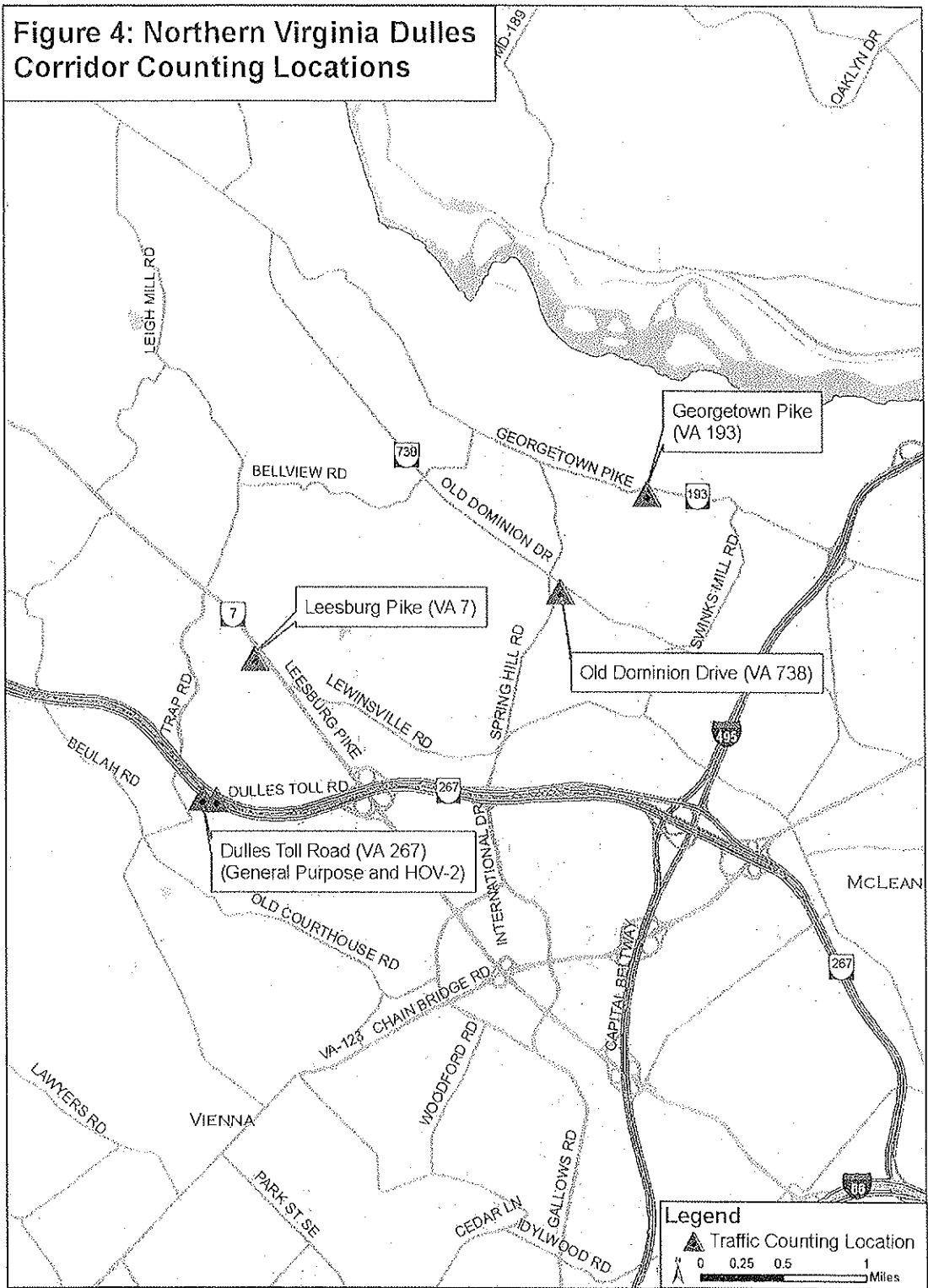


Table 1  
AM Peak Period Travel in the Dulles Corridor  
Total Inbound Person Trips at the Screen Line

Time Period	Persons Total AVG	Persons Auto AVG	Persons Transit AVG	Persons Transit %	Persons HOV2+ AVG	Persons HOV2+ %	Persons SOV AVG	Persons SOV %
5:00 - 5:15 AM	473	459	15	3%	41	9%	418	88%
5:15 - 5:30 AM	755	718	37	5%	45	6%	673	89%
5:30 - 5:45 AM	1,251	1,063	188	15%	83	7%	980	78%
5:45 - 6:00 AM	1,637	1,529	108	7%	184	11%	1,345	82%
6:00 - 6:15 AM	2,316	2,024	293	13%	365	16%	1,659	72%
6:15 - 6:30 AM	2,928	2,656	272	9%	406	14%	2,251	77%
6:30 - 6:45 AM	3,610	3,266	344	10%	738	20%	2,528	70%
6:45 - 7:00 AM	3,643	3,144	499	14%	770	21%	2,375	65%
7:00 - 7:15 AM	3,250	2,846	404	12%	593	18%	2,253	69%
7:15 - 7:30 AM	3,788	3,197	591	16%	742	20%	2,455	65%
7:30 - 7:45 AM	3,715	3,309	406	11%	848	23%	2,462	66%
7:45 - 8:00 AM	3,631	3,217	414	11%	689	19%	2,528	70%
8:00 - 8:15 AM	3,405	2,908	497	15%	589	17%	2,319	68%
8:15 - 8:30 AM	3,404	3,038	366	11%	604	18%	2,435	72%
8:30 - 8:45 AM	2,895	2,720	175	6%	457	16%	2,263	78%
8:45 - 9:00 AM	3,091	2,797	294	10%	550	18%	2,247	73%
9:00 - 9:15 AM	2,990	2,817	173	6%	535	18%	2,282	76%
9:15 - 9:30 AM	2,924	2,770	154	5%	340	12%	2,430	83%
9:30 - 9:45 AM	2,609	2,555	54	2%	247	9%	2,309	88%
9:45 - 10:00 AM	2,351	2,279	73	3%	275	12%	2,004	85%
Total								
5:00-10:00 AM	54,659	49,307	5,352	10%	9,096	17%	40,211	74%
Standard Weekday Variation (STD)	454	23	431		1,245		1,267	
Percent Variation (CV)	1%	0%	8%		14%		3%	
Peak Period								
6:15-9:15 AM	40,345	35,913	4,432	11%	7,518	19%	28,396	70%
Standard Weekday Variation (STD)	785	348	437		757		1,105	
Percent Variation (CV)	2%	1%	10%		10%		4%	
Peak Hour								
7:15 - 8:15 AM	14,538	12,631	1,908	13%	2,867	20%	9,764	67%
Standard Weekday Variation (STD)	95	1	95		137		136	
Percent Variation (CV)	1%	0%	5%		5%		1%	

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late October and early November, 2009. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.



Table 1 also indicates that the standard weekday variation for travel during the AM peak period is 785 persons, or approximately 2% of the total inbound AM peak period person travel across the Dulles corridor screen line. This variation was calculated using two days of count data. The standard weekday variation for AM peak period auto travel is 1%. Carpool and vanpool travel and transit travel have a 10% standard weekday variation during this peak time period. The day to day variation on the Dulles Toll Road HOV lane for carpools and vanpool travelers was slightly less, at 8%. The largest variation in HOV travel was seen in the Dulles Toll Road general purpose lanes and Georgetown Pike (see Table 3). This difference indicates a modest amount of day-to-day variation in the timing of HOV2+ travel flows in this corridor during the three-hour AM peak period. These data indicate that carpool usage varies more on a day-to-day basis than general auto use.

The data in Table 1 also show the one-hour morning peak for inbound total person travel across the Dulles corridor screen line is 7:15 AM to 8:15 AM. The 14,500 peak hour travelers represent approximately 36% of persons crossing the screen line during the three-hour 6:15 AM to 9:15 AM morning peak period. Day-to-day variation for AM peak hour person travel is slightly less than for the AM peak period persons total, automobile persons, and transit persons total.

The one-hour AM peak at the screen line was 7:15 AM to 8:15 AM. The peak hour for transit was the same as the peak hour for total persons. The peak hour for HOV2+ was observed 30 minutes earlier at 6:45 AM to 7:45 AM.

### **Modal Shares**

The data collected in this study indicate that on a typical weekday, travel by SOV accounts for the greatest share of total AM peak period person travel. Approximately 70% of travelers were observed in SOVs during the peak period. Table 1 shows that carpooling/vanpooling account for a 19% share and is followed by transit with an 11% share.

When comparing the peak hour of 7:15 AM to 8:15 AM to the peak period, the mode share of transit increases just over two percentage points to 13% and the mode share of HOV increases to 20% during the morning peak hour, while the SOV share decreases by three percent.

Table 1 also shows that there is less variation in the peak hour HOV counts than in the three-hour peak period HOV. The variation in the HOV travel mode decreases from 10% during the AM peak period to 5% during the AM peak hour. This difference indicates a moderate amount of day-to-day variation in the timing of HOV2+ travel flows in this corridor during the AM peak hour.

## **Travel by Transit**

Approximately 4,400 people travel by transit in the AM peak period across the Dulles corridor screen line outside the Beltway. The study area is not served by rail transit, so bus transit accounts for all transit travel. The data presented in Table 2 show that on a typical weekday Loudoun County Transit commuter buses serve 1,650 inbound AM peak period weekday passengers in 50 buses for their travel across the screen line. Fairfax County Connector buses carry nearly 2,600 persons traveling inbound in 69 buses in the Dulles Corridor during the morning peak period. The one WMATA Metrobus line operating in the corridor, the 5A, carries over 200 passengers in 7 buses in the AM peak period. Appendix B provides a list of lines and routes serving the Dulles corridor.

Although transit ridership as a percentage of overall total inbound person trips is lower in the Dulles Corridor compared to other commuter corridors studies, the share of bus ridership is higher in the Dulles Corridor as a percent share of average total persons than all the other corridors. The Dulles Corridor, with 4,400 persons traveling by bus, or 11% of total persons crossing the screen line during the AM peak period, has greater bus ridership than the I-66 Outer Area (1,360 bus passengers or 2% modal share), the I-66 Inner Area (2,290 passengers or 4% modal share), and the I-95 Corridor (2,730 bus passengers or 3% modal share). The I-395 Corridor has over 9,900 bus passengers, or a 10.6% modal share of total persons traveling in the AM peak period.

## **Travel by High Occupancy Vehicles**

This study also found that approximately 7,500 persons are traveling inbound across the Dulles corridor screen line in passenger vehicles with two or more occupants on a typical weekday morning during the peak period. Table 3 shows that the greatest amount of HOV2+ person travel is on the Dulles Toll Road HOV-2 lane, which carries 5,800 carpoolers/vanpoolers during the peak inbound time period. Table 4 shows that from the total HOVs observed in the corridor, the Dulles Toll Road HOV-2 lane carries the greatest number of HOV3+ commuters during the peak period with 450 persons traveling in vehicles with three or more occupants. Use of the Dulles Toll Road HOV-2 lane outside the Beltway is restricted to HOV2+ persons from 6:30 AM to 9:00 AM. Single occupancy vehicles with special "clean fuel" license tags, motorcycles, and law enforcement vehicles are exempt from the restrictions. HOV2+ vehicles include all vehicles with two or more people, including vanpools and carpools with three or more people (HOV3+). Table 3 (Total Inbound Persons in HOV2+ Vehicles at the Screen Line) includes the HOV3+ totals from Table 4 (Total Inbound Persons in HOV3+ Vehicles at the Screen Line). Table 5 provides totals of SOVs traveling in all travel lanes, including exempted single occupancy vehicles and possible violators in HOV-2 lanes.

The highest volume of HOV2+ commuters on the Dulles Toll Road HOV-2 lane occurs during the second hour (7:15 AM to 8:15 AM) of the peak period. HOV2+ person travel decreases by more than half on the Dulles HOV lane toward the end of the five hour observation period and after Dulles Toll Road HOV restrictions are lifted. HOV2+ person travel increases slightly on Leesburg Pike at the end of the peak period.

The Dulles HOV-2 lane carries more carpools and vanpools than all the other roadways combined, with 5,800 persons crossing the screen line during the AM peak period. The second highest number of inbound AM peak HOV2+ person travel is on Leesburg Pike. These lanes have just over 640 persons in carpools and vanpools during the morning peak period (see Table 3).

The largest number of HOV3+ person travel occurs on the Dulles Toll Road, with more than half of all HOV3+ travelers, or nearly 540 persons, during the peak period. Slightly less than 450 HOV3+ persons travel in the Dulles Toll Road HOV lane. The next highest number of AM peak HOV3+ travel is on Leesburg Pike, with just under 100 persons (see Table 4).

In addition, the Dulles Toll Road HOV-2 lane moves a larger number of persons per lane of roadway per hour during the morning peak period than any of the other facilities at this screen line. During the three-hour AM inbound peak period, the single Dulles Toll Road HOV lane carries an average of 2,500 persons per lane per hour, compared to an average of 1,700 persons per lane per hour on the three Dulles Toll Road non-restricted general purpose lanes (see Table 8).

Table 2  
 AM Peak Period Travel in the Dulles Corridor  
 Total Inbound Transit Passengers at the Screen Line

Time Period	TOTAL TRANSIT	FFX BUS	WMATA BUS	LCT BUS
5:00 - 5:15 AM	15	15	0	0
5:15 - 5:30 AM	37	37	0	0
5:30 - 5:45 AM	188	80	0	108
5:45 - 6:00 AM	108	31	0	77
6:00 - 6:15 AM	293	123	36	135
6:15 - 6:30 AM	272	146	0	126
6:30 - 6:45 AM	344	182	29	134
6:45 - 7:00 AM	499	170	23	306
7:00 - 7:15 AM	404	228	0	176
7:15 - 7:30 AM	591	308	57	226
7:30 - 7:45 AM	406	206	0	200
7:45 - 8:00 AM	414	289	25	100
8:00 - 8:15 AM	497	297	21	180
8:15 - 8:30 AM	366	258	30	78
8:30 - 8:45 AM	175	141	0	35
8:45 - 9:00 AM	294	222	0	73
9:00 - 9:15 AM	173	128	30	16
9:15 - 9:30 AM	154	129	26	0
9:30 - 9:45 AM	54	30	24	0
9:45 - 10:00 AM	73	62	0	11
<b>Total</b>				
5:00-10:00 AM	5,352	3,079	299	1,975
Standard Weekday Variation (STD)	431	240	56	136
Percent Variation (CV)	8%	8%	19%	7%
<b>Peak Period</b>				
6:15-9:15 AM	4,432	2,573	214	1,646
Standard Weekday Variation (STD)	437	236	95	105
Percent Variation (CV)	10%	9%	45%	6%
<b>Peak Hour</b>				
7:15 - 8:15 AM	1,908	1,100	103	705
Standard Weekday Variation (STD)	95	55	22	18
Percent Variation (CV)	5%	5%	21%	3%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late October and early November, 2009. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Table 3  
 AM Peak Period Travel in the Dulles Corridor  
 Total Inbound Persons in HOV2+ Vehicles at the Screen Line

Time Period	Total HOV2+ Persons	HOV2+ Persons by Dulles Corridor Roadway Facility				
		VA193	VA267 GP	VA267 HOV	VA7	VA738
5:00 - 5:15 AM	41	0	0	17	22	2
5:15 - 5:30 AM	45	0	6	24	14	1
5:30 - 5:45 AM	83	0	1	47	29	6
5:45 - 6:00 AM	184	0	20	132	28	4
6:00 - 6:15 AM	365	0	29	283	39	14
6:15 - 6:30 AM	406	0	0	370	23	13
6:30 - 6:45 AM	738	10	19	623	20	67
6:45 - 7:00 AM	770	111	27	511	48	73
7:00 - 7:15 AM	593	57	11	404	76	46
7:15 - 7:30 AM	742	16	21	557	62	86
7:30 - 7:45 AM	848	38	21	663	50	76
7:45 - 8:00 AM	689	20	14	544	77	35
8:00 - 8:15 AM	589	39	2	476	47	26
8:15 - 8:30 AM	604	9	3	524	47	21
8:30 - 8:45 AM	457	2	31	354	44	28
8:45 - 9:00 AM	550	1	51	399	78	21
9:00 - 9:15 AM	535	0	65	378	72	20
9:15 - 9:30 AM	340	2	78	161	75	24
9:30 - 9:45 AM	247	4	46	100	75	23
9:45 - 10:00 AM	275	2	30	119	106	18
<b>Total</b>						
5:00-10:00 AM	9,096	310	474	6,683	1,030	600
Weekday Variation (STD)	1,245	160	210	815	217	157
Percent Variation (CV)	14%	52%	44%	12%	21%	26%
<b>Peak Period</b>						
6:15-9:15 AM	7,518	303	264	5,800	642	510
Weekday Variation (STD)	757	163	108	436	194	144
Percent Variation (CV)	10%	54%	41%	8%	30%	28%
<b>Peak Hour</b>						
7:15 - 8:15 AM	2,867	113	58	2,239	236	222
Weekday Variation (STD)	137	40	48	86	56	93
Percent Variation (CV)	5%	36%	83%	4%	24%	42%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late October and early November, 2009. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Note: HOV2+ vehicles include all vehicles carrying two or more people, including vanpools and other authorized vehicles. Data for vehicles carrying one person are presented in Table 5.

Table 4  
 AM Peak Period Travel in the Dulles Corridor  
 Total Inbound Persons in HOV3+ Vehicles at the Screen Line

Time Period	Total HOV3+ Persons	HOV3+ Persons by Dulles Corridor Roadway Facility				
		VA193	VA267 GP	VA267 HOV	VA7	VA738
5:00 - 5:15 AM	19	0	0	7	12	0
5:15 - 5:30 AM	24	0	6	12	6	0
5:30 - 5:45 AM	12	0	0	0	12	0
5:45 - 6:00 AM	12	0	0	6	6	0
6:00 - 6:15 AM	30	0	0	18	12	0
6:15 - 6:30 AM	38	0	0	36	0	2
6:30 - 6:45 AM	126	0	19	100	6	2
6:45 - 7:00 AM	122	12	24	66	12	8
7:00 - 7:15 AM	53	6	2	32	12	2
7:15 - 7:30 AM	53	6	12	11	6	18
7:30 - 7:45 AM	50	0	6	44	0	0
7:45 - 8:00 AM	43	2	6	21	12	3
8:00 - 8:15 AM	32	3	0	26	2	2
8:15 - 8:30 AM	38	6	0	21	8	3
8:30 - 8:45 AM	28	0	2	21	5	2
8:45 - 9:00 AM	65	0	12	29	21	3
9:00 - 9:15 AM	67	0	0	51	16	0
9:15 - 9:30 AM	99	0	24	54	18	3
9:30 - 9:45 AM	47	2	0	30	14	2
9:45 - 10:00 AM	80	0	0	54	24	2
<b>Total</b>						
5:00-10:00 AM	1,033	36	112	636	202	48
Weekday Variation (STD)	236	4	120	41	81	10
Percent Variation (CV)	23%	12%	107%	6%	40%	21%
<b>Peak Period</b>						
6:15-9:15 AM	712	35	82	455	98	43
Weekday Variation (STD)	279	2	77	168	41	9
Percent Variation (CV)	39%	6%	95%	37%	42%	22%
<b>Peak Hour</b>						
7:15 - 8:15 AM	177	11	24	101	20	22
Weekday Variation (STD)	120	11	34	92	11	6
Percent Variation (CV)	68%	101%	141%	91%	54%	26%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late October and early November, 2009. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

HOV 3+ vehicles and persons are also included in the HOV 2+ vehicles and counts in Table 3.

## **Travel by Single Occupant Vehicles**

The results of the two-day traffic counts conducted for this study show that on a typical weekday approximately 28,400 AM peak period travelers cross the Dulles screen line in single occupancy autos and motorcycles (SOVs). The greatest amount of AM period SOV travel is on the Dulles Toll Road general purpose lanes. During the three-hour peak period from 6:15 AM to 9:15 AM, SOV travel on these three general purpose lanes total 14,950 persons, which is slightly more than half of all SOV persons in the corridor. Another 1,900 persons in SOVs travel on the Dulles Toll Road HOV lanes. These SOVs include vehicles with a clean fuel vehicle exemption, motorcycles, as well as law enforcement vehicles and violators.

Table 5 shows that persons in SOVs traveling inbound across the Dulles corridor screen line in the AM peak period total 2,600 on Georgetown Pike, 6,900 on Leesburg Pike, and 2,150 on Old Dominion Drive.

## **Passenger Vehicle Counts (autos, vans, motorcycles)**

Total typical weekday inbound AM peak period passenger vehicle flows across the Dulles corridor screen line on the major roadways in this study averaged 31,900 vehicles, as shown in Table 6. The greatest number of these AM peak period vehicle movements is on the Dulles Toll Road general purpose lanes with an inbound vehicle flow of approximately 15,000 vehicles, or just under half of the total. The Dulles Toll Road HOV lane carries an additional 4,600 vehicles during the same time period resulting in the Dulles Toll Road carrying 62% of all vehicles in the study area during the peak period. Leesburg Pike has the second highest vehicle count in the corridor with an inbound flow of nearly 7,150 cars, followed by Georgetown Pike with 2,700 vehicles, and Old Dominion Drive with 2,400 vehicles.

The largest weekday variation during the peak period was observed on Dulles Toll Road General Purpose lanes with a 5% variation, slightly higher than the 4% for Georgetown Pike and 2% for the Dulles Toll Road HOV lanes. Leesburg Pike had just under a 1% variation and Old Dominion Drive had less than a 1% variation during the weekday peak period.

Table 5  
 AM Peak Period Travel in the Dulles Corridor  
 Total Inbound Persons in SOV Vehicles at the Screen Line

Time Period	Total SOV Persons	SOV Persons by Dulles Corridor Roadway Facility				
		VA193	VA267 GP	VA267 HOV	VA7	VA738
5:00 - 5:15 AM	418	40	206	23	136	13
5:15 - 5:30 AM	673	53	290	59	257	14
5:30 - 5:45 AM	980	77	427	103	354	20
5:45 - 6:00 AM	1,345	134	542	149	498	23
6:00 - 6:15 AM	1,659	163	733	162	564	37
6:15 - 6:30 AM	2,251	202	1,072	323	586	69
6:30 - 6:45 AM	2,528	217	1,364	140	632	176
6:45 - 7:00 AM	2,375	205	1,282	116	590	182
7:00 - 7:15 AM	2,253	215	1,120	171	577	171
7:15 - 7:30 AM	2,455	196	1,358	125	583	194
7:30 - 7:45 AM	2,462	217	1,343	91	567	245
7:45 - 8:00 AM	2,528	239	1,334	110	630	217
8:00 - 8:15 AM	2,319	238	1,198	134	546	203
8:15 - 8:30 AM	2,435	222	1,343	102	570	198
8:30 - 8:45 AM	2,263	225	1,168	149	537	185
8:45 - 9:00 AM	2,247	189	1,214	147	538	160
9:00 - 9:15 AM	2,282	206	1,152	261	511	153
9:15 - 9:30 AM	2,430	191	1,201	409	491	140
9:30 - 9:45 AM	2,309	157	1,180	426	432	116
9:45 - 10:00 AM	2,004	127	1,021	390	363	104
<b>Total</b>						
5:00-10:00 AM	40,211	3,508	20,543	3,587	9,959	2,615
Weekday Variation (STD)	1,267	181	561	490	122	88
Percent Variation (CV)	3%	5%	3%	14%	1%	3%
<b>Peak Period</b>						
6:15-9:15 AM	28,396	2,568	14,946	1,868	6,865	2,150
Weekday Variation (STD)	1,105	188	801	42	148	74
Percent Variation (CV)	4%	7%	5%	2%	2%	3%
<b>Peak Hour</b>						
7:15 - 8:15 AM	9,764	889	5,232	460	2,326	858
Weekday Variation (STD)	136	10	235	134	105	61
Percent Variation (CV)	1%	1%	5%	29%	5%	7%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late October and early November, 2009. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.



Table 6  
 AM Peak Period Travel in the Dulles Corridor  
 Total Inbound Passenger Vehicles at the Screen Line

Time Period	Total Vehicles	Passenger Vehicles by Dulles Corridor Roadway Facility				
		VA193	VA267 GP	VA267 HOV	VA7	VA738
5:00 - 5:15 AM	432	40	206	30	142	14
5:15 - 5:30 AM	688	53	291	69	262	14
5:30 - 5:45 AM	1,016	77	427	126	364	23
5:45 - 6:00 AM	1,432	134	552	212	510	25
6:00 - 6:15 AM	1,829	163	748	296	579	44
6:15 - 6:30 AM	2,438	202	1,072	493	597	75
6:30 - 6:45 AM	2,847	222	1,366	412	640	209
6:45 - 7:00 AM	2,715	257	1,286	347	609	217
7:00 - 7:15 AM	2,530	242	1,125	360	610	194
7:15 - 7:30 AM	2,807	202	1,363	400	612	231
7:30 - 7:45 AM	2,865	236	1,351	405	592	283
7:45 - 8:00 AM	2,858	248	1,340	374	664	233
8:00 - 8:15 AM	2,602	257	1,199	362	569	216
8:15 - 8:30 AM	2,724	224	1,345	358	590	208
8:30 - 8:45 AM	2,485	226	1,183	321	558	198
8:45 - 9:00 AM	2,502	189	1,235	340	569	170
9:00 - 9:15 AM	2,523	206	1,185	429	541	163
9:15 - 9:30 AM	2,559	192	1,230	467	521	151
9:30 - 9:45 AM	2,414	158	1,203	463	464	127
9:45 - 10:00 AM	2,109	128	1,036	427	406	112
<b>Total</b>	<b>0</b>					
<b>5:00-10:00 AM</b>	<b>44,372</b>	<b>3,653</b>	<b>20,736</b>	<b>6,687</b>	<b>10,393</b>	<b>2,903</b>
<b>Weekday Variation (STD)</b>	<b>745</b>	<b>100</b>	<b>503</b>	<b>106</b>	<b>47</b>	<b>11</b>
<b>Percent Variation (CV)</b>	<b>2%</b>	<b>3%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>
<b>Peak Period</b>						
<b>6:15-9:15 AM</b>	<b>31,895</b>	<b>2,709</b>	<b>15,046</b>	<b>4,598</b>	<b>7,148</b>	<b>2,394</b>
<b>Weekday Variation (STD)</b>	<b>844</b>	<b>105</b>	<b>776</b>	<b>100</b>	<b>66</b>	<b>4</b>
<b>Percent Variation (CV)</b>	<b>3%</b>	<b>4%</b>	<b>5%</b>	<b>2%</b>	<b>0.9%</b>	<b>0.2%</b>
<b>Peak Hour</b>						
<b>7:15 - 8:15 AM</b>	<b>11,131</b>	<b>942</b>	<b>5,252</b>	<b>1,540</b>	<b>2,436</b>	<b>962</b>
<b>Weekday Variation (STD)</b>	<b>117</b>	<b>34</b>	<b>223</b>	<b>138</b>	<b>81</b>	<b>16</b>
<b>Percent Variation (CV)</b>	<b>1%</b>	<b>4%</b>	<b>4%</b>	<b>9%</b>	<b>3%</b>	<b>2%</b>

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in late October and early November, 2009. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

## Average Vehicle Occupancies

A total of 36,000 persons in 31,900 passenger vehicles were observed traveling inbound across the Dulles corridor screen line during the three-hour AM peak period. Table 7 shows that the average occupancy rate for passenger vehicles for the study peak period is 1.13 passengers per vehicle. The passenger vehicle totals and the average vehicle totals include autos, vans and motorcycles.

The data in Table 7 also show that the total number of inbound AM peak period passenger flows on the single Dulles Toll Road HOV lane is half the person volume of the three Dulles Toll Road general purpose lanes. The Dulles Toll Road HOV lane, with an average vehicle occupancy of 1.67, carries 50% more passengers per lane than the Dulles Toll Road General Purpose lanes and more than twice the passenger volume per lane than all other roadways in this study (see Tables 7 and 8).

Other comparable typical weekday AM peak period vehicle occupancies in the Dulles corridor are 1.06 persons per vehicle on Georgetown Pike, 1.02 persons per vehicle on the Dulles Toll Road General Purpose Lanes, 1.05 persons per vehicle on Leesburg Pike, and 1.11 persons per vehicle on Old Dominion Drive (see Table 7).

The data in Tables 9 and 10 present the number and percentage distribution of vehicle occupancies classified by the number of persons in the vehicle for AM peak period passenger vehicle flows across the Dulles corridor screen line. The tables show that 90% or more of the passenger vehicles on all the roadways, except the Dulles Toll Road HOV lane, are carrying a single occupant. On the Dulles HOV facility during the same time period approximately 58% of the passenger vehicles (including vans) are carrying two or more occupants. During the HOV-2 restrictions from 6:30 AM to 9:00 AM the percentage of passenger vehicles carrying two or more occupants increases to 64%.

Average bus occupancy for all buses counted during the five-hour counting period was 42.5 passengers per bus. The highest occupancies were on Fairfax Connector buses, which had an average occupancy of 44.6 passengers. WMATA had an average occupancy of 42.6 and Loudoun County Transit had an average occupancy of 39.5.

Table 7  
 AM Peak Period Travel in the Dulles Corridor  
 Average Inbound Passenger Vehicle Occupancies at the Beltway Screen Line  
 3-Hour AM Peak Period - (6:15 AM to 9:15 AM)

Roadway Facility	Number of Inbound Lanes	Passenger Vehicles		
		Person Count	Vehicle Count	Average Occupancy
VA 193 (Georgetown Pike)	1	2,871	2,709	1.06
VA 267 (General Purpose Lanes)	3	15,209	15,046	1.01
VA 267 (HOV)	1	7,668	4,598	1.67
VA 7 (Leesburg Pike)	2	7,507	7,148	1.05
VA 738 (Old Dominion Drive)	1	2,660	2,394	1.11
<b>TOTAL</b>	<b>8</b>	<b>35,913</b>	<b>31,895</b>	<b>1.13</b>

Table 8  
 AM Peak Period Travel in the Dulles Corridor  
 Passenger Volume per Lane and Passenger Volume per Lane Hour at the Beltway Screen Line  
 3-Hour AM Peak Period - (6:15 AM to 9:15 AM)

Roadway Facility	Number of Inbound Lanes	Vol/Lane	Vol/Lane/Hr
VA 193 (Georgetown Pike)	1	2,871	957
VA 267 (General Purpose Lanes)	3	5,107	1,702
VA 267 (HOV)	1	7,668	2,556
VA 7 (Leesburg Pike)	2	3,753	1,251
VA 738 (Old Dominion Drive)	1	2,660	887

Table 9  
 AM Peak Period Travel in the Dulles Corridor  
 Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle at the Beltway Screen Line  
 3-Hour AM Peak Period - (6:15 AM to 9:15 AM)

Roadway Facility	1-Person Autos	2-Person Autos	3+-Person Autos	Passenger Vans	Motoreycles	Total Passenger Vehicles
VA 193 (Georgetown Pike)	2,563	134	6	2	5	2,709
VA 267 (General Purpose Lanes)	14,933	91	4	6	13	15,046
VA 267 (HOV)	1,830	2,673	27	31	38	4,598
VA 7 (Leesburg Pike)	6,845	272	5	7	20	7,148
VA 738 (Old Dominion Drive)	2,144	234	10	1	6	2,394
<b>Corridor Total</b>	<b>28,315</b>	<b>3,403</b>	<b>50</b>	<b>46</b>	<b>81</b>	<b>31,895</b>

**Table 10**  
**AM Peak Period Travel in the Dulles Corridor**  
**Distribution of Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle**  
**at the Beltway Screen Line**

**3-Hour AM Peak Period - (6:15 AM to 9:15 AM)**

Roadway Facility	1-Person Autos	2-Person Autos	3+-Person Autos	Passenger Vans	Motorcycles	Total Passenger Vehicles
VA 193 (Georgetown Pike)	95%	5%	0%	0%	0%	100%
VA 267 (General Purpose Lanes)	99%	1%	0%	0%	0%	100%
VA 267 (HOV)	40%	58%	1%	1%	1%	100%
VA 7 (Leesburg Pike)	96%	4%	0%	0%	0%	100%
VA 738 (Old Dominion Drive)	90%	10%	0%	0%	0%	100%
<b>Corridor Total</b>	<b>89%</b>	<b>11%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>

### Statistical Confidence Levels for AM Peak Period Modal Share Estimates

One of the intended purposes of this study is to develop a statistically reliable estimate of the transit mode share of inbound AM peak period travel in Northern Virginia's Dulles corridor screen line. Based on the statistical analysis of the two-day auto occupancy and transit passenger counts conducted, transit's share of inbound AM peak period travel on a typical weekday is estimated to be 10.9% plus or minus 1.1 percentage points at the 90% confidence level. This share at this confidence level means that, statistically, one can be 90% confident that the actual share of AM peak period travel in the Dulles corridor by transit would be found in the range from 9.8% to 12% if these counts had been taken on every typical weekday between Tuesday, October 13, 2009 and Wednesday, November 4, 2009.

The carpool/vanpool person share of inbound AM peak period travel on a typical weekday at the screen line is estimated to be 18.7% plus or minus 1.9 percentage points at the 90% confidence level. The share of SOV travel at this same screen line is estimated to be 70.3% plus or minus 3.0 percentage points at the 90% confidence level.

## Major Findings and Conclusions

- Analysis of two-day auto occupancy and transit passenger counts conducted on typical weekdays in mid-October and early-November 2009 show that 30% of inbound AM peak period travelers in Northern Virginia's Dulles corridor at a traffic counting screen line area are using transit or carpools or vanpools.
- Approximately 4,400 persons were counted traveling across the Dulles corridor screen line on a Metrobus, Fairfax Connector, or Loudoun County Transit bus. Total transit travel during the 6:15 AM to 9:15 AM peak period accounts for a 11% share of the total inbound AM peak period person travel across the screen line. In comparison, the I-66 Outside the Beltway corridor report's (FY 2008) screen line had 1,350 inbound travelers on public transportation buses during the AM peak period. The I-66 corridor outside the Beltway is served by both Metrorail and commuter rail, while the Dulles Corridor currently does not have rail service.
- A total of 2,600 AM peak period transit travelers at the screen line in the Dulles Corridor are on a Fairfax Connector bus. This figure accounts for more than half of the total transit passengers in the corridor.
- Over 7,500, or 19%, of the inbound AM peak period travelers in the Dulles corridor are in carpools or vanpools. More than three-quarters of these HOV2+ persons (5,800) travel on the Dulles Toll Road HOV-2 lane.
- As seen on HOV lanes that were studied in previous reports, the effectiveness of the Dulles Toll Road HOV-2 lane in its efficiency in moving large numbers of people per lane of roadway is apparent in the count data collected. During the time period the Dulles Toll Road HOV-2 lane restrictions are in effect, the single HOV lane carries an average of 2,500 persons per lane hour compared to an average of 1,700 persons per lane hour on the Dulles Toll Road general purpose lanes.
- On a typical weekday during the peak period, approximately 28,300 persons, or 70% of all travelers, cross the Dulles corridor screen line in single occupant vehicles (SOVs). The greatest amount of AM peak period SOV travel is on the general purpose lanes of the Dulles Toll Road (14,900 persons), followed by Leesburg Pike (6,900 persons).
- Vehicle occupancies for inbound vehicles on the Dulles Toll Road HOV-2 lane at the screen line during the 6:30 AM to 9:30 AM peak period average 1.7 persons per vehicle. Average vehicle occupancies for inbound vehicles on other roadway facilities in the corridor range from 1.02 on the Dulles Toll Road general purpose lanes to 1.11 on Old Dominion Drive.

## Summary of Commuter Corridor Studies

At the request of NVTC, staff from COG/TPB studied five of Northern Virginia's major commuting corridors from 2005 to 2009 through its technical Assistance work program. This study of the Dulles Corridor represents the final report requested by NVTC and funded by VDOT. The following section and Appendix A and Appendix C highlight the major findings from the studies. All findings represent the respective AM peak period in each corridor.

### HOV Efficiency:

- The HOV lanes move significantly larger numbers of people per lane hour than general purpose lanes. The highest volume (passengers) per lane per hour during the respective AM peak periods ranged from 3,870 passengers per lane per hour on the HOV-3 lanes of I-395 Inner Area at S. Glebe Road to 2,500 passengers per lane hour on the Dulles Toll Road HOV-2 lane. In comparison, the volume per lane hour of the general purpose lanes for I-395 was less than half (1,480) than the volume on the I-395 HOV-3 lanes. On the Dulles Toll Road, the number of passengers per lane per hour in the general purpose lanes was 1,700.

### Vehicle Occupancies:

- The I-395 Inner Area corridor had the highest overall vehicle occupancy with an average of 1.44 persons per vehicle. The highest vehicle occupancy by roadway was 2.73 persons per vehicle counted on the I-95 HOV-3 lanes at the Beltway screen line.
- Among the three corridors with HOV-2 facilities, I-66 Inner Area corridor report recorded an average vehicle occupancy of 1.3 persons per vehicle. The HOV-2 roadway with the highest vehicle occupancy was the I-66 Outside the Beltway HOV2+ lane, with 1.91 passengers per vehicle. The Dulles Toll Road HOV-2 lane and the I-66 Inside Area HOV-2 lanes each reported 1.67 person per vehicle.

### Carpools and Vanpools:

- The I-395 Corridor has the highest percent (31%) of travelers using carpools or vanpools. The barrier separated facility and HOV-3 restrictions during the AM peak period contribute to the high modal share.

### Transit Use:

- The I-66 Inside the Beltway corridor has the highest percentage (37%) of persons traveling by transit during the AM peak period. Approximately 80% of these transit riders are traveling on WMATA's Metrorail Orange Line. The Dulles Corridor, which is not served by rail, has the lowest percentage of transit travel (11%). However, it is noteworthy that the Dulles Corridor has the highest share of bus transit travel in the study areas.
- The highest percentage of commuters using Metrorail occurred in the I-66 Inside the Beltway corridor, where approximately 30% of all commuters in the corridor traveled on Metrorail.

- Over 4% of all travelers in the I-395 corridor inside the Beltway rode VRE Commuter Rail, which represents the highest share of commuter rail ridership among the studies. This corridor is served by both the Manassas Line and the Fredericksburg Line.
- The highest percentage of bus transit shares in the AM peak period in all corridors examined was observed for WMATA buses in the I-395 corridor, at 8%.

Appendix A  
 AM Peak Period Travel in Major Transportation Corridors in Northern Virginia  
 Total Inbound Person Trips

Study and Peak Time Period	Persons Total AVG	Persons Auto AVG	Persons Transit AVG	Persons Percent Transit	Persons HOV2+ AVG	Persons Percent HOV2+	Persons SOV AVG	Persons Percent SOV
I-66 Corridor Outside the Beltway, AM Peak Period (6:30-9:30AM), Fall 2008	68,287	52,764	15,523	23%	14,276	21%	38,488	56%
Standard Weekday Variation (STD)	1,291	1,228	63		1,102		126	
Percent Variation (CV)	2%	2%	0%		8%		0%	
I-66 Corridor Inside the Beltway, AM Peak Period (6:15-9:15AM), Fall 2005	63,283	39,593	23,690	37%	16,694	26%	22,899	36%
Standard Weekday Variation (STD)	1,299	223	1,076		697			
Percent Variation (CV)	2%	1%	5%		4%			
I-395 Corridor, AM Peak Period (6:15- 9:15AM), Fall 2006	94,276	62,349	31,928	34%	29,451	31%	32,898	35%
Standard Weekday Variation (STD)	756	3,627	2,871		4,794		1,167	
Percent Variation (CV)	1%	6%	9%		16%		4%	
I-95 Corridor Outside the Beltway, AM Peak Period (6:00-9:00AM), Fall 2007	101,008	81,822	19,186	19%	28,057	28%	53,765	53%
Standard Weekday Variation	1,462	1,223	239		3,793		2,570	
Percent Variation (CV)	1%	1%	1%		14%		5%	
Dulles Corridor, AM Peak Period (6:15-9:15AM), Fall 2009	40,345	35,913	4,432	11%	7,518	19%	28,396	70%
Standard Weekday Variation	785	348	437		757		1,105	
Percent Variation (CV)	1%	0%	5%		5%		1%	



**Appendix B**  
**Dulles Corridor Screen Line**  
**Counting Stations / Locations**

<b>Dulles Corridor Facility/Service</b>	<b>Counting Location</b>	<b>Counting Dates</b>
<u><b>Roadway</b></u> VA 193 (Georgetown Pike) VA 267 (General Purpose Lanes) VA 267 (HOV) VA 7 (Leesburg Pike) VA 738 (Old Dominion Drive)	Between Spring Hill Road and Swinks Mill Road Between Trap Road and Va. 7 (Leesburg Pike) Between Trap Road and Va. 7 (Leesburg Pike) Between Towlston Road and Lewinsville Road Between Spring Hill Road and Swinks Mill Road	Oct 6, 2009 and Oct 8, 2009 Oct 22, 2009 and Nov 4, 2009 Oct 22, 2009 and Nov 4, 2009 Oct 6, 2009 and Oct 8, 2009 Oct 6, 2009 and Oct 8, 2009
<u><b>Metrobus Routes</b></u>  5A (DC – Dulles Line)	Passengers counted at Herndon-Monroe Park and Ride; arrival time at VA 267 screen line between Trap Road and VA 7 based on departure times from counting locations.	Oct 15, 2009 and Oct 20, 2009
<u><b>Fairfax Connector Routes</b></u>  551, 553, 557 (South Reston Line)	Passengers counted at Reston East Park & Ride and West Falls Church Station; arrival time at VA 267 screen line between Trap Road and VA 7 based on departure times from or arrival times from counting locations.	Oct 22, 2009 and Oct 27, 2009
552, 554 (North Reston Line)	Passengers counted at Reston East Park & Ride; arrival time at VA 267 screen line between Trap Road and VA 7 based on departure times from counting location.	Oct 22, 2009 and Oct 27, 2009
574 (Tysons Corner-Reston Town Center Line)	Passengers counted at Tysons West Park Transit Station; arrival time at VA 7 screen line between Towlston Road and Lewinsville Road based on departure times from counting location.	Oct 27, 2009 and Oct 29, 2009
585 (Reston South Express Line)	Passengers counted at West Falls Church Station; arrival time at VA 267 screen line between Trap Road and VA 7 based on arrival times at counting location.	Oct 22, 2009 and Oct 27, 2009
595 (Pentagon Express Route)	Passengers counted at Reston East Park & Ride; arrival time at VA 267 screen line between Trap Road and VA 7 based on departure times from counting location.	Oct 22, 2009 and Oct 27, 2009
597 (Crystal City Express)	Passengers counted at Reston East Park & Ride; arrival time at VA 267 screen line between Trap Road and VA 7 based on departure times from counting location.	Oct 22, 2009 and Oct 27, 2009

<p>950, 980 (Herndon/Reston Town Center Line)</p>	<p>Passengers counted at Herndon-Monroe Park and Ride; arrival time at VA 267 screen line between Trap Road and VA 7 based on departure times from counting locations.</p>	<p>Oct 15, 2009 and Oct 20, 2009</p>
<p><b><u>Loudoun County Transit Routes</u></b></p> <p>DC1W, DC2E, DC5E, DC6W, DC7, DC11, DC17E, DC19, DC20, DC21, DC26, DC36 (Purcellville to Rosslyn, Crystal City, The Pentagon and Washington, DC);</p> <p>DC10W, DC12, DC29E, DC30W, DC35W, M1, M2, M3 (Leesburg to Rosslyn, Crystal City, The Pentagon, Washington, DC and West Falls Church Metro Station);</p> <p>DS3E, DS4W, DS13W, DS24, DS31, DS37W (Dulles South/Stone Ridge to Rosslyn, Crystal City, The Pentagon and Washington DC)</p> <p>DS8E, DS9E, DC14E, DC15W, DC22, DC25, DC27, DC28, DC33, DC34E (Dulles North Transit Center to Rosslyn, Crystal City, The Pentagon, Washington, DC and West Falls Church Metro Station)</p> <p>CF1W, CF2E (Ashburn North to Rosslyn and Washington DC)</p> <p>DC16W, DC18W, DC23W, DC32W (Christian Fellowship Church (Ashburn, VA) to The Pentagon, Crystal City and Washington DC)</p> <p>C1A, C2A, C3A, C4A, C5A, C6A, C7A, C8A (Potomac Falls to West Falls Church Metro Station)</p>	<p>Passenger counts based on Loudoun County Transit ridership data; arrival time at VA 267 screen line between Trap Road and VA 7 based on scheduled departure times from Park and Ride lots.</p>	<p>Oct 22, 2009 and Nov 4, 2009</p>

Note: The arrival time at the screen line was determined based on the distance from the counting location to the screen line. The travel times were based on a combination of Google Maps travel times, speed limits, and distances to the cordon line.

Appendix C  
AM Peak Period Travel in Major Transportation Corridors in Northern Virginia  
Overview and Findings of Commuter Corridor Studies

Corridor / Roadway and Peak Time Period	HOV Efficiency (passengers per lane per hour)	Vehicle Occupancies (persons per vehicle)	Carpools & Vanpools (% of travelers using carpools or vanpools)	Transit Use (% persons traveling by transit)	Metrorail Ridership (% persons traveling by Metrorail)	Commuter Rail Ridership (% persons traveling by VRE Commuter Rail)	Bus Ridership (% persons traveling by bus transit)
I-66 Corridor Outside the Beltway, AM Peak Period (6:30-9:30AM), Fall 2008		1.18	21%	23%	16%	4%	2%
I-66 HOV-2 lane	2,626	1.91					
I-66 Corridor Inside the Beltway, AM Peak Period (6:15-9:15AM), Fall 2005		1.3	26%	37%	30%	4%	4%
I-66 HOV-2 lanes	2,815	1.67					
I-395 Corridor, AM Peak Period (6:15-9:15AM), Fall 2006		1.44	31%	34%	19%	4%	11%
I-395 HOV-3 lanes	3,870	2.73					
I-95 Corridor Outside the Beltway, AM Peak Period (6:00-9:00AM), Fall 2007		1.29	28%	19%	13%	3%	3%
I-95 HOV-3 lanes	3,106	2.73					
Dulles Corridor, AM Peak Period (6:15-9:15AM), Fall 2009			19%	11%	N/A	N/A	11%
Dulles Toll Road HOV-2 lane	2,500	1.67					



AGENDA ITEM #11

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 26, 2010  
**SUBJECT:** NVTC Items

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A. TransAction 2040 Plan Update.

Negotiations are continuing with Cambridge Systematics, Inc. NVTA has acted to significantly reduce funding (to \$500,000 from \$1.2 million). This necessitates refining the scope of work. Local and regional staffs are cooperating in that effort. When agreement is reached on the refined scope of work, NVTC's Executive Director will proceed to execute the contract documents (after legal review).

B. Streetcar Coalition TIGER II Grant Application.

NVTC staff submitted the pre-application by the June 26, 2010 deadline and the full application by the August 23, 2010 deadline. Several public and private-sector co-sponsors have joined in the effort. A copy of the August application is attached for your information.

NVTC also was a partner in Fairfax County's application for funding for the I-66/Vienna ramp. A copy of NVTC's endorsement letter is attached.

C. I-95/395 HOT Lanes.

NVTC wrote to Secretary Connaughton after the commission's July 1, 2010 meeting, requesting an opportunity to meet to address several issues in order for the region to unify its support of the project. No meeting has occurred. Staff from Arlington, Alexandria and Fairfax County have met to create a document describing the issues to be resolved. When completed, it could form the basis for productive discussions with Secretary Connaughton.

NVTC staff believes that Fluor-Transurban may apply for a federal TIFIA loan to help finance the project.



D. Pentagon Transit Center Security Issues.

Shortly after NVTC's July 1<sup>st</sup> letter and a similar letter from WMATA were sent, Pentagon officials convened a meeting of interested parties. WMATA Board members and several staff participated. Pentagon officials explained their short and long-term objectives and listened to the concerns of the transit systems. Several accommodations were promised to lessen the impact of the proposed security changes on transit systems. Transit systems are being kept informed as the Pentagon's plan is revised. Staff will meet again on site with Pentagon officials on August 27<sup>th</sup> to review the final plan. The National Capital Planning Commission will review the final plan at its meeting on September 3<sup>rd</sup>.

E. Discontinuation of Falls Church's GEORGE Bus System.

As described in attached articles, the Falls Church City Council has decided that it will be unable to continue to fund GEORGE due to severe budget constraints and anticipated increases in its WMATA subsidies. Accordingly, GEORGE will be discontinued effective September 24<sup>th</sup> and the buses will be used on ART routes in Arlington.

F. Multi-Region Vanpool Incentive Program.

Federal and state funds are now available in approved grant agreements. NVTC is managing the funds on behalf of itself and FAMPO/GWRC. The contract has been executed with VHB, Inc. and the notice to proceed has been issued. At a kick off meeting on August 9, 2010 a project schedule was developed. DRPT staff will serve as project manager to ensure regional impartiality. Two focus groups of vanpool operators are set for September as a prelude to an extensive online survey.



## *Northern Virginia Regional Streetcar Network Study*

### Rating Factor 1: Purpose and Outcomes:

#### **Project Purpose**

This application brings together a unique partnership of local jurisdictions, the community college system and a community-based group to analyze the feasibility of potential streetcar corridors in Northern Virginia as well as the support of civic and business jurisdictions in the region. The scope of work for the study includes demand modeling, an outreach campaign and community participation.

The purpose of this study is to enhance the interconnected and regional approach to land use and transit projects in order to optimize planning resources for a metropolitan area in northern Virginia that is ready for re-development. Rather than having local jurisdictions conduct self-contained and internal transit and land use plans, this project seeks to combine and expand on these efforts.

This project would build upon the planning and analysis for the 5-mile Columbia Pike Streetcar Line that is well underway for Arlington County and Fairfax County. This line terminates in the northern portion of Arlington County near (the Pentagon) and to the south, at the Skyline complex in Fairfax County. A potential connecting line along the Crystal City/Potomac Yard Transitway is also being discussed near the current northern terminus.

An important new dimension to this streetcar project is the inclusion of the Northern Virginia Community College (NVCC) Alexandria campus that is located close to the terminus at Skyline as well as close to the border of Arlington and Fairfax Counties.

The NVCC Alexandria campus has expressed interest in exploring the potential of locating a streetcar maintenance facility on its Alexandria campus, as part of its mission of workforce development and to train future streetcar mechanics and operators. The campus currently houses an automotive maintenance facility. The NVCC campus in Alexandria is strategically positioned to provide a focal point for regional planning efforts. Further, a streetcar maintenance facility located on NVCC's Alexandria campus, and a streetcar stop on campus provides transit service to the 17,000 students taking classes there; many are minority and foreign students who are currently underserved by transit options to get them to the campus.

The study area would also include other potential streetcar corridors that are currently subject to a multitude of public and private sector plans being formulated for areas within a short distance of Northern Virginia Community College/Alexandria and other NVCC campuses. Current planning efforts include:

#### In Fairfax County:

- Baileys Crossroads Plan
- Area Plan Review for Landmark Plaza site
- Area Plan Review for Smoot Lumber site
- Reston Metro Access study
- Richmond Highway Corridor study

#### In the City of Alexandria:

- Beauregard Area Plan

JBG Mark Center properties  
Duke Realty Mark Center properties  
Potential redevelopment of Foster/Fairbanks site  
Reconfiguration of Southern Towers, Seminary Towers, shopping center at Kenmore  
Transit Corridor study  
NVCC Alexandria campus master plan  
In Arlington County:  
Columbia Pike Multimodal Project  
Columbia Pike Environmental Studies & NEPA Documentation for Transit Alternatives  
Columbia Pike Land Use & Housing Study  
In Falls Church City:  
East Falls Church Planning and Transportation Study  
South Washington Street Transportation Study

In addition, the Route 1 area of Fairfax County near Fort Belvoir faces tremendous change in the next 10-15 years as result of BRAC transfers from inside the Beltway. A streetcar line is one potential transit alternative to supplement existing local bus service.

### **Project Participants**

- Northern Virginia Transportation Commission (NVTC) – regional entity
- Northern Virginia Streetcar Coalition (NVSC) – community-based group
- Northern Virginia Community College (NVCC) – regional educational system
- Local jurisdictions
- Local and regional civic and business organizations

### **Project Outcomes**

Each plan or project described above is conducting its own transportation analyses with varying assumptions, modes, and solutions, yet these are all stand-alone analyses, with little coordination to take into account the impact of all these potential projects on one small part of our Northern Virginia region. There is a risk of the solutions not providing connectivity. The optimal outcome for this project would be to tie together these disparate efforts into one systemic plan for streetcar corridors for Northern Virginia. The study would determine if streetcar lines could be an organizing factor for transportation solutions for these projects.

Communities along Route 7 near Reston and Herndon have also expressed interest in participating. Ultimately, it would be a goal to look at connectivity with the District of Columbia streetcar network currently under construction.

Part of the measurable outcome would be to produce a map of the study area that contains the proposed streetcar corridors as well as graphics depicting other relevant transit systems and development projects.

Streetcar lines can provide a transit backbone for the region that will encourage economic development, foster revitalization of older commercial corridors, link people to jobs more efficiently and sustainably than by car, and increase private sector investment in infrastructure.

To gain these benefits, it is important to undertake a regional planning effort that includes the major beneficiary local governments so that the region can be positioned to take advantage of

future capital funds for projects already in the planning stages. Including a public education system with several campuses and a community-based educational and advocacy organization in the planning only increases the likelihood that the plans will be responsive to community needs.

Alignment with Livability Principles:

**a. Provide More Transportation Choices.** Develop safe, reliable and affordable transportation choices to decrease household transportation costs, reduce energy consumption and dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

This pre-feasibility study would be conducted to assess the optimal locations for a connected streetcar system in order to provide more transit options for workers, resident, students and visitors as well as to relieve traffic congestion on the region's highways, arterials and neighborhood streets.

The metropolitan Washington region is currently ranked as the third most traffic congested area in the nation. And, adding to this congestion, it is estimated that from 2010 - 2030 there will be 1.6 million net new jobs projected for the Washington metro area, 1.7 million more people and nearly 700,000 more households (2030 Group report by Dr. Stephen Fuller). By fall 2011, the movement of Department of Defense employees to implement the 2005 BRAC law involves transferring over 34,000 workers and their families from the transit accessible Pentagon area to less transit accessible locations in northern Virginia

Under this looming influx of workers and their families, this study is clearly needed to identify how and where they will get to work, home, shopping and recreation.

The study parameters are likely to include the following areas in northern Virginia:

I-395 and Seminary Road exit: In the near term, an epicenter for new job concentration is the new Department of Defense (DoD) BRAC-133 building to house the Washington Headquarters Services (WHS) located at I-395 and Seminary Road in Alexandria, close to the Fairfax County border. Currently scheduled for occupancy in fall 2011 to house DoD employees, it will bring 6,400 new workers to the area. The site is only a short distance from the Northern Virginia Community College (NVCC) Alexandria campus. Providing a streetcar stop to that building would relieve traffic pressure on I-395, Seminary Road, Route 7, and other area arteries, and enable employees in the building to connect with the Pentagon through a back route that does not require the use of an automobile.

Route 7 from Skyline to Falls Church City: A streetcar line down route 7 as an extension of the Columbia Pike streetcar line is of interest to Falls Church City and the Baileys Crossroads section of Fairfax County. This streetcar route could relieve traffic congestion on Route 7 as well as link residents to the East Falls Church metro that will be a serve as a transfer station connecting the to the new Metro Silver line currently under construction. The Silver line will take workers, shoppers and residents to Tyson's Corner as well as easy access to Dulles airport.

Richmond Highway Corridor: The Richmond Highway Corridor is located along a 7.5 mile segment of Richmond Highway from the Capital Beltway in the north to Fort Belvoir in the south. Of note, in 2011, over 24,000 new workers will be transferred to Fort Belvoir as a result of the 2005 BRAC law, that will significantly impact traffic congestion. Most personnel are being relocated from generally transit-accessible work sites to locations that are almost exclusively auto-reliant. When the 2005 BRAC transfers are complete, the workforce at Fort Belvoir will rival that of the Pentagon, but the



Pentagon is served by a robust multimodal network of transportation options to ensure an orderly movement of military and civilian commuters. In general, the Richmond Highway corridor has an uncoordinated, strip-commercial appearance. The corridor itself serves a dual purpose of being a Main Street for surrounding residential development as well as a major north-south oriented transportation route, carrying heavy volumes of commuter traffic.

Crystal City - Potomac Yards Transitway: The purpose of the Crystal City/Potomac Yard Corridor Transit Improvements Project is to provide high-capacity and high-quality transit services in the five-mile corridor between the Pentagon and Pentagon City in Arlington County and the Braddock Road Metrorail Station in the City of Alexandria. Arlington County intends to use streetcars for their portion of this project and the City of Alexandria has not made a mode choice. The effort came about in response to rapid development and redevelopment occurring in the corridor. New commercial and residential buildings are going up in Crystal City and Pentagon City with further growth planned for the immediate and long-term future. Build-out of Potomac Yard over the next 10 years will result in a substantial increase in new retail, office, hotel, and residential space. Stakeholders have indicated there should be a seamless mode of transit available for the Transitway.

The pre-feasibility study would provide additional research to help guide mode choice.

Skyline to NVCC Alexandria Campus: The Skyline terminus for the Columbia Pike Streetcar line is less than a mile from the NVCC Alexandria campus that serves over 17,000 students and that is located close to the WHS building under construction at I-395 and Seminary Road (described above). The campus is not served by metro and transit access is limited. Student enrollment increased by 8 percent from 2009 to 2010. In addition, minorities comprise 55 percent of the student body while an additional 2,556 students are international at the Alexandria campus. A streetcar line would allow students a more convenient transit option. In addition, the campus is interested in housing a streetcar maintenance facility, that is a critical component of a streetcar system. This maintenance facility would have the added purpose of being utilized as a workforce-training curriculum by the Community College to train streetcar operators and maintenance workers.

Although there are several transportation planning efforts that take place in this region on a regular basis, and a new Transaction 2040 study about to begin by the Northern Virginia Transportation Authority (NVTA), the current project is not anticipated to duplicate those efforts but will strive to complement and coordinate with related efforts. The 2040 study will take two years and is a comprehensive look at all modes of transportation in our region for an extended time horizon.

*c. Enhance Economic Competitiveness.* Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

By 2030, jobs in Northern Virginia will grow by 53% and population by 42%, while housing won't keep pace and trips to work will accelerate.

Streetcars already have a record of supporting economic development in cities. Streetcar service has led to \$3.5 billion of redevelopment in Portland, OR since 2001, \$2 billion in Memphis, TN since 1993, and \$1 billion in Tampa, FL since 2003. Major benefits have come from property revitalization and filling vacant space.

Robust population and job growth is expected to continue for the foreseeable future. For example, The 2030 Group, a group of regional business leaders, has expressed concern that Greater Washington is not preparing sufficiently to handle forecast growth of 1.7 million new residents, 700,000 new housing units and 1.6 million net new jobs over the next 20 years.

So the issue is not whether properties can be or will be redeveloped to accommodate our growing region – they will. The issue is whether the transportation and community networks that make places desirable and pleasant will also be put into place.

A unique feature of this application is the role of the Northern Virginia Community College (NVCC) that will enhance competitiveness by combining transit with training. During the past three years, the NVCC saw enrollment at its eight campuses grow by 23 percent. For the Alexandria campus, enrollment has grown to 17,040 students. Transit is a challenge for these students, since the Alexandria campus is not close to a mass transit stop, although is served by local bus routes.

To improve transit availability, the NVCC system is interested in having a streetcar line run through the campus to provide easy access from the Pentagon City metro stop in Arlington County. In addition, the NVCC has determined there is a shortage of training programs for streetcar and rail car maintenance workers, operators and mechanics. As a result, the Alexandria campus is interested in being the site of a streetcar maintenance facility and would design a new curriculum around it. This new workforce training program, utilizing an on-site streetcar maintenance facility on campus would be one of its kind in the mid-Atlantic region. The new training program could showcase the benefits that can occur when educational institutions, local jurisdictions, regional entities and community-based groups join forces to pro-actively plan for transit choices that have additional benefits for economic competitiveness. In addition, the NVCC system is interested in exploring the use of streetcars as a means to connect their eight campuses scattered across northern Virginia, thus increasing access to all their educational and training facilities.

*f. Value Communities and Neighborhoods.* Enhance the unique characteristic of all communities by investing in healthy safe and walkable neighborhoods.

A key component of this application is the role of the Northern Virginia Streetcar Coalition to cultivate public support over the life of this project and beyond by actively engaging with the local community. An outcome of the study is to build a cadre of citizen and local stakeholders to provide feedback on planning, design and operation to help their respective communities flourish by optimizing their transit options. Studies have documented the synergy created by coordinating transportation planning with land use to create transit-oriented developments.

In the aggregate, northern Virginia region is considered to be prosperous, but there are neighborhoods near potential streetcar corridors with notable low-income and minority populations. According to the Center for Transportation Excellence (CFTE), transportation policies that encourage personal automobile travel have an inequitable effect on the finances of minority and low-income individuals with those in the lowest fifth of income earners spending 36 percent of their household budget on transportation compared with those in the highest fifth income spending 14 percent. Further, the CFTE has found that while the vast majority of Americans rely on cars to meet their transportation needs, minorities are less likely to own a car. Only 7 percent of white households own no cars whereas 24 percent of African American households, 17 percent of Latino Households, and 13 percent of Asian households own no cars. In urban areas, African Americans and Latinos comprise 54 percent of public transportation users.

In regards to promoting healthy lifestyles, the country is experiencing skyrocketing rates of obesity, asthma and diabetes. Public transportation has the potential to reduce health threats for Americans by reducing polluting emissions, providing a safe alternative to automobile travel and promoting higher levels of physical activity.

Clearly, providing enhanced transit such as streetcars would help to shore up neighborhoods in northern Virginia, especially low-income and minority communities, that often are in greater need of revitalization. Included in the study parameters are the following communities with minority populations who would benefit from having more transit options available.

**NVCC Alexandria Campus:** The overall proportion of minority students is 55 percent as of Fall 2009.

**Skyline/Bailey's Crossroads:** Nearly 20 percent of the population is Hispanic, 15 percent are African American and 11 percent are Asian.

**Columbia Pike:** This is one of the top destinations for immigrants within the entire Baltimore-Washington region, with nearly 128 countries of national origin represented. The Columbia Pike corridor is home to almost 57 percent of the County's total Hispanic population.

**Richmond Highway Corridor:** African Americans comprise 34 percent of the population and Hispanics make up 35 percent of the corridor's population.

Streetcar lines have been witnessed strong ridership in cities across the nation by offering a different transit choice to the mix that allows riders to hop on and travel short distances to shopping, schools employment centers or to transit centers, thus reducing the need to drive or even own a car.

*e. Coordinate Policies and Leverage Investment.* Align Federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

A key component of this application is its commitment to eliminate obstacles to regional transit by reaching out to seriously engage northern Virginia jurisdictions in cooperation with a regionally focused community-based group to ensure that there is maximum coordination for assessing a regional streetcar network under the auspices of a regional transportation entity, the Northern Virginia Transportation Commission. The study group will be as inclusive as possible and seek input from the Department of Defense and other Federal agencies as key stakeholders during the study process

In particular, the study will focus on two sites that demand better collaboration from the Federal government. Serious concerns have been raised about the Pentagon for not better coordinating transportation planning for two BRAC initiatives; one at the new Washington Headquarters Service Building (WHS) in Alexandria and the second is the expansion at Fort Belvoir in Fairfax County.

Set for occupancy in fall 2011, the WHS building under construction as part of the 2005 BRAC law will house 6,400 employees who will be relocated from Metro-accessible leased office space to an area with extremely limited public transit and no Metro access. Although local leaders expressed

serious concerns early on about the prospects for creating gridlock, the Pentagon pushed ahead. However, by July 2010, the Army's Final Transportation Management Plan (TMP) found that even with a greater than 40 percent reduction in single occupancy vehicles "overall LOS at these locations deteriorated to an unacceptable E or F with demand exceeding capacity," the worst possible levels of traffic congestion. These findings are consistent with three other traffic studies conducted by the City of Alexandria and the Virginia Department of Transportation (VDOT) demonstrating there was little coordination on this matter. Of note is that this site is also close to the NVCC Alexandria campus so providing streetcar connectivity would improve coordination and provide additional benefits for the campus and for WHS workers to reach the Pentagon City metro, the Van Dorn metro or King Street metro stations without increasing traffic volume on I-395 or streets near the new WHS headquarters complex.

For Fort Belvoir, the lack of coordination is compounded by restrictive federal regulations. Virginia Senator Mark Warner, Representative Jim Moran (VA-8) and Representative Gerry Connolly (VA-11) wrote to Defense Secretary Gates in July 2010 to voice their concerns that the DoD's "rigid" Defense Access Road (DAR) program hasn't been changed since 1978 and contains requirements that do not reflect the needs of the military or the Northern Virginia jurisdictions that will face a dramatic increase in traffic on already congested roadways. Under the current DAR, densely populated communities with highly-congested interstates and secondary roads are unable to qualify for DoD funding due to the requirement that traffic must double in order to receive assistance. "In fact, the criteria put metropolitan areas like the National Capital Region at a distinct disadvantage," they wrote. Further, the three lawmakers warned Gates that the "BRAC relocations to Fort Belvoir and the Engineering Proving Ground simply will not work without transit service." The Commonwealth of Virginia and Fairfax County have invested more than \$350 million in transportation improvements around Fort Belvoir, but \$1.4 billion in identified off-site priorities are not funded.

While there has been an increasing awareness of the importance of regional planning for transit and land use, this study will go a long way to put theory into practice. This pre-feasibility will foster regional cooperation in transit planning under the auspices of the Northern Virginia Transportation Commission (NVSC), the recognized leader of coordinated transit planning for northern Virginia.

# *Northern Virginia Regional Streetcar Network Study*

## **Rating Factor 2: Work Plan and Budget**

### **Purpose:**

The purpose of this project is to carry out a pre-feasibility study on potential streetcar lines in Northern Virginia and to inform residents, businesses, civic groups, elected officials, and municipal staffs about the potential benefits of streetcar lines.

Streetcars provide an additional mode of public transportation not currently available in Northern Virginia, and have the potential to help revitalize aged commercial corridors, contribute to economic development by incentivizing private-sector investment, and serve historically underserved low-income and disabled populations.

Planning for streetcars in Northern Virginia has started, with the currently ongoing Pike Transit study on Columbia Pike (Arlington and Fairfax Counties). There is also potential for extending this initial line into Crystal City (Arlington) and Potomac Yard (Arlington and Alexandria) but studies so far have been limited to a Transitway alignment. Another potential extension that has been discussed but not studied would connect into the Northern Virginia Community College Alexandria Campus. Many members of the community around the I-395 and Seminary Road Interchange have suggested a further extension from the NVCC Campus to the BRAC-133 Building currently under construction, to provide a “back door to the Pentagon” and relieve traffic pressures on I-395 and local streets. Additional extensions or new line segments have been suggested along Route 7 into Falls Church, along Route 1 South toward Fort Belvoir, near Reston, near Herndon, and potentially other parts of Northern Virginia.

This study would attempt to identify potential streetcar lines that could serve multiple purposes: 1) provide alternatives to the single-occupant automobile; 2) provide transportation that is efficient and convenient to low-income and disadvantaged populations; 3) spur private investment in designated areas; 4) contribute to livability and walkability in established neighborhoods by linking homes with jobs and shopping or entertainment; 5) help revitalize commercial corridors that have declined;

Additional benefits specific to Northern Virginia and the Washington area include:

- Providing a means for the NVCC Alexandria campus to be more easily accessed by its 14,000 students who currently have very little in the way of transit access to the campus
- Relieving some of the traffic congestion at the BRAC-133 building on I-395
- Contributing to the strengthening of the Metropolitan Washington Council of Governments' Activity Centers concept and the COG Vision 2050 Compact adopted by local jurisdictions
- Providing a structure for regional cooperation in transportation planning

The initial identification of desirable streetcar corridors would then assist local jurisdictions in setting priorities among transportation modes and defining which mode is suited to each corridor. By having a regional network well defined, jurisdictions will also be able to more easily work together in implementing streetcar deployment plans that are well-coordinated and complementary.

This project will also be the first Northern Virginia effort to inform, educate, and inspire public interest in streetcar lines specifically, and by extension, in transit as a solution to traffic congestion and as a contributor to healthy communities. Extensive public outreach is planned within the scope of this project.

Specific elements of this project include:

- 1) Define potential streetcar corridors, keeping in mind types of routes streetcars are best suited for (based on criteria established early in the project)
- 2) Evaluate potential ridership
- 3) Set priorities among segments (compare with current transportation plans, coordinate with other transportation bodies)
- 4) Assist jurisdictions in determining how to proceed
- 5) Evaluate potential costs (order of magnitude)
- 6) Identify potential future issues of connectivity (for example, analyze findings of WMATA Interoperability study)
- 7) Identify regional partners in support of connected network of streetcars
- 8) Prepare map of potential segments
- 9) Inform residents, businesses
- 10) capitalize on unique partnership with educational institutions, community based groups, regional bodies, and local jurisdictions

## **1. Proposed Activities:**

Task 1: Create an Advisory Body

The Northern Virginia Streetcar Network Advisory Group would consist of individuals, business owners, employees, civic groups, business organizations, elected officials, and staff from each of the participating jurisdictions. They will advise on the final objectives and scope of work for the technical study (Task 2) and for public outreach. This group will meet as needed and provide guidance to the project manager at NVTC.

Task 2: Define Objectives and Scope of Technical Study

Given the project budget, the Technical Study will have to be well-defined, with specific objectives, study items, data collection, project outcomes, and measures of success outlined in advance. The Northern Virginia Streetcar Coalition, NVTC, the Northern Virginia Streetcar Network Advisory Group, and participating jurisdictions will work together (with advice and input from USDOT and US HUD as needed) to specifically define study objectives, timelines, procedures, and results anticipated.

This task would also identify other ongoing transportation planning efforts and structure the streetcar study to contribute to but not overlap these efforts.

Task 3: Conduct RFP Process for Technical Study

The study objectives and scope will be translated into an RFP to retain a technical consultant that will evaluate potential streetcar alignments in terms of criteria established by the Advisory Group and project partners. These criteria could include: potential ridership, potential cost per passenger, economic development potential, contribution to neighborhood sustainability, level of interest by

the public, and technical factors such as compatibility in streetcar systems technology across jurisdictions. The RFP will detail expected work products and timeframes.

A public competitive procurement process will be conducted to retain a professional consulting firm.

#### Task 4: Conduct Technical Pre-Feasibility Study

The selected consulting firm will conduct the Pre-Feasibility study, with periodic input and review by the project team and stakeholders. Included in the study phase will be the preparation of work products that can be the basis for providing information in public forums and soliciting feedback from jurisdictions and the general public.

#### Task 5: Conduct Public Outreach

This task is aimed at informing the public in each participating jurisdiction about the purposes of the study and its findings; the benefits and costs of streetcar lines, alone and in the context of other transportation modes; and in general on walkability, livability, and sustainability, as well as options for commercial revitalization and serving special locations such as university campuses and major job centers.

Outreach targets would include at a minimum:

- Civic associations in areas likely to be identified as potential streetcar corridors
- Business organizations and Chambers of Commerce serving potential streetcar corridors
- Businesses located in employment centers that could be served by streetcars
- Community college and university student populations that could be served by streetcars

The Northern Virginia Streetcar Coalition has already been in touch with representatives of some of the above outreach clusters, and has obtained their endorsement for this study. These include:

- Several civic associations in Baileys Crossroads
- The West End Business Association in Alexandria
- Representatives of the Northern Virginia Community College System
- The Virginia Chinese-American Chamber of Commerce
- Columbia Pike Revitalization Organization
- ADAM – Alexandrians Delivering smart growth Around Metro
- Additional groups are currently being identified and engaged as project partners.

Northern Virginia Community College's Design Studio at the Alexandria Campus has already prepared outreach materials (flyers, brochures, website) for the Northern Virginia Streetcar Coalition. The Design Studio has committed to working with us on this project to provide advertisements, brochures, flyers, and web design to explain and promote the results of this pre-feasibility study.

The Northern Virginia Streetcar Coalition will work with local jurisdictions to identify specific outreach targets; it will schedule outreach meetings and opportunities, design outreach materials and websites, and summarize the results of each outreach event. Specific outreach items will include brochures, fact sheets, a project website, periodic newsletters for email subscribers, and advertisements of meetings or briefings.

## Task 6: Evaluate Study Results

The Project Manager (NVTC), Advisory Group, and Project Partners (Northern Virginia Streetcar Coalition, Northern Virginia Community College, local jurisdictions, and civic and business groups who have endorsed this project) will review the consultant findings and the results of the public outreach effort. At this point, it should be possible to:

- Define streetcar corridors that are worth pursuing (based on criteria established earlier and the study results)
- Determine the range of potential ridership in each corridor
- Determine the magnitude of costs and benefits in each corridor
- Establish priorities among streetcar corridors

## Task 7: Determine Next Steps

At this stage, local jurisdictions can determine how to incorporate the study findings into their individual transportation master plans, Capital Improvement Programs, and funding requests.

The need for additional studies on one or more potential corridors can also be established.

A document outlining steps for moving forward, including participants, roles, responsibilities, potential funding sources, and timeframes will be prepared.

One likely step would be the amendment of the Northern Virginia Community College Alexandria Campus Master Plan to reflect the addition of a streetcar alignment that is not a terminus but rather part of a larger system. The budget includes provision for that amendment project.

## Task 8: Fulfill Federal Reporting Requirements

As grant applicant and project manager, NVTC will report on study results and outcomes according to established Federal reporting formats. This reporting will include a description of work carried out, major findings, relationship of findings to expected outcomes, and measures of success.

Deliverables:

The project deliverables will include:

- RFP Scope of Work
- Final Pre-Feasibility Study
- Outreach Materials
- Summary Report, including key technical findings, outreach results, and plan for moving forward.

## **2. Uses of Funds/Project Budget: \$474,650**



This project will help provide a regional level of coordination for transportation planning to supplement the individual jurisdictions' efforts which are by definition focused on what happens within their borders. It will also focus on streetcars, a mode of transportation that has until recently received little attention, allowing local and regional transportation plans to supplement their current emphasis on roads, heavy rail, bus rapid transit, and local buses with a new option that has been shown to contribute to community livability, environmental sustainability, economic development and revitalization, and energy efficiency.

The project carries out three major activities as part of the total budget:

- 1) Technical Pre-feasibility study, contracted out
- 2) Public outreach, led by the Northern Virginia Streetcar Coalition
- 3) Intergovernmental coordination and reporting.

The uses of funds are shown below:

<b>Project Element</b>	<b>Funding</b>	<b>Participating Entities</b>
Technical Pre-Feasibility study	\$245,000 – transp. Consultant \$10,000 NVCC master plan	NVTC, Advisory Group, Project partners and sponsors, jurisdictional staff; Consulting firm under contract
Public outreach	\$140,000	NVSC, in consultation with project partners and sponsors and jurisdictional staffs
Intergovernmental coordination and reporting	\$ 79,650	NVTC and jurisdiction staffs and their consultants
Total	\$474,650	

### 3. Project Completion Milestones and Schedule

The project's eight tasks are to be carried out within one year (52 weeks) of project start, as follows:

<b>Task Title</b>	<b>Task Number</b>	<b>Weeks after project start</b>
Advisory Group creation	1	0-4
Objectives, Scope, Outcomes	2	3-6

RFP process	3	6-16
Technical study	4	18-44
Public outreach	5	8-52
Results evaluation	6	44-47
Next steps	7	48-52
Reporting	8	4-52

Key project milestones are:

- Definition of objectives, scope, outcomes (week 6)
- Selection of technical consultant (week 16)
- Completion of technical study (week 44)
- Two public meetings (week 22, 45)
- Next steps and moving forward plan (week 52)

#### 4. Performance Measures

This project's success can be measured on three criteria (listed along with their indicators):

1) Ability of the technical study to identify potential desirable streetcar corridors along with their costs and benefits

Indicators: preparation of a regional map showing desirable corridors indicated by the analysis and a chart for each potential line showing distance, likely timeframe, contributions to specified criteria, capital and operating costs, neighborhood and sustainability benefits

2) Project's contribution to developing mechanisms for regional coordination of transportation planning by mode

Indicators: extent of involvement in the study by affected jurisdictions (Alexandria, Arlington, Falls Church, Fairfax) and other local and regional entities

3) Project's ability to recruit future project sponsors and coalitions to promote the development of a connected network of streetcar lines in Northern Virginia

Indicators: trends in subscribers to email notifications about the study; trends in Facebook Fans or other social media measures; number and type of official sponsorships for next phases of the project; contributions raised for future phases of the project.

# *Northern Virginia Regional Streetcar Network Study*

## **Rating Factor 3: Leveraging and Collaboration**

This project is unique in assembling a diverse group of project partners, including:

- Northern Virginia Transportation Commission
- Northern Virginia Streetcar Coalition
- The City of Alexandria
- Arlington County
- Northern Virginia Community College
- Civic associations
- Business associations
- Individual supporters

Its structure is designed for maximum information exchange and cooperation on a regional level.

The partners' commitment to this project is evidenced by the following specific commitments contained in the attached letters:

NVCC Design Studio	\$ 6,050
City of Alexandria	\$40,000
Arlington County	\$40,000
NVTC	\$10,000
NVSC	\$1,000

The City of Falls Church has also committed to support this project, although they are not able to commit funds at this time.

## *Northern Virginia Regional Streetcar Network Study*

### **Rating Factor 4: Capacity**

The Northern Virginia Transportation Commission (NVTC) was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District-which was created by the 1964 Acts of Assembly of the Commonwealth of Virginia, Chapter 630; and the Transportation District Act. The purpose of the Act is to facilitate “planning and developing a transportation system for Northern Virginia and for the safety, comfort and convenience of its citizens and for the economical utilization of public funds.” NVTC has extensive experience working with our six member jurisdictions and local partners on regional projects and studies in Northern Virginia. NVTC has a 20-member board of directors consisting of state and local elected officials and appoints Virginia’s members of the Wasbington Metropolitan Area Transit Authority’s Board of Directors. NVTC has served for over 30 years as the regional coordinator for Metrorail and Metrobus service in Northern Virginia. NVTC co-owns the Virginia Railway Express (with our sister organization PRTC) and serves as the regional coordinating body for our member jurisdictions. NVTC co-managed the TransAction 2030 long range plan update in 2005, which involved every jurisdiction in Northern Virginia, and is doing so again for the upcoming 2040 plan update. NVTC currently manages a data collection project that assists our member jurisdictions with completing NTD reports. NVTC managed the regional SmarTrip farebox rollout in 2007, which involved six transit systems operating in our six member jurisdictions. NVTC is also experienced with managing federal funds and federally funded projects. Currently, NVTC is managing a project that will install a passenger information system for Alexandria transit customers, which is federally funded. In addition, NVTC is managing \$12 million in federal grants for the cities of Alexandria and Falls Church.



August 23, 2010

Mr. Richard K. Taube, Executive Director  
Northern Virginia Transportation Commission  
4350 North Fairfax Dr.  
Suite 720  
Arlington, VA 22203

Dear Mr. Taube:

Board members:

*Tim Lovain*  
Chairman  
City of Alexandria

*Inta Malis*  
Arlington County

*James McClellan*  
At-Large

*Sasha Gong*  
Fairfax County

*Eddy Cettina*  
At-Large

Contact:  
202.329.1648

The Northern Virginia Streetcar Coalition (NVSC) is pleased to support the Northern Virginia Regional Transportation Commission (NVTC) application for a Tiger II Planning grant in their efforts to implement the grant project for the Northern Virginia Regional Streetcar Network study.

As a partner in this endeavor we commit to providing a \$1,000 cash contribution towards the federal match requirement. This cash contribution may be used for whatever use is deemed necessary by the grant participants towards the project to fulfill the terms of the federal Department of Transportation Tiger II Planning Grant.

If this grant is awarded, the cash contribution committed above will be made available when the Northern Virginia Regional Streetcar Network study commences in 2011.

Sincerely yours,

A handwritten signature in cursive script that reads "Timothy Lovain".

Timothy Lovain, Board Chairman  
Northern Virginia Streetcar Coalition

August 18, 2010

Mr. Richard K. Taube, Executive Director  
Northern Virginia Transportation Commission  
4350 North Fairfax Dr.  
Suite 720  
Arlington, VA 22203

Dear Mr. Taube:

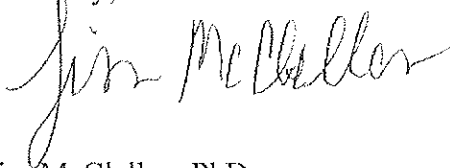
The Northern Virginia Community College, Alexandria campus, is pleased to support the Northern Virginia Regional Transportation Commission (NVTC) application for a Tiger II Planning grant in their efforts to implement the grant project for the Northern Virginia Regional Streetcar Network study.

As a partner in this endeavor we commit to providing the following resources and services toward the project as an in-kind match for the federal Department of Transportation Tiger II Planning Grant. These in-kind match services would be provided by the Northern Virginia Community College Communication Design Department to provide communications materials and resources for the public outreach component outlined in the grant proposal.

- graphic design for the public outreach campaign materials
- print ads for local news and other publications for public meetings and events
- PowerPoint design/template for public outreach campaign presentations
- separate links for the NoVA Streetcar Coalition website for project information and materials
- designs for posters for public meetings
- brochure design

The above items have a total matching contribution of \$ 6,050. If this grant is awarded, the services identified above will be made available when the Northern Virginia Regional Streetcar Network study commences.

Sincerely,



Jim McClellan, PhD  
Dean of Liberal Arts



OFFICE OF THE COUNTY MANAGER

2100 Clarendon Boulevard, Suite 302, Arlington, VA 22201  
TEL 703-228-3120 FAX 703-228-3218 TTY 703-228-4611 [www.arlingtonva.us](http://www.arlingtonva.us)

---

August 23, 2010

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

Re: Northern Virginia Regional Streetcar Network Study

Dear Mr. Taube:

Arlington County is pleased to support the application for federal TIGER II funds for the above referenced project. The County hereby commits to provide a local contribution of \$40,000; \$20,000 in-kind technical staff support and \$20,000 local funding, subject to County Board approval and authorization, to advance the concept of a regional streetcar network in Northern Virginia. Arlington's support is contingent upon the active support and participation of our adjacent jurisdictions, Fairfax County and the City of Alexandria.

Arlington County, in cooperation with Fairfax County, has already committed more than \$3,000,000 in local funding to the planning and design of a streetcar system along the Columbia Pike Corridor. We are also ready to initiate the planning for a proposed streetcar line along the Route 1 corridor. We anticipate that the staff for those local projects will participate in the referenced project, providing in-kind technical support, both the necessary coordination of on-going work and the benefit of the County's technical knowledge. We anticipate that this technical support and coordination effort will require an average of five (5) hours of work per week over the course of this year long study.

Please do not hesitate to contact Dennis Leach, Director of Transportation, or his staff if you need additional assistance. Arlington County looks forward to working with NVTC and our neighboring jurisdictions in this project.

Sincerely yours,

A handwritten signature in black ink that reads "Michael B. Brown".

Michael B. Brown  
County Manager



OFFICE OF THE CITY MANAGER  
301 King Street, Suite 3500  
Alexandria, Virginia 22314-3211

JAMES K. HARTMANN  
City Manager

(703) 746-4300  
Fax: (703) 838-6343

August 23, 2010

Mr. Rick Taube  
Executive Director  
Northern Virginia Transportation Commission  
4350 North Fairfax Drive, Suite #720  
Arlington, Virginia 22203

Dear Mr. Taube:

The Northern Virginia Rail Coalition has requested the City to send a letter of support for the U.S. DOT Tiger II Application for a "Northern Virginia Regional Streetcar Network Study." This proposed study is predicated upon a unique transportation partnership among the communities of Arlington, Alexandria, Falls Church and Fairfax County and will examine the feasibility and demand of potential streetcar corridors. The City realizes the importance and the informational benefit of the study and, as such, the City supports this study effort. As a precondition of the City's support, however, all three major Northern Virginia jurisdictions need to be mutually supportive of the grant application. The City has also been requested to provide funding in the amount of \$40,000, which can be considered for appropriation by Council at its first legislative meeting on September 14 when Council returns from summer recess.

Sincerely,

A handwritten signature in cursive script that reads "James K. Hartmann, Deputy City Manager".

James K. Hartmann  
City Manager

cc: The Honorable Mayor and Members of City Council  
Mark Jinks, Deputy City Manager  
Richard J. Baier, P.E., LEED AP, Director, T&ES  
Abi Lerner, P.E., Deputy Director, T&ES





August 17, 2010

**Chairman**  
Hon. Catherine M. 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 Fiset  
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 R. Herring  
Sen. Mary Margaret Whipple  
Del. David B. Aibo  
Del. Adam P. Ebbin  
Del. Joe T. May  
Del. Thomas D. Rust

**Executive Director**  
Richard K. Taube

Re: Fairfax County's TIGER II  
Application for the I-66 Vienna Ramp

TO WHOM IT MAY CONCERN:

At its business meeting of July 1, 2010 the Northern Virginia Transportation Commission unanimously approved the attached resolution agreeing to be a partner with Fairfax County in submitting a TIGER II grant application for the I-66 Vienna ramp project.

The proposed project will provide direct access for transit vehicles between the Vienna Metrorail station and I-66 and thereby encourage transit ridership and reduce traffic congestion in this congested corridor. NVTC's studies show that transit already captures almost a fifth of the peak period weekday morning passenger trips in the I-66 corridor near this location, with ridesharing adding another 28 percent.

With the award of the TIGER II grant, the proposed improvement could be accelerated by at least two years.

Please feel free to contact me with any questions about NVTC's strong support for this essential project.

Sincerely,

Richard K. Taube  
Executive Director

# NVTC Northern Virginia Transportation Commission

## RESOLUTION #2150

**SUBJECT:** Endorsement of TIGER II Grants.

**WHEREAS:** A federal grant program known as TIGER II is available to provide funding for worthwhile projects meeting the program's criteria;

**WHEREAS:** NVTC's jurisdictions are cooperating with the Transportation Planning Board of the National Capital Area to produce an application that would fund such worthwhile projects as expanding bicycle sharing and enhancing bike access to Metrorail stations;

**WHEREAS:** Fairfax County is applying for federal funding to complete a new ramp on I-66 that would serve public transit and HOV; and

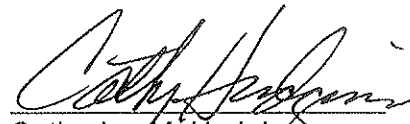
**WHEREAS:** Fairfax County is asking NVTC to be a partner for its application for the I-66 ramp.

**NOW, THEREFORE BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby endorses TPB's application for TIGER II funding for an expanded bicycle sharing program and improved bicycle access to Metrorail stations.

**BE IT FURTHER RESOLVED** that NVTC endorses and agrees to be a partner with Fairfax County in its request for TIGER II funds to complete a new ramp on I-66.

**BE IT FURTHER RESOLVED** that NVTC agrees to be a partner with the Northern Virginia Streetcar Coalition in an application for TIGER II funds to plan the connection of new streetcar projects, with the proviso that all federal regulations must be met and no matching funds provided by NVTC.

Approved this 1<sup>st</sup> day of July, 2010.

  
Catherine M. Hudgins  
Chairman

---

Mary Hynes  
Secretary-Treasurer





**US Department of  
Transportation Tiger II  
Pre-Application**

This Site: US Department of Tr



US Department of Transportation Tiger II Pre-Application > U.S. DOT TIGER II Grant Pre-Application > I-66 /Vienna Metrorail Accessibility Improvements

## U.S. DOT TIGER II Grant Pre-Application: I-66/Vienna Metrorail Accessibility Improvements

<b>Project Name</b>	I-66/Vienna Metrorail Accessibility Improvements
<b>Was a TIGER I application submitted for this project?</b>	No
<b>DUNS</b>	074837626
<b>Applicant / Organization Name</b>	Fairfax County, VA
<b>Applicant / Organization Contact Person</b>	Jay Guy, Senior Transportation Planner
<b>Applicant / Organization Contact Business Phone Number</b>	703-877-5659
<b>Applicant / Organization Contact Business E-mail</b>	Jay.Guy@fairfaxcounty.gov
<b>Applicant / Organization Contact Business Street Address</b>	4050 Legato Road Suite 400
<b>Applicant / Organization Contact City</b>	Fairfax
<b>Applicant / Organization Contact State</b>	VA-VIRGINIA
<b>Applicant / Organization Contact Zip</b>	22033
<b>Primary Applicant Type</b>	Local Govt.
<b>Co-Applicant Type</b>	
<b>Is the Project Multimodal?</b>	Yes
<b>Primary Project Type</b>	Transit
<b>Secondary Project Type</b>	Road & Bridge
<b>Additional Project Type Information</b>	
<b>Is this application for a Planning Grant?</b>	No
<b>If Planning Grant, please select the related funding opportunity</b>	
<b>Primary Planning Grant</b>	

Type

Secondary Planning Grant  
Type

Additional Planning Grant  
Type

Additional Planning Grant  
information

**Project Description** This project is a two-way flyover ramp from the I-66 HOV lanes to access the Vienna Metrorail Station. This project would allow direct transit access to and from the HOV lanes to the ring road serving the Metrorail station and encourage bus ridership from satellite park-and-ride lots.

**Total Amount Requested from TIGER II Funds** \$17,600,000.00

**Total Project Cost** \$36,744,000.00

**Cities Impacted by Proposed Project** Washington, DC, City of Fairfax, VA

**Counties Impacted by Proposed Project** The Counties of Fairfax, Arlington, Loudoun and Prince William in Virginia

**Primary Proposed Project State** VA-VIRGINIA

**Additional Project State (1)**

**Additional Project State (2)**

**Additional Project State (3)**

**Additional Project State (4)**

**Additional Project State (5)**

**Additional Project State (6)**

**Primary Congressional District** VIRGINIA - 11th District

**Additional Congressional District (1)** VIRGINIA - 8th District

**Additional Congressional District (2)** VIRGINIA - 10th District

**Additional Congressional District (3)**

**Additional Congressional District (4)**

**Additional Congressional District (5)**

**Additional Congressional District (6)**

**Additional Congressional**

District (7)

Additional Congressional District (8)

Additional Congressional District (9)

Additional Congressional District (10)

Type of Jurisdiction Urban

Economically Distressed Area No

Federal Wage Rate Certificate Yes

Requesting TIGER II TIFIA Payment No

NEPA Status CE Expected

NEPA Comment This project is anticipated to be completed within current VDOT right-of-way.

Project has secured 20% Matching Funds Yes

20% Matching Funds Comment This project has received funding from local, regional, state and federal sources. TIGER II funding would expedite the construction of the project by at least two years.

Application ID fairfaxcountyva-1254

Full Application ID aspnetsqlmembershipprovider:fairfaxcountyva-1254

Created at 7/22/2010 1:45 PM by FairfaxCountyVA  
Last modified at 7/22/2010 1:45 PM by FairfaxCountyVA



**Chairman**  
Hon. Catherine M. Hudgins

**Vice Chairman**  
Hon. William D. Euille

**Secretary/Treasurer**  
Hon. Mary Hynes

**Commissioners:**  
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Hon. Paul Smedberg

**Arlington County**  
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Hon. Jay Fisetle  
Hon. Christopher Zimmerman

**Fairfax County**  
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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 R. Herring  
Sen. Mary Margaret Whipple  
Del. David B. Albo  
Del. Adam P. Ebbin  
Del. Joe T. May  
Del. Thomas D. Rust

**Executive Director**  
Richard K. Taube

July 2, 2010

The Honorable Sean Connaughton  
Secretary of Transportation  
P.O. Box 1475  
Richmond, VA 23218

Dear Secretary Connaughton:

Enclosed please find a copy of a resolution approved by the Northern Virginia Transportation Commission at its July 1, 2010 meeting. As can be seen, the resolution asks for the prompt initiation of discussions to address issues raised by NVTC's jurisdictions about the I-95/395 HOT lanes project. The object is to resolve the issues so that the project can proceed.

Copies of materials referenced in the resolution are also enclosed. Please feel free to contact me with any questions.

Sincerely,

Richard K. Taube  
Executive Director



## RESOLUTION #2153

**SUBJECT:** I-95/395 HOT Lanes Request.

**WHEREAS:** Since the Commonwealth of Virginia's announcement of its intent to enter into a public private partnership for the construction and operation of high occupancy toll lanes in the I-95\395 corridor ("HOT lanes project"), the Northern Virginia Transportation Commission has raised a number of issues including the reliability of traffic modeling used in the project, impacts on transit and HOV usage, traffic congestion at access and egress points, safety, and impacts on local streets and neighborhoods;

**WHEREAS:** The Northern Virginia Transportation Commission's 2009 and 2010 legislative agendas included requests that contracts with the private sector involving conversion of existing High Occupancy Vehicle facilities to High Occupancy Toll facilities include protections ensuring that no deterioration in safety and levels of performance of transit services and high occupancy vehicles occurs, that local government concerns with congestion at points of access and egress and on parallel local streets are openly and meaningfully addressed, and that compensation will be provided to local governments forced to incur expenses to relieve congestion at access and egress points;

**WHEREAS:** Individual member jurisdictions of the Northern Virginia Transportation Commission directly impacted by the HOT lanes project have expressed concerns, including but not limited to Fairfax County in its April 13, 2009 letter to VDOT's District Administrator, Arlington County in its January 27, 2009 resolution, and the City of Alexandria in its March 24, 2009 resolution;

**WHEREAS:** The foregoing Northern Virginia Transportation Commission member jurisdictions have recently met to review the issues they have raised individually, and agree that the Commonwealth must fully respond to these issues in a satisfactory and comprehensive manner before the HOT lanes project proceeds further;

**WHEREAS:** The concerns raised by each of these jurisdictions are consistent with those expressed by the Northern Virginia Transportation Commission and require serious consideration and complete responses by the Commonwealth prior to consummation of a comprehensive agreement with any private partner; and

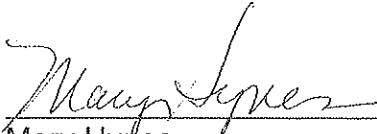


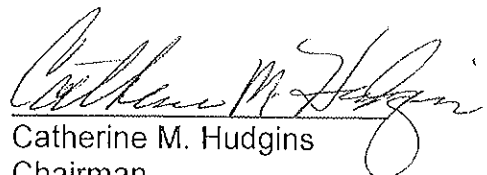
**WHEREAS:** The Northern Virginia Transportation Commission believes that the Commonwealth should not delay in addressing the foregoing concerns so that the HOT lanes project can move forward promptly and in a manner that provides all necessary assurances described above.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby requests the Commonwealth of Virginia to promptly engage Fairfax County, Arlington County, and the City of Alexandria in a constructive dialogue to address the issues raised by those jurisdictions, with the objective of resolving those issues to all parties' mutual satisfaction thereby permitting the project to proceed with all parties, and the public, confident that the transfer of the high occupancy vehicle facility to private, commercial control will not only benefit transportation in the corridor but will not adversely impact the local jurisdictions and residents along the corridor; and

**BE IT FURTHER RESOLVED** that the Northern Virginia Transportation Commission hereby directs the Executive Director to transmit this resolution to the Secretary of Transportation for the Commonwealth of Virginia.

Approved this 1<sup>st</sup> day of July, 2010.

  
\_\_\_\_\_  
Mary Hynes  
Secretary-Treasurer

  
\_\_\_\_\_  
Catherine M. Hudgins  
Chairman





Congress of the United States  
Washington, DC 20515

July 27, 2010

Mr. Sajell Ahmed  
Acting Director, Defense Facility Directorate  
Department of Defense  
1400 Defense Pentagon  
Washington, DC 20301

Dear Mr. Ahmed,

We are writing to express our concerns with proposed changes to the configuration of screening points at the Pentagon Transit Center. Thousands of our constituents who commute to the Pentagon would be negatively affected by an enlarged screening area that would prevent transit users from switching modes under covered walkways. As you know, traffic congestion degrades our region's quality of life, air quality, and military readiness. Security plans that make transit significantly less comfortable and convenient will increase automobile traffic and exacerbate problems caused by congestion. We strongly urge you to work with WMATA and the Potomac Rappahannock Transportation Commission to ensure that enhanced security does not degrade transit service, or ideally improves its convenience. Please inform us of your efforts to collaborate with our regional transit agencies.

Sincerely,

Gerald E. Connolly  
Member of Congress  
11<sup>th</sup> District, Virginia

James P. Moran  
Member of Congress  
8<sup>th</sup> District, Virginia

GC/ZF



DEFENSE FACILITIES  
DIRECTORATE

DEPARTMENT OF DEFENSE  
WASHINGTON HEADQUARTERS SERVICES  
1155 DEFENSE PENTAGON  
WASHINGTON, D.C. 20301-1155



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

Dear Ms. Hudgins,

In response to your letter dated July 1, 2010, a collaborative effort is and continues to involve the local governments and transit systems. On July 15, 2010, the Pentagon Force Protection Agency (PFPA) hosted an incident response and security planning meeting with the members of the Northern Virginia Transportation Commission (NVTC) and transit stakeholders. The meeting outlined the methodology and proposed changes at the Pentagon Transit Center (PTC).

A follow-up meeting will be scheduled with all transit stakeholders within the next 2-4 weeks. If you have any questions pertaining to the follow-up meeting, contact Chris Layman at (703) 692-9101 or email [chris.layman@pfpa.mil](mailto:chris.layman@pfpa.mil).

If you have any question, feel free to contact Mr. Alton J. Cheaves, Jr., Programs and Services Director at 703-614-6443 or via email at [alton.cheaves@whs.mil](mailto:alton.cheaves@whs.mil).

Sincerely,

Sajeel A. Ahmed  
Acting Director, Defense Facilities Directorate  
Washington Headquarters Services

Cc:  
Director, Administration & Management  
Director, PFPA



# NVTC

## Northern Virginia Transportation Commission

**Chairman**  
Hon. Catherine M. Hudgins

**Vice Chairman**  
Hon. William D. Euille

**Secretary/Treasurer**  
Hon. Mary Hynes

**Commissioners:**  
**City of Alexandria**  
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**Virginia Department of Rail  
and Public Transportation**  
Hon. Thelma Drake

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Sen. Mary Margaret Whipple  
Del. David B. Albo  
Del. Adam P. Ebbin  
Del. Joe T. May  
Del. Thomas D. Rust

**Executive Director**  
Richard K. Taube

July 1, 2010

Mr. Sajell Ahmed  
Acting Director  
Defense Facility Directorate  
1400 Defense Pentagon  
Washington, DC 20301-1400

Dear Mr. Ahmed:

I am writing on behalf of the Northern Virginia Transportation Commission to request that you involve our local governments and transit systems before you create a new security configuration at the Pentagon Transit Center. Such a collaborative approach should serve to protect the interests of transit customers as well as the security of the Pentagon.

WMATA staff has alerted NVTC's jurisdictions and transit systems to a pending action—which could occur in July—by Pentagon officials that would further restrict access of transit customers, especially those moving between buses and Metrorail.

As shown on the attached photos, the current configuration provides direct access to elevators to and from the bus bays via two covered walkways between the bus bays and escalators. The picture of the proposed new configuration shows access will be restricted by moving security checkpoints away from the building and closer to the bus bays, thereby blocking access to elevators and preventing use of the two covered walkways.

When the Pentagon last reconfigured the Transit Center, the provision of covered walkways for transit customers was an important outcome. The pending action would void that understanding and inconvenience many of the 30,000 daily transit customers on over 1,500 daily bus arrivals and departures at the 24 bus bays serving 84 bus routes. Many of these transit customers are among the 26,000 Pentagon employees.

If the new configuration is employed, queues waiting to pass through the new security checkpoint are likely to interfere with passenger movements to and from the bus bays and Metrorail

escalators, creating a safety hazard. Further, many transit customers will have to walk further, and will no longer have access to covered walkways.

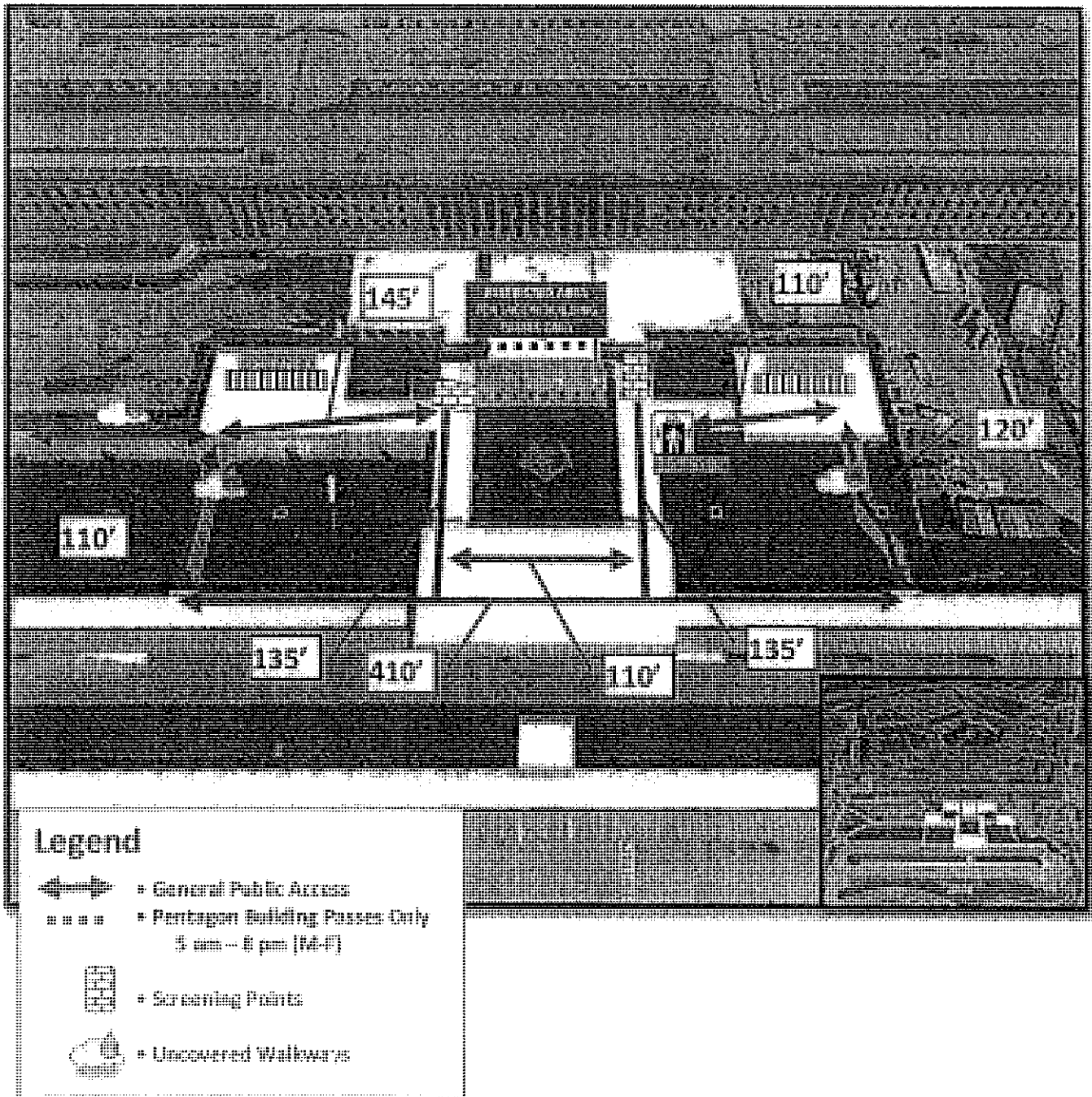
I respectfully ask that you reconsider this approach and involve transit systems in planning a more appropriate action that is consistent with the existing understanding regarding transit customer access. In protecting the security of the Pentagon building, the safety and security of transit customers must also be considered.

Sincerely,

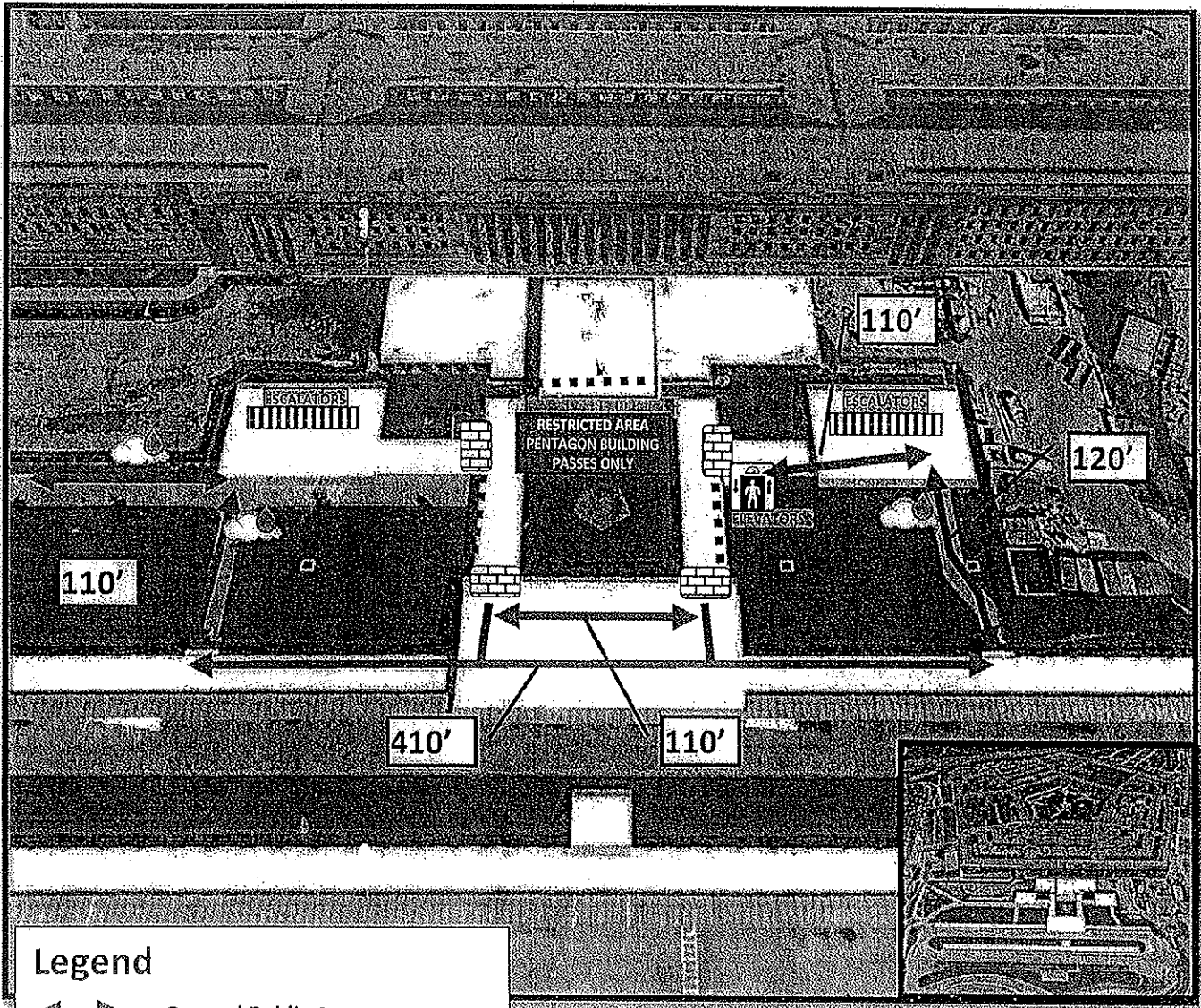


Catherine Hudgins  
Chairman


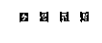


# Pentagon Metro Entrance Facility – Old Configuration



# Pentagon Metro Entrance Facility – New Configuration



## Legend

-  • General Public Access
-  • Pentagon Building Passes Only  
5 am – 8 pm (M-F)
-  • Screening Points
-  • Uncovered Walkways



## Falls Church to end George bus service amid grim budget forecast

By *Kafia A. Hosh*

Washington Post Staff Writer

Monday, August 16, 2010

Falls Church is terminating its local bus service after eight years because of a bleak budget forecast.

The George bus service runs two routes during rush hour between points in the city and the East Falls Church and West Falls Church Metro stations. During its meeting last week, the City Council voted to end the service Sept. 27.

"There was no readily available means of continuing the service," Falls Church Mayor Nader Baroukh said. "Those are the tough decisions we have to make in a very challenging economic climate." Falls Church budgeted \$30,000 to operate the buses for the first three months of the fiscal year, which began July 1. But the city is facing a grim budget forecast and does not have additional money for the service. Officials said they could no longer afford to maintain the aging bus fleet. To cut costs last year, the city transferred operation of the bus service from Metro to Arlington County, raised the fare from 50 cents to \$1 and cut midday service. On July 1, fares rose to \$1.50.

Since the bus service launched, it has been popular among commuters. In a letter to the council, Christine Sorenson, who lives just outside the city limits, said she relies on the bus to get to and from work.

"I do not have a car and the GEORGE Bus is the best way to get to the East Falls Church Metro station," Sorenson wrote.

The city pays for the service through a combination of its funds and money from a trust fund that includes gas tax revenue and transit funding from the state. The trust fund is managed by the Northern Virginia Transportation Commission. Dipping further into the trust, which also pays for Falls Church's portion of Metro funding, would result in a \$347,000 shortfall next year.



The city's George bus service has been popular among commuters. (Photo Courtesy Of City Of Falls Church)

"We're anticipating that we could potentially be in a deficit," Baroukh said. "That was our worry. You don't know what that exact balance is going to be."

George launched in 2002 as a pilot program with four buses that operated on diesel fuel with reduced emissions. It was financed through grants from the Virginia Department of Rail and Public Transportation, the Virginia Transportation Department and the Federal Transit Administration. Metro operated and maintained the buses. Falls Church began funding George in 2005, and Metro continued to operate the system.

The council considered cutting the West Falls Church route and reducing the hours of the East Falls Church route before making its decision to terminate the bus service.

Vice Mayor David F. Snyder was alone among seven council members when he opposed eliminating the bus service. He said the move could jeopardize funding opportunities.

"It seemed to me they're going to be reluctant to assist us in the future when we abandoned something against pretty strong citizen support," he said. "I thought it was shortsighted."

The Washington Post, 8/16/10, Section B6



AGENDA ITEM #12

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and NVTC Staff  
**DATE:** August 26, 2010  
**SUBJECT:** Mid-Year Review of Major NVTC Projects


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A PowerPoint presentation is attached that briefly summarizes accomplishments in the past six months or so. Staff will be available to respond to questions and comments.



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](mailto:nvtdc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)





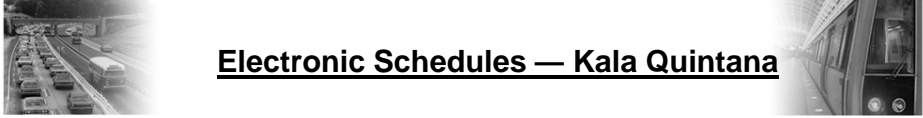
Northern Virginia Transportation Commission

**NVTC**

*Thinking Outside the Car Since 1964*

**MID-YEAR PROGRESS REPORT ON  
NVTC'S WORK PROGRAM**

July 1, 2010



**Electronic Schedules — Kala Quintana**

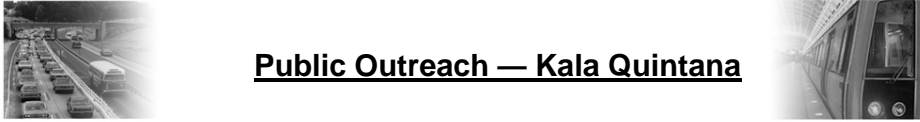
**E-Schedules**

- Continued to expand use of electronic schedules in Northern Virginia
- Managing contract to keep the e-schedules current with \$14,000 available for promotion.
- Monthly requests for schedule pages peaked in March with over 172,000 requests.
- Overall, the e-schedules page is consistently among the top requested pages of all the pages on CommuterPage.com with the majority of the requests for e-schedules coming directly from Google.com & WMATA.com.
- Usage has nearly doubled since FY 2008 from 2.9 million requests annually to 5.4 million requests annually in FY 2010.

E-Schedule requests by popularity:

- VRE
- LC Transit
- Fairfax Connector
- Metrobus
- DASH

2



**Public Outreach — Kala Quintana**

**Legislative**

- Worked with jurisdictional legislative liaisons to advance several pieces of NVTC legislation in 2010.

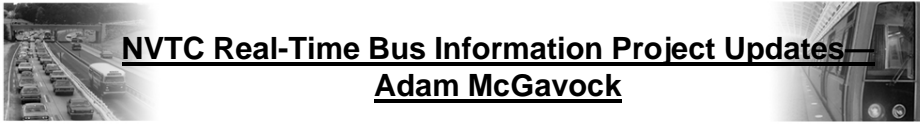
**Transportation Association of Greater Springfield (TAGS)**

- Appointed as the VP of Legislative Affairs and re-elected to another three year term to the Board of Directors;
- Secured grant to establish the TAGS “Riders Club,” a new grassroots effort to secure support and advocate increased transit in Greater Springfield.

***“Transit Keeps Northern Virginia Working” Tour***

- Working with regional partners and businesses to plan and implement the *“Transit Keeps Northern Virginia Working”* tour for legislators and key staff.
- Secured \$12,000 in private-sector sponsorships to cover costs of tour.
- Tour scheduled for June 30-July 1, 2010.

3



**NVTC Real-Time Bus Information Project Updates**  
**Adam McGavock**

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

4



### **MARTHA Project— Adam McGavock**



- \$200,000 contract to develop software that utilizes GPS-enabled cell phones and a simple IVR system to deliver real time bus departure information to transit riders.
- In-service demonstration and testing successfully completed in November of 2008.
- MARTHA system exceeded WMATA Real-Time Bus Information performance requirements during demonstration period.
- MARTHA software, documentation, and manuals delivered to DRPT in January of 2009.
- Blacksburg Transit now hosting open source distribution of software, and developing additional features and functions.
- Software is available worldwide to anyone who wishes to use it.

5



### **Alexandria Real-Time Bus Information Project— Adam McGavock**



- \$738,000 project to develop a system for providing real-time bus information to transit patrons in the City of Alexandria
- Will provide info via SMS Text messaging, web-based maps, and at selected stops for DASH and Metrobus
- Designed to be interoperable with no proprietary data formats or interfaces
- System will be the first transit system to integrate with RITIS, with the intention of having RITIS serve as the central transit information repository for the region
- Pilot installation completed last year
- System-wide installation completed in June of 2010, rolling out additional functions in phases
- System is already transmitting data to the RITIS

6



**NVTC Grants Management— Adam McGavock**

- NVTC managing FTA grants and matching funds for the City of Alexandria, Fairfax County, and Arlington County totaling over \$8.25 million.
- An additional \$5.36 million is expected to be awarded in September.
- No processing or management fees are charged to the projects.



**NTD Data Collection-Greg McFarland**

- Increased FTA 5307 earnings by coordinating FY 2010 NTD data submissions of paratransit systems in Arlington and Alexandria.
- NTD data submissions managed and paid for by NVTC for Fairfax, Arlington, Alexandria, Loudoun County and the City of Fairfax will earn the region an additional \$7.8M in FY 2011 FTA 5307 funds.



## Vanpool NTD Project-Greg McFarland

- Researched and wrote a “Guide to Vans, Shuttles and Small Buses for Vanpools”.
- Created an annotated catalog of studies, surveys, guides, manuals and other information relating to vanpooling.
- Created a series of spreadsheets to assist with vanpool incentive program sketch planning regarding 5307 earnings, program revenues and expenses.
- Researched legal and policy issues surrounding DoD’s policy of denying transit benefits to participants of non-profit vanpools and advised regional TDM staffs accordingly.
- Created an iPhone application (app) that makes it easy to record daily vanpool passenger and mileage data and to transmit that data over the web.

9



## Intelligent Transportation Systems- Greg McFarland

- Prototyped a back-end database application to import data from the iPhone vanpool app and create reports for NTD data submissions.
- Built a working prototype of a low-cost (\$150) bus arrival data display that could be placed at every bus stop. This device utilizes radio paging protocols to transmit text (e.g., “Bus 51 in 12-15 minutes”) to a paging receiver connected to a small LCD screen. This is a companion accessory to NVTC’s low-cost bus AVL and bus arrival prediction system developed in 2008 (aka “Martha”).
- Checked all 800+ DASH bus stops in Alexandria for geocoding accuracy. Corrected numerous bus stop geocoding errors in DASH’s Master Scheduler database. Re-created all DASH bus routes using corrected bus stop locations. Tested corrections using DASH’s new AVL system. Provided feedback to AVL vendor regarding issues with AVL software.

10



### Other- Greg McFarland



- Researched and wrote “A Guide to Bicycle and Transit Connections in Northern Virginia” including policy recommendations.
- Coordinated transit passenger counts for VDOT/TPB’s annual cordon count. The latest cordon count was for the Dulles Corridor.

11



### Motor Vehicle Fuels Sales Tax – Scott Kalkwarf



- NVTC collections for FY 2010 equal \$35.1M, down from \$38.6M in FY 2009.
- Tax base changed from retail level at 2% to distributor level at 2.1% effective January 1<sup>st</sup>.
- NVTC actively pursued the transition, including meetings with Department of Taxation, and review and comments on administrative regulations.
- Monitor actual gas tax revenue comparing yields under retail and distributor tax bases.
- Monitor gas tax collections by maintaining detailed database of collections on taxpayer and jurisdiction level. Unusual activity provided to Department of Taxation’s gas tax auditors for follow-up.

12



## State Capital and Operating Assistance – Scott Kalkwarf



- NVTC applies for and receives state capital and operating assistance for local systems, VRE and Virginia's share of WMATA.
- During FY 2010 NVTC will recognize revenue of \$50 million in capital assistance and \$62 million in operating assistance, total of \$112 million.
- DRPT's FY 2011 adopted program includes \$100 million of capital and operating assistance, plus \$50 million PRIIA match.
- Manage grants at an approximate administrative cost of \$0.002 per \$1 of assistance received, which is not charged back to the jurisdictions.
- Allocate revenue and hold in trust for jurisdictions' payments of WMATA subsidies and local systems' needs, using a complex subsidy allocation model.

13



## Accounting and Reporting – Scott Kalkwarf



- Accounting for general and administrative activity, NVTC project activity, Trust Fund revenue and expenditures.
- Over \$150 million in total revenue for FY 2010.
- Preparation of year end financial statements and disclosures for required annual financial and single audits.
- Reporting of Trust Fund projections and activity to jurisdiction staff throughout the year.
- Continual tracking and reporting of activity and balances for over 150 capital, operating and projects grants.

14



AGENDA ITEM #13

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Rick Taube and Greg McFarland  
**DATE:** August 26, 2010  
**SUBJECT:** Regional Transportation Items

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A. Straddling Bus—Chinese Prototype.

Please refer to the attached article illustrating a bus to be tested in Beijing. It operates above traffic lanes without a permanent structure and is powered by electricity, including solar-generated.

B. The Man Who Could Unsnarl Manhattan Traffic.

Please refer to the attached article describing the efforts of Charles Kormanoff to trace the economic and environmental impact of every vehicle and pedestrian trip in Manhattan. His work, in the form of a giant spreadsheet, is posted online and can be used to determine prices that would create the greatest benefit, including congestion relief, for the largest number of people.

C. Try Transit Week (September 20-24, 2010).

The American Public Transportation Association sponsors this nationwide event. In Virginia, the Virginia Department of Rail and Public Transportation is promoting it, as described on the attached media release. Northern Virginia's transit systems will also participate.

D. MWCOG 2010 State of the Commute Report.

Excerpts are attached from a Commuter Connection's PowerPoint describing some key findings. A summary is also provided highlighting trends in telework and transit use. For example, areawide transit commuting has increased to an average of 21 percent from 17 percent in 2001. Telework has doubled since 2001 to six percent from three percent. Single occupant vehicle use declined to 64 percent from 70 percent.





Stories of China  
 239

CH CHINA HUSH  
 Stories of China

GO

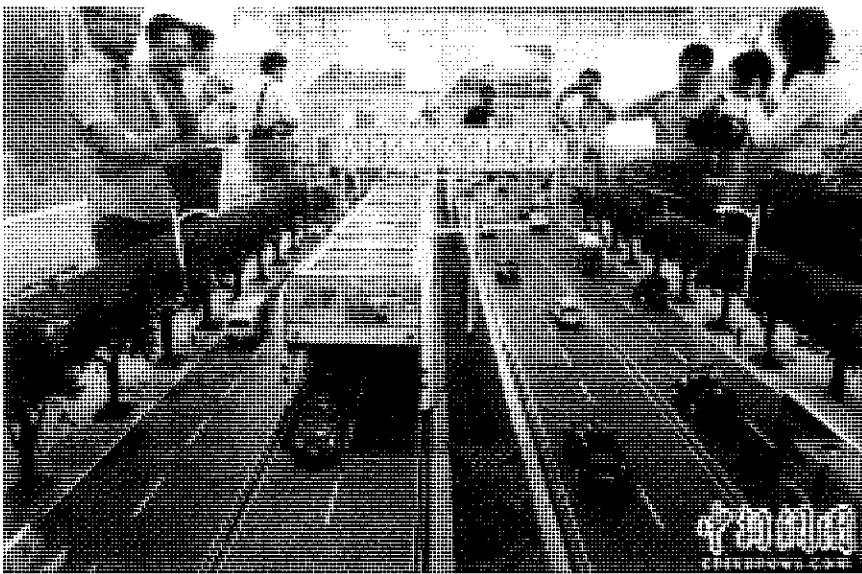
- [Home](#)
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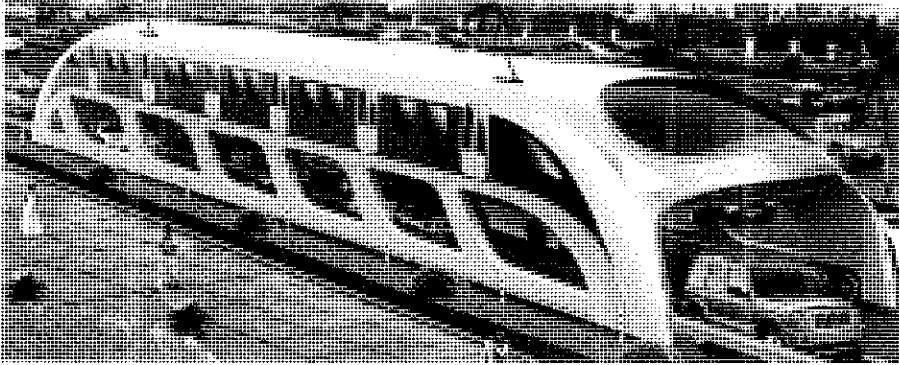
## “Straddling” bus—a cheaper, greener and faster alternative to commute

July 31st, 2010 by [Annic Lee](#) | Posted in [News](#) | [70 Comments »](#)

217  
 tweets  
 retweet

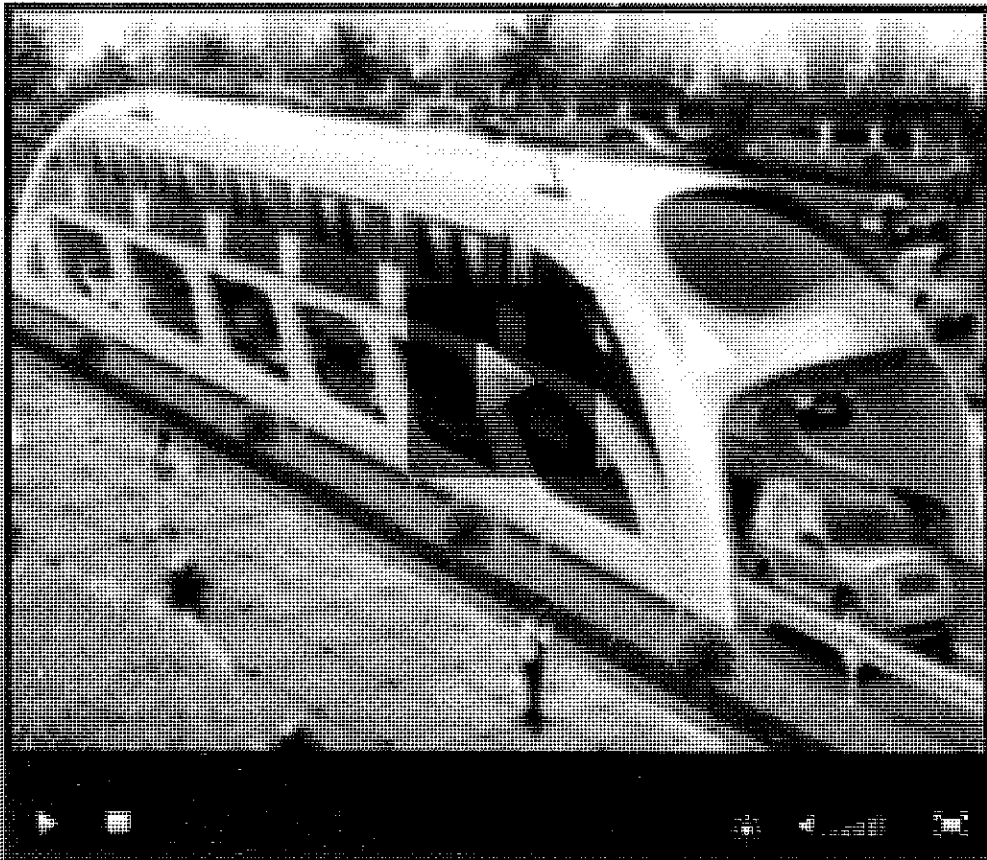


A big concern on top of urban transportation planner’s mind is how to speed up the traffic: putting more buses on the road will jam the roads even worse and deteriorate the air; building more subway is costly and time consuming. Well, here is an cheaper, greener and fast alternative to lighten their mind up a bit: the *straddling* bus, first exhibited on the 13th Beijing International High-tech Expo in May this year. In the near future, the model is to be put into pilot use in Beijing’s Mentougou District ([bjnews](#)). (The official site of the high-tech expo put it as 3D fast bus, which I think is more confusing, for now I’ll just call it the straddling bus.)



Proposed by Shenzhen Hashi Future Parking Equipment Co., Ltd, the model looks like a subway or light-rail train bestriding the road. It is 4-4.5 m high with two levels: passengers board on the upper level while other vehicles lower than 2 m can go through under. Powered by electricity and solar energy, the bus can speed up to 60 km/h carrying 1200-1400 passengers at a time without blocking other vehicles' way. Also it costs about 500 million yuan to build the bus and a 40-km-long path for it, only 10% of building equivalent subway. It is said that the bus can reduce traffic jams by 20-30%.

Here is the presentation by Song Youzhou, chairman of Shenzhen Hashi Future Parking Equipment Co., Ltd.



**Translation:**

What you can see from the video is traffic jams, what you can hear is noise, and there is also invisible air pollution. At present, there are mainly 4 types of public transits in China: subway, light-rail train, BRT, and normal bus. They have advantages and disadvantages, for example, subway costs a lot and takes long time to build; BRT takes up road spaces and produces noises as well as pollution to the air. How to develop environmental-friendly public transportation? Straddling bus provides a solution. Let's watch a demonstration.

The straddling bus combines the advantages of BRT, it is also a substitution for BRT and subway in the future. As you all know, the majority vehicle on the road is car, the shortest vehicle is also car. Normally our overpass is 4.5-5.5 m high. The highlight innovation of straddling bus is that it runs above car and under overpass. Its biggest strength is saving road spaces, efficient and high in capacity. It can reduce up to 25-30% traffic jams on main routes. Running at an average 40 km/h, it can take 1200 people at a time, which means 300 passengers per cart.

Another strength of straddling bus is its short construction life cycle: only 1 year to build 40 km. Whereas building 40-km subway will take 3 years at best. Also the straddling bus will not need the large parking lot that normal buses demand. It can park at its own stop without affecting the passage of cars. This is what the interior looks like: it has huge skylight that will eliminate passengers' sense of depression when enter.

There are two parts in building the straddling bus. One is remodeling the road, the other is building station platforms. Two ways to remodel the road: we can go with laying rails on both sides of car lane, which save 30% energy; or we can paint two white lines on both sides and use auto-pilot technology in the bus, which will follow the lines and run stable.

There are also two ways in dealing with station platform. One is to load/unload through the sides; the other is using the built-in ladder so that passengers can go up and to the overpass through the ceiling door.

Straddling bus is completely powered by municipal electricity and solar energy system. In terms of electricity, the setting is called relay direct current electrification. The bus itself is electrical conductor, two rails built on top to allow the charging post to run along with the bus, the next charging post will be on the rails before the earlier one leaves, that is why we call it relay charging. It is new invention, not available yet in other places.

The set here is super capacitor, a device that can charge, discharge and store electricity quickly. The power it stores during the stop can support the bus till the next stop where another round of charging takes place, achieving zero toxic gas throughout the process.

About the ultrasonic waves put forth from the end of the bus, that is to keep those high cars or trucks away from entering the tunnel. Using laser ray to scan, cars get too close to the passage will activate the alarm on the bus end. Inside the bus, there are turning lights that indicate a the bus is intending to make a turn to warn the cars inside. Also radar scanning system is embedded on the walls to warn cars from getting too close to the bus wheels.

Nowadays many big cities have remodeled their traffic signaling system, to prioritize public buses, that is to say when a bus reaches a crossing, red light on the other side of the fork will turn on automatically to give buses the right of way. Our straddling bus can learn from this BRT method. The car can make the turn with the bus if that is the direction it wants to go too; if not, the red light will be on to stop the cars beneath while the bus take the turn.

The bus is 6 m in width and 4-4.5 m high. How will people get off the bus if an accident happens to such a huge bus? Here I introduce the most advanced escaping system in the world. In the case of fire or other emergencies, the escaping door will open automatically. I believe many of you have been on a plane. Planes are equipped with inflated ladder so people can slide down on it in emergency. I put the escaping concept into the straddling bus. It is the fastest way to escape.

The bus can save up to 860 ton of fuel per year, reducing 2,640 ton of carbon emission. Presently we have passed the first stage demonstration and will get through all of the technical invalidation by the end of August. Beijing's Mentougou District is carrying out a eco-community project, it has already planned out 186 km for our straddling bus. Construction will begin at year end.

Thank you.

COVER



- [Animating a Blockbuster: How Pixar Built Toy Story 3](#)

FEATURE

- [Geek Gardening: A Wired Guide to Domestic Terraforming](#)

LATEST

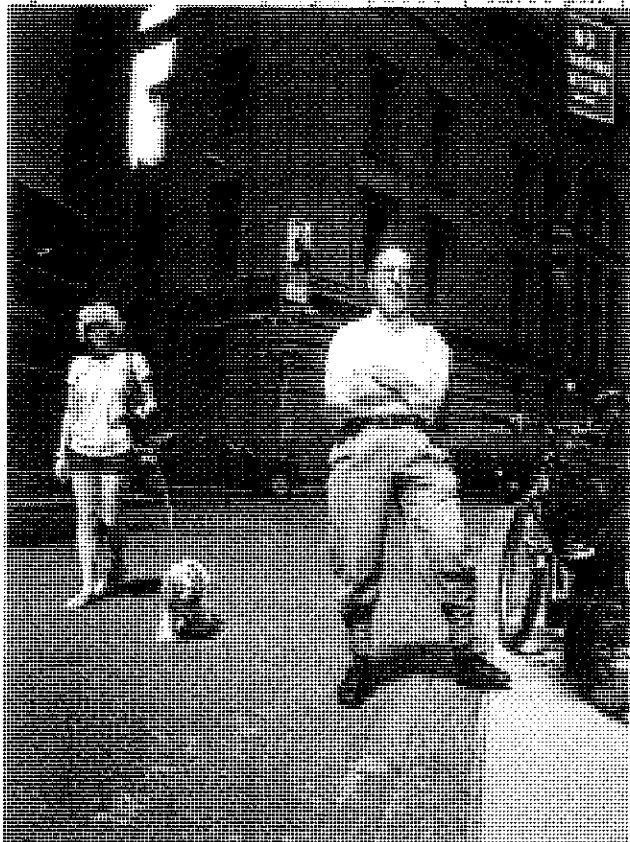
- [Most Dangerous Object in the Office: Fire Footbag](#)

FEATURES

18.06

# The Man Who Could Unsnarl Manhattan Traffic

By Felix Salmon [E3](#) May 24, 2010 | 12:00 pm | [Wired June 2010](#)



Charles Komanoff says he has the solution to New York's congestion problem—and he's got the math to prove it.

Photo: Peter Yang

**The walk to** Charles Komanoff's favorite lunch spot, a patisserie two blocks from his office in Manhattan's Financial District, usually takes a couple of minutes. But on this December afternoon,

Komanoff has spotted a truck from the grocery-delivery service FreshDirect. His eyes widen and his steps quicken as he approaches the orange and green refrigerated vehicle. Within seconds, he's peppering the driver—politely but insistently—with questions. What route did you take to get here? How many deliveries do you make per trip? How often do you double-park? Do you leave the engine running?

Komanoff assures the driver that he is not a corporate spy. He's a traffic expert who has taken up the Borgesian task of re-creating, in precise detail, the economic and environmental impact of every single car, bus, truck, taxi, train, subway, bicycle, and pedestrian moving around New York City. And to do that he needs data. Lots of data. Which is why even the shortest walk can turn into an hours-long fact-finding mission.

When he finally gets back to his office, Komanoff will use this interview to inform his magnum opus, the Balanced Transportation Analyzer (.xls), an enormous Excel spreadsheet that he's been building for the past three years. Over the course of about 50 worksheets, the BTA breaks down every aspect of New York City transportation—subway revenues, traffic jams, noise pollution—in an attempt to discover which mix of tolls and surcharges would create the greatest benefit for the largest number of people.

Komanoff's spreadsheet, which he has posted online, calculates how new fees and changes to existing tolls affect traffic at different times of day. It calculates which costs are borne by city dwellers and which by suburbanites. It calculates how long it takes passengers to dig for change and board buses. And it allows any user to adjust dozens of different variables—from taxi surcharges to truck tolls—and measure their impact. The result is a kind of statistical *SimCity*, an opportunity to play God (or at least Robert Moses) and devise the perfect traffic policy.



Komanoff is a dyed-in-the-wool stats geek, and the BTA demonstrates his faith in data. By measuring the problem—the amount of time and money lost in traffic every year—we can begin to solve it, he says. We can turn the knobs on the entire transportation system to maximize efficiency. Komanoff's model suggests a world in which everything from subway fares to bridge tolls can be precisely tuned throughout the day, allowing city planners to steer traffic flow as quickly and smoothly as a taxi driver tooling his cab down Broadway on a quiet Sunday morning.

It's hard for Komanoff—a fit, if slightly unkempt, 62-year-old—to conceal his pride in this spreadsheet. "It's a mansion with 50 rooms, and each one relates to all the others," says Komanoff,

who shares his Tribeca apartment with his wife, two kids, and a Steinway piano. “Maybe this is how Mozart felt when he was scoring *Don Giovanni*.”

Komanoff’s masterpiece has impressed municipal traffic planners from New York to Paris to Guangzhou, China. “Charlie has created the first believable model of the impact of pricing on transportation choices,” says Sam Schwartz, a former New York City traffic commissioner who actually coined the word *gridlock*.

It’s also the most ambitious effort yet to impose mathematical rigor and predictability on an inherently chaotic phenomenon. Despite decades of attempts to curb delays—adding lanes to highways, synchronizing traffic lights—planners haven’t had much success at unsnarling gridlock. A study by the Texas Transportation Institute found that in 2007, metropolitan-area drivers in the US spent an average of 36 hours stuck in traffic—up from 14 hours in 1982.

But the BTA, Komanoff says, will finally allow engineers to model the effects of proposed transportation policies in realistic detail. He translates all traffic impacts—delays, collisions, injuries, air pollution—into dollars and cents; that way, it’s easy for users to compare the benefits and costs of different plans. He has even come up with a plan of his own that would, according to his calculations, collect \$1.3 billion in motorist tolls per year—all of which would be spent on improving public transit—and save \$2.5 billion in time costs by reducing delays. To that, add \$190 million from decreased mortality as a result of making streets more bicycle- and pedestrian-friendly, \$83 million in collision damage reduction, and \$34 million in lower CO<sub>2</sub> emissions.

But there’s one aspect of Komanoff’s plan that his spreadsheet can’t help with: how to put it into practice. Americans hate the idea of paying to drive on public roads. No US city has succeeded at passing any plan remotely like Komanoff’s. And the response from New York City’s Department of Transportation has been tepid at best. Komanoff may have created a vision of the traffic system of the future, but he’s still stuck with the government and politics of the present.

**Ebb and Flow:  
A Day in the  
Life of  
Manhattan  
Traffic**

Charles Komanoff has spent three years building a model of the traffic patterns in New York City. The result is an exhaustive accounting of every mile traveled, every slowdown encountered, and every hour wasted. Below, a rundown of traffic on an average weekday in Manhattan’s central business district.

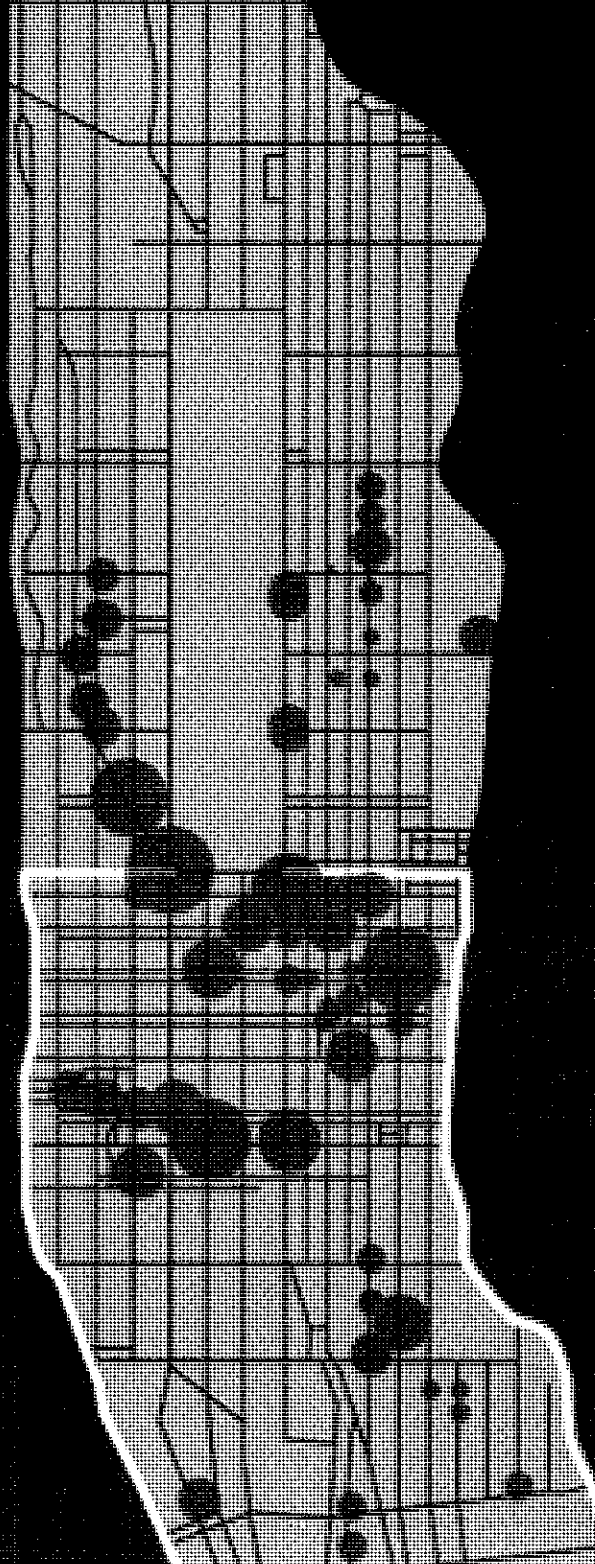
Total vehicle miles: 3,767,169

**Delays and Associated Costs**

Per Each Additional Vehicle

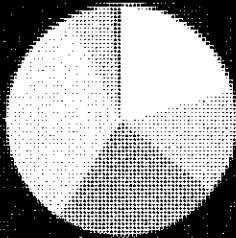
7 am-8 am:	1.64 hrs./\$161
8 am-9 am:	1.99 hrs./\$179
9 am-10 am:	3.46 hrs./\$346
10 am-11 am:	3.16 hrs./\$316
11 am-12 pm:	2.77 hrs./\$277
12 pm-1 pm:	4.01 hrs./\$401
1 pm-2 pm:	2.87 hrs./\$287

**Most Congested Areas in Manhattan**



**Proportion of Miles Traveled**

By Vehicle Type



- Auto, work 37.1%
- Auto, personal 45.1%
- Auto, throughhigh 11.4%
- Taxi 3.1%
- Truck 1.1%
- Bus 1.1%

**Average Speed**

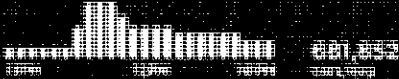
By Time of Day

7 am-8 am:	23.66 mph
8 am-9 am:	20.43 mph
9 am-10 am:	7.01 mph
10 am-11 am:	9.04 mph
11 am-12 pm:	11.60 mph
12 pm-1 pm:	6.78 mph
1 pm-2 pm:	13.33 mph

**Vehicle Distribution**

By Time of Day

**CARS**



**TAXIS**



**BUSES**



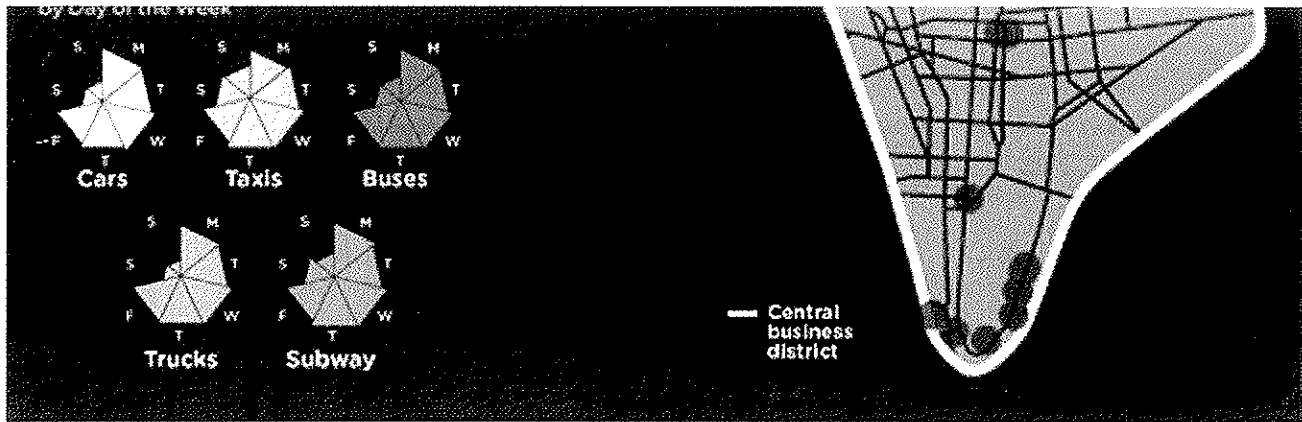
**TRUCKS**



**SUBWAY**



**Vehicle Distribution**



Infographic: Pitch Interactive

**Komanoff's life** has been driven by two passions: cycling and data. Naturally, he has combined them in another spreadsheet, one that logs every mile he has biked since January 1, 2001. The very act of entering the data, Komanoff says, keeps him motivated to ride everywhere, even in the rain and snow. "I want to be able to enter the miles," he says. He ends up inputting about 3,000 of them every year.

A bearded former antiwar activist, Komanoff grew up in a liberal enclave of Long Island and studied mathematics and economics at Harvard. In 1973, he analyzed a proposed hydroelectric facility in upstate New York whose business model relied on the existence of extensive nuclear power in the Northeast. He wrote a report showing that the kilowatt price of nuclear power was rising fast and that the economics of the scheme simply didn't work. It was his professional breakthrough, and in 1981 he published a massive book (.pdf) on the subject, *Power Plant Cost Escalation: Nuclear and Coal Capital Costs, Regulation and Economics*. "I thought I'd never do anything that ambitious again," he says.

Over the next 30 years, Komanoff built a career at this intersection of algorithms and advocacy, especially around what he calls "the two leading sources of environmental and social harm in industrial societies: electricity generation and motor vehicles."

As an energy analyst, Komanoff has published several books and reports and has consulted for dozens of US state and federal agencies. He started getting involved in transportation issues in 1986, when he resuscitated Transportation Alternatives, an advocacy organization that lobbies for policies that favor cycling, walking, and public transportation and which is now a major force in New York City politics. He also cofounded a pedestrian rights organization, Right of Way, in 1996. Two and a half years later, he produced a detailed statistical analysis of pedestrian and cyclist deaths—it showed that casualties are not random, unpredictable accidents but the foreseeable result of given traffic conditions.

Komanoff's work may not have made him a celebrity, but his rigor gained him a reputation within the rarefied world of traffic geeks. In 2007, he got a phone call. Ted Kheel, a legendary labor lawyer and one of Komanoff's heroes, had made it his personal mission to completely rethink New York City's traffic policy. Was Komanoff free to help?

Now 95 years old, Kheel has been trying to improve New York's traffic for more than half a century. He is obsessed with the economic damage that cars do to cities—damage that's much greater than most people realize. In 1958, as the New York City Transit Authority was preparing to raise subway



fares, Kheel wrote a paper citing a survey that found that traffic congestion cost more than \$2 billion a year. “This vast sum,” Kheel wrote, “equal to \$1 a working day for every man, woman, and child in the city, has to be paid by someone, and it is. It is assessed against all of us in the form of higher prices, inflated delivery costs, and increased taxes.” It would be cheaper, he argued, to subsidize public transportation and save the hidden costs associated with driving.

Kheel made the same point a decade later, in a *New York* magazine cover story arguing against another fare increase: “Any balanced analysis will surely prove that the taxpayer actually pays, for every person who chooses to drive to and from work in his own car, an indirect subsidy at least 10 times as great as the indirect subsidy now paid the mass-transit rider.”

The thread running through these essays is a concept familiar to all economists: the problem of negative externalities, costs that accrue when the self-interested actions of one person leave bystanders worse off. The biggest example of a negative externality is global warming: When we burn carbon-based fuels, we benefit ourselves while imposing a great cost on billions of other present and future inhabitants of the planet.

Urban planners know this problem all too well. After all, traffic is filled with negative externalities. A small action by one driver—a mere tap on the brakes—can have ripple effects that impact thousands of other motorists. But because externalities are so hard to calculate, and because the costs are not paid out of any central budget, planners had always struggled to incorporate them in their analysis—which typically meant that such costs were undercounted, if they were counted at all.

In 2007, Kheel was still advocating for a traffic plan that took externalities into account and offered free public transportation as a way to reduce them. His basic notion was to impose a “congestion fee” on any driver entering New York’s central business district—the area south of 60th Street—and use the proceeds to pay for everything from subways and buses to improved pedestrian access.

But how much to charge? Kheel could make only an educated guess. Then he found Komanoff, a man who shared his goals and had the mathematical chops to help realize them. Drawing on his own personal savings and the resources of one of his foundations, Kheel offered to pay him to determine the optimal congestion fee.

Komanoff is the kind of guy who takes a little while to get focused on a subject—but once focused can carry on more or less indefinitely. That’s exactly what happened with the spreadsheet he created for Kheel. It turned out to be relatively straightforward to calculate a congestion charge that would pay for public transit; Komanoff arrived at a fee of \$16 for every vehicle trip into the central business district. But he knew that he could come up with a model that was much more sophisticated. “I gave them what they were looking for,” Komanoff says. “And then I kept on asking myself more questions.”

So, after the report was released in January 2008, Komanoff requested more funding from Kheel to keep plugging away at the spreadsheet. One of the first tasks was to nail down those externalities. That meant figuring out exactly how much New Yorkers’ time was worth and how much of it they wasted in traffic. He started with a [Brookings Institution](#) estimate of the value of a US airline passenger’s time—about \$53 an hour. Based on salary data from the Bureau of Labor Statistics, Komanoff bumped that up by 20 percent for people in New York City. He wanted to use conservative estimates, so he assumed that a car driver’s commuting time was 25 percent less valuable than an airline passenger’s; if someone was driving for nonwork purposes, their time was 50 percent less valuable. He drew on survey data to peg a taxi passenger’s time at 90 percent of the average air passenger’s; additional passengers—perhaps children—would be worth much less. Eventually, after taking into account the mix of cars, trucks, taxis, and buses in traffic—as well as the number of

people in each type of vehicle—Komanoff concluded that the average vehicle in the central business district has a time value of \$53.39 per hour; outside the CBD that number falls to \$34.44. (Komanoff based some assumptions on his own research, but the spreadsheet allows anyone to plug in their own estimates to see how they affect the results.)

The rest of his calculations are more complicated. To work out the total delay caused by each car, Komanoff turned to a formula devised by UC Irvine economist Ken Small:  $S = 24.2/[1 + 0.1(V/V_k)^{4.08}]$ , where  $S$  is traffic speed,  $V$  is number of vehicles, and  $V_k$  is a constant that changes from city to city (it was originally set at an arbitrary level of 1,000 for an area of Toronto in 1978). For  $S$  and  $V$ , Komanoff drew on the city's estimates of average daytime traffic speeds (8 mph) and volume (870,301 vehicles) within the CBD. This let him calculate the value of  $V_k$ , which came out to be 97,105. He then used that value of  $V_k$  and his own estimates of traffic volume to come up with a new—and, by his lights, more accurate—value for  $S$ . He then ran the equation again to find the value of  $S$  when 1,000 cars were added. The difference, divided by 1,000, represented the impact of each individual car.

In the end, Komanoff found that every car entering the CBD causes an average of 3.23 person-hours of delays. Multiply that by \$39.53—a weighted average of vehicles' time value within and outside the CBD—and it turns out that the average weekday vehicle journey costs other New Yorkers \$128 in lost time. At last, urban planners could say just how big the externalities associated with driving are, knowing that the number was backed up with solid empirical analysis.

“The work Komanoff is doing will be essential,” says Tom Vanderbilt, author of *Traffic: Why We Drive the Way We Do (and What It Says About Us)*. “He’s showing the impact of traffic in easy-to-understand language, considering all transport options, and getting away from the idea that transportation happens in a vacuum.”

Kheel hoped that Komanoff's work would support a plan to offer completely free public transit. But Komanoff found that the system would still be overloaded at rush hour. Drivers had to be encouraged to travel at different times of the day. So he devised a new plan, one that charged both drivers and transit riders different rates at different times. It would charge \$3 to cars entering the CBD on weekday nights, \$6 for most of the day, and \$9 during rush hour. The subway fare also varies, but is always less than the \$2.25 it is today: \$1 at night, rising to \$1.50 as day breaks, and peaking at \$2 during weekday rush hours. Buses are always free, because the time saved when passengers aren't fumbling for change more than makes up for the lost fare revenue. Komanoff's plan also imposes a 33 percent surcharge on every taxi ride, 10 percent of which would go to the cab driver and the rest to the city.

Komanoff's plan is vastly more sophisticated than a simple bridge toll. Instead of merely punishing drivers, he has built a delicate system of incentives and revenue streams. Just as a musical fugue weaves several melodic lines into a complex yet harmonious whole, Komanoff's policy assembles all the various modes of transportation into a coherent, integrated traffic system.

**Komanoff's plan** may be ambitious. It may be mathematically correct. But it is unlikely ever to be adopted in the US. Cities like Stockholm and London have implemented so-called congestion pricing plans—systems that charge drivers different rates at different times—but Americans see street tolls as a new tax, and one that benefits relatively affluent city dwellers at the expense of hard-pressed suburban commuters. And the plan would require new toll plazas or license-plate-monitoring cameras, which many see as an invasion of privacy. (In 2008, a congestion-pricing plan proposed by New York mayor Michael Bloomberg was soundly rejected by the state legislature.)

But Komanoff's followers can't help but root for him. "This really could happen," insists conservative analyst Reihan Salam, a longtime advocate of congestion pricing. Salam points out that Bloomberg's plan was seen as pure punishment. Komanoff's proposal would balance the fees with real benefits for New York's subway and bus riders. "This makes New York more livable," Salam says.


Still, for all of its sophistication, Komanoff's plan remains imperfect. Komanoff himself admits that an ideal system would track drivers wherever they went, charging by the mile and the minute, with rates determined by location. He calls this "the holy grail of congestion pricing."

Someday, technology will probably help fulfill this promise. Skymeter, a Toronto-based company, has developed a GPS-based metering system that can track and bill cars in even the densest urban areas. With such a system, Komanoff says, he could adjust congestion prices on a block-by-block basis. Cities could do away with parking meters and simply track how long cars sat at a curb. Insurance premiums could reflect the habits of individual drivers instead of relying on crude proxies like age. Drivers could be rewarded for taking the roads less traveled—not having to pay, and sometimes even getting paid, if they chose to commute on less congested routes on particularly busy days. "It's going to happen," Komanoff says. "Cities will charge per mile or per minute according to your exact location and the type of vehicle you're driving."

When it happens, Kheel and Komanoff will be lauded for their efforts to give empirical rigor to the fight to decongest cities. The only question is whether it will happen in Kheel's lifetime—or, for that matter, in Komanoff's.

*Felix Salmon ([felix@felixsalmon.com](mailto:felix@felixsalmon.com)) wrote about the equation that wrecked Wall Street in issue 17.03. He also writes a [blog for Reuters](#).*

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## PREVIOUS

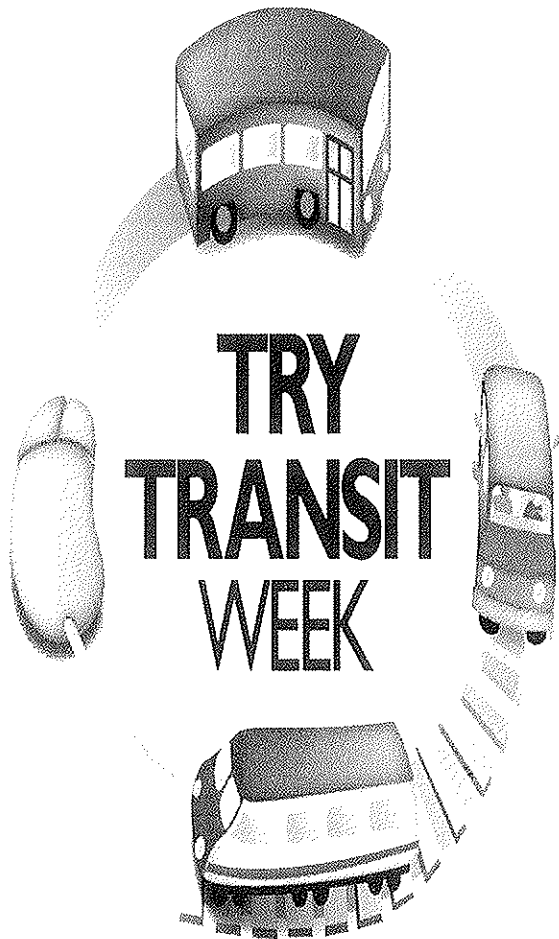
[Author Nicholas Carr: The Web Shatters Focus, Rewires Brains](#)



## NEXT

[Cognitive Surplus: The Great Spare-Time Revolution](#)

**Comments (0)**



**RELEASE:** August 2, 2010  
**CONTACT:** Courtney Ware  
(804) 225-3746  
[Courtney.Ware@drpt.virginia.gov](mailto:Courtney.Ware@drpt.virginia.gov)

**Third Annual Try Transit Week to Take Place September 20 – 24**  
***Pledge Now to Win a One-Year Free Transit Pass and Tickets on Amtrak Virginia\****

**Richmond, VA, August 2, 2010** – Starting today, Virginians can go to [www.trytransitweek.com](http://www.trytransitweek.com) and pledge to try a form of transit during the third annual Try Transit Week. Participants are automatically entered for a chance to win two round-trip tickets on Amtrak Virginia and a one-year transit pass to the Virginia transit operator of their choice\*. Pledges will be accepted from August 2 – September 24, 2010.

Try Transit Week, which takes place September 20-24, 2010, is a week-long, educational event designed to encourage Virginians to stop driving alone and try a form of transit such as bus, rail, carools, vanpools, or telework.

The Virginia Department of Rail and Public Transportation (DRPT) is working with transit operators across to the Commonwealth on the third annual statewide Try Transit Week to spread the word about the benefits of using transit.

“Transit helps people save time and money,” said DRPT Chief of Public Transportation Corey Hill. “Try Transit Week is a great time for Virginians to try one or more of the transit options available in the Commonwealth to experience first hand just how transit can improve your commute.”

According to the American Public Transportation Association, the average household spends 18 cents of every dollar on transportation, and 94 percent of that goes to common car expenses. Using transit helps reduce these expenses, such as gas and tune ups, which can save the average family more than \$9,300 a year.

In addition, transit can significantly reduce the number of cars on the road, which helps address congestion and improve commute times. According to the Virginia Transit Association, a single bus can remove up to 40 cars and one passenger railcar can remove up to 125 cars from highways.

With more than 300 bus, rail, carpool and vanpool, and telework partners in the Commonwealth, there are many options available to suit any lifestyle, budget and commute.

"The variety of transit choices available in the Commonwealth makes it easier than ever to fit transit into your travel plans," said Hill. "And if you pledge to try transit during Try Transit Week, you can win big."

In addition to the benefits of using transit, if you pledge to try transit between September 20-24, 2010, you will be automatically entered in the contest to win two round-trip tickets on Amtrak Virginia and a one-year transit pass to the Virginia transit operator of your choice\*.

Visit [www.trytransitweek.com](http://www.trytransitweek.com) to learn more about the event and to enter your pledge.

\*See [www.trytransitweek.com](http://www.trytransitweek.com) for contest rules and regulations.

# # #

If you would rather not receive future communications from Virginia Dept. of Rail and Public Transportation, let us know by clicking [here](#).  
Virginia Dept. of Rail and Public Transportation, 1313 East Main St Suite 300, Richmond, VA 23219 United States



## 2010 TPB State of the Commute Survey: Preliminary Results

### Background:

- Fourth triennial survey conducted by TPB (2001, 2004, 2007, 2010)
- 6,629 telephone surveys of COG region residents
- 600 surveys in each of 11 jurisdictions (DC, ARL, ALX, FFX, LDN, PW, PG, Mont, Fred, Calv, Charl)

### Purpose of SOC is to measure:

- Current and past commute patterns and experience
- Telecommuting activity and experience
- Awareness and access to alternate modes
- Awareness and influence of mass marketing efforts to promote alternate modes
- Awareness of Commuter Connections
- Awareness of employer commuter assistance

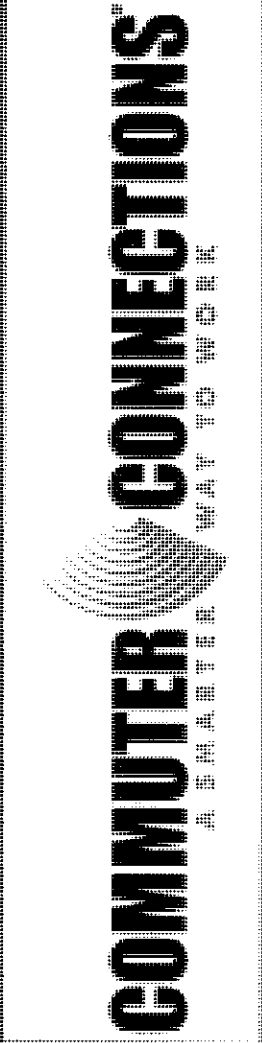
### Preliminary results:

- Commute Mode:
  - SOV continues to decrease. Was 70% in 2001, now 64%.
  - Transit continues to increase. Was 17% in 2001, now 21%.
  - Carpool and vanpool hold steady at 7%.
  - Bike and walk hold steady at 2%.
  - Telework has doubled since 2001, from 3% to 6%.
- Change in Commute Mode: 54% of alternate mode commuters previously drove alone, and 46% of alternate mode commuters switched from another alternate mode.
- Reason for Using Alternate Mode: Number one reason (18% of respondents) was to save money.
- Telework has grown substantially: fully 25% of respondents reported teleworking at least occasionally, up from 11% in 2001. Half of those report teleworking at least one day per week.
- Almost half of all workers report their employer does not have a telework program
- 21% of all respondents reported that they 'could' telework given their job responsibilities and that they 'would' telework if their employer permitted it. This represents an opportunity loss of over 600,000 teleworkers region-wide.
- 26% of SOV commuters would consider ridesharing to use HOT lanes for free.

- 25% of area commuters said their commute is harder than one year ago, while 12% said it is easier.

Next steps:

- TPB to finalize technical report in FY11
- TPB to prepare and publish report for the general public in 2011.



2010 State of the Commute Survey Presentation  
National Capital Region Transportation Planning Board

July 21, 2010



# Methodology

- Fourth triennial survey (2001, 2004, 2007, 2010)
- Telephone survey of 6,629 randomly-selected employed residents of COG region (95%  $\pm$  1.2%)
- 600 in each of 11 jurisdictions (95%  $\pm$  4.0%)
- Results expanded to regional population of workers
- Also weighted to adjust sample for ethnicity
- Data collection conducted by CIC Research, Inc.
- Preliminary data analysis conducted by LDA Consulting



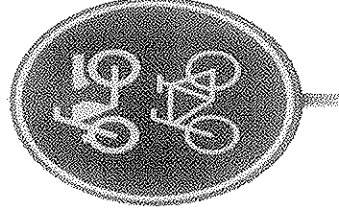
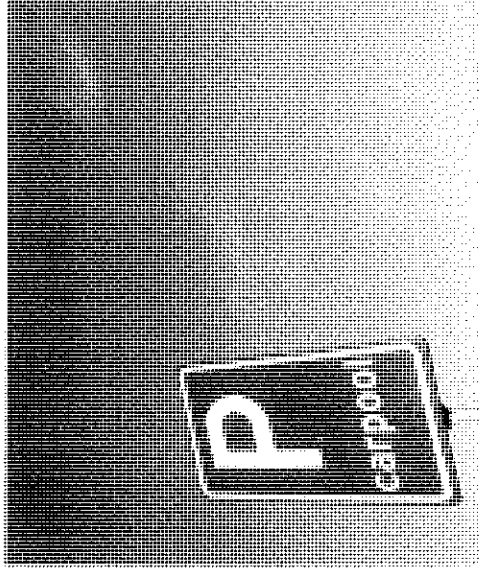
# Survey Topics

## Continued Tracking Questions

- Current and past commute patterns
- Telecommuting experience
- Awareness/access to transit, HOV, P&R
- Mass marketing awareness and influence
- Awareness of CC, regional and local commute service:
- Employer commute assistance

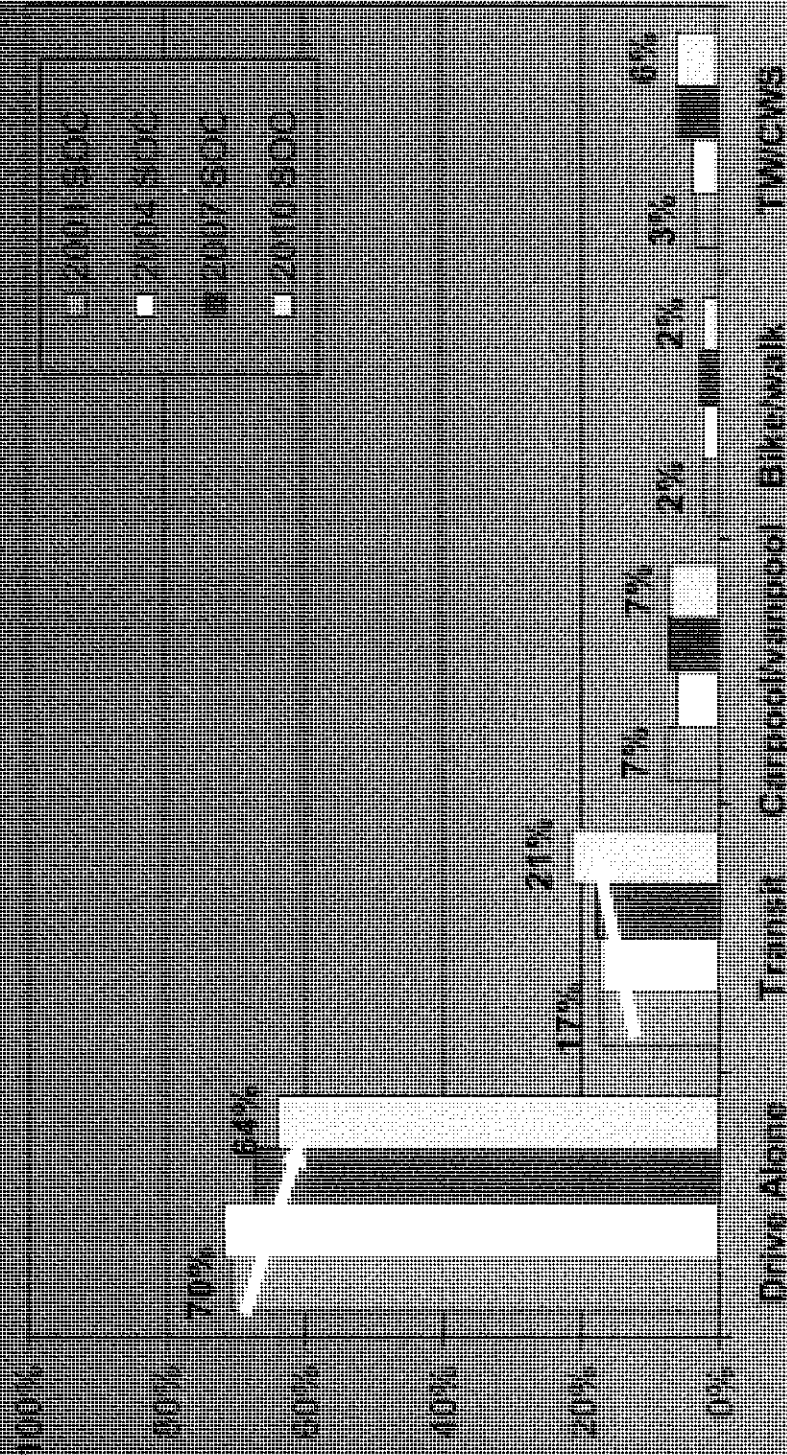
## New Sections for 2010

- Personal / social benefits of ridesharing
- Quality of life and satisfaction



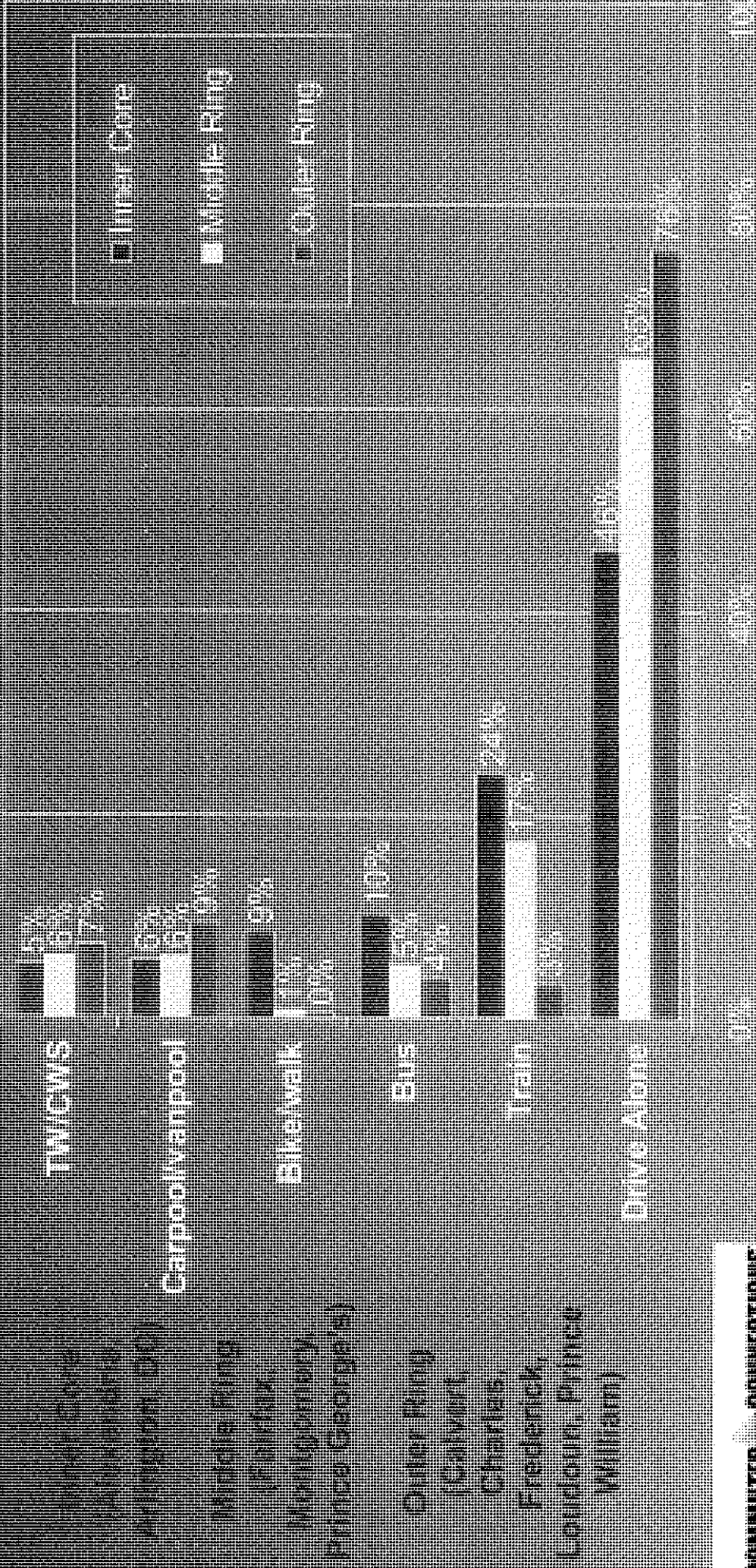
# Commute Mode 2001, 2004, 2007, 2010

The share of drive alone trips dropped from 2001 to 2010. Transit and TW/CWS have gained mode share since 2001; all of the increase occurred in telework

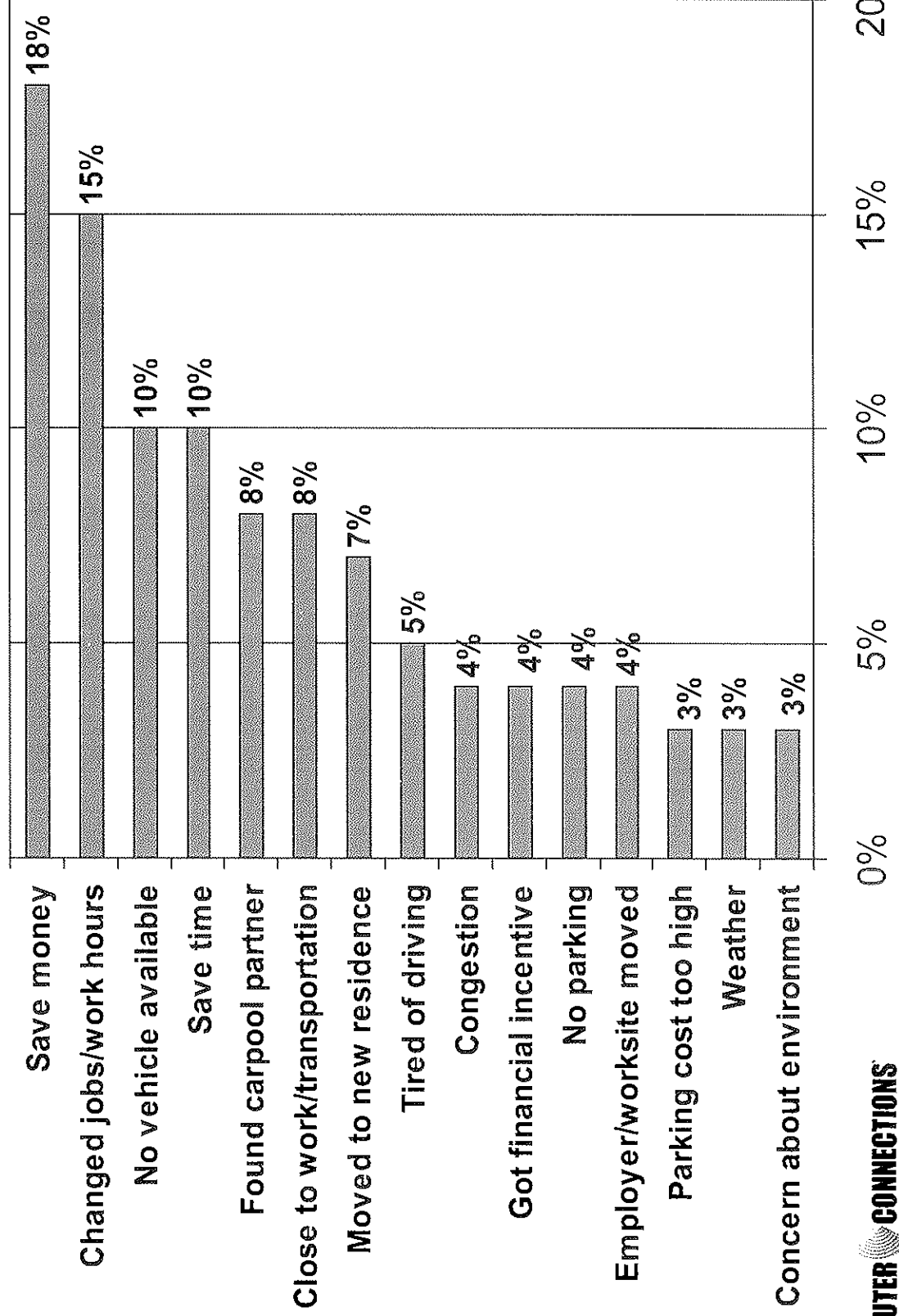


# Commute Mode by Region Sub-Area

Fewer than half of "Inner Core" area commuters drove alone, compared with 65% of commuters in the "Middle Ring" and 76% of commuters in the "Outer Ring" area

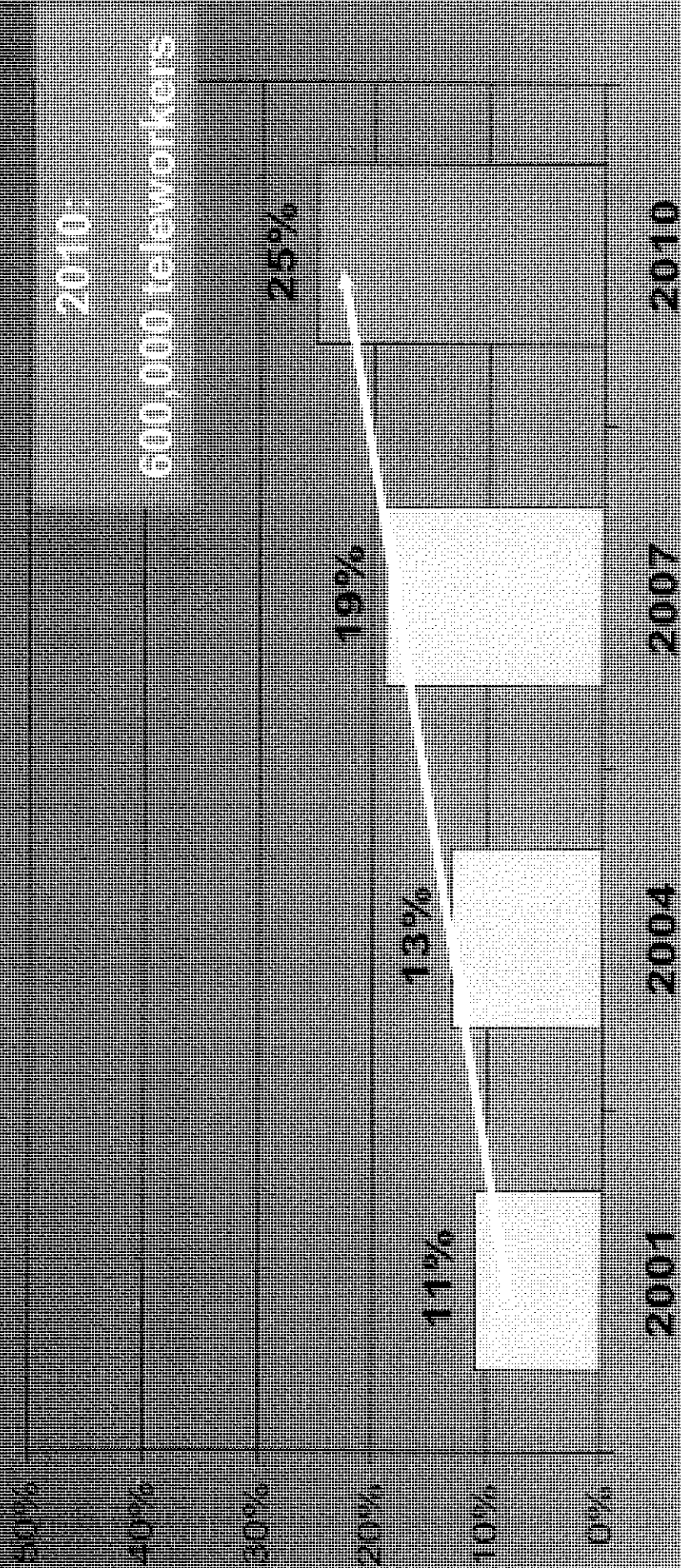


# 18% of Residents Who Use Alternative Modes for Commuting Started Using These Modes to Save Money



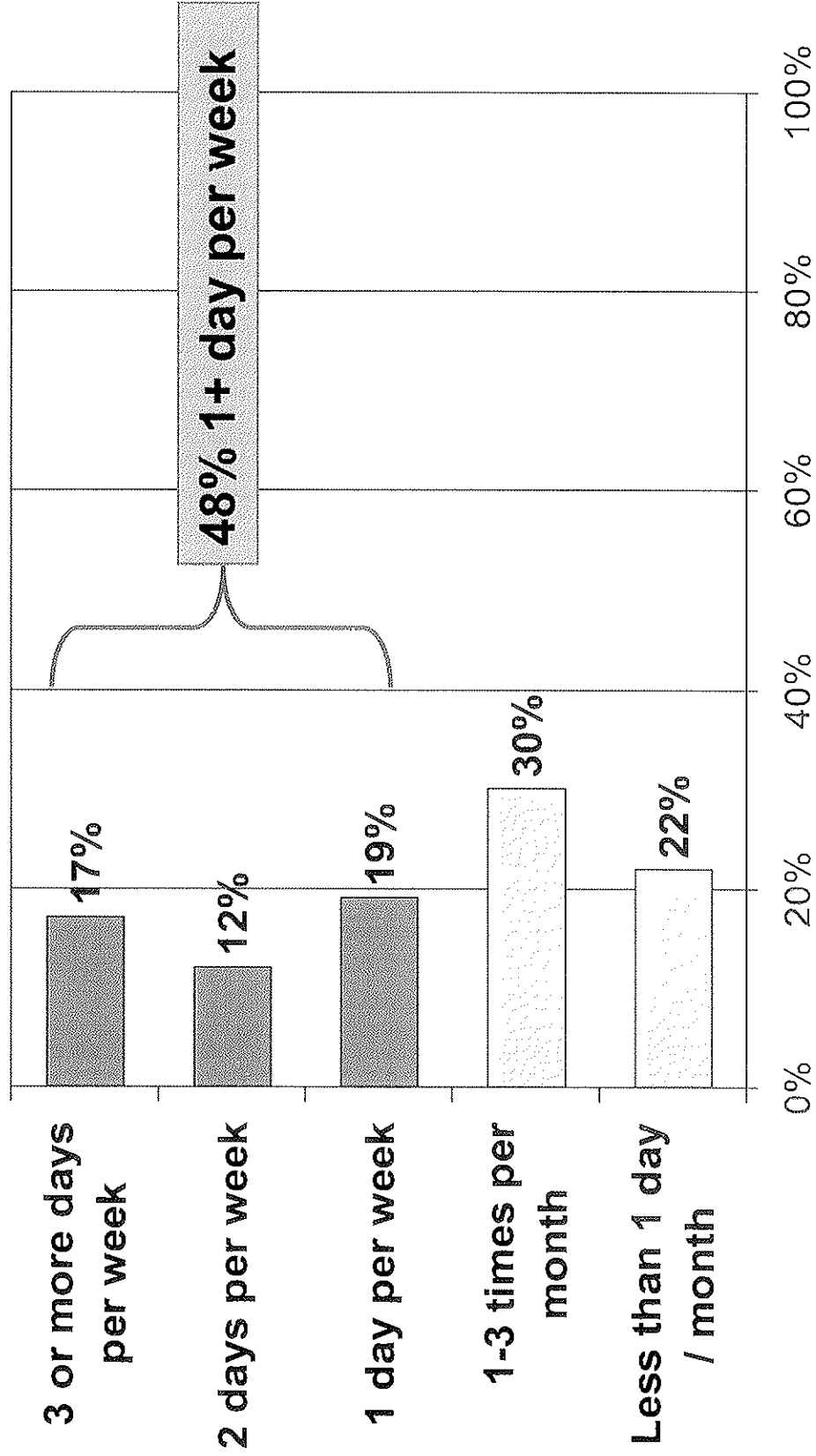
# Telework has Grown Substantially Since 2001

A quarter of regional commuters telework at least occasionally. This is more than twice the percentage who teleworked in 2001.



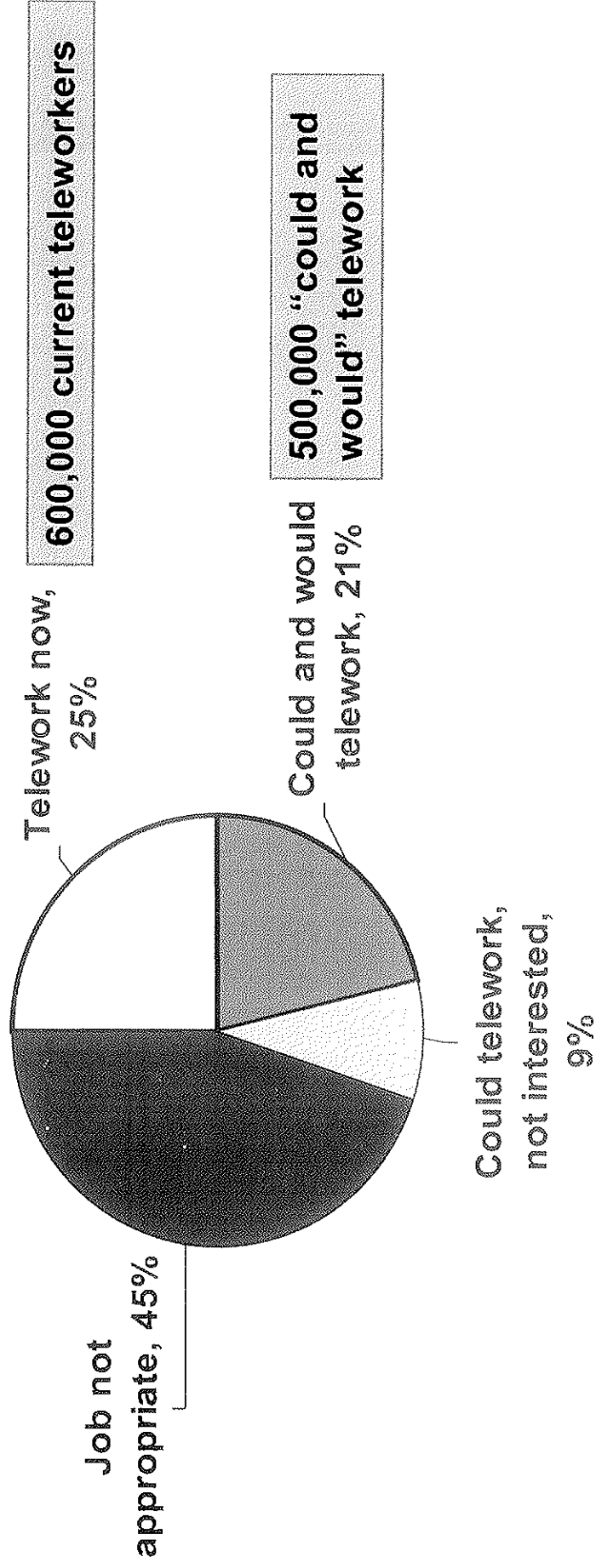
# Half of Teleworkers Telework at Least One Day per Week

The average telework frequency is 1.3 days per week



# Potential for 500,000 New Teleworkers

21% of workers “could and would” telework – that is, they have job responsibilities that could be performed through telework and they would like to telework if given the opportunity.





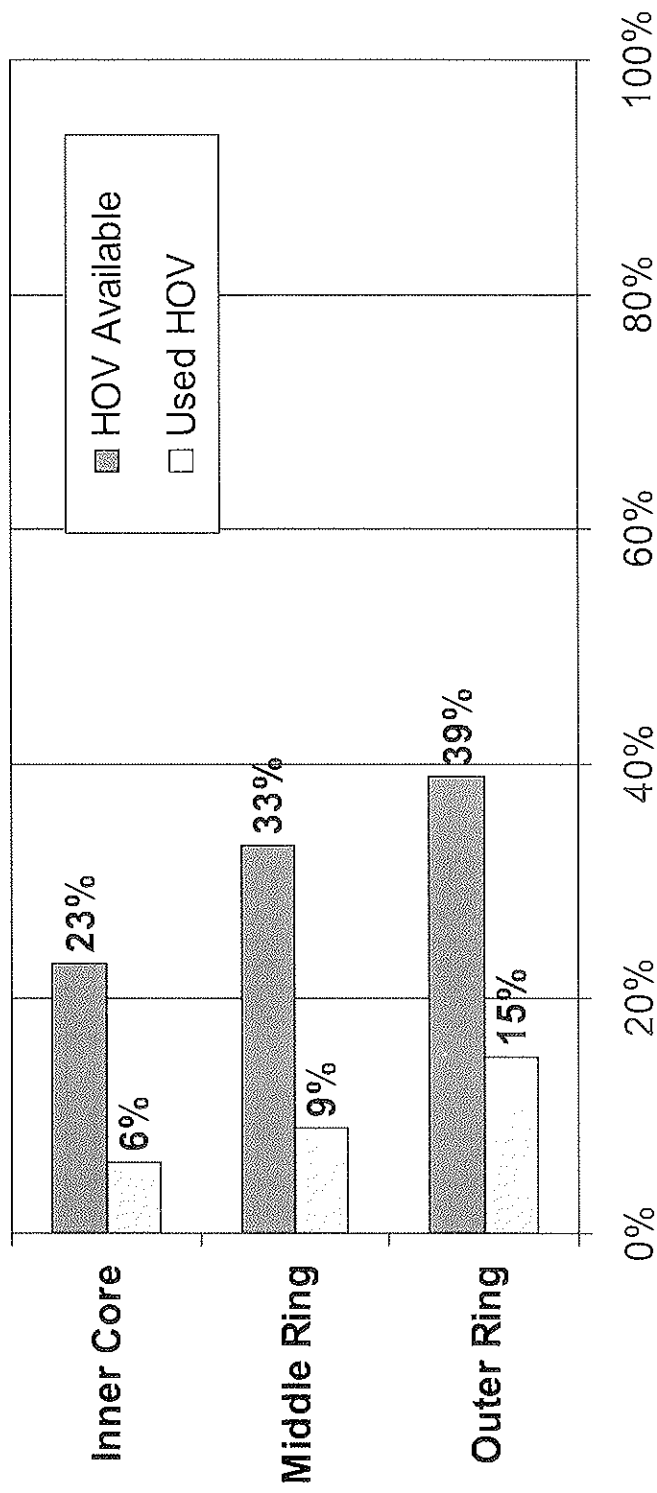
# Bus and Train Access By Area of Region

More than eight in ten respondents who lived in the "Inner Core" area of the region lived within 1/2 mile of a bus stop. In the "Middle Ring" area, about six in ten had a bus stop within 1/2 mile. Fewer than two in ten residents of "Outer Ring" jurisdictions had close access to bus.



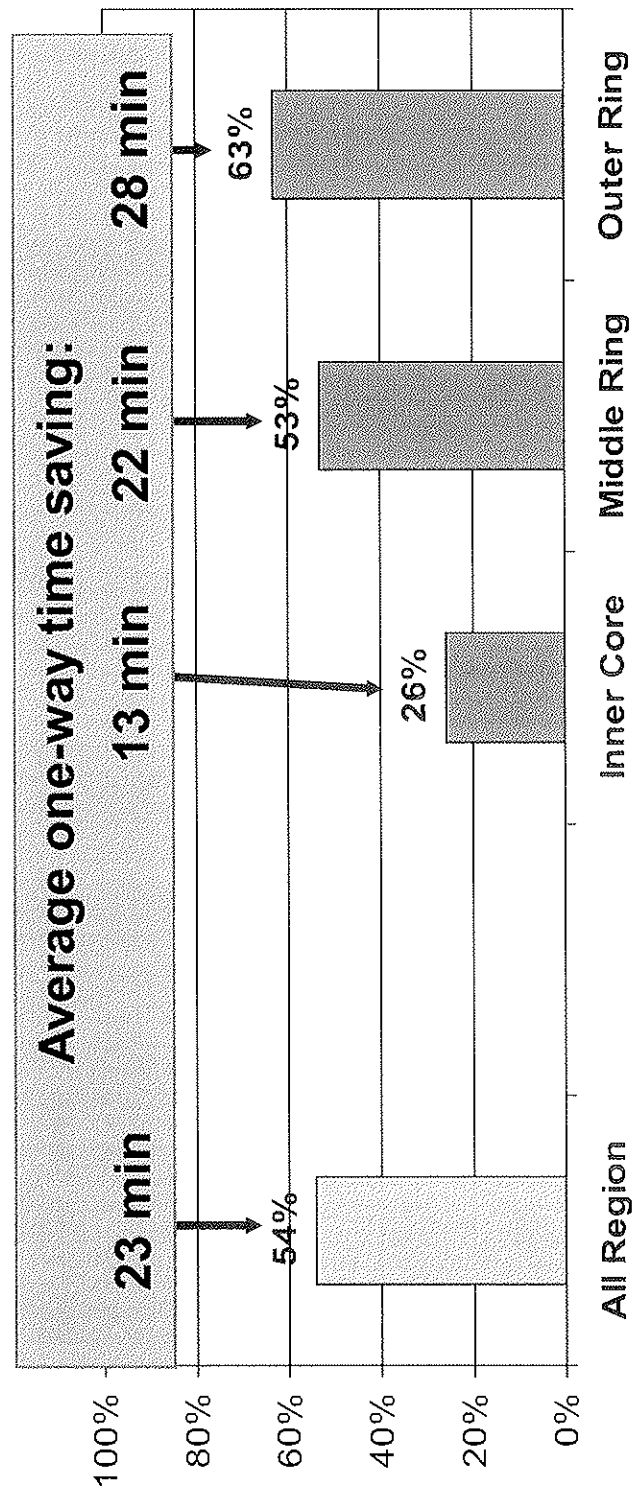
# Availability and Use of HOV by Area of Region

Commuters who lived in outer jurisdictions were more likely to say they have HOV lanes available on their route to work. They also were more likely to use them, when they were available. Commuters in the Inner Core and Middle Rings used HOV lanes at about the same rate.



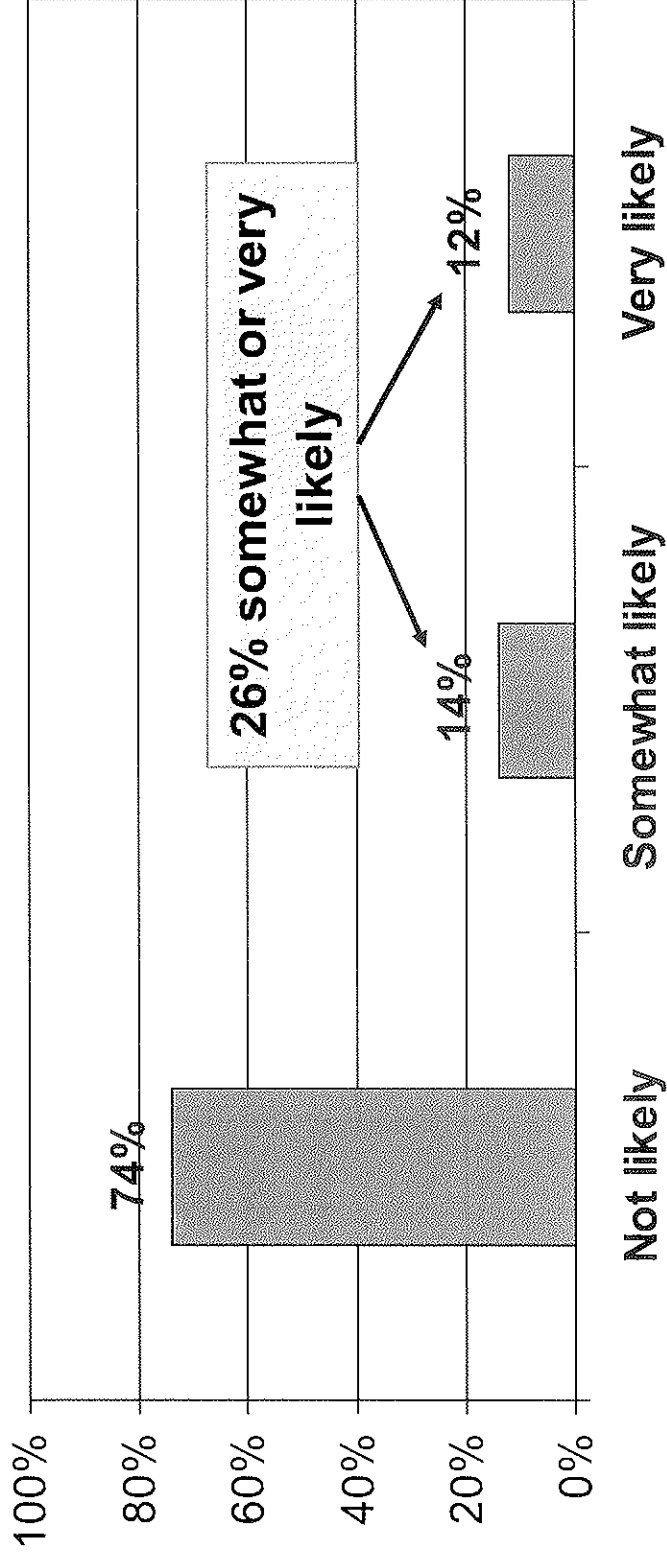
# HOV Lanes Had Greater Mode Influence for Commuters in the Middle/Outer Rings

More than half of HOV users who lived in the Middle Ring and 63% who lived in the Outer Ring said HOV lanes influenced their decision to use alternative modes. These commuters had greater time savings from HOV lanes than did Core residents.

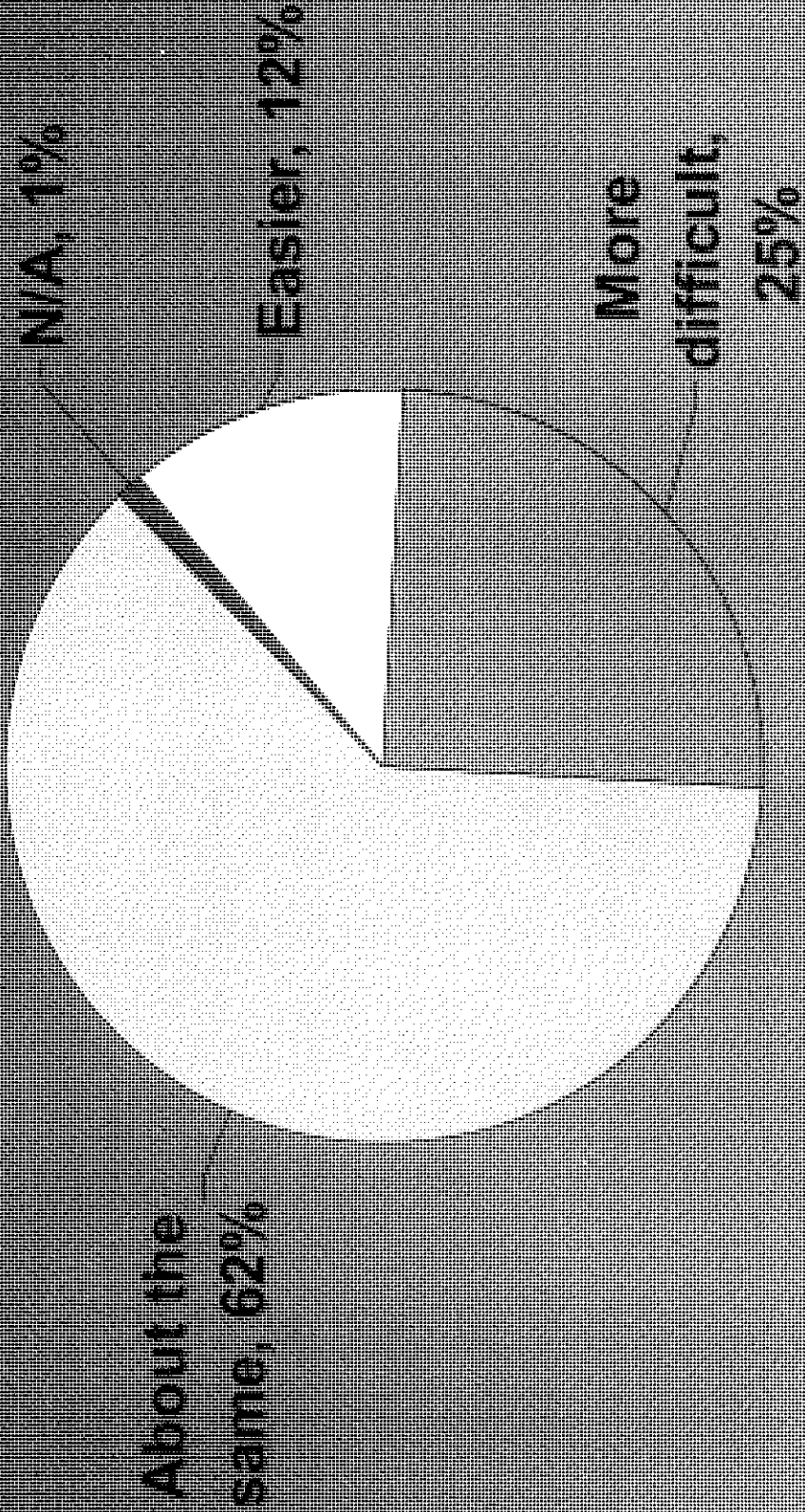


# 26% of Drive Alone Commuters would Consider Ridesharing to Use HOT Lanes for Free

Commuters who drove alone were asked how likely they would be to try carpooling or vanpooling if carpools/vanpools traveled for free or a reduced rate on High Occupancy Toll (HOT) lanes. 26% were somewhat or very likely to try.



**A Quarter of Commuters Said their Commute was More Difficult than a Year Ago. While 12% Have an Easier Commute**



## **The car is still king of D.C. area commute**

*By Robert Thomson*  
Sunday, August 8, 2010

Nicholas Ramfos, director of the Commuter Connections service, wants to help people find the best way to get to work while imposing the least stress on the D.C. region's transportation system. He couches this goal in the language of commuters: "It's all about time and money."

The organization, part of the Metropolitan Washington Council of Governments, uses a telephone poll called the State of the Commute Survey to help figure out where commuters are losing time and money and how they could save. Here's a look at findings from the 2010 survey, conducted in the winter and spring and published in July.

### ***Driving alone declines***

As in previous surveys, done every three years since 2001, the most popular option among commuters is driving alone to work. In 2010, driving alone represents 64 percent of all commuting trips per week. But the study also notes a decade-long decline in the popularity of solo driving. In 2001, its share was 70 percent.

The study looked at commuting in three geographic rings: a core, a middle ring and an outer ring. Driving alone was most popular in the outer ring, but even in the core, home to one of the nation's most-extensive transit systems, it was the choice of nearly half of the workers.

### ***Telecommuting up***

The number of people who worked from home at least occasionally grew significantly over the decade and now amounts to about 600,000 people. About half of the total number of teleworkers did so at least one day a week. Ramfos said the survey has a pretty strict definition of teleworking, tied to the reduction in car trips. If you drove to Starbuck's to use your laptop, you didn't telework.

### ***Transit use rising***

The transit share of the weekly commute rose from 17 percent to 21 percent over the decade. Commuters who live in the region's core were far more likely to use the trains and buses than those in the outer suburbs. More than eight in 10 respondents in the core said they lived within one-half mile of a bus stop. Fewer than two in 10 in the outer ring said they had such access.

## ***Ride-sharing flat***

Carpooling and vanpooling accounted for about 7 percent of weekly commuting trips, the same share they had at the start of the decade. Sharing is a more likely choice in the outer suburbs than in the middle or core.

## ***Challenges***

Although time and money incentives increasingly favor commuting alternatives, other factors are obviously working against the abandonment of the solo drive.

A Washington Post poll -- conducted by phone in March and sampling a smaller part of the region than did the Commuter Connections survey -- found similar trends. More than a quarter of the workers were telecommuting at least occasionally, but most were driving alone. In both polls, commuters observed that traffic congestion is worsening, despite the growing popularity of telework.

Bob Chase, executive director of the Northern Virginia Transportation Alliance, an advocacy group for traffic relief, said the D.C. region is a national leader in promoting alternative means of transportation. Demand management can make "new bridges, parkways and other infrastructure work more efficiently," he said, "but do not eliminate the need for such investments."

In some ways, the region's robust and resilient economy hinders the single driver's search for alternatives. "It's a transient area," Ramfos said. People move and change jobs a lot, making it difficult, for example, to establish and maintain carpools.

Ramfos said there are plenty of opportunities to work with employers and individuals in promoting alternatives to the solo drive. He sees enormous potential for telecommuting but also is encouraged about the high-occupancy toll lanes' capacity to carry carpoolers.

Sometimes the shift to an alternative commute begins when a traveler calculates the cost of driving. Sometimes it begins with a snowstorm. In any case, a commuter need not approach a decision to telework or to take public transit as a permanent shift in lifestyle. "Just try it," Ramfos said.

The Washington Post, 8/8/10



AGENDA ITEM #14

**TO:** Chairman Hudgins and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Coletia Quarles  
**DATE:** August 26, 2010  
**SUBJECT:** NVTC Financial Items for June and July, 2010

---

The financial reports for June and July, 2010 are attached for your information.



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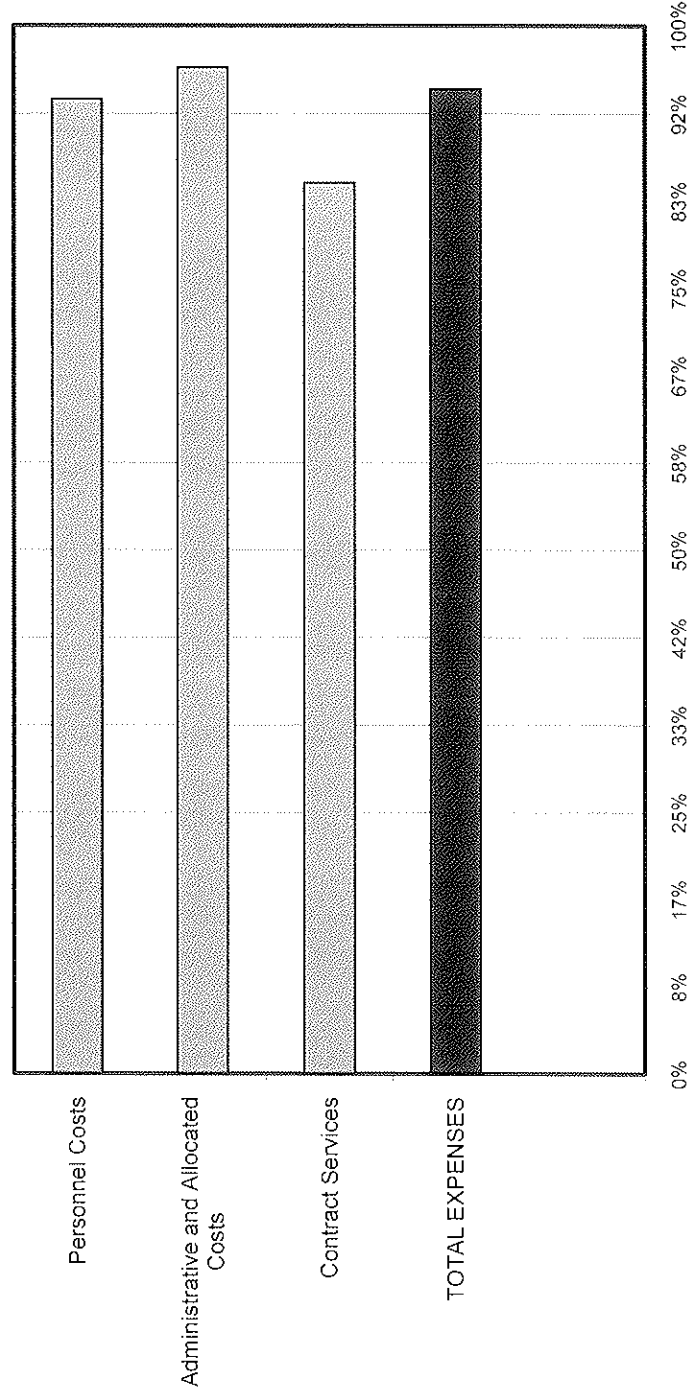


# Northern Virginia Transportation Commission

Financial Reports

June, 2010

Percentage of FY 2010 NVTC Administrative Budget Used  
June, 2010  
(Target 100% or less)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<u>Personnel Costs</u>					
Salaries	\$ 56,410.63	\$ 695,177.99	\$ 734,500.00	\$ 39,322.01	5.4%
Temporary Employee Services	-	-	-	-	-
Total Personnel Costs	56,410.63	695,177.99	734,500.00	39,322.01	5.4%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,557.75	47,431.13	51,800.00	4,368.87	8.4%
Group Health Insurance	5,558.37	60,764.52	70,400.00	9,635.48	13.7%
Retirement	5,241.68	64,111.68	69,500.00	5,388.32	7.8%
Workmans & Unemployment Compensation	99.00	1,531.34	3,400.00	1,868.66	55.0%
Life Insurance	296.68	3,796.26	4,150.00	353.74	8.5%
Long Term Disability Insurance	252.81	3,247.44	4,100.00	852.56	20.8%
Total Benefit Costs	15,006.29	180,882.37	203,350.00	22,467.63	11.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	2,450.00	16,200.00	17,450.00	1,250.00	7.2%
<u>Rents:</u>					
Office Rent	16,080.80	188,288.18	191,880.00	3,591.82	1.9%
Parking	606.00	178,972.18	179,980.00	1,007.82	0.6%
		9,316.00	11,900.00	2,584.00	21.7%
<u>Insurance:</u>					
Public Official Bonds	200.00	5,595.18	4,100.00	(1,495.18)	-36.5%
Liability and Property	200.00	2,320.00	2,200.00	(120.00)	-5.5%
	-	3,275.18	1,900.00	(1,375.18)	-72.4%
<u>Travel:</u>					
Conference Registration	2,379.58	5,029.84	7,800.00	3,639.28	46.7%
Conference Travel	869.12	869.12	-	-	0.0%
Local Meetings & Related Expenses	254.15	822.22	2,500.00	1,677.78	67.1%
Training & Professional Development	1,256.31	3,263.50	5,000.00	1,736.50	34.7%
	-	75.00	300.00	225.00	75.0%
<u>Communication:</u>					
Postage	1,263.76	8,127.62	10,350.00	2,222.38	21.5%
Telephone - LID	817.26	2,699.16	4,000.00	1,300.84	32.5%
Telephone - Local	78.29	1,296.14	1,300.00	3.86	0.3%
	368.21	4,132.32	5,050.00	917.68	18.2%
<u>Publications &amp; Supplies</u>					
Office Supplies	2,612.24	15,266.87	13,600.00	(1,666.87)	-12.3%
Duplication	500.29	2,637.31	3,500.00	862.69	24.6%
Public Information	2,111.95	12,129.56	9,600.00	(2,529.56)	-26.3%
	-	500.00	500.00	-	0.0%

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

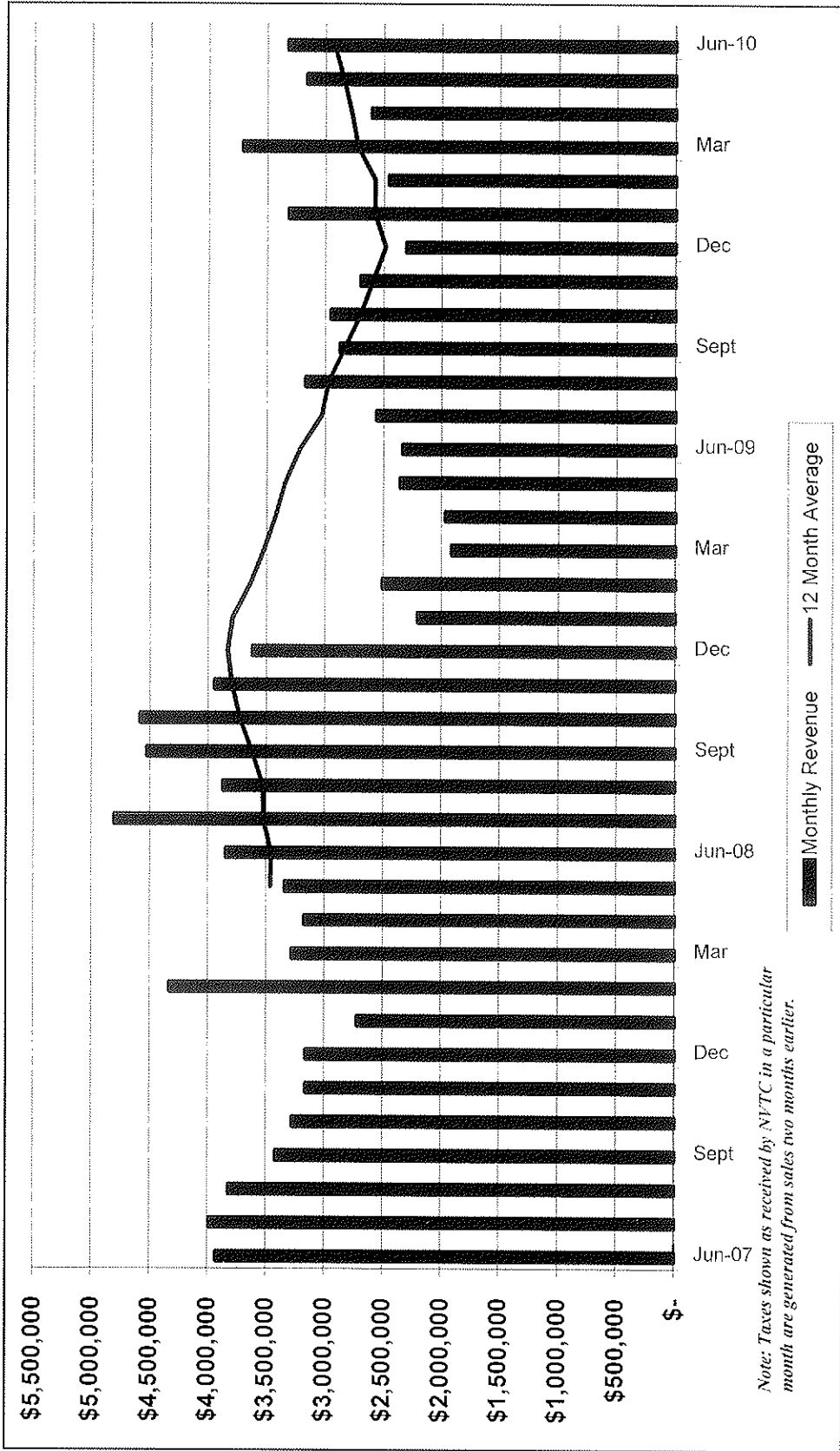
	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>					
Furniture and Equipment	322.93	4,333.28	8,000.00	3,666.72	45.8%
Repairs and Maintenance	-	293.99	-	(293.99)	0.0%
Computers	322.93	4,039.29	7,000.00	2,960.71	42.3%
<i>Other General and Administrative</i>					
Subscriptions	67.44	4,552.38	5,250.00	986.50	18.8%
Memberships	-	288.88	-	-	0.0%
Fees and Miscellaneous	72.39	1,474.12	1,300.00	(174.12)	-13.4%
Advertising (Personnel/Procurement)	(4.95)	2,789.38	2,950.00	160.62	5.4%
Total Administrative Costs	25,376.75	247,393.35	258,430.00	12,194.65	100.0%
					4.7%
<u>Contracting Services</u>					
Auditing	10,000.00	21,650.00	25,600.00	3,950.00	15.4%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	10,000.00	21,650.00	25,600.00	3,950.00	15.4%
Total Gross G&A Expenses	\$ 106,793.67	\$ 1,145,103.71	\$ 1,221,880.00	\$ 77,934.29	6.4%



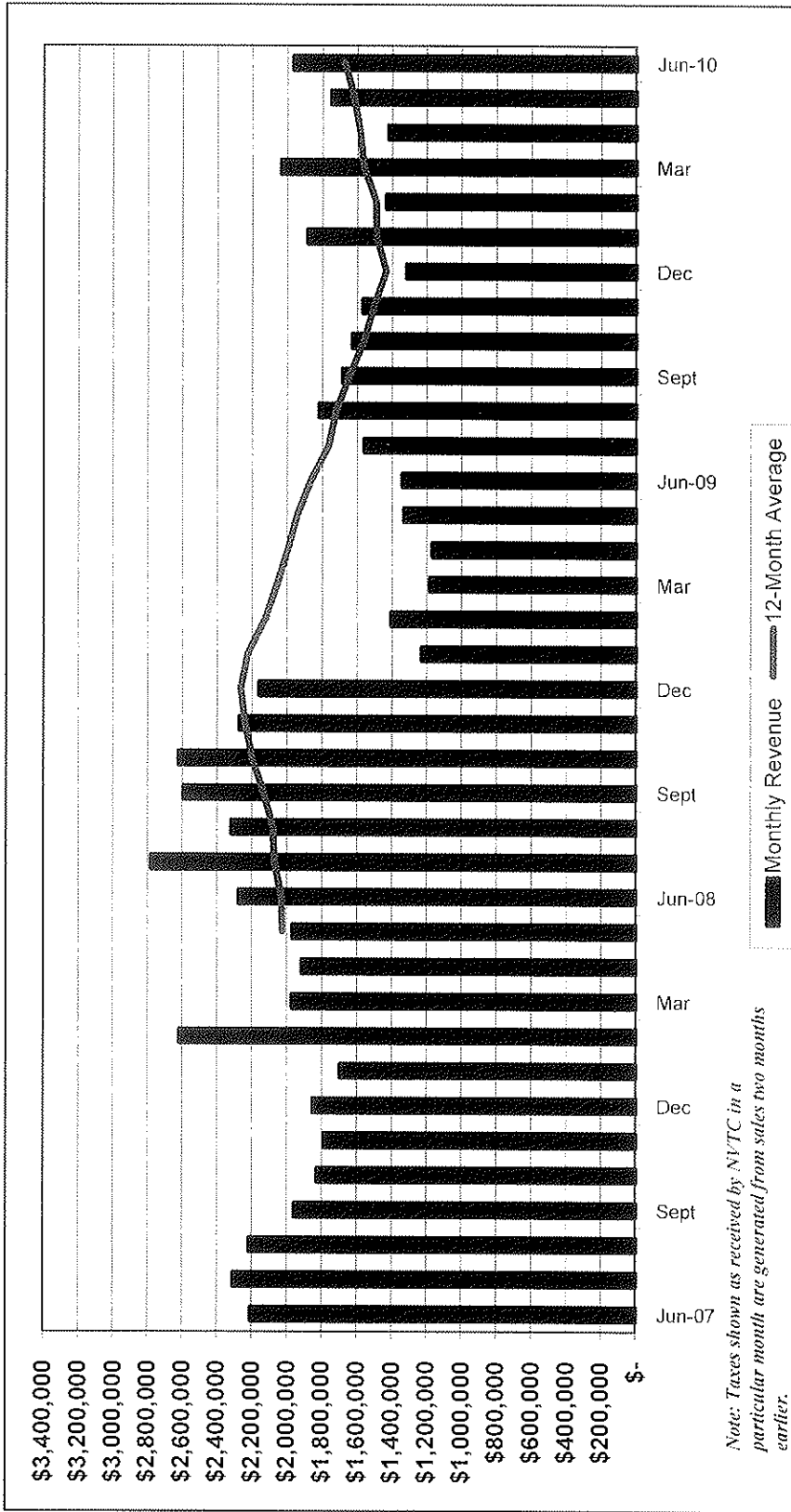
NVT  
INVESTMENT REPORT  
June, 2010

Type	Rate	Balance 5/31/2010	Increase (Decrease)	Balance 6/30/2010	NVT G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<b><u>Cash Deposits</u></b>							
Wachovia: NVT Checking	N/A	\$ 118,406.97	\$ (35,582.07)	\$ 82,824.90	\$ 82,824.90	\$ -	\$ -
Wachovia: NVT Savings	0.100%	124,948.10	(50,167.59)	74,780.51	74,780.51	-	-
<b><u>Investments - State Pool</u></b>							
Nations Bank - LGIP	0.255%	141,161,779.51	4,270,757.20	145,432,536.71	106,705.68	123,764,915.55	21,560,915.46
		\$ 141,405,134.58	\$ 4,197,319.67	\$ 145,590,142.12	\$ 264,311.09	\$ 123,764,915.55	\$ 21,560,915.46

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

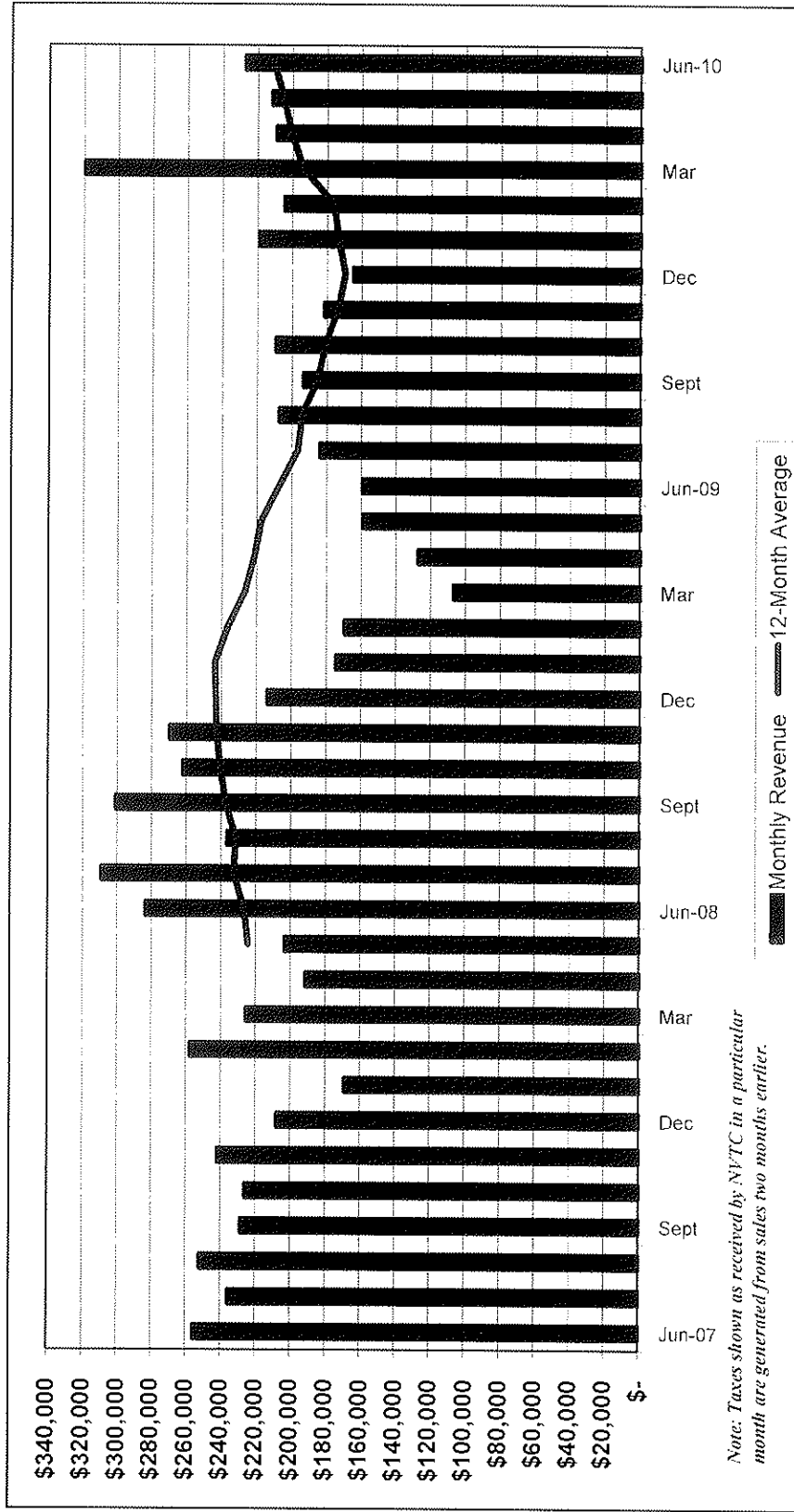


# NVTc MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2007-2010

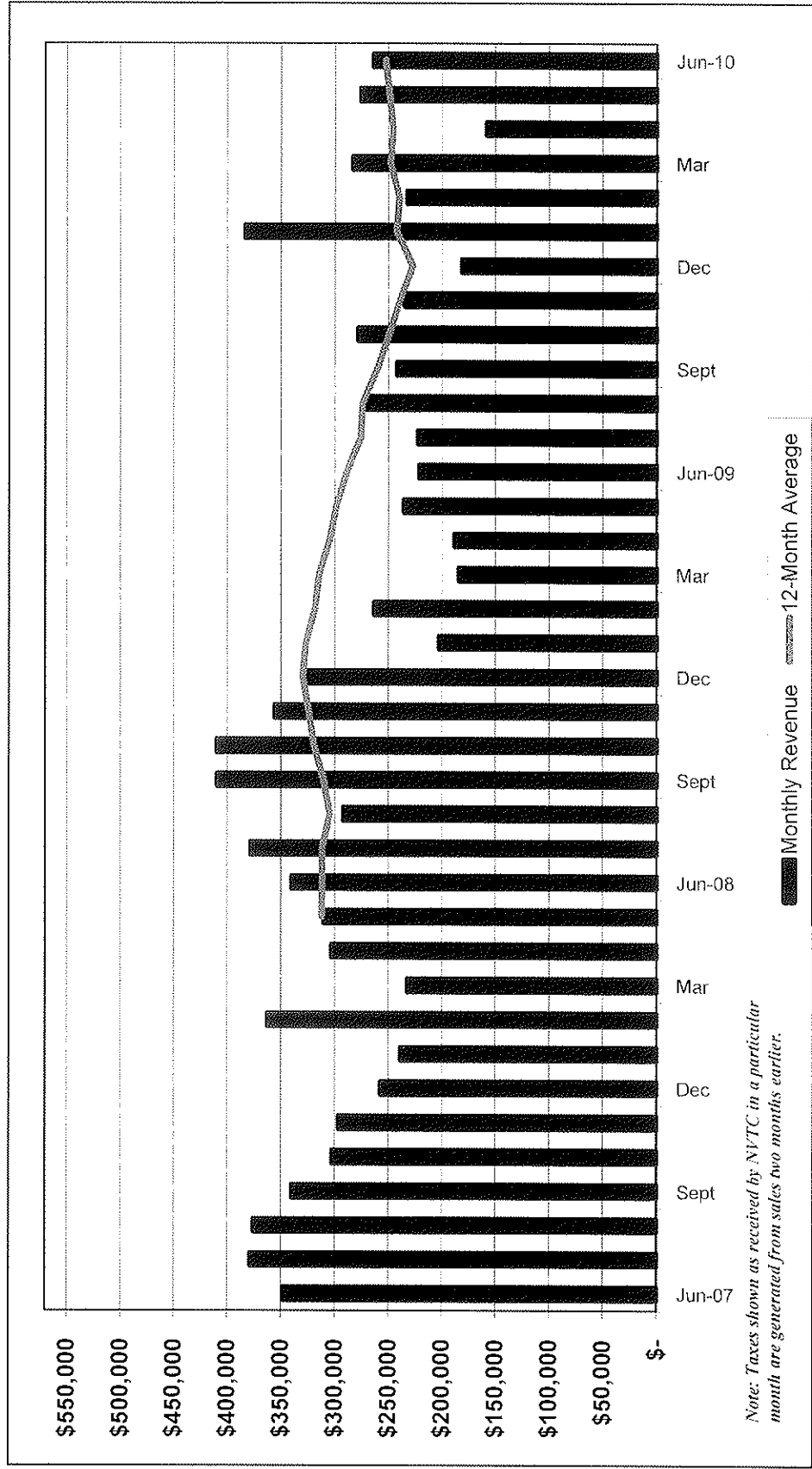




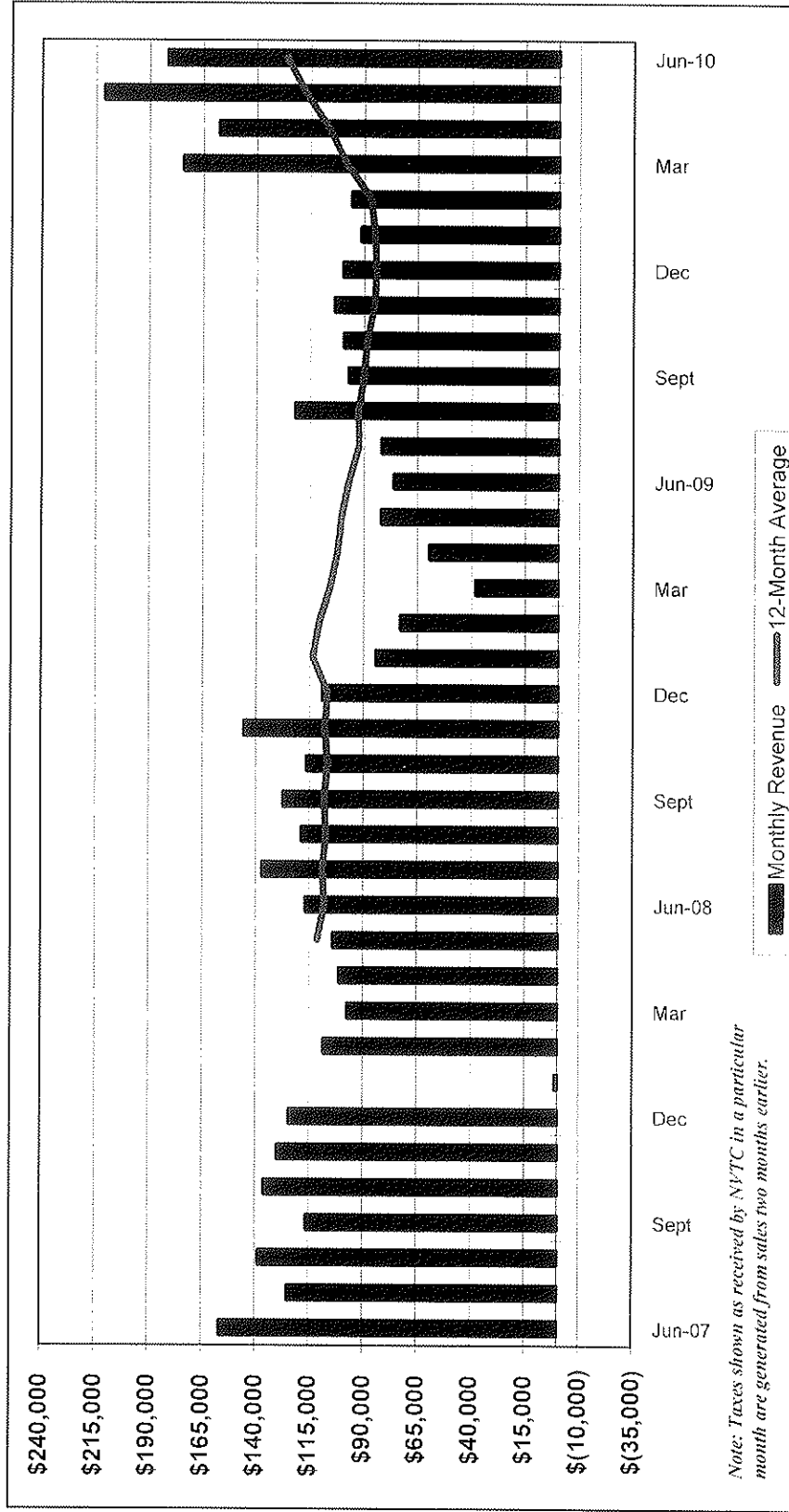
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2007-2010



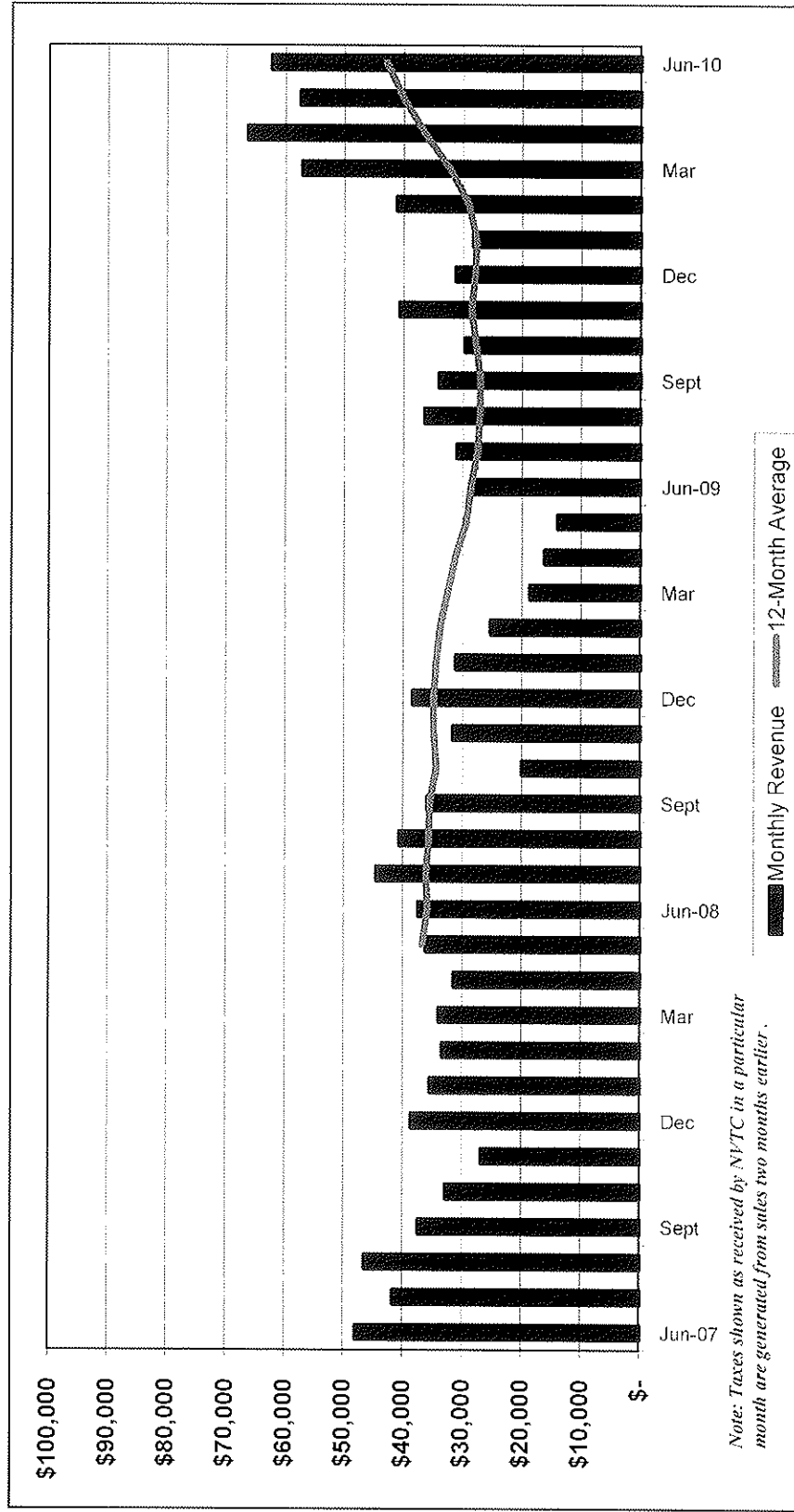
# NVTc MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2007-2010



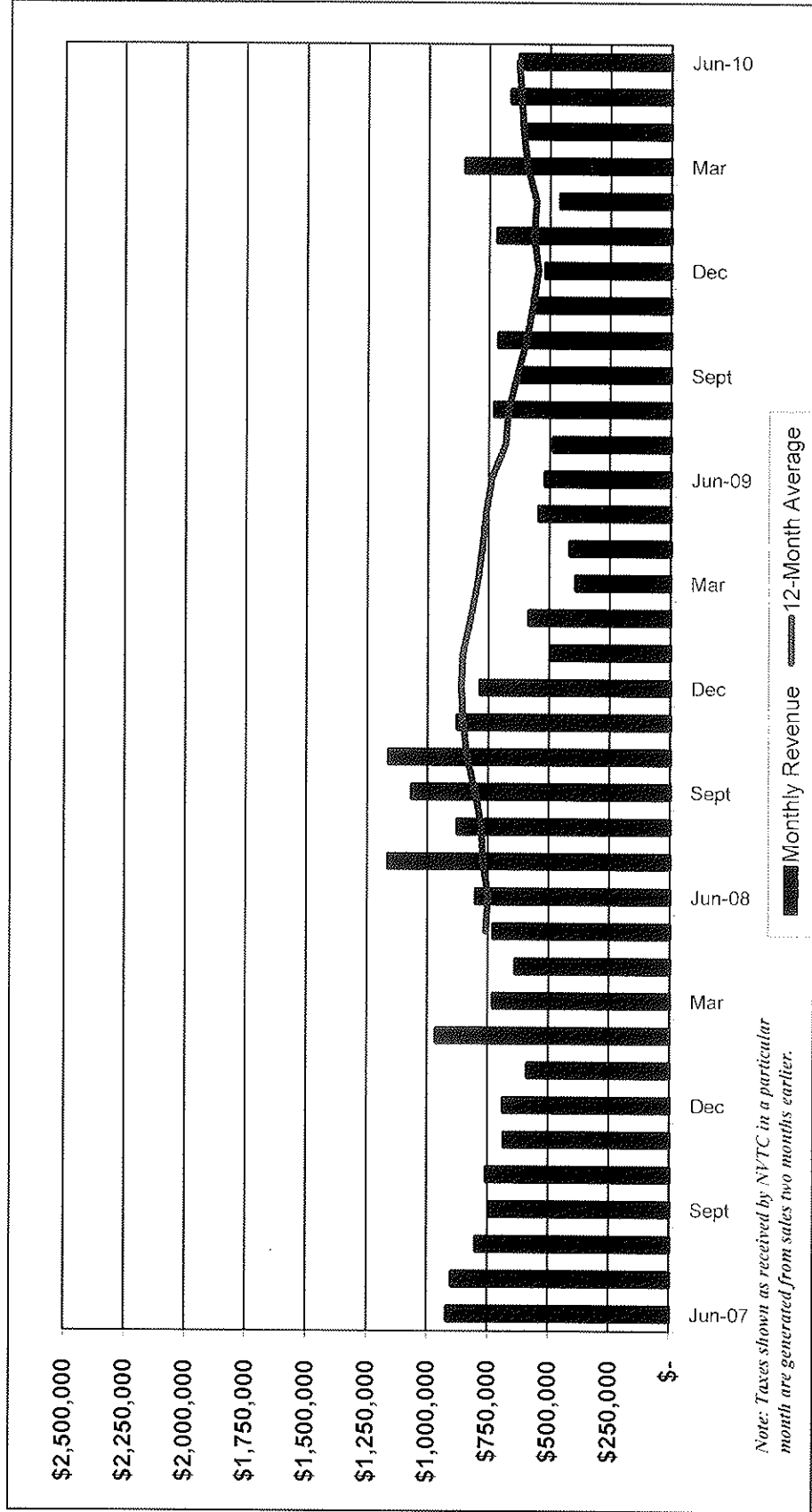
# NVTIC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2007-2010



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



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

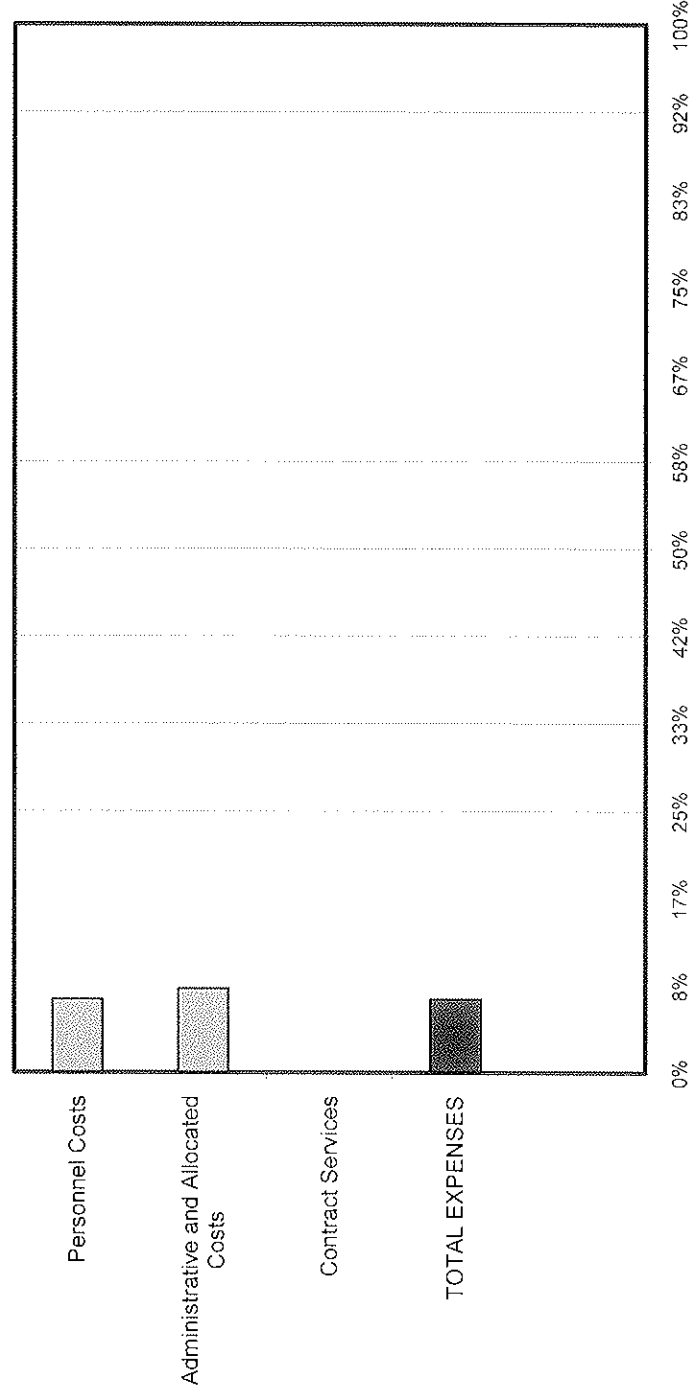


# Northern Virginia Transportation Commission

Financial Reports

July, 2010

Percentage of FY 2011 NVTC Administrative Budget Used  
 July, 2010  
 (Target 8.33% or less)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
<u>Personnel Costs</u>					
Salaries	\$ 54,262.41	\$ 54,262.41	\$ 737,900.00	\$ 683,637.59	92.6%
Temporary Employee Services	-	-	-	-	-
Total Personnel Costs	<u>54,262.41</u>	<u>54,262.41</u>	<u>737,900.00</u>	<u>683,637.59</u>	<u>92.6%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	5,352.97	5,352.97	52,400.00	47,047.03	89.8%
Group Health Insurance	4,859.89	4,859.89	80,200.00	75,340.11	93.9%
Retirement	5,240.00	5,240.00	73,700.00	68,460.00	92.9%
Workmans & Unemployment Compensation	93.75	93.75	2,950.00	2,856.25	96.8%
Life Insurance	296.68	296.68	4,300.00	4,003.32	93.1%
Long Term Disability Insurance	252.81	252.81	3,950.00	3,697.19	93.6%
Total Benefit Costs	<u>16,096.10</u>	<u>16,096.10</u>	<u>217,500.00</u>	<u>201,403.90</u>	<u>92.6%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,050.00	1,050.00	16,850.00	15,800.00	93.8%
<u>Rents:</u>					
Office Rent	16,080.80	16,080.80	182,180.00	166,099.20	91.2%
Parking	15,480.80	15,480.80	170,980.00	155,499.20	90.9%
	600.00	600.00	11,200.00	10,600.00	94.6%
<u>Insurance:</u>					
Public Official Bonds	-	-	4,100.00	4,100.00	100.0%
Liability and Property	-	-	2,300.00	2,300.00	100.0%
	-	-	1,800.00	1,800.00	100.0%
<u>Travel:</u>					
Conference Registration	183.43	183.43	6,300.00	6,116.57	97.1%
Conference Travel	-	-	-	-	0.0%
Local Meetings & Related Expenses	183.43	183.43	2,000.00	2,000.00	100.0%
Training & Professional Development	-	-	4,000.00	3,816.57	95.4%
	-	-	300.00	300.00	100.0%
<u>Communication:</u>					
Postage	449.08	449.08	10,200.00	9,750.92	95.6%
Telephone - L.D	18.70	18.70	4,000.00	3,981.30	99.5%
Telephone - Local	83.44	83.44	1,300.00	1,216.56	93.6%
	346.94	346.94	4,900.00	4,553.06	92.9%
<u>Publications &amp; Supplies</u>					
Office Supplies	787.37	787.37	13,500.00	12,712.63	94.2%
Duplication	13.35	13.35	3,000.00	2,986.65	99.6%
Public Information	774.02	774.02	10,000.00	9,225.98	92.3%
	-	-	500.00	500.00	100.0%



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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>					
Furniture and Equipment	466.95	466.95	8,000.00	7,533.05	94.2%
Repairs and Maintenance	-	-	-	-	0.0%
Computers	466.95	466.95	7,000.00	6,533.05	93.3%
<i>Other General and Administrative</i>					
Subscriptions	194.19	194.19	5,350.00	5,155.81	96.4%
Memberships	-	-	-	-	0.0%
Fees and Miscellaneous	194.19	194.19	1,300.00	1,300.00	100.0%
Advertising (Personnel/Procurement)	-	-	2,950.00	2,755.81	93.4%
Total Administrative Costs	19,211.82	19,211.82	246,480.00	227,268.18	92.2%
<u>Contracting Services</u>					
Auditing	-	-	20,000.00	20,000.00	100.0%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	-	-	20,000.00	20,000.00	100.0%
Total Gross G&A Expenses	\$ 89,570.33	\$ 89,570.33	\$ 1,221,880.00	\$ 1,132,309.67	92.7%

NVTC  
 RECEIPTS and DISBURSEMENTS  
 July, 2010

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	G&A / Project	VA LGIP Trusts
<b>RECEIPTS</b>						
1	City of Alexandria	G&A contribution		\$ 8,776.25		
7	Wendel	Marketing project receipt		500.00		
7	MWAA	Marketing project receipt		3,000.00		
7	Staff	Expense reimbursement		48.00		
8	DRPT	Capital grant receipt				3,482.00
8	Loudoun County	G&A contribution			4,509.50	
9	DRPT	Capital grant receipt		15,538.00		13,478.00
9	Arlington County	G&A contribution		186,288.00		
9	Fairfax County	G&A contribution				
12	DRPT	Capital grant receipt				113,164.00
16	Dept. of Taxation	Motor vehicle fuels sales tax receipt		12,913.09		3,471,771.69
30	VRE	Staff support		18.68	25.74	
31	Banks	Interest earnings		227,082.02	4,535.24	26,302.91
						3,628,198.60

**DISBURSEMENTS**

1-31	Various	G&A expenses	(87,022.61)			(191,624.00)
1	Arlington County	Other operating				(16,535,084.00)
1	WMATA	Bus operating				(2,211,247.00)
1	WMATA	Paratransit operating				(5,790,151.00)
1	WMATA	Rail operating				(7,095,341.00)
1	WMATA	CIP FY11				(173,000.00)
1	WMATA	Project development				(1,853,125.00)
1	WMATA	Debt service GRTTB				(13,764.00)
1	WMATA	Debt service Metro Matters				(487.87)
5	WMATA	Other operating				(246,319.72)
8	Loudoun County	Other operating				(3,280,000.00)
8	Loudoun County	Other capital				(942,300.00)
16	City of Fairfax	Other operating				(19,056.07)
16	City of Falls Church	Other operating				
20	Redmon Group	E-Schedules	(1,965.60)			
28	Stantec	NTD project	(27,309.60)			
31	Wachovia Bank	Service fees	(18.88)			
			(116,316.69)			(38,351,499.66)

**TRANSFERS**

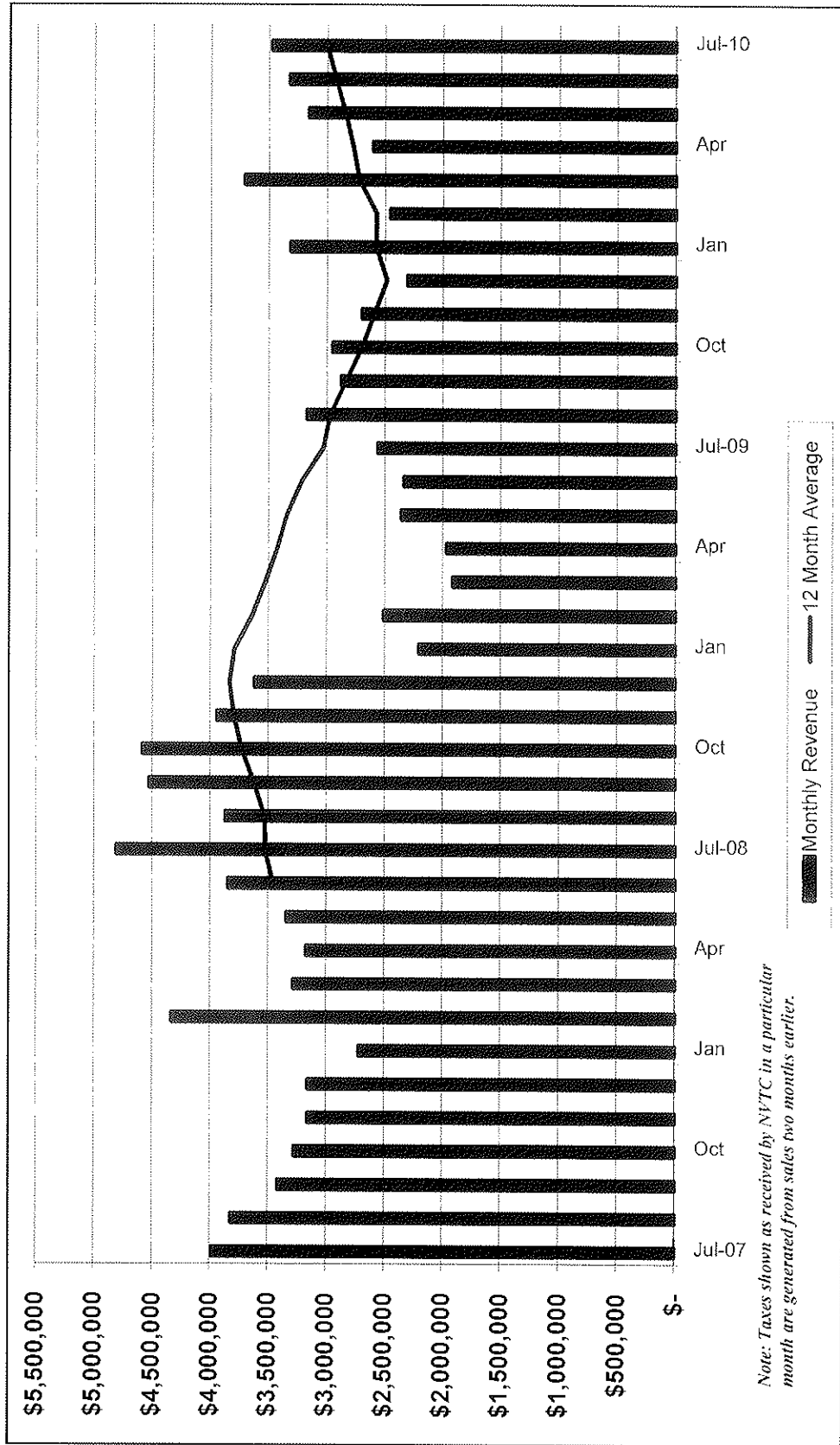
29	Transfer	From savings to checking		(100,000.00)		
29	Transfer	From LGIP to checking			(50,000.00)	
29	Transfer	From LGIP to LGIP (NTD project)			27,309.60	(27,309.60)
			150,000.00		(22,690.40)	
			\$ 33,683.31	\$ 127,082.02	\$ (18,155.16)	\$ (34,750,610.66)

**NET INCREASE (DECREASE) FOR MONTH**

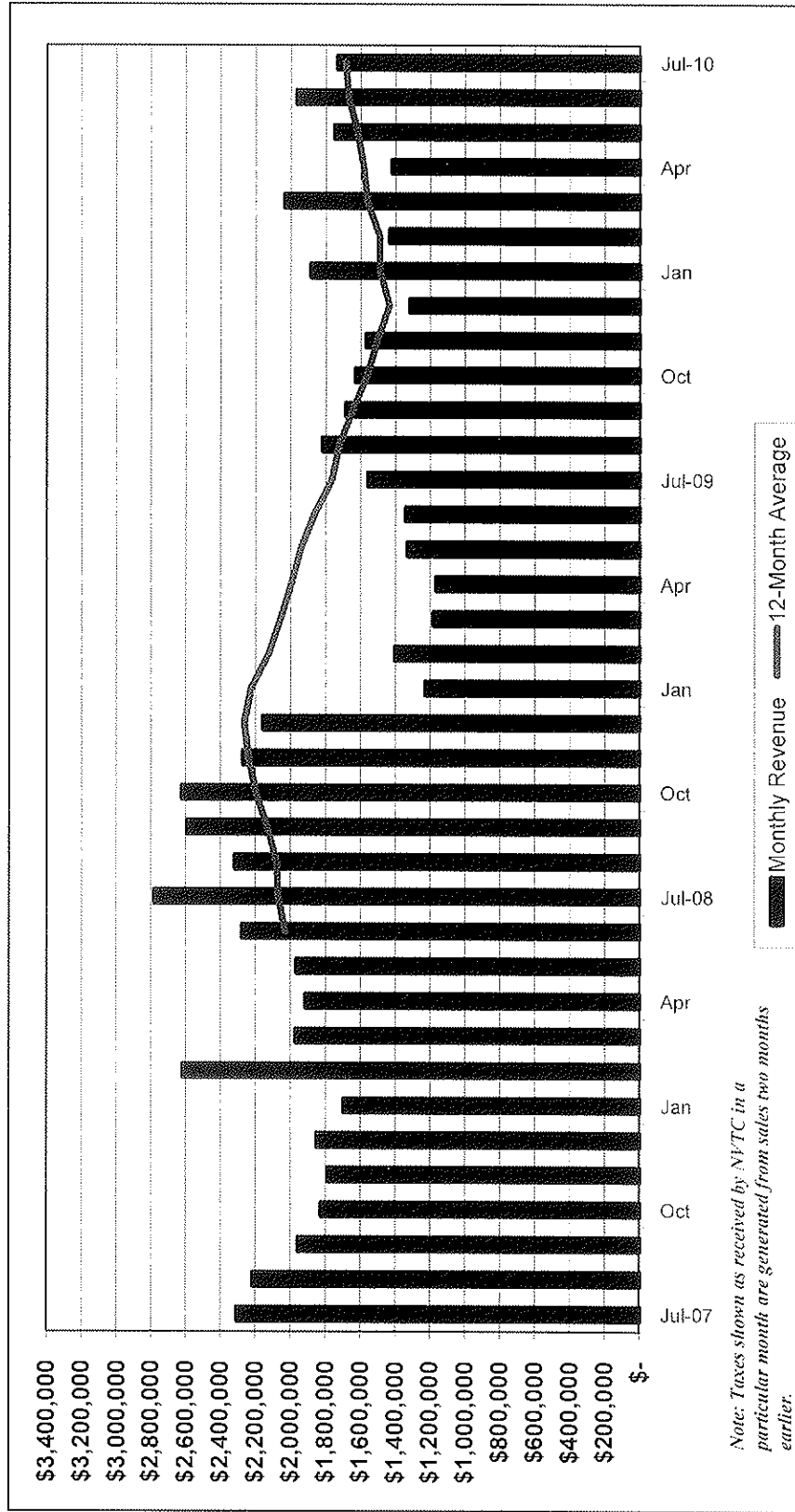
**NVTC  
INVESTMENT REPORT  
July, 2010**

Type	Rate	Balance 6/30/2010	Increase (Decrease)	Balance 7/31/2010	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<b><u>Cash Deposits</u></b>							
Wachovia: NVTC Checking	N/A	\$ 82,824.90	\$ 33,683.31	\$ 116,508.21	\$ 116,508.21	\$ -	\$ -
Wachovia: NVTC Savings	0.100%	74,780.51	127,082.02	201,862.53	201,862.53	-	-
<b><u>Investments - State Pool</u></b>							
Nations Bank - LGIP	0.281%	145,432,516.71	(34,768,765.82)	110,663,750.89	88,550.52	91,693,991.94	18,881,208.43
		<u>\$ 145,590,142.12</u>	<u>\$ (34,626,155.65)</u>	<u>\$ 110,982,121.63</u>	<u>\$ 406,921.26</u>	<u>\$ 91,693,991.94</u>	<u>\$ 18,881,208.43</u>

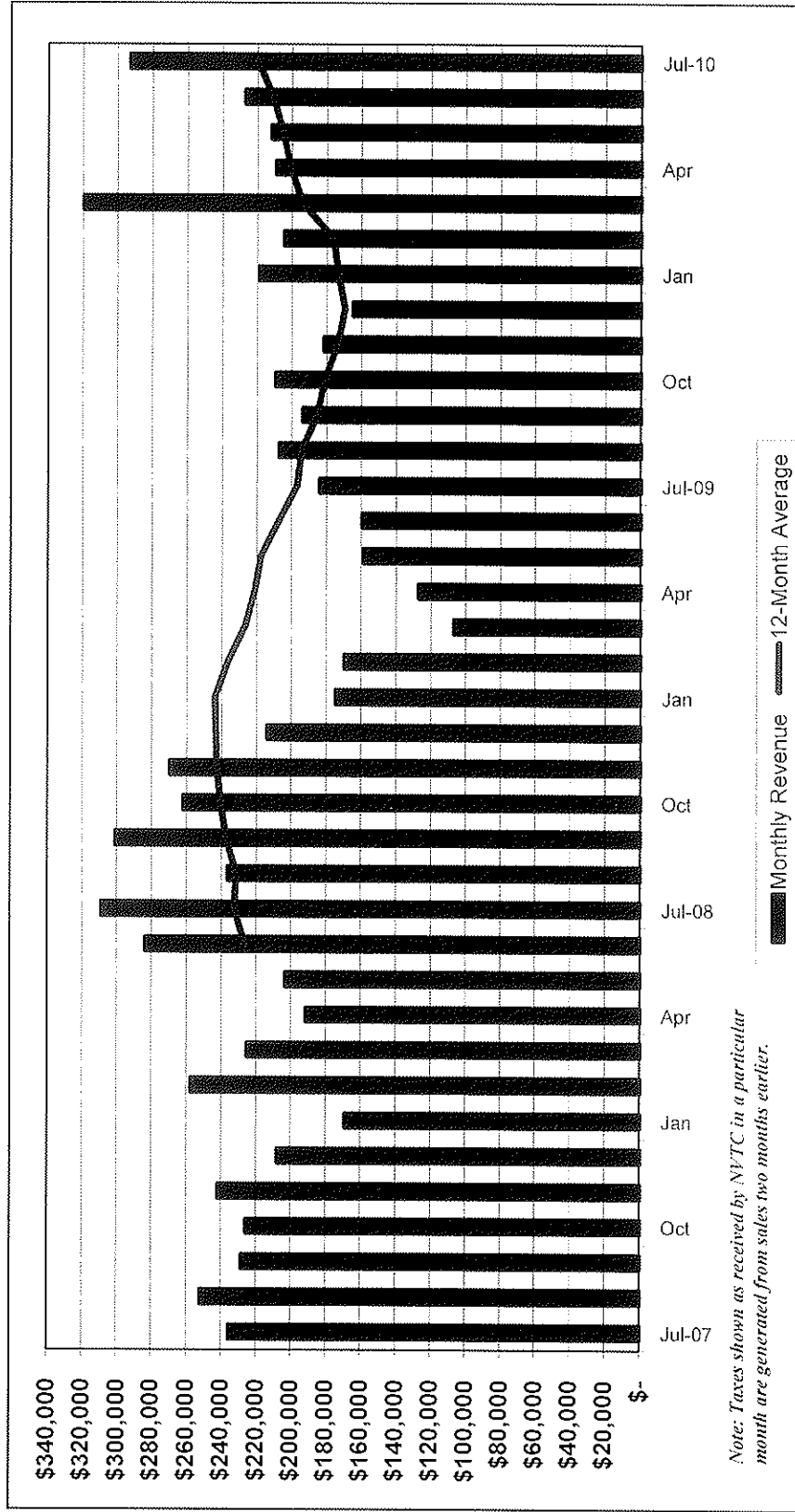
# NUTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2008-2011



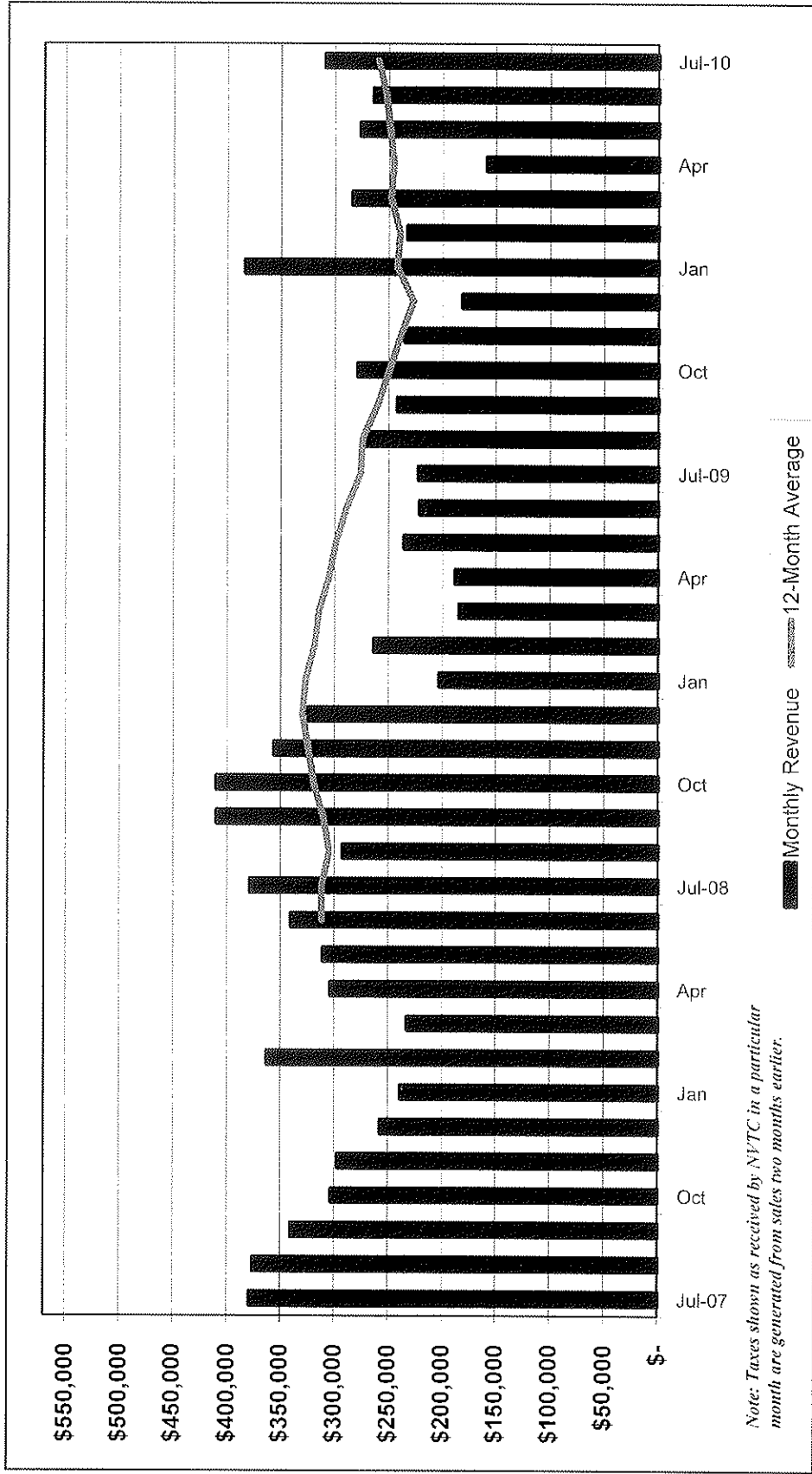
# NVTG MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2008-2011



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

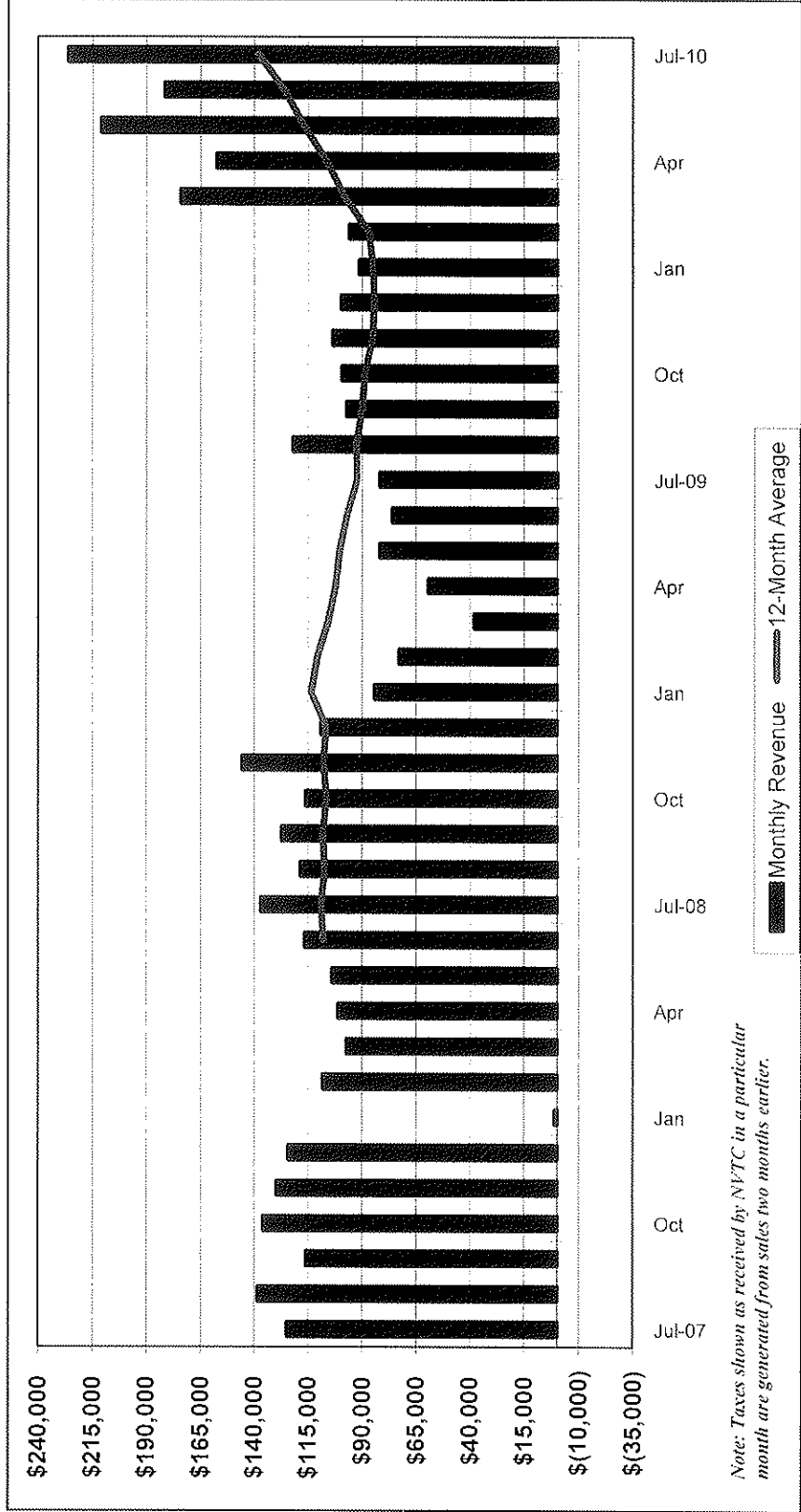


# NVTIC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2008-2011



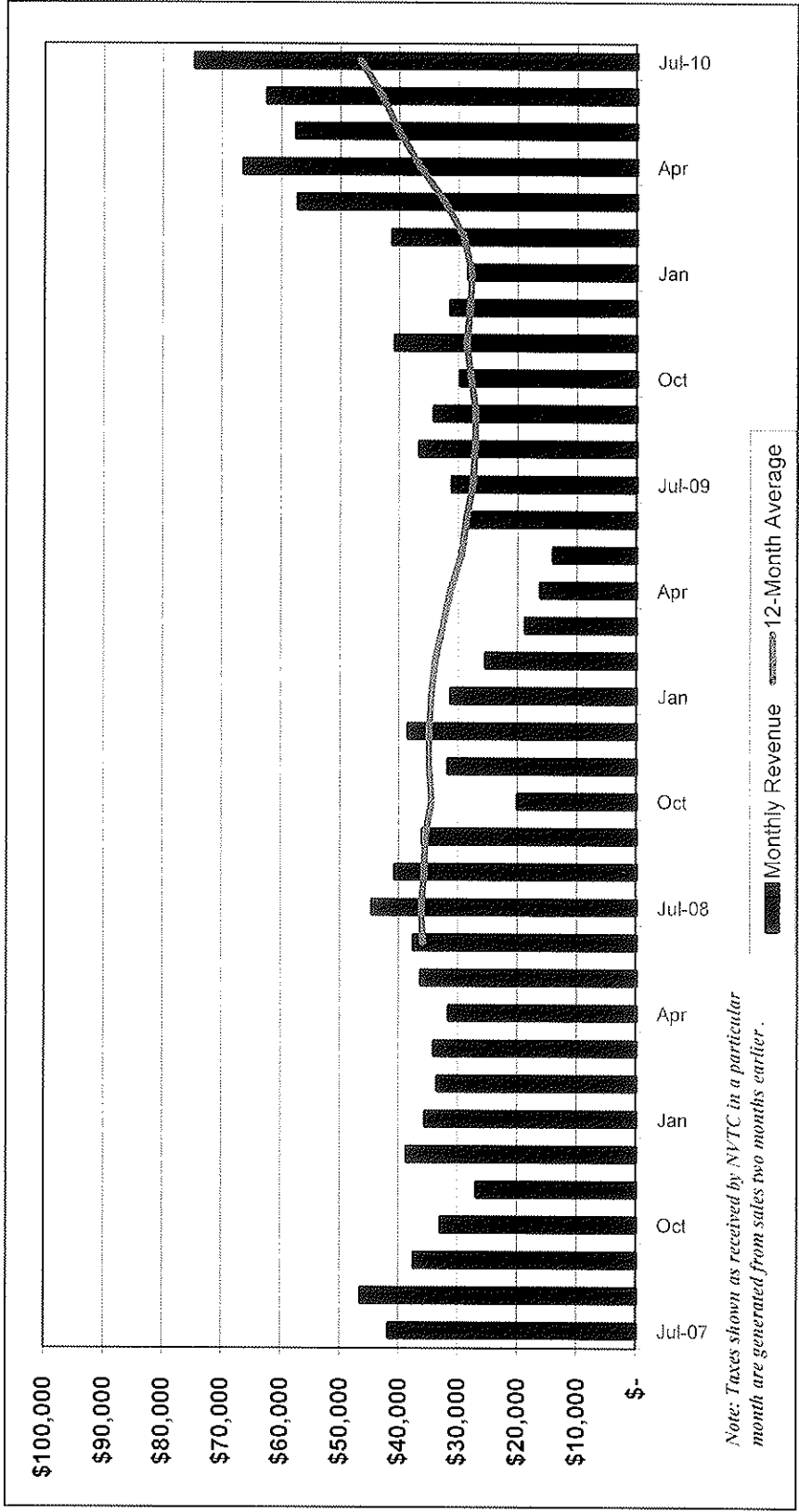
*Note: Taxes shown as received by NVTIC in a particular month are generated from sales two months earlier.*

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

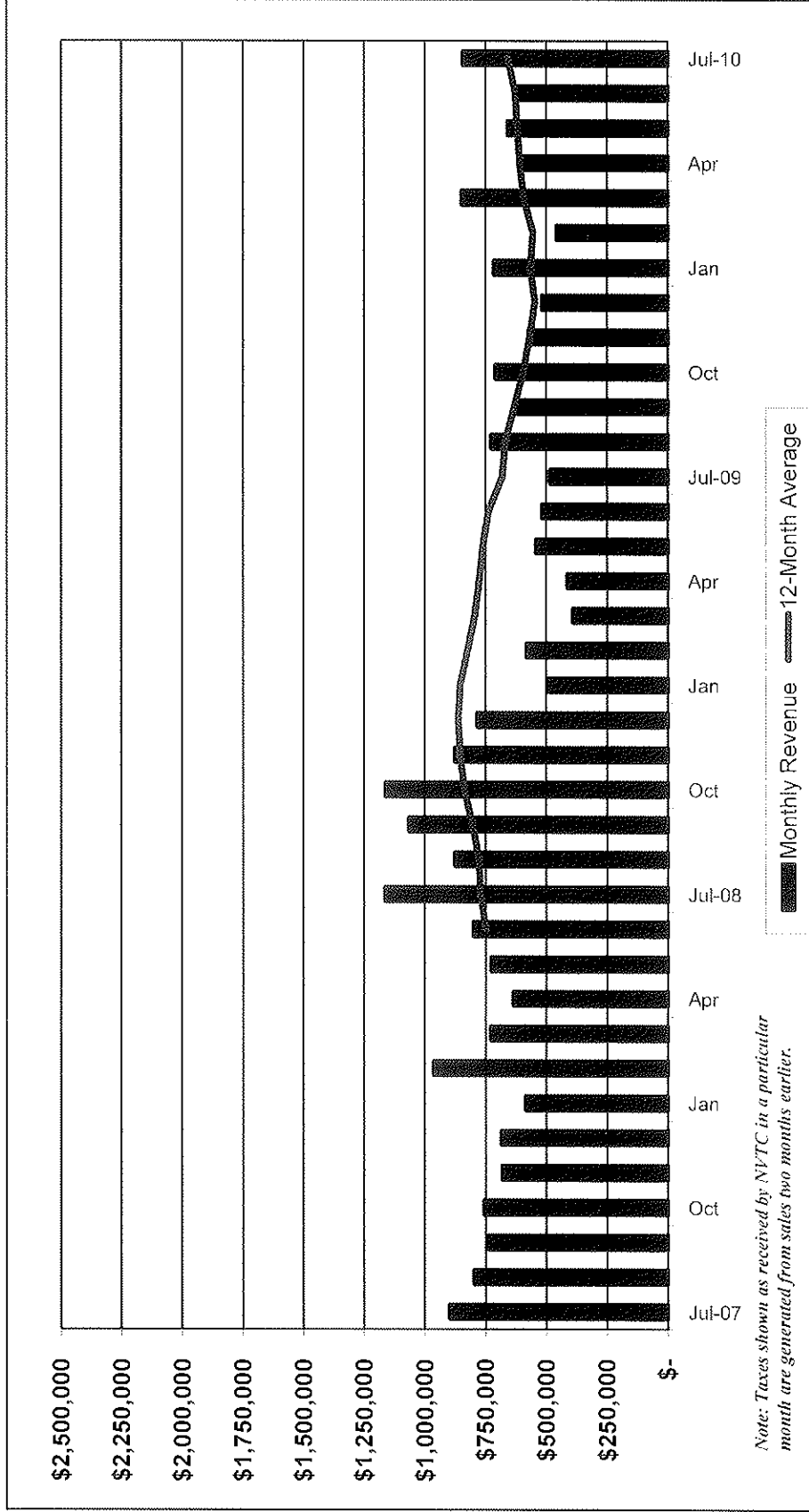


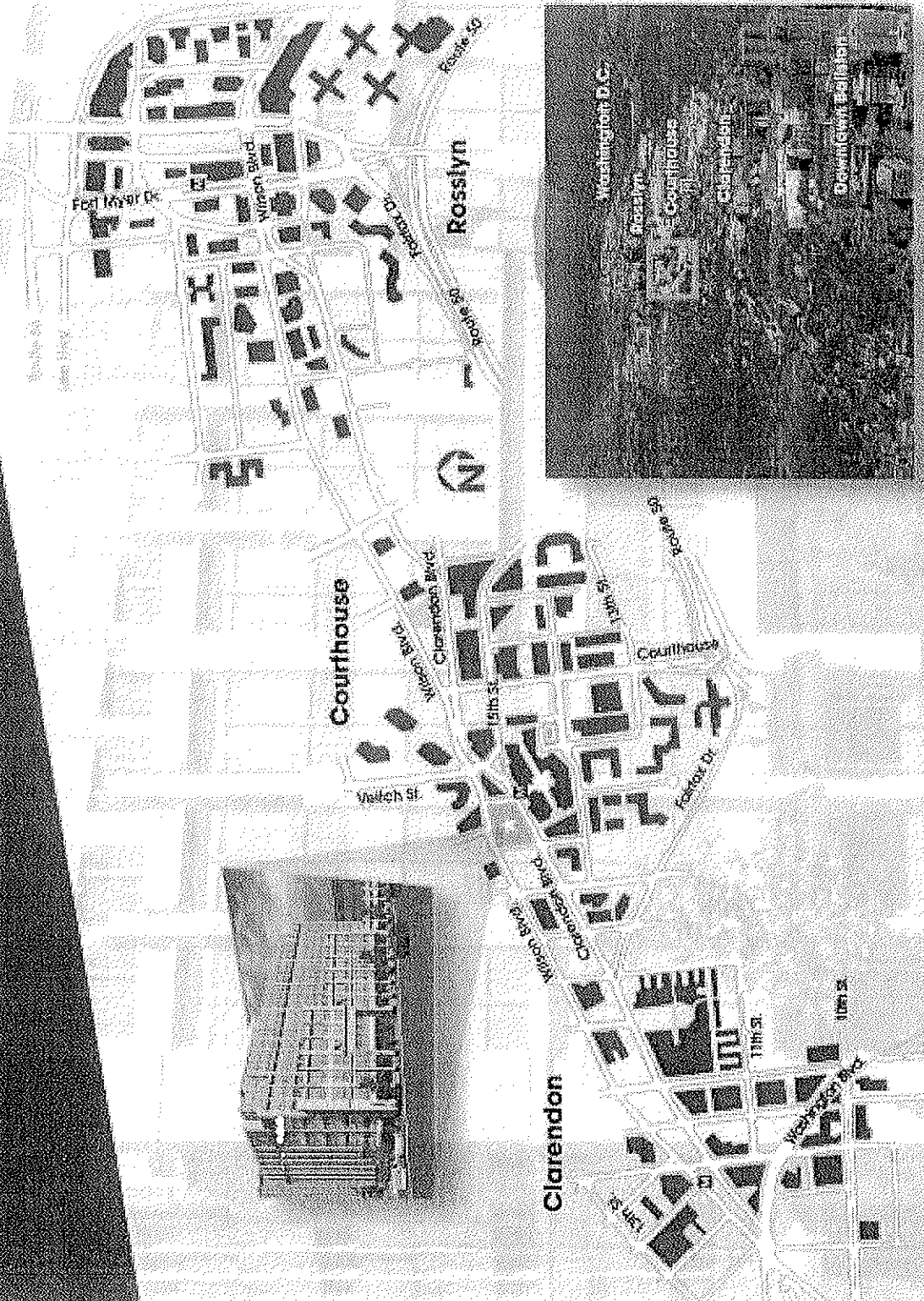
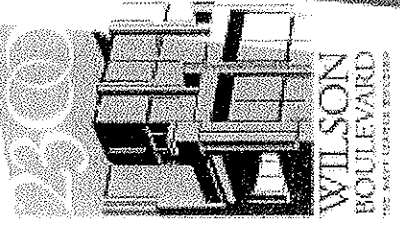


NVTC MONTHLY GAS TAX REVENUE  
 CITY OF FALLS CHURCH  
 FISCAL YEARS 2008-2011



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





View of 2300 Wilson Boulevard



August 10, 2010

Mr. Bernard F. McKeever  
Senior Vice President  
Transwestern  
8614 Westwood Center Drive  
Suite 800  
Vienna, VA 22182

Dear Bernie:

In response to your proposal dated May 5, 2010, and on behalf of Northern Virginia Transportation Commission ("Tenant"), The Meyer Group, Ltd. has been authorized to submit the following counterproposal to The Navy League Building, L.L.C. ("Landlord") for Tenant to lease office space at 2300 Wilson Boulevard, Arlington, VA ("Building").

**DEMISED PREMISES:**

A portion of the sixth (6<sup>th</sup>) floor of the Building consisting of approximately 4,158 rentable square feet.

**LEASE COMMENCEMENT DATE:**

The Lease Commencement Date for the Demised Premises shall be January 1, 2011.

**INITIAL LEASE TERM:**

The Lease Term shall be approximately Ten (10) years and five (5) months from the Lease Commencement Date.

**BASE RENTAL RATE:**

The Base Rental Rate for the Initial Lease Term shall be Forty and 50/100 Dollars (\$40.50) per rentable square foot, per annum, full service.

**BASE RENTAL ADJUSTMENT:**

Commencing on the anniversary of the rent commencement date the Base Rental shall be adjusted annually by a fixed (3) three percent.

**RENTAL ABATEMENT:**

Landlord shall abate the initial Five (5) months of Tenant's Base Rent.

**OPERATING EXPENSES AND REAL ESTATE TAXES:**

Commencing on the anniversary date of Tenant's lease, and each year thereafter, Tenant shall be responsible for the payment of its pro rata share of annual increases in Operating Expenses and Real Estate Taxes above a base year of 2010 which shall be grossed up to 95% occupancy.

**SUBLEASING AND ASSIGNMENT:**

Tenant shall have the right to sublease all or portion of its Premises during the term of the Lease subject to Landlord's consent, which shall not be unreasonably withheld or delayed. Tenant will remain liable for the financial obligation under the Lease. Any net proceeds, after all subleasing expenses, shall be divided equally between Landlord and Tenant. Assignment rights shall be detailed in the lease. There shall be no restriction against subleasing to existing Tenants or prospective Tenants of the Building.

**POSSESSION FOR TENANT'S INSTALLATION OF EQUIPMENT:**

Tenant shall have the right to occupy the premises without the commencement of rental obligations fifteen (15) days prior to the Lease Commencement Date for purposes of installing Tenant's equipment, special wiring, furniture systems, etc. Tenant shall maintain all necessary insurance during this period.



**OPTION TO RENEW:**

Tenant shall have the Option to Renew the Lease for one (1) additional five (5) year term(s), upon providing Landlord twelve (12) months prior written notice of its intent to renew. The terms for renewal shall be at the prevailing market rate and terms and concessions at the commencement of the Renewal Term in the R-B corridor.

**LEASEHOLD IMPROVEMENT ALLOWANCE:**

Landlord will provide Tenant a leasehold improvement allowance which can be used for any purpose related to Tenants' occupancy including, but not limited to, relocation costs (including teledata installation, new stationery, moving costs, computer cabling and new furniture fixture and equipment) and legal fees, in an amount equal to Two Dollars (\$2.00) per rentable square foot. In addition, Landlord shall at Landlord's expense modify only the conference room based upon Tenants' needs as previously outlined with LPC and MTF.

**IDENTIFICATION/BUILDING STRIPS:**

Landlord shall, at its sole cost and expense, supply Tenant with a reasonable number of Building Directory strips in the Building's main lobby directory.

**SECURITY DEPOSIT:**

Tenant shall provide Landlord with a security deposit equal to one (1) month's Base Rent. Tenant shall have the right to substitute the security deposit with a letter of credit.

**CUSTODIAL SERVICES:**

Landlord will furnish char and janitorial services in accordance with a cleaning schedule, which shall become an attachment to the lease (5) nights per week, after 5:00 p.m., exclusive of the schedule of holidays for the Building.



**PARKING:**

The Building has a total of 358 parking spaces of which Tenant shall receive its proportionate share (approximately 1.6/1000 rsf) at the prevailing monthly market rate, currently \$120.00 per unreserved parking space. A small portion of these spaces may be reserved, depending upon Tenant's final square footage in the Building, at the prevailing monthly market rate, currently \$240.00 per reserved space. The rates for parking may be adjusted periodically as might be appropriate during the term of the Lease to reflect market rates for parking in the Rosslyn/Ballston submarket. There is an abundance of additional parking in two nearby buildings at market rates.

**BUILDING HOURS OF OPERATION:**

Standard hours of operation for the building HVAC system shall be 8:00 a.m. – 6:00 p.m., Monday through Friday; 9:00 a.m. – 1:00 p.m., Saturday, exclusive of federal holidays recognized by the U.S. Government.

After hours HVAC may be arranged with forty-eight (48) hour advance notice to the Landlord's on-site engineer on any of Tenant's floors. The cost of after hours operation shall in no event be more than Landlord's actual costs to operate the system after standard hours of operation plus a reasonable administrative fee. The current estimated first lease year after hours HVAC cost is \$40.00 per hour subject to adjustment.

There are two (2) 52-ton variable air volume air handler units per floor supplying 14,000 cfm of air capacity each. This system provides for excellent office layout flexibility for tenants by providing variable cooling and heating capacity. The interior zones shall average 900 sf and the perimeter zones shall average 500 sf per VAV terminal unit. The building HVAC systems will be controlled through the use of a fully integrated, direct digital control (DDC) building management system (BMS). The HVAC system shall comply with the latest requirements of BOCA code, NFPA Requirements, ASHRAE Standards, and all other local and municipal authorities having jurisdiction.

**SUITE ENTRY SIGNAGE:**

Landlord to provide directory strips and Suite Entry Signage at Landlord's expense.

**NON-DISTURBANCE AGREEMENT:**

Landlord agrees to obtain from all lenders and/or ground lessors (existing and/or future), a standard form, non-disturbance and attornment agreements.

**CONFERENCE CENTER:**



Tenant shall have the use of the building Conference facility at no additional charge. Landlord will guarantee access to the Conferencing Facility located on the first floor of the building on the first Thursday of every month from 6:30 p.m.-11:00 p.m. with the exception of August and February. Landlord shall waive after hours HVAC costs, which is currently estimated to be \$40.00 per hour, for Tenant's use of the Conference Center on the first Thursday of every month from 6:30 p.m.-11:00 p.m., with the exception of August and February, for the initial Lease Term.

**QUIET ENJOYMENT:**

Landlord covenants that if Tenant is not in default of the lease agreement, Tenant shall have the unqualified right to freely, peaceably, and quietly occupy and enjoy full possession.

**USES OF PREMISES:**

Landlord will allow Tenant and its subtenants to use the space for any legal general office purpose consistent with other uses in first class office buildings in the immediate area of the Building.

This counterproposal outlines the principal business terms of a proposed Lease Agreement whereby Tenant would renew its lease of office space at 2300 Wilson Boulevard, Arlington, VA. Anytime prior to the full execution of a mutually agreeable lease by all necessary parties, this counterproposal shall be subject to modification or cancellation by either party. It is understood that this counterproposal is subject to Landlord's review of Tenant's financial condition. Tenant and Landlord recognize this counterproposal is not legally binding between the parties nor is an offer to lease or a reservation for space.

If the foregoing meets your approval, please indicate your acceptance and have the appropriate party execute where indicated and return one (1) original to our attention at your earliest convenience.

Sincerely,

William J. Meyer  
President

Sean Balile  
Associate

**ACCEPTED AND AGREED:**





**RESOLUTION #2155**

**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:** NVTC's local governments are most responsible for funding WMATA and must step up to cover WMATA budget deficits (e.g. \$16.4 million at the end of FY 2010 and \$189 million initially for FY 2011) and the prospect of continuing deficits is very real, since needed investments to improve safety and address increased ridership continue to grow;

**WHEREAS:** Local effort to fund WMATA has totaled \$2.6 billion from FY 2001 through FY 2011, which is more than three times greater than funding from the Commonwealth during that period;



**RESOLUTION #2155 cont'd**

**WHEREAS:** Increased funding for WMATA from the Commonwealth to match federal grants (Passenger Rail Investment and Improvement Act of 2008) for the next 10 years is important and appreciated, yet this commitment represents just about 10 percent of WMATA's immediate and long-term funding needs;

**WHEREAS:** The financial support currently provided by the Passenger Rail Investment and Improvement Act of 2008 and the Commonwealth's match, as well as other federal, state and local capital support for WMATA, is insufficient to address all of WMATA's critical capital needs;

**WHEREAS:** In addition to concerns about WMATA governance, a consensus is needed on how to provide sustainable transportation funding for WMATA to ensure the long-term success of this vital regional asset, as well as the role of the federal government, with federal employees the largest users of the Metro system;

**WHEREAS:** Northern Virginia's mayors and chairs are scheduled to meet soon with Governor McDonnell to discuss transportation issues; and

**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.

**BE IT FURTHER RESOLVED** that prior to the conclusion of the Board of Trade/Council of Governments study, NVTC should convene a workshop with the Virginia members of that study group to hear the concerns and wishes of the Commonwealth and NVTC's local jurisdictions regarding WMATA governance and to build a Virginia consensus position, so that the Virginia position can be considered during the course of the study.

**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.

**RESOLUTION #2155 cont'd**

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

Approved this 2<sup>nd</sup> day of September, 2010.

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Catherine M. Hudgins  
Chairman

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Mary Hynes  
Secretary-Treasurer

Northern Virginia Transportation Agency Consolidation

NVTA

Oppose this recommendation. NVTC, PRTC and NVTA have distinctly different roles. NVTC is primarily focused on WMATA, VRE oversight, and transit issues and technologies. PRTC is focused on VRE oversight and transit issues, but also operates a significant amount of bus service for some of its member jurisdictions. NVTA is charged with long range transportation planning, programming transportation funds, and advocating for Northern Virginia's transportation needs. These tasks generally don't overlap, as such, there would be little staff or office savings through a combination. Each has a different geography. While theoretically a comprehensive transportation agency could be developed which might achieve some efficiencies, it would take significant effort that would detract from each agencies' current mission.

NVTC

This proposal was studied in detail in the past in an exhaustive consulting study and soundly rejected by the local and regional entities familiar with the work of these agencies. They each have their special areas of expertise and geographic focus which would be impaired by arbitrary consolidation. They are currently performing well with the close cooperation of the region's local governments. Further, their administrative budgets are far from extravagant (e.g. NVTA's is zero), especially in comparison to services rendered. Finally, it is incorrect to imply the approach to transportation issues in Northern Virginia is not unified. As one example, all agencies cooperate to produce a unified transportation plan (i.e. TransAction 2030 is completed and TransAction 2040 will soon get underway) and to prioritize transportation investments each year.

PRTC

PRTC opposes this idea. Variants of it (e.g., consolidation of NVTC and PRTC) have been the subject of thorough studies in the past, which led to the conclusion that consolidation would be ill advised. Cost savings would be nominal at best, while a consolidated entity would function much less effectively because the missions of the existing organizations are so different and because the geographic spheres of interests are very different as well.

VRE

Oppose. This proposal was studied in detail in the past in an exhaustive consulting study and soundly rejected by the local and regional entities familiar with the work of these agencies.

Fairfax County

Fairfax County is concerned about this suggestion. While the proposal argues that this consolidation would create greater efficiencies, it needs to be noted that there is currently little overlap in operations of the NVTA, NVTC, and the PRTC. NVTA is charged with long range transportation planning, programming transportation funds, and advocating for Northern Virginia's transportation needs. NVTA currently has no staff and its operations are supported by its member local governments and state and regional agencies. NVTC is primarily focused on WMATA, VRE oversight, and transit issues and technologies. PRTC is focused on VRE oversight and transit issues, but also operates a significant amount of bus service for some of its member jurisdictions. While both NVTC and PRTC both have ownership of VRE and have similar authorities in regards to transit, their facilities and geography are entirely different. As tasks generally don't overlap, there would be little staff or office savings through a combination. While, theoretically, a comprehensive transportation agency could be developed that may achieve some efficiencies, it would take significant effort that would detract from each agencies' current mission.

**Discussion of Proposal to the Commission on Government Reform to  
Combine NVTA, NVTC, and PRTC  
EXECUTIVE SUMMARY**

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On January 16, 2010, Governor Robert McDonnell established the Government Reform and Restructuring Commission to conduct a thorough review of Virginia’s state government. On August 4, 2010, the Secretary of Transportation released a list of initial proposed transportation reforms for the Commission’s consideration, including a consolidation of the Northern Virginia Transportation Authority (NVTA), Northern Virginia Transportation Commission (NVTC), and Potomac and Rappahannock Transportation Commission (PRTC) “to create greater efficiencies and a more unified approach to address transportation in Northern Virginia.”

While the proposal asserts that consolidation may create greater efficiencies, there is currently little overlap in operations and expertise between NVTA, NVTC, and PRTC. Therefore, it is unlikely that staff or office savings would occur. Further, each organization was created at a different time in order to address unique transportation issues that were locality specific.

- NVTC was established in 1964. Its responsibilities include appointing Virginia’s membership to the Washington Metropolitan Area Transit Authority (WMATA) Board, managing Northern Virginia gas tax revenues, and coordinating transit services, among other things.
- PRTC was established in 1986 to help create and oversee the Virginia Railway Express (VRE) and to assume responsibility for bus service implementation within its membership jurisdiction areas.
- VRE, Northern Virginia’s commuter rail service, began service in 1992 and is jointly owned by NVTC and PRTC, and must therefore also be considered in any consolidation proposals.
- NVTA, created in 2002, was tasked with long-range transportation planning, programming transportation funds, and advocating for Northern Virginia’s transportation needs.

While, theoretically, a comprehensive transportation agency could be developed, consolidation would require significant effort, would detract from each agency’s current mission, and would almost certainly function much less effectively. Finally, it is incorrect to imply the approach to transportation issues in Northern Virginia is not unified. While their interrelationships are complex, each has well-defined and unique responsibilities, including long-range planning, fund allocation, advocacy, and operations. The agencies have evolved into truly complementary and effective organizations.

**Basic Information**

	NVTA	NVTC	PRTC	VRE
Total Staff	0	6 FT; 2 PT	46 FT; 2 PT	37
Contractor Staff	0	0	Approx. 200	130
Total Budget in FY2010	\$0	\$1.2 Million	\$30 Million	\$80 Million
Financial Assets	\$16,000	\$144 Million Held for Member Jurisdictions	\$24.9 Million Held for Member Jurisdictions at 6/30/09	<i>(included in Capital/Equipment data)</i>
Capital/Equipment (net)	\$0	\$0	\$38.3 Million at 6/30/09	\$330 Million
Support from State General Fund	\$0	\$0	\$0	\$0
Loans and Lease Agreements	\$0	\$2 Million for 10-year Office Lease	\$2.4 Million Interim Financing for Two Projects @ 6/30/10	\$440,000 Loan for Office Space plus \$114 Million in various loans

Bonds	\$0	\$70 Million in Outstanding Bonds	\$7.4 Million Bonds; Remaining Principal & Interest @ 6/30/09 of \$1.7 Million	\$0
Meetings in FY2010	3	9	11	11
Total Board Members (Excluding Alternates)	17	20	17	14

**Responsibilities**

	NVTA	NVTC	PRTC	VRE
Coordinates Local and Regional Transit Services		X		
Owens VRE (Commuter Rail)		X	X	
Owens and Operates Commuter Bus and Local Bus Service			X	
Operates Commuter Rail				X
Appoints Virginia's Members of the WMATA Board		X		
Receives 2.1% Motor Vehicle Tax Which Fund Member Jurisdiction's WMATA Expenses		X		
Receives 2.1% Motor Vehicle Tax Which Fund Member Jurisdiction's Transportation Purposes		X	X	
Issues Bonds and Manages Trust Funds For Member Jurisdictions		X	X	
Allocates CMAQ/RSTP Federal Funds and Other Funds That May Be Made Available By the General Assembly or Federal Government	X			
Prioritizes Highway and Transit Project Funding	X			
Prepares Unified Virginia Positions On Issues Acted On By the Regional Metropolitan Planning Organization (MPO)	X			
Prepares Unconstrained Long-Range Surface Transportation Plan	X			
Demonstrates New Transit Technology		X		
Advocates and Educates for Public Transit in General		X		

**Rationale for Consolidation, Per Secretary of Transportation Presentation, With Response**

*Rationale 1: "Create Greater Efficiencies"*

- To address the possible consolidation/elimination of some staff positions, a formal evaluation effort would be required, the cost of which would likely outweigh any savings achieved.
- To ensure that all issues are properly addressed, a new agency would likely have to include subcommittees to address specific areas, thereby creating further bureaucratic layers.

*Rationale 2: "Create...A More Unified Approach to Addressing Transportation in Northern Virginia"*

- In Northern Virginia, transportation spending priorities are developed in a collaborative manner, transit services are effectively and closely coordinated, and few, if any, territorial conflicts exist between the agencies.
- When circumstances dictate, the agencies are able to hold joint meetings, and have done so - the most recent being a joint NVTC/PRTC meeting to discuss VRE issues on June 3, 2010.

- NVTC has the unique responsibility of appointing Virginia’s WMATA Board Members. Consolidation would dilute its focus. While WMATA’s performance has been questioned recently, creating a new combined agency extending far outside WMATA’s service area will not be conducive to a clearer focus on its needs.
- In 2008, the Transportation Planning Board (TPB) reconfirmed a cooperative planning approach that avoids overlapping and competing planning responsibilities in an agreement executed by TPB, VDOT, DRPT, WMATA, NVTC, and others. If the region were failing to meet these federally mandated requirements, federal transportation funds would be withheld.

*Rationale 3: “Reduce the Amount of Time and Money Spent on Staffs and Legislators Preparing for Meetings”*

- No state general funds are used for the agencies’ administrative budgets.
- A reduction in total Board Member meeting times would only occur if there were fewer board members and if the greatly expanded functions and responsibilities did not require an increased frequency or length of board meetings. Further, maintaining expertise in substantially more issues across a much broader geographic spectrum would put a greater strain on remaining Board members.
- Due to the large geographical area of the proposed agency, travel time for many members would increase significantly, regardless of where the meetings would be held.

**Additional Adverse Consequences from the Proposal**

*Geography*

- Currently the three agencies serve widely different territories spanning two Planning Districts. Consolidating these agencies would result in jurisdictions voting on issues outside their boundaries/interests.

*Funding*

- NVTA, NVTC, PRTC, and VRE have adopted different and complex approaches to allocating revenue and shares of their administrative budgets, either statutorily or through other agreements. Carefully negotiated agreements on these allocations would have to be reached.
- The new agency would have to qualify to receive federal funds.

*Governance*

- There currently are 68 combined voting board member seats for the four entities. Since some members sit on multiple boards, there are currently 47 unique voting members. Significant representation and voting issues would need to be resolved.
- Current Board memberships include local representatives, General Assembly members, and the Governor’s appointees. Methods for appointments for the new agency would have to be resolved. Additionally, decisions would have to be made regarding whether representation would be allocated based on population, financial contribution, or other criteria.

- The Boards are currently governed by, and represent, twelve different cities and counties. If all were to be represented, membership would be substantial. Further, quorums would be more challenging to achieve, and members would be reluctant to travel significant distances to a central location to discuss issues that do not directly affect their jurisdictions.

### *Legal Issues*

- Issues related to bonds, leases, and other legal documents must be reviewed and resolved.
- NVTC is cited specifically in the WMATA Compact, which can only be amended with identical actions by the Virginia, Maryland and D.C. legislative bodies and the U.S. Congress. Resolving this issue could be a multi-year process.
- Unforeseen consequences may occur due to widespread technical amendments to the Virginia Code that would be required for this undertaking. As competing interests become involved, amendments may become even more complex.
- A combined organization would include jurisdictions in two separate metropolitan planning organizations (MPOs). Issues such as allocation of federal formula transit funds would have to be addressed.

### **Conclusion**

1. There is no proof that consolidation would achieve time and funding efficiencies.
2. It took two years to create NVRTA alone. Consolidation of these four agencies would require even more evaluation and planning to accomplish. This, tied with the negotiation of acceptable terms for all parties needed to overcome complex funding, governance, and legal issues, would be extremely costly and time consuming. It would be a distraction when time and funding could be better spent addressing the individual agencies' missions and the Commonwealth's critical transportation needs.
3. There is significant local opposition because there is deeply held skepticism that consolidation would serve a constructive purpose. Consolidation has been previously proposed, evaluated, and soundly rejected by the local governments and regional agencies that are directly affected, because the disadvantages far outweighed the advantages.
4. Each of the agencies has already identified ways to improve efficiency and levels of performance are high. Nonetheless, there are related issues that deserve increased cooperative attention from Northern Virginia's jurisdictions and the Commonwealth, such as:
  - Forging a broad consensus on how to provide sustainable transportation funding for needed transportation investments;
  - Examining whether recently legislated changes to Virginia's land use regulations and Code changes to better integrate transportation and land use decisions are achieving their stated aims and, if not, whatever additional changes are needed;
  - Determining best practices for creating effective transit priority treatments on highways for greater transit efficiencies and reduced traffic congestion; and
  - Considering how to further improve coordination with the District of Columbia and Maryland on transportation issues that transcend state boundaries.



**Northern Virginia Transportation Agencies**

**Board Memberships**

<u>Board Member</u>	<u>Jurisdiction</u>	<u>NVTA</u>	<u>NVTC</u>	<u>PRTC</u>	<u>VRE Operations Board</u>
Jay Fissette	Arlington County		X		A
Mary Hynes	Arlington County		X		
Christopher Zimmerman	Arlington County	X	X		X
William D. Euille	City of Alexandria	X	X		
Rob Krupicka	City of Alexandria		A		A
Paul Smedberg	City of Alexandria		X		X
Jeffrey Greenfield	City of Fairfax		X		
Robert F. Lederer	City of Fairfax	X			
Steven Stombres	City of Fairfax		A		
Ron Peppe	City of Falls Church	A			
David Snyder	City of Falls Church	X	X		
Lawrence Webb	City of Falls Church		A		
Bradford "Brad" C. Ellis	City of Fredericksburg			A	A
Frederic N. Howe, III	City of Fredericksburg			X	X
Mark Aveni	City of Manassas				A
Harry J. "Hal" Parrish, II	City of Manassas	X		A	
Jonathan L. Way	City of Manassas			X	X
Frances "Frank" C. Jones	City of Manassas Park			X	A
Suhas Naddoni	City of Manassas Park			A	X
Bryan Polk	City of Manassas Park	X			
William "Bill" R. Wren	City of Manassas Park			A	
Sharon Bulova	Fairfax County	X	X		X
John Cook	Fairfax County		X		X
John Foust	Fairfax County		X		
Catherine Hudgins	Fairfax County		X		
Jeffrey McKay	Fairfax County		X		A
Kelly Burk	Loudoun County		X		
Scott K. York	Loudoun County	X			
Ateeb Ahmad	Prince William County			A	
Hilda Barg	Prince William County			A	
Maureen S. Caddigan	Prince William County			X	X
W.S. "Wally" Covington, III	Prince William County			X	X
John D. Jenkins	Prince William County			X	X
Lorraine Lasch	Prince William County			A	
Michael C. May	Prince William County			X	A
Martin "Marty" E. Nohe	Prince William County	X		X	A
Sorine Preli	Prince William County			A	
Frank J. Principi	Prince William County			X	
Corey Stewart	Prince William County			A	
John T. Stirrup	Prince William County			A	A
Henry "Hap" Connors, Jr.	Spotsylvania County			A	
Jerry I. Logan	Spotsylvania County			X	A
Benjamin T. Pitts	Spotsylvania County			A	
Gary F. Skinner	Spotsylvania County			X	X


**Northern Virginia Transportation Agencies**

**Board Memberships**

L. Harry E. Crisp, II	Stafford County			A	A
L. Mark Dudenhefer	Stafford County			A	A
Paul V. Milde, III	Stafford County			X	X
Susan B. Stimpson	Stafford County			X	X
Jane Seeman	Town of Vienna	X			
Hon. Thelma Drake	CTB Appointee, DRPT Director		X		X
David Awbrey	DRPT			A	
Darrell Feasel	DRPT			A	
Corey W. Hill	DRPT	X		X	
Kevin Page	CTB Appointee, DRPT				A
Morteza Salehi	VDOT, Northern District Office	X			
Kerry Donley	Governor's Appointee	X			
<i>Vacant</i>	Governor's Appointee, CTB	X			
Hon. RichardL. Anderson	Virginia House of Delegates			X	
Hon. Barbara Comstock	Virginia House of Delegates		X		
Hon. Adam Ebbin	Virginia House of Delegates		X		
Hon. Joe T. May	Virginia House of Delegates	X	X		
Hon. Jackson H. Miller	Virginia House of Delegates			X	
Hon. Thomas Davis Rust	Virginia House of Delegates	X	X		
Hon. Mark Herring	Virginia Senate		X		
Hon. Linda "Toddy" T. Puller	Virginia Senate			X	
Hon. Mary Margaret Whipple	Virginia Senate	X	X		

X- Member

A - Alternate




Northern Virginia Transportation Commission

**NVTC**

*Thinking Outside the Car Since 1964*

**DISCUSSION OF THE  
PROPOSAL TO THE  
GOVERNMENT REFORM COMMISSION  
TO COMBINE NVTA/NVTC/PRTC**

REVISED DRAFT: September 1, 2010



**PROPOSAL**

- Combine the Northern Virginia Transportation Authority (NVTA), Northern Virginia Transportation Commission (NVTC), and Potomac and Rappahannock Transportation Commission (PRTC) in order to:
  - Achieve greater efficiencies;
  - Create a more unified approach; and
  - Save staff and legislators' time preparing for meetings.

-- *Matt Strader, Assistant Virginia Secretary of Transportation to the Simplification and Operations Subcommittee of the Government Reform Commission, August 4, 2010 in Richmond, Virginia.*

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## BASIC INFORMATION

- The Reform Commission is expected to determine its recommendations on September 13, 2010 and release them to the public on October 15, 2010.
- NVTC, PRTC and NVTA were created at different times for various purposes. While their activities are closely coordinated, they serve divergent geographic regions with significantly different missions and areas of focus.
- While they all have statutory powers to plan, construct projects and issue bonds, in practice they have specialized in particular aspects of those general powers in order to avoid duplication of effort.
- Because NVTC and PRTC jointly own the Virginia Railway Express (which is not itself a separate legal entity), VRE must also be considered in any plans to consolidate those agencies.


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## BASIC INFORMATION

- NVTC has a very small staff and focuses intensely on WMATA, coordination of local transit services, promotion of new transit technology, education and outreach and financial management and oversight, as well as co-owning VRE. Its territory is a part of Planning District 8.
- PRTC has a larger staff because VRE employees are part of its personnel system and because it operates commuter and local bus service with 133 buses in a territory that includes parts of Planning District 8.
- NVTA has no paid staff but relies on volunteers from member jurisdictions and other agencies to prepare a transportation plan based on regional needs and not constrained by existing financial resources. The plan is for all of the jurisdictions in Planning District 8. NVTA also prioritizes transportation projects for the region (as opposed to NVTC and PRTC's focus on public transit) and allocates federal funding for those projects.
- Within their various territories, PRTC (and VRE) are mostly oriented to transit operations (and commuter rail); NVTC emphasizes finance, technology and transit coordination; and NVTA determines higher level policy and priorities for all surface transportation.

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## NORTHERN VIRGINIA TRANSPORTATION COMMISSION




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- Consists of a district territory of over 1,000 square miles and a population of 1.6 million.
- Includes Arlington, Fairfax and Loudoun counties and the cities of Alexandria, Fairfax and Falls Church.
- Created in 1964 by the Virginia General Assembly (15.2-4503.1 VA Code)
- A "Type B" transportation district commission under the Transportation District Act (15.2-4515). NVTC should not prepare a transportation plan but may prepare a plan for "mass transportation." NVTC may not operate transportation services directly but may contract with others to do so.
- Governed by a board of 20, with four members of the House of Delegates, two state senators, 13 local elected officials and the designee of the Chairman of the Commonwealth Transportation Board (the Virginia Secretary of Transportation typically designates the Director of the Virginia Department of Rail and Public Transportation ) (15.2-4503.1 VA Code). Currently there are three alternates, all local elected officials. Local Board members receive \$50 per day for attending NVTC meetings; General Assembly members receive \$200 per day.
- Receives the proceeds of a 2.1 % tax on motor fuels paid by distributors within its district and dedicated to WMATA expenses in NVTC's five WMATA jurisdictions and for any transportation purpose in Loudoun County (58.-1720-24 VA Code).

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## NORTHERN VIRGINIA TRANSPORTATION COMMISSION



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- NVTC shares state transit assistance among its members using an allocation formula (58.1-638.A.5 VA Code)
- Principal responsibilities:
  - Appoint Virginia's members of the WMATA Board (Article III Section 5(a) of the WMATA Compact and 15.2-4507 VA Code).
  - Provide a forum for addressing regional transit issues.
  - Provide transit planning research, planning and policy analysis expertise.
  - Advocate legislation improving regional transit services.
  - Coordinate local and regional transit services.
  - Co-own VRE.
  - Secure funding, issue bonds and manage trust funds for NVTC's six member jurisdictions.
  - Demonstrate new transit technologies for regionwide application.
  - Public outreach to educate the public about the performance of the region's transit investments.


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## NORTHERN VIRGINIA TRANSPORTATION COMMISSION

- Annual Budget: \$1.2 million
- Method of funding the budget: Set by state statute (15.2-4515 D VA Code). Local contributions are in proportion to aid received from NVTC.
- State General Fund: 0
- Staff: Six full-time, two part-time
- Trust Fund Assets (end of FY 2009): \$144 million
- Revenues managed during FY 2009: \$203 million
- Average Annual Board meetings: 11
- Meetings in FY 2010: 9
- Board member hours in FY 2010: 222
- Legislative Board members hours in FY 2010: 59

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## NORTHERN VIRGINIA TRANSPORTATION COMMISSION

- NVTC uses a 10-year office lease for approximately 4,100 square-feet located near a Metrorail station in Arlington. The net present value of a typical 10-year lease is over \$2 million.

For more information about NVTC, see the 2010 NVTC Handbook at its website: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org).

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## POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

- District territory consists of over 1000 square miles and a population of nearly 700,000.
- Jurisdictions include: Prince William, Spotsylvania and Stafford counties and the cities of Fredericksburg, Manassas and Manassas Park.
- PRTC was created under the Transportation District Act in 1986 as a "Type A" commission (15.2-4515 VA Code). This type of commission shall prepare a transportation plan for its district and may operate transportation services directly. PRTC focuses on operations and strategic planning.
- PRTC is governed by a Board of 17, which includes two members of the House of Delegates, one state senator, 13 local elected officials and an official of DRPT. There are also 14 alternates, some of whom are local jurisdictional appointees rather than local elected officials. The composition of the Board is set by statute (15.2-4507 VA Code). Local Board members receive no compensation and General Assembly Board members receive \$200 per day.

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## POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

- PRTC also receives the proceeds of the 2.1% motor fuels tax on distributors' sales within its district, which can be used for any transportation purpose. PRTC's jurisdictions have chosen to use some or all of these revenues to support VRE.
- PRTC owns and operates the long-distance commuter bus service known as OmniRide (with about 2.1 million annual passenger trips) and OmniLink, which is a local, demand responsive bus service (1.0 million annual passenger trips).
- PRTC also has an active and effective ridesharing program.
- PRTC's FY 2010 budget was about \$30 million for operations and capital. At the end of FY 2009, PRTC's assets totaled \$63 million, including \$25 million of transit fund assets held for its member jurisdictions.

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## POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

- Amount of Budget paid from state General Funds: 0
- Staff: 46 full-time and two part-time, plus approximately 200 contractor staff.
- PRTC owns a 10-acre complex with a 65,000 square foot building (housing administrative offices and a bus maintenance facility), parking for commuters and employees and a secured bus storage yard. This is located in Woodbridge (Prince William County).
- PRTC has recently expanded its secure bus storage yard and built a new commuter parking lot funded by a \$2 million note.
- Average annual Board meetings: 11
- FY 2010 Board member meeting hours: 212
- FY 2010 Legislative Board member hours: 21

For more information about PRTC, see its website: [www.prcttransit.org](http://www.prcttransit.org).

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## VIRGINIA RAILWAY EXPRESS

- VRE is the name of the commuter rail service jointly owned and operated by NVTC and PRTC. Its service territory includes parts of Planning Districts 8 and 16.
- VRE is not a legal entity and is not capable of exercising the joint powers of its co-owners.
- VRE is staffed by PRTC employees who are supervised by a contract employee of NVTC and PRTC (known as VRE's Chief Executive Officer). NVTC and PRTC jointly own all assets related to provision of VRE service and remain jointly and severably responsible for all liabilities related to VRE service. No action can be taken in the name of VRE.

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## VIRGINIA RAILWAY EXPRESS



- The VRE Master Agreement was signed in 1988 by NVTC, PRTC and –at that time—six local governments. VRE began service in June, 1992 and provided 4,033,230 annual passenger trips as of FY 2010. Current signatories (in addition to NVTC and PRTC) to the VRE Master Agreement include as participating jurisdictions: Fairfax County (NVTC) and Prince William, Spotsylvania and Stafford counties and the cities of Fredericksburg, Manassas and Manassas Park (PRTC); and as contributing jurisdictions: Arlington County and the city of Alexandria (NVTC).
- VRE’s assets total \$330 million at the end of FY 2010.
- VRE’s FY 2011 operating and capital budget is \$92 million.
- Level of State General Fund support: 0

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## VIRGINIA RAILWAY EXPRESS



- VRE owns a 5,000 square-foot condominium office near a VRE station in Alexandria with an outstanding loan balance of \$440,000.
- VRE staff: 37 persons (rail service planning, rail operations, customer service, marketing, financial management) who are PRTC employees but report directly to VRE’s CEO. Another 130 persons work under contract to VRE for Keolis Rail Services, Inc., Amtrak, fare collection and maintenance firms.
- VRE Governance: NVTC and PRTC have delegated some powers to the VRE Operations Board, which consists of 14 voting members (four from NVTC, 9 from PRTC and the DRPT Director as an ex officio member designated by the Chairman of the Commonwealth Transportation Board. There are 13 alternates.) The Board meets monthly (except July) at PRTC to provide oversight and make recommendations to the two commissions. No members of the General Assembly currently serve on the VRE Board. The composition of the board is determined by the VRE Master Agreement and is not set by state statute. Board members from NVTC receive \$50 per day; PRTC members receive no compensation.

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## VIRGINIA RAILWAY EXPRESS



- In addition to its office condo loan, VRE has approximately \$114 million in various loans and lease agreements for rolling stock and other equipment.
- Average annual Board meetings: 11
- FY 2010 Board member hours: 199.5
- FY 2010 Legislative Board member hours: 0

For more information about VRE, see its website: [www.vre.org](http://www.vre.org).

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## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY



- NVTA was created by the Virginia General Assembly in 2001 (15.2-4830 VA Code). It consists of the nine jurisdictions comprising Planning District 8 (Arlington, Fairfax, Loudoun and Prince William counties and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park). Its 17-person Board includes one elected official from each of those jurisdictions, one voting member rotated among several towns in the district, and ex-officio members including the Commonwealth Transportation Commissioner's designee and the Director of DRPT, two members of the General Assembly and one state senator, and two citizen members appointed by the Governor including one member of the CTB. Only General Assembly members receive compensation for attending meetings (\$200 per day).
- The primary functions of this agency are to complete an unconstrained long range transportation plan and set priorities for regional transportation spending (all surface transportation, not just transit). It allocates CMAQ/RSTP federal funds and prepares unified Virginia positions on issues to be acted on at the regional Metropolitan Planning Organization (Transportation Planning Board including suburban Maryland and D.C.). TPB provides a financially constrained transportation plan for the entire Metropolitan area in order to meet federal requirements.


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## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

- NVTA completes and updates the unconstrained transportation plan for Planning District 8 (the most recent is the 2030 TransAction Plan and the 2040 update is underway to be completed in early 2012).
- NVTA also advocates state legislation and formulates consensus policies on regional transportation.
- In 2007, the General Assembly provided a source of funding to Northern Virginia, but the Virginia Supreme Court found that method of enacting the taxes to be unconstitutional. No funds have been provided since.
- As a result, NVTA has no staff and only a "virtual" office (a phone answering service, conference room and website). It relies entirely on donated staff from its jurisdictions and other regional and state agencies. For example, NVTC provides accounting and audit management as well as public outreach and web management services at no cost to NVTA. Fairfax County transportation staff chairs the staff-level Jurisdiction and Agency Coordinating Committee (JACC) that meets monthly to actively coordinate regional policy and plans. In addition to the JACC, NVTA maintains a Technical Advisory Committee and a Planning Committee. The advisory group includes citizen members and provides a means to tap citizen input as well as professional expertise from the private sector.

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## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

- NVTA receives a \$50,000 annual planning grant from VDOT.
- When NVTA has a budget, expenses should be shared based on relative population (15.2-4835 VA Code).
- Staff: 0
- FY 2010 budget: 0
- FY 2010 assets: \$16,000
- State General fund contribution: 0
- FY 2010 federal funds allocated: \$51.6 million
- FY 2010 Board meetings: 3
- FY 2010 Board members meeting hours: 46
- FY 2010 Legislative Board member meeting hours: 4.5

For more information about NVTA, see its website: [www.thenovaaauthority.org](http://www.thenovaaauthority.org).


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## STATED REASONS FOR THE PROPOSAL

- Achieve Greater Efficiencies
  - On its surface, it would seem that it is a good thing to combine several agencies IF they were competing, had overlapping responsibilities, spent large sums of money and/or employed large staffs with poor performance. If this were the case, creating one smoothly functioning, lean and tightly focused agency might be preferable. But in this case, closer examination of what the agencies do, what efficiencies would result from consolidation and the unintended consequences of consolidation leads to a very different conclusion.
  - The agencies proposed for consolidation have separate missions and stakeholders and have each been recognized by their peers for outstanding achievement. For example, NVTC has an award from the 1,600-member American Public Transportation Association as the Outstanding Government Agency in North America. PRTC and VRE have been repeatedly rewarded with recognition for transit and commuter rail operating and marketing innovations from APTA and the Virginia Transit Association. These awards suggest that each agency is performing its mission effectively.

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## STATED REASONS FOR THE PROPOSAL

- NVTA/NVTC/PRTC/VRE already are achieving efficiencies through effective coordination. In those few areas in which there are common staff functions, specialization prevents duplicative effort. Efficiencies are achieved because PRTC financial staff manages VRE's federal grants. NVTC's financial staff manages VRE's state grants. As mentioned above, NVTC staff provides NVTA's accounting, public outreach and web-site.
- To establish that consolidating NVTA/NVTC/PRTC/VRE staffs would enable elimination of some positions, a formal work flow audit would be required, because staff members of those organizations with similar skills sets are deployed on work efforts that do not overlap. The cost of such an audit would outweigh any savings given the few staff members involved (e.g. financial oversight involves only 2.5 staff at NVTC, 6 at PRTC, 6 at VRE and 0 at NVTA for combined assets exceeding a half billion dollars).

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## STATED REASONS FOR THE PROPOSAL

- Why aren't all government functions (education, police, public works) consolidated into one giant agency? Obviously because to do so would deaden responsiveness and stifle local priorities. Bigger is not always better. So, claims of improved efficiency from consolidation must first be documented and weighed against unintended consequences.
- The key to unlocking Northern Virginia's traffic congestion is a renewed emphasis on moving people more efficiently, more investments and better land use tools. Accordingly, some would view consolidation of agencies as a wasted effort that would shift attention from the lack of needed funding for transportation in Northern Virginia. This is especially true if no credible case can be made for significant savings from consolidation and if the consolidation itself is likely to create additional expense and hamper coordination.


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## STATED REASONS FOR THE PROPOSAL

- As an example of unintended consequences of consolidation that would reduce efficiency, consider representatives of PRTC's six jurisdictions voting on WMATA matters in which they have no financial stake. Alternatively, those PRTC representatives could be compelled to sit idly by as WMATA matters are discussed if they were to be prohibited to vote because they have no financial interest.


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## STATED REASONS FOR THE PROPOSAL

- Create a More Unified Approach
  - While a unified approach is certainly desirable, there is no evidence that in Northern Virginia transportation spending priorities set by NVTVA are not acceptable to the principal parties, that transit services are not effective and closely coordinated, or that turf wars exist between existing agencies. Only recently has WMATA's performance been questioned and creating a new combined agency extending more than halfway to Richmond (far beyond WMATA's service territory) does not seem conducive to a clearer focus on WMATA.

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## STATED REASONS FOR THE PROPOSAL

- Planning, funding and operating transportation in Northern Virginia is a very complex undertaking with many agencies involved (see NVTC's "Public Transportation Performance, Coordination and Funding in Northern Virginia," June 30, 2010 available at [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)). Local, regional, state, federal and private sector partners must all interact. The NVTC report describes the responsibilities of many such entities directly involved in public transportation. Yet, despite very serious funding deficiencies, performance and coordination have been outstanding. A complex structure does not by itself prevent a unified approach.
- In order to ensure coordination, TPB signed in 1968 an agreement that gives that agency responsibility for producing the financially constrained regional transportation plan for the entire Washington Metropolitan Area. In contrast to other parts of Virginia, the Northern Virginia Regional Commission (Planning District 8) does not perform those transportation planning duties here. This arrangement qualified the region to comply with federal requirements.

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## STATED REASONS FOR THE PROPOSAL

- TPB reconfirmed the cooperative planning approach that avoids overlapping and competing planning responsibilities in a Memorandum of Understanding executed by TPB, VDOT, DRPT, WMATA and NVTC among others, in early 2008. This meets federal requirements for a “cooperative, comprehensive and continuing metropolitan planning process.” If the region were failing to meet these requirements, federal transportation funds would be withheld.


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## STATED REASONS FOR THE PROPOSAL

- Save Staff and Legislator Time Preparing for Meetings
  - This would be true only if a combination of the following factors apply:
    - Fewer board members
    - No increased time spent by remaining board members notwithstanding greatly expanded responsibilities
    - Less oversight provided for some or all of the ongoing activities, including safety and financial oversight.
  - In combination, NVTA, NVTC, PRTC and VRE expended about 679.5 board member hours in business meetings in FY 2010, including 84.5 legislative board member hours. This is not in itself a large number relative to their oversight responsibilities (including safe operations of transit services carrying well over 7 million passenger trips annually and trustee duties for \$525 million in combined assets). In other words, Board members combined expended an average of about 1.3 hours in total (not each) to oversee each \$1 million in assets and less than 100 hours for each million passenger trips.

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## ISSUES THAT WOULD NEED TO BE RESOLVED

- Geographic Scope

Currently the four agencies serve widely different territories spanning two Planning Districts. It stands to reason that such a large territory with diverse interests would be unwieldy and waste the time of board members.

Given the varying geographic districts and service territories, claims that efficiency will be enhanced, a more unified approach achieved and board member time reduced must be closely examined. For example, if meetings were held in a central location, say a newly constructed facility at PRTC's Woodbridge transit center, a linear programming exercise would reveal whether remaining board members would incur more or less time and distance traveled in total than the existing board members. It is undoubtedly true that for some board members (say those from Arlington, Alexandria and Loudoun County) travel time and distance would increase significantly for board members and staff.

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## ISSUES THAT WOULD NEED TO BE RESOLVED

- Governance

There currently are 68 combined board member seats (excluding alternates) for the four entities. Because a few board members sit on multiple boards, there are 47 unique members. How many remaining seats on the combined board would there be? Would this mean that some jurisdictions would no longer have a voice? Which board members would be required to step down?

How would the reconstituted boards select their members? Would the Governor and/or General Assembly appoint them all? Would most seats remain elected officials or would private sector appointees replace them? What about the balance between state and local elected officials?

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## ISSUES THAT WOULD NEED TO BE RESOLVED



Prior to 1986, as NVTC was seeking to create VRE, intense negotiations occurred between NVTC and its neighboring jurisdictions. No agreement could be reached on terms and conditions acceptable to all, largely because of varying local issues and areas of concern (e.g. WMATA for NVTC and unwillingness to participate financially in WMATA for PRTC). Accordingly, a separate commission (PRTC) was created to focus more closely on local priorities. Coordination between the two owners of VRE has been exemplary.

In 1989, Loudoun County joined NVTC and abolished its own newly created transportation district commission. It did so voluntarily after weighing its own local interest. This provides another example of ongoing efforts within Northern Virginia to achieve efficiencies where adverse consequences do not outweigh benefits.

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## ISSUES THAT WOULD NEED TO BE RESOLVED



- **Board Meeting Agendas**

Would combined functions and responsibilities require an increased frequency of board meetings, or at least many additional subcommittee meetings? As a result, would total Board meeting time (and preparation time for Board members and staff) actually increase?

Maintaining Board members' expertise in many more important issues across a much broader geographic spectrum would at least seem to put a greater strain on remaining Board members.

In the case of NVTC/PRTC and VRE, the commissions formed the VRE Operations Board and have delegated extensive operational oversight responsibilities to that Board. The commissions retain responsibility for major policy and legal matters.

NVTC and NVTM meet jointly every February in Richmond to pursue coordinated legislative agendas. NVTC and PRTC meet jointly when critical VRE matters must be resolved. Thus, the existing agencies are well aware of the need to use board members' time most efficiently and have organized their agendas and meeting schedules accordingly.

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## ISSUES THAT WOULD NEED TO BE RESOLVED



### ■ Legal Hurdles

- NVTC has outstanding VRE bonds of about \$70 million with bond covenants that may need to be reworked with bond holders who will be concerned with disruption to their interests.
- PRTC has issued \$7.4 million of bonds for its jurisdictions to help create VRE (\$1.7 million outstanding as of FY 2009).
- VRE has \$440,000 remaining on its office condo loan and \$114 million of loans outstanding for railcars, locomotives, fare collection equipment, etc.
- NVTC is cited specifically in the WMATA Compact, which can only be amended with identical actions by the Virginia, Maryland and D.C. legislative bodies and the U.S. Congress. Would this require the new combined entity to be named NVTC, which in turn would require significant revisions to the state code defining NVTA and PRTC?
- Throwing open the Virginia Code for widespread tinkering is very likely to produce unanticipated consequences, as various competing interests struggle to obtain advantages.

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## ISSUES THAT WOULD NEED TO BE RESOLVED



### ■ Funding Formulas

- NVTA, NVTC, PRTC, and VRE have adopted different approaches to allocating shares of their administrative budgets. Some are set by state statute, others by agreement among the current members. How would funding shares be set for a combined agency? Which jurisdictions would gain and which would lose?
- NVTC has a complex sharing formula for state transit assistance among its five WMATA jurisdictions. In the past when discussions were held about the possible consolidation of agencies, great concern was expressed by NVTC's members that such a change would seriously upset the carefully negotiated funding balance among jurisdictions. There was also fear that a motivation for the combination of agencies was an effort to shift funds away from transit to road-building. And jurisdictions considering joining NVTC were unwilling to participate in WMATA's complex funding formulas.



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## CONCLUSIONS

1. No evidence has been provided by those advocating consolidation to support the stated goals for consolidation (efficiency, unified approach and time savings).
2. Consolidation has been proposed previously and soundly rejected by the local governments that are directly affected.
3. The agencies in question have widely different geographic regions, areas of focus, operational responsibilities, governance and allocation formulas. Consolidation would be unlikely to reduce staff sizes significantly if at all and would be likely to greatly increase the length of meetings (or reduce the level of Board oversight of safety and financial responsibility). A central office location would detract from monitoring individual transit operations now performed by PRTC, NVTC and VRE and make it impossible for their employees to use those transit systems routinely to and from work.



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## CONCLUSIONS

4. Consolidation raises numerous political red flags involving Board representation and powers to appoint, sharing of revenues and expenses, balance among transportation modes, negotiating with existing bondholders and enacting significant state legislative and Interstate Compact changes. Each agency (except NVTA) is encumbered with long-term office ownership or leases and none of those existing sites could accommodate enlarged staff without expensive construction.
5. To gather convincing evidence of significant efficiencies and savings from consolidation, to negotiate acceptable terms for all parties and to overcome legal challenges would be a very costly and time consuming exercise that is unlikely to produce significant long-term benefits, given the relatively small size of the targeted agencies and their current excellent coordination and performance. In preparing legislation to create NVTA, it took two full years of intense legal research and discussions among jurisdictions to craft an acceptable blueprint. If this exercise must be repeated to consider consolidation of NVTA/NVTC/PRTC/VRE, it will absorb very substantial staff time and money and distract each of these agencies from its distinct mission.



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## CONCLUSION

6. The Boards of Directors of NVTA, NVTC, PRTC and VRE have all previously written to the Government Reform Commission opposing the proposal for consolidation and Fairfax County has also expressed concern. Even though no state General Funds support the agencies in question, the recommendation is being considered by the Reform Commission. Given unified local opposition in the region that is directly affected, it is necessary for those advocating consolidation to provide a solid case for consolidation. The ultimate test should be whether the public is better served by less specialized attention to local issues. That case has not been made.
7. Each of the agencies has already identified ways to improve efficiency and levels of performance are high. Nonetheless, there are related issues that deserve increased cooperative attention from Northern Virginia's jurisdictions and the Commonwealth, such as:
  - > Forging a broad consensus on how to provide sustainable funding for needed transportation investments;

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## CONCLUSION

- > Examining whether recently legislated changes to Virginia's land use regulations and Code changes to better integrate transportation and land use decisions are achieving their stated aims and, if not, what additional changes are needed;
- > Determining best practices for creating effective transit priority treatments on highways for greater transit efficiencies and reduced traffic congestion; and
- > Considering how further to improve coordination with the District of Columbia and Maryland on transportation issues that transcend state boundaries.

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*COMMONWEALTH of VIRGINIA*

*Office of the Governor*

Sean T. Connaughton  
Secretary of Transportation

August 30, 2010

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

Dear Mr. Taube:

Thank you for your letter regarding the Resolution of the Northern Virginia Transportation Commission related to the proposed I-95/I-395 HOT Lanes Project.

As you are aware, the Virginia Department of Transportation (VDOT) and I are currently defendants in litigation regarding the Project. While that lawsuit is pending, it is difficult for parties to engage in a dialogue to address issues raised by your member jurisdictions outside normal settlement negotiations.

However, we would be happy to meet with Fairfax County, Arlington County, and the City of Alexandria to discuss issues not linked to this litigation, so critically needed improvement to this congested and vital corridor may move forward.

Thank you for your interest in this project. We look forward to working with you and the Commission.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean T. Connaughton", with a long horizontal flourish extending to the right.

Sean T. Connaughton

SC:jg

cc: Mr. Gregory A. Whirley, Commissioner