Northern Virginia Transportation Commission

NVTC COMMISSION MEETING

THURSDAY, APRIL 7, 2011
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201
8:00 PM

NOTE: Dinner will be available at 7:30 P.M.

AGENDA

1. **Minutes of the NVTC Meeting of March 3, 2011.**

   Recommended Action: Approval.

2. **VRE Items.**

   A. Report from the VRE Operations Board and VRE's CEO--Information Item.

   B. Amendment to Rail World Purchase Agreement--Action Item/Resolution #2168.

3. **NVTC Rail-Volution Proposals.**

   Staff will describe several possible transit-related presentations/tours for the event.

   Recommended Action: Amend NVTC's work program to include any of the proposals selected for NVTC participation.

4. **NVTC Managing Route 7 Multi-Modal Project.**

   Falls Church has asked NVTC to obtain previously approved federal grant funds and manage the project to examine multi-modal alternatives, including light rail, in the Route 7 corridor from King Street in Alexandria to Tysons Corner.

   Recommended Action: Authorize NVTC's staff to obtain the grant funds and manage the project. Amend NVTC's 2011 work program to reflect this action.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

5. Metro Items.

A. WMATA Governance Update.
B. FY 2012 WMATA Budget Status.
C. March Vital Signs Report.
D. Proposed Monthly NVTC Key Vital Signs of WMATA Performance.
E. Regional Benefits of Transit Study.
F. Tri-State Oversight Committee Report.

Recommended Action: In Item D and E provide feedback and direction to NVTC staff.

6. Virginia Department of Taxation's Administration of NVTC's Motor Fuels Tax.

A monthly progress report and response to the NVTC and PRTC letters to Commissioner Burns will be provided.

Discussion Item.

7. Legislative Items.

Staff will review the status of federal legislation affecting public transit funding.

Discussion Item.

8. Review of Northern Virginia Transit Response to Higher Gas Prices.

Staff will review transit system plans for coping with ridership increases as gas prices approach $4 per gallon.

Information Item.

9. Regional Transportation Items

A. Bike/Pedestrian Access Projects.
B. Communications from the Public.

Information Item.

10. NVTC Financial Items for February, 2011.

Information Item.

Northern Virginia Transportation Commission

MINUTES
NVTC COMMISSION MEETING – MARCH 3, 2011
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chairman Fisette at 8:10 P.M.

Members Present
Sharon Bulova
Barbara Comstock
Thelma Drake
Adam Ebbin
Jay Fisette
Mark R. Herring
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Thomas Rust
Paul Smedberg
Lawrence Webb (alternate, City of Falls Church)
Mary Margaret Whipple
Christopher Zimmerman

Members Absent
Kelly Burk
John Cook
William D. Euille
John Foust
Jeffrey Greenfield
Joe May
David F. Snyder

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

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Minutes of the February 3, 2011 NVTC Meeting

On a motion by Senator Whipple and a second by Mr. Smedberg, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Comstock, Drake, Fisette, Hudgins, Hynes, Rust, Smedberg, Webb, Whipple and Zimmerman.

VRE Items

Mrs. Bulova noted that there are no VRE action items but she asked Mr. Zehner to give an update on VRE service. Mr. Zehner reported that February was one of the best months for on-time performance at 94 percent for each rail line. February 16, 2011 was also the highest ridership day with VRE providing 20,133 passenger trips. Ridership is up 7.5 percent from last year at this same time. There are now standees on many of the trains. Mr. Zehner also reported that with the help of Mrs. Drake, VRE received several appropriations during this past General Assembly session, including $10 million for rolling stock and $5 million for the third track project in Spotsylvania.

Mr. Zehner reported that work has begun on the tunnel that will connect the rail station to the King Street Metrorail station and will make it a major intermodal station with transferability between major transit systems. The project will take two to three years to complete.

Vice-Chairman Fisette asked about the third track project. Mr. Zehner responded that VRE just received $5 million for work to be done in Spotsylvania County and VRE is working with DRPT to find funding for the rest of the project. The final design phase for the third track in Spotsylvania is underway. If VRE cannot identify all the funding, then the procurement may be divided to allow for work to be done in phases.

Senator Herring arrived at 8:15 P.M.

Delegate Rust asked if there is a rule of thumb as to how long passengers will stand on trains before they leave the system. Mr. Zehner replied that there is no hard and fast rule, but people do not like to stand. Most of the standees are the passengers that board at later stations and have to stand for an average of 20 minutes. So there is only a subset of passengers that have to stand. Mrs. Bulova noted that when VRE started, the goal was to reach 10,000 daily trips. VRE is maxed out in capacity with 20,000 daily trips. The VRE Operations Board will be holding a strategic retreat to discuss how to address growth and capacity issues. One of the main reasons that ridership has increased so much is because of the $230 transit benefit provided by the federal government to its employees. Senator Whipple stated that ridership has steadily climbed, so this is not just an abnormal spike.

Delegate Ebbin arrived at 8:20 P.M.

Mrs. Hudgins stated that Metrorail and Metrobus have standees all the time and it is more important for passengers to know that service is reliable. Mr. Zimmerman stated that VRE needs to be concerned that riders may continue to ride as standees but

are not happy about it and their perception can quickly change if service deteriorates. Once a passenger leaves, it is very hard to get them back.

Vice-Chairman Fisette stated that fuel prices are increasing and transit usually spikes during these times. He asked if VRE has any projections about the increase in demand in comparison to fuel prices. Mr. Zehner responded that past history shows that transit in general sees an increase when fuel prices go substantially up.

Mr. McKay arrived at 8:25 P.M.

Legislative Items

Mr. Taube stated that two letters have been drafted for commission discussion. The first one would be sent to members of Congress expressing concern about the cuts to public transit funding included in HR 1, the FY 2011 Continuing Appropriations Act. Of greatest concern is the elimination of funding for WMATA. This would also jeopardize the $150 million funding agreements from Washington, D.C., Maryland and Virginia.

Mrs. Hynes, moved, with a second by Mr. Smedberg, to approve the first letter.

Vice-Chairman Fisette asked if Governor McDonnell has commented on this. Mrs. Drake stated that the governor is in support of retaining WMATA funding. The governor is sending a letter and if it hasn't already been sent, it will be shortly. Vice-Chairman Fisette asked that NVTC receive a copy of the letter. Delegate Rust stated that the Northern Virginia General Assembly delegation has also sent a letter.

The commission then voted on the motion and it passed unanimously. The vote in favor was cast by commissioners Bulova, Comstock, Drake, Ebbin, Fisette, Herring, Hudgins, Hynes, McKay, Rust, Smedberg, Webb, Whipple and Zimmerman.

Mr. Taube also stated that a letter has been prepared that would thank the Northern Virginia delegation for their efforts during the recent General Assembly session.

Mrs. Hynes moved, with a second by Mrs. Bulova, to authorize the letter to be sent to the Northern Virginia General Assembly delegation. The vote in favor was cast by commissioners Bulova, Comstock, Drake, Ebbin, Fisette, Herring, Hudgins, Hynes, McKay, Rust, Smedberg, Webb, Whipple and Zimmerman.

New Motor Fuels Tax Senior Auditor

Mr. Taube reported that the Commissioner of the Virginia Department of Taxation (TAX) sent a letter to NVTC and PRTC recommending that a new senior auditor be hired by TAX to replace an existing administrative position dedicated to the commissions' 2.1 percent motor fuels tax and funded from the proceeds of the tax. The net annual increase in costs from this requested action is about $40,000, plus a one-

time cost of about $30,000. These costs will be shared equally with PRTC. NVTC staff agrees with TAX that senior auditor skills are essential to ensure proper compliance and allocation of the motor fuels tax. A letter has been drafted that would accept the TAX recommendations and also remind TAX about the misallocation issue.

Mrs. Bulova stated that this seems like money well spent to ensure that the misallocation problem is fixed. Senator Whipple asked if there is another place in TAX for the administrative person. Mr. Taube explained that the current administrative person does not qualify for the Audit Department and it is his understanding that there is not another available position for this person.

Mr. McKay asked what guarantee does NVTC have that after paying these extra costs there will be an improvement and the systemic allocation problem will be fixed. Mr. Taube responded that communication between NVTC and the Audit Department has significantly improved and TAX is aware of the problem. Mr. Kalkwarf stated that NVTC has received a promise that the misallocation issues will be addressed. Mr. McKay stated that he would support this as long as it is clear that NVTC is paying more to address these issues and that it is important that the new person does not get distracted and the problem does not get solved. In response to a question from Mr. Smedberg, Mr. Taube stated that TAX does the hiring and NVTC is not involved in that process. Mr. Webb stated that he would support this if it solves the problem. Mrs. Hudgins stated that it is important to resolve the misallocation problem.

Vice-Chairman Fisette suggested changing the last sentence of the letter to read: "We anticipate that our authorization of this new position will result in a correction of the allocation issues referenced above."

Mrs. Bulova moved, with a second by Mr. Webb, to send the letter to TAX, with the above mentioned change. The vote in favor was cast by commissioners Bulova, Comstock, Drake, Ebbin, Fisette, Herring, Hudgins, Hynes, McKay, Rust, Smedberg, Webb, Whipple and Zimmerman.

Metro Items

Mr. Taube reported that a WMATA governance committee has been created and is being chaired by Mrs. Hynes. Mrs. Hynes gave an overview of the committee's activities, including writing by-laws for the WMATA Board. In response to a question from Vice-Chairman Fisette, Mrs. Hynes stated that the committee is looking at what can be done in the short-term versus what will need a Compact change. One thing being done is building performance measures into the General Manager's contract. Mr. McKay observed that the changes that will ultimately be implemented will make the WMATA Board much better.

Mrs. Hynes observed that there is a lot of good information in the Vital Signs report. She appreciates Mr. Zehner's reports to NVTC each month that focus on several key VRE issues and she asked if it would be helpful for commissioners to receive key specific information reported each month on Metro issues. Mrs. Bulova stated that this is a good idea and it could be provided in a written report with bullets of

highlighted information. She also suggested that General Manager Sarles, or his representative, could be invited to come and give a quarterly report to NVTC. Mrs. Hudgins agreed that this is a good idea. Vice-Chairman Fisette directed staff to prepare a one-page summary of the most pertinent Metro information for each meeting.

Transit Performance Comparisons

Mr. Taube stated that each year NVTC compiles transit performance data from all of the bus and rail systems operating in NVTC's district. Many of the systems are showing declining ridership, except VRE. Mr. McGavock gave a more detailed overview of this information.

Texas Transportation Institute – 2010 Urban Mobility Report

Mr. McGavock reported that the Texas Transportation Institute (TTI) at Texas A&M University released their 2010 Urban Mobility Report, which examines highway congestion in urban areas, as well as providing estimates of the cost of congestion in terms of time and gallons of fuel wasted in traffic, estimating the region-wide benefits for two types of congestion mitigation measures (transit usage and operational enhancements), making comparisons in one area to another, and analyzing an area's congestion over time. For the 2010 report, TTI utilized a new source for data collection, which they claim provides a more accurate view.

Mr. McGavock stated that the Washington, D.C. metropolitan area ranks first nationally in terms of annual per commuter fuel wasted (57 gallons) and annual time loss due to congestion (70 person hours). The new data sources for TTI have allowed them to revise the congestion trends for each urban area, and according to the revised figures, the Washington area had the worst or second worst per commuter congestion performance of any large urban area for some time. This area has been first in terms of fuel loss due to congestion since 1993, and first or second in annual person hours lost to congestion since 1991. In terms of region-wide totals, the Washington region ranks fourth nationwide in terms of total annual fuel loss and wasted hours due to congestion.

In terms of solutions to congestion problems, the report notes that public transportation reduced hours wasted in congestion by 783 million hours in 2009, and fuel wasted in congestion by 641 million gallons, for a nation-wide cost savings of $18.8 billion. This region ranks third nationwide (behind New York and Chicago) in terms of hours, fuel and cost savings provided to drivers by public transportation usage. For 2009, public transportation in this region reduced the total number of hours spent by automobile commuters in congestion by over 34 million and saved those drivers over $766 million in excess fuel costs.

Regional Transportation Items

Unique Bus Shelters. As part of an advertising campaign for their new "Hot 'n Wholesome" breakfast menu, Caribou Coffee's ad agency, Colle & McVoy, created a unique bus shelter that looks like a big toaster oven, which includes a heating element on the roof that works to keep those waiting inside warm as they look at the poster of breakfast sandwiches on the shelter walls. Another shelter provides touch screen games played against customers in other shelters.

Potomac Yard NEPA Process Begins. The NEPA process is underway for Alexandria's proposed new Metrorail station. NVTC staff is participating.

Rail-Volution Conference. Mr. Zimmerman reported that the Rail-Volution Conference is being held in Washington, D.C. October 16-19, 2011. Commissioners are encouraged to provide ideas for speakers and topics. This is an opportunity to promote this region and make it a showpiece. NVTC should be involved.

NVTC Handbook for 2011

Mr. Taube stated that the annual NVTC Handbook has been updated for 2011 and is available on NVTC's website.

NVTC's Financial Items for January, 2010

Commissioners were provided with the financial report. Mr. Smedberg noted that under investments, Nations Bank is listed but he asked if this bank still exists. Mr. Kalkwarf stated that it should be changed to Bank of America.

Adjournment

On a motion by Mr. Zimmerman and a second by Mrs. Bulova, the commission unanimously agreed to adjourn. Vice-Chairman Fisette adjourned the meeting at 9:18 P.M.

Approved this 7th day of April, 2011.

_____
William D. Euille
Chairman

_____
Jeffrey McKay
Secretary-Treasurer

Northern Virginia Transportation Commission

AGENDA ITEM #2

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: March 31, 2011

SUBJECT: VRE Items

A. Report from the VRE Operations Board and VRE CEO--Information Item.

B. Amendment to Rail World Purchase Agreement--Action Item/Resolution #2168.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Item #2A

Report from the VRE Operations Board and VRE CEO

Minutes are attached from the VRE Operations Board meeting of March 18, 2011. Also attached is a report from VRE's Chief Executive Officer with ridership and other performance measures included. VRE achieved another major ridership milestone exceeding 20,500 and then quickly reached 21, 136 on March 23rd.

Virginia Railway Express

CHIEF EXECUTIVE OFFICER'S REPORT

March 2011

MONTHLY DELAY SUMMARY

	November	December	January	February
System wide				
Total delays	80	68	64	32
Average length of delay (mins.)	31	27	27	23
Number over 30 minutes	17	16	12	8
Days with Heat Restrictions/Total days	0/20	0/21	0/20	0/19
On-Time Performance	86.4%	88.7%	89.1%	94.4%
Fredericksburg Line				
Total delays	34	22	37	14
Average length of delay (mins.)	28	25	27	21
Number over 30 minutes	9	3	7	2
On-Time Performance	87.6%	92.2%	86.5%	94.7%
Manassas Line				14
Total delays	46	46	27	18
Average length of delay (mins.)	34	28	28	25
Number over 30 minutes	8	13	5	6
On-Time Performance	85.3%	85.6%	91.4%	94.1%

SYSTEM RIDERSHIP

We did it! On Wednesday, February 16, 2011, we carried over 20,000 trips in one day - 20,133 to be exact. We had our ad agency create this logo to commemorate the achievement. We will be placing this logo on posters at the stations and providing bookmarks and refrigerator magnets to celebrate this milestone with our passengers at Meet the Management events this year.

With an average daily ridership of 18,771 for February 2011, this is an increase of 7.4% compared to February 2010; while year-to-date ridership is 11.2% higher than last year. All of the top ten ridership days have occurred in 2011 with seven of the ten occurring after February 15th. The chart of top ten days is below:

1	February 16, 2011	20,133
2	March 3, 2011	19,950
3	March 9, 2011	19,915
4	January 6, 2011	19,912
5	February 23, 2011	19,879
6	March 1, 2011	19,844
7	February 15, 2011	19,781
8	January 19, 2011	19,710
9	February 24, 2011	19,704
10	February 10, 2011	19,594

SYSTEM ON TIME PERFORMANCE

System wide on-time performance (OTP) was 94.39% in February with an OTP of 94.74% on the Fredericksburg Line and 94.08% on the Manassas Line. We continue to see improvement in the reduction of mechanical delays.

GAINESVILLE-HAYMARKET EXTENSION

Revisions to the Addendum to the Rail Enhancement Fund (REF) agreement for the Gainesville-Haymarket Extension project are underway to address changes requested by the Commonwealth. The award of the consultant contract for environmental review and preliminary engineering is pending the execution of this Addendum.

BROOKE AND LEELAND ROAD PARKING LOT EXPANSION

We are in final design for both of these projects and are hoping to have sufficient funding to expand both of these lots. Both lots would be expanded by roughly 200 spaces. The expansion at Leeland would be south of the current parking area and include a formalization of the "rabbit path" that leads from the platform access ramp. The expansion at Brooke would be in the location where the old house used to be. VRE plans to bid both projects in the coming months, pending approval from Stafford County regarding landscaping requirements. The projects are currently scheduled for public hearings at the Stafford County Planning Commission in March 2011. Depending on bid results and funding availability, VRE will be able to start construction on one or both parking lots in the summer of 2011.

BROAD RUN PARKING GARAGE

VRE is proceeding with the garage project and issued an RFP for engineering services. Proposals were received on December 10, 2010. VRE staff expects to bring a recommendation to the Board for an engineering and environmental services consultant next month. There are many complicating factors here, including height issues due to the station's location next to the Manassas airport. The environmental review and design is expected to take 24 months to complete.

WOODBRIDGE STATION EXPANSION/KISS AND RIDE

VRE has received review comments from VDOT and Prince William County on the concept design for the Woodbridge Station Kiss & Ride facility. Through a task order with HDR, Dewberry is proceeding with the design. VRE anticipates design completion this spring, with construction to begin in the summer.

LOCOMOTIVE PROCUREMENT

Currently, MotivePower, Inc. (MPI) is on schedule for releasing new locomotives to VRE one every two weeks from their Boise, ID manufacturing facility. Weather delays in the Midwest have caused slight interruptions with the deliveries to VRE. We still anticipate all VRE revenue trains (12 trains) to be equipped with new locomotives by the end of May 2011. The remaining eight locomotives will be delivered by the end of July.

MEET THE MANAGEMENT

Our annual "Meet the Management" program will begin with Union Station on April 6. These events are an opportunity to show appreciation to our riders. During this time, VRE management visits a different station every week, bringing refreshments for passengers. The goal is to meet our riders in person and to hear any questions, complaints or comments they may have. Board Members are welcome to attend any or all of the events in their jurisdictions. Below please find this years' Meet the Management schedule:

April 6	Union Station, all evening trains
April 13	L'Enfant, all evening trains
April 20	Crystal City, all evening trains
April 27	Alexandria, all evening trains
May 4	Franconia/Springfield, all evening trains
May 18	Fredericksburg, all morning trains
May 25	Broad Run, all morning trains
June 1	Leeland Road, all morning trains
June 8	Manassas, all morning trains
June 15	Brooke, all morning trains
June 22	Manassas Park, all morning trains
June 29	Quantico, all morning trains
July 6	Burke Centre, all morning trains
July 13	Rippon, all morning trains
July 20	Rolling Road, all morning trains
July 27	Woodbridge, all morning trains
August 3	Backlick, all morning trains
August 10	Lorton, all morning trains

MONTHLY PERFORMANCE MEASURES – February 2011

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
February Fredericksburg OTP Average	94.74%
February Manassas OTP Average	94.08%
VRE FEBRUARY OVERALL OTP AVERAGE	94.39%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2011 Passenger Totals	2,825,376
VRE FY 2010 Passenger Totals	2,541,521
PERCENTAGE CHANGE	11.2%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	**MONTHLY RIDERSHIP**
FEBRUARY 2011	356,648
FEBRUARY 2010	227,200
PERCENTAGE CHANGE	7.4% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	19/13

Monthly Ridership Changes:
FY 2010 v. FY 2011

	MANASSAS			FREDERICKSBURG				
Current Month	Cumulative FY2010	Cumulative FY2011	% change	Cumulative FY2010	Cumulative FY2011	% change	Current Total	% change
July	163,100	177,199	8.6%	179,830	183,554	2.1%	360,753	5.2%
August	317,944	356,554	12.1%	351,580	369,561	5.1%	726,115	8.5%
September	479,425	531,826	10.9%	528,890	560,951	6.1%	1,092,777	8.4%
October	646,968	687,461	6.3%	707,230	749,050	5.9%	1,436,511	6.1%
November	795,248	842,550	5.9%	861,321	936,793	8.8%	1,779,343	7.4%
December	945,530	992,422	5.0%	1,017,358	1,119,345	10.0%	2,111,767	7.6%
January	1,110,585	1,156,798	4.2%	1,185,171	1,311,930	10.7%	2,468,728	7.5%
February	1,234,347	1,321,505	7.1%	1,307,174	1,503,871	15.0%	2,825,376	11.2%
March	1,430,590			1,511,240				
April	1,611,255			1,702,807				
May	1,778,326			1,876,822				
June	1,963,430			2,069,800				

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

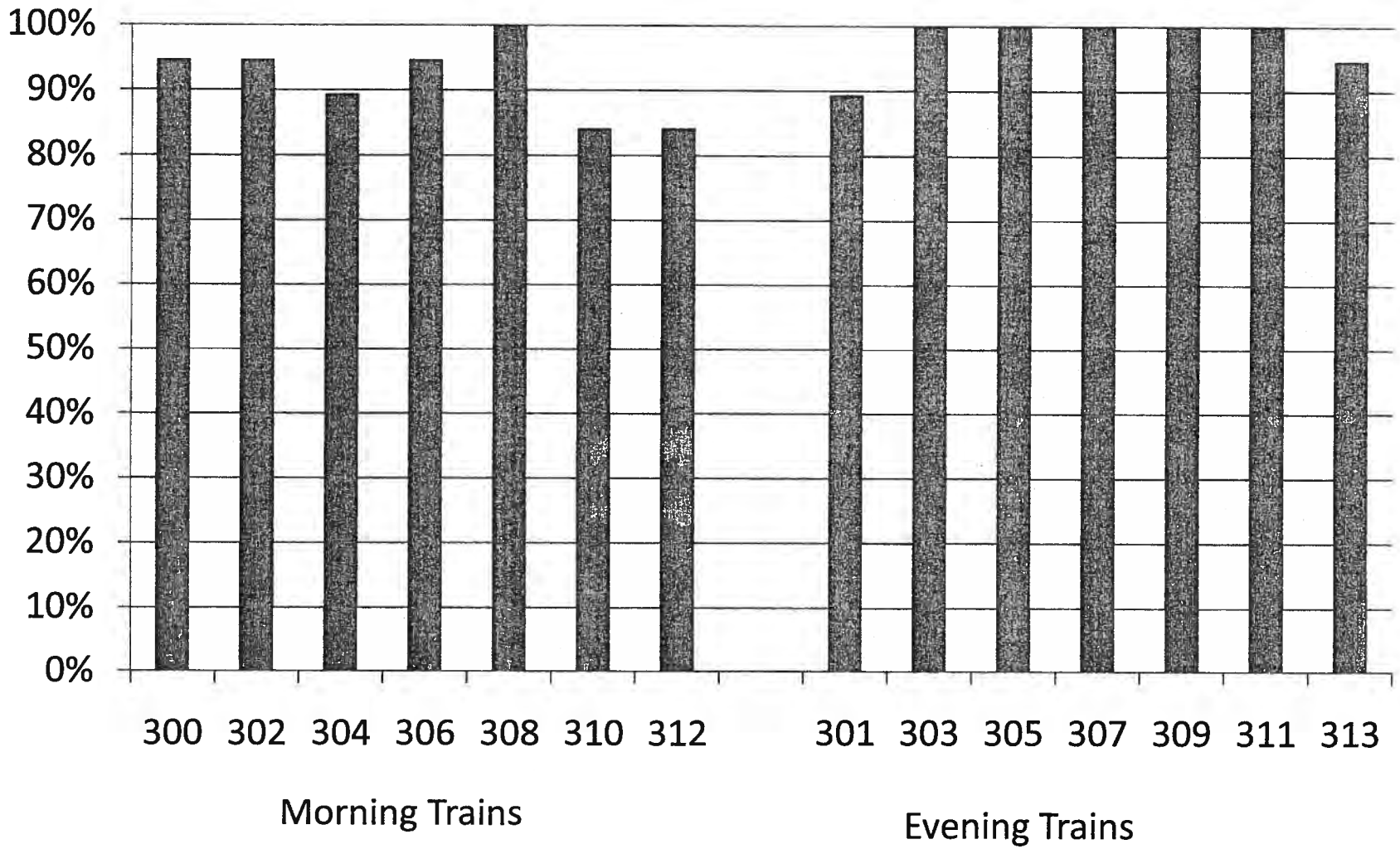
Monthly Ridership and OTP: February 2011

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	4,244	3,694	7,938	100%	4,659	4,648	9,307	100%	17,245	100%
2	4,558	4,423	8,981	94%	4,692	5,071	9,763	100%	18,744	97%
3	4,657	4,398	9,055	100%	5,095	5,206	10,301	93%	19,356	97%
4	4,239	4,141	8,380	100%	4,614	4,367	8,981	100%	17,361	100%
5										
6										
7	4,383	4,292	8,675	88%	4,676	4,536	9,212	86%	17,887	87%
8	4,465	4,339	8,804	100%	4,918	5,032	9,950	100%	18,754	100%
9	4,779	4,492	9,271	100%	5,088	4,872	9,960	100%	19,231	100%
10	4,681	4,448	9,129	100%	5,341	5,202	10,543	100%	19,672	100%
11	4,157	4,174	8,331	100%	4,662	4,511	9,173	100%	17,504	100%
12										
13										
14	4,644	4,092	8,736	88%	5,110	5,205	10,315	93%	19,051	90%
15	4,676	4,450	9,126	100%	5,413	5,242	10,655	100%	19,781	100%
16	5,009	4,435	9,444	94%	5,259	5,430	10,689	100%	20,133	97%
17	4,576	4,350	8,926	100%	5,095	5,335	10,430	100%	19,356	100%
18	3,468	2,871	6,339	88%	4,330	4,133	8,463	100%	14,802	93%
19										
20										
21										
22	3,958	3,817	7,775	75%	4,773	4,787	9,560	86%	17,335	80%
23	4,711	4,337	9,048	88%	5,368	5,463	10,831	100%	19,879	93%
24	4,602	4,395	8,997	100%	5,443	5,264	10,707	71%	19,704	87%
25	4,245	3,840	8,085	75%	4,362	4,980	9,342	71%	17,427	73%
26										
27										
28	5,013	4,484	9,497	100%	5,002	5,095	10,097	100%	19,594	100%
	85,065	79,472	164,537	94%	93,900	94,379	188,279	95%	352,816	94%
		Adjusted total:	164,707			Adjusted Total:	191,941	Adjusted Total:	356,648	

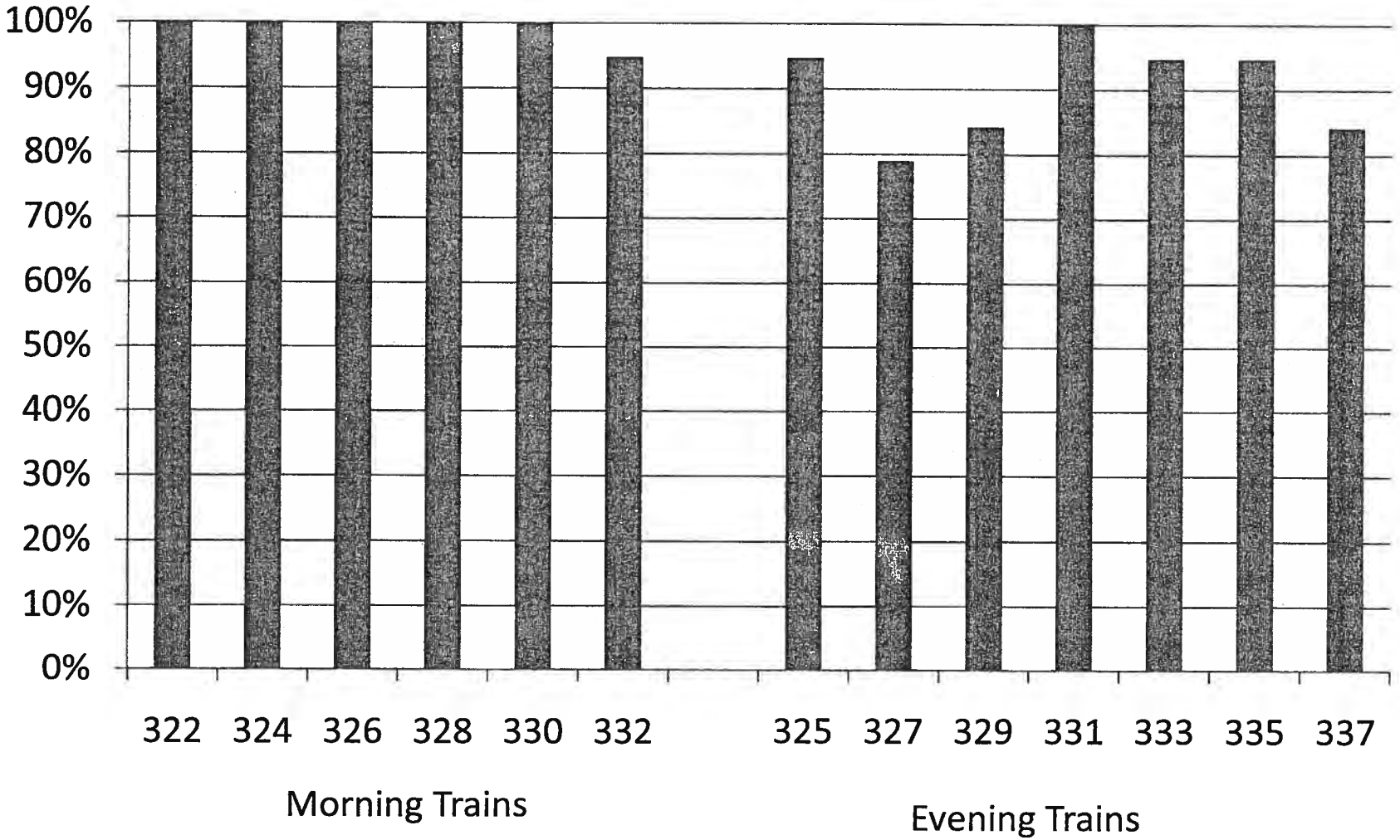
# of Service Days:	19			Total Trips This Month:	356,648	Adjusted Total: 356,648
Manassas Daily Avg. Trips:	8,660	Adjusted Avg.:	8669	Prior Total FY-2011:	2,468,728	
Fred'burg Daily Avg. Trips:	9,909	Adjusted Avg.:	10102	Total Trips FY-2011	2,825,376	
Total Avg. Daily Trips:	18,569	Adjusted Avg.:	18,771	Total Prior Years:	48,489,212	
				Grand Total:	51,314,588	

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

On-Time Performance By Train
Fredericksburg Line – February 2011

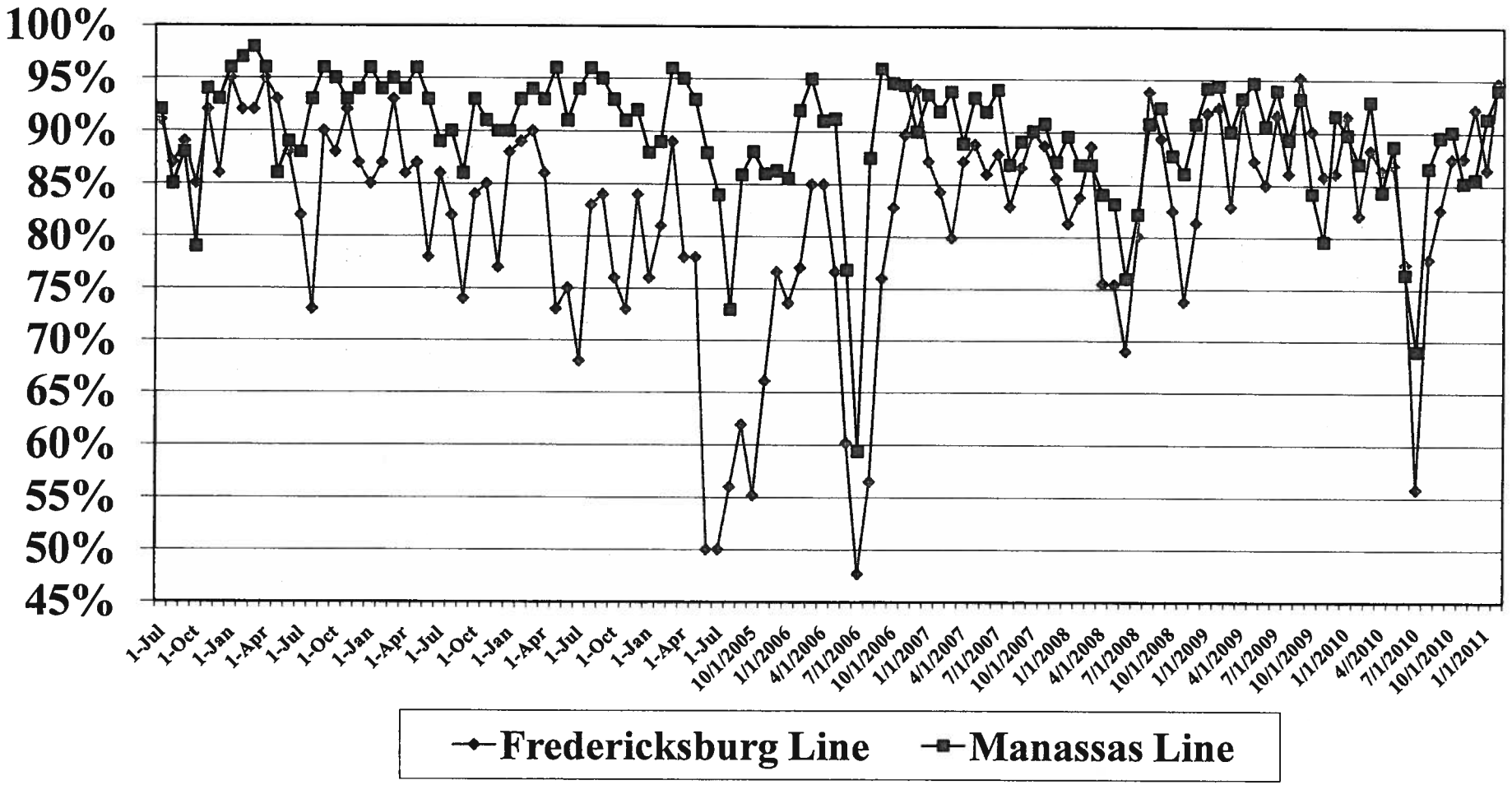


On-Time Performance By Train
Manassas Line – February 2011

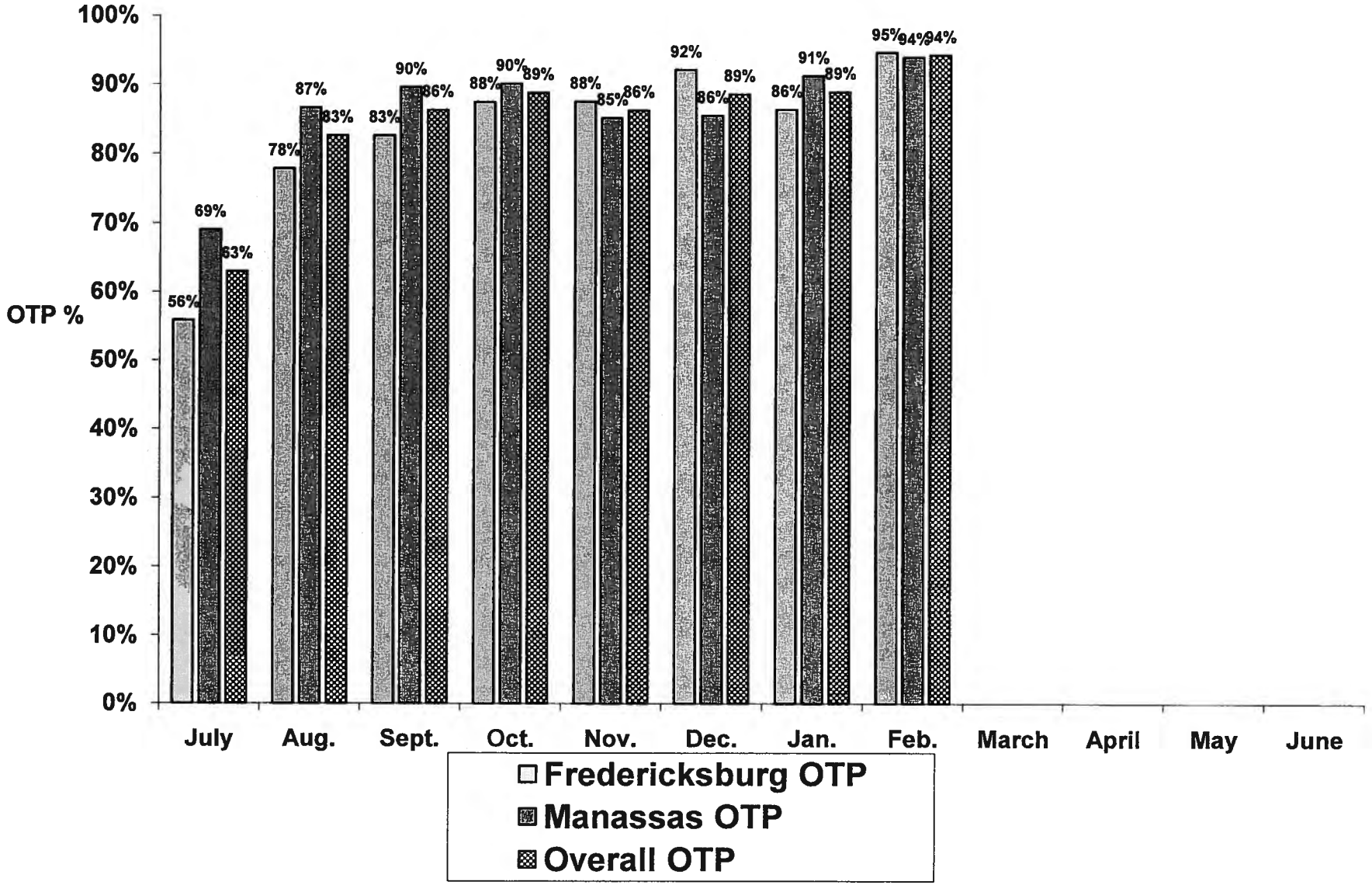


On-Time Performance

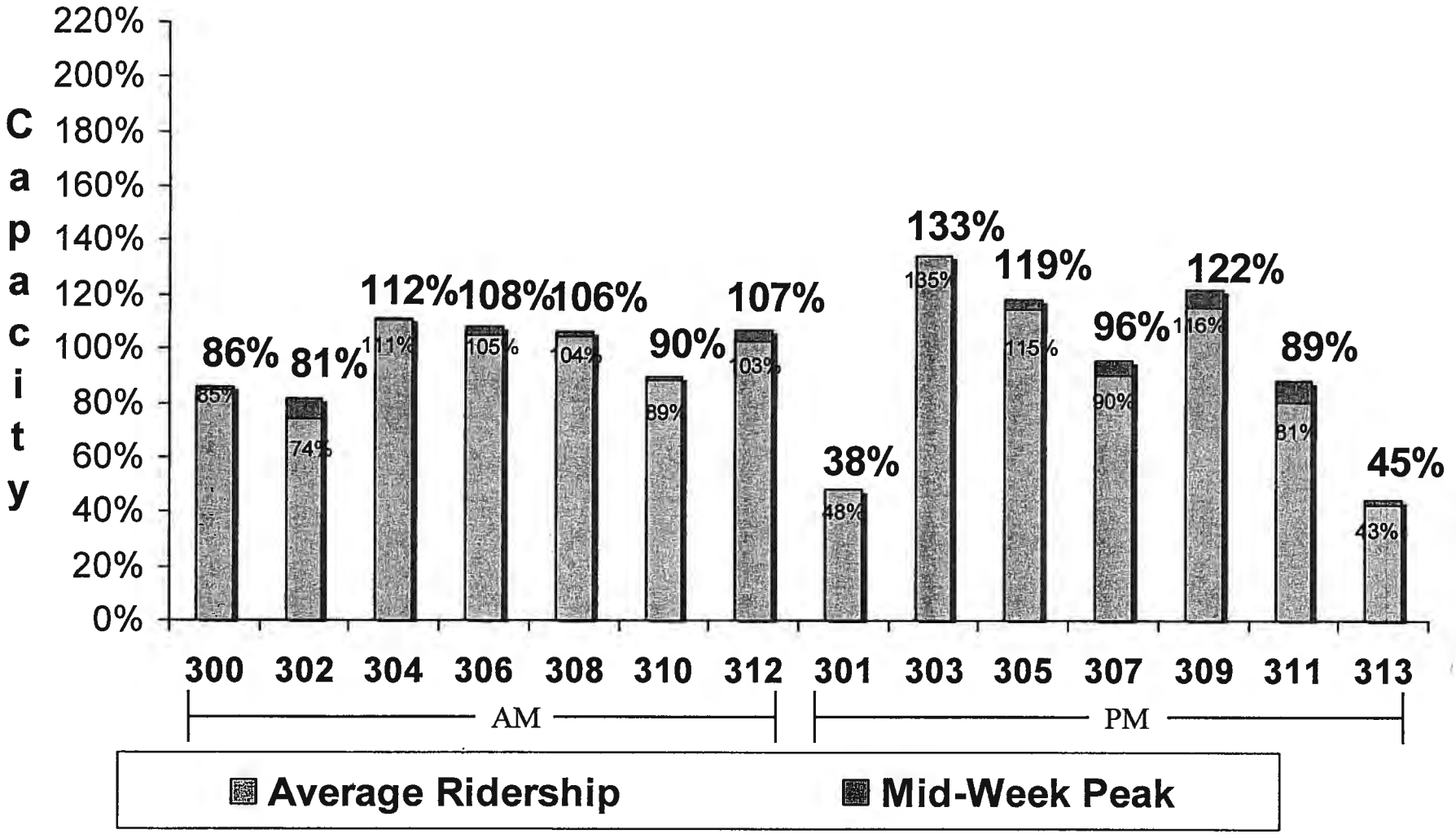
July 2001 – February 2011



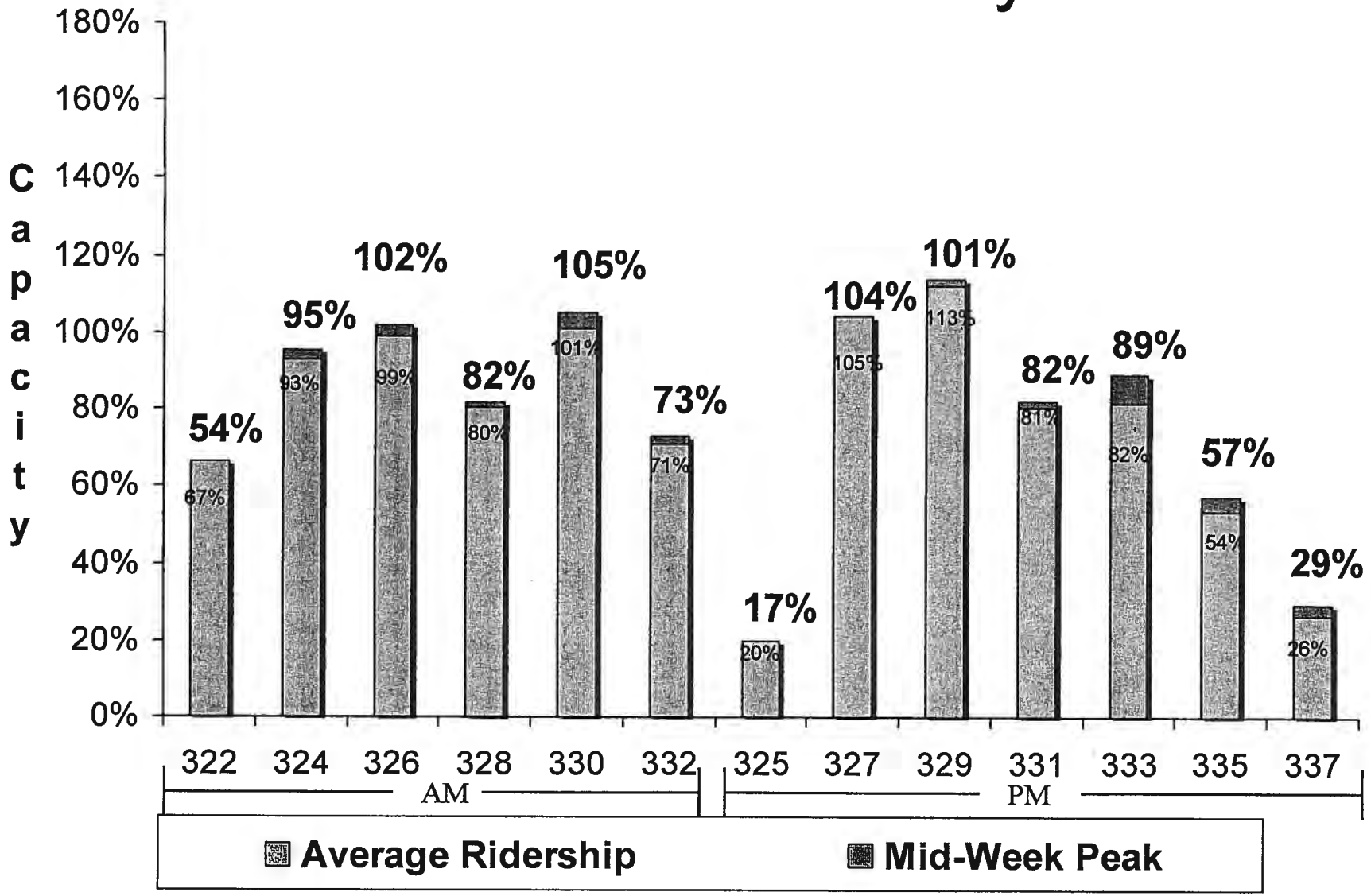
Average On-Time Performance FY-2011



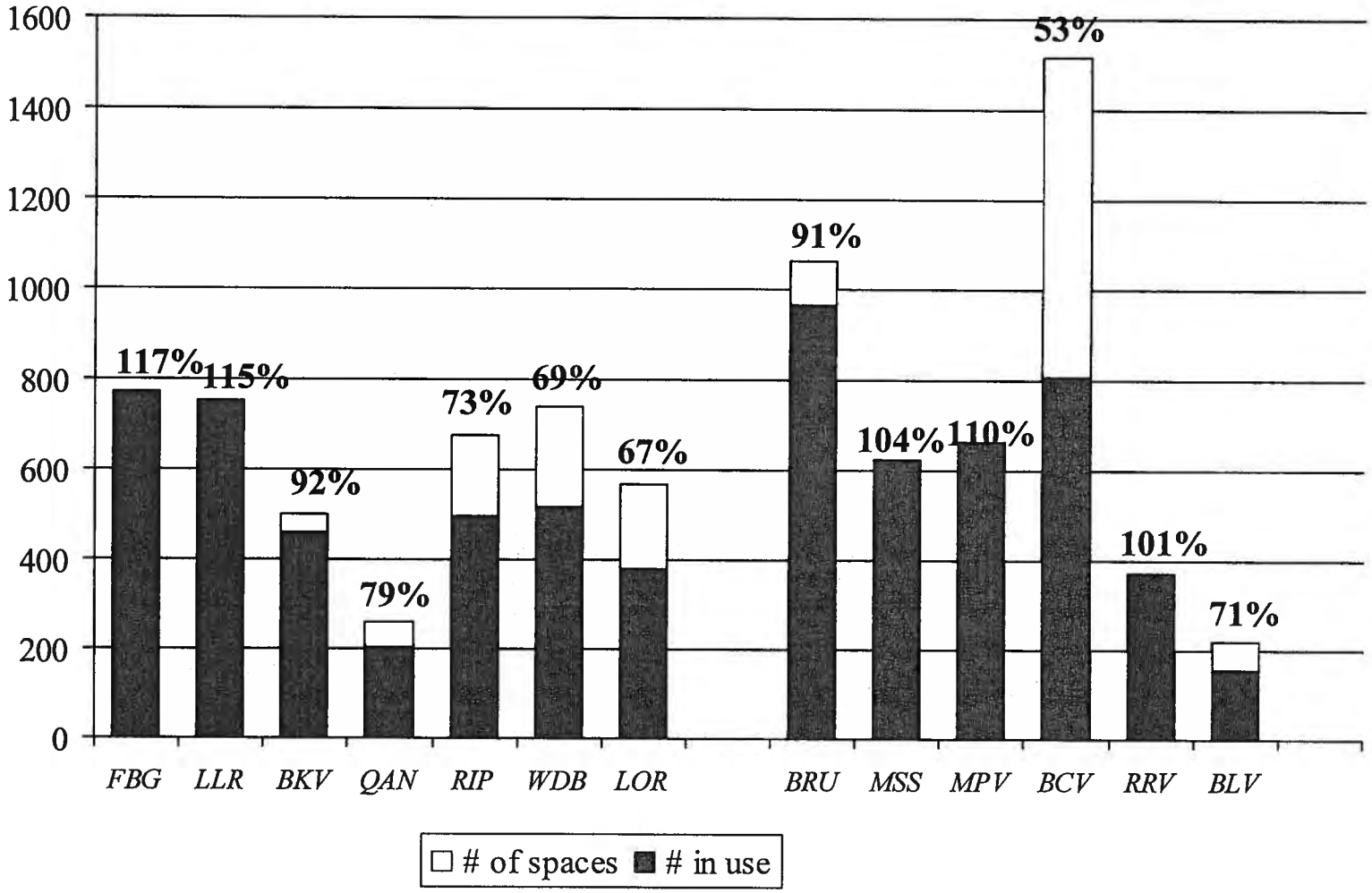
Train Utilization:
Fredericksburg Line – February 2011



Train Utilization:
Manassas Line – February 2011



Parking Lot Utilization: February 2011



FINANCIAL STATISTICS FOR FEBRUARY 2011

Copies of the February 2011 Operating Budget Report are attached.

Fare income for the month of February 2011 was $352,275 above the budget – a favorable variance of 15.51%. The cumulative variance for the year is 7.19% or $1,409,469 above the adopted budget. Revenue in the first eight months of FY 2011 is up 7.1% over FY 2010. This positive variance is the result of higher than budgeted ridership. Amended budget amounts are reflected in these calculations.

A summary of the financial results (unaudited) as of February 2011 follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report.

Attached is an investment report through the end of February, the most recent report available.

Measures		Goal	Actual
Operating Ratio		55%	79%
Budgeted Revenue	75,139,103		
Budgeted Revenue YTD	52,252,325		
Actual Revenue YTD	53,543,446		
Cumulative Variance	1,291,121		1,291,121
Percent Collected YTD		69.54%	71.26%
Budgeted Expenses	75,139,103		
Budgeted Expenses YTD	46,806,478		
Operating Expenses YTD	46,513,861		
Cumulative Variance	292,617		292,617
Percent Expended YTD		62.29%	61.90%
Net Income (Loss) from Operations			1,583,738

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2011 Operating Budget Report
February 28, 2011

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE $	YTD VARIANCE %	TOTAL FY11 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,623,191	2,270,916	21,011,063	19,601,594	1,409,469	7.2%	30,000,000
Equipment Rental and Other	3,778	11,430	93,291	98,661	(5,370)	-5.4%	151,000
Subtotal Operating Revenue	2,626,969	2,282,347	21,104,354	19,700,255	1,404,099	7.1%	30,151,000
Jurisdictional Subsidy (1)	-	-	15,426,787	15,426,787	-	0.0%	15,426,787
Federal/State/Other Jurisdictional Subsidy	1,527,192	1,440,071	17,001,194	17,027,275	(26,081)	-0.2%	29,411,316
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	1,308	11,355	11,111	98,008	(86,897)	-88.7%	150,000
Total Operating Revenue	4,155,469	3,733,772	53,543,446	52,252,325	1,291,122	2.5%	75,139,103
OPERATING EXPENSES							
Departmental Operating Expenses	4,715,689	4,040,443	34,657,683	35,128,882	471,199	1.3%	53,474,143
Debt Service	577,207	570,302	7,208,215	7,152,596	(55,619)	-0.8%	13,599,979
Insurance	-	-	4,525,000	4,525,000	-	0.0%	4,025,000
Other Non-Departmental Expenses	105	-	122,963	-	(122,963)		4,039,981
Total Operating Expenses	5,293,001	4,610,745	46,513,861	46,806,478	292,617	0.6%	75,139,103
NET INCOME (LOSS) FROM OPERATIONS	(1,137,532)	(876,973)	7,029,585	5,445,847	1,583,738		0
CALCULATED OPERATING RATIO			**79%**				

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

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

M I N U T E S

VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
MARCH 18, 2011

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
Paul Milde (PRTC)	Stafford County
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)*	City of Alexandria
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
Thelma Drake	DRPT
John D. Jenkins (PRTC)	Prince William County
Suhas Naddoni (PRTC)	City of Manassas Park
Susan Stimpson (PRTC)	Stafford County

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 Fisette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Rob Krupicka (NVTC)	City of Alexandria
Michael C. May (PRTC)	Prince William County
Jerry Logan (PRTC)	Spotsylvania County
Jeff McKay (NVTC)	Fairfax County
Martin E. Nohe (PRTC)	Prince William County
John Stirrup (PRTC)	Prince William County

STAFF AND GENERAL PUBLIC	
Rich Dalton – VRE	Steve MacIsaac – VRE counsel
John Duque – VRE	April Maguigad – VRE
Robert Fulk – City of Alexandria	Betsy Massie – PRTC staff
Anna Gotthardt – VRE	Sirel Mouchantaf – VRE
Al Harf – PRTC staff	Lynn Rivers – Arlington County
Christine Hoeffner – VRE	Mark Roeber – VRE
Ann King – VRE	Alex Sugatan – VRE
Mike Lake – Fairfax DOT	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	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 Bulova called the meeting to order at 9:35 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Mr. Milde requested that Agenda Item #10A be pulled from the Consent Agenda for discussion. There were no objections.

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

Approval of the Minutes of the February 18, 2011 Operations Board Meeting – 4

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

[Mr. Zimmerman arrived at 9:38 A.M.]

Chairman's Comments – 6

Chairman Bulova announced that VRE had another good month in ridership. At this pace, VRE will approach 21,000 daily riders soon. March 15, 2011 is now the highest ridership day with 20,573 daily riders. She stated that 8 out of the top 10 ridership days have occurred since February 15, 2011. A framed poster was presented for Board Members to sign that commemorates VRE reaching the 20,000 ridership mark. On-time performance continues to be good, except there were some issues at the end of February due to track related problems and mechanical issues. It still resulted in an on-time performance of 94.7 percent on the Fredericksburg line and 94.1 percent on the Manassas line. She also reported that the VRE Operations Board is planning on conducting a strategic plan retreat this summer.

Chief Executive Officer's Report – 7

Mr. Zehner reported that ridership is up 11 percent year-to-date from last year. Tuesdays, Wednesdays and Thursdays continue to be the highest ridership days of the week and VRE will most likely see these days reach over 20,000 on a consistent basis. He also announced that Meet the Management events will begin on Wednesday, April 6, 2011.

[Mr. Covington entered the meeting at 9:41 A.M.]

Mr. Zehner stated that parking continues to be a problem at the Fredericksburg, Broad Run, Manassas (parking deck), Leeland, Brooke, and Manassas Park stations. They have all reached capacity. Prince William County recently added 200 parking spaces at the Broad Run station and these spaces are already filled. Yesterday 48 vehicles parked along the access road, which means the parking lot is again over capacity.

In response to a question from Mr. Milde, Mr. Zehner stated that on-time performance has slipped during the month of March to about 80 percent on the Fredericksburg line and 93 percent on the Manassas line. CSX is doing tie work during the night, which results in slow orders in the morning. The work should be completed by April 7th. Although there are delays in the morning, there are very few delays on the evening trains.

[Mr. Smedberg entered the meeting at 9:45 A.M.]

Operations Board Member's Time – 8

Mr. Howe requested a progress report on the Fredericksburg parking issue. The FRED bus system should be considered as part of the solution by providing parking outside of the city and busing riders to the station. Mr. Zehner provided an overview of what has been done and the potential solutions that are being looked at, including both short and long term. Using FRED buses is an option but funding would need to be identified from either the City of Fredericksburg or VRE. Mr. Howe expressed concern that with fuel prices going up ridership will also increase even more. Parking in Fredericksburg is already a problem but will be more so if ridership increases. Mr. Zehner stated that he will talk to the City Manager about bus service as well as leasing some parking spaces at the city garage.

Mr. Milde observed that people are parking on the access road into the Brooke station. Mr. Zehner stated that parking at that station is over 100 percent. Mr. Milde asked for separate counts for the two parking lots at Leeland. Although the first lot is at or over 100 percent, he believes the second lot is at approximately 80 percent.

Mr. Zimmerman reported that the Railvolution Conference is being held October 16-19, 2011 in Washington, D.C. and the call for presentations is open until March 31, 2011. There are some opportunities for individual Board Members and VRE to participate. Mr. Roeber stated that VRE has already been working on ideas for a mobile workshop that would showcase VRE service. Chairman Bulova observed that as the region is preparing for the BRAC realignment, there are some interesting things happening in response to how to accommodate new workers in an already congested area by using transit. Mr. Skinner observed that Spotsylvania's new VRE station is being planned as a center/hub to everything (communities, businesses, retail, etc). Mr. Smedberg stated that highlighting the BRAC initiatives is a good idea for the conference. Also, Arlington County and Alexandria are partnering on a streetcar initiative.

Mr. Page reported that the FRA has notified states that they are eligible to apply for available stimulus funding. $1.63 billion is 100% funding with a sunset date of

September 30, 2017, and $800 million is 80/20 funding. DRPT is evaluating its 19 project list, which was first submitted over a year ago. Virginia's third track projects would be a challenge to meet the 2017 sunset date, but could be submitted for the $800 million because there is no termination date. The application deadline is April 4, 2011. Mr. Page explained that DRPT is looking for letters of support from VRE and the other railroads. In response to a question from Chairman Bulova, Mr. Page explained that DRPT is asking for VRE's support of any funded projects for inner-city rail coming through VRE service territory and also an acknowledgement of the projects the Commonwealth and VRE are working on collectively, such as the Hamilton to Crossroads extension, Alexandria project, second platforms, etc.

Mr. Covington moved, with a second by Mr. Milde, to send a letter endorsing DRPT's application for funding of these projects, and to include a list of VRE projects that need funding.

Mr. Smedberg asked if VRE has a list of projects in priority order. Mr. Zehner stated that there is a list in mostly priority order. Chairman Bulova suggested that VRE's CEO and Chairman sign the letter.

Mr. Zimmerman stated that it is his understanding that these stimulus funds are not necessarily intended to help commuter rail, but to benefit inner-city rail. He asked if the purpose of VRE's support is to identify projects that will also help inner-city programs. Mr. Page replied yes, since we have a shared used corridor, inner-city, freight and commuter rail can all benefit from the improvements to the corridor.

Mr. Milde asked if there is a way to link VRE's storage issues to the expansion of inner-city rail. Mr. Page stated that it may not be possible for this application, but may be possible for other future funding applications because Union Station will become a choke point along the corridor. He stated that there is a big push to get inner-city rail between Washington, D.C. and Raleigh, North Carolina.

Mr. Milde asked if the governor is in support of this application. Mr. Page explained that with the short deadline, DRPT is still waiting for administration approval. DRPT will not ask for VRE's letter until DRPT gets clearance from the McDonnell administration to submit the application.

In response to a question from Chairman Bulova, Mr. Page stated that unfortunately the way the law is written, these types of funds cannot be shifted to the Phase II Dulles Rail project.

The Board then voted on the motion and it passed unanimously. The vote in favor was cast by Board Members Bulova, Cook, Covington, Crisp, Howe, Milde, Page, Skinner, Smedberg, Way and Zimmerman.

VRE Riders' and Public Comment – 9

There were no comments.

Consent Agenda – 10

Chairman Bulova reminded Board Members that Agenda Item #10A has been pulled from the Consent Agenda for discussion. Mr. Smedberg moved, with a second by Mr. Milde, to approve the following Consent Agendas item:

Resolution #10B-03-2011: Authorization to Issue an IFB for the Construction of a Warehouse at the Crossroads Yard

Resolution #10C-03-2011: Authorization to Issue an IFB for the Construction of a Train Wash Facility at the Broad Run Yard

The Board voted on the motion and it unanimously passed. The vote in favor was cast by Board Members Bulova, Cook, Covington, Crisp, Howe, Milde, Page, Skinner, Smedberg, Way and Zimmerman.

Authorization to Issue an IFB for the Franconia Springfield Station Renovation Project – 10A

Resolution #10C-03-2011 would authorize VRE's CEO to issue an Invitation for Bids for the station renovation project at the Franconia Springfield station.

Mr. Milde stated that this agenda item alludes to the cost being borne by the locality as well as grant funds. He asked if these grant funds can be used for other VRE projects and he also asked why grant funds aren't available for projects like the Brooke station. Mr. Zehner stated that in general, when a new station is built the locality pays for it. Once it is built, VRE maintains it. The Leeland and Brooke stations are in line for repairs to their platforms. Mr. Mouchantaf stated that enhancement grants are for maintenance, not extensions or expansions. Ms. Hoeffner stated that CMAQ funds are often used for expansion projects and while it is federal funding and it comes to the Northern Virginia region, it is allocated to the local jurisdiction and the jurisdiction decides how the funds will be used. In response to a question from Mr. Milde, Mr. Zehner stated that no federal grants are being used to match local funds for station expansions.

Mr. Milde moved, with a second by Mr. Zimmerman, to approve Resolution #10A-03-2011. The vote in favor was cast by Board Members Bulova, Cook, Covington, Crisp, Howe, Milde, Page, Skinner, Smedberg, Way and Zimmerman.

Authorization to Increase the Contract Authorization for the Two-Way Radio Communication Project – 11A

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to execute a contract amendment with Bearcom Wireless for the two-way VHF radio communication system project n the amount of $115,000 for a total contract authorization of up to $363,400. Resolution #11A-03-2011 would accomplish this.

VRE currently has a system that uses a two-way radio that is used to monitor CSX, NS and Amtrak train radio communications. The system also allows train staff to communicate with the host railroads on the railroads' designated frequencies. With Keolis as the new operating contractor, VRE staff now has the opportunity to communicate directly with Keolis crews using its own frequency. However, the newly installed radio system must be modified in order to boost frequencies to enable this new communication capability system wide. Funding is available from a FY 2005 Department of Homeland Security Grant, for which no local match is required.

In response to a question from Mr. Smedberg, Mr. Zehner explained that this technology is state-of-the-art and will not need to be updated in the near future.

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

Authorization to Amend the VRE Tariff to Reduce the Price of the Step-Up Fare – 11B

Mr. Zehner explained that Resolution #11B-03-2011 would authorize him to amend the VRE tariff to reduce the price of the Step-Up fare from $10.00 to $5.00, effective May 1, 2011 for a period of one year.

Mr. Zehner stated that with ridership outpacing the ability to provide additional seats, VRE staff identified the opportunity to shift additional VRE riders over to the Amtrak trains as a way to open up capacity on VRE trains. VRE held public hearings to give the public an opportunity to comment on the tariff change proposals. Based on comments, staff has conservatively predicted that 150 riders would transfer over to using the Step-Up and ride Amtrak trains. Added to the approximate 100 riders that already do this, it is estimated that 250 VRE riders would take advantage of this Step-Up fare. It will mostly benefit riders on the Fredericksburg line. Staff is only proposing this for a one year period, especially in light of the potential change in the federal transit benefits amount. Chairman Bulova noted that this will cost VRE $300,000 and it is her understanding that VRE has asked for state grant funding to help cover these costs. Mr. Zehner stated that DRPT cannot help immediately, but VRE has submitted a grant application. VRE cannot wait to implement this change. It will be a sad day when VRE has to turn away riders because there is no more room on the trains.

Chairman Bulova stated that her only concern is that VRE does not give the impression to DRPT that VRE can absorb the costs with no problems. VRE needs DRPT's help in providing state funding. Mr. Page stated that if VRE can show Amtrak that VRE won't overwhelm their trains and take seats from their passengers with reserved tickets, it may be possible to negotiate with Amtrak with more positive results.

Mr. Zehner noted that one railcar can carry about 150 passengers (with standees). To purchase a new railcar costs $2.5 million. By comparison, this tariff change (at a cost of $300,000) is a bargain to address capacity issues.

Mr. Milde observed that if 150 VRE riders switch to using the Step-Up fare, it will open up another 150 seats on VRE trains, which will address capacity and also add revenue without more capital costs. He asked if this has been factored in. Mr. Zehner stated that it would be a small revenue increase, which is hard to calculate.

Mr. Milde moved, with a second by Mr. Zimmerman, to approve the resolution.

Mr. Zimmerman stated that he will support this measure but it is important to recognize that it is a stop-gap measure. The day is approaching when VRE will have to turn away passengers because there is no more room on the trains. VRE needs to be prepared for this and develop a strategy for addressing capacity issues. He suggested VRE prepare a matrix showing how much capacity can be gained based on increased funding amounts. It is important to develop a strategy at the staff level as well as how to present it to the people who can make funding decisions. Chairman Bulova noted that this will be part of the strategic plan retreat.

Mr. Smedberg agreed that this measure is a stop-gap measure. Along with rising fuel prices, the BRAC realignment will emphasize the issue even more. Mr. Way observed that the situation is not as bleak as being presented. VRE has initiated some measures to address capacity issues, such as the turnback trains, L'Enfant storage track, and the parking expansion. These are short-term solutions.

The Board then voted on the motion and it passed unanimously. The vote in favor was cast by Board Members Bulova, Cook, Covington, Crisp, Howe, Milde, Page, Skinner, Smedberg, Way and Zimmerman.

Authorization to Amend the VRE Tariff to Eliminate the Discounted Fare for Group Tickets – 11C

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to amend the tariff to discontinue discounted group tickets. This can be accomplished by approving Resolution #11C-03-2011.

Mr. Zehner stated that of the 63 comments on this change, only eight were in favor of keeping the group discount.

Mr. Milde moved, with a second by Mr. Howe, to approve the resolution.

In response to a question from Mr. Skinner, Mr. Zehner stated that this would apply to school groups. Mr. Skinner stated that he would like to see the group discount remain for school and handicapped groups on trains that still have capacity. Mr. Zehner stated that ridership is always fluctuating and it would depend on the day and specific trains to know which ones had capacity. Mr. Skinner suggested tabling the matter so staff can look at how VRE could provide group discounts on Monday and Fridays, which are usually not as crowded as other days of the week.

Mr. Zimmerman stated that it is important to note that VRE still provides a discounted student fare for students riding VRE to school. He stated that when VRE is running at full capacity, VRE would be displacing full fare riders and thus losing revenue if it provides group discounts. VRE should not be asking its riders to subsidize these groups. He questioned why these costs are not part of the school budget.

Mr. Skinner agreed that if it is a revenue loss to VRE, then he wouldn't be in favor of it, but if a train is not full, then the discount should be offered. He is asking staff to look at Monday and Friday group rates since there is current capacity on these days.

Mr. Zehner stated that this is not as simple as it sounds since ridership counts fluctuate all the time. In the past, VRE used to reserve whole railcars for groups and that is no longer possible. Mr. Way expressed his opinion that to try to accommodate groups around a specific train would be an administrative nightmare. Mr. Covington agreed, but stated that staff could have discretion during summer months when ridership tends to be lower. Chairman Bulova stated that it is important to note that VRE is willing to accommodate groups, just not at a discounted fare. Mr. Page noted that Amtrak provides discount fares for groups. They could also purchase VRE 10-trip tickets to get some discount. Chairman Bulova stated that VRE could advertize that Amtrak provides discounted group rates.

Mr. Howe asked if VRE does not provide a discounted fare, wouldn't the group just show up to ride the train and pay the regular fare, which could also cause capacity issues. There would be no incentive to purchase the tickets ahead of time. Mr. Zehner explained that groups would still need to purchase special group-only tickets ahead of time that would not require validation at the station. It would not be feasible for a large group to arrive at the station, purchase tickets and validate them there.

The Board then voted on the motion and it passed unanimously. The vote in favor was cast by Board Members Bulova, Cook, Covington, Crisp, Howe, Milde, Page, Skinner, Smedberg, Way and Zimmerman.

Authorization to Amend the VRE Tariff to Modify the Bicycle Policy – 11D

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to continue to allow full-size bicycles on board select trains but amend the tariff to modify the bicycle policy to allow conductors the discretion to deny bicycle boarding on crowded trains where the presence of a bike would present an obstacle or otherwise pose a risk to the safety of other passengers. Resolution #11D-03-2011 would accomplish this.

Mr. Zehner stated that VRE received the most comments about this issue. Of the 228 comments, 70 percent were against making this change. Most of the comments were from bicycle advocates and not riders.

Mr. Covington stated that not all stations have bicycle racks and it is important to get to that level. Mr. Zehner stated that many bicycles are very expensive and owners will not

leave their bikes in the racks. Bike lockers would be the only solution. Fairfax County is working on installing bike lockers. In response to a question from Chairman Bulova, Mr. Zehner stated that for the month of February only 47 bicycles were boarded on VRE trains, which averages approximately two a day.

Mr. Cook moved, with a second by Mr. Howe, to approve the resolution, including adding this issue to the strategic plan retreat agenda. Mr. Cook stated that if riders are going to be told that they can't get on a train because it is full and they see bicycles, they will not be happy. VRE needs to have a long-range discussion on this issue.

Mr. Way asked if a rider paying an extra charge for taking a bicycle on board is an option. A bicycle takes up passenger seating. Mr. Skinner stated that he likes the idea of an extra charge. Mr. Howe stated that putting this on the retreat agenda is a good idea to look at the pros and cons. He does not like to push a problem into another jurisdiction because it won't be a problem for his riders who board down in Fredericksburg. It will be an issue for passengers boarding at the northern stations.

Mr. Harf asked about the scenario where a person boards with a bicycle in the morning but then is denied on a return train in the evening because there is no capacity. Mr. Page stated that Amtrak does not accept full size bicycles (unless they are boxed) on their trains so that would not be an option for that passenger. Mr. Zehner stated that the Board is concerned with turning down a bike, but in a few months VRE may have to turn down riders.

Mr. Cook asked if it would be appropriate to give staff the flexibility to put in place a procedure that if a bike rider is denied that they would be given the option to be put on a later train. Mr. Skinner noted that as discussed during the group fare discussion, VRE cannot predict what ridership will be on any given train. He suggested that this action by deferred until after the retreat.

Mr. Skinner moved to table the discussion and defer discussion to the strategic plan retreat. Mr. Way seconded. The vote in favor was cast by Board Members Bulova, Cook, Covington, Crisp, Howe, Page, Skinner, Way and Zimmerman. Mr. Smedberg and Mr. Milde voted no.

Chairman Bulova noted that Mr. Zehner will provide proposed dates for the strategic plan retreat at the next meeting.

<u>Closed Session – 12</u>

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

> Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) of the Code of Virginia); the VRE Operations Board authorizes a Closed Session for the purpose of discussion regarding compliance with the terms of the current operating

contract with Keolis Rail Services, and prospective amendments to it.

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

The Board entered into Closed Session at 11:18 A.M. and returned to Open Session at 12:03 P.M. Mr. Covington moved, with a second by Mr. Crisp, 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, Cook, Covington, Crisp, Howe, Milde, Page, Skinner, Smedberg, Way and Zimmerman.

Adjournment

Without objection, Chairman Bulova adjourned the meeting at 12:04 P.M.

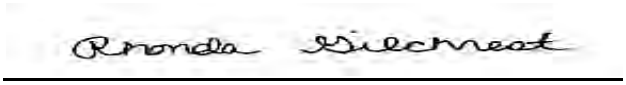
Approved this 15th day of April, 2011.

_____
Sharon Bulova
Chairman

_____
Paul Smedberg
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the March 18, 2011 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

Item #2B

Amendment to RailWorld Purchase Agreement

VRE staff requests that NVTC approve Resolution #2168. In order to sell the remaining F40 locomotive, RailWorld wishes to assign ownership to another entity and consequently VRE's purchase agreement with RailWorld must be amended. Details are provided in the attached memo.

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2168

SUBJECT: Amendment to VRE RailWorld Purchase Agreement.

WHEREAS: VRE has a purchase agreement with RailWorld Locomotive Leasing LLC for three of VRE's excess locomotives;

WHEREAS: RailWorld wishes to assign to a third party their rights under the existing purchase agreement for the last VRE F-40 locomotive to be sold; and

WHEREAS: This request requires the VRE purchase agreement with RailWorld to be amended.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes VRE's Chief Executive Officer to execute an amendment to the RailWorld purchase agreement with VRE to permit RailWorld to assign the purchase agreement for the final locomotive to a third party.

Approved this 7th day of March, 2011.

_____
William D. Euille
Chairman

_____
Jeffrey McKay
Secretary-Treasurer

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

AGENDA ITEM X-X
ACTION ITEM

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

FROM: **DALE ZEHNER**

DATE: **APRIL 7, 2011**

RE: **AUTHORIZATION TO AMEND LOCOMOTIVE PURCHASE AGREEMENT WITH RAIL WORLD LOCOMOTIVE LEASING, LLC**

RECOMMENDATION:

The VRE Operations Board is being asked to authorize the Chief Executive Officer to amend the existing locomotive Purchase Agreement to permit Rail World Locomotive Leasing, LLC to assign the Purchase Agreement for the sale of one (1) F-40 locomotive to a third party.

BACKGROUND:

In June of 2007, the VRE Operations Board authorized the Chief Executive Officer to pursue the sale of existing VRE locomotives as they are replaced by the new locomotives. VRE posted a Request for Interest (RFI) offering for sale fifteen (15) locomotives.

The only purchase offer received was from Rail World., for three (3) F-40 locomotives. In August of 2009, the VRE Operations Board authorized the Chief Executive Officer to execute a Purchase Agreement for the 3 locomotives with Rail World Locomotive Leasing of Chicago, IL for a total price of $450,000.

To date, Rail World Locomotive Leasing has executed a bill of sale for two (2) of the F-40 locomotives and now wishes to assign their rights under the existing Purchase Agreement for the third, and last locomotive, to a third party. The

purchase price for this final locomotive is $150,000, as outlined in the original Purchase Agreement with Rail World.

The locomotive was purchased using federal and state funds; it has reached the end of its useful life. Both FTA and the state have been notified of VRE's intent to sell.

FISCAL IMPACT:

All sale proceeds will be reinvested in the rolling stock acquisition project for new passenger cars to be used as matching funds.

Northern Virginia Transportation Commission

AGENDA ITEM #3

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: March 31, 2011

SUBJECT: NVTC Rail-Volution Proposals

After polling jurisdictions and regional staffs, the following ideas have been suggested for the annual conference to be held in Washington, D.C. October 15-19, 2011.

Rail-Volution, which was last held in this area nine years ago, spotlights livable and workable communities and transit oriented development in addition to rail. It includes presentations as well as 15 to 20 mobile workshops.

After discussion, the commission is asked to authorize staff to cooperatively propose those that have the most support from NVTC's board members, by amending NVTC's 2011 work program.

1. BRAC mandates, time pressure and transit solutions.
2. National Harbor water taxi connections to Alexandria's Old Town.
3. Alexandria's studies of three potential streetcar lines.
4. WMATA cooperative security arrangements with MARC and VRE at Union Station.
5. WMATA's anti-terrorism efforts, including a possible debate on the new bag search policy.
6. VRE's mobile workshop.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Rail~Volution Building Livable Communities with Transit

About Partners & Affiliates Conference Resources

Contact

Share Like 31

What *IS* Rail~Volution?

Call for Speakers Now Open! Click Here

Rail~Volution 2011 will be held at the Washington Marriott Wardman Park Hotel Click Here

Sponsorship Opportunities Available! Click Here

2010 Conference Presentations & Plenary Videos Click Here

Rail~Volution 2010 APA AICP CM Credits Available.

Did you attend the 2010 conference? Network year-round with our online community.

Follow us on Twitter: #railvolution

Join us on Facebook

Future Conferences

October 16–19, 2011 Washington, DC

Contact

Registration Inquiries
800-788-7077 toll free
302-436-4375 ph
302-436-1911 fax
convene@aol.com

503-823-6870 ph
503-823-7609 fx
info@railvolution.com

RAIL~VOLUTION 2011 — Washington, DC
October 16–19, 2011 NEW DATES

Come to Washington, DC, where the past, present and future converge. Rail~Volution 2011 will bring together people from all perspectives dedicated to transit, livability and communities — surrounded by a unique historical backdrop.

From Pierre L' Enfant's 1791 city plan of grand avenues and ceremonial spaces to the nation's largest bike-share system, you'll experience a timeline delineated with projects, emerging to mature. The area's evolving development patterns include neighborhoods re-imagined after 1960s riots, the Metrorail system dedicated in 1976 and now the second busiest in the nation, a resurgence of streetcars, high-capacity buses and exclusive bus lanes along suburban corridors. The panorama incorporates new ideas, technology and challenges, with a nod to the past.

Come along and see what's happening on both sides of the Potomac, plus take advantage of being close to The Hill. There's a lot of information to glean during this crucial time of reauthorization decisions and political uncertainties

Learn from the past, dream of the future and make a difference now with the people you'll meet at Rail~Volution 2011: citizen activists, developers, business leaders, planners, local elected officials, transit operators and government officials.

Think national and local; past, present and future. See you in October!

Rail-Volution Presentation/Tour Proposals

1) BRAC Mandates, Time Pressure and Transit Solutions

This panel would bring together elected officials, transit managers and jurisdictional staff to discuss the challenges of working with the Department of Defense on Base Realignment and Closure (BRAC) issues. Regionally the federal government is shifting tens of thousands of workers to new facilities that meet their needs but that are not equipped to handle the influx of commuters as a result.

Because of these forced changes on the region, often without additional funding to localities to cope with the strain on infrastructure, local leaders, residents and jurisdictional staff are working diligently to highlight the potential problems and find ways to deal with them before they have a negative impact on local residents, businesses and commuters.

Compounding the issue is the reduction of parking spaces for commuters at the new or expanded federal work sites. This is creating a real need for transit and shuttle options for federal workers. In addition, the challenge of working with the Department of Defense, which has its own agenda and timetable, can have a major impact on local jurisdictions that may not have the time or resources to cope with the pressures or requirements suddenly placed on them by the federal government.

While these specific BRAC growing pains are unique to the Northern Virginia region, the impact of the relocation of any large corporation into a community could have similar effects and the lessons learned are applicable to any community experiencing similar workforce growing pains.

2) Successfully connecting Metro, Old Town and National Harbor with unique transit options

On April 1, 2008, the city of Alexandria began operating the King Street Trolley connecting the King Street Metro station and the Old Town Waterfront. The free trolley operates seven days a week from 10 a.m. to 10 p.m. Approximately every 15 minutes, riders can board at the unit block of King Street near the Potomac River waterfront, the King Street Metrorail station, or at any of the signed stops along King Street, which are approximately 2 blocks apart.

The old fashion style trolley, complete with bell and a black and red exterior, rubber tires for a smooth ride, and adjustable paned windows has quickly become a favorite of visitors and locals alike.

The Alexandria City Council approved and funded the trolley service as part of the City's National Harbor initiatives. The trolley complements the water taxi service from the National Harbor Gaylord Development across the Potomac River in Prince George's County, Maryland.

The water taxi service brings hundreds of new tourists to Alexandria daily. The trolley also encourages Washington, D.C. area residents to visit Old Town to shop and dine and is part of the City's continuing efforts to manage congestion and reduce mobile emissions by encouraging residents, commuters, workers, and visitors to choose travel options outside of driving alone.

The water taxi, operated by the Potomac Riverboat company departs from Alexandria's historic waterfront and Gaylord Hotel & Convention Center at National Harbor beginning at 11:20 a.m. until 11:15 PM seven days a week until December 31.

Since these tandem services began April 1, 2008 the trolley has carried more Than 1,513,063 passengers. The water taxi service has served approximately 350,000 passengers to date.

With the cooperation of staff of the city of Alexandria, these services could be demonstrated.

3) City of Alexandria Transitway Corridor Feasibility Study:

Web site: http://alexandriava.gov/HighCapacityTransit

The Alexandria Transitway Corridor Feasibility Study is being conducted by the city of Alexandria for the purpose of investigating the feasibility of implementing dedicated corridor transit service in the city in three corridors–North-South, Duke Street, and Van Dorn/Beauregard. This integrated approach to planning major projects should be of interest to a wide audience.

Project Overview

The Transitway Corridor Feasibility Study builds on the 2008 City Council adopted Transportation Master Plan recommendation for providing enhanced transit service in the North-South, Duke Street, and Van Dorn/Beauregard corridors. The Transitway Corridor Feasibility Study will involve the following for each corridor:

- Development of concepts to provide enhanced transit services
- Evaluation of different transit mode technologies (bus, enhanced bus, bus rapid transit, and streetcar)
- Evaluation of alternatives for transit operations considering median and side running configurations
- Evaluation of the tradeoffs between mixed traffic and dedicated lane facilities
- Identification of overall corridor implementation action plans to inform and guide future study and engineering efforts for each corridor
- Coordination with environmental permitting agencies to discuss the likely scope of future environmental documentation to be required based on the type of funding to be sought
- Coordination with adjacent localities and regional agencies

Implementation of dedicated transit services in each corridor would improve connectivity between the city's major population and employment centers and have the potential to connect to neighboring jurisdictions.

The goal of the Transitway Corridor Feasibility Study is to identify and adopt a transit enhancement strategy (concept) for each study corridor and provide an action plan to guide future study. The project will involve planning, a conceptual level of engineering, concept-level environmental study, and public outreach and coordination. The project is preliminarily anticipated to be complete by the end of 2011.

4) WMATA's Cooperative Security Arrangements with MARC and VRE at Union Station

[NOTE: WMATA staff has not approved this proposal.]

In an era of increased security threats to transit services around the world, WMATA, VRE and MARC rail are constantly reevaluating their security measures and operations. This is especially true at busy Union Station in Washington, D.C.

WMATA security staff could develop a VIP tour which addresses the strategic safety initiatives currently in place as well as ongoing efforts to build upon these initiatives as circumstances warrant. Such steps include the use of bomb sniffing canines, random bag searches, surveillance equipment, and outreach efforts to encourage passenger alertness.

As part of its efforts to improve capacity at crowded stations, WMATA is using an innovative model that stimulates the movement of people and identifies choke points that are candidates for improvement. This model could also be demonstrated as it applies to Union Station.

5**) WMATA's Anti-Terrorism Efforts, including a debate on the new bag search policy**

[Note: WMATA staff has not approved this proposal]

Enhancing Security or Security Theater? Metro's recent implementation of a random bag search policy precipitated by a specific terrorist threat has some passengers grumbling. But what is a transit system to do? If they ignore the threat and take no real steps toward making the system visibly safer and suffer a terrorist attack then they will be held accountable.

Some riders subject to the new searches don't feel any safer and argue that other steps can be taken to ensure that the Metro system does not fall victim to a terrorist event.

This panel discussion will bring together blogger/activists, a representative from the Metro Riders Advisory Council, WMATA leadership and security specialists to discuss the pros and cons of making passengers safe in an increasingly challenging security environment.

6) VRE's Mobile Workshop

The Virginia Railway Express is fast becoming a victim of its own success. Continuation of the $230 monthly transit benefit and soaring gas prices are contributing to standing room only trips on VRE. With over 21,000 daily riders in March 2011 VRE is constantly working to increase market share, provide top notch customer service and offer a quality commuting experience.

VRE staff will provide a tour of the system and key staff will discuss the operation from both a structural and operational standpoint.

Northern Virginia Transportation Commission

AGENDA ITEM #4

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: March 31, 2011

SUBJECT: NVTC Managing Route 7 Multi-Modal Project

Falls Church has asked NVTC to take over managing this project and obtaining the federal grant funds. A letter from Falls Church's City Manager is attached. The commission is asked to amend NVTC's FY 2011 work program to include this program.

A total of $350,000 in federal funds is earmarked for a multi-modal alternatives study of the Route 7 corridor from King Street Metrorail to Tysons Corner. NVTC supported the initial application by Falls Church in the attached letter dated April 9, 2009. Identifying the availability of local matching funds will be the first required activity.

There are several other similar studies underway or completed, including a transit signal priority project being implemented by WMATA. This corridor has also been identified as part of the Regional Priority Network of WMATA and MWCOG. One possible approach would be to update the earlier work in anticipation of future discretionary grants for design and implementation (e.g. TIGER grants).

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

CITY OF FALLS CHURCH

RECEIVED
MAR 14 2011

March 10, 2011

Richard K. Taube, Executive Director
Northern Virginia Transportation Commission
2300 Wilson Blvd., Suite 620
Arlington, VA 22201

Dear Mr. Taube,

The City of Falls Church is the recipient of $350,000 in FY 10 SAFETEA-LU funds for the Enhanced Transit Service Route 7 Corridor project; a project initiated by the City of Falls Church and funded as a regional partnership. This project funds the feasibility study, planning and preliminary design of enhanced transit service along Route 7 from the City of Alexandria to Tysons Corner in Fairfax County.

The City is requesting that the Northern Virginia Transportation Commission (NVTC) manage both the grant and the process of this important regional initiative between The City of Alexandria, Arlington County, The City of Falls Church and Fairfax County; the City's share is considered to be approximately $100,000. City of Falls Church staff will be available to assist the NVTC as needed. The City is eager to commence this study, which will explore the possibilities for additional multimodal transportation solutions on the Route 7 corridor. Additionally, the regional partners request that the NVTC assist in applying for and managing the required grant match through the Virginia Department of Rail and Public Transit which process our staff has initiated.

If you have any further questions, please feel free to contact me at 703-248-5004 (TTY 711) or Wendy Block Sanford, Transportation Planner at 703-248-5041 (TTY 711).

Sincerely,

Wyatt Shields
City Manager

Cc: Councilman Snyder, Vice-Mayor and NVTC member
Wendy Block Sanford, Transportation Planner
Cindy Mester, Assistant City Manager
James Snyder, Planning and Development Services Director

NVTC
Northern Virginia Transportation Commission

April 9, 2009

The Honorable James P. Moran
U.S. House of Representatives
2239 Rayburn HOB
Washington, DC 20515-4608

Dear Representative Moran:

The Northern Virginia Transportation Commission supports several earmarks that you requested from the FY 2010 appropriations bill. These include $150 million for WMATA capital projects, $85 million for Dulles rail, $2 million for ART buses, $4 million for Potomac Yard transit, $5 million for REX transit centers, $4.2 million for the city of Alexandria for transit and $800,000 for the city of Falls Church for improvements including bus shelters.

In particular, NVTC endorses your request for $500,000 to examine the feasibility of advanced transit in the Route 7 corridor linking King Street Metrorail with the Columbia Pike Streetcar through Falls Church to Tysons Corner.

If asked by its jurisdictions, NVTC is prepared to cooperate to refine the scope of work, obtain the grant and manage a consulting team for this study. If a non-federal match is required beyond that committed by Falls Church, NVTC will work with the Virginia Department of Rail and Public Transportation to seek funding from state and local sources and inform you regarding the specific source of such a match.

The Route 7 corridor is currently severely congested and would benefit from a coordinated approach among jurisdictions that considers alternative public transit investments. Northern Virginia's TransAction 2030 transportation plan calls for transit improvements in that corridor. The Columbia Pike Streetcar, a joint project of Arlington and Fairfax County, would connect to that corridor, as does the Metrorail extension through Tysons Corner and the I-495 Beltway HOT lanes project. The corridor is also included in WMATA's Metrobus Priority Corridor Plan.

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 nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Also, the Transportation Planning Board of the National Capital Area is preparing a proposal for a region-wide network of Bus Rapid Transit service and the Route 7 corridor is under consideration for that network.

All of these factors make a coordinated, multi-modal and interjurisdictional study of the Route 7 corridor timely and vitally important. We appreciate your interest in improving transportation in our region and pledge to cooperate fully in this endeavor.

Please feel free to contact me with any questions.

Sincerely,

Christopher Zimmerman
Chairman

Northern Virginia Transportation Commission

AGENDA ITEM #5

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: March 31, 2011

SUBJECT: Metro Items

The following items are provided for discussion and action:

A. WMATA Governance Update.

Copies of the General Manager's March 24th report and of WMATA's 2011 committee assignments are attached. The WMATA Governance Committee met on March 24th to continue to review WMATA's By-Laws.

B. FY 2012 WMATA Budget.

An update will be provided. An article describes ongoing concerns with a suggestion to cut back Metrorail's late night hours.

C. March Vital Signs Report.

A copy of this detailed performance scorecard is attached for your information.

D. Proposed Monthly NVTC Key Vital Signs of WMATA Performance

NVTC staff was asked by the NVTC Board to propose an abbreviated version of WMATA's Vital Signs report that would capture the most important measures. After consultation with local and regional staff, the attached two-sided page is provided for review, discussion and further direction to NVTC staff. As can be seen, the report summarizes systemwide ridership and other measures on one side and examines Northern Virginia ridership on the other.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

E. Regional Benefits of Transit Study.

A new WMATA study is underway that seeks to quantify the benefits of transit. To help guide the study, NVTC commissioners are asked to review the attached list of possible measures to indicate which would be most helpful in advocating increased transit funding.

F. Tri-State Oversight Committee Report.

The Tri-State Oversight Committee has presented a report (attached) to a WMATA Board committee describing safety and security progress since December, 2010. Concerns remain about rule compliance in rail yards.

A

General Manager's Report to the Board of Directors

March 24, 2011

Transit oriented development

Today, the Board is asked to consider the selection of a development team to create a signature transit oriented development (TOD) project around the New Carrollton Metrorail station in Prince George's County.

Metro and MDOT combined properties to offer 39 acres for redevelopment around New Carrolton through a competitive process we initiated last September. Following a rigorous evaluation of five groups that responded to the solicitation, the selection team unanimously chose the Forest City/Urban Atlantic Development team to lead the project.

I want to thank Nat Bottigheimer and Metro's Director of Real Estate Steve Goldin for their leadership on this project, which includes a new approach to funding predevelopment planning. For this project, Metro and MDOT will jointly invest up to a million dollars to reimburse the development team in support of station development planning, ensuring that all stakeholders are active participants in this public/private partnership. This investment will increase the ultimate land value for Metro.

With our Board's and MDOT's approvals, we will begin selecting consultants to assist in the creation of a conceptual development plan involving the public and stakeholders; ensure the future integration of the Purple Line; implement the results of Metro's bus needs analysis, and enhance access to the New Carrollton Metrorail station via multiple modes.

This is a great reminder of what a mature and vibrant transit system means for our local economy. The Metrorail system is a catalyst that stimulates millions of dollars in economic development for the region.

It's a fact we cannot take for granted, and it's timely today to reflect on how--by providing mobility to millions--Metro has evolved to connect our region, our residents and our economy.

Metrorail's 35th Anniversary

It was March 27, 1976 when we opened a tiny 4.6-mile stretch of the Red Line. Riders were invited to climb on board at no charge. Metro predicted 10,000 people would show up that day for their free ride, but in fact 51,260 people jammed onto the shiny new trains – in fact the Washington Post reported delays due to crowding conditions.

In that first year, the system ran from 6 a.m. to 8 p.m. with a fare of 55 cents during peak and 40 cents in the off-peak periods. Riders had a choice of five stations: Farragut North, Metro Center, Judiciary Square, Union Station and Rhode Island Avenue. There were no transfers – in fact there were no other lines.

A generation later we serve the region with a 106-mile system, providing more than 750,000 rail trips per day – swelling to more than a million for President Obama's inauguration.

People from across the country and around the world use the system and recognize our map as a symbol for the nation's capital. In fact, the very map of the system is iconic, which is why I am pleased that the father of the map Lance Wyman, is working with us to prepare for our future. Together we take pride in having become America's Subway.

While anniversaries offer a moment of reflection, we also note that the system has reached a critical juncture – we need to dedicate ourselves to restoring and maintaining this national treasure for the next generation.

You've heard me say that we are literally rebuilding Metro to make vital safety improvements, restore the infrastructure to a state of good repair, and modernize our equipment.

The rebuilding effort – the largest since the system was originally built – requires the strategic investment of $5 billion over six years. The first $1 billion is dedicated to address recommendations made by the National Transportation Safety Board, including the acquisition of 7000 series rail cars that will replace our oldest 1000 series cars. Yes, these are the same cars that were in service when Metro opened 35 years ago and they are still in operation today.

Celebrating the 35th Anniversary of Metrorail with the largest capital rebuilding program since it was built is a fitting tribute and a critically necessary investment to restore the system to a state of good repair.

It is not the glamorous work – but the nuts and bolts rebuilding of track and signals and escalators and platforms and equipment that must be done to ensure safety and reliability.

It's the work that prevents mechanical failures and train delays and bus breakdowns.

But these efforts are at risk because of the threat looming on Capitol Hill.

Our major capital program is supported with an annual contribution from the federal government of $150 million that is matched by each of the jurisdictions. These funds were authorized under the Passenger Rail Investment and

Improvement Act, known as PRIIA. In addition, we receive federal formula funds that in FY12 would total $248 million. But these funds could be eliminated or dramatically reduced.

If that happens, we will use whatever funds we have available to assure that the system is safe, but everything else will be on the table. And unfortunately, our customers will bear the burden of such cuts through more frequent train delays; less reliable trains and buses; deteriorated station conditions; longer lines and delayed customer information.

The 2010 Urban Mobility Report, published in January by the Texas Transportation Institute at Texas A&M University, highlighted research that illustrates the effects of the nation's traffic congestion problem. The most recent report noted that the Washington Metropolitan area ranked first in the nation in the amount of excess fuel consumed while stuck in traffic. It ranked the area first in the number of people and hours lost spent stuck in traffic. It ranked us second in terms of the cost of congestion per automobile commuter. And it ranked the area as the second highest in terms of commuter stress levels. Can you imagine what would happen if we allowed this system to degrade further, offer less reliable service, and push more commuters on to gridlocked roadways?

Now is not the time to go backwards. In the year that I have been at Metro, we have made steady and substantial progress; and it is gratifying to see our safety progress recognized today by the TOC, just as it was gratifying to receive a letter commending our safety progress from the FTA this month.

Clearly, there is work to do and many challenges ahead. Our commitment is to keep focused on doing what's right and moving Metro forward.

To that end, I will be working with the staff, the Board, and our delegation next week as Congress resumes its work on the budget to advocate for the funding Metro desperately needs to rebuild our system -- it is our privilege and our responsibilities to stand up for our customers and our region.

Now I would like to ask Mr. Kubicek to please introduce our Employee Spotlight.

Mr. Kubicek:

Employee Spotlight

Robert Carter III is a utility clerk at the West Falls Church Metrorail Station, where he fulfills the roles of both a station manager and a rail supervisor. On the snowy and icy evening of Wednesday, January 26, Mr. Carter was

working as one of the Orange Line station managers and was heading home at the end of his shift. He took the train to West Falls Church station to retrieve his car and head home for the night. He was dropped off at the station at approximately 1 a.m., but when he got off the last employee/work train for the night at the station, he was shocked to see about 65 people standing in the station. They had just been dropped off by a Fairfax Connector County bus that had been stuck in traffic for more than six hours.

Standing with the customers, were station managers **Eugene B. Brown and Ajit Sangwan**.

Upon speaking with the customers, the men discovered that the customers all needed to get home, and of course they lived in various locations across the region.

They contacted the Rail Operations Control Center, which devised a logistical plan to use the various work trains, which are used to transport employees after the Metrorail system is closed, to get the 65 individuals to their destinations. To do so, Metro's work trains were held or returned to service to accommodate the stranded customers.

When the work train arrived, rail supervisor **Tanya McKinzie** was aboard. She accompanied Mr. Carter and Mr. Brown as they transported the customers. Mr. Carter,

a trained rail operator, received approval to operate one end of the arriving work train, while operator **Gary Parker** operated the other end, to get the passengers home.

The train would stop at a station, let customers off, and one of our employees would escort the exiting customers off the train. They would all head to the exit, where an employee would unlock the gate to let the customer exit. The employee would then head back to the train; hop on board and off they would go to the next station.

INVITES THEM FOR PHOTO

Report by Chair (A) 03-24-2011

COMMITTEE ASSIGNMENTS
Metro Board of Directors
March 24, 2011

SAFETY AND SECURITY COMMITTEE
Chair – Mortimer Downey
Vice Chair – Jeff McKay

CUSTOMER SERVICE & OPERATIONS COMMITTEE
Chair – Tom Downs
Vice Chair – Anthony Giancola

FINANCE & ADMINISTRATION COMMITTEE
Chair – Catherine Hudgins

GOVERNANCE COMMITTEE
Chair – Mary Hynes
Vice Chair – Kathy Porter

APTA BOARD OF DIRECTORS REPRESENTATIVE
Catherine Hudgins

POLICY, PROGRAM DEVELOPMENT, AND INTERGOVERNMENTAL RELATIONS COMMITTEE
Chair – Marcel Acosta
Vice Chair – William Euille

JOINT DEVELOPMENT & REAL ESTATE COMMITTEE
Chair – Tommy Wells
Vice Chair – Michael Brown

TECHNOLOGY REVIEW SUBCOMMITTEE
Chair – Jeffrey McKay
Vice Chair – Anthony Giancola

AUDITS AND INVESTIGATIONS SUBCOMMITTEE
Chair – Anthony Giancola
Vice Chair – William Euille

Committee Name	Primary Responsibilities	Lead Staff	Major documents	Other tasks
SAFETY AND SECURITY COMMITTEE	• continual oversight to assure that all facilities, equipment, and operations of the transit system are safe and secure for passengers, employees, and the public affected by Metro services • recommends for Board adoption Authority safety and security policy direction • recommends safety and security goals for the CEO and for the agency	• Chief Safety Officer • Chief of Police	• WMATA System Safety Program Plan • Safety goals and security metrics • Receive Tri-State Oversight Committee Audits or Reports • Federal Transit Administration and the National Transportation Safety Board communications • Internal or external safety reviews or investigations • Status of corrective action plans	• assures that both employees and the public have accessible channels for reporting safety and security concerns • ensures reports are taken seriously, evaluated, and acted upon as appropriate • ensures persons reporting such information are protected from reprisals
FINANCE AND ADMINISTRATION COMMITTEE	• monitors the financial integrity and viability of the Authority and its programs and services • develops budget preparation guidance • recommends and monitors capital and operating budget approval to the Board • monitors capital and operating budget implementation and management • recommends proposed budgetary changes to the Board • recommends policies and programs for setting fares and fees and creating fare structures • oversees operation and development of fare media and fare collection mechanisms • explores enhanced and expanded techniques for generating revenue	• Chief Financial Officer	• Budget • CIP • Tariff • **Plan of Contracts** • **Procurement Policy and Procedures Manual** ○ **Procurement Streamlining Initiatives**	• develops guidance for administrative matters, including procurement/contracting issues and programs, human resources, compensation and benefits issues, civil rights programs, insurance coverage • provides oversight to WMATA's business systems implementation • conducts audits and investigations as needed
CUSTOMER SERVICE AND OPERATIONS COMMITTEE	• ensures that WMATA operational activities and programs are designed to provide reliable, effective and clean transit service, responsive to customer needs • oversees transit system performance and service standards, the quality of operations programs and procedures and customer service, communication and outreach activities, including public and media relations	• Deputy General Manager for Operations	• Vital Signs report	• Oversees technology initiatives of the Agency

POLICY, PROGRAM DEVELOPMENT AND INTERGOVERNMENTAL RELATIONS	• capital program planning and oversight • regional corridor development and system expansion planning • coordination of regional planning issues through the Transportation Planning Board and other state, local and sub-regional agencies • regional transit service planning and coordination with other transportation service providers • project development • transit access planning • **other such policies or programs as the Board may elect to address relating at a high level to organizational practices and strategic direction**	• Assistant General Manager for Planning and Joint Development	• **CNI (Capital Needs Inventory)** • **Submissions to the Metropolitan Planning Organization:** o **Transportation Improvement Program** o **Constrained Long Range Plan** • **Mass Transit Plan/Adopted Regional System** o **Compact Public Hearing on adoption or amendment**	• investigates and develops innovative technological approaches to enhance the effectiveness of public transportation services • oversees WMATA's relationships with local, state and Federal governments, develops state and Federal legislative strategies and coordinated transit advocacy programs and pursues enhanced and expanded governmental funding for the Authority
JOINT DEVELOPMENT & REAL ESTATE COMMITTEE	• coordinates the community development and smart growth aspects of the Authority's system and service development • oversees the Joint Development Program, including the Transit Infrastructure Investment Fund (TIIF) and other Real Estate matters	• Assistant General Manager for Planning and Joint Development	• Joint Development Guidelines	• specifically reviews and recommends to the Board actions on (1) Real Estate Acquisitions in the amount of $250,000 or higher which have not been previously approved by the Board of Directors as part of a specific line expansion or facility project; and (2) Real Estate Dispositions where the estimated fair market value exceeds $100,000
GOVERNANCE COMMITTEE	• maintains all Board governing documents—Strategic Plan, Procedures and Standards of Conduct—in order to improve effective policymaking, oversight, communications and outcomes • develops revisions and enhancements to these documents using a process of open discussions with stakeholders and other interested parties • ensures governance actions are consistent with Compact requirements	• General Counsel • Board Sec'y • Assistant General Manager for Planning and Joint Development	• Board Procedures • Board **Standards** of Conduct • CEO/GM contract • Strategic Plan	• implements orientation to assist all Board members in understanding the transit system and their individual and Board roles and responsibilities • builds cohesion among the members

D.C. may hold back Metro funding over late night service

Friday - 3/11/2011, 4:26am ET

Adam Tuss, wtop.com

WASHINGTON - The District of Columbia may hold back its $50 million share of dedicated funding for Metro if cuts to late night weekend rail service move forward.

A Metro source tells WTOP city officials are less inclined to kick in their share of dedicated funding if they know they are going to lose millions in revenue from the rollback of late night weekend hours.

If D.C. were to hold back its share of dedicated funding, it could set off a troubling chain reaction. The move would essentially break an agreement with the federal government, which sends $150 million in funds per year to Metro. That money is to be matched year after year by D.C., Maryland and Virginia -- all putting in $50 million each.

The Metro Board is debating the possibility of scaling back rail service on Friday and Saturday nights from 3 a.m to midnight as a way to save money, but more importantly increase maintenance time on the system.

The debate has put boardmembers at odds with one another, especially in the District where the two principal voting members -- Tommy Wells and Tom Downs -- seem to be conveying different messages.

Metro does not have a dedicated source of funding as other subway systems across the nation do. (WTOP File Photo)

"At some point, we have some really tough choices to make," Downs said at a board meeting Thursday. "In Chicago, they chose to close an entire line for two years. We are not there, but those are the kinds of choices we are going to be facing."

While Downs, who was appointed by D.C. Mayor Vince Gray to the Metro Board, is leaving open the possibility of the late night cuts, Wells is standing firmly in the way.

"I am strongly opposed to cutting back the night hours of Metro," said Wells during a D.C. hearing on Wednesday. "It would not only economically injure the District of Columbia substantially, but it would decrease our status as a major city in this country."

Former Metro Boardmember and D.C. Councilmember Jim Graham, who fought for the late night service, is also getting involved.

"I am concerned that Metro is entertaining the idea of closing earlier on the weekends," Graham tells WTOP in an e-mail.

"In order to serve public safety concerns regarding drunk driving, while providing late night transport for visitors and workers to and from regional entertainment venues, the Metro board over a three year period (2000-2003) gradually extended the service in the wee hours to 3 AM. Each step of the way, we were assured by Metro management that the extension of service would have no adverse impact on repair and maintenance. Indeed, the three-year phasing in of the extended hours, was meant to reassure us on that score."

Graham also says he's disappointed in Downs' actions.

"The District of Columbia is committed to maintaining this service, and I am hopeful that all of those now representing D.C. on the Metro Board are supportive of this commitment."

Preliminary figures show that stopping service at midnight instead of 3 a.m. could save about $3 to $5 million per year. Metro staff has also said cutting back on the hours would essentially give Metro maintenance personnel an "8th day" of work to complete repairs on the system.

However, Wells is now calling for a full analysis of how much revenue D.C. would lose if late night rail service is scaled back. Privately, some say that figure could be as high as $7 million per year.

Follow Adam and WTOP on Twitter.

Customer Service and Operations Committee

Board Information Item III-B

March 10, 2011

Vital Signs Report

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☐ Action ☒ Information	MEAD Number:	Resolution: ☐ Yes ☒ No

TITLE:

Vital Signs Report

PURPOSE:

Report Metro's actual performance in key areas of safety, security and service reliability.

DESCRIPTION:

This report analyzes why performance is changing and documents what is working well and what's not. Areas in need of performance improvement will have specific actions documented that will drive execution toward targets.

A companion scorecard appears as an on-line dashboard on Metro's web page where these key performance indicators and other measures can be accessed by the public at any time.

Measuring and reporting on Metro's performance is an essential part of the overall assessment of how well this region's primary transit system is delivering service to its customers.

FUNDING IMPACT:

No impact on funding.

RECOMMENDATION:

None

Washington Metropolitan Area Transit Authority

Vital Signs Report

A Scorecard of Metro's
Key Performance Indicators

Customer Service and Operations Committee

March 10, 2011

Purpose of Presentation

- Summarize the most recent results for Metro's Key Performance Indicators (KPIs)

- Highlight actions being taken to improve performance

Vital Signs

Metro's KPIs for January

- Bus on-time performance steadily increased for 4 months. Bus fleet reliability improved, outperforming new target by 17%.

	Year over Year		Prior Month
	Jan-11	Jan-10	Dec-10
On-time Performance:			
Metrobus	78.5%	79.4%	75.7%
Metrorail	88.0%	89.5%	87.9%
MetroAccess	90.2%	93.5%	92.9%
Escalator Availability	88.8%	90.0%	88.6%
Elevator Availability	96.3%	99.0%	96.4%

- Rail on-time performance represented a stop to the recent downward trend. Service improved on the Blue, Orange, Green and Yellow Lines, despite a 14% decrease in rail fleet reliability.
- MetroAccess on-time performance fell below its target due to poor road conditions during snow storm.
- Escalator availability increased slightly due to a reduction in unscheduled maintenance hours and faster repair times. Elevator performance stayed consistent.

Vital Signs

Metro's KPIs for January

- Passenger injuries declined in Dec., reaching lowest rate this fiscal year. Employee injuries exceeded FY10 levels for the first time this fiscal year.

- The commendation rate increased significantly, reflecting bus operators' quality service in difficult snow storm conditions.

Future Performance Action Highlights

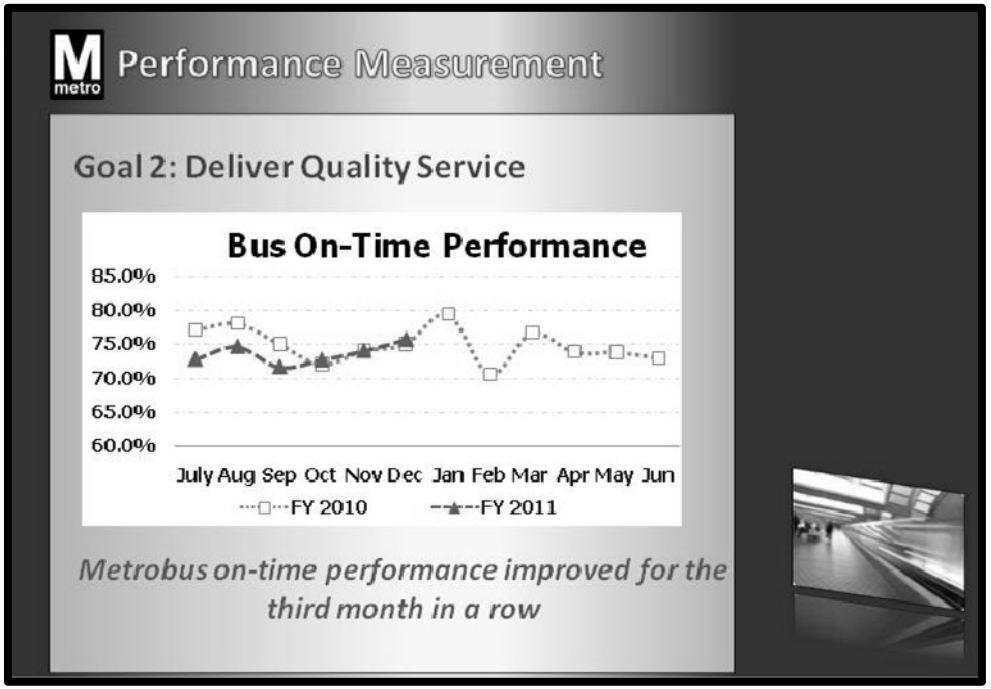
- Metro has launched an aggressive 2011 track overhaul project to restore the rail system to a state of good repair. The work will require single tracking and/or station closures during seven weekends.
- Complete the replacement of the Southeastern bus garage, now known as Shepherd Parkway Bus Facility, by summer 2012. Completing this new garage will eliminate overcrowding at other bus facilities and provide more efficient maintenance for the fleet assigned to this facility.

Future Performance Action Highlights

- MetroAccess will communicate upcoming fare changes with customers and assist with travel planning to make the transition smooth.
- Metro will improve escalator performance through a number of actions, including increasing preventive maintenance compliance to proactively identify maintenance issues and reduce units going out of service unexpectedly.
- The Dept. of Safety will regularly release “Lessons Learned” that will describe safety issues that have arisen on our system and other transit providers and point out how to prevent recurrences.

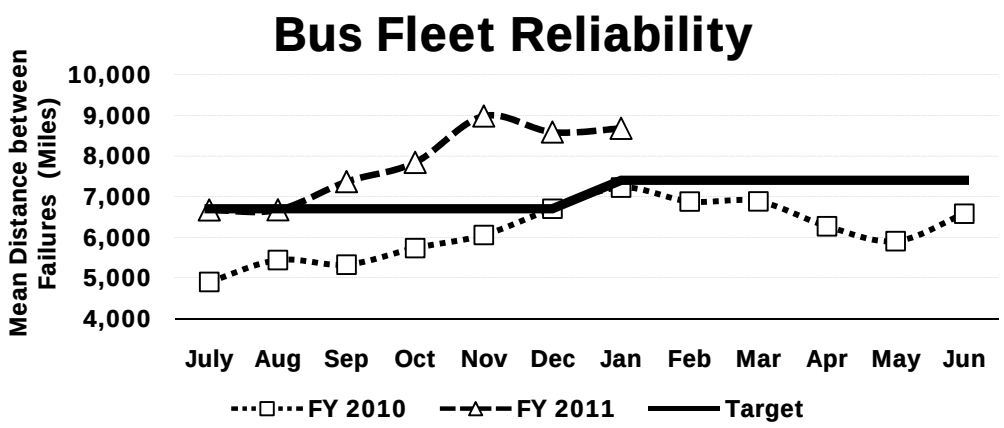
New Performance Measurement Display

- To improve accountability and transparency, a new screen was mounted in Jackson Graham Building Lobby displaying:
  - Metro's Mission and 5 Strategic Goals
  - How Metro measures progress toward two strategic goals
  - Data trends and explanation for performance changes
  - Real-time bus and rail arrival information
  - Service interruptions



Target: Bus Fleet Reliability (Bus Mean Distance Between Failure)

- Changed Bus Fleet Reliability target from **6,700** miles to **7,400** miles
- Target was revised using a statistical analysis of 2010 calendar year data and reflects:
  - Projected bus rehabilitation schedule
  - Acquisition of new buses
  - Projected revenue and non-revenue miles
  - Seasonal impacts
  - Uncertainty related to new technology
  - Fleet composition



Next Steps

- Evaluate targets for other Vital Signs measures
- Revise employee safety measure
- Present benefits and limitations of benchmarking

Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)

Office of Performance

Chief Performance Officer

Published: March 2011

Page Left Intentionally Blank

Table of Contents

Metrobus on-time performance has steadily increased for four straight months, from October - January. Service Operations Managers on the street continued to strengthen Metro's ability to promptly address service challenges, aided by IT applications that allow for real-time monitoring. Bus fleet reliability improved in January, outperforming the new target of 7,400 miles by 17% due in part to regularly scheduled preventive maintenance and better-performing hybrid buses becoming a larger portion of the fleet.

January's rail on-time performance represented a stop to the recent three-month downward trend. On-time performance improved on the Blue, Orange, Green and Yellow lines with the largest improvements on the Green Line which performed at 90.2% adherence to weekday headways. These improvements occurred despite a 14% decrease in rail fleet reliability from December for the 2000-3000 railcars and 5000 railcars.

MetroAccess fell below its target of 92% in January with 90.2% on-time performance. This was due to the ice and snow storm January 26-27 that severely impacted road conditions throughout the service area.

Escalator availability increased in January by 0.2% (which equals 1 unit) as a result of less unscheduled maintenance hours and faster repair times (Mean Time to Repair). Escalator availability gains were dampened by an increase in planned outages for modernization/overhaul projects. Elevator availability stayed consistent with December performance, despite a 10% increase in out of service hours related to power outages.

Bus crime was down in December. However, the holiday season brought an anticipated increase in robberies and thefts, impacting the crime rates for Metrorail and Parking Lots. Passenger injuries declined in December, contributing to the lowest rate of passenger injuries this fiscal year. Employee injuries exceeded the FY 2010 employee injury rate for the first time this fiscal year, due to an increase in straining and slips/falls.

The commendation rate increased significantly in January (24%) reaching the highest level in this fiscal year mainly due to the bus operators' handling of treacherous conditions during the January 26-27 snowstorm.

Future Performance Action Highlights:

- Complete the replacement of the Southeastern bus garage, now known as Shepherd Parkway Bus Facility, by summer 2012. Completing this new garage will eliminate overcrowding at other bus facilities and provide more efficient maintenance for the fleet assigned to this facility.
- Metro has launched an aggressive 2011 track overhaul project to restore the rail system to a state of good repair. The work will require single tracking and/or station closures during seven weekends.
- MetroAccess will communicate upcoming fare changes with customers and assist with travel planning to make the transition smooth.
- Metro will improve escalator performance through a number of actions, including increasing preventive maintenance compliance to proactively identify maintenance issues and reduce units going out of service unexpectedly.
- The Department of Safety will regularly release "Lessons Learned" that will describe safety issues that have arisen on our system and other transit providers and point out how to prevent recurrences.

Strategic Framework Overview

There are five strategic goals that provide a framework to quantify and measure how well Metro is performing. Each of the goals have underlying objectives intended to guide all employees in the execution of their duties. Although Metro is working on all goals and objectives only a select number of performance measures are presented in the Vital Signs Report to provide a high-level view of agency progress.

5 Goals

Goals
1. Create a Safer Organization
2. Deliver Quality Service
3. Use Every Resource Wisely
4. Retain, Attract and Reward the Best and Brightest
5. Maintain and Enhance Metro's Image

12 Objectives

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

*WMATA Board of Directors System Safety Policy states:
1. To avoid loss of life, injury of persons and damage or loss of property;
2. To instill a commitment to safety in all WMATA employees and contractor personnel; and
3. To provide for the identification and control of safety hazards, the study of safety requirements, the design, installation and fabrication of safe equipment, facilities, systems, and vehicles, and a systematic approach to the analysis and surveillance of operational safety for facilities, systems, vehicles and equipment.

Metro Service Area

Size	1,500 sq. miles
Population	3.5 million

Ridership

Mode	FY 2010	Average Weekday
Bus	124 million	372,471 (January 2011)
Rail	217 million	678,711 (January 2011)
MetroAccess	2.4 million	7,315 (January 2011)
Total	343.4 million	

Fiscal Year 2011 Budget

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

Metrobus General Information

Size	11,624 bus stops
Routes*	323
Fiscal Year 2011 Operating Budget	$538 million
Highest Ridership Route in 2009	30's – Pennsylvania Ave. (16,330 avg. wkdy ridership)
Metrobus Fare	$1.70 cash, $1.50 SmarTrip®, Bus-to-bus Transfers Free
Express Bus Fare	$3.85 cash, $3.65 SmarTrip®, Airport Fare $6.00
Bus Fleet*	1,491
Buses in Peak Service	1,244
Bus Fleet by Type*	Compressed Natural Gas (460), Electric Hybrid (401), Clean Diesel (116) and All Other (514)
Average Fleet Age*	6.4 years
Bus Garages	9 – 3 in DC, 3 in MD and 3 in VA

**As of December 2010.*

Metrorail General Information

Fiscal Year 2011 Operating Budget	$822 million
Highest Ridership Day	Obama Inauguration on Jan. 20, 2009 (1.1 million)
Busiest Station in 2010	Union Station (34,713 average weekday boardings in April)
Regular Fare (peak)	Minimum - $2.20 paper fare card, $1.95 SmarTrip® Maximum - $5.25 paper fare card, $5.00 SmarTrip®
Reduced Fare (non-peak)	Minimum - $1.85 paper fare card, $1.60 SmarTrip® Maximum - $3.00 paper fare card, $2.75 SmarTrip®
Peak-of-the-peak Surcharge	$.20 - weekdays 7:30 – 9 a.m. and 4:30 – 6 p.m., depending on starting time of trip
1st Segment Opening/Year	Farragut North-Rhode Island Avenue (1976)
Newest Stations/Year	Morgan Boulevard, New York Avenue, and Largo Town Center (2004)
Rail Cars in Revenue Service	1,104
Rail Cars in Peak Service	850
Rail Cars by Series	1000 Series (288), 2000/3000 (362), 4000 (100), 5000 (184) and 6000 (184)
Lines	5 – Blue, Green, Orange, Red and Yellow
Station Escalators	588
Station Elevators	237
Longest Escalator	Wheaton station (230 feet)
Deepest Station	Forest Glen (21 stories / 196 feet)
Rail Yards	9 – 1 in DC, 6 in MD and 2 in VA

MetroAccess General Information

Fiscal Year 2011 Operating Budget	$104 million
MetroAccess Fare	Within ADA core service area - $3.00; Outside ADA core service area - $2.00 to $4.00 supplemental fare
Paratransit Vehicle Fleet**	600
Average Fleet Age**	3.6 years
Paratransit Garages	7 (1 in DC, 4 in MD and 2 in VA)
Contract Provider	MV Transportation

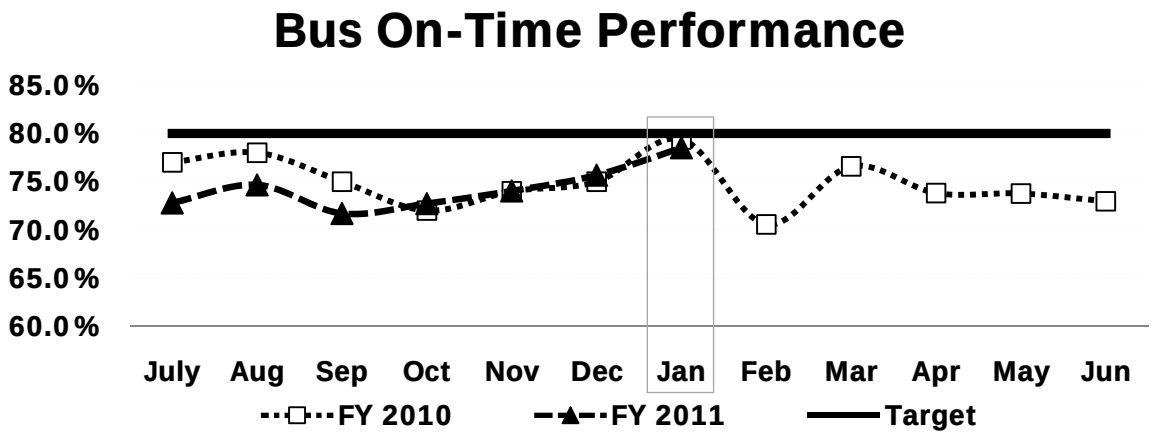
***As of November 2010.*

KPI: Bus On-Time Performance (January) Objective 2.1 Improve Service Reliability

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

Why Did Performance Change?

- Bus on-time performance has steadily increased for four straight months. January 2011 performance improved by almost 3 percentage points when compared to the previous month; this is also the largest percentage improvement since the beginning of the fiscal year. (January data does not include periods of time when bus service had to be suspended due to snow emergency conditions on area roadways.)
- Improved performance continues to be driven by the realignment of Service Operations Managers on the street. In addition, Service Operations Managers have become well versed in monitoring on-time performance using NextBus and a dashboard application, an intranet based tool used to monitor key performance indicators such as on-time performance. These applications allow for real time monitoring and a more prompt response to some on-time performance challenges.
- By January of each year operators have become familiar with their new routes chosen during the June pick process which results in behavior that promotes on-time performance.



Actions to Improve Performance

- Continue to correct bus bunching through multiple strategies including turning buses back or having buses skip a stop when there is another bus immediately behind it. Metro's longer-term preventative steps involve working with regional partners (who own and maintain the roads) to implement engineering changes that create faster travel time for buses.
- Metro has graduated 146 Bus Operators since the August 2010 recruiting initiative began and will continue to recruit additional Bus Operators to close the vacancy gap.
- Each Service Operation Manager will continue to conduct daily on-time performance checks and submit their results to Superintendants for further quality assurance.
- Develop service adjustment strategies to address detours (such as the month long detour of Maryland routes: A11, A12, V14, and V15 due to road construction) that regularly challenge on-time performance.
- Examine the number of bus stops by line to make sure they have the proper amount of stops in the best locations. Metro estimates 10-20 seconds can be saved for each excessive stop that is reduced.

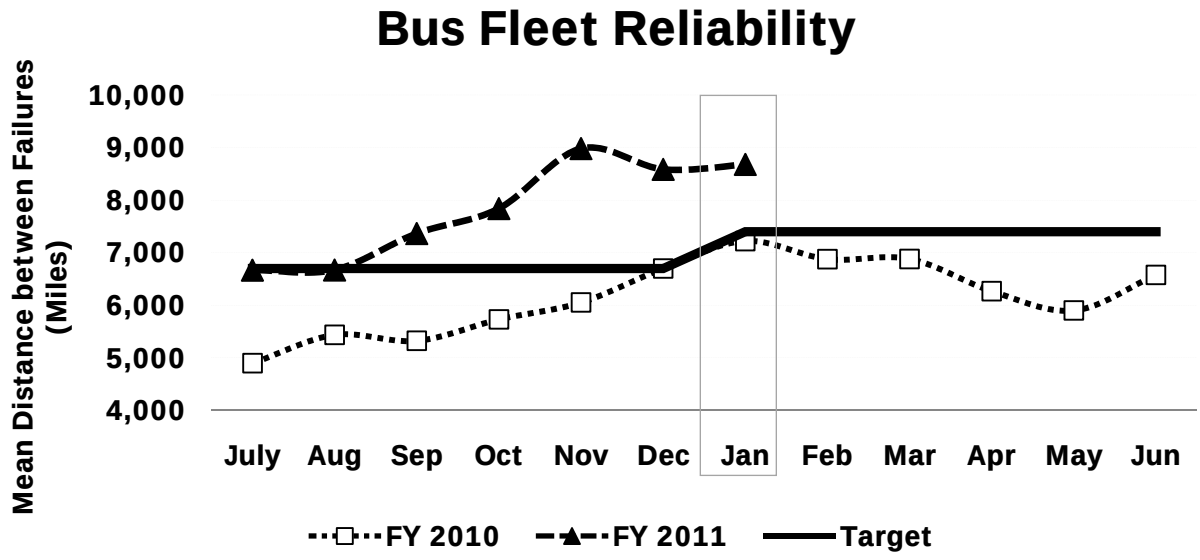
Conclusion: Bus on-time performance has steadily increased for four straight months. The role of Service Operations Managers continues to be essential in promoting on-time performance and strengthening Metro's ability to promptly address service challenges.

KPI:	Bus Fleet Reliability (January) (Mean Distance Between Failures)	Objective 2.1 Improve Service Reliability

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

Why Did Performance Change:

- Effective January 2011, the bus fleet reliability target was revised from 6,700 miles between failures to 7,400 miles. The new target was established based on a statistical analysis of 2010 calendar year data and reflects projected bus rehabilitation schedules, acquisition of new buses, revenue miles and non-revenue miles, seasonal impacts, uncertainty related to new technology and fleet composition.
- Despite inclement weather in January, bus fleet reliability outperformed the target by 1,281 miles or 17%.
- The target exceeding trend can also be attributed to regularly scheduled preventive maintenance being done on all buses. Additionally, hybrid buses are becoming a larger proportion of the fleet and hybrid buses cause less than half of the road calls when compared to the older Diesel buses.
- Bus maintenance continued to improve fleet reliability despite lost trips due to mechanical failures caused by cooling and electrical systems. These systems endure stress caused by rapid heating and cooling of components in very cold weather. This type of failure tends to occur more frequently in Diesel buses.



Actions to Improve Performance

- Review out of service reports, road call data, repair actions, and engine failures by each maintenance division to assist in diagnosis, repair and preemptive actions.
- Complete the replacement of the Southeastern garage, now known as Shepherd Parkway Bus Facility by summer 2012. Completing this new garage will eliminate overcrowding at other facilities and provide more efficient maintenance for the fleet assigned to this new facility.

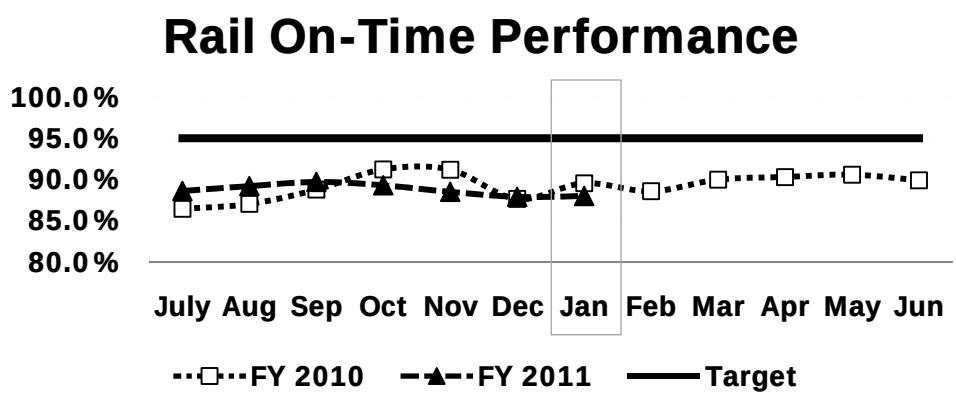
Conclusion: Given the continued fleet reliability improvements, Metro raised its performance target from 6,700 miles between failures to 7,400. Bus maintenance continues to evaluate performance information to examine trends and identify actions to keep the Metrobus fleet reliable.

KPI: Rail On-Time Performance (January) **Objective 2.1 Improve Service Reliability**

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

Why Did Performance Change?

- January 2011 system-wide on-time performance of 88.0% represented a stop to the recent downward trend. In January, on-time performance improved on the Blue, Orange, Green and Yellow lines with the largest improvement occurring on the Green Line, which performed at 90.2% adherence to weekday headways.
- On-time performance for the Red Line was 85.1 % for January, the lowest for the last 12 months. Ongoing track work during mid-day hours on the Red Line between Silver Spring and Forest Glen stations, contributed to holding down the performance on this line. Downed electrical wires stopped service in the Red Line between Shady Grove and Twinbrook on January 18, and arcing insulators during the snow storm January 26 and 27 lowered headway adherence on the Red Line.
- Door malfunctions resulting in delays of four minutes or more occurred 91 times during the month of January which is a 30% increase when compared to December. However, there were fewer delays due to other causes, offsetting some of this increase.
- Metrorail continues to operate trains in manual mode, rather than in automatic mode, which has been demonstrated to result in a 5% reduction in headway adherence on average.



Actions to Improve Performance

- Delays related to railcars account for more than half of all delay-causing incidents reported on the rail system. Evaluating trend data on the subsystem failures resulting in delays is ongoing, and preventive maintenance campaigns are being planned to target items that will have the most benefit to the customers.
- Metro has launched an aggressive 2011 track overhaul project to restore the rail system to a state of good repair. The work will require single tracking and/or station closures during the weekends of: Feb 18- 21, March 4-6, March 11-13, May 27-30, September 2-5, October 7-10, and November 10-13. This may result in unexpected congestion in the system and people rushing to catch up after delays. Riders are encouraged to subscribe to e-alerts and can always visit www.metroopensdoors.com for updates. Free shuttle service will be provided to transport customers past work zones.
- Rail engineering staff will continue to review technical systems functions and generating work orders each day to ensure that the system is operating properly and safely.
- Send Metrorail scheduling staff to field offices and the OCC to evaluate how schedules are incorporated into daily rail functions to identify areas for improvement (e.g., feasibility of schedule).

Conclusion: January's system-wide on-time performance of 88.0% represented a stop to the recent downward trend. The largest improvement occurred on the Green Line, which performed at 90.2% adherence to weekday headways.

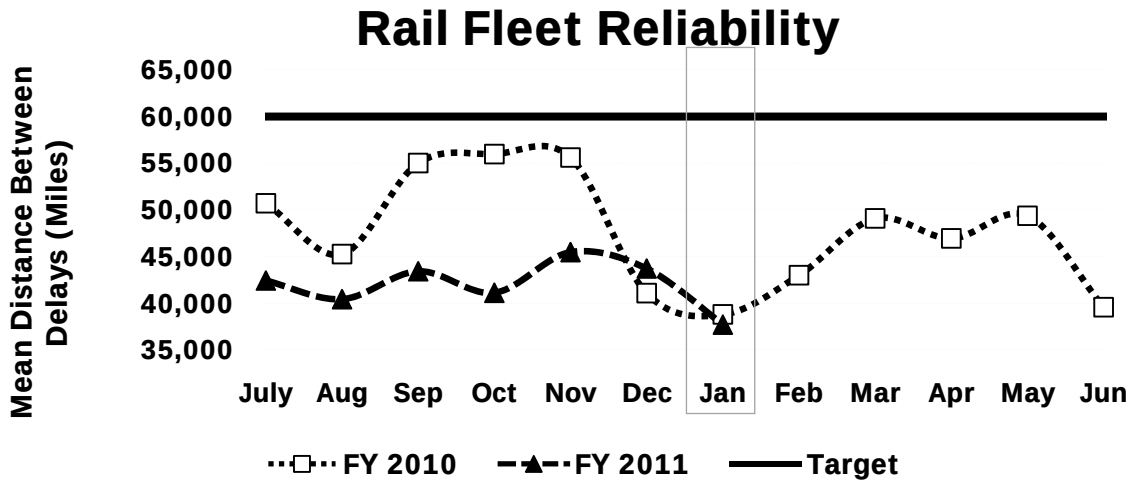
KPI: Rail Fleet Reliability (January) (Mean Distance Between Delays)

Objective 2.1 Improve Service Reliability

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

Why Did Performance Change?

- System-wide, rail fleet reliability decreased by 14% in January 2011. The largest contribution to this was a decrease in the mean distance between delays for the 2000-3000 railcars and the 5000 railcars.
- The 2000-3000 railcars provide over a third of Metro's rail service so when these car's performance declines, the system-wide fleet reliability will be pulled down. In January, the 2000-3000 railcars had a notable increase in door malfunctions that resulted in delays.
- The 5000 Series railcar reliability decline was due to an increase in door, brake and ATC mechanical issues resulting in delays.
- Although the system-wide fleet reliability decreased in January, improvements in brake reliability for the 1000 Series cars continued for the third consecutive month raising its monthly mean distance between delay. The 6000 and 4000 series also experienced higher reliability in January.



Actions to Improve Performance

- Increase announcements to inform customers about standing back when they hear the door closing chimes to prevent door malfunctions.
- Continue to analyze railcar delay patterns and conduct campaigns to target specific railcar subsystems for detailed diagnostic and preventive maintenance activities to improve fleet reliability.
- Maintain effort to keep subsystems that typically do not cause delay incidents such as HVAC and propulsion from escalating.

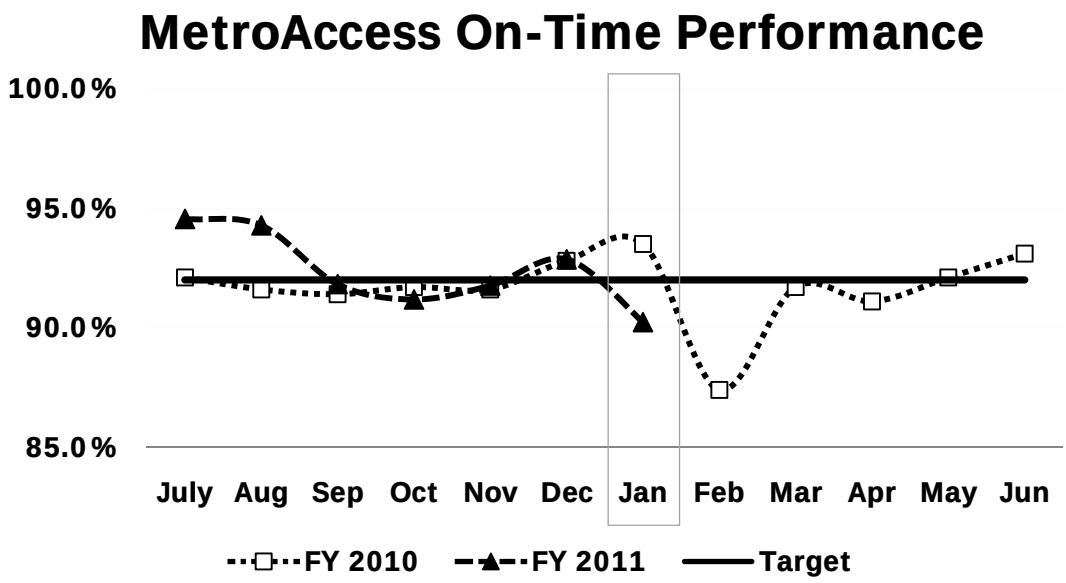
Conclusion: For the 5,806,288 miles operated in revenue service, the mean distance between delay declined to 37,703 miles during the month of January, largely due to lower performance of the 2000-3000 railcars and 5000 railcars.

KPI: MetroAccess On-Time Performance (January) **Objective 2.1 Improve Service Reliability**

Reason to Track: On-time performance is a measure of MetroAccess service reliability and how well service meets both regulatory and customer expectations. Adhering to the customer's scheduled pick-up window is comparable to Metrobus adhering to scheduled timetables. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability and operational behavior. MetroAccess on-time performance is essential to delivering quality service to customers, and meeting service criteria established through Federal Transit Administration regulatory guidance.

Why Did Performance Change?

- MetroAccess on-time performance fell below its target in January with 90.1% on-time performance due to severe weather that severely impacted road conditions throughout the service area.
- MetroAccess' ongoing effort to manage service delivery in compliance with federal guidelines and customer expectations is evident in the consistent service performance that is being provided.



Actions to Improve Performance

- MetroAccess staff is continuing to monitor service efficiency and safety, and focuses on training efforts to ensure service quality.
- Staff communicates with customers about MetroAccess service parameters and policies so they are aware of what to expect when using the service. MetroAccess also monitors, reviews and adjusts the schedule daily to make sure that service is provided consistently within service standards. This helps manage expectations and maintain compliance with required service criteria.
- MetroAccess is communicating upcoming fare changes with customers and assisting with travel planning to help make the transition smooth.

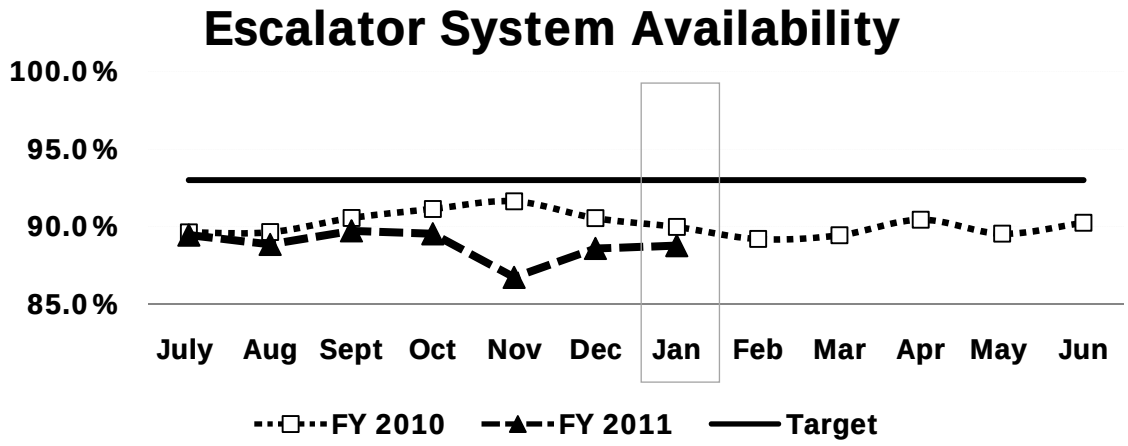
Conclusion: MetroAccess provides reliable, on-time transportation for people with disabilities, meeting the travel needs of over 7,300 customers each day.

KPI: Escalator System Availability (January) Objective 2.1 Improve Service Reliability

Reason to Track: Customers access Metrorail stations via escalators to the train platform. An out-of-service escalator requires walking up or down a stopped escalator, which can add to total travel time and may make stations inaccessible to some customers. Escalator availability is a key component of customer satisfaction with Metrorail service. This measure communicates system-wide escalator performance (at all stations over the course of the day) and will vary from an individual customer's experience.

Why Did Performance Change?

- System-wide escalator availability increased slightly in January 2011 (0.2%, which "equals" 1 unit) as a result of 4,000 less unscheduled maintenance hours compared with December and faster repair times (Mean Time to Repair – MTTR).
- Maintenance staff resolved unscheduled escalator maintenance work 17% quicker in January (January MTTR - 13.89 hours; December MTTR - 16.32 hours).
- Escalator availability gains were offset by an increase in planned outages for modernization/overhaul projects. In January, a total of twenty-two escalators were out of service due to overhaul work (including "walker" units), compared with seventeen in December. This reduced availability at ten stations, including Foggy Bottom where work began on one of three escalators that will be replaced this year. Major overhaul work was completed on platform escalators at Gallery Pl-Chinatown, Virginia Square-GMU and Union Station, bringing these units back into service. However, overhaul work continues on other units at Gallery Pl-Chinatown and Union Station.



Actions to Improve Performance

- Analyze performance information to focus maintenance work, including developing equipment performance trends to identify problem units or components.
- Improve preventive maintenance compliance in order to proactively identify maintenance issues and reduce units going out of service unexpectedly.
- For modernization projects, work with contractors to accelerate scheduling and reduce out of service time by adding a second shift.
- Increase parts inventory in order to reduce the number of units out of service awaiting materials.

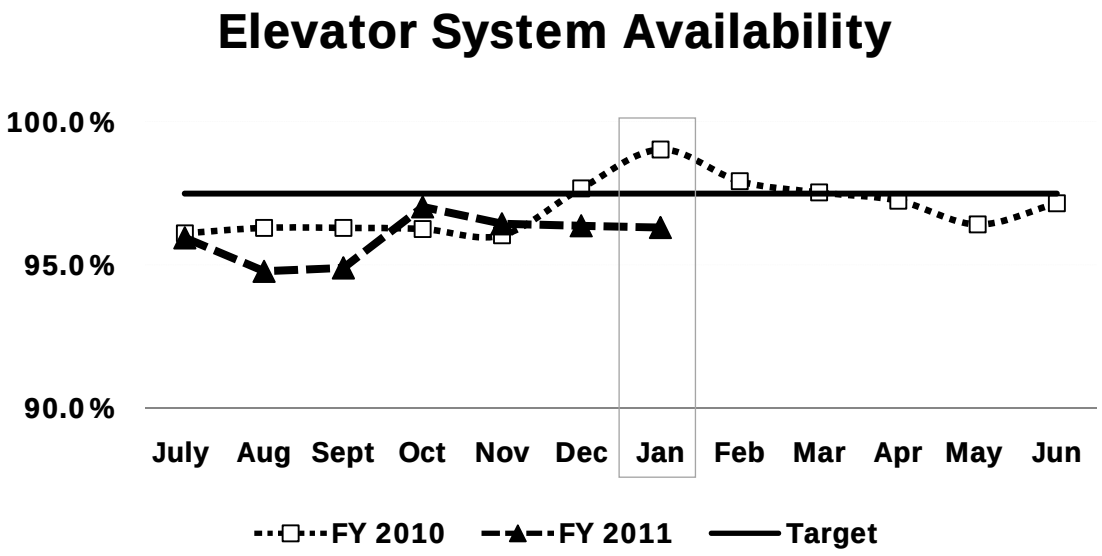
Conclusion: Metrorail escalators were available for 312,701 hours in January (equivalent to an average of 522 out of 588 escalators in operation system-wide). This represents an increase of 0.2% in availability from December when 521 units were available.

KPI: Elevator System Availability (January) **Objective 2.1 Improve Service Reliability**

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

Why Did Performance Change?

- System-wide elevator availability in January 2011 was 96.3%, staying consistent with December. On average, 228 of 237 elevators were available during the month.
- Out of service hours related to power outages increased in January, accounting for 10% of unscheduled elevator maintenance hours. Stations significantly impacted included Wheaton, Union Station and Dupont Circle.



Actions to Improve Performance

- Analyze performance information to focus maintenance work, including developing equipment performance trends to identify problem units or components.
- Increase parts inventory in order to reduce the number of units out of service awaiting materials.

Conclusion: Metrorail elevators were available for 136,722 hours in January (equivalent to an average of 228 out of 237 elevators in operation system-wide). This is consistent with December performance.

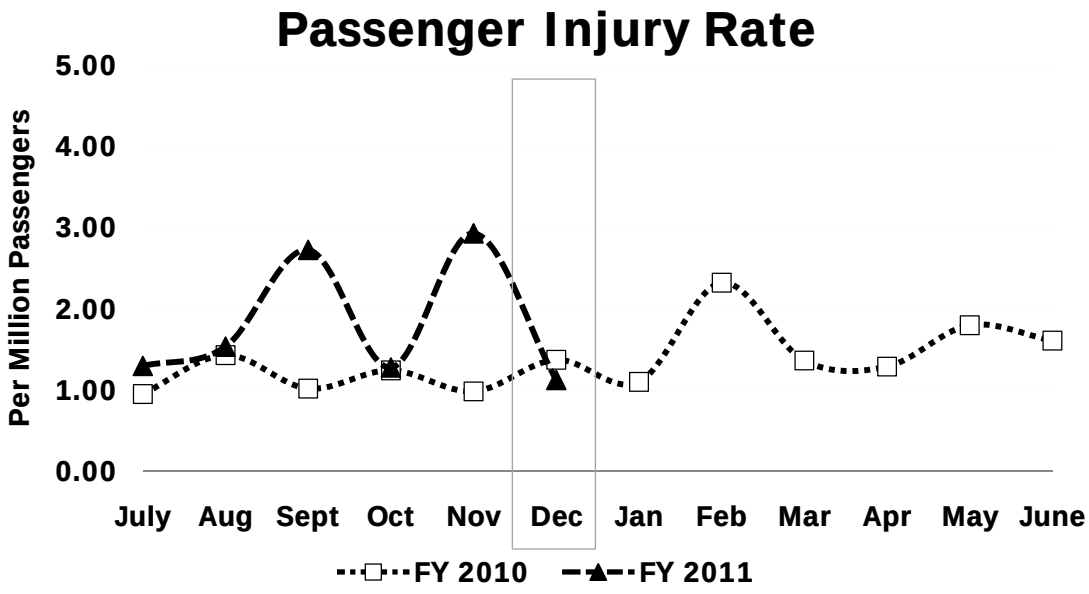
KPI: Passenger Injury Rate (December)

Objective 1.1 Improve Customer and Employee Safety and Security

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

Why Did Performance Change?

- Passenger injuries declined on Metrobus, Metrorail and in Metrorail facilities during the month of December 2010, resulting in the lowest rate of passenger injuries during the fiscal year and 61% lower when compared to the previous month. For every 1 million passenger trips in December, 1 injury occurred.
- The use of monitoring devices such as DriveCam, have had a clear impact on improving bus operator driving behaviors.
- During the month of December bus and rail ridership was at a low point for the year due to holidays and vacations. Less congested stations result in fewer slips/falls on escalators and rail station platforms. In addition, the Shady Grove Metrorail station platform repair was completed three days early as a result of repair work that took place round-the-clock.
- Two of the five injuries on MetroAccess occurred during separate non-preventable collisions. The three additional injuries occurred in preventable non-collision incidents, including two passenger seatbelt related incidents and one incident which occurred after the passenger had left the vehicle and was being assisted to their door.



Actions to Improve Performance

- Encourage safe behavior through rail station public service announcements informing customers to use elevators when appropriate, to hold the escalator hand rail, not to run on the escalator, and to hold the hand of small children while using the escalator.
- Enhance the usage of DriveCam by tracking an "effectiveness rating" to ensure this technology is being used to its fullest potential to improve driving behavior.
- Continue MetroAccess safety awareness campaigns including campaigns stressing to operators and customers the necessity of proper seatbelt usage at all times.

Conclusion: Passenger injuries declined on Metrobus, Metrorail and in Metrorail facilities during the month of December 2010, resulting in the lowest rate of passenger injuries during the fiscal year and 61% lower when compared to the previous month.

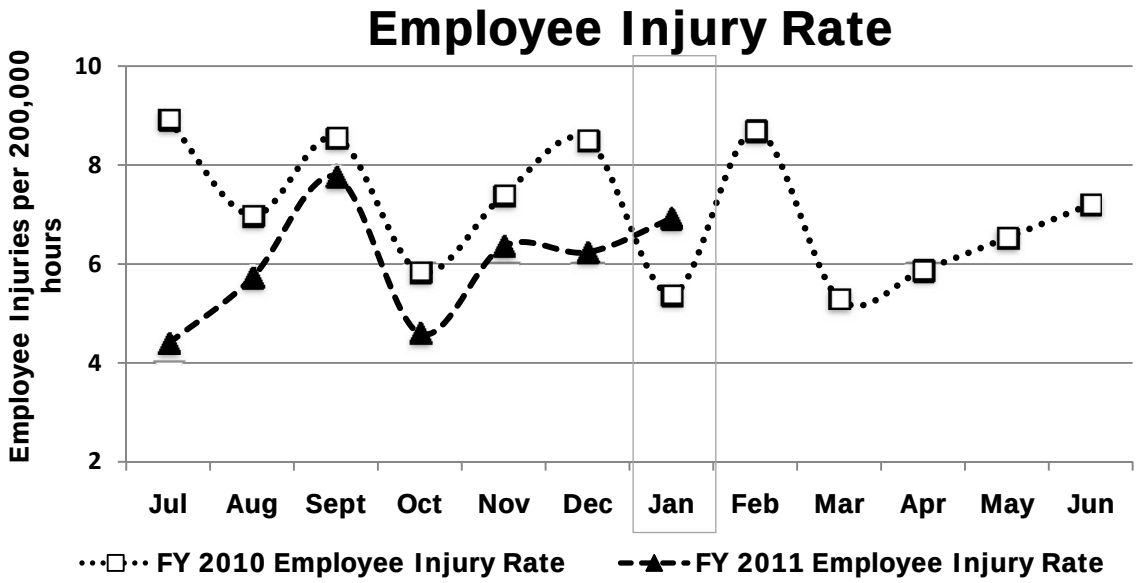
KPI: Employee Injury Rate (January)

Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Worker's compensation claims are a key indicator of how safe employees are in the workplace.

Why Did Performance Change?

- For the past six month, Metro's employee injury rate has been below FY 2010. In January 2011, the employee injury rate exceeded the FY 2010 employee injury rate for the first time this fiscal year.
- The increase in employee injury rate is primarily due to a higher number of head, upper and lower body extremity injuries caused by straining and slips/falls, respectively.
- Taking a departmental view, bus and rail transportation departments accounted for 60% of the increase in employee injuries. Bus maintenance, Plant maintenance, and MTPD also experienced a higher number of employee injuries compared to prior months.



Actions to Improve Performance

- Bus Transportation will focus on maintaining quality incident investigation, safety conversations, local safety committees, and return to work programs. Many of these platforms are used to share information to preempt injuries and coach staff.
- Metro will strictly enforce a "zero tolerance" policy regarding unauthorized use of electronic devices while operating revenue vehicles.
- The Department of Safety will regularly release "Lessons Learned" that will describe safety issues that have arisen on our system or other transit providers and point out how to prevent recurrences.
- Rail Transportation employees will be encouraged to use caution on platforms and other areas that may be slippery due to weather conditions.

Conclusion: The average employee injury rate is lower than the last fiscal year. Metro will continue to emphasize hazard management practices to reduce the overall employee injury rate.

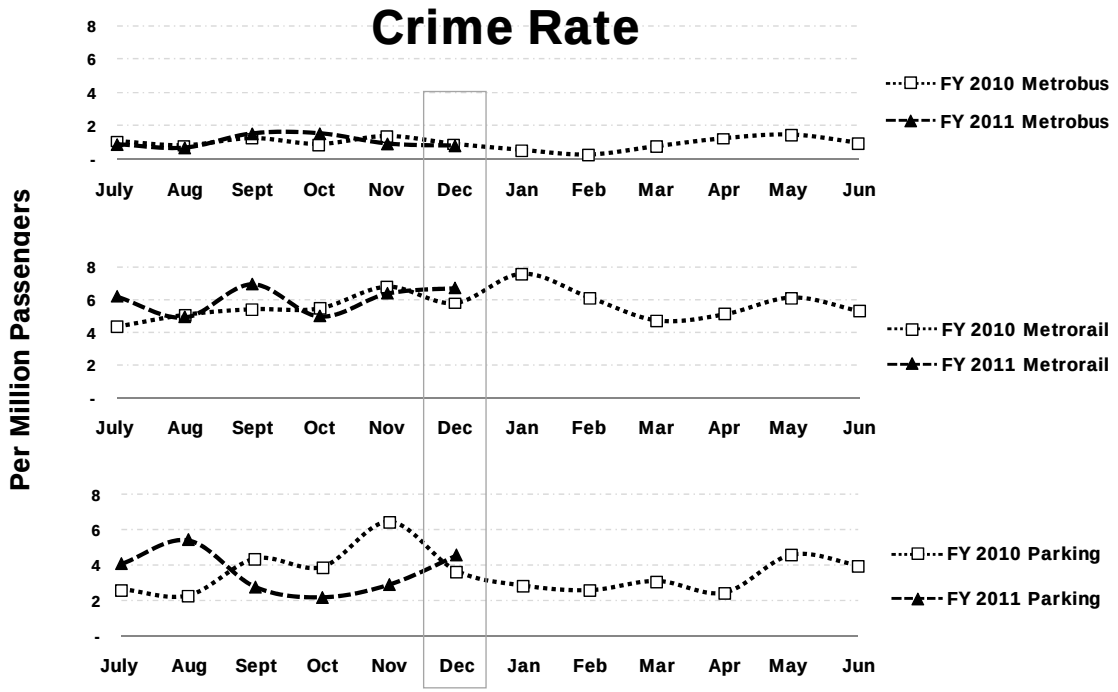
KPI: Crime Rate (December) Per Million Passengers

Objective 1.1 Improve Customer and Employee Safety and Security

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

Why Did Performance Change?

- Bus crimes per million riders was reduced by over 13% in December 2010 due to better identification and focus on crime hot spots resulting from MetroStat crime analysis.
- The Metrorail crime rate increased slightly in December due to an increase in robberies. In anticipation of increased crime during the holiday season, MTPD added undercover robbery suppression teams. MTPD also established officer details to address youth disorder during holiday school closings. As a result of these efforts, robberies only increased by 6.6% in December, bicycle thefts (included in the Metrorail crime rate) continued to reduce (down 84% in Dec.) due to seasonal influences (Nov: 19; Dec: 3).
- Parking lot crime increased for the month of December (Nov: 58; Dec: 71) due to thefts of parts/accessories (typically GPS devices or radios) and thefts from automobiles (e.g., personal items such as clothing, CDs, electronic devices, or change). It is not unusual to experience an increase in thefts during the holiday season, when criminals expect to exchange stolen items for cash. Despite the increase, overall parking lot crime for the calendar year is reduced by over 8% (2009 – 819, 2010 – 747).



Actions to Improve Performance

- Continue to enhance crime analysis provided in MTPD's MetroStat process through GIS mapping, providing additional information for targeting deployment strategies based on geographic concentrations of crime.
- Midnight mobile patrol officers are giving special attention to parking lots where commuters park vehicles for multiple days and overnight. Officers will be encouraged to establish a base of operation at high crime stations.
- In order to increase officer presence in the transit system and enhance organizational effectiveness, MTPD will examine new deployment strategies such as moving specialized units to patrol operations.

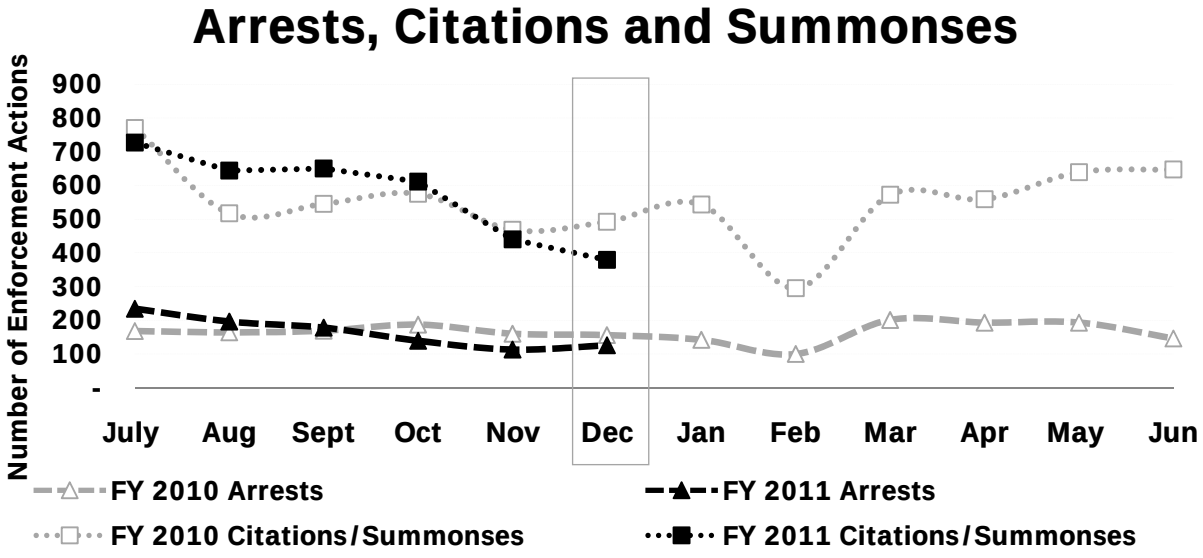
Conclusion: Bus crime was down in December. The holiday season brought an anticipated increase in robberies and thefts, impacting the crime rates for Metrorail and Parking Lots.

KPI: Arrests, Citations and Summonses (December) — **Objective 1.2 Strengthen Metro's Safety and Security Response**

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

Why Did Performance Change?

- Arrests increased for December 2010 by 11.5% over November. Calls for service were down for the month, attributed to reduced ridership during the holiday season. When paired, these two statistics indicate officers are engaging in self-initiated, pro-active crime suppression activity.
- Two key arrests in December were made at the New Carrollton parking garage and the L'Enfant Plaza station. At New Carrollton, the suspect was arrested for breaking into three vehicles and stealing handicapped parking placards and other property. At L'Enfant Plaza, three juvenile offenders were arrested for assaulting and robbing a rider on a train. The suspects were caught after a foot pursuit leading the officers out of the station and into the streets where the suspect was apprehended.
- The reduction in the number of citations and/or summons issued (Nov.: 440, Dec.: 379) reflects a shift in focus from fare gate surveillance to station platform security.



Actions to Improve Performance

- With the conclusion of the holiday season, MTPD will balance patrol attention between platform security and the issuance of citations for public conduct ordinances.
- MTPD plans to conduct a number of targeted train inspections in January as part of Metro's anti-terrorism efforts. These inspections typically take place during peak periods when the most riders are in the system. Looking out for suspicious activity, officers spread out along the length of the station platform and inspect all trains passing through a station.
- The MTPD is actively engaged in regional planning and preparation for the State of the Union Address in January.

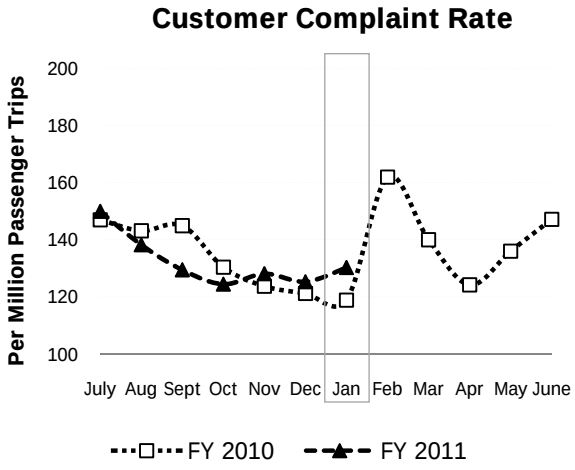
Conclusion: Self-initiated, pro-active crime suppression activity by MTPD in December resulted in an increase in arrests. Citations/summonses were down as MTPD focus shifted from fare gate evasion to platform security.

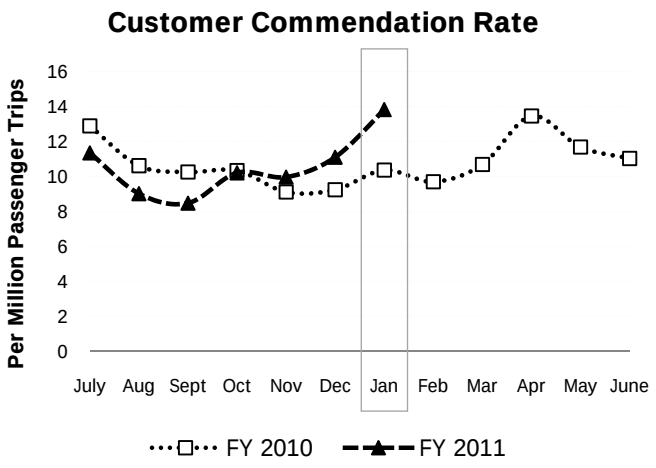
KPI: Customer Comment Rate (January) Objective 2.3 Maximize Rider Satisfaction

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

Why Did Performance Change?

- In January, Metro's overall complaint rate increased slightly while the commendation rate increased by 24% reaching the highest level in this fiscal year.
- **Rail:** The number of complaints increased from December mainly due to a 27% increase in safety complaints, and continued complaints about bag searches at rail stations. A 23% decrease in rude and discourteous behavior complaints is also notable for the month. The commendation rate for rail increased slightly in January.
- **Bus:** Complaints regarding service reliability increased in January. However, the number of commendations bus received nearly doubled mainly regarding bus operators' handling of the treacherous conditions during the snowstorm January 26-27.
- **MetroAccess:** MetroAccess' complaint rate remained nearly constant for the month of January overall, however calls about no-shows were down by 25% for the month.





Actions to Improve Performance

- **Rail:** Increase communication with customers regarding how the railcar doors work, and encourage customers to stand back when the doors are closing. This will improve customers' personal safety and reduce service disruptions.
- **Bus:** Continue to have Service Operations Managers managing service provision by monitoring schedule adherence to maintain and improve service reliability.
- **MetroAccess:** Continue to provide quality service and communicate with customers to manage expectations. Monitor complaint and commendation information to verify service performance as an additional confirmation.

Conclusion: Metro's commendation rate increased by 24% reaching the highest level in this fiscal year mainly due to the bus operators' handling of the treacherous conditions during the snowstorm January 26-27.

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

	Actions Through:						
	Nov	Dec	Jan	Feb	Mar	Apr	May
Create a Safer Organization							
Increase safety training							
Continue the accelerated close out of open safety-related audit findings	✓						
Develop strategy in response to Corporate Executive Board safety survey results							
Address system-wide vulnerability							
Begin analysis of incident tracking and safety measurement system							
Encourage near miss reporting agreement with union							
Complete actions regarding Elevator and Escalator operations							
Complete radio and communications system upgrade							
Deliver Quality Service							
Increase training for front-line employees and supervisors							
Produce Annual Performance Report							
Increase Bus Operator Recruitment							
Improve the availability of operations information for customer travel planning							
Improve responsiveness to customer comments							
Prepare for expansion of Metrorail system to accommodate changing travel patterns and launch of service to Dulles							
Use Every Resource Wisely							
Manage the transition to our next six-year program, currently being developed	✓						
Initiate a discussion with regional and federal stakeholders on Metro's long-term fiscal outlook to identify both challenge and solution	✓						
Financial Systems Integration							
Reduce paper fare media							
Develop, implement and manage procurement, inventory and management of assets							
Address parking asset management							

Summary of results to date:

Each action has been assigned to specific members of the executive staff. Detailed execution steps have been laid out with clear due-dates. The GM is constantly monitoring the progress being made on each task and maintaining accountability for results.

Scorecard Key -

Accomplished	✓
On schedule	
Requires attention	X

Jurisdictional Measures (FY 2010 Actual)

Output:	**Revenue Vehicle Miles (Thousands)**	
Metrorail		66,699
Metrobus		37,648
Output:	**Passengers Per Revenue Vehicle Mile**	
Metrorail		3.26
Metrobus		3.28
Efficiency:	**Operating Cost Per Revenue Vehicle Mile**	
Metrorail		$11.84
Metrobus		$12.99
Efficiency:	**Farebox Recovery Ratio**	
Metrorail		62.1%
Metrobus		22.9%
MetroAccess		4.4%
WMATA Systemwide		44.0%
Efficiency:	**Operating Cost Per Passenger Trip**	
Metrorail		$3.64
Metrobus		$3.96
MetroAccess		$41.39
Outcome:	**Annual Ridership (Thousands)**	
Metrorail (linked trips)		217,219
Metrobus (unlinked trips)		123,847
MetroAccess		2,377
Outcome:	**Maryland Annual Ridership (Thousands)**	
Metrorail		85,736
Metrobus		35,767
MetroAccess		1,429
Outcome:	**District of Columbia Annual Ridership (Thousands)**	
Metrorail		66,056
Metrobus		67,271
MetroAccess		634
Outcome:	**Virginia Annual Ridership (Thousands)**	
Metrorail		65,448
Metrobus		20,809
MetroAccess		314

Jurisdictional Measures

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

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

[1] FY10 Metrobus Routes as of April 2010

Produced by jurisdictional request based on available data.

Bus On-Time Performance – Metrobus adherence to scheduled service.
Calculation: For delivered trips, difference between scheduled time and actual time arriving at a time point based on a window of no more than 2 minutes early or 7 minutes late. Sample size of observed time points varies by route.

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

Rail On-Time Performance by Line – Rail on-time performance is measured by line during weekday peak and off-peak periods. During peak service (AM/PM), station stops made within the scheduled headway plus two minutes are considered on-time. During non-peak (mid-day and late night), station stops made within the scheduled headway plus no more than 50% of the scheduled headway are considered on-time.
Calculation: Number of Metrorail station stops made up to the scheduled headway plus 2 minutes / total Metrorail station stops for peak service. Number of Metrorail station stops made up to 150% of the scheduled headway / total Metrorail station stops for off-peak service.

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

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

Elevator and Escalator System Availability – Percentage of time that Metrorail escalators or elevators in stations and parking garages are in service during operating hours.
Calculation: Hours in service / operating hours. Hours in service = operating hours – hours out of service (both scheduled and unscheduled). Operating hours = revenue hours per unit * number of units.

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

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

Employee Injury Rate (per 200,000 hours) – The number of worker's compensation claims made by employees per month in relation to total hours worked.
Calculation: Number of Worker's Compensation Claims * 200,000 hours / total hours worked.

Crime Rate (per Million Passengers) – Crimes reported to Metro Transit Police Department on bus, rail, or at parking lots, Metro facilities, bus stops and other locations in relation to Metro's monthly passenger trips. Reported by Metrobus, Metrorail, and Metro parking lots.
Calculation: Number of crimes / (passenger trips / 1,000,000)

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

Customer Comment Rate – A complaint is defined as any phone call, e-mail or letter resulting in investigation and response to a customer. This measure includes the subject of fare policy but excludes specific Smartrip matters handled through the regional customer service center. A commendation is any form of complimentary information received regarding the delivery of Metro service.
Calculation: Number of complaints or commendations / (passenger trips / 1,000,000)

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	77.0%	78.0%	75.0%	72.0%	74.0%	75.0%	79.4%	70.6%	76.6%	73.8%	73.8%	73.0%	75.8%
FY 2011	72.8%	74.7%	71.7%	72.7%	74.0%	75.7%	78.5%						74.3%

KPI: Bus Fleet Reliability (Bus Mean Distance Between Failures) / Target = 7,400 Miles (Revised in January 2011)

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	4,898	5,437	5,325	5,732	6,054	6,700	7,223	6,878	6,882	6,270	5,902	6,578	5,910
FY 2011	6,670	6,673	7,366	7,842	8,982	8,587	8,681						7,829

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

Type (~ % of Fleet)	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Avg.
CNG (30%)	8,935	8,853	7,842	7,905	9,059	9,093	6,680	9,165	9,939	10,410	9,520	10,242	8,970
Hybrid (27%)	10,666	10,546	9,499	8,844	9,944	10,161	11,378	11,361	13,526	14,198	12,474	11,853	11,204
Clean Diesel (8%)	9,911	11,109	7,990	7,345	7,933	10,547	7,931	10,300	12,118	12,290	12,958	11,473	10,159
All Other (35%)	4,928	4,804	4,562	4,102	4,517	4,332	4,921	4,798	4,698	5,718	5,699	5,751	4,903

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

	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Avg.
Red Line	87.9%	88.9%	90.0%	91.0%	90.1%	88.5%	88.3%	88.0%	88.3%	87.5%	87.9%	85.1%	88.5%
Blue Line	87.4%	88.2%	88.9%	88.3%	87.5%	86.0%	86.1%	88.3%	87.3%	87.9%	86.3%	88.0%	87.5%
Orange Line	88.7%	92.2%	92.1%	91.4%	90.4%	88.8%	90.5%	92.1%	91.6%	91.0%	90.0%	91.7%	90.9%
Green Line	89.4%	91.1%	90.7%	91.0%	90.8%	90.3%	91.9%	91.9%	91.0%	88.3%	86.5%	90.2%	90.3%
Yellow Line	91.4%	91.4%	90.4%	90.7%	89.8%	89.0%	91.4%	92.0%	90.7%	91.2%	91.0%	91.5%	90.9%
Average (All Lines)	88.6%	90.0%	90.3%	90.6%	89.9%	88.6%	89.2%	89.7%	89.3%	88.5%	87.9%	88.0%	

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

	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Avg.
1K	45,404	37,742	33,487	41,859	32,241	32,258	46,370	43,908	40,517	45,595	45,557	54,137	41,590
AC	31,927	56,513	52,011	44,354	49,175	65,428	39,911	49,582	31,572	35,820	42,065	28,076	43,869
4K	24,393	41,982	27,659	41,703	18,166	21,553	17,893	18,645	36,587	25,073	25,195	31,393	27,520
5K	56,609	39,500	47,952	55,967	29,265	28,290	29,410	34,094	44,462	54,016	47,509	30,078	41,429
6K	141,162	78,393	110,522	80,046	93,631	57,029	107,198	77,921	88,918	119,427	56,172	74,865	90,440
CMNT AVG	42,997	49,088	46,943	49,375	39,573	42,424	40,435	43,420	41,121	45,471	43,712	37,703	

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	92.1%	91.6%	91.4%	91.7%	91.6%	92.8%	93.5%	87.4%	91.7%	91.1%	92.1%	93.1%	92.1%
FY 2011	94.6%	94.3%	91.8%	91.2%	91.8%	92.9%	90.1%						92.4%

KPI: Escalator System Availability / Target = 93%

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	89.6%	89.7%	90.6%	91.1%	91.6%	90.6%	90.0%	89.2%	89.5%	90.5%	89.6%	90.3%	90.4%
FY 2011	89.5%	88.9%	89.7%	89.5%	86.7%	88.6%	88.8%						88.8%

KPI: Elevator System Availability / Target = 97.5%

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	96.1%	96.3%	96.3%	96.3%	96.0%	97.7%	99.0%	97.9%	97.5%	97.3%	96.4%	97.2%	96.8%
FY 2011	96.0%	94.8%	94.9%	97.0%	96.4%	96.4%	96.3%						96.0%

KPI: Passenger Injury Rate (per million passenger trips)*

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Dec.
FY 2010	0.95	1.43	1.02	1.25	0.99	1.37	1.10	2.32	1.37	1.29	1.80	1.61	1.17
FY 2011	1.30	1.54	2.73	1.28	2.93	1.13							1.82

*Includes Metro Access and escalator injuries

Bus Passenger Injury Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Dec.
FY 2010	0.93	1.16	1.23	0.79	1.33	0.75	0.42	1.41	1.46	1.11	1.26	1.43	1.03
FY 2011	1.44	0.95	5.31	0.94	4.24	0.67							2.26

Rail Passenger Injury Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Dec.
FY 2010	0.10	0.22	0.17	0.16	0.18	0.00	0.06	0.15	0.10	0.19	0.22	0.20	0.14
FY 2011	0.10	0.11	0.17	0.11	0.18	0.00							0.11

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

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Dec.
FY 2010	0.58	1.12	0.50	0.68	0.37	1.25	1.09	2.31	0.99	0.91	1.31	1.03	0.75
FY 2011	0.89	1.35	0.95	1.22	1.57	1.09							1.18

*Includes escalator injuries.

KPI: Metro Access Passenger Injury Rate (per million passengers trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
FY 2010	30.27	25.66	20.05	62.44	21.01	43.90	31.41	36.76	21.57	27.04	52.92	46.48	33.89
FY 2011	24.62	38.85	9.84	14.45	35.70	25.67							24.86

KPI: Employee Injury Rate (per 200,000 hours)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010 Employee Injury Rate	8.92	6.98	8.55	5.84	7.40	8.50	5.38	8.70	5.29	5.88	6.53	7.21	7.37
FY 2011 Employee Injury Rate	4.39	5.72	7.76	4.59	6.36	6.24	6.92						6.00

KPI: Crime Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Dec.
FY 2010 Metrobus	1.06	0.80	1.24	0.88	1.37	0.89	0.52	0.23	0.74	1.23	1.46	0.96	1.04
FY 2011 Metrobus	0.86	0.66	1.50	1.51	0.90	0.78							1.04
FY 2010 Metrorail	4.29	5.03	5.38	5.43	6.78	5.76	7.59	6.11	4.68	5.06	6.11	5.26	5.45
FY 2011 Metrorail	6.19	4.91	6.95	4.97	6.38	6.71							6.02
FY 2010 Metro Parking Lots	2.59	2.23	4.32	3.85	6.41	3.63	2.79	2.53	3.05	2.39	4.53	3.94	3.84
FY 2011 Metro Parking Lots	4.06	5.40	2.75	2.17	2.89	4.54							3.64

Crimes by Type***

	Jan-10	Feb-10	Mar-10	Apr-10	May-10	June-10	July-10	Aug-10	Sept-10	Oct-10	Nov-10	Dec-10	Avg.
Robbery	122	81	86	91	89	71	66	58	83	76	91	97	84
Larceny	51	27	69	66	97	111	131	111	91	50	58	67	77
Motor Vehicle Theft	6	5	6	9	13	13	10	18	9	17	13	10	11
Attempted Motor Vehicle Theft	1	1	6	9	9	5	10	6	9	3	3	3	5
Aggravated Assault	10	7	7	9	15	7	14	15	14	14	11	12	11
Rape	2	2	0	0	0	0	1	0	0	0	1	0	1
Burglary	1	0	0	0	1	0	0	0	1	1	1	0	0
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	-
Arson	0	0	0	0	0	0	0	0	0	0	0	0	-
Total	**193**	**123**	**174**	**184**	**224**	**207**	**232**	**208**	**207**	**161**	**178**	**189**	**190**

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

KPI: Metro Transit Police Arrests, Citations and Summonses

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Dec.
FY 2010 Arrests	168	164	169	187	160	156	142	100	201	193	193	146	167
FY 2011 Arrests	234	194	178	139	113	126							164
FY 2010 Citations/Summonses	770	517	545	575	468	492	543	295	572	559	639	647	561
FY 2011 Citations/Summonses	727	644	650	611	440	379							575

KPI: Customer Commendation Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	12.9	10.6	10.2	10.3	9.1	9.2	10.3	9.7	10.7	13.4	11.7	11.0	10.4
FY 2011	11.3	9.0	8.5	10.2	10.0	11.1	13.8						10.6

KPI: Customer Complaint Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2010	147	143	145	130	124	121	119	162	140	124	136	147	135
FY 2011	150	138	129	125	128	125	130						132

Metrobus Ridership (millions)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2009	12.1	11.7	11.9	12.3	10.2	10.5	10.2	10.2	11.3	11.2	10.9	11.3	11.3
FY 2010	11.8	11.2	11.4	11.3	9.8	9.3	9.6	7.1	11.0	10.8	10.3	10.5	10.6
FY 2011	10.4	10.6	10.5	10.6	10.1	9.0	9.3						10.1

Metrorail Ridership (millions)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2009	21.0	18.5	18.2	19.7	16.1	16.4	18.5	16.6	19.1	20.3	18.4	20.1	18.3
FY 2010	20.5	17.9	17.8	19.0	16.4	16.0	16.5	13.4	20.3	20.8	18.3	20.3	17.7
FY 2011	20.2	18.5	17.8	18.9	16.6	15.7	16.0						17.7

MetroAccess Ridership (100,000s)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Jan.
FY 2009	1.63	1.62	1.69	1.82	1.57	1.73	1.58	1.72	1.91	1.97	1.90	1.93	1.67
FY 2010	1.98	1.95	1.99	2.08	1.90	1.82	1.91	1.36	2.32	2.22	2.08	2.15	1.95
FY 2011	2.03	2.06	2.03	2.08	1.96	1.95	1.82						1.99

NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance
March 2011

D

System-wide Ridership Data (millions of one-way passenger trips)

	Nov-10	Dec-10	Jan-11		Nov-10	Dec-10	Jan-11
FY 2011 Metrorail	16.60	15.70	16.00	FY 2011 Metrobus	10.10	9.00	9.30
FY 2010 Metrorail	16.40	16.00	16.50	FY 2010 Metrobus	9.80	9.30	9.60

Budget

Month to Month Budget Variance ($ Millions)

	Jan-10 Actual	Jan-11 Actual	Jan-11 Budget	Variance
Revenue	$56.6	$60.7	$63.9	-5%
Expense	$112.7	$111.0	$122.8	10%
Subsidy	$56.0	$50.3	$58.9	15%
Cost Rec.	50%	55%	52%	

Fiscal Year To Date Budget Variance ($ Millions)

	Jan-10 Actual	Jan-11 Actual	Jan-11 Budget	Variance
Revenue	$423.8	$455.8	$476.2	-4%
Expense	$810.1	$825.4	$855.5	4%
Subsidy	$386.3	$369.5	$379.3	3%
Cost Rec.	52%	55%	56%	

Source: WMATA Monthly Financial Reports

On-Time

Bus On-Time Performance		FY 2010	FY 2011
	Aug	78.0%	74.7%
	Sept	75.0%	71.7%
Target = 80%	Oct	72.0%	72.7%
	Nov	74.0%	74.0%
	Dec	75.0%	75.7%
	Jan	79.4%	78.5%

Rail On-Time Performance		FY 2010	FY 2011
	Aug	N/A	89.2%
	Sept	N/A	89.7%
Target = 95%	Oct	N/A	89.3%
	Nov	N/A	88.5%
	Dec	N/A	87.9%
	Jan	N/A	85.1%

Source: WMATA Vital Signs Reports

Safety

Passenger Injury Rate (per million trips)

	Oct	Nov	Dec	Jan
FY 2011	1.28	2.93	1.13	
FY 2010	1.25	0.99	1.37	1.10

Crime Rate (per million trips)

	Oct-10	Nov-10	Dec-10
Bus	1.51	0.9	0.78
Rail	4.97	6.38	6.71
Parking	2.17	2.89	4.54

Customer Complaint Rate (per million trips)

	Oct	Nov	Dec	Jan
FY 2011	125	128	125	130
FY 2010	130	124	121	119

Source: WMATA Vital Signs Reports

Reliability

Bus Fleet Reliability by Fuel Type *(target = 7,400)*
Miles Without Service Interruption

	CNG	Hybrid	Clean D.	Diesel
Dec-10	9,520	12,474	12,958	5,699
Jan-11	10,242	11,853	11,473	5,751

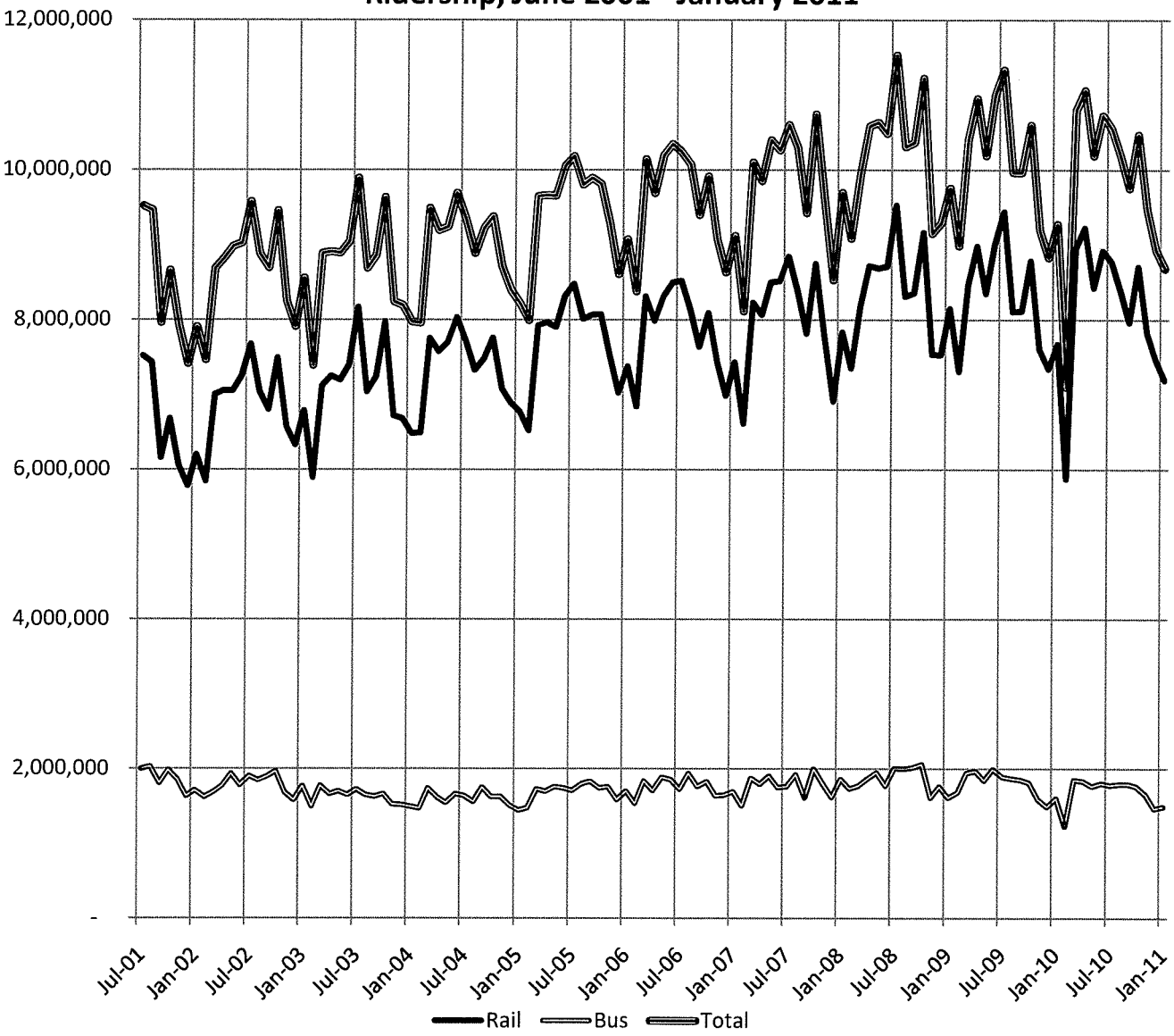
Rail Fleet Reliability by Series *(target = 60,000)*
Miles Without Service Interruption

	1000	5000	6000	All
Dec-10	45,557	47,509	56,172	43,712
Jan-11	54,137	30,078	74,865	37,703

Escalator Availability (Target = 93%)		Elevator Availability (Target = 97.5%)	
Dec-10	90.6%	Dec-10	96.4%
Jan-11	90.0%	Jan-11	96.3%

Source: WMATA Vital Signs Reports

Northern Virginia Metrobus, Metrorail, and Combined Monthly Ridership, June 2001 - January 2011



Northern Virginia Ridership Data (thousands of one-way passenger trips)

	July	August	September	October	November	December	January
Metrorail FY 2011	8771253	8,393.1	7,960.2	8,707.7	7,823.9	7,463.6	7,190.9
Metrorail FY 2010	9442376	8,104.2	8,115.3	8,788.1	7,603.7	7,340.3	7,675.1
Metrorail 5 yr. Avg. (FY 06-10)	8961872	8,187.1	7,998.1	8,573.3	7,578.1	7,157.9	7,693.5
Metrobus FY 2011	1776.709	1,790.7	1,792.0	1,757.9	1,650.5	1,464.0	1,491.6
Metrobus FY 2010	1889.137	1,863.8	1,848.9	1,807.9	1,591.9	1,486.2	1,599.8
Metrobus 5 yr. Avg. (FY 06-10)	1815.457	1,901.8	1,809.8	1,883.9	1,678.8	1,618.4	1,690.4

Northern Virginia Transportation Commission

AGENDA ITEM #5E

MEMORANDUM

TO: Chairman Euille and NVTC Commissioners

FROM: Adam McGavock

DATE: March 31, 2011

SUBJECT: WMATA Regional Benefits of Transit Study

Public transportation in the Washington DC metropolitan region has grown successfully since the Washington Metropolitan Area Transit Authority (WMATA) Compact was established in 1967. The heavy rail network now stretches 106 miles, and the bus and paratransit systems have been expanded to cover over 1,500 square miles. Around 1.2 million riders board the system each day.

The success of public transit in Washington has required substantial monetary resources from local, regional, state, and federal funding partners, and the transit system continues to need capital and operating investment. WMATA's rail and bus infrastructure is valued at over $25 billion (2010 dollars), and the 2010 Capital Needs Inventory (CNI) identified $11 billion of capital investment needs over the next ten years (year-of-expenditure dollars) to maintain existing infrastructure and meet customer demand. In addition, the region is actively planning to expand transit services, including surface transit and heavy rail extensions.

The funding needs to maintain and expand the transit system are substantial, and should be viewed in the context of the benefits they provide. Against a backdrop of funding needs, a crucial unanswered question is, "How does the region benefit from continued funding of Metro and the rest of the public transit system?"

Metro wishes to take a comprehensive measurement of the benefits of its transit services, and create a "business case" for transit funding. In doing so, Metro wants to quantify its benefits using metrics and measures consistent with a variety of internal, regional, and federal initiatives.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

NVTC staff is assisting WMATA in this effort, serving on the project's Technical Advisory Committee, and assisting the consultant team with data collection efforts.

The project kick-off meeting was held on March 18, 2011 at WMATA headquarters. The project Technical Advisory Committee includes representatives from NVTC, the District of Columbia, the State of Maryland, the Board of Trade, the Urban Land Institute, and several WMATA staffpersons, in addition to the consultant team. The primary focus of the kickoff meeting was to begin to narrow the long list of potential impact measures (see attached).

It was suggested that the project might benefit from the opinions of elected officials, regarding which measures they would consider to be the most helpful in advocating for transit funding. Accordingly, staff is asking commissioners to review the list of potential measures, and provide feedback either directly to NVTC staff, or via jurisdictional staff, at your earliest convenience. There are 39 suggested metrics on the list and the task is to select the best 10.

What does Metro Deliver for Communities in the Washington Region?

Task: Select 10 priority metrics that will support a winning argument for Metro funding.

Top audiences: (1) *Regional and state elected officials*, (2) *Business community*

I. Metro saves taxpayer money and resources

*1	Lane miles of additional road infrastructure averted due to current Metro bus and rail service, and corresponding capital and maintenance costs saved
2	Number of 200-car parking garages avoided and corresponding acres of land available for other uses in the Washington region due to the Metro bus and rail system
3	Annual road emergency service and crash prevention costs avoided due to current Metro service

II. Metro enhances economic development, bolsters revenues for local businesses, and creates jobs

*4	Commercial and residential property value differentials with proximity to Metrorail stations
5	Average per-acre *property tax* revenues generated within a ¼ mile of a Metrorail stations compared to jurisdictional per-acre average
*6	Direct and indirect jobs created by Metro (number, wages, job types: opportunities for low-income workers, manufacturing, construction, and construction suppliers, etc.)
7	Number of people who self-identify as reliant on Metro to get to their jobs
8	Overall number and variety of businesses (or sf of retail) within ¼ mile of Metrorail stations and bus corridors.
*9	Average per-acre *sales tax* revenues generated within a ¼ mile of a Metrorail stations compared to jurisdictional per-acre average
10	Anecdotes/examples demonstrating business reliance on Metro system (e.g. site selection based on Metro access, shift arrangements based on Metro scheduling, etc)

III. Metro keeps the region moving

11	Annual *passenger miles/trips* taken on Metro and annual VMT. Average commuting travel time for drivers vs. transit riders (i.e., do transit riders have shorter commutes than drivers?)
*12	Additional annual hours that *would be lost* to higher levels of traffic congestion if Metro service were discontinued and corresponding dollar value
13	Same as (12), for truck congestion cost, based on delay and commodity value
*14	How Metro extends the reach of Non-Metro transit providers (DASH, Fx Connector, ART): additional riders served within each jurisdiction due to presences of Metro service and dollar amount these providers save because Metro covers key routes within their jurisdictions
15	Number of *transit-dependent riders* in the region relying on Metro – elderly, disabled, lower-income (includes Metro rail and bus riders and para-transit riders)
16	Number of annual work and non-work trips taken on Metro bus and rail, and break down of what those trips are for (e.g. work commute, shopping, errands, school, entertainment, etc)
17	Inter-connectivity anecdotes and examples: How other transportation modes leverage the Metro rail and bus network to expand their reach (Zipcar, Capital Bikeshare, Washington Flyer, VRE, MARC, Amtrak, airports; other local transit services like DASH, Fx Connector, ART, etc)

IV. Metro protects the environment

*18	Gallons of gasoline/barrels of oil saved from X% of mode shift from SOV to Metro, and corresponding dollar value
*19	Tons of greenhouse gases saved by X% mode shift to Metro and/or by X% reduction in traffic congestion, and corresponding dollar value (if possible)
20	Net tons of air pollutants saved (particulate matter, CO, NO_x, SO_2), and dollar value of those savings
21	Acres of land saved from road construction due to Metro ridership, and implications for regional open space
22	Noise reduction from fewer cars due to current Metro system
23	Water runoff measured as the net acreage of impermeable surfaces from parking lots and roads that would be needed to accommodate extra uptick in cars if Metro bus and rail service was discontinued
24	Net waste disposal averted due to current Metro system, measured as oil, antifreeze, batteries, bulbs, windshield disposal from extra cars if Metro bus and rail service was discontinued

V. Metro saves lives and protects public health

*25	Death, injury, and accident risk for a driver versus a Metro rider in the Washington region. Number of deaths, injuries, and accidents averted due to Metro (from reduced cars traffic) and corresponding dollar value.
*26	Number of ozone action days and corresponding asthma and emphysema attacks averted annually due to Metro
*27	Average number of *pounds* kept off a year by the average Washington region Metro rider.
28	Estimated benefits to Metro riders regarding conditions such as hypertension, cholesterol, coronary heart disease, diabetes, and obesity, and corresponding medical expenses
29	Anecdotes and examples of hospitals within ¼ mile of Metro rail stations and bus corridors that leverage Metro for transportations choices for their worker and clients

VI. Metro saves families money and increases livability

*30	Annual household savings from lower car ownership and operation costs to families living near Metro service
31	Annual Metro bus and rail trips taken by the following groups: senior citizens, low-income households, non-drivers, and persons with disabilities. Projected number of transit-dependent seniors in the Washington region by 20*XX*. Number/percent of seniors and non-drivers confined to the home due to lack of transportation options.
*32	Number of music/cultural venues, restaurants, cafes, bars, parks, etc within ¼ mile of Metro service.
33	Numbers of people served by Metro bus and rail service (living within ½ mile of rail stations and bus corridors
34	Walkability scores of neighborhoods with Metro service compared to the overall jurisdictional walkability scores
35	DUI arrests in areas served by Metrorail vs. areas not served by Metro
36	Anecdotes and examples of Metro use for recreation including popular destinations outside the ¼ mile radius (e.g. number of patrons who use Metro to get to Wolf Trap)

VII. Metro enhances regional identity and supports federal workers

*37	Number of people moved annually for special regional events (e.g. sporting events, marathons, festivals, major concerts, national rallies, etc)
*38	Number and percentage of federal employees who use Metro (enrolled in SmarTrip) and the number of parking garages federal government would need to build to accommodate them as drivers
*39	Annual number of tourists using Metro rail and bus to visit the region

Regional Benefits of Transit
Scope of Work

11/19/2010

I. Background

Public transportation in the Washington DC metropolitan region has grown successfully since the Washington Metropolitan Area Transit Authority (WMATA) Compact was established in 1967. The heavy rail network now stretches 106 miles, and the bus and paratransit systems have been expanded to cover over 1,500 square miles. Around 1.2 million riders board the system each day.

The success of public transit in Washington has required substantial monetary resources from local, regional, and federal funding partners, and the transit system continues to need capital and operating investment. WMATA's rail and bus infrastructure is valued at over $25 billion (2010 dollars), and the 2010 Capital Needs Inventory (CNI) identified $11 billion of capital investment needs over the next ten years (year-of-expenditure dollars) to maintain existing infrastructure and meet customer demand. In addition, the region is actively planning to expand transit services, including surface transit and heavy rail extensions.

The funding needs to maintain and expand the transit system are substantial, and should be viewed in the context of the benefits they provide. Against a backdrop of funding needs, a crucial unanswered question is, "how does the region benefit from continued funding of Metro and the public transit system?"

Metro wishes to take a comprehensive measurement of the benefits of its transit services, and create a "business case" for transit funding. In doing so, Metro wants to quantify its benefits using metrics and measures consistent with a variety of internal, regional, and federal initiatives.

- Internally, Metro is analyzing tradeoffs between surface transit and heavy rail expansion in its Regional Transit System Plan. Additionally, the Authority's CNI identifies over $11 billion in investment need by 2020 to replace rail cars, rebuild infrastructure, and reinvest to maintain a state of good repair and meet customer demand. The benefits of transit will help put results and recommendations from both of these efforts into context, so decision makers can make informed choices.

- Regionally, the Region Forward plan prepared by the Greater Washington 2050 Coalition, outlines desires to create a more sustainable community through transit investment. It forms a planning guide to help measure regional progress toward a more livable future and outlines specific goals, targets and indicators that should be directly correlated to the efforts of this study.

- On the federal side, the partnership on livability between HUD, DOT and EPA has created a guiding set of livability principles that identify specific goals for strengthening federal efforts to ensure that infrastructure investments will protect the environment and develop livable communities. These principles should help guide how Metro measures the benefits of its transit services.

II. Purpose

The purpose of this project is to quantify the benefits associated with the existing transit system in the Washington region that are relevant to regional and federal livability measures. The study will focus on the benefits that Metro services provide to the Washington, DC region. This quantification will:

- Justify seeking continued and expanded investments and funding for service, and
- Identify a comprehensive list of the ways transit investment can advance regional and federal goals.

III. Scope

The consultant will address two major components of scope,:

1. The identification of the benefits provided by existing transit services and potential future transit expansion in the region, and the development of methodology for quantifying them; and
2. The exercise of applying the developed methodology to explicitly calculate some of these benefits for existing Metro system in the Washington, DC region;

The consultant will be directed by a small Steering Committee, formed by Metro staff to include regional stakeholders, which will review and approve major work products, including data sources, methodologies, and metrics.

Task 1: Methodology for Quantification of Regional Benefits

The initial step is to create a methodology for quantifying transit benefits by first defining categories of benefits, measures and metrics for quantifying those benefits, as well as *data sources and approximate level of effort* needed to produce a transparent quantification of the benefits of both the existing Metro system and potential future investments in the Washington DC region.

Therefore, this part of the scope will produce a comprehensive set of the benefits of Metro's transit service, and a proposed methodology for quantifying these benefits. The guidance will:

- categorize the benefits to be quantified including identifying measures and metrics needed to analyze the categories; and
- describe one or more ways of doing that quantification, with rough associated levels of effort, noting data needs and level of effort required for the calculation.

The methodology should allow a user to use empirical data to produce transparent calculations of:

1) Benefits provided by the existing transit network, and potentially the cumulative benefits of historic investment;

2) Forecasts of the benefits of future bus and rail investments.

Task 1.1 Literature Review/Background Research

The Consultant will collect and review existing nationwide literature on quantifying the benefits of public transportation investment and service for both bus and rail modes. A recent bibliography is in Litman, "Evaluating Public Transit Benefits and Costs: Best Practices Guidebook", 23 February 2010.

As noted above in the Background section of the scope, a number of Authority, regional and federal initiatives have a direct relationship to this study and will need to be reviewed for a policy-level understanding of how national and regional policy is viewing transit investments. In addition, several initiatives may serve as a data and methodological resources for the actual quantification of benefits. Therefore, in addition to the national research, the Consultant will review:

- Region Forward, Greater Washington 2050 Coalition, 2010
- Capital Needs Inventory, WMATA, 2010
- Washington Region TIGER 1 proposal, COG, 2009
- Federal HUD-DOT-EPA Partnership for Sustainable Communities, and FTA Livable and Sustainable Communities program
- Inventory of Commercial Space Proximate to Metro Stations, WMATA, 2005
- 30 Years of Smart Growth: Arlington County's Experience with Transit Oriented Development in the Rosslyn-Ballston Metro Corridor, Arlington County, 2008
- Fiscal Impact of Metrorail On The Commonwealth of Virginia, NVTC 1994

Task 1.2 Define Categories, Measures and Metrics

Utilizing the national research identified in the literature review process outlined in Task 1.1 above, the Consultant will define a methodology for best quantifying the regional benefits of transit investment. To accomplish this task, the Consultant will identify categories of benefits, develop measures and specific units of measurement, and identify data needs. Categories should be held to no more than five general areas, and metrics should be chosen that are easily understandable to decision-makers. Suggested examples of transit benefit categories and measures include, but are not limited to:

Example of Category of Benefits	Example of Metric for Transit Benefit (suggestions only)
Economic Development	Size, value, and tax revenues of property around transit stations, number of people directly employed by WMATA and their contractors, increases in property value at transit nodes, public infrastructure savings (reduced costs for utilities, etc), urban agglomeration benefits, labor market "shed" for employers
Transportation/Mobility	VMT reduced, number of cars off the road, congestion mitigated, parking costs saved, size and cost of lane-miles and parking capacity to accommodate current transit ridership, mobility for transit dependents or those unable to drive
Quality of Life/ Livable Communities	"Access shed" of transit facilities by bike/walk/auto, change in trip patterns, number of TODs, off-peak ridership, household savings from reduced car ownership, reduced auto accidents
Environmental	Greenhouse gases reduced, fossil fuel consumption, ground-level air pollutants like PM, NO, CO, water quality, runoff reduced
Federal Government/ Regional Identity	Size of visitor/tourist ridership, market share of federal workforce, market share for special/sports events

Once the initial categories, measures and metrics have been identified by the Consultant, the steering committee and WMATA will review and screen the Consultant's recommendations to help form the final metric list.

Although the final list of metrics will be reviewed as part of this project, Metro has specific interest in the following measurements for its existing system:

- Value of development around rail stations
- Greenhouse gases reduced
- Size and cost of avoided roadway and parking infrastructure

Task 1.3 Produce Methodology Technical Memorandum

The Consultant will develop a technical memorandum identifying the categories, measures and metrics developed in Task 1.2 above, including relevant summaries obtained from the literature review identified in Task 1.1 and reflecting input from the aforementioned steering committee. The Consultant will identify different way(s) each metric could be computed for the Washington DC region, including data availability and assumptions required. The technical memorandum will estimate the level of effort estimate required to successfully analyze each measure.

Deliverables:

- Draft table of Categories, Measures and Metrics, and the level of effort estimated to compute each
- Attend and develop meeting material for up to two (2) Steering committee meetings related to the Draft – Categories, Measures and Metrics
- Methodology Technical Memorandum

Task 2: Calculate Current Benefits of Transit for Washington Region

In addition to developing the methodology for analyzing current benefits of both existing services and proposed future services, the Consultant will apply the methodology developed in Task 1 to quantify some of the regional benefits of the current transit system using actual data for the Washington, DC region. WMATA will specify which benefits should be quantified.

Task 2.1 Assemble Data

Consultant will assemble data on the existing transit system, including infrastructure, service consumption, etc., including any travel demand model information that may be applicable. Because many of the benefits of transit may be avoided costs of automobiles, consultant will assemble data on the cost of building and operating/managing roadways in urban areas from the DOTs in the region. Consultant will also gather applicable data about WMATA's impacts related to the categories identified in Task 1.2. For example, quantifiable data associated with environmental impacts of the current transit system by mode will need to be identified so a complete picture of the existing transit system's benefits can be painted.

Task 2.2 Calculate Benefits of Current WMATA Transit Services

Utilizing the measures identified in Task 1.2 above, the Consultant will calculate and aggregate the data to produce a quantification of benefits for Metro services. Benefits should be presented in the categories outlined in Task 1.2 above. Benefits that cannot be calculated should still be listed.

Once the measures have been calculated, the Consultant will assist WMATA staff in a final steering committee meeting to review the findings and solicit input on the analytical results from the report.

Task 2.3 Final Report

Tasks 1 and 2 of this project lead to two key deliverable reports:

1. A summary brochure or PowerPoint presentation showcasing the benefits of the current Metro system. This summary will be quoted and/or used by WMATA's communications department to demonstrate the quantified benefits of the current Metro system to the region, and provide assistance when considering the tradeoffs of various modal investment strategies. This short report should be a standalone document for outreach efforts to key decision-makers.
2. A report explaining the methodologies and data sources used to quantity the benefits of current Metro services. This report should show that the methodologies and data sources were applied in clear and defensible ways, and should support the benefits outlined in the summary brochure (above).

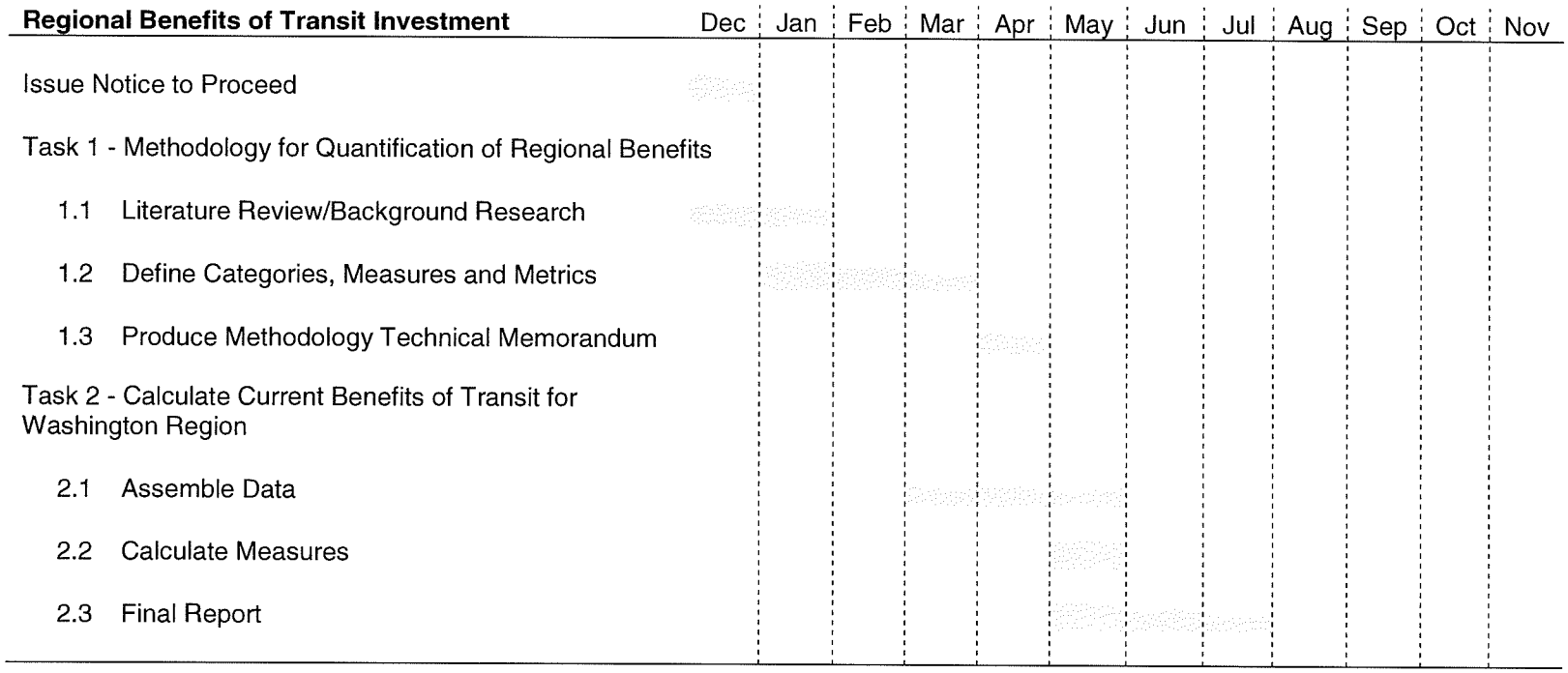
Both deliverables should incorporate and/or address all the comments and questions associated with the review by the steering committee and other WMATA staff.

Deliverables:

1. Summary brochure or presentation of current benefits
2. Supporting report on methodologies and data sources used in quantification
3. Meeting material for Steering committee related to the calculation of measures

IV. Project Schedule

Project schedule:



Tri-State Oversight Committee (TOC)

District of Columbia Department of Transportation	Maryland Department of Transportation	Virginia Department of Rail and Public Transportation
Eric Madison Emile Smith	George Good (Vice Chair) James Benton	Matt Bassett (Chair) Dave Harlan Tom Freeman (Alternate) Kevin Page (Alternate)

Presentation to the WMATA Board Safety & Security Committee

March 24, 2011



General TOC Assessment of Progress Since December 16th, 2010

- Overall trends are positive
- RWP training progressing appropriately
- Accident investigation progress is exemplary
- Many FTA audit concerns resolved
- Concerns over rule compliance in rail yards

CAP Progress is Moderate

- December, January progress marginal, February acceptable
- March progress very significant
  - Many stemmed from SSPP closure
  - Additional items from OIG, TRST, Safety
- Prioritization of CAP effort remains **critical**

Internal Audits

- TOC has reviewed WMATA's 2010 internal safety and security audit report
- TOC will issue a written approval shortly
- Overall, the internal safety audit and security audit program has made major strides, and annual audit report is strong
- WMATA needs to ensure the required TOC notification 30 days in advance of an audit

Development of RWP Program

- TOC members have taken RWP “bridge training” in recent months; current program a quantum leap over previous efforts
- TOC will monitor RWP implementation, re-assess when program matures
- TOC interested in Worker Ahead Warning System development (WAWS)
- RWP training is hitting targets, has even increased from originally planned levels
- Audit function key to long-term success

Elevator/Escalator Problems

- TOC members have attended ELES training and visited facilities
- TOC personnel responded to a recent escalator incident at Foggy Bottom/GWU
- WMATA has developed appropriate CAPs stemming from the VTX report
- TOC monitoring this issue; we noted SAFE assignment of a full-time escalator safety officer

Rail Yard Compliance Concerns

- Recent low-speed collisions in rail yards emphasize a problem with rule compliance
- TOC and Safety are working with RTRA to better understand the problem
- TOC and Safety will be conducting site visits and evaluations in the next two weeks as part of this effort

Accident Investigation Recovery Efforts

- WMATA's accident investigation recovery efforts have been truly exemplary
- Most pre-2010 reports are complete; progress on remaining items continues
- Last year, WMATA had open investigations dating back as far as 2006
- 88 of 100 open investigations cited by the FTA have been completed

WMATA Communication, Access

- TOC and Safety continue to make progress in gaining access to various rail operations
- Participation in ATC, 7000-series stakeholder meetings
- An institutional apprehension over CAPs and audit findings still exists, and must be overcome

FTA Audit Progress

- As of 3/7/2011, FTA closed four WMATA recommendations and six TOC findings
- More expected in next 60 days
- TOC and WMATA will continue work on hazard management, documentation and accident investigation activities
- Closure of some items will require additional TOC assessments

WMATA Plan Updates & Reviews

- TOC approved WMATA's SSPP this January
- TOC has reviewed WMATA's SEPP, working with MTPD to address comments
- TOC is looking forward to reviewing WMATA's updated Accident Investigation Procedures
- Metro Safety Procedures Manual (separate from Rulebook) also needs updating to address FTA findings

Governance Issues

- TOC internal and TOC-WMATA MOUs fully executed
- Partnering session in January helped to identify further areas for improvement
- TOC will participate in WMATA governance reform efforts per direction of the Executive Committee

Safety Measurement System

- TOC members have taken SMS training
- WMATA has committed to providing SMS capability at TOC's JGB workstation
- WMATA still making progress in use of SMS to track non-reportable rail hazards like door incidents, overruns
- At FTA's request, TOC will conduct an SMS evaluation in the next 9-12 months

Program Management Notes

- SAFE has provided TOC with three “hotel” stations to facilitate on-site document review and data analysis
- TOC will be activating a 24-hour phone number in early April, # to be published on the website

Questions and Comments

www.tristateoversight.org

Northern Virginia Transportation Commission

AGENDA ITEM #6

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: March 31, 2011

SUBJECT: Virginia Department of Taxation's Administration of NVTC's Motor Fuels Tax.

Staff of the Virginia Department of Taxation (TAX) intend to provide monthly descriptions of the progress in ensuring that tax collections are complete and accurately allocated among jurisdictions. Also, both NVTC and PRTC wrote to TAX Commissioner Burns to inform him of the commission's approval of TAX's recommended personnel changes and to emphasize ongoing concerns with misallocations. Commissioner Burns and his top staff members then contacted PRTC's Executive Director by telephone for further discussion. If a written response is provided by Commissioner Burns, it will also be shared with NVTC's commissioners.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

March 3, 2011

Craig M. Burns
Tax Commissioner
Virginia Department of Taxation
P.O. Box 2475
600 East Main Street, 23rd Floor
Richmond, VA 23219

Dear Commissioner Burns:

At its meeting on March 3, 2011, the Northern Virginia Transportation Commission voted to accept the recommendations in your February 23, 2011 letter to NVTC's Executive Director. In your letter you described your determination that the existing motor fuels tax administrative position is no longer needed and that a new senior auditor position should be added. You then explained the additional expense to be shared by NVTC and the Potomac and Rappahannock Transportation Commission.

While NVTC has accepted your recommendations, NVTC and its jurisdictions are convinced that the new tax law has resulted in serious misallocation of funds among NVTC's jurisdictions. We appreciate your efforts to work with us to correct the situation, including monthly conference calls with the Director of Audits and monthly meetings with the Northern Virginia Audit Supervisor and others. Nonetheless, the situation has not been resolved satisfactorily. Misallocations continue to occur between NVTC's jurisdictions. If these irregularities continue and are not corrected soon, it will impact allocations for the April billing from the Washington Metropolitan Area Transit Authority. Jurisdictions would have to accept the resulting misallocations for the entire following fiscal year.

We have previously brought to your attention the seriousness of the misallocation of motor fuels taxes and we have proposed methods to resolve the problem. We understand you are implementing some of our suggestions. We anticipate that our authorization of this new position will result in corrections of the allocation issues referenced above.

Please feel free to contact me with any questions.

Sincerely,

Jay Fisette
Vice-Chairman

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

PRTC
Potomac and Rappahannock Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

March 4, 2011

Mr. Craig M. Burns
Tax Commissioner
Virginia Department of Taxation
P.O. Box 2475
600 East Main Street, 23rd Floor
Richmond, VA 23219

Dear Commissioner Burns:

At its meeting on March 3, 2011, the Potomac and Rappahannock Transportation Commission (PRTC) voted to provisionally accept the recommendations in your February 23, 2011 letter to me. So I am affirming that PRTC is prepared to bear its portion of the added cost of your staffing proposal so long as the Northern Virginia Transportation Commission (NVTC) also accepts the same proposal.

That said, I also want to underscore the continuing concern that PRTC and its member governments share about the transition. While you have characterized the transition as though it is complete, from our perspective this is not an apt description. The transition will not be complete until we can confidently say all the distributors are remitting their tax obligations and properly assigning them to the individual member jurisdictions based on the locations of the sales, and it is apparent that we're not there yet.

Even before the inception of the distributor-based tax, PRTC anticipated that there would be "conversion" problems, and so we have had an ongoing dialogue with your staff about this. PRTC (and NVTC) staff has been proactively flagging apparent mis-postings, and making suggestions for how these problems can be remedied with supporting data to facilitate problem-solving. To date, only two sets of PRTC-related adjustments have been made by Taxation, and there is evidence of multiple others that still await resolution.

My point is that while progress is being made, it is slow-going such that PRTC and its member governments are becoming increasingly concerned. Consequently, PRTC desires an update on Taxation's plan to analyze/resolve the problems, including a time line for this occurring. Our aim is to see the transition truly completed no later than the actual distribution of revenue in June 2011, so the revenue can be properly recorded by member jurisdictions in the fiscal year ending June 30, 2011.

Please feel free to contact me with any questions.

Sincerely,

Alfred H. Harf
Executive Director

cc: PRTC Commissioners
Northern Virginia Legislative Delegation
Richard Taube
Joyce Embrey

RECEIVED
MAR 0 8 2011

COMMONWEALTH of VIRGINIA

Department of Taxation

February 23, 2011

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

Dear Mr. Taube:

In an effort to better administer the change in collecting and remitting motor fuel taxes from retailers to distributors, the Department of Taxation (TAX) has reviewed our current procedures and staffing and concluded that some changes going forward would be beneficial to the process. As you know, TAX currently has two motor fuels tax auditors and one administrative position permanently assigned to this function. In addition, TAX temporarily assigned a supervisor and senior auditor from another area to assist to assist in developing an enhanced process for monitoring locality distributions from the fuel tax as well as new audit procedures.

However, now that the transition required by the law change is complete, TAX needs to return the senior auditor back to her regular duties. I am pleased to note that the supervisor will continue to provide support to the motor fuels tax staff while performing his regular duties.

My staff have had ongoing discussions with Scott Kalkwarf and Joyce Embry regarding the existing staff qualifications and roles. The result has been a determination that the administrative position no longer is needed to administer the collection and distribution of the motor fuel taxes. However, the consensus was that process would be enhanced by utilizing the resources used for the administrative position for a new senior auditor position. This position would lead the work of the two existing motor fuels tax auditors as well as perform audits. If the position is filled by one of the existing motor fuels tax auditors, TAX would recruit to backfill that vacancy.

Completing this transition depends on the Transportation Commissions accepting this proposal and funding the new position. The salary range would be between $52,000 and $58,000 along with a 36 percent fringe benefit factor resulting in an expected total compensation package between $70,720 and $78,880. The current salary for the administrative position is $42,174 with benefits would be used to partially fund the new auditor position.

However, the administrative assistant position will likely be eligible for state workforce transition benefits due to an involuntary layoff. The figures below represent the high end of what the cost of the layoff benefits – which are required by the Code of Virginia, may be:

- Severance benefit of 10 weeks salary: **$5, 963.50**
- State-funded portion of health benefits premium: $1,147 per month for 12 months, totaling **$13,764.**
- State-funded premium for life insurance: $7.24 per month for 12 months, totaling **$86.83.**
- Estimated payout for annual leave if she wants to cash out: $14.91/hr X 189 = **$2,817.99**
- Employer (State) cost VEC unemployment payments **$8,034** for 26 weeks

I appreciate the assistance and feedback the Transportation Commissions have given us regarding the motor fuels tax. Please review the proposal with your staff and if you have any questions, you can contact Jim Mason, Director of Field Audit at james.mason@tax.virginia.gov or at (804) 786-1879.

This proposal is submitted with the goal of further improving the process and I look forward to further discussions on the topic..

Sincerely,

Craig M. Burns
Tax Commissioner

Cc: Alfred Harf, Executive Director, PRTC
Richard C. Dotson, Assistant Tax Commissioner, Compliance
Joyce Embrey, Director of Finance and Administration, PRTC
Scott Kalkwarf, Director of Finance and Administration, NVTC
Jim Mason, Director of Field Audit

Northern Virginia Transportation Commission

AGENDA ITEM #7

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: March 24, 2011

SUBJECT: Legislative Items

The attachments describe several federal legislative developments of interest, including efforts to encourage Congress to honor its commitment to provide $150 million annually for WMATA's safety and other vital capital improvements.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

COMMONWEALTH of VIRGINIA

Office of the Governor

Robert F. McDonnell
Governor

March 1, 2011

The Honorable Harold Rogers
United States House of Representatives
Chairman, House Appropriations Committee
H-307, The Capitol
Washington, DC 20515

Dear Chairman Rogers:

I am writing to express Virginia's support for full ongoing federal funding for the Metrorail system operated by the Washington Metropolitan Area Transit Authority (WMATA), as authorized by Public Law 110-432 in 2008. WMATA provides critical transportation services to the Capital region including areas of Virginia, the District of Columbia, and Maryland, and is especially useful for your federal employees who live around the region to get into the District. Continued federal funding is essential as federal, state, district, regional, and local partners continue to work to improve and expand the system to meet future demands for transportations choices. The matching funding approach, with the federal government bearing half the load and Maryland, Virginia and the District of Columbia contributing $50 million each, has worked well to sustain the Metro system.

The Northern Virginia region is projected to experience high levels of population and employment growth over the next two decades. As the region grows, so too does the importance of a multi-modal transportation system which helps mitigate the increase in highway congestion that will accompany the anticipated continued regional population growth. Metrorail boasts the second highest usage of public transit in the nation for getting to and from work.

Former Congressman Tom Davis of Virginia led the effort to secure federal funding and state match from Virginia, Maryland and the District of Columbia. Those efforts resulted in a more reliable funding stream for Metro. Stable funding is key for Metro as the transit system plans for critical transportation projects and investments in new infrastructure.

Virginia recognizes that WMATA has faced several challenges resulting in a decline in safety, performance and reliability; thus, the Commonwealth has joined with

the Governor of Maryland and the Mayor of the District of Columbia to address significant Metro governance reform that will lead to a more efficient transportation system. With continued support from our federal partners, we will implement both short and long-term improvements to revitalize the Metro system which has become an indispensable piece of the transportation system in the Capital region.

I fully support your bold efforts, and that of your colleagues, to dramatically reduce the unsustainable level of debt and deficit spending in Washington. We have made those tough but necessary choices in Virginia, having pared back spending to 2006 levels. Yet, infrastructure development and maintenance is critical to our ability to create jobs and opportunity, and I hope you will sustain this funding.

Thank you for your continued support of WMATA and its essential transportation services in the Capital region.

Sincerely,

Robert F. McDonnell

RFM/td

Cc: Virginia Congressional Delegation
The Honorable William J. Howell
The Honorable Thomas K. Norment, Jr.
The Honorable Richard L. Saslaw
The Honorable Ward L. Armstrong
The Honorable Sean T. Connaughton

Press Releases

Senators Webb, Warner Cosponsor Bill to Establish Strong Federal Safety Standards for Metro

March 14, 2011

Senators Jim Webb and Mark Warner (D-VA) joined lead sponsor Senator Barbara A. Mikulski (D-MD) in reintroducing the National Metro Safety Act today to establish strong federal standards for Metro systems nationwide. The bill was originally introduced a month after the 2009 Metro crash near the Fort Totten station – the deadliest crash in the history of the Washington Metropolitan Area Transit Authority's (WMATA) rail system. Rail transit, which carries 14 million daily riders, is the only mode of transportation without federal safety standards, oversight and enforcement.

"We should renew our commitment to strengthening Metro's management practices, safety procedures, and funding levels," Senator Webb said. "I will continue to work with my Senate colleagues to increase both funding and oversight of Metro, so that our region's commuters have access to reliable public transportation for years to come."

"The tragic events of June 2009 made it all too clear that WMATA and transit systems nationwide need to focus on making safety a priority," said Senator Warner. "A safe, well-run Metro system is crucial to this region's economy and our federal workforce. This legislation will help ensure that transit systems are taking those necessary steps."

National Metro Safety Act will direct the Secretary of Transportation, in consultation with the National Transportation Safety Board (NTSB), to develop safety standards for all Metro systems. The NTSB recommended the U.S. DOT seek the authority to establish safety standards in its report on the crash.

The NTSB has already identified several areas that could ensure better safety and oversight, including: minimum crashworthiness standards, improved evacuation and rescue features on rail transit cars, requiring data recorders on Metro trains and hour-of-service limits to ensure Metro conductors are getting enough sleep between shifts. This bill would require the DOT to implement those changes.

Senators Ben Cardin (D-MD) and Patty Murray (D-WA) were also original cosponsors of the bill.

Northern Virginia Transportation Commission

March 3, 2011

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

Dear Representative Connolly:

The Northern Virginia Transportation Commission has authorized me to contact you to express deep concern about the cuts to public transit funding included in HR 1, the FY 2011 Continuing Appropriations Act.

According to studies for the American Public Transportation Association, every $1 billion invested in transit creates and supports 36,000 jobs and generates $4 billion in economic returns. HR 1 one cuts approximately $750 million in needed federal investment in transit. This is especially devastating as the national economy struggles to recover and unemployment remains high.

Of greatest concern to NVTC is the elimination of funding for the Washington Metropolitan Area Transit Authority. WMATA must invest immediately in safety improvements to comply fully with recommendations by the National Transportation Safety Board (NTSB). In a carefully negotiated agreement, Congress has authorized $150 million for WMATA annually over a 10-year period and together, the District of Columbia, Maryland, and Virginia have pledged the same amount. For Congress to turn its back on this $300 million annual partnership would set back vital efforts by WMATA to improve safety and reliability and implement recommendations by the NTSB. Federal government employees comprise WMATA's largest ridership segment and the federal government now possesses four seats on the WMATA Board as a result of this 10-year partnership.

In addition to WMATA's safety improvements, this region faces the financial responsibility of completing the extension of Metrorail in the Dulles Corridor and coping with the looming traffic congestion created by the implementation of the Federal Base Closure and Realignment process. Cuts in federal investment in transit will make these challenges even more difficult for state and local governments that are required to pass balanced budgets.

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

As House and Senate negotiations proceed on this appropriations bill, we urge you to safeguard funds for transit throughout the U.S. and specifically for WMATA in our region. Failure to do so will precipitate enormously adverse consequences for state and local taxpayers, for transit customers of all income levels, for job creation and for economic recovery.

Feel free to contact me with any questions or to request more information about the benefits of public transit in the Washington region.

Sincerely,

Jay Fisette
Vice-Chairman

Northern Virginia Transportation Commission

AGENDA ITEM #8

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: March 31, 2011

SUBJECT: Review of Northern Virginia Response to Higher Gas Prices

---

Each transit system operating in NVTC's district was asked to explain what approaches are being employed to cope with likely ridership increases as the price of gasoline soars toward $4 per gallon and above. Systems providing longer transit trips are already experiencing significant ridership gains (e.g. LCT, OmniRide, VRE). DASH and CUE also report gains.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

AGENDA ITEM #8

TO: Chairman Euille and NVTC Commissioners

FROM: Kala Quintana

DATE: March 31, 2011

SUBJECT: Regional Transit systems and riders coping with fuel prices near $4 per gallon

---

A study[1] released in March, 2011 by the American Public Transportation Association (APTA) predicts that as gasoline prices continue to increase, Americans will turn to public transportation in record numbers. In fact many Northern Virginia transit systems reported marked increases in ridership when gas prices spiked at $4.00 a gallon in 2008.

As a result of the 2008 experience and a renewed trend of fuel price increases with no end in sight thanks to political instability in a sizable segment of the Middle East in recent months, APTA is calling on Congress to address the impending demand by providing a greater long-term investment in public transportation.

APTA's analysis reveals if regular gas prices reach $4 a gallon across the nation, as experts have forecast, an additional 670 million passenger trips could be expected, resulting in more than 10.8 billion trips per year. If pump prices jump to $5 a gallon, the report predicts an additional 1.5 billion passenger trips can be expected, resulting in more than 11.6 billion trips per year. And if prices were to soar to $6 a gallon, expectations go as high as an additional 2.7 billion passenger trips, resulting in more than 12.9 billion trips per year.

Is Northern Virginia desensitized to $4/gallon fuel?

Northern Virginia appears somewhat desensitized to the $4.00 threshold primarily because unemployment here is significantly lower (4.9%) than the national average

[1] **Potential Impact of Gasoline Price Increases on U.S. Public Transportation Ridership, 2011 -2012** http://www.apta.com/resources/reportsandpublications/Documents/APTA_Effect_of_Gas_Price_Increase_2011.pdf

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

(8.9% as of March 4, 2011) and statewide (6.9% as of March 10, 2011). Northern Virginia also reports one of the highest household incomes in the country.

However, those residents living in the outer suburbs (Loudoun County, Prince William Co.) in particular are feeling the economic pinch and are wasting no time seeking alternative transportation modes. These residents typically face the longest and most challenging commutes (along the I-66 and I-95/395 corridors). Coupled with rising fuel prices and the renewed $230 federal commuting benefit, it is quickly becoming more economical than ever for commuters in the outer suburbs to take the bus or VRE. For example, LC Transit reports ridership at an all time high with standees along many peak hour commuter routes. OmniRide's experience is similar to LC Transit's recent trends. In March, VRE reported ridership at well over 20,000 passenger trips consistently and peaking in late March at over 21,000 passenger trips.

Northern Virginia is not unique. Many of the public transit systems across the country are already seeing noticable ridership increases, some reaching double digits in the month of February, including the South Florida Regional Transportation Authority (10.6 percent); the Southeastern Pennsylvania Transportation Authority (10 percent); and the Capitol Corridor Joint Powers Authority of Oakland, California (14 percent).

Capturing market share

While recent spikes in ridership are expected to positively affect Northern Virginia's transit systems' bottom line in terms of increased passenger fares, it may be difficult to maintain the recent market share gains long term because of the reduced quality of the commuting experience due to overcrowding conditions on these transit systems.

If systems are not able to manage the demand by adding new rolling stock or increase the number of routes to accommodate the growing passenger trends and fuel prices drop back to reasonable levels commuters will simply return to their cars, despite the overall economic and environmental advantages of choosing transit, simply because of the comfort factor.

What are transit systems doing to take advantage of/manage resources during this trend?

In March 2011, NVTC staff reached out to Northern Virginia transit systems to find out how they are coping and what, if any, innovative operational and marketing initiatives they are undertaking to capture market share in this particular fuel price spike cycle.

According to reports from the various transit systems, most are still reeling from budget cuts or freezes due to the current and ongoing economic situation in the country and commonwealth.

In terms of marketing and outreach, many transit systems have had to make drastic cuts. Therefore they are generally relying on free media, existing TDM programs, social media and word of mouth advertising to reach new customers.

Many transit system staff report that the rising fuel prices are "doing the marketing for them." Prior to the Japanese earthquake and tsunami, fuel prices were repeatedly the lead story on most major networks. However, with the protests in the Middle East and the current engagement in Libya, the price per barrel of oil is once again trading at $105 (March 24, 2011) and expected to rise. Once again the media are turning to fuel prices as a leading story and are beginning to ask the hard question: What effect do rising fuel prices have on any continued U.S. economic recovery and how do they impact the way that we utilize transportation alternatives?

Managing Transit Operations

The shift to transit seems to be strongest in the outer jurisdictions. LC Transit, OmniRide, VRE, City of Fairfax CUE and City of Alexandria DASH all report a marked increase in ridership. However, because of budget cuts most systems are unable to institute additional routes or service at this time. Instead, riders are standing for the duration of the trips on these systems or are reportedly altering the routes they take. In other words, instead of taking the peak of the peak bus routes which are the most crowded, commuters are shifting their commuting times to slightly earlier or later routes in order to be able to sit down and be more comfortable. This is especially true for the longer haul routes (LC Transit and OmniRide). While this kind of self management may alleviate declining conditions in the short term, the efficacy of these remedies will continue to decline as more people shift from their vehicles to transit.

While LC Transit, OmniRide and VRE generally have the longest commuting distance to cover, Fairfax Connector reports that they are seeing an increase in passenger trips on the routes originating at the far western part of Fairfax County: Centreville and Chantilly. Fairfax Connector also reports that they are in a slightly better position in terms of rolling stock and have a "ghost fleet" ready to be put into service if needed to meet rising demand.

City of Alexandria's DASH reports an increase from January to February of this year. Typically DASH sees a decrease from January to February because February has fewer days; this year, however, DASH went from about 276,685 in January to about 287,007 (3.7% increase) in February. For comparison, DASH operated on 30 days in January, 20 of which were weekdays; in February, DASH operated all 28 days, but the same number of weekdays as January. The average weekday ridership went up from 12,143 in January to 13,221 in February. The March ridership numbers are currently on

track to exceed February's and DASH staff expects the final numbers will very likely reveal a sustained increase. The City of Alexandria, does serve a fairly sizable transit dependent population. These residents are the most vulnerable to rising fuel prices and this likely has an impact on the rise in ridership.

Similar to the City of Alexandria, the City of Fairfax CUE is also monitoring ridership increases which are up 20% when comparing February 2010 to February 2011 counts. A large percentage of their riders are college students attending George Mason University and generally have a more limited income. As a result, they may have little choice but to use the bus to get to school, work and activities.

Effort and Observations by Transit System

PRTC OmniRide– No marketing efforts planned. Already at capacity for peak of the peak and ridership is creeping up on shoulder trips. More standees, fuller buses. All income brackets seem to be turning to transit.

For PRTC the rising fuel prices are adding insult to injury. PRTC is making schedule changes, responding to changes as best as they can. However, they don't have the money to expand service or add resources. Every single bus is pressed into service and they have been coping with overcrowding for months mainly due to $230 benefit. At the local government level, there is no political appetite to provide any additional gas tax revenue to PRTC for additional services. At this juncture, public outreach efforts are being instituted in order to manage passenger expectations, not to increase market share.

Fairfax Connector - Has not been doing any special outreach because of the high gas prices this time. On most routes, Connector has not seen an increase in riders yet, either. The $4/gallon barrier does not appear to have the same psychological impact on commuters as it did in 2008. Connector staff feels that $5/gallon fuel is the new threshold and they have plans to make operational adjustments when needed. While there are no discernable spikes just yet, there is evidence of increasing ridership in Chantilly and Centreville. Connector has a "ghost fleet" ready to be implemented and room to grow.

Instead of specific marketing efforts, Fairfax Connector continues to promote the concept that saving money on gas is one of the advantages of trying various TDM options that they regularly promote in their standard marketing and outreach efforts, especially the "One Less Car" outreach that they conducting with employers for BRAC, etc.

City of Fairfax CUE- No current marketing plans and no room to expand service without additional funding. Even without marketing ridership is increasing, driven by

rising fuel prices. Ridership went through the roof when prices spiked last time, Fairfax CUE had never seen that kind of spike before and are starting to see it again. Rising fuel prices are doing the marketing for them. In terms of operations they are doing the best they can with what they have available. Staff reports that February ridership numbers were up 20% from the same month last year.

LC Transit - Has been conducting marketing and outreach efforts. One campaign entitled, "Don't Pay the Pump, Share the Ride" (See attached advertisement) is one example of their efforts to marketing for all modes of transit. LC Transit is bumping up against capacity issues already and report 5,000 total daily passenger trips regularly in March. For comparison, their typical number of passenger trips generally fall into the high 4,000's. LC Transit plans on using grant funds to do more fuel price related outreach in the next few weeks (See attached photo of ad running in the Washington Post). They are very busy working with businesses on their "Green Business Challenge" which encourages Loudoun County businesses to take cars off the road, encouraging them and their employees to think about transit options from the start.

ART – A previously planned marketing blitz for ART will incorporate some fuel price messaging in with campaign. Direct mail, business partners, community events. But this was already a planned effort.

VRE -- VRE is reducing the step up fare to Amtrak trains to only $5 per trip. VRE will absorb the additional cost of $5 per ticket. This change is expected to cost VRE up to $300,000 annually. However this will hopefully reduce some overcrowding issues. Since September 2010 VRE has seen an 11% increase in ridership. In February 2011, the total number of passenger trips began exceeding 20,000 a day.

TAGS – TAGS is a circulator service in Springfield that serves the Franconia Springfield Metro Station, Metro Park, Springfield Mall as well as several other major hotels and businesses in the downtown Springfield area. TAGS is made up of private and public representatives, businesses, home owners associations and individuals and serves as an advocacy organization. The TAGS shuttles have seen growth in ridership but still have plenty of capacity. The TAGS board, with the help of a grant from TransUrban, is preparing to launch a new grassroots initiative known as "Friends of TAGS." This program is unique in the region and will serve to provide a portal for those individuals and businesses who do not necessarily want to become a member of the organization, but wish to demonstrate support for TAGS transportation advocacy efforts on behalf of the Greater Springfield community. WMATA operates the TAGS service and could not provide staff with a ridership count so ridership increases cannot be reported at this time.

WMATA- Have not experienced ridership gains due to rising fuel prices.

DASH – Reports modest and steady ridership gains in January and February, still trending upward in March. No information reported on any specific marketing or outreach efforts.

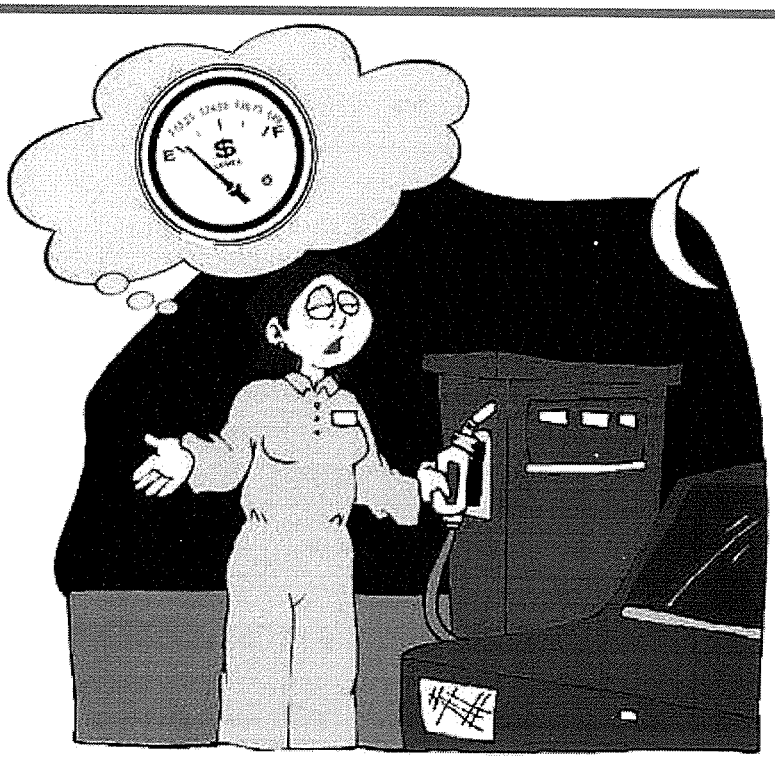
The Washington Post

Please check your ad proof for accuracy, i.e.: logo, phone number, address, prices, and expiration dates. The ad will be presumed correct if proof corrections are not submitted prior to published deadlines for proof releases.

1128498701		Revision	2
Run Date	THU MARCH 31, 2011	Ad Size	5CO x 12IN
Signature	LOUNDON CO OFFIC OF TRANS SE	Publication	EXTRA
Catchline	LOUDOUN TRANSPORTATION	Booking Unit	LLLCZ
Class Code		Content Comp	LLLC
Sales Team	DONNA HIRSCH RSU/OMR	Zone	LCZ

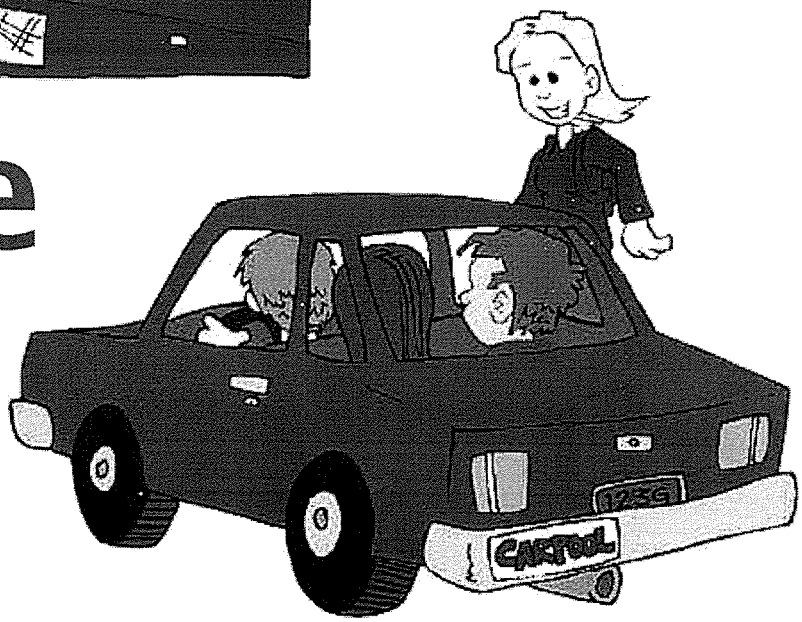
Color Ad Note: Colors in the PDF proof approximate how they will appear in print. Color can appear different between monitors depending on how they are calibrated. Additionally, the color on printed proofs will vary from their appearance on monitors, and reproduction on newsprint will vary from printouts on common white stock.

Proof created on 2011-03-22 17:16:05



Don't Pay the Pump

Share the Ride!



Carpool, Vanpool, Rideshare

SHARE THE RIDE - SHARE THE COST!

Save Gas & Cut Your Cost In Half!

Loudoun County Office of Transportation Services Transit and Rideshare staff can help you find carpool and vanpool matches or send you a bus schedule.

Give us a call at 703-771-5665 or visit the website at **www.loudoun.gov/commute.**

Loudoun County LC Transit

CBSNEWS

March 8, 2011

Rising gas prices push drivers to public transit

Middle East unrest fueling higher prices at pump as poor economy forces states, cities to cut back on public transportation

By Ben Tracy

Play CBS Video Gas prices straining mass transit

Soaring gas prices are causing a surge in the use of public transportation. However, mass transit is also being strained by budget cuts. Ben Tracy reports.

(CBS News)

LOS ANGELES - Gas prices rose Tuesday but are still a far cry from the all-time high they hit in 2008. At that time, a lot of Americans turned to mass transit to save money. But such commuters are finding a very different ride this time around, CBS News correspondent Ben Tracy reports.

In Pasadena, Calif., Jackie Gilberto rides the rails to her job in downtown Los Angeles.

So why did she ditch her car?

"About three months ago in November when I realized I was spending about $400 a month in gas," Gilberto said.

The train costs Gilberto $62 per month, and she now has plenty of company. Rail ridership in Los Angeles is up 8 percent versus last year -- from 273,756 in January 2010 to 298,180 last January, according to the local transit authority.

The city says these numbers are because of gas prices. Trouble in the Middle East caused pump prices to climb for the 21st straight day Tuesday, adding nearly a penny at the end of the day for $3.517 per gallon.

"$51.87, that's crazy high," one Californian said after he filled up his vehicle.

But just as more people are using public transportation, budget cuts are forcing cities to cut back on service and raise fares.

Nation headed for gridlock when economy improves

In the past two years, 84 percent of public transit systems have raised fares, cut service or are considering it, according to the American Public Transportation Association.

Cleveland dropped 90 buses from their routes. New Jersey recently cut 30 commuter trains, and Sacramento, Calif., slashed 17 percent of its entire transit system.

The problem is that public transportation is not a moneymaker. What transit riders pay in fares covers just 32 percent of costs. Taxpayers pick up most of the tab, according to the public transportation association.

"Public transportation is a public service," said William Millar, the association's president. "You don't expect your police department to pay for itself or your schools to pay for themselves."

But the association says transit saves money. It contends that going from a two-car household to a one-car household can save, on average, nearly $10,000 per year.

Yet there's also this reality.

"It's hard to give up your car," another Californian said.

So despite the pain at the pump, traffic congestion is actually getting worse. A report out Tuesday shows travel times are up 10 percent in the past year, likely due to more commuters on the road as the job market improves.

"I will not curtail my driving one bit," a Golden State driver said.

Gilberto won't complain about those who want to drive. There's already enough mass on her transit.

Don't Miss This

Scroll Left Scroll Right

AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

Potential Impact of Gasoline Price Increases on U.S. Public Transportation Ridership, 2011 -2012

March 14, 2011

APTA
1666 K St. NW
Washington, DC 20006
202-496-4800

POTENTIAL IMPACT OF GASOLINE PRICE INCREASES ON U.S. PUBLIC TRANSPORTATION RIDERSHIP, 2011 – 2012

Executive Summary

Experience over the past decade, backed by several notable research studies, shows that price increases in gasoline cause related increases in public transportation ridership. Based on that information, this report provides a model that projects future increases in public transit ridership that will accompany rising gasoline prices.

The analysis reveals if regular gas prices reach $4 a gallon across the nation, as many experts have forecasted, an additional 670 million passenger trips could be expected, resulting in more than 10.8 billion trips per year. If pump prices jump to $5 a gallon, the report predicts an additional 1.5 billion passenger trips can be expected, resulting in more than 11.6 billion trips per year. And if prices were to soar to $6 a gallon, expectations go as high as an additional 2.7 billion passenger trips, resulting in more than 12.9 billion trips per year.

Transit systems across America are working hard to address immediate capacity issues which would result. During the 2007 and 2008 gas price spike, 85 percent of transit agencies reported experiencing capacity constraints on parts of their systems. Over one-half of systems operated service crowded beyond their local service standards. This was despite 48 percent of agencies adding service. Thirty-nine percent reported that overcrowded conditions were such that they were turning away passengers.

With most states, municipalities and transit systems short of funds due to the recent economic recession, the Congress must act to fund public transportation investment needs: First in the FY 2011 final appropriations bills and second by enacting a well-funded, six year, multimodal surface transportation law such as has been proposed by President Obama in his FY 2012 budget.

POTENTIAL IMPACT OF GASOLINE PRICE INCREASES ON U.S. PUBLIC TRANSPORTATION RIDERSHIP, 2011 – 2012

Introduction: $4 or Higher Prices at the Pump Predicted for This Year

This paper analyzes the anticipated demand for additional transit service that will coincide with the current rise in gasoline prices. The paper will report to the need for additional transit capacity to address those needs.

An actual increase in retail motor gasoline prices in early 2011 supports recent predictions of large gasoline price increases during 2011 and 2012. A prediction of a large growth in gasoline price was made by John Hofmeister, former president of the Shell Oil Company and current head of Citizens for Affordable Energy. Hofmeister expects a retail price per gallon for gasoline of over $5 by 2012.[1] Oil billionaire T. Boone Pickens also expects an increase in the price of crude oil to result in the retail price of gasoline breaking the $4 per gallon mark this year. Although he did not expect gasoline to exceed $5 per gallon in the next two years, he did find such an increase to be possible.[2] Both of these predictions were made before revolutionary activities in Libya began.

Gasoline prices during the first two months of 2011 have risen quickly. The Energy Information Administration reported the average price per gallon for regular grade gasoline on December 27, 2010 to be $3.052. By March 7, 2011, the per gallon price of regular grade gasoline had risen to $3.520. This is the highest reported price for regular gasoline except during the price spike of 2008 when the cost of regular gasoline reached an all time high of $4.114 per gallon on July 7, 2008. During the price spike of 2008, the per gallon price of regular gasoline exceeded $3.520 for a period of 23 weeks from late-April to late-September.[3]

Does Gasoline Price Change Affect Driving?

Years ago, in the era of low-priced gasoline, the price elasticity of gasoline had been believed to be at or near zero.[4] A change in the price of gasoline was not expected to change the amount of gasoline that a driver would purchase. Recent research has found this not to be the case and has shown that increases in the price of gasoline result in decreased driving.

Researchers at the University of California at Davis found a short range price elasticity of -0.034 to -0.077 for gasoline price to the amount of gasoline purchased for the 2001 to 2006 period. For each 10 percent the price of gasoline increased, the amount of gasoline purchased decreased 0.34 percent to 0.77 percent. This is a decrease in elasticity from earlier periods. For the 1975 to 1980 period the authors found that for each 10 percent rise in the price of gasoline, the amount purchased dropped between 2.1 percent and 3.4 percent.[5]

The Congressional Budget Office studied the effects of gasoline price changes in 2007, which ranged for average regular grade gasoline from a low of $2.165 in January to a high of $3.218 in May. They also found a low price elasticity for gasoline price and vehicle miles of travel. The report stated that: "Recent empirical research suggests that total driving, or vehicle miles traveled (VMT), is not currently very responsive to the price of gasoline. A 10 percent increase in gasoline prices is estimated to reduce VMT by as little as 0.2 percent to 0.3 percent in the short run and by 1.1 percent to 1.5 percent eventually."[6]

Although the elasticities between an increase in gasoline prices and the amount of gasoline purchased and vehicle miles driven appears small, they result in the reduction of large amounts of travel. In 2008 the price of gasoline per gallon increased 38.3 percent, from 3.011 in February to 4.165 in July. According to the research described above, VMT should have decreased between 0.8 percent and 5.7 percent. In 2007, VMT had been 3.03 trillion miles and person miles of travel 4.96 trillion miles.[7]

The elasticities therefore predict that the reduction in VMT for an entire year would be between 23 billion and 174 billion and the reduction in person miles of travel for an entire year would be between 38 billion

and 285 billion. In fact, the actual drop in VMT between 2007 and 2008 was 56 billion or 1.9 percent and the drop in person miles of travel was 91 billion or 1.8 percent.[7,8] Although behavior was generally consistent with the models, many observed what seems to be a "tipping point" as gasoline prices approached and exceeded $4 per gallon. The dynamic relationship was explored further in the Maley and Weinberger research explained below.

Do Gasoline Price Increases Result in Increased Transit Ridership?

As gas prices cause a shift from automobiles to transit, the percentage growth in transit use will be much greater than the percentage decline in VMT. This is because the base of transit trips is much smaller than the base of automobile trips. In other words, a modest decrease in driving translates into a potential travel demand that could represent a significant increase in demand for transit service.

Only 54 percent of American households have transit service, so transit is not an alternative mode for all miles of reduced roadway travel in response to increased gasoline costs.[9] Nevertheless, research since the fuel price spikes of 2005 through 2008 has consistently shown larger elasticities between gas price increases and transit ridership than between gas price and roadway travel.

APTA-member transit systems have first-hand experience in knowing the relationship between rising gas prices and transit use. In 2008, the price of regular grade gasoline per gallon went from $3.053 on December 31, 2007 to a peak of $4.114 on July 7, 2008 and then plummeted to $1.613 on December 27, 2008; the lowest price recorded since the 2008 peak.[10] The price increase from December 31, 2007 to July 7, 2008 was $1.061 or 35 percent. The drop in price in the second half of the year was $2.501 per gallon for regular grade gasoline or 61 percent.

Transit ridership responded to the fluctuations. In the first quarter of 2008, transit ridership increased 3.42 percent compared to the prior year. As motor gasoline prices increased during the second quarter of 2008, transit ridership rose 5.19 percent compared to the prior year. As gasoline prices started to fall in the third quarter, the lag between price change and transit ridership change was apparent as transit ridership increased 6.52 percent, its greatest quarterly increase during the year. Increases were present among all modes of public transportation and in regions of all sizes.[11]

In July of 2008 APTA surveyed its transit agency members to gather data to help understand the changes in ridership. Overall, 86 percent of survey respondents reported that they had experienced ridership increases over the prior year. Among agencies experiencing increases, 62 percent had experienced increased ridership during both the peak and off-peak periods, 20 percent had experienced most of the increase during the peak period, and 18 percent had experienced most of the increase during off-peak periods.[12]

Among agencies that experienced ridership growth, 42 percent of agencies increased the frequency of service on existing routes, 29 percent expanded service into new areas, and 15 percent reallocated service to higher ridership routes.

The correlation between gasoline prices and the use of transit has been further affirmed by independent studies. Currie and Phung calculated elasticities using U.S. transit ridership data and fuel price data from January 1998 through October 2005.[13] They found an aggregate elasticity of 0.12 for all transit modes; ridership increased 1.2% for every 10% increase in gas prices. Light rail had higher than average elasticities of 0.27 to 0.38, the bus elasticity was low at 0.04, and the heavy rail elasticity was 0.17. The authors found their results to be consistent with most international evidence.

Haire and Machemehl compared ridership change and fuel prices for transit systems in five cities from January 1999 through June 2006.[14] Comparisons with statistical significant correlation coefficients showed an elasticity of transit ridership to fuel price change to be 0.2439 for motorbus, 0.0665 for light rail, 0.2653 for heavy rail, 0.2726 for commuter rail, and 0.2379 for all transit modes combined.

Jeremy Mattson studied the effect of gas prices on ridership in small urban and rural areas. Using a lag model to get cumulative elasticity he found results ranging from 0.081 to 0.164. Using panel data for 11 agencies from 1997 to 2006, he obtained an aggregate value of 0.12. He found that the elasticity varied somewhat by city size: "The longer-run elasticities are 0.12, 0.13, 0.16, and 0.08 for the large, medium-large, medium-small, and small cities, respectively."[15]

Maley and Weinberger examined the relationship of gasoline prices to transit ridership in the Philadelphia area.[16] The data are from Southeastern Pennsylvania Transportation Authority (SEPTA) services with analyses made of Regional Rail Services, which are commuter railroad, and City Transit Division Services, which include bus, heavy rail, and light rail operations. The period covered was January 2001 through June 2008.

They found the relationship between ridership and gasoline prices to be non-linear. From this they projected elasticities for higher than actually recorded gasoline per gallon prices. Their results show an increasing elasticity as gasoline prices increased. For Regional Rail the elasticity in a per gallon gas price range of $3 to $4 was 0.27, from $4 to $5 was 0.33, and from $5 to $6 was 0.38. For City Transit the elasticity in a per gallon gas price range of $3 to $4 was 0.15, from $4 to $5 was 0.19, and from $5 to $6 was 0.23. As shown on Table 1, the gas price elasticities within the $4 to $5 per gallon gas price range are 22 percent or 15 percent more than they are for the $3 to $4 range. If per gallon gasoline prices were to reach the $5 to $6 range, the elasticities would increase an additional 27 percent or 21 percent.

Table 1: Maley and Weinberger: Projected Transit Ridership Elasticities for Increasing Gas Prices

System	Measurement	Projected per Gallon Gas Price Range		
		from $3 to $4	from $4 to $5	from $5 to $6
SEPTA Regional Rail	Transit Ridership Elasticity	0.27	0.33	0.38
	Increase from Lower Range	---	22%	27%
SEPTA City Transit	Transit Ridership Elasticity	0.15	0.19	0.23
	Increase from Lower Range	---	15%	21%

.

Yanmaz-Tuzel and Ozbay studied ridership on New Jersey Transit from 1998 through 2008 looking at gas price increases in 2005 and 2008. Their results show a several month lag in the response of travelers to gasoline price increases. They find a short-term elasticity of gasoline prices to ridership of 0.12 to 0.22 and a medium-term elasticity of 0.028 to 0.176. The modes included are not specified indicating the data are system totals.[17]

Stover and Bae use regression methods to compare gasoline prices and transit ridership for 11 counties in the state of Washington from 2004 through 2008. Data from all agencies in a panel model resulted in an elasticity of 0.17.[18]

Litman surveyed available literature on transit price elasticities and cross-elasticities in 2011.[19] Based on his research he recommended generic values. For the short-term elasticity between transit ridership and auto operating costs he recommends 0.05 to 0.15 and for the long-term elasticity he recommends 0.2 to 0.4.

The elasticities reported in these studies are listed and reported on Table 2 with an average value calculated from them. They can be used to estimate the amount ridership could increase at specific gas price levels.

Table 2: Summary of Transit Ridership to Gas Price Elasticities in Recent Research

Study	Elasticity				
	Commuter Rail	Heavy Rail	Light Rail	Bus	All Modes
Currie and Phung, 2007	---	0.17	0.27 to 0.38	0.04	0.12
Haire and Machemehl, 2007	0.2726	0.2653	0.0665	0.2439	0.2379
Mattson, 2008	---	---	---	0.12	---
Maley and Weinberger, 2009	0.27	0.15	0.15	0.15	---
Yanmaz-Tuzel and Ozbay, 2010	---	---	---	---	0.12 to 0.22
Stover and Bae, 2011	---	---	---	---	0.17
Litman, 2011	---	---	---	---	0.05 to 0.40
Average Value	0.271	0.195	0.181	0.138	0.185

Note that each of these studies is based on the actual ridership change during periods of price change in the past decade. The results are based on elasticities that are constrained, i.e. the amount that ridership could grow in response to actual gasoline price changes was constrained by the amount of transit service available and the excess capacity of that service. Since a large portion of growth in demand was for trips during the peak hour when transit vehicles are most crowded, that excess capacity was not large. Similarly, there was demand for service in areas where there currently no public transportation services are available. Data shows that 46% of Americans do not have the option of public transportation available to them.[20]

Thus, these studies, measure actual experience and fall considerably short of measuring potential demand during times of rising gas prices. There are no available studies that have modeled how to account for unmet demand for transit service. During past gasoline price spikes, capacity constraints at many transit systems resulted in many persons being left at bus stops or on rail station platforms because demand exceeded the capacity of transit vehicles during peak travel periods.

A New Model for Predicting Transit Ridership Increases

So how can we apply the experience of 2008, combined with research over the past decade, to create a model for projecting future increases?

The baseline for our calculation is the annual transit ridership for 2010 reported in APTA's Public Transportation Ridership Report.[21] The annual ridership for 2010 is increased by three scenarios of low, average, and high growth calculated from elasticities reported for all transit service in the studies shown on Table 2. The low scenario elasticity based on those studies is 0.14, the average scenario elasticity is 0.185, and the high scenario elasticity is 0.23. To calculate the ridership growth at a given increase above the gasoline average price for the last report by the Energy Information Administration in 2010, $3.052 on December 27. The estimates for $3.50 and $4.00 are estimated by multiplying the elasticity value by the percentage price change and the “Baseline” ridership. At each price level the "Additional" ridership is the ridership above the “Baseline” level.

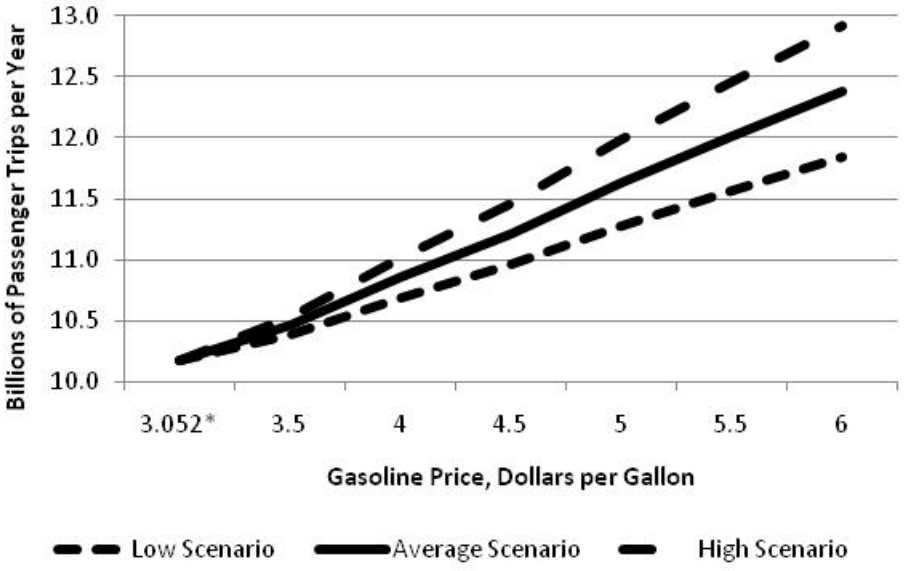
For example, the increase in the cost per gallon from $3.052 to $3.50 is $0.448, which is a 14.7 percent increase. The average elasticity for all modes reported on Table 3 is 0.185. Eighteen and one-half percent of the 14.7 percent gasoline price increase is 2.72 percent. The 2010 all transit modes ridership is multiplied by 2.72 percent to obtain an additional ridership in the average scenario of 280 million unlinked trips. Those 280 million unlinked trips are added to the base number of 10,180 million trips to obtain a projected ridership level of 10,460 million unlinked trips at a $3.50 per gallon gasoline price. Based of the research of Maley and Weinberger, the elasticity above $4 and above $5 are increased by the proportions they determined as reported on Table 1. These increased elasticities are based on "shock" levels, round dollar amounts that appear to be plateaus that "shock" consumers into changing travel behavior.

Table 3: Potential Increase in Transit Ridership as Gasoline Prices Rise Based on Published Elasticities

Price of Gasoline per Gallon	Trip Measurement	Calculated Number of Annual Unlinked Trips, Millions		
		Low	Average	High
Baseline $3.052 on Dec. 27, 2010	2010 Total Annual Trips	10,180	10,180	10,180
$3.50 per gallon gasoline price (a 14.7% increase)	Additional Trips	210	280	340
	Total Annual Trips	10,390	10,460	10,520
$4.00 per gallon gasoline price (a 31.1% increase)	Additional Trips	510	670	840
	Total Annual Trips	10,690	10,850	11,020
$4.50 per gallon gasoline price (a 47.4% increase)	Additional Trips	780	1,030	1,280
	Total Annual Trips	10,960	11,210	11,460
$5.00 per gallon gasoline price (a 63.3% increase)	Additional Trips	1,100	1,460	1,810
	Total Annual Trips	11,280	11,640	11,990
$5.50 per gallon gasoline price (an 80.2% increase)	Additional Trips	1,380	1,830	2,280
	Total Annual Trips	11,560	12,010	12,460
$6.00 per gallon gasoline price (a 96.6% increase)	Additional Trips	1,670	2,200	2,740
	Total Annual Trips	11,850	12,380	12,920

The columns on Table 3 are scenarios calculated from the low, average, and high elasticities reported in the studies on Table 2. Figure 1 illustrates that an increase in transit ridership is related to an increase in the price of gasoline. As the per gallon price of gasoline increases, transit ridership is expected to increase within the depicted range based on the experience reported in studies of recent gasoline price increases.

Figure 1: Projected Range of Annualized Transit Ridership as Gasoline Prices Change, Based on Published Elasticities



* Average price of regular grade gasoline as of December 27, 2010.

If gasoline prices reach $4 per gallon, transit ridership is predicted by this model to increase in the average scenario by 680 million annual unlinked trips – over 2 million riders each weekday; if gasoline prices reach $5 per gallon transit, ridership is predicted by this model to increase by 1.46 billion annual unlinked trips – over 4 million riders each weekday, and if gasoline prices reach $6 per gallon, transit ridership would increase by 2.20 billion annual unlinked passenger trips – over 6 million each weekday. In the high scenario, a $6 dollar per gallon gasoline price is expected to result in 2.74 billion more transit trips for an annual total of 12.92 billion trips.

As significant as these numbers are, the limitations of the model lead to numbers that are quite a bit under the expected demand for additional service. Factoring in the additional riders that would ride transit should adequate service be in place to meet demand will need to be the product of future research.

Preparing for the Impending Increase in Travel Demand

Meeting the additional demands for public transportation service in the short term, as well as continuing demands long-term which will inevitably accompany the uncertainty of gasoline prices, will require an availability of public transportation choices, and an investment in new capacity. A comprehensive 2008 Cambridge Systematics report titled “State and National Public Transportation Needs Analysis” concluded that $59.2 billion annually is needed to address future public transportation capital needs.[22] And certain segments of the population will have special needs, as is documented in the report titled “Funding the Public Transportation Needs of an Aging Population” which: a) identifies the range of actions that will be needed to expand mobility options for older people, including accessible public transportation services; b) quantifies the demand for these public transportation services; and c) estimates the funding that will be needed to provide them.[23]

We must also be prepared to address immediate capacity issues. In 2008, 85 percent of transit agencies reported experiencing capacity constraints on parts of their systems. Of those agencies experiencing capacity constraints, 63 percent experienced capacity constraints during peak periods, 49 percent experienced capacity constraints on short segments of high ridership routes, 13 percent experienced capacity constraints on numerous routes, and 8 percent experienced capacity constraints during off-peak hours.[24]

Over one-half of systems operated service crowded beyond their local service standards. This was despite 48 percent of agencies adding service. Thirty-nine percent reported that overcrowded conditions were such that they were turning away passengers.

Congress is set to consider this year a long-term surface transportation authorization bill. The bill needs to recognize the trend that immediate and long-term transportation options are critical, and to provide necessary investments to add immediate capacity and to prepare for an energy-sensitive future.

Endnotes

[1] Segall, Laurie. "Ex-Shell President Sees $5 Gas in 2012." CNNMoney.com, December 27, 2010. at http://money.cnn.com/2010/12/27/markets/oil_commodities/index.htm

[2] Harder, Amy. "Pickens Says Oil Could Reach $120 per Barrel." Washington, National Journal, January 5, 2011. at http://nationaljournal.com/energy/pickens-says-oil-could-reach-120-per-barrel-20110105

[3] "Weekly Retail Gasoline and Diesel Prices." Washington: U.S. Department of Energy, Energy Information Administration, accessed March 5, 2011. at http://www.eia.gov/dnav/pet/pet_pri_gnd_a_epmr_pte_dpgal_w.htm

[4] Elasticity is the measurement in the relative change between two variables. A positive elasticity results when two variables both increase or both decrease as they change. A negative elasticity results when one variable increases and the other decreases. A relationship is said to be inelastic when one variable changes and the other has little or no change

[5] Hughes, Jonathan E., Christopher R. Knittel, and Daniel Sperling. "Evidence of a Shift in the Short-Run Price Elasticity of Gasoline Demand." Davis, CA: UCDavis Department of Economics Working Papers, September 5, 2006. at http://www.econ.ucdavis.edu/working_paper_info.cfm?pid=377

[6] *Effects of Gasoline Prices on Driving Behavior and Vehicle Markets.* Washington: Congressional Budget Office, January 2008. at http://www.cbo.gov/ftpdocs/88xx/doc8893/01-14-GasolinePrices.pdf

[7] "Annual Vehicle Distance Traveled in Miles and Related Data By Highway Category and Vehicle Type, Table VM-1." *Highway Statistics.* Washington: Federal Highway Administration, annual. at http://www.fhwa.dot.gov/policy/ohpi/hss/hsspubs.cfm

[8] "Traffic Volume Trends." Washington: Federal Highway Administration, monthly. at http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm

[9] "Table 2-8 Neighborhood." *American Housing Survey National Tables: 2009.* Washington: U.S. Census Bureau, biennial. at http://www.census.gov/hhes/www/housing/ahs/ahs09/ahs09.html

[10] "Weekly Retail Gasoline and Diesel Prices." Washington: U.S. Department of Energy, Energy Information Administration, accessed March 5, 2011. at http://www.eia.gov/dnav/pet/pet_pri_gnd_a_epmr_pte_dpgal_w.htm

[11] "Public Transportation Ridership Report." Washington: American Public Transportation Association, quarterly. at http://www.apta.com/RESOURCES/STATISTICS/Pages/ridershipreport.aspx

[12] "Rising Fuel Costs: Impacts on Transit Ridership and Agency Operations, Survey Results." Washington: American Public Transportation Association, September 2008. at http://www.apta.com/resources/reportsandpublications/Documents/fuel_survey_0809.pdf

[13] Currie, Graham and Justin Phung. "Transit Ridership, Auto Gas Prices, and World Events: New Drivers of Change?" *Transportation Research Record No. 1992*. p. 3-10. Washington: Transportation Research Board, 2007. at http://trb.metapress.com/content/g26h66l2564gt8u3/?p=c950e3dabdfd4b48bfde9f3cf58bff92&pi=0

[14] Haire, Ashley R. and Randy B. Machemehl. "Impact of Rising Fuel Prices on U.S. Transit Ridership." *Transportation Research Record No. 1992*. p. 11-19. Washington: Transportation Research Board, 2007. at http://trb.metapress.com/content/q4146786q437025n/?p=c950e3dabdfd4b48bfde9f3cf58bff92&pi=1

[15] Mattson, Jeremy. *Effects of Rising Gas Prices on Bus Ridership for Small Urban and Rural Transit Systems.* Fargo: Small Urban and Rural Transit Center, Upper Great Plains Transportation Institute, North Dakota State University, June 2008. at http://www.ugpti.org/pubs/pdf/DP201.pdf

[16] Maley, Donald W. and Rachel Weinberger. "Rising Gas Price and Transit Ridership: Case Study of Philadelphia, Pennsylvania." *Transportation Research Record No. 2139*. p. 183-188. Washington: Transportation Research Board, 2009. at http://trb.metapress.com/content/181618576j864149/?p=bbabb08bb85a44f8a5986df2e969552e&pi=20

[17] Yanmaz-Tuzel, Ozlem and Kaan Ozbay. "Impacts of Gasoline Prices on New Jersey Transit Ridership." *Transportation Research Record No. 2144*. p. 52-61. Washington: Transportation Research Board, 2010. at http://trb.metapress.com/content/y7m5w1n4161qxw68/?p=907536f7b85f4b2e8527d2b265418b83&pi=6

[18] Stover, Victor W. and C.-H. Christine Bae. "The Impact of Gasoline Prices on Transit Ridership in Washington State." Transportation Research Board Annual Meeting, 2011.

[19] Litman, Todd. "Transit Price Elasticities and Cross-Elasticities." Victoria, BC: Victoria Transport Policy Institute, March 1, 2011. at http://www.vtpi.org/tranelas.pdf

[20] "Table 2-8 Neighborhood." *American Housing Survey National Tables: 2009.* Washington: U.S. Census Bureau, biennial. at http://www.census.gov/hhes/www/housing/ahs/ahs09/ahs09.html

[21] "Public Transportation Ridership Report, Fourth Quarter 2009" Washington: American Public Transportation Association, March 2, 2010. at http://www.apta.com/RESOURCES/STATISTICS/Pages/ridershipreport.aspx

[22] Cambridge Systematics, Inc. *State and National Public Transportation Needs Analysis.* Washington: American Public Transportation Association and American Association of State Highway and Transportation Officials, September 9, 2008. at http://www.apta.com/gap/policyresearch/Documents/transit_needs_studies.pdf

[23] Nelson\Nygaard Consulting Associates. *Funding the Public Transportation Needs of an Aging Population.* Washington: American Public Transportation Association, March 2010. at http://www.apta.com/resources/reportsandpublications/Documents/TCRP_J11_Funding_Transit_Needs_of_Aging_Population.pdf

[24] "Rising Fuel Costs: Impacts on Transit Ridership and Agency Operations, Survey Results." Washington: American Public Transportation Association, September 2008. at http://www.apta.com/resources/reportsandpublications/Documents/fuel_survey_0809.pdf

Northern Virginia Transportation Commission

AGENDA ITEM #9

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: March 31, 2011

SUBJECT: Regional Transportation Items

A. Bike/Pedestrian Access Projects.

To follow up on the report provided at NVTC's March meeting, NVTC's jurisdictions, in cooperation with WMATA, are undertaking new projects to implement the recommendations of WMATA's Bike/Pedestrian Access study in order to triple the bike access mode share to 3.5 percent by 2030.

Examples include:

1. At King Street Metrorail, improve bike storage with key card access lockers using RSTP funding. Remove auto parking.
2. Add more bike lockers at Fairfax County stations.
3. Continue Capital Bikeshare in Arlington and elsewhere.
4. Add covered bike parking at the new Wiehle Avenue Metrorail station.
5. Include bike access, storage and repair in Falls Church's new intermodal facility.

B. Communications.

Communications from Mr. Rob Whitfield, Mr. Ed Tennyson and Ms. Melinda Malico are attached for your information.

AWARD WINNER NVTC APTA 1996

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

The Washington Post

Back to previous page

Metro to lure bike-to-rail commuters

By Ann Scott Tyson, Sunday, March 20, 9:25 PM

With packs on their backs, reflective neon straps around their ankles and sometimes even headlamps, they are the proud few who brave traffic, rainstorms and thieves to bicycle to Metrorail stations.

Bike-to-rail commuters represent 0.7 percent of Metrorail riders — compared with about 40 percent who drive, 33 percent who walk and 22 percent who take the bus to stations.

But Metro's long-range planners, desperate to avoid having to build 30,000 to 40,000 expensive parking spaces at stations to meet the projected surge in ridership over the next 20 years, have launched an initiative to quintuple the number of cyclists.

"It's very much strategic for us to put a really big focus on bicycle parking," said Kristin Haldeman, Metro's manager of access planning. Parking spaces cost on average $25,000 each, compared with $1,000 per space for a secured bike cage. "It's an extremely expensive proposition for us" to expand car parking, she said.

Bike riders say they are motivated to mount up each day by necessity, a desire to save time and money, or, in the case of Ryan Buchholz, guilt.

"I was telling my patients they had to exercise a half-hour a day," said Buchholz, 36, a physician who rides from his home in Falls Church to the East Falls Church Station.

The father of two decided a year ago that biking to Metro was the easiest way to fit a workout into his hectic day.

More than 90 cyclists park and ride each weekday morning at East Falls Church, which has the highest number of bike-to-rail commuters of Metro's 86 rail stations.

The Medical Center Station in Bethesda attracts the most bike riders in Maryland and is the top station in the transit system in the percentage of peak-period riders who cycle to the station — 7.1 percent.

Harley Frazis, 53, hops on a hybrid mountain/touring bike at his Bethesda condominium each morning to shave five minutes off his commute to the Medical Center Station. Frazis, a research economist at the Bureau of Labor, is a die-hard bike commuter who said the only thing that deters him is ice on the path.

"If there's intermittent rain, I'll sweat it out," he said.

In the District, the Woodley Park-Zoo/Adams Morgan Station is the most popular with cyclists, drawing 61 during weekday morning peak periods.

Strapping on her helmet for a seven-minute ride from the station to her home in Mount Pleasant, Catherine Harrington said she bikes because there is no other convenient mode of transportation to reach the Red Line, which she takes to her job at the Women's Learning Partnership in Bethesda.

"It's a 25-minute walk," she said, so she bikes in order to sleep 15 minutes later in the morning.

Though their reasons for biking are different, Buchholz, Frazis and Harrington have all experienced what surveys show are the biggest frustrations of the pedaling crowd: Traffic dangers and theft.

Buchholz painfully recalled the day he had to ride home standing up after his bike seat was snatched. Frazis had two bikes stolen before he replaced his cable lock with a U-shaped metal bar lock. Harrington's last bike was stolen when she was living in New York City — so to discourage thieves, she rides a battered Peugeot bought on Craigslist.

All three voiced a strong interest in seeing more bike lanes and paths to make commuting safer.

Washington is "really lacking with the bike lanes," especially compared with New York, Harrington said.

To address those challenges and lure more cyclists, Metro plans to invest more than $11 million in projects to improve bicycle and pedestrian access to its rail stations through 2017.

Of that, $3 million would go toward replacing rapidly deteriorating bicycle racks and lockers. Metro plans to spend $8 million on expanding bicycle parking and improving connections to stations from communities.

Metro has 1,700 free racks, which can hold two bicycles each, and 1,270 key-operated lockers that rent for $200 a year. New racks are planned for high-ridership stations such as East Falls Church, Vienna, Braddock Road, Bethesda, Silver Spring, West Hyattsville, and Columbia Heights.

Metro also plans to try bike storage at the College Park station and will put in a new bike path at Vienna, said Nat Bottigheimer, director of Metro's Office of Long Range Planning. The College Park trial facility will consist of an enclosed room — secured with bars and monitored by closed-circuit video — with spaces for 80 bikes. Riders will use a SmarTrip card to access the storage area, he said.

Bottigheimer, an avid biker, said cycling to Metro offers many benefits. “It gives you a view of the city,” he said, and besides, “it’s energetic, fun and youthful.”

tysona@washpost.com

(B)

Rick Taube

From: Rob Whitfield [robwhitfield2007@yahoo.com]
Sent: Wednesday, March 09, 2011 3:35 PM
To: Rick Taube
Subject: RE: NORTHERN VIRGINIA RAIL AND BUS RIDERSHIP TRENDS; REGIONAL TRANSPORTATION GOVERNANCE

Rick:

Thank you for your reply.

It is important for both NVTC Board members and the public to understand the meaning of the ridership numbers and trends to prioritize where service additions are most needed.

For instance, recent WMATA bus ridership numbers may be flat because Fairfax Connector took over the Centreville routes from WMATA in (?) late 2009. If so, why are the Fairfax Connector numbers flat? Would also want to examine recent NoVa Metrorail numbers to understand impact of fare increase versus capacity constraints of six car trains.

Assume that the numbers shown are for FY's ending June 30 each year rather than calendar years but not sure.

I would be glad to give you a cleaned up version of my earlier message after the issue of the East Falls Church numbers is resolved.

Rob Whitfield
Dulles Corridor Users Group
703-655-0246

--- On **Wed, 3/9/11, Rick Taube <*Rick@nvtdc.org*>** wrote:

From: Rick Taube <Rick@nvtdc.org>
Subject: RE: NORTHERN VIRGINIA RAIL AND BUS RIDERSHIP TRENDS; REGIONAL TRANSPORTATION GOVERNANCE
To: "Rob Whitfield" <robwhitfield2007@yahoo.com>
Date: Wednesday, March 9, 2011, 2:42 PM

Mr. Whitfield:

Thanks for your thoughtful email. I will include it in the April NVTC board package. We are checking on the error in Metrorail boardings you pointed out. I did verify that the minutes of the January NVTC meeting are posted on our website.

Best wishes,

Rick

Rick Taube

Executive Director

Northern Virginia Transportation Commission

703-524-3322 x105

Fax: 703-524-1756

rick@nvtdc.org

www.thinkoutsidethecar.org

NVTC HAS MOVED!

The new address for NVTC is:

Northern Virginia Transportation Commission
2300 Wilson Blvd.
Suite # 620
Arlington, VA 22201

Please update your contact information for NVTC accordingly.

From: Rob Whitfield [mailto:robwhitfield2007@yahoo.com]
Sent: Saturday, March 05, 2011 12:01 PM
To: Rick Taube
Cc: 'Sean (GOV)Connaughton'; Thelma (DRPT)Drake2; DelJMay@house.virginia.gov; DelTRust@house.virginia.gov; DelBMarshall@house.virginia.gov; delegatebobmarshall@hotmail.com; DelJLeMunyon@house.virginia.gov; Tag Greason; DelBComstock@house.virginia.gov; Sharon S.Bulova; scott.york@loudoun.gov; cstewart@pwcgov.org; Supervisor Cathy Hudgins; Adam McGavock; landerson@aaamidatlantic.com; Bob Chase; bhollingsworth@dcexaminer.com; Steve Cahill
Subject: NORTHERN VIRGINIA RAIL AND BUS RIDERSHIP TRENDS; REGIONAL TRANSPORTATION

GOVERNANCE

Dear Mr. Taube:

Please distribute this message to other Northern Virginia Transportation Commission Board members not included in my list above.

I wish to commend you on information provided in Transit Performance Comparisons, Agenda Item #5 at Thursday's Northern Virginia Transportation Commission meeting.

http://www.thinkoutsidethecar.org/pdfs/KIT/2011/3.3.11/March2011FULLKIT.pdf

This information allows the public to understand better where greatest transit passenger growth in Northern Virginia is occurring. When time permits, a report should be compiled summarizing key findings for recommended action. To guide future planning, NVTC needs to publicly prioritize where to spend scarce resources for transit funds.

It appears that an error exists in Figure 8: Annual Metrorail Passenger Trips by Station - FY 2005 to 2006. Should the FY 2005 East Falls Church station weekday passenger total be 1,701,675 rather than the 17,016,757 shown? If this error was derived from official WMATA data, a reallocation of contributions made by WMATA jurisdictions is needed.

My January 6, 2011 comments at the NVTC Public Hearing expressed the concern that, whereas your commission does a good job in providing extensive information on various public transit agency operations and issues in Northern Virginia, we do not have a public entity that addresses our highway system issues and needs in a similarly regular comprehensive manner. The Northern Virginia Transportation Authority seems to lack leadership or hold a regular schedule in a manner similar to NVTC. The broader geography of the NVTA jurisdictions is a barrier to its effectiveness.

I suggested in January 2011 that, since at least 90% of travel within Northern Virginia is by roads rather than transit, at least 80% of NVTC's time and effort be directed to highway issues and needs. I recognize efforts being made by NVTC staff and Board to address some transit issues facing Northern Virginia - although in attending NVTC meetings for many months I have never heard the outrageous situation with Dulles Rail discussed.

Most Northern Virginia delegation members to the General Assembly have been very ineffective in addressing the long term failure of the General Assembly to adequately fund highway maintenance and improvements in our area. Thus, despite its 1.08 million population in 2010, Fairfax County received under $100 million in highway funding under the Governor's recent $4 billion plan while Loudoun and Prince William Counties, both with under half the population that exists within Fairfax County, each received over $150 million. Virginia Beach with about 438,000 population in 2010 received over $350 million.

It is utterly foolish to think that transit can or will solve many or most of our region's transportation problems. Information

presented on Thursday and in the Transit Performance Comparisons show that Virginia Railway Express and Metrorail passenger loads are peaking. NVTC was told several months ago by Richard Sarles that WMATA does not have funds to buy railcars to add more 8 car trains on the Orange Line.

WMATA is not able to handle further growth in passengers from outside the Capital Beltway without massive capital expenditures. The development of the Silver Line to Dulles could not be funded by WMATA due to its precarious financial condition. Instead, without any General Assembly approval or public hearing to deliberate the rail feasibility, its economic or fiscal consequences, the Metropolitan Washington Airports Authority, an unelected entity, a majority of whose Board members do not even live in Virginia, was given the rights to build the rail line to Dulles. The Governor, Transportation Secretary, General Assembly members and most Fairfax and Loudoun County Board members have repeatedly shirked their public duties in addressing the huge financial problems that building Dulles Rail will cause, particularly the totally infeasible Phase 2.

During the last two decades, most of northern Virginia's population and employment growth has occurred outside the Capital Beltway, a trend which is projected to continue. Heavy rail is not economically viable today serving housing development densities which outside the Beltway result in population densities averaging under 3,500 persons per square mile, one half of the densities inside the Beltway. It is specious speculation to propose that most new commercial and residential development will occur in high rise transit oriented developments near Metro stations. If public officials were made to post irrevocable bonds personally to guarantee financial results of rail operations, their forecasts for ridership and revenue would become more realistic.

It is time to end the dominance of the Metro Washington Council of Governments and its Transportation Planning Board in setting priorities for transportation projects in Northern Virginia. The MWCOG mausoleum may serve the best interests of Washington, DC and jurisdictions inside the Beltway but overall, Northern Virginia needs an entity to represent its best interests more effectively. I suggest a **Northern Virginia Council of Governments**, in which both NVTC and NVTA can participate. The MWCOG and its TPB should be confined to involvement in only truly regional planning issues such as the next bridge over the Potomac and the extent and allocation of WMATA funding subsidies.

I am copying Lon Anderson of AAA Mid Atlantic and Bob Chase of Northern Virginia Transportation Alliance in hopes that they, with chambers of commerce and others working with elected officials and public agencies, can suggest a course of action to remedy our long standing transportation planning and improvement funding problems.

Respectfully Submitted,

Rob Whitfield

Dulles Corridor Users Group

10740 Parkridge Boulevard, Suite 110

Reston, VA 20191

703-655-0246

E.L. TENNYSON, P.E.
2233 ABBOTSFORD DRIVE, RFD 55
VIENNA, VA 22181-3220

REGISTERED
PROFESSIONAL ENGINEER

(703) 281-7533

The Honorable William D. Euille, Chairman
Northern Virginia Transportation Commission
2300 Wilson Boulevard, suite 620
Arlington VA. 22201

22 March 2011

Dear Chairman Euille:

At the January meeting your staff presented an analysis of traffic congestion by the City Managers' Association that differed widely from the annual Texas Transportation Institute's usual analysis. Which one was right.? The TTI determines the ratio between the peak travel time and the mid-day travel time to see who gets slowed down the most. The City Managers' Association study, funded by the Rockefeller Foundation, used total travel time from origin to destination.

It is obvious that very large cities covering huge areas have the worst TTI indexes despite having some of the best transit systems. TTI gives great credit to these systems for keeping the problem from getting much worse. The total time measure makes the smaller urban areas look much worse, with their often, not always, ineffective transit systems.

I have added transit data to the City Managers' urban rankings to see what difference transit makes. if any. Transit seems to make a big difference. The National Capitol area ranks 14th worst, with a transit riding habit of 662, a cost rating of 64. and a load factor rating of 17.6 to get an overall ranking of second only to New York City.

The longest travel time city was Nashville with a transit riding habit of only 72, cost ranking of 66, a load factor of 12.4 and an overall ranking of 49th out of 53. Next to Nashville, Oklahoma City had the longest travel times with a transit habit of only 23, a cost rating of 123 (twice our cost per trip), and a load factor of only 5.4 for an overall rating of 52 out of 53. Only Birmingham was worse with almost no transit at all.

It should be noted that the worst travel time cities by City Manager's rating were lacking in state participation in transit funding.

It might be wise for NVTC to study this data further to assist in explaining our needs to the state and federal governments. We need to prove to them that good transit does not cost, *it saves.* Poor transit, as in Oklahoma City and Birmingham, actually wastes motor fuel as the buses there are less fuel efficient than automobiles. Note the very low proportion of rail transit in the low, slow poor cities and the frequently high proportion of rail transit in the best performing cities. Note how congestion free the failing rust belt cities are, like Buffalo, Cleveland, Milwaukee, Pittsburgh and Rochester.

Respectfully suggested,

E.L. TENNYSON, P.E.
2233 ABBOTSFORD DRIVE, RFD 55
VIENNA, VA 22181-3220

REGISTERED
PROFESSIONAL ENGINEER

(703) 281-7533

2009 URBAN TRAVEL TIME with PUBLIC TRANSIT RELATIONSHIPS

The Texas.Transportation Institute makes annual studies of congestion in major urban areas based on the increase in travel time during peak periods. Los Angeles often leads in congestion, based on these studies, followed by Washington, D.C.

With funding from the Rockefeller Foundation, the Advisor to the CEO for Cities has reviewed the TTI studies and found they penalize large areas where added distance takes more time, even if not congested. If more shorter trips are made in these large areas, such as by transit, the savings should be recognized.

The City CEO study found that Los Angeles was not the worst congestion case, but Nashville, TN was. Washington was not second worst, but Oklahoma City was. Chicago had the least average loss of time to congestion with New Orleans next, but subject to past flood damage which probably distorted activity.

TTI studies cited public transit as an alleviating factor in major cities, so a review of transit use in congested cities may be relevant. Obviously, Chicago has a high level of public transit use and New Orleans has a moderate level of transit use.

Rochester, which was least congested according to TTI, is a long way from Chicago.

To evaluate transit's impact, the attached tabulation ranks transit success based on ridership (annual passenger-miles per capita 40 %), inverse of motor fuel consumption 20 %, unit cost of transit operation 20 % and transit load factor 20%. The five highest rated cities averaged 233 riding habit, 574 gallons of motor fuel annually, 98 cents cost per passenger-mile and 15.2 passenger-miles per vehicle-mile.

The five lowest ranked transit cities averaged 54 habit, 77 % less; 711 annual gallons of motor fuel per capita (24 % more), and 99 cents per passenger-mile (1% more) and 7.7 load factor (29 % below) The best five transit cities had 44 % of the travel on rail lines, but the lowest ranked had only 1 % on rail lines. Most rail lines are free of traffic congestion, at least part way and often operate at lower cost per passenger-mile.

A complicating factor is the state of the economy. Three of the five least congested cities suffer from loss of population and employment, whereas the least productive transit systems are mostly in growth areas. Transit has not caught up.

To avoid this problem, the five best positive (growth) area transit systems averaged 820 riding habit, 469 gallons per capita, 53 cents per passenger-mile and 23.9 load factor, clearly superior in performance.

To explain the tabulation attached , the "TTI Rank" is the result of the Texas Transportation Institute 2009 annual survey with #1 least congested.

The "Time Lost" in annual hours is taken from the CEO of Cities study graph labeled "Peak Period Travel Times".

The "Fuel" column is the number of gallons of motor fuel annually consumed per capita by state, or local area where available.

The "Habit" column is the annual number of passenger-miles by transit per capita as reported by the National Transit Data Base of the Federal Transit Administration.

The "Cost" column is the cents per passenger-mile of reported operating cost in the National Transit Data Base.

The "Load" column is the number of passenger-miles per transit vehicle-mile as reported in the National Transit Data Base. A figure less than 7.0 suggests that transit is less fuel efficient than auto travel.

The "Rank" column is the rank of the transit system based on the lowest motor fuel consumption, the highest riding habit, the lowest cost per passenger-mile and the highest load factor with habit rated at 40 %, the other factors at 20 % each.

The "% Rail" column is the number of passenger-miles moved by rail compared to the total transit passenger-miles in that urban area. Large cities tend to have more rail travel, but some smaller cities such as Salt Lake City and Sacramento now have or soon will have a majority of their transit movement on rail. Cities with a majority of transit travel on rail averaged 501 gallons of motor fuel per capita with a national average of 603, a saving of 17 %. They averaged a riding habit of 586, far above the national average of 231. The cost of operation per passenger-mile averaged 62 cents, just below the national average of 64 cents. The load factor averaged 20.4 passenger-miles per vehicle-mile, 50 % above average. The larger size of rail vehicles accounts for much of this increase, thus reducing labor cost per passenger-mile. Off-street speed also attracts riders and reduces cost.

From both the TTI reports and the CEO of Cities study, it appears that greater use of public transit can certainly assist with congestion reduction in urban areas of over one million people.

2009 TRAVEL TIME with PUBLIC TRANSiT RELATIONSHIPS

		ALL TRAVEL :			TRANSIT			%
TTI RANK	METRO AREA	TIME LOST	FUEL	HABIT	COST	LOAD	RANK	RAIL
31	Chicago	135 hrs/yr.	526 gal.	436	63 cnts	26.5	3	75 %
8	New Orleans @	137 "	678 "	112	163 "	8.8	49	30 %
6	Milwaukee	153 "	591 "	149	97 "	8.8	31	0 %
28	Sacramento	154	527	141	84	13.5	23	60 %
3	Cleveland	155	596	126	116	9.0	32	26 %
39	New York City	157	374	1,473	49	28.6	1	85 %
11	Cincinnati	158	596	123	81	10.0	42	0 %
21	Portland, OR.	164	580	309	72	15.3	11	45 %
38	San Bernardino	165	527	76	77	8.0	33	*
2	Buffalo	167	374	85	118	8.6	36	18 %
14	Salt Lake City	169	579	114	80	8.9	28	47 %
27	Austin, Tx	171	670	192	68	13.1	16	0 %
24	Philadelphia	172	544	422	62	19.4	7	69 %
42	Miami	173	586	239	79	14.2	14	30 %
1	Rochester, N.Y.	175	374	88	92	8.8	30	0%
4	Pittsburgh	179	544	204	108	12.0	17	10 %
37	Baltimore	181	584	308	68	21.0	8	37 %
47	San Francisco Bay	182	526	572	66	18.1	5	77 %
16	Norfolk + Va. Bch	183	672	76	70	7.9	40	0 %
40	Denver	184	580	259	68	11.1	13	25 %
36	Phoenix	185	622	118	71	9.9	29	16 %
35	Las Vegas	186	633	153	70	11.8	21	3 %
34	Seattle	187	537	278	72	15.3	12	6 %
43	New Haven, CT.	188	550	82	126	9.4	44	#
43	Hartford	188	550	61	93	9.1	44	0 %
9	San Diego	189	526	182	46	15.6	10	55 %
17	Columbus, Ohio	190	596	62	112	7.7	36	0 %
41	Tampa	191	586	78	93	8.6	38	1 %
41	Saint Petersburg	191	586	70	83	7.0	39	0 %
15	Providence, R.I.	195	415	70	111	8.9	41	0 %
30	Charlotte, N.C.	196	657	157	78	9.3	27	16 %
46	Santa Clara , CA.	198	526	191	86	14.8	15	56 %
26	Minneapolis + St.Pl.	200	657	171	84	12.9	25	16 %
23	San Antonio	202	670	130	66	8.6	26	0 %
33	Boston	204	511	402	66	23.1	4	87 %
29	Jacksonville, FL .	206	586	66	109	6.0	46	0 %
51	Los Angeles	208	526	284	54	20.8	6	29 %

45	Dallas	210	670	137	108	9.8	34	47 %
49	Atlanta	212	681	516	46	15.6	9	65 %
50	Washington, DC	214	343	662	64	17.6	2	75 %
25	Indianapolis	216	726	43	138	4.9	51	0 %
48	Houston	218	670	179	67	12.0	23	6 %
12	Saint Louis	220	737	189	63	11.9	19	55 %
22	Louisville, Ky.	222	748	79	91	7.8	45	0 %
5	Kansas City	225	737	39	114	6.7	50	0 %
44	Orlando	227	586	118	84	13.5	24	0 %
43	Detroit	230	588	198	82	12.8	18	0 %
10	Memphis	233	698	64	81	5.0	47	2 %
19	Raleigh, N.C.	235	657	56	82	7.0	48	0 %
7	Richmond, Va.	239	672	97	89	8.1	43	0 %
18	Birmingham, AL.	243	786	22	134	5.4	53	0 %
13	Oklahoma City	250	743	23	123	5.4	52	0 %
20	Nashville, TN,	277	698	72	66	12.4	49	6 %

FOOTNOTES:

* = NOTE = * = Rail service is part of Los Angeles area report.
# = NOTE = # = Rail service part of New York Metropolitan Area report.
@ = NOTE = @ = Flood damaged

Rick Taube

From: Malico, Melinda [Melinda.Malico@ed.gov]
Sent: Tuesday, March 29, 2011 2:10 PM
To: Rick Taube
Subject: Citizen-generated news story idea about hybrids clogging up HOV lanes--McDonnell to decide this week
Attachments: vagovhybridhovMarch29_2.pdf

Attached is my third letter to Gov. Bob McDonnell expressing my opposition to the exemption (that keeps being extended) that allows single-occupant hybrids to drive on the HOV lanes (395 and 66).

I am urging the governor to veto this bill (HB 1432). He must act by March 31.

The exemption was set in law to expire in 2006 and has been extended each year by Virginia assembly representatives who are giving a small group of vocal constituents a free and selfish ride on the HOV lanes, which are reserved for carpools and buses. Others blindly follow, thinking that this is a "green" vote. It is not.

The hybrids have degraded (clogged up) the HOV lanes, and carpools, vanpools, slugs, and bus riders are suffering. Allowing this to continue is against federal law.

Here is the well-researched story....I invite you to ride along with my carpool, as we sit behind the hybrids on 395 North.

Thank you!

(All reports and letters referenced here are available by request via e-mail)

Cell 703 966 4802

Melinda Malico
U.S. Department of Education
Internal Communications
Office of Communications and Outreach
400 Maryland Ave., SW, 5E310
Washington, DC 20202
(202) 401-1008 office
(202) 577-6548 cell

Melinda Malico
9200 Alyssum Way
Annandale, VA 22003

The Honorable Robert McDonnell
Governor
Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219
Via fax: (804) 371-6351

March 29, 2011

Dear Governor McDonnell:

This final plea comes at the last minute—but I hope it is unnecessary.

My previous two attempts to hear from you in response to two letters I wrote you have not been successful.

PLEASE VETO HB 1432 and finally end the unfair and counter-productive exemption that allows single-occupant "clean-fuel" hybrid vehicles to travel on the lanes reserved for carpools. The exemption was set by Virginia law to expire in 2006.

On December 21, 2010, while appearing on WTOP's "Ask the Governor" show, you told listeners that you were "looking at the hybrid exemption," signaling to constituents that you were not going to rubber-stamp the proposed extension that continues to allow "clean-fuel" hybrid vehicles with only a driver and no passengers to skirt the original Virginia law, as well as federal law, and drive on certain Virginia High-Occupancy-Vehicle (HOV) lanes.

You astutely stated, "The overall idea behind these ... high-occupancy lanes is to reduce congestion, and one person in a car doesn't do that." Thank you for realizing this. Now please act on this.

Virginia's HOV lanes were built (in part) with federal funds to help congested areas reduce traffic and congestion. By accepting the funds, Virginia agreed that the HOV lanes would be used for that purpose. **Federal law stated that if the lanes degraded (became clogged because of hybrids), Virginia would be required to cut off access to hybrids. Virginia apparently understood this, and passed a law to stimulate the sales of hybrids by allowing them to use HOV lanes, but rightly codified that exemption to end in 2006.**

Unfortunately, a small group of Northern Virginia legislators have pushed through a continuation of this exemption, year after year (2006-2011). Many legislators, either ill-informed or completely uninformed, have voted for it, likely thinking that such a vote counts as "green." It isn't.

The burgeoning presence of hybrids on roads designed and reserved for carpools, vanpools and buses has rendered the HOV lanes totally ineffective at moving high volumes of commuters into DC.

Please stop this madness and help Virginians who want to be environmentally responsible by commuting in carpools, vanpools and on the bus. Please reject the never-ending exemption and return the HOV lanes to what they were created for—to provide an incentive and means for carpools to commute in a time-saving way.

PLEASE VETO HB 1432.

Governor McDonnell, I have written to you twice, once more than a year ago on March 10, 2010, and on February 11, 2001, urging you to reject or veto this legislation in 2010 and 2011. While the correspondence was delivered, no one on your staff has ever acknowledged or answered my letters.

I have been carpooling on 395 (entering on the Beltway), riding the VRE or riding Metro for 25 years to my job with the federal government. This hybrid influx is such an injustice that I have spent a lot of time compiling evidence that illustrates why this exemption must end. I can provide you with copies of all the reports and letters referenced in this letter. Clearly, it appears that few in Virginia state government have paid attention to any of this.

What is the purpose of the HOV lanes?

According to the U.S. Department of Transportation (DOT, which oversees HOV lanes, "High Occupancy Vehicle (HOV) facilities (lanes) serve to increase the total number of people moved through a congested corridor by offering two kinds of travel incentives: a substantial savings in travel time, along with a reliable and predictable travel time. Because HOV lanes carry vehicles with a higher number of occupants, they move significantly more people [than other cars do] during congested periods. In general, carpoolers, vanpoolers, and bus patrons are the primary beneficiaries of HOV lanes by allowing them to move through congestion."

If the HOV lanes are for High-Occupancy Vehicles, why are hybrids still allowed on 395 (and 66)? Hybrids were allowed on HOV lanes in Virginia prior to 2006 in order to stimulate the purchase of "clean-fuel" vehicles when they were a novelty. Virginians who purchased hybrids prior to 2006 also benefitted from a substantial tax exemption. The Virginia law set the cut-off date at 2006. In actuality, 93 percent of hybrids in the state are licensed to owners in Northern Virginia (source: Federal Highway Administration (FHWA). So instead of encouraging the purchase of clean-fuel vehicles across the state, the result has been that crafty Northern Virginia drivers found a way to skirt the law, and they are still allowed to do so.

Virginia is the only state that allows hybrid vehicles on HOV lanes. This is apparently because the other 49 states are following the intent and the letter of federal law.

According to the FHWA report, *Potential Impact of Exempt Vehicles on HOV Lanes,* agencies are required to establish programs that ensure [that] the operation of the HOV lane does not degrade, and [establish] procedures to restrict use if the HOV lanes become too congested," and "agencies are required to discontinue exempt vehicle use of a HOV facility (road) becomes seriously degraded (defined as such if it fails to maintain a peak-period minimum average operating speed of at least 45 mph, 90 percent of the time over a consecutive six-month period)." Based on my daily experience riding on the HOV lanes, our carpool's average speed rarely even approaches 45 mph.

Congestion caused by hybrids is punishing carpools, "slugs" and transit buses, and the result is that carpooling and riding the bus has become a much less attractive option. Commuters are often choosing to drive by themselves, as the time saved by carpooling is now miniscule. Virginia's unique and ad hoc system of "slugging," called "enormously successful" by Virginia's own HOV Task Force, is deeply and negatively impacted by the hybrid influx.

- **Virginia legislators are wasting valuable time considering and voting on this exemption. Most do not even know what they are voting for.**
- **A task force to study hybrids on HOV lanes, established by Virginia in 2003, unequivocally recommended that Virginia end the exemption as scheduled in 2006.**

A look at the bill's (HB 1432) history shows 26 actions on HB 1432—what a waste of the legislature's time! Most of the representatives who vote for this do not know what they are voting for and do not understand the bill's consequences. I recently wrote to Del. Vivian Watts, who had voted for it in the past. After learning this exemption's impact on carpoolers, she wrote to me and said she would not vote for it again. I am still waiting to hear a response (in response to two letters sent and received) from Sen. Chap Peterson, who has voted for the exemption.

If the legislators are not informed, it is not because the information is not available. It is. Virginia studied the issue, but most legislators have failed to follow the recommendations. A HOV Task Force, convened in 2003 by Virginia's secretary of transportation, studied the increasing problem of congestion caused by hybrids on HOV lanes. Even as the exemption was scheduled to expire in 2006, the task force issued a report in January 2005, in which members (Captain Mike Counts of the Virginia State Police and Dennis C. Morrison of the Virginia Department of Transportation) flatly told Virginia Secretary of Transportation Whittington W. Clement and Secretary of Public Safety John W. Marshall that "usage of the HOV lanes in Northern Virginia by low occupancy vehicles, including occupancy-exempt vehicles, had risen dramatically in 2004." The report stated, "These vehicles have clogged the HOV lanes in Northern Virginia, minimizing their effectiveness at moving people quickly and predictably, and thereby reducing the travel time benefits for commuters willing to rideshare. The viability of the entire Northern Virginia transportation network in directly linked to the effectiveness of the HOV lanes." The task force recommended that "the current hybrid extension from HOV restrictions [should] expire in 2006, as provided in current Virginia law." The report was submitted on behalf of the task force members by Captain Mike Counts of the Virginia State Police and Dennis C. Morrison of the Virginia Department of Transportation (VDOT). The VDOT issued a press release sharing the task force's findings.

It appears no one in Virginia was listening to the advice they asked for!

- Hybrids on HOV lanes are not permitted to degrade (negatively impact) the carpool lanes. In Virginia, hybrids on HOV have significantly decreased the value of carpooling, vanpooling or riding the bus. States are supposed to assess the impact of hybrids on HOV, and act to reverse any negative results.

Virginia was supposed to assess the impact of hybrids and act when hybrids started to negatively impact the HOV lanes. As noted above, Virginia did assess the impact, but the state did not act. Even as far back as 2004, officials observed that the HOV lanes had become "overly congested" and that the problem stemmed from "the increase in vehicles including hybrids." At the time, the recommended operating capacity of a HOV lane—1,500-1,800 vehicles per lane per hour—had already been exceeded. Now, seven years later, it is much worse. In 2005, the proportion of hybrids on 395 was 19 percent of all vehicles. According to my daily observations, including counting the proportion of hybrid vehicles on 395 from 7 a.m.-9 a.m., the proportion is much higher today. I called Virginia Pardo of the VDOT to get

recent statistics and she explained that Virginia's most recent statistics were gathered on two days in October 2010, and because of a new form of reporting, no trend data exists. This is a very weak effort to assess the impact of hybrids.

- **Let's look at what the law says about why hybrids should not be on HOV lanes, and how Virginia has been repeatedly asked to stop allowing hybrids on HOV.**

The *Clean Air Act,* signed into law by President George W. Bush in 2005, forbade hybrids on HOV lanes (particularly those lanes that were built with federal funds). The FHWA states that by accepting federal aid, states are agreeing to "manage, operate and maintain HOV lanes according to federal guidelines." This includes making sure the lanes serve their intended purpose of reducing congestion.

In April 2003, a division administrator for the Virginia FHWA office, under DOT, wrote to formally express concern with Virginia's "existing practice allowing hybrid clean fuel vehicles with just one person to use HOV lanes." The letter, addressed to Jeffrey Southard, director of planning and the environment, VDOT, said that Virginia's HOV occupancy exemption for hybrid vehicles did not comply with federal regulations. The letter stated that "current federal law, Title 23, USC 102 (a) (2), stated that BEFORE September 30, 2003, a state may permit a vehicle with fewer that two occupants to operate in HOV lanes if the vehicle is certified as an Inherently Low Emission Vehicle (ILEV)." The letter went on to state that "if current federal law remains unchanged, we anticipate writing a letter indicating that Virginia state law and policies are counter to federal law and request that Virginia discontinue its current practice of allowing clean fuel vehicles, especially hybrid vehicles, to use HOV lanes. The state will then be subject to federal sanctions if the current practice continues." The letter mentioned a range of sanctions.

Again, in January 2005, the FHWA expressed substantial concern with HOV trends in the I-95 corridor, especially the significant growth in the number of hybrid vehicles. This was part of the state HOV task force report. FHWA required a more detailed report from VDOT by Feb. 28, 2005. I can find no evidence that this report was ever submitted.

In the interest of full disclosure, in August 2005 President Bush signed the SAFETEA-LU Act (P.L. 109-59) of 2005. In 2008, EPA (finally) issued rules that granted states new flexibility. Specifically, The Clean Air Act Amendments created the Inherently Low Emission Vehicles (ILEV) program and TEA-21, which allowed states to authorize ILEVs to use HOV lanes without meeting the occupancy requirements. Section 1121 of SAFETEA-LU replaced Section 102(a) of Title 23 of the United States Code (23 U.S.C.) with a new Section 166 that provided expanded options for operating HOV facilities. States now had flexibility with which to manage the use of their HOV-lane capacity by allowing some vehicles to travel exempt from the minimum vehicle occupancy requirements. However, as before, when states allow low emission and energy-efficient exception(s), they are required to annually "certify that 'operational performance monitoring programs and enforcement programs' are in place to ensure that the performance of the subject facility is not degraded and is operated in accordance with the restrictions and requirements of 23 U.S.C. 166. As part of the certification, the state must document that the performance of the facility (HOV lane) is not currently degraded and must further document the actions that will be taken to guarantee that operational performance will not become degraded in the future. If the operation of an HOV facility open to HOT or low emission and energy-efficient vehicles becomes degraded, states must take necessary actions, such as limiting or discontinuing the use of HOV facilities by a sufficient number of these vehicles or increasing the price paid by exempt vehicles for access to HOV lanes." The Environmental Protection Agency (EPA), which administers the required certification, published the guidance, available on their Web site.

The actions above allowed a short-term exemption for ILEVs, but only until *September 30, 2009.* The law clearly states: "After September 30, 2009, the states must discontinue use of their HOV lanes by such vehicles."

Again, Virginia seems to have bucked the law.

- **Contrary to efforts to portray hybrids as a gift to the environment, hybrids clogging up HOV lanes are not "helping the environment."**

Hybrids on HOV are increasing congestion, putting more cars on DC streets, causing drivers and passengers' aggravation, slowing down public transportation, wasting gas, making more potholes, and hurting all but a selfish few. Which causes more harm to the environment? Four people in a gasoline-powered 2008 Toyota Camry (21 mpg city, 31 mpg highway, source: www.fueleconomy.gov) idling behind cars clogged on the HOV lanes, or one person in a Lexus 450h 6 cylinder hybrid SUV (32 mpg city, 28 mpg highway,) idling behind cars clogged on the HOV lanes?

- **Allowing hybrids on HOV is a benefit to a small group of mostly Northern Virginian, pre-2006 hybrid owners, who ride alone and clog up the roads that all commuters must share, driving carpoolers into their own cars.**

This could have been the first point in the letter. It appears that a very small but vocal group of hybrid owners have managed to convince their representatives to extend the exemption each year, even though this flies in the face of federal and state law and is helping no one but the hybrid owners. Each year (2006-2011), a group of representatives (Greason, Hugo, Keam, Plum, Rust and Torian) sponsors the extension to **benefit their vocal and likely affluent constituents who enjoy the privilege of driving alone from Reston, Potomac Falls, Vienna, Herndon, Dumfries and even Richmond.** Years ago, I purchased a modest home near Burke, almost 20 miles from D.C., so I could have a reasonable commute to Washington. I did not rely on a loophole to get me an easy ride to D.C. I strongly believe that other Virginia representatives vote for the exemption because they do not even know what they are voting for.

Even the sponsors cannot give a legitimate and accurate reason for continuing the exemption. Del. "Tag" Greason, the main sponsor of the legislation, was quoted as saying that the extension "encouraged people to buy hybrid." This is a factually incorrect statement coming from the sponsor. Only those who *already owned* hybrids before 2006 can purchase a hybrid today and use the 395 HOV lanes (although the growing proportion of hybrids indicates that there could be some cheating going on at the DMV). No post-2006 hybrid purchasers qualify (they are issued a different clean-fuel license plate), so all the legislation does is to encourage pre-2006 hybrid owners to buy bigger, newer hybrids. This group of hybrid owners were not only grandfathered in prior to 2006, but somehow that group is also allowed to buy replacement "hybrids" from an ever-expanding list that includes a $100,000 Mercedes-Benz ML450 hybrid SUV that gets 20 mph city and 24 mph highway, a $55,000 Lexus RX 450h SUV that gets 28 mpg in the city and 28 mpg highway, a Lexus LS 600l, 8 cylinder that gets 19 mpg city and 24 mpg highway, and the very common Toyota Highlander SUVs—which anyone can afford! Please note that when the Virginia wrote the law that permitted hybrids on HOV, the only hybrids that qualified (2003-2004) were three small, very fuel-efficient cars: The Toyota Prius, the Honda Insight and the Honda Civic.

Just a few more important things to note:

- When the BRAC building at Mark Center (Seminary Road) on 395 opens, traffic is going to be unbearable due to what appears to be a breath-taking lack of planning on the part of the Department of Defense and BRAC. Hybrids on HOV will just add to the HOV congestion.

- When the HOT lane construction begins, 395 (up to Edsall) will be a nightmare, adding to the congestion. Hybrids will not be allowed to ride for free on the HOT lanes.

- A serious conflict of interest exists that discourages Virginia from ending the exemption, because for every clean-fuel plate issued, $15 of the $25 fee goes to the Virginia State Police HOV-Enforcement fund. According to the Virginia Planning and Budget Committee's fiscal implementations study, the fees garnered some $326,895 last year. It appears the revenue for the state may be driving a lack of opposition to the exemption. But this runs contrary to the state police's own recommendations put forward in the HOV task force's report, as noted in this letter.

- The District of Columbia is already upset that so many federal employees drive into D.C. and pay little for the upkeep of roads. Think about the wear and tear on DC streets that comes from three or four hybrids, versus one regular car!

As you can see, I have provided ample evidence that the only logical decision for you to make is to veto HB 1432. I hope you do it.

Sincerely,

Melinda Malico

cc:
Secretary of Transportation Sean T. Connaughton
Delegate Vivian Watts
Sen. Chap Peterson
Commissioner Greg Whirley, Virginia Department of Transportation (VDOT)
Garrett Moore, Northern Virginia District Administrator
Lon Anderson, AAA Mid-Atlantic
Wallace Bouldin, Virginia State Police
Deputy Secretary of Transportation and Chief Financial Officer David Tyeryar
Assistant Secretary of Transportation Matt Strader
Executive Assistant Georgia Esposito
Staff Assistant Jennifer Green
HOV Task Force members
Chairman, Virginia House Committee on Transportation
Chairman, Subcommittee on Transportation, Virginia Senate Finance Committee
Commissioner Richard D. Holcomb, Virginia Department of Motor Vehicles
Director David K. Paylor, Virginia Department of Environmental Quality
Chairman Sharon Bulova, Fairfax County Board of Supervisors
Supervisor John Cook, Providence District
Executive Director Richard K. Taube, Northern Virginia Transportation Commission
Valerie Pardo, VDOT
Joan Morris, VDOT

Robert T. Thomson (Dr. Gridlock), The Washington Post
Ben Giles, The Washington Examiner
Meredith Rigsby, Capital News Service, The Patch newspapers
Mike Salmon, The Fairfax Chronicle
The Fairfax Journal
Alex McVeigh, The Connection
Brian Trompeter, The Fairfax Sun-Gazette
WTOP Traffic Team
Adam Tuss
Reada Kessler
Bob Marbourg
Bob Immler
Mike Burke
Christ Roth
Amy Freedman
Lisa Baden, WJLA-TV
Julia Wright, WTTG-TV
Monika Samtani, WUSA-TV
WRC-TV
Channel 8

Northern Virginia Transportation Commission

AGENDA ITEM #10

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: March 31, 2011

SUBJECT: NVTC Financial Items for February, 2011.

The financial reports for February, 2011 are attached for your information.

AWARD WINNER NVTC APTA 1996

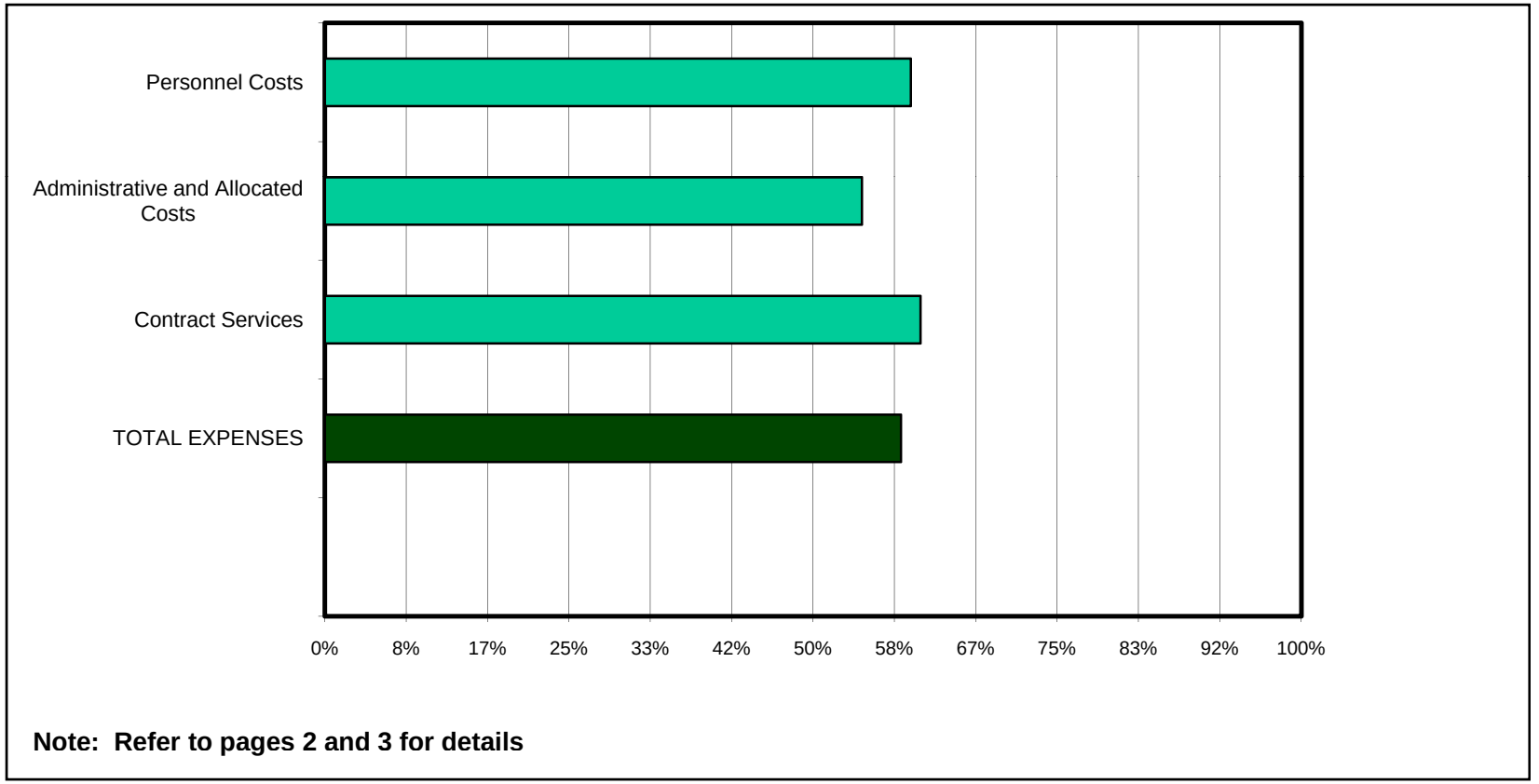
2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

February, 2011

Percentage of FY 2011 NVTC Administrative Budget Used
February 2011
(Target 66.67% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2011

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 51,219.94	$ 452,007.16	$ 737,900.00	$ 285,892.84	38.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	51,219.94	452,007.16	737,900.00	285,892.84	38.7%
Benefits					
Employer's Contributions:					
FICA	3,540.59	29,828.50	52,400.00	22,571.50	43.1%
Group Health Insurance	5,938.81	46,519.64	80,200.00	33,680.36	42.0%
Retirement	5,240.00	44,220.00	73,700.00	29,480.00	40.0%
Workmans & Unemployment Compensation	197.58	1,192.17	2,950.00	1,757.83	59.6%
Life Insurance	301.32	2,387.36	4,300.00	1,912.64	44.5%
Long Term Disability Insurance	252.81	2,275.29	3,950.00	1,674.71	42.4%
Total Benefit Costs	15,471.11	126,422.96	217,500.00	91,077.04	41.9%
Administrative Costs					
Commissioners Per Diem	1,250.00	11,350.00	16,850.00	5,500.00	32.6%
Rents:	*779.30*	*99,516.80*	*182,180.00*	*82,663.20*	*45.4%*
Office Rent	59.30	93,275.00	170,980.00	77,705.00	45.4%
Parking	720.00	6,241.80	11,200.00	4,958.20	44.3%
Insurance:	*312.07*	*2,326.21*	*4,100.00*	*1,773.79*	*43.3%*
Public Official Bonds	-	900.00	2,300.00	1,400.00	60.9%
Liability and Property	312.07	1,426.21	1,800.00	373.79	20.8%
Travel:	*664.32*	*2,899.87*	*6,300.00*	*3,400.13*	*54.0%*
Conference Registration	-	-	-	-	0.0%
Conference Travel	274.30	367.04	2,000.00	1,632.96	81.6%
Local Meetings & Related Expenses	390.02	2,435.83	4,000.00	1,564.17	39.1%
Training & Professional Development	-	97.00	300.00	203.00	67.7%
Communication:	*598.99*	*6,263.21*	*10,200.00*	*3,936.79*	*38.6%*
Postage	69.06	2,181.50	4,000.00	1,818.50	45.5%
Telecommunication	529.93	4,081.71	6,200.00	2,118.29	34.2%
Publications & Supplies	*2,350.81*	*9,995.56*	*13,500.00*	*3,504.44*	*26.0%*
Office Supplies	2,048.41	3,240.51	3,000.00	(240.51)	-8.0%
Duplication	302.40	6,355.05	10,000.00	3,644.95	36.4%
Public Information	-	400.00	500.00	100.00	20.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2011

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	-	*1,860.60*	*8,000.00*	*6,139.40*	*76.7%*
Furniture and Equipment	-	-	-	-	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	-	1,860.60	7,000.00	5,139.40	73.4%
Other General and Administrative	*446.22*	*2,616.47*	*5,350.00*	*2,733.53*	*51.1%*
Subscriptions	-	-	-	-	0.0%
Memberships	100.00	305.00	1,300.00	995.00	76.5%
Fees and Miscellaneous	346.22	2,047.11	2,950.00	902.89	30.6%
Advertising (Personnel/Procurement)	-	264.36	1,100.00	835.64	76.0%
Total Administrative Costs	6,401.71	136,828.72	246,480.00	109,651.28	44.5%
Contracting Services					
Auditing	-	12,320.00	20,000.00	7,680.00	38.4%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	-	12,320.00	20,000.00	7,680.00	38.4%
Total Gross G&A Expenses	$ 73,092.76	$ 727,578.84	$ 1,221,880.00	$ 494,301.16	40.5%

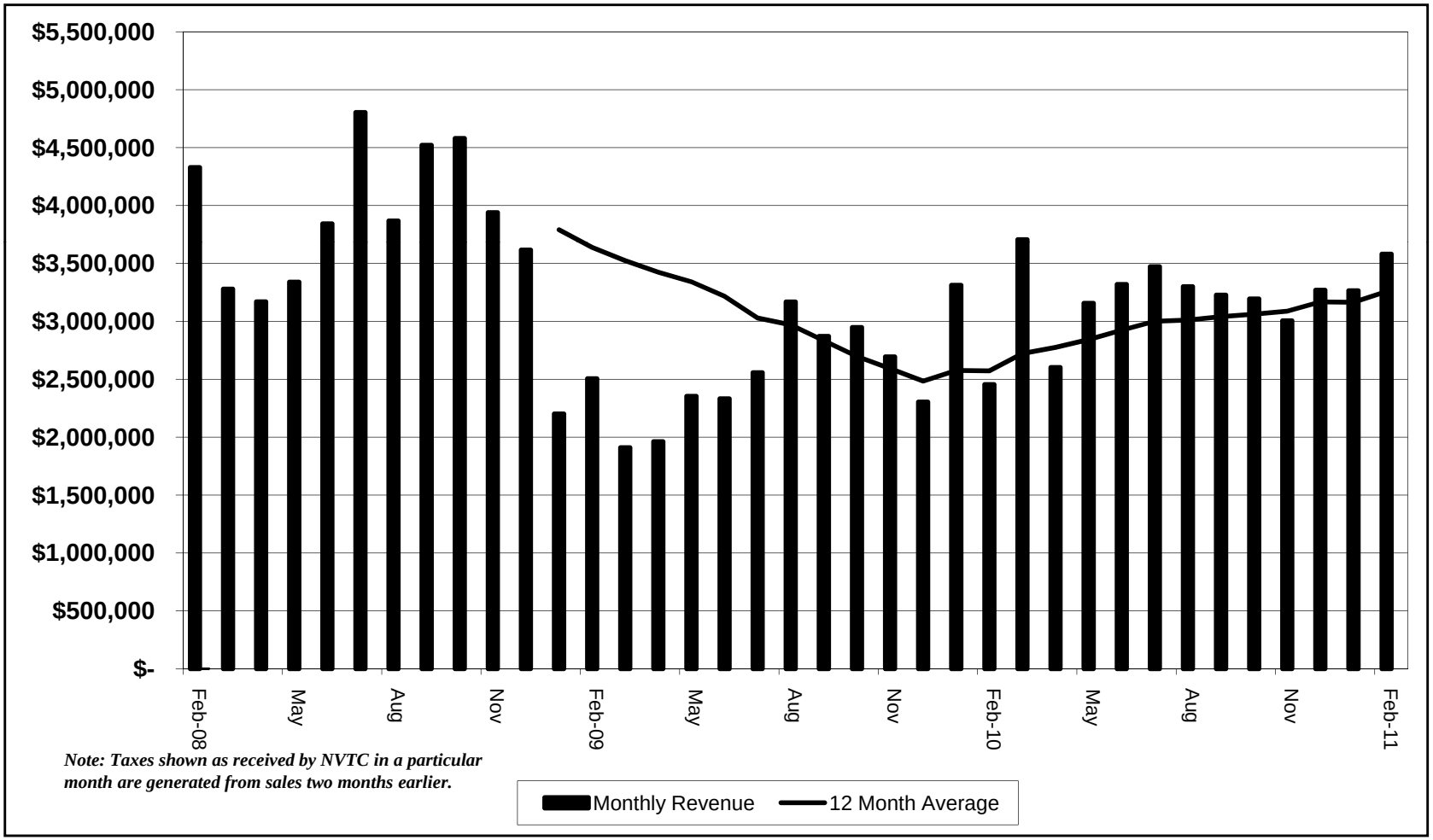
NVTC
RECEIPTS and DISBURSEMENTS
January, 2011

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
4	DRPT	ITS project grant receipt			$ 22,137.00	
4	DRPT	FTM/Admin grant receipt				820.00
14	DRPT	Capital grant receipt				502,768.00
15	DRPT	Capital grant receipt				103,531.00
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				3,581,116.98
17	DRPT	FTM/Admin grant receipt				4,269,756.00
17	DRPT	Capital grant receipt				75,677.00
17	VRE	Staff support		6,305.42		
17	Staff	Reimbursement of expenses		3.52		
18	DRPT	NVTA update project grant receipt			654.00	
28	Banks	Interest earnings		11.12	21.66	19,204.97
			-	6,320.06	22,812.66	8,552,873.95
	DISBURSEMENTS					
1-28	Various	G&A expenses	(67,733.12)			
28	Stantec	Consulting - Bus data project	(66,605.74)			
28	Cambridge	Consulting - NVTA update project	(17,496.24)			
28	Wachovia Bank	Service fees	(53.79)	(12.00)		
			(151,888.89)	(12.00)	-	-
	TRANSFERS					
28	Transfer	From LGIP to LGIP (Bus data project)			66,605.74	(66,605.74)
			-	-	66,605.74	(66,605.74)
	NET INCREASE (DECREASE) FOR MONTH		$ (151,888.89)	$ 6,308.06	$ 89,418.40	$ 8,486,268.21

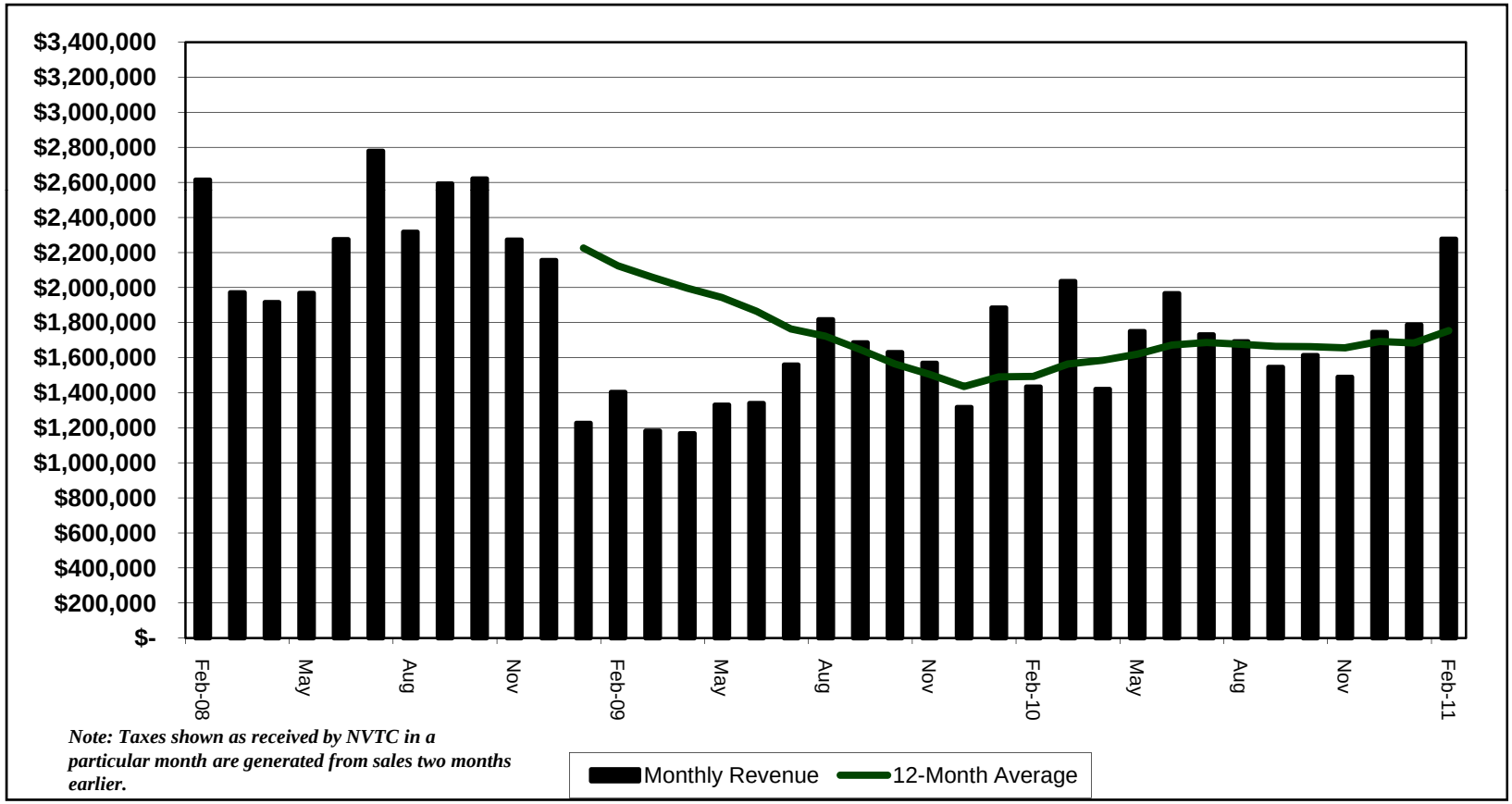
NVTC
INVESTMENT REPORT
January, 2011

Type	Rate	Balance 1/31/2011	Increase (Decrease)	Balance 2/28/2011	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 186,347.62	$ (151,888.89)	$ 34,458.73	$ 34,458.73	$ -	$ -
Wachovia: NVTC Savings	0.050%	287,591.18	6,308.06	293,899.24	293,899.24	-	-
Investments - State Pool							
Bank of America - LGIP	0.203%	119,838,776.31	8,575,686.61	128,414,462.92	208,752.92	113,106,683.18	15,099,026.82
		$ 120,312,715.11	$ 8,519,524.18	$ 128,742,820.89	$ 537,110.89	$ 113,106,683.18	$ 15,099,026.82

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

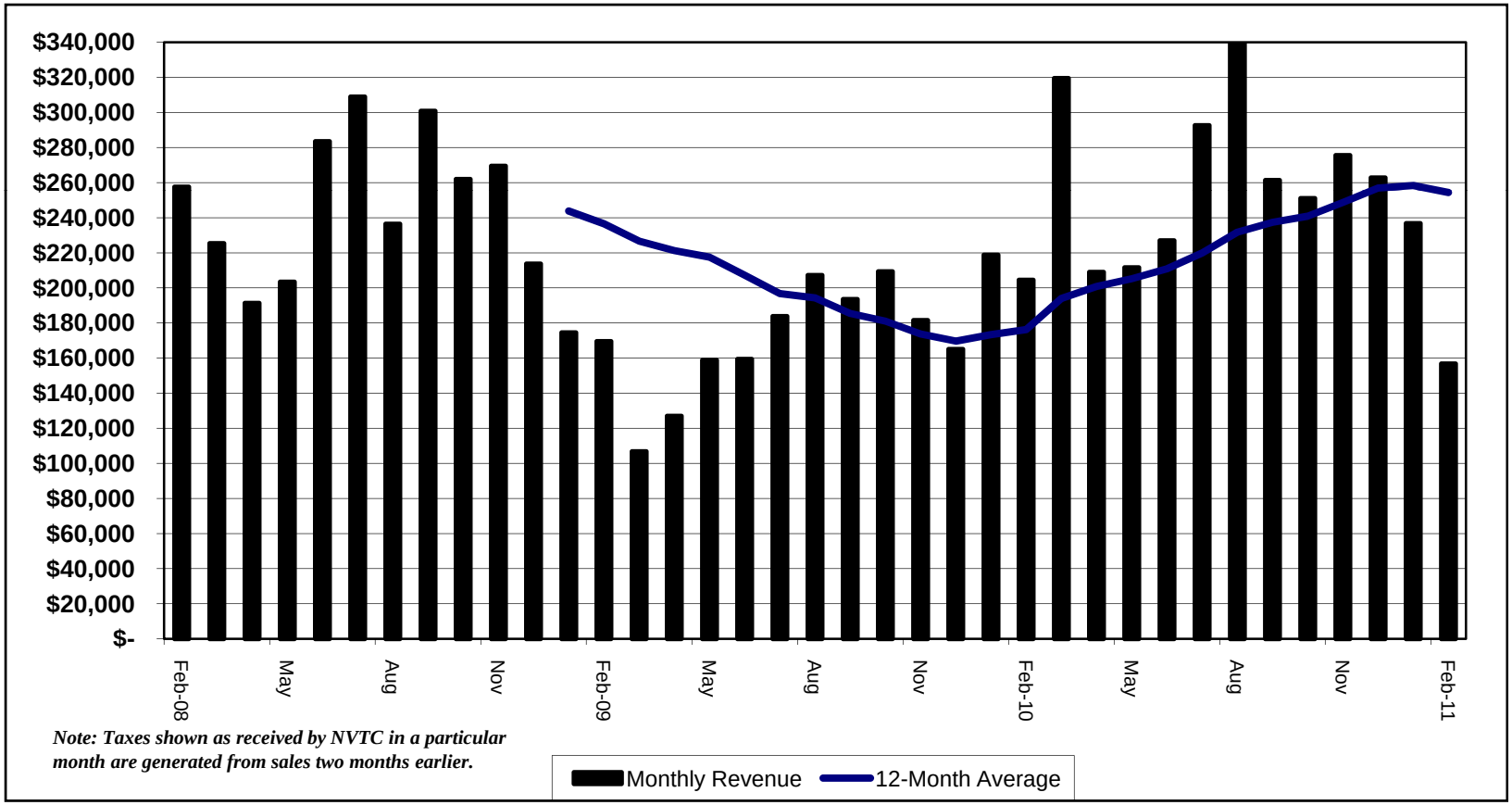


NVTC MONTHLY GAS TAX REVENUE
FAIRFAX COUNTY
FISCAL YEARS 2008-2011



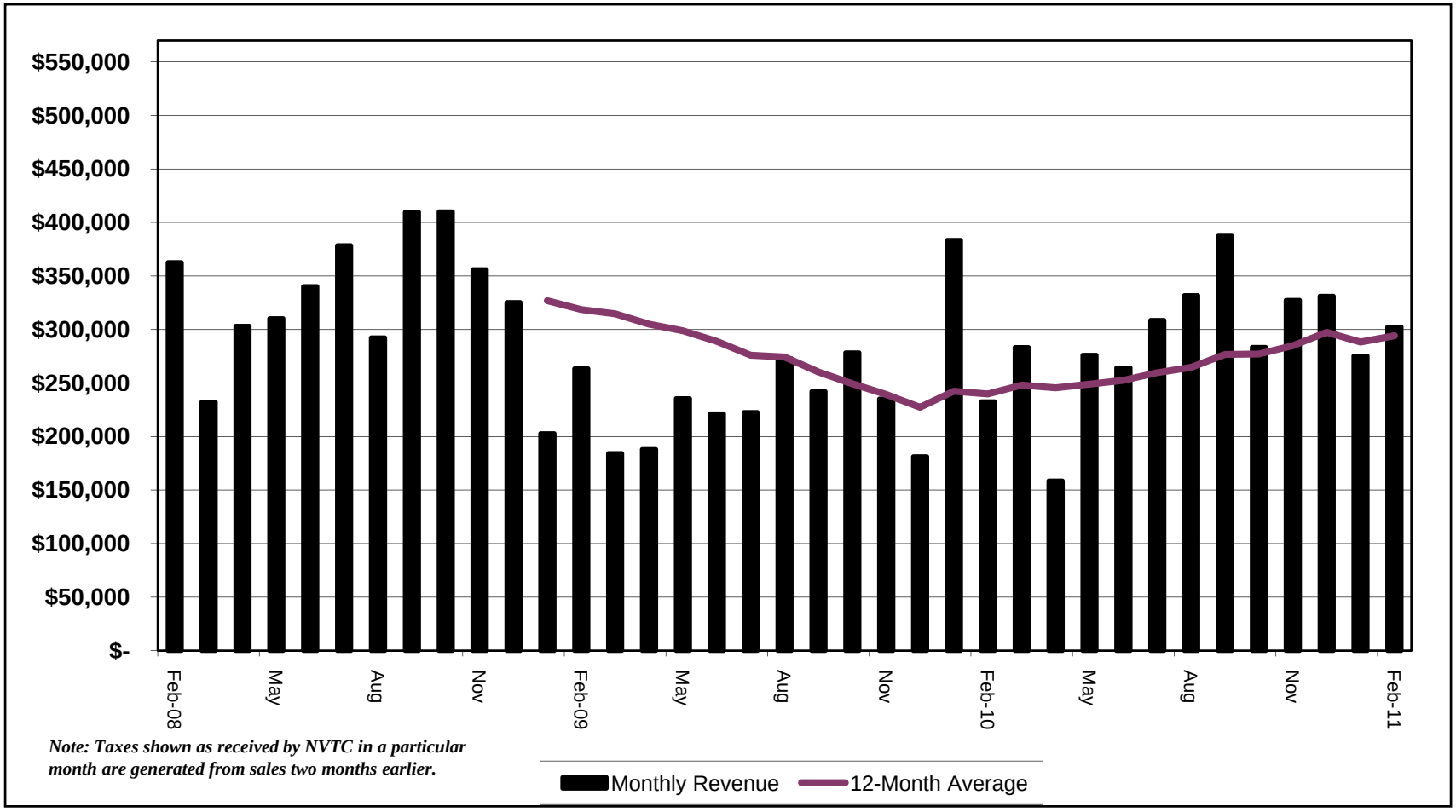
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



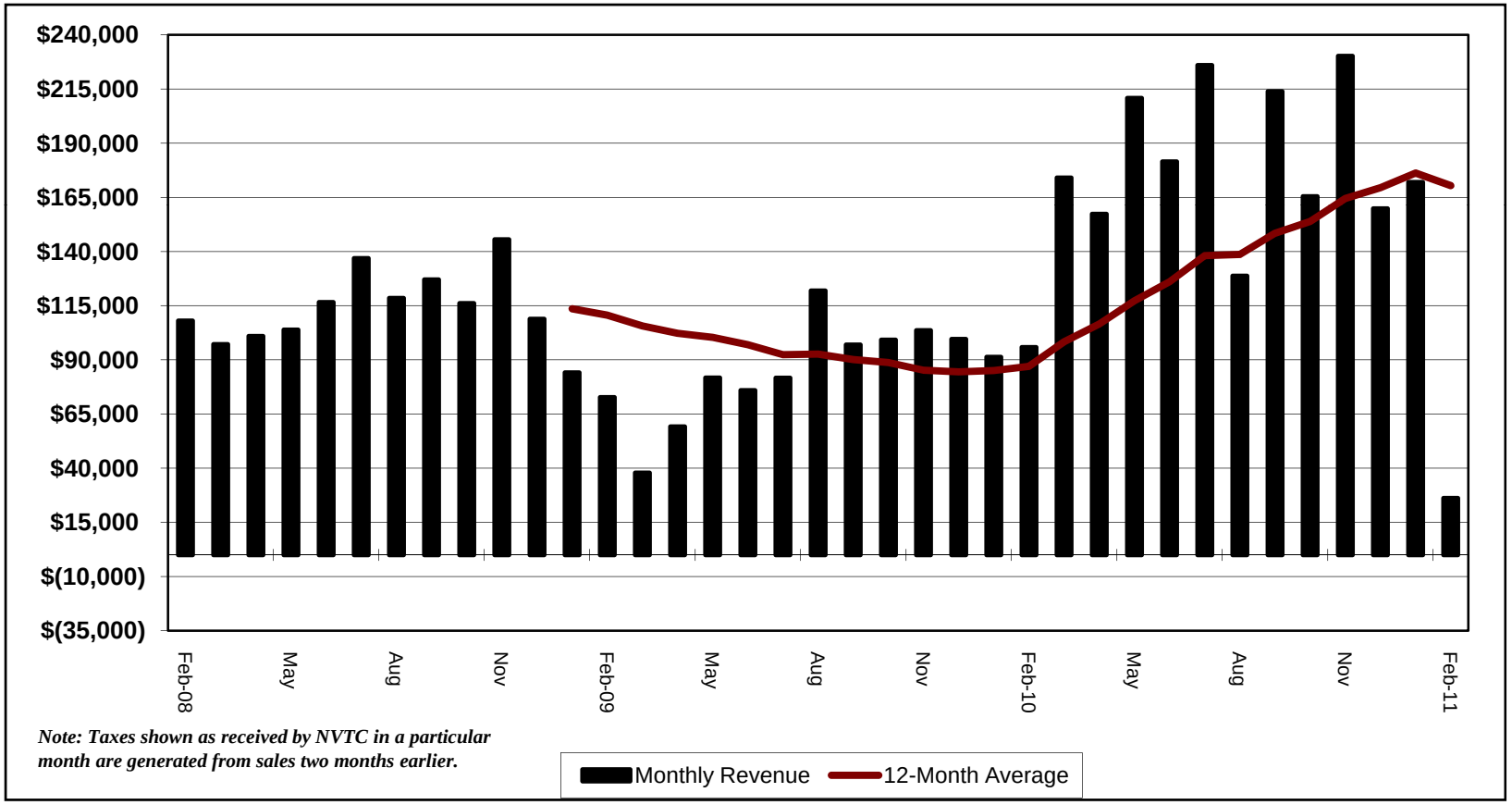
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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

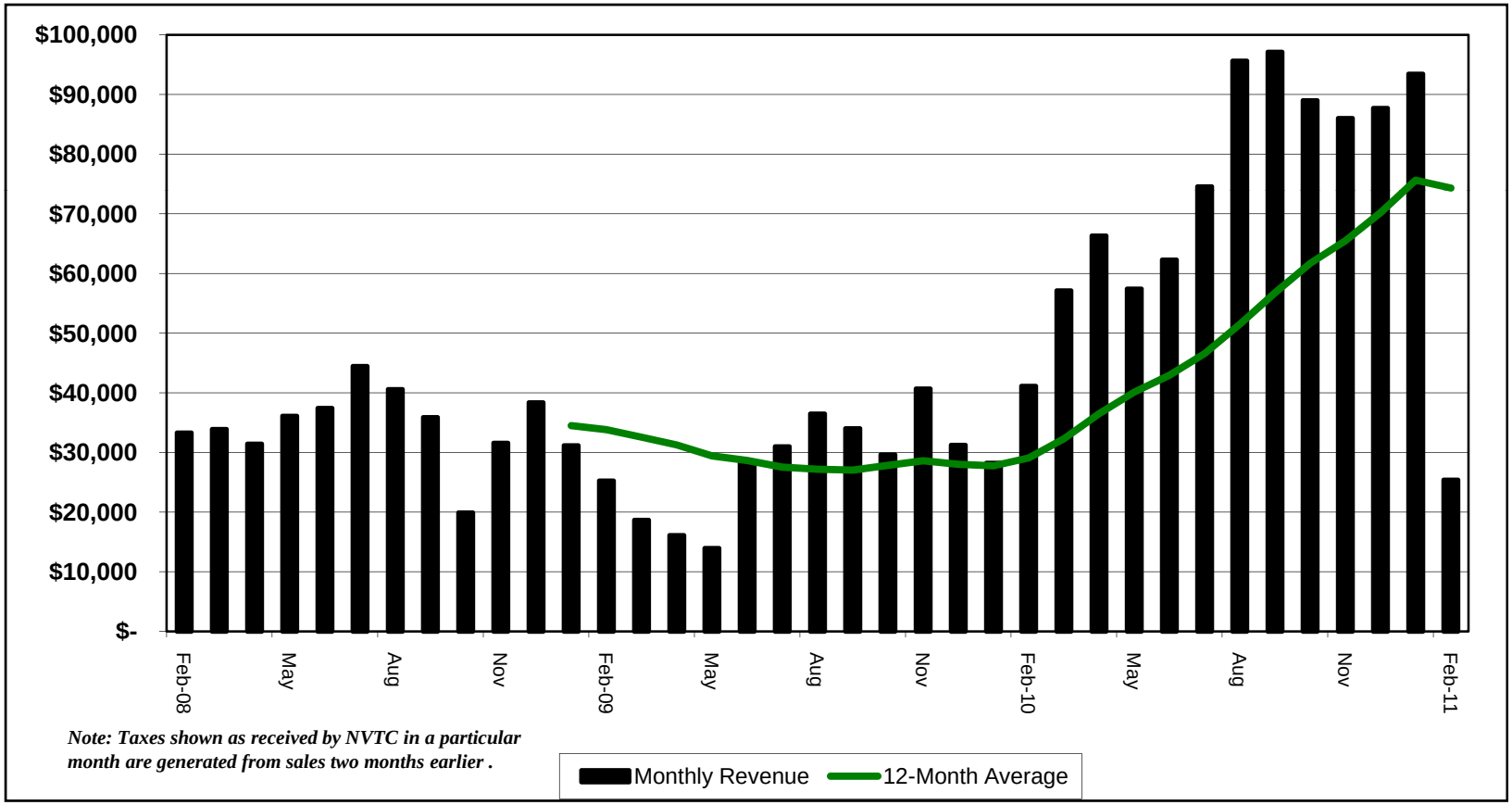


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

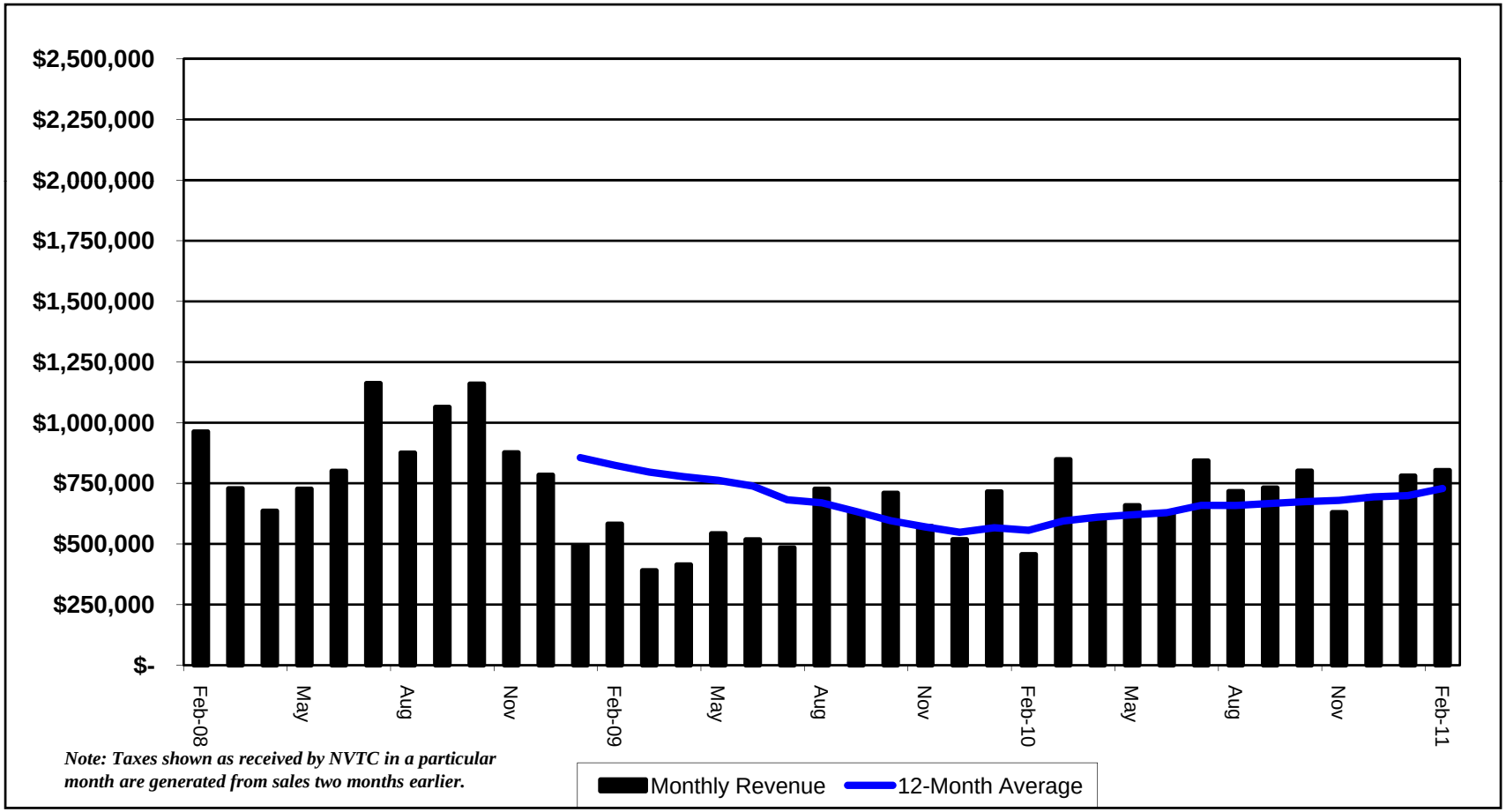
NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2008-2011



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



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



Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

Agenda Item #5

Governor's 2011 Reconvened Session Executive Amendments (HB 1500)

Amendment 50, Direct an appointment to the WMATA board of directors
Item 447
Transportation
Department of Rail and Public Transportation Language
Language:
Page 406, line 10, after "Department." insert:
"In appointing the Virginia members of the board of directors of the Washington Metropolitan Area Transit Authority (WMATA), the Northern Virginia Transportation Commission shall include the Secretary of Transportation or his designee as a principal member on the WMATA board of directors."
24

Explanation:
(This amendment requires the Northern Virginia Transportation Commission to appoint the Secretary of Transportation or his designee to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA). In providing matching funds to a federal funding program for WMATA's capital needs, the Commonwealth now provides a significant portion of WMATA's funding. Prior to the federal program, nearly all funds for WMATA were provided by local governments. As a result, Virginia's representation on WMATA's board of directors was comprised entirely of local officials. With the significant new source of state funding, it is appropriate that a representative of the Commonwealth has a seat on WMATA's board.)

Vote Tally on Amendment #50

HB 1500 Budget Bill. Appropriations for 2010-2012 biennium.

log in | tally sheet

floor: 04/06/11 Senate: Senate concurred in Governor's recommendation amendment #50 (21-Y 19-N)

YEAS--Blevins, Colgan, Hanger, Martin, McDougle, McWaters, Newman, Norment, Obenshain, Petersen, Puller, Quayle, Ruff, Smith, Stanley, Stosch, Stuart, Vogel, Wagner, Wampler, Watkins--21.

NAYS--Barker, Deeds, Edwards, Herring, Houck, Howell, Locke, Lucas, Marsden, Marsh, McEachin, Miller, J.C., Miller, Y.B., Northam, Puckett, Reynolds, Saslaw, Ticer, Whipple--19.

RULE 36--0.

NOT VOTING--0.

HB 1500 Budget Bill. Appropriations for 2010-2012 biennium.

floor: 04/06/11 House: VOTE: ADOPTION (62-Y 34-N)

YEAS--Abbitt, Albo, Alexander, Anderson, Athey, Bell, Robert B., Byron, Carrico, Cleaveland, Cline, Cole, Comstock, Cosgrove, Cox, J.A., Cox, M.K., Crockett-Stark, Garrett, Gilbert, Greason, Habeeb, Helsel, Hugo, Iaquinto, Ingram, James, Janis, Jones, Kilgore, Knight, Landes, LeMunyon, Lingamfelter, Loupassi, Marshall, D.W., Marshall, R.G., Massie, May, Merricks, Miller, J.H., Morefield, Morgan, Nutter, O'Bannon, Oder, Peace, Pogge, Poindexter, Pollard, Purkey, Putney, Robinson, Rust, Scott, E.T., Sherwood, Stolle, Surovell, Tata, Villanueva, Ware, R.L., Wilt, Wright, Mr. Speaker--62.

NAYS--Abbott, Armstrong, BaCote, Barlow, Bell, Richard P., Brink, Bulova, Carr, Ebbin, Englin, Filler-Corn, Herring, Hope, Howell, A.T., Joannou, Johnson, Keam, Kory, Lewis, McClellan, McQuinn, Miller, P.J., Morrissey, Phillips, Plum, Scott, J.M., Shuler, Sickles, Spruill, Toscano, Tyler, Ward, Ware, O., Watts--34.

ABSTENTIONS--0.

NOT VOTING--Dance, Edmunds, Orrock, Torian--4.

PLEASE OPPOSE EXECUTIVE AMENDMENT 50 TO THE BUDGET (H.B. 1500)
Appointment to the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors
April 5, 2011

- Amendment #50 would require the Northern Virginia Transportation Commission (NVTC) to appoint the Secretary of Transportation or his designee to the WMATA Board.

- NVTC is responsible for appointing Virginia members (two principal members and two alternates) of the Washington Metropolitan Area Transit Authority (Metro) Board of Directors. Historically, these appointments have been filled by local elected officials.

- In Virginia, the local governments are responsible for funding Metro's budget after Federal and state aid and fares are applied. If there is a deficit, these local governments are responsible for making up the difference, regardless of who is on the WMATA Board.

- The local governments interact with Metro and its riders on a daily basis on issues like facility location and improvements, land use, transit-oriented development, service levels, passenger fares and subsidies. Local elected officials, rather than appointed individuals based in Richmond, will be more responsive to rider complaints regarding delays, construction projects and bus stop relocations, etc.

- There is value to having the Commonwealth represented on the WMATA Board, but not at the expense of the local governments currently represented.

<u>Ongoing Discussions</u>

- In May 2010, Secretary of Transportation Sean Connaughton requested that NVTC appoint two of representatives from the Commonwealth (one principal and one alternate) to the WMATA board. Representatives of Northern Virginia local governments, the Department of Rail and Public Transportation, and the General Assembly met for several months to discuss this request.

- H.B. 2000 (LeMunyon), legislation that would have required NVTC to appoint the Secretary of Transportation or his designee to the WMATA Board, was introduced during the 2011 Session, but did not pass the Senate.

- The Governor submitted a budget amendment with this language. It was not included in the budget that was passed unanimously by the General Assembly.

- Governor McDonnell, Governor O'Malley of Maryland, and Mayor Gray of the District of Columbia have established a process for reviewing various changes to the WMATA Board over the next few years. The number of Board members and how they are appointed is part of this discussion.

- A change to Virginia's representation to the WMATA Board should not occur while this other process is already ongoing. Northern Virginia local governments are willing to continue discussions with the Governor in the larger context of addressing other recommended changes to WMATA's board structure.

The Examiner
washingtonexaminer.com
Published on *Washington Examiner* (http://washingtonexaminer.com)

By *Brandon Coward*
Created *Apr 7 2011 - 1:38am*

Va. Assembly OKs measure to give state a seat on Metro board

Comments (0)

In the latest chapter of an ongoing saga, the Virginia General Assembly has approved a budget amendment from Gov. Bob McDonnell that directs the Northern Virginia Transportation Commission to appoint a state representative to Metro's Board of Directors.

The language of the amendment states that because Virginia provides a significant amount of funding for Metro, the state should have a seat on the board.

It requires the NVTC, which picks Virginia's four representatives to the board, to appoint the state transportation secretary or his designee to the board.

Legislation to give the state representation on the board had cleared the House but failed in the Senate during the regular session this year.

The NVTC currently gives two seats to Fairfax County, one to Arlington County and one to an elected official from either Falls Church, Fairfax City or Alexandria.

NVTC Vice Chairman Jay Fisette said that the commission already appointed its members in January, and does so on an annual basis.

"Someone is going to have to explain to us what this legislation actually means," he said.

The group has discussed adding a seat on the board for the state as long as local representation isn't diminished, Fisette said, as well as the fact that much of the funding for Metro comes from local governments.

The commission will likely discuss the measure at its meeting Thursday night, he said.

Capital Land

Source URL: http://washingtonexaminer.com/blogs/capital-land/2011/04/va-assembly-oks-measure-give-state-representative-metro-board

Northern Virginia Transportation Commission

RESOLUTION #2165

SUBJECT: Selection of NVTC Representatives to Various Boards.

WHEREAS: NVTC is empowered to make appointments for the Board of Directors of the Washington Metropolitan Area Transportation Authority, the Virginia Railway Express and the Virginia Transit Authority;

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations; and

WHEREAS: A group of NVTC members is meeting periodically to discuss WMATA governance, funding and safety and may be ready at some point in the next few weeks or months with revised recommendations on Metro Board membership.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission hereby appoints the following persons to various boards, contingent upon possible subsequent action by NVTC's jurisdictions to alter their NVTC members for 2011 and their recommendations for members of the various boards, and contingent on potential subsequent action by the commission to implement recommendations to revise the Virginia membership of the WMATA Board.

BE IT FURTHER RESOLVED THAT the contingent appointments for 2011 are:

WMATA Board:

Principals	Alternates
Hon. Cathy Hudgins	Hon. Jeff McKay
Hon. Mary Hynes	Hon. Bill Euille

VRE Board:

Principals	Alternates
Hon. Sharon Bulova	Hon. Jeff McKay
Hon. John Cook	
Hon. Chris Zimmerman	Hon. Jay Fisette
Hon. Paul Smedberg	

AWARD WINNER NVTC APTA 1996

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 nvtc@nvtdc.org • Website www.novatc.state.va.us • www.thinkoutsidethecar.org

RESOLUTION #2165 cont'd

VTA Board:

Principals	Alternates
Hon. Chris Zimmerman	Hon. Jeff McKay
Hon. Bill Euille	Rick Taube

Approved this 6th day of January, 2011.

Chairman

Secretary-Treasurer

Agenda Item #5

The Examiner
washingtonexaminer.com
Published on *Washington Examiner* (http://washingtonexaminer.com)

Underground Metro station approved for Dulles

Comments (0)

3626669_0.jpg

After a year of debate over cost and convenience, the Metropolitan Washington Airports Authority voted 9-4 Wednesday to build an underground Metro station at Washington Dulles International Airport, ignoring protests from Fairfax and Loudoun county officials who will shoulder part of the project's cost.

Fairfax, Loudoun and Virginia Department of Transportation officials had asked the airports authority to build an above-ground train station at the airport that would have cost about $300 million less than the underground station.

But authority officials said the underground station, which could be located 600 feet closer to the airport, was worth the additional cost.

"If we choose the [above-ground] north garage alternative, basically we would be settling for a second-class station at a first-class airport," Mame Reiley, chairwoman of the MWAA Dulles Corridor committee, said.

Related...

Metro costs could drive up Dulles road tolls

04/06/11 8:05 PM
Virginia officials are concerned that the Metropolitan Washington Airports Authority's decision to build an underground station at Washington Dulles International Airport will drive commuters away from the Dulles Toll Road. Read More

The underground station represents the latest jump in the price tag of a massive transportation initiative to run Metro trains out to the airport. The cost of the second phase of the project, which includes the rail station at the airport, was originally estimated at $2.5 billion but jumped to the current $3.8 billion.

Overall, the 23-mile-long rail extension along the corridor is now expected to cost $6.6 billion, or $1.5 billion more than its original price tag of $5.1 billion.

In a letter sent to MWAA on Wednesday, Virginia Transportation Secretary Sean Connauhgton wrote that the airports authority's choice "places undo financial burden on the project cost, making the commonwealth's goal of a cost effective project hard to achieve." He said the state would like to see the second-phase costs reduced closer to the original $2.5 billion estimate.

MWAA officials pledged to scour the entire project to determine where it can cut costs. Director Dennis Martire said he believes the authority will be able to recoup the $300 million additional cost of the underground station from other areas of the project. But Director Frank Connor said the project's financing was far from certain.

"Is this the straw that breaks the camel's back?" Connor said. "No one knows."

Connor was one of four dissenting votes on the board of directors, in addition to Tom Davis, Michael O'Reilly and William Cobey Jr.

Fairfax County Board of Supervisors Chairwoman Sharon Bulova said the county should not have to share the cost of MWAA's decisions, as did Loudoun County Board of Supervisors Chairman Scott York.

"If the underground alignment endorsed by MWAA today results in an increase in the cost of Phase Two, then MWAA should be responsible for funding the difference in a way that does not increase the burden on Fairfax County residents or on Dulles Toll Road users," Bulova said.

In addition to costing more, the underground station puts Dulles Rail project another six months behind schedule. Construction is now expected to be complete by June 2017.

bgiles@washingtonexaminer.com

Virginia Transportation Local airports authority Ben Giles Dulles Fairfax County Loudoun County MWAA Reagan National Virginia NEP

Source URL: http://washingtonexaminer.com/local/virginia/2011/04/underground-metro-station-approved-dulles

The Examiner
washingtonexaminer.com
Published on *Washington Examiner* (http://washingtonexaminer.com)

Metro costs could drive up Dulles road tolls

Comments (0)

Virginia officials are concerned that the Metropolitan Washington Airports Authority's decision to build an underground station at Washington Dulles International Airport will drive commuters away from the Dulles Toll Road.

Building the station underground will cost $330 million more than an above-ground alternative and money collected from the toll road is expected to cover about $225 million of that additional cost. Every extra $25 million could require a toll increase of a nickel, so that tolls could rise by as much as 50 cents just to pay the additional cost of the station, MWAA staff said.

MWAA is in the middle of a three-step toll increase to help pay for Metro construction. Tolls went up 25 cents at the main toll plaza in January, after being raised by 50 cents in 2009.

If tolls were raised 50 cents each year, it could cost $10 to travel one way on the toll road by 2030, Director Tom Davis said.

"In the future, it could end up costing more to ride the toll road than it could to ride the Metro," Loudoun County Board of Supervisors Chairman Scott York said. "So everybody then could use the rail, and no one would ride the toll road. I wonder what MWAA would do then to pay the bill?"

bgiles@washingtonexaminer.com

Virginia Transportation Local Ben Giles NEP

Commonwealth of Virginia
Office of Secretary of Transportation

FOR IMMEDIATE RELEASE
April 6, 2011

Contact: Jeff Caldwell
Phone: (804) 225-4260
E-mail: Jeff.Caldwell@Governor.Virginia.Gov

Commonwealth Expresses Concerns over MWAA Decision to Pursue Dulles Metrorail Rail Tunnel
~Decision Could Add $250 to $300 Million to Overall Project Cost~

RICHMOND – Virginia Secretary of Transportation Sean T. Connaughton expressed concerns today in a letter to the Metropolitan Washington Airports Authority (MWAA) following their vote to build a tunnel through the Dulles International Airport rather than the proposed elevated track for the Dulles Corridor Metrorail Project. The decision will likely add hundreds of millions to the project cost and places in jeopardy the original $2.5 billion estimate for completion of the next phase of work, a move objected to by state leaders.

"As you know, the Commonwealth asked MWAA to ensure the most cost effective construction for Phase 2 of the project, and the decision to pursue a tunnel alignment raises concerns about MWAA's commitment to the Commonwealth to ensure cost sensitive leadership," Connaughton said. "The tunnel alignment, by all accounts, is a more expensive alignment than the aerial option through the airport, and will place a heavy financial burden on local funding partners and Dulles Toll Road users."

The Commonwealth's goal is to advance Phase 2 of the project with a cost estimate as close to the original estimate of $2.5 billion as possible. State officials warned MWAA that its decision will mean difficult future decisions to trim the project budget will be necessary.

Virginia state officials are also concerned about how high potential toll rates would need to be set to finance the tunnel options.

"We will work with you in the coming months to fully understand MWAA's decision and its impact on local and state commitments," Connaughton wrote. "We trust that MWAA remains committed to working with the Commonwealth to deliver this critical transportation project in the most efficient, safe and cost effective manner, and that you will provide the Commonwealth with a plan that meets this goal."

The Commonwealth has agreed to pay 25 percent of the cost of the 23-mile Dulles Metrorail Project, and in March 2008, it transferred operations and maintenance responsibilities of the Dulles Toll Road from the Virginia Department of Transportation to MWAA to help finance the cost of the project. The Dulles Metrorail extension will expand the existing Metrorail system from the East Falls Church station on the Orange Line in Fairfax County through Tysons Corner to Washington Dulles International Airport and beyond the airport to Route 772/Ryan Road in Loudoun County.

To read a copy of the letter, visit http://www.drpt.virginia.gov/news/files/Letter.pdf.

###

MARK R. WARNER
VIRGINIA

Agenda Item #7

COMMITTEES:
BANKING, HOUSING, AND URBAN AFFAIRS
COMMERCE, SCIENCE, AND TRANSPORTATION
BUDGET
RULES AND ADMINISTRATION
JOINT ECONOMIC COMMITTEE

United States Senate

WASHINGTON, DC 20510–4606

March 30, 2011

RECEIVED
APR 0 6 2011

The Honorable Jay Fisette
Vice Chairman
Northern Virginia Transportation Commission
2300 Wilson Boulevard, Suite 620
Arlington, VA 22201-5424

Dear Jay,

Thank you for contacting me regarding the continuing resolution to keep the government funded. I appreciate hearing from you on this important matter.

On March 17, 2011, the United States Senate voted on a continuing resolution to keep the government running until April 8, 2011. In the upcoming weeks the Senate and House of Representatives will debate a new continuing resolution to fund the government for the remainder of the fiscal year.

Over the past several months the House of Representatives has passed budget proposals that make deep cuts to many essential programs. I have voted against many of these proposals in the Senate because focusing on discretionary spending, which represents roughly 12 percent of our overall budget, will do nothing to fix our structural budget problems. This approach makes cuts to innovative programs that promote economic growth and will make our country more competitive in the global economy. On March 8, 2011, I addressed this concern on the Senate floor and have attached a copy of the transcript of the speech.

I am currently working with Senator Saxby Chambliss (R-GA) to introduce a bipartisan bill, based on the National Commission on Fiscal Responsibility and Reform's recommendations, that puts everything on the table, including spending cuts, tax reform and improvements that will strengthen and protect entitlement programs such as Social Security and Medicare to restore fiscal sanity to the nation.

Again, thank you for contacting me. For further information or to sign up for my newsletter please visit my website at http://warner.senate.gov.

Sincerely,

Mark R Warner

MARK R. WARNER
United States Senator

MRW/jw

TRANSCRIPT:
Mr. Warner: Mr. President, I rise today to add my voice to the debate that has been going on in this chamber about spending proposals and how we get through the balance of this current fiscal year and ensure that we don't end up with a government shutdown and some of the repercussions that would come about from that.

Mr. President, I represent a state that has not only disproportionate share of federal employees but also has a large number of private-sector employees that rely upon predictability from the government. And, unfortunately, we are not providing that kind of predictability by lurching along with two-week extensions.

Mr. President, as you know, I strongly believe that this is a moment in time for this body – a moment for our colleagues in the House and the president and others to come together and take on our deficits and debt in a comprehensive way instead of a piecemeal approach. As a matter of fact, Mr. President, I came earlier today from testimony that was provided by former senator Alan Simpson and former White House chief of staff Erskine Bowles about the consequences of our failure to act if we don't get our comprehensive deficit and debt under control.

This is a problem that's not going to get easier. Every day that we fail to act, we add $4 billion to our national debt. Unfortunately, some of the proposals that are coming particularly from the House do nothing to significantly address our long-term deficit and debt issues.

Mr. President, I travel around Virginia a lot. Yesterday I was down in Richmond with my colleague from Georgia, Senator Chambliss, where we met with literally hundreds of business leaders from across central Virginia. Their message was clear: no more games, no more showmanship, get something done and that something they want done is a comprehensive approach to our nation's fiscal challenges. That will mean, yes, cutting down on spending. That means making our tax code more efficient so American business can grow and compete. It will also mean tax reform that adds overall revenue, because trying to deal with this problem by simply cutting or simply taxing will not be sufficient.

This is a moment in time when we've got to put everything on the table and we've got to ensure that we actually provide a long-term solution.

One of the things that has been most frustrating, as I've listened to this current debate about continuing resolutions and what we're going to do for the balance of this fiscal year, is that the debate has focused almost entirely on spending cuts. The House proposal focuses entirely on domestic discretionary spending. The $60-plus billion in cuts that the House has celebrated all comes from that one narrow slice of the pie -- domestic discretionary spending – which represents less than 12% of overall federal spending. You cannot solve a $1.5 trillion current-year deficit or the over $14 trillion long-term debt without going beyond that 12% of our budget.

And what is particularly challenging s the fact that every day we fail to act, we are seeing not only our debt grow, but we are seeing the amount of taxpayer dollars we have to spend to pay off current interest payments continues to rise. As a matter of fact, it's expected that at some point over the next three or four years, the amount that we pay out of every dollar collected simply for interest -- simply for interest payments --will exceed 12% of our current discretionary spending.

Those are dollars that, quite candidly, will not go to build another school to make another investment, or build another road.

Our debt increasingly is owned by folks abroad, by our bankers in Asia and a disproportionate number from China. So, Mr. President, when we have the chance to vote on H.R. 1 this afternoon, I will be voting "no." I will be voting "no" because I think this narrow focus on domestic discretionary spending will not get us to the point where we need to be in terms of long-term deficit reduction.

Let me point out where I think the House proposal is so shortsighted. One of the things that Erskine Bowles and Alan Simpson said today is there is no silver bullet in this challenge we've got in front of us. It is going to take significant spending cuts. It is going to take looking at the revenue side through tax reform. But those two things -- revenues and spending alone -- will not get us out of this. The third leg is a growing economy. How do we grow an economy out of a place where America, while still the world's leading economy, does not lead the world economy the way it did even 20 years ago?

We saw 20 years ago where the world would have to wait on America to get its financial act together. Well, the world is not waiting now. China, India, Brazil, countries abroad are moving ahead.

If we're going to remain competitive, we have got to continue to invest. Simply put, the president has said that we've got to make sure that we educate, invest in our infrastructure and out-innovate. That means targeted research and development. Unfortunately, the House proposal takes a disproportionate whack out of these key areas where we must maintain certain levels of investment.

Let me give you a couple of examples. I know the presiding officer comes from an energy-rich state. He also realizes that we've got to diversify our energy mix in this country and no longer be dependent upon foreign oil.

The Internet came about because of an initial government investment in the development of networks that became the Internet, and that spawned such phenomenal economic growth in this country.

I believe -- I think many of our colleagues on both sides of the aisle believe -- that we need a similar investment in the energy field. If we move forward with the House budget proposal, we will be cutting $1 billion out of the kind of basic research we need to make sure that we've got a full portfolio of domestic energy sources: renewable energy sources.

I for one believe that it also has to include more conservation, more nuclear, continued production of domestic oil and gas, and "clean" coal -- all of these have to be part of the mix, but we have to do them in a smarter and cleaner way. To cut $1 billion out of this basic next-generation research and development, the same kind of research and development that in the I.T. field created the Internet would be shortsighted. Another area: we have got to get our healthcare costs under control.

Part of getting our health care costs under control means continuing to unlock innovation. On the commerce committee, we've been working on making sure that in the life sciences arena, America continues to innovate and lead. Well, where does that innovation come from in terms of government dollars, dollars which can be leveraged four, five and six times? It comes from federal investments in places like the National Institutes of Health. Unfortunately, the House budget proposal cuts $1.3 billion from NIH funding.

Well, if you're in stage two or stage three of the next generation cancer development drug, to have those kind of clinical trials cut back doesn't promote American economic growth, not to mention the personal toll it could take on folks who are desperately waiting for solutions to the disease.

I believe that is not a good policy choice at this moment.

We also have got to make sure that we out-educate our competitors. No one believes that America's future is going to be based on low-wage labor. It's going to be based on a well-educated, innovative and well-trained work force.

One of the areas that this president has not gotten appropriate credit for is the fact that he has advanced dramatic education reform within his proposals.

Unfortunately, the House bill will cut $5 billion for the department of education and over $1 billion from the head start program. When we're trying to look at our kids competing against kids from India and China, does it really make sense at this point to slash education programs if we're going to have that well-trained work force?

So, Mr. President, I do believe that the House proposal is shortsighted. I believe it doesn't do anything to really take on the structural deficit that our country is facing.

I will continue to work with a growing number of members from both sides of the aisle, and our suggestion is to let's go ahead and take the good work that was put forward by the presidential debt and deficit commission as a starting point and put in place its consequences if we don't act.

This issue is the issue of the day. As Chairman Mike Mullen said, it is the number one national security issue for our country to get our deficits and debt under control.

We must broaden this debate from the 12% of domestic discretionary to include, yes, defense spending, entitlement spending and tax reform. Everything should be on the table.

The House approach does not do that. The House approach is shortsighted. The House approach will not allow us to grow our economy in the way we need. I will be voting against that proposal when it comes to the floor, and I look forward to working with all of my colleagues to make sure that we get a true comprehensive deficit and debt reduction plan that this congress can vote on and put in action.

With that, Mr. President, I yield the floor.

Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964

Commonwealth Transportation Board

Public Hearing on Six-Year Transportation Program

May 4, 2011

7:00 P.M.
VDOT- West Ox Road

Statement of William Euille, Chairman
Northern Virginia Transportation Commission

Summary

- With the help of state funding administered by DRPT, transit has continued to perform exceptionally well in Northern Virginia despite severe financial constraints. For example, a stunning half million transit trips are currently taken each work day here in Northern Virginia.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs, including flexing federal stimulus and other funds to transit projects, because transit is an effective means to create jobs and sustain economic recovery. Northern Virginia's transit needs , performance and level of local effort far exceed the rest of the commonwealth.
- The level of transit assistance for FY 2012 for NVTC's jurisdictions and VRE, is significant and appreciated. A good example is CTB's provision of $50 million to match new federal funding for WMATA. This funding should continue even if Congress fails to appropriate its portion.



Transit Creates Jobs and Sustains Economic Recovery

- The American Public Transit Association reports $6 in economic returns for each $1 invested in transit.
- Cambridge Systematics found 570 jobs created in the short run for each $10 million in transit capital investment and in the long run over $30 million in increased sales for businesses.
- NVTC's studies showed that since Metrorail's inception it has been a major generator of jobs (90,000 additional) and state tax revenues ($1.2 billion above state contributions).
- Transit saves jobs by providing access to job sites and educational opportunities. Transit provides the "to" in welfare to work.
- On September 11, 2001, transit proved its importance by carrying people out of harm's way during that disaster.

Northern Virginia's Interconnected Transit Systems

Metro

REX

LoudounCounty LC Transit

Railway Express Virginia

PRTC
Potomac and Rappahannock Transportation Commission

THINKING OUTSIDE THE CAR
NVTC
Northern Virginia Transportation Commission
ESTABLISHED IN 1964

Keeping Alexandria Moving
DASH

PikeRide
More Places. More Often. More Columbia Pike.

FAIRFAX CONNECTOR

TAGS

CITY of FAIRFAX GMU
CUE

City of Falls Church
GEORGE

ART
arlington transit

In Northern Virginia: 144 million passenger trips in FY 2010 averaging almost 500,000 per weekday

Ridership Data Show Continued Positive Regional Transit Performance

Strong transit performance in Northern Virginia in FY 2010:

- 144 million annual passenger trips, 56 million transit vehicle miles and 931 million transit passenger miles.
- While ridership dipped slightly (2%) compared to FY 2009, it is up 21% in the last decade.
- 76% of Virginia's transit ridership occurs in Northern Virginia (74% in NVTC's district).
- Northern Virginia's 2.2 million residents took 67 transit trips per capita in FY 2010, while in NVTC's district residents took 81. The statewide average outside of Northern Virginia was only approximately 8. Thus, NVTC jurisdiction residents took 10 times as many transit trips per capita.

Transit Success Follows State Investments

- Transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and up to half outside the Beltway.

- Despite the economic downturn, transit ridership on many transit systems in Northern Virginia is strong so far in FY 2011. VRE has broken the 21,000 passenger barrier and continues to experience its highest ridership days ever. Loudoun County Transit and PRTC's Omniride also have solid long-haul ridership while Alexandria's DASH and the city of Fairfax's CUE are also experiencing solid growth for shorter trips.

- There is a direct relationship between investments in quality transit by DRPT and its partners and subsequent ridership success.

- The Texas Transportation Institute reported in 2010 that the Washington D.C. region's past investments in transit saved $766 million annually in reduced fuel use and delay in traffic.

WMATA Faces a Funding Crisis

- WMATA faces a shortfall of $72 million in its proposed FY 2012 budget that must be covered with a combination of local contributions, fare increases and/or service reductions.

- If Congress fails to appropriate its authorized $150 million annually for FY 2011 and beyond, virtually all efforts to maintain and refurbish WMATA would cease.

- Train delays would be more frequent, fewer new buses would be ordered, Metrorail stations would deteriorate and worn out ticket machines couldn't be replaced. Customer confidence would erode and ridership would suffer.

- It is thus imperative that CTB continue to provide its $50 million annually for WMATA, regardless of the action of Congress.

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

- Various vital transit expansion projects are underway but require more funding to be expedited:
  - Rail to Dulles
  - TPB Regional Priority Bus Project received a $59 million TIGER grant ($30.4 million for Virginia) although a much larger network has been planned.
  - Route 1 BRT (Potomac Yard/Crystal City)
  - VRE extension to Gainesville/Haymarket
  - Northern Virginia transit systems are working with DRPT and VDOT to identify new transit service to take full advantage of Beltway and I-95 HOT lanes and mitigate the traffic congestion resulting from their construction (as well as construction of Dulles Rail, especially in the Tysons Corner area).
  - Northern Virginia faces the looming challenges of coping with major traffic generating federal facilities resulting from the BRAC decision. Relocation of employees is due by fall of 2011 and will require completed transit access to be successful.

Northern Virginia's Intense Local Level of Effort

- For FY 2011 it is costing about $756 million dollars annually to operate, maintain and invest in public transit in NVTC's jurisdictions.
- Local sources (fares, 2.1% gas tax, local subsidies) provide almost three-fifths of that amount, but economic challenges are threatening transit revenues. Despite rising motor fuel prices, NVTC's gas tax revenues for FY 2011 are forecast to be 10 percent lower than the peak of FY 2008.
- Local property tax revenues are also sharply lower, necessitating tax rate hikes in most jurisdictions and difficult decisions about cuts to government-supported services, including transit.
- Transit fares have also been increased on most transit systems in Northern Virginia and unfortunately devastating service reductions are being considered.

Northern Virginia's Intense Local Level of Effort

- Despite the ongoing challenges of the recession, for FY 2011 the Northern Virginia Transportation District has a forecast local level of effort funding transit of___per person. NVTC's five WMATA jurisdictions have a combined local effort of $255 per person. The next largest effort is in the _____ District at ____per person.

- The statewide average excluding the Northern Virginia District is only _____, so Northern Virginia's per capita level of local effort is more than ____times greater than the rest of the commonwealth.

State Transit Aid for Northern Virginia in FY 2012

- In the draft FY 2012 DRPT program, statewide assistance for transit in Northern Virginia (including VRE and PRTC) from state sources is about _____million, up from _____million in the FY 2011 program.

- For the state to meet the statutory target of 95% of eligible transit expenses for its programs another _____million is needed (_____million of that is for operating assistance) for NVTC alone.

- Including the new $50 million for WMATA, NVTC would receive about ___% of statewide allocations and Northern Virginia (including all of VRE, Loudoun County and PRTC) would receive __%. With about 75% of statewide transit ridership in Northern Virginia, correcting the commonwealth's transit funding shortfalls is of paramount importance to this region.

What can CTB do to Help Transit in Northern Virginia?

1. Give top priority for transit projects in Northern Virginia to support job creation and sustain economic recovery. This region has the greatest use of transit, the best performing transit system, the greatest funding needs and the greatest per capita local effort to invest in transit.

2. Encourage the General Assembly to increase statewide transit funding and restore regional funding.

3. Provide funding to Northern Virginia to the greatest extent possible from discretionary federal and state sources.

4. Honor Virginia's commitment to provide $50 million annually for essential WMATA capital programs, regardless of whether Congress appropriates its share.

In Closing

- NVTC appreciates the support of Secretary Connaughton and DRPT Director Drake and their staffs, as well as each member of the CTB.
- For more transit performance facts and links to each public transit system, visit NVTC's website at: www.thinkoutsidethecar.org
- Questions?

APPENDIX

NVTC is...

- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.

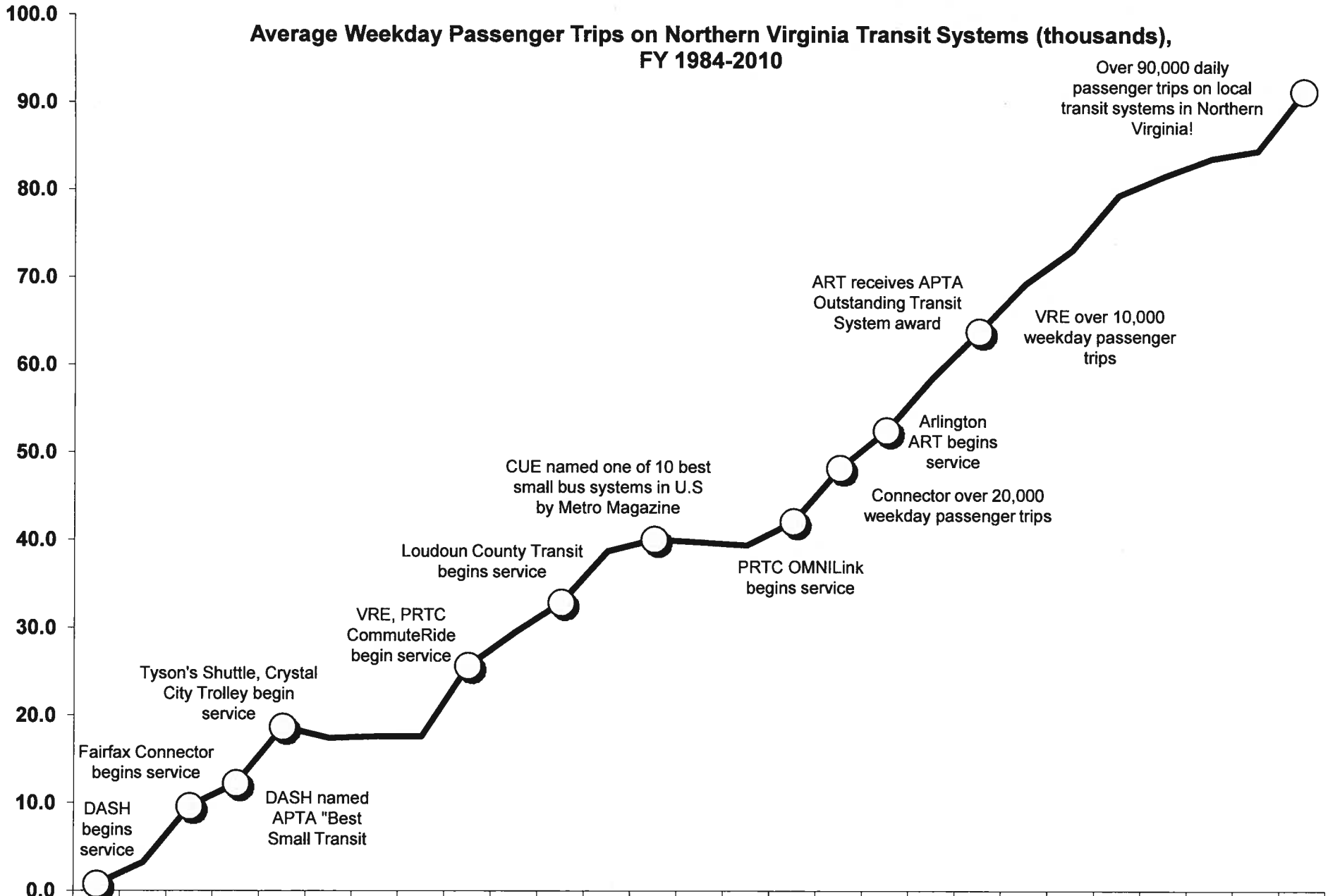
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.7 million.
- The agency manages up to $200 million of state and federal grant funds and regional gas tax revenues each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit www.thinkoutsidethecar.org.

Total Transit Ridership Growth
NoVA FY 2003-2010

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	FY 2010 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	98,463,817
Metrobus (Northern Virginia)	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434	20,870,898*	22,125,429	20,556,084
Fairfax Connector	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392	9,810,228	9,576,635	9,643,793
Alexandria DASH Bus	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449	3,978,773	4,006,825	3,805,551
Virginia Railway Express	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561	3,628,563	3,868,035	4,106,589
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	2,176,322
Arlington Transit	397,001	674,806	788,854	926,574	1,060,441	1,225,427	1,428,827	1,990,402
City of Fairfax CUE Bus	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346	1,031,659	932,055
PRTC OMNI Link Bus	649,405	604,586	694,367	843,407	870,206	1,008,626	1,025,633	1,000,027
Loudoun County Transit	281,829	392,901	513,766	602,333	652,347	777,273	890,011	967957
Total	121,583,356	125,685,507	128,945,194	137,341,911	137,544,235	142,152,246	147,283,444	143,642,597

*Preliminary

Average Weekday Passenger Trips on Northern Virginia Transit Systems (thousands), FY 1984-2010



	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Trips	0.8	3.3	9.6	12.2	18.7	17.4	17.6	17.6	25.7	29.5	32.9	38.7	40.1	39.7	39.4	42.1	48.2	52.5	58.6	63.8	69.3	73.1	79.4	81.7	83.6	84.6	91.3

* Northern Virginia Transit Systems for 2004 include DASH, Fairfax Connector, CUE, VRE, PRTC OmniRide and OmniLink, Loudoun County Transit, and Arlington Transit (ART). Previous years may include data from RIBS, Tyson's Shuttle, Crystal City Shuttle, and Loudoun County Commuter Service. WMATA MetroRail and MetroBus data not included. CUE began service in FY 81. Data does not include WMATA reimbursable services such as the REX, Pike Ride, or TAGS