Northern Virginia Transportation Commission

NVTC COMMISSION MEETING

THURSDAY, MARCH 3, 2011
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201
8:00 PM

NOTE: Dinner will be available at 7:30 P.M. From 7:00 P.M. to 8:00 P.M., NVTC staff will conduct an open house in Suite #620 to show board members the new offices.

AGENDA

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

   Recommended Action: Approval.

2. **VRE Items.**

   VRE's CEO will review recent performance. Minutes of the VRE Board meeting of February 18, 2011 are provided.

   Information Item**.**

3. **A. Legislative Items.**

   Staff and General Assembly members will review legislation at the conclusion of the 2011 Virginia General Assembly session. Federal legislative items will also be discussed.

   Recommended Action: Determine strategies and approve letters in response to concerns arising from recent legislative actions.

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3. B. New Motor Fuels Tax Senior Auditor.

The Commissioner of the Virginia Department of Taxation is requesting that NVTC and PRTC approve the hiring of a new senior auditor to improve compliance with the commission's 2.1% motor fuels tax.

Recommended Action: Reply affirmatively to the Commissioner's request.

4. Metro Items.

a. WMATA Governance.
b. FY 2012 WMATA Budget.
c. February Vital Signs Report.
d. Escalator Performance Report.
e. Report on Bicycle and Pedestrian Access.

Discussion Item.

5. Transit Performance Comparisons.

At NVTC's January 6, 2011 public hearing, a citizen suggested that the commission consider some performance comparisons for WMATA and its peers. NVTC staff has followed up on that request. FY 2010 regional transit performance data are also provided and have been posted on NVTC's website.

Information Item.

6. Texas Transportation Institute Congestion Report.

As widely reported, the latest version of this series of reports ranks the Washington, D.C. region worst in the country for annual hours lost due to traffic congestion. NVTC staff has prepared several charts to illustrate the findings.

Information Item.

7. Regional Transportation Items

a. Unique Bus Shelters.
b. Potomac Yard NEPA Process Begins.

Information Item.

8. NVTC Handbook for 2011.

The annual handbook has been updated to include biographical sketches of new commissioners and additional exhibits explaining the work of the commission. Excerpts of new material are provided and the complete handbook is available online.

Information Item**.**

9. NVTC Financial Items for November, 2010.

Information Item.

Northern Virginia Transportation Commission

AGENDA ITEM #1

MINUTES
JOINT NVTA AND NVTC MEETING – FEBRUARY 3, 2011
GENERAL ASSEMBLY BUILDING, RICHMOND, VIRGINIA

The joint meeting of the Northern Virginia Transportation Authority and the Northern Virginia Transportation Commission was called to order by NVTA Chairman Nohe and NVTC Chairman Euille at 5:30 P.M.

NVTC Members Present
Sharon Bulova
John Cook
Thelma Drake
Adam Ebbin
William D. Euille
Jay Fisette
Mark R. Herring
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Paul Smedberg
David F. Snyder
Mary Margaret Whipple
Christopher Zimmerman

NVTA Members Present
David Awbrey
Sharon Bulova
Kerry Donley
William D. Euille
F. Gary Garczynski
Garrett Moore
Martin Nohe
Harry J. "Hal" Parrish, II
Bryan Polk
Jane Seaman
David F. Snyder
Scott York
Mary Margaret Whipple
Christopher Zimmerman

NVTC Members Absent
Kelly Burk
Barbara Comstock
John Foust
Jeffrey Greenfield
Joe T. May
Thomas D. Rust

NVTA Members Absent
Robert F. Lederer
Joe T. May
Thomas D. Rust
Jane Seeman
Mark Wolfe

Staff Present
Monica Bachmon
Tom Biesiadny (Fairfax County DOT)
Noelle Dominguez (Fairfax County DOT)
Steve MacIsaac (VRE)
Kala Quintana (NVTC)
Rick Taube (NVTC)
Dale Zehner (VRE)

NVTC Chairman Euille noted that a quorum was present for both NVTC and NVTA. He suggested that NVTC conduct its business first followed by NVTA and then the meeting would conclude with a joint legislative discussion. There were no objections.

NVTC Business

Minutes of the January 6, 2011 NVTC Meeting

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve the minutes. The vote in favor was cast by commissioners Bulova, Cook, Drake, Ebbin, Euille, Fisette, Herring, Hudgins, Hynes, McKay, Smedberg, Snyder, Whipple and Zimmerman.

VRE Items

Mrs. Bulova stated that there are no VRE action items, but she asked Mr. Zehner to provide a brief status report on VRE. Mr. Zehner reported that overall on-time performance was 90 percent systemwide for the month of January. Delays due to mechanical issues have been reduced to four percent compared to 30 percent prior to January. Most of the delays in January were due to bottlenecks around Union Station and bad weather.

In response to a question from NVTC Chairman Euille, Mr. Zehner reported that the first three new locomotives are already in service and the fourth locomotive is scheduled to be delivered in the next few days. The schedule is for one locomotive to be delivered every two weeks, but they are getting delayed in transit due to extreme winter weather.

NVTC's FY 2012 Application for State Transit Assistance

Mr. Taube stated that NVTC is being asked to authorize staff to apply for state transit assistance on behalf of NVTC's member jurisdictions. Resolution #2167 would accomplish this. NVTC and jurisdiction staff have reviewed the proposed application for FY 2012.

Mr. Zimmerman moved, with a second by Mrs. Bulova, to adopt the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Cook, Drake, Ebbin, Euille, Fisette, Herring, Hudgins, Hynes, McKay, Smedberg, Snyder, Whipple and Zimmerman.

NVTC's Financial Reports for December 2010

The financial reports were provided to commissioners. There were no questions or comments.

NVTC Chairman Euille announced that this concludes NVTC's portion of the meeting and handed the gavel over to NVTA Chairman Nohe.

NVTA Business

Approval of the Minutes of the January 13, 2011 NVTA Meeting

Mr. York moved, with a second by Mr. Zimmerman, to approve the minutes. The motion carried unanimously.

CMAQ/RSTP Program Discussions, Changes and New Requirements

NVTA Chairman Nohe reminded board members that the Commonwealth Transportation Board (CTB) initially declined a request for CMAQ funding for a Herndon Hybrid clean air project. This led to a discussion at CTB about the process. Some CTB members suggested taking the allocation of CMAQ funding away from the MPO's. A subcommittee was formed to look at this issue, which concluded that it was important for the local region, through the MPO, to still provide the allocation recommendations but also to have CTB members more involved in the process. Hence, a CTB resolution has been drafted on which action will be requested at the February 16th CTB meeting.

Mr. Garczynski further explained that CTB members felt that they have a responsibility for the funds and therefore instead of "rubber stamping" allocation requests, they want to have more interaction between the CTB and the MPO's. He stated that CTB's current membership is fairly strong in regionalism and wants to make sure that the Commonwealth gets the "biggest bang for the buck" as far as relieving congestion and doing the most for the citizens of Virginia.

Mrs. Drake stated that there was also concern that not all of the federal funds were being obligated. NVTA Chairman Nohe noted that some of the issues discussed by the CTB were not necessarily Northern Virginia issues; in fact CTB recognized the existing connections between CTB and NVTA since a CTB member serves on NVTA.

NVTA Chairman Nohe explained that several MPO's (including NVTA) only allocate CMAQ funding on an annual basis. However, VDOT now requires that all CMAQ and RSTP allocation requests be submitted in a six-year program. FY 2012-2017 regional submissions are due by March 15, 2011. Mr. Biesiadny reported that

staff has been diligently working to meet this March 15th deadline. In the past, staff has brought the submission request to NVTA for approval prior to the submission date. However, since NVTA will not meet again before the deadline, there are several options to address this issue. NVTA could schedule a special meeting to take action on this or staff could submit the application with the understanding that NVTA can ratify the submission at its April meeting.

Mr. York moved, with a second by Mrs. Bulova, to authorize staff to submit the application by the March 15th deadline. The motion carried unanimously.

Update on the TransAction 2040 Plan

A report will be provided at the April meeting.

Update of I-66 Projects and Studies

There was no discussion.

Update on the TIP/CLRP

Mr. Biesiadny provided a brief update, including that Governor McDonnell has issued a new proposal for a revised I-95/395 HOT Lanes project, which will result in changes to the project lists for the TIP/CLRP.

NVTA Chairman Nohe noted that this concludes NVTA's business and returned to a joint meeting with NVTC.

Joint NVTC/NVTA Legislative Discussion

Mr. Biesiadny gave a presentation on the various legislative initiatives occurring during the General Assembly session. Of particular interest to NVTA and NVTC, HB 2016 (which would consolidate NVTA, NVTC and PRTC) was recommended by the House Transportation Committee Subcommittee to be passed on to the Joint Commission on Transportation Accountability.

Ms. Dominguez reviewed the elements of the Governor's Transportation Plan, which totals $4 billion in funding. Mr. Zimmerman questioned whether Northern Virginia's local governments (with Triple AAA or AA bond ratings) would do better by issuing their own bonds compared to applying for loans from the proposed Virginia Transportation Infrastructure Bank (VTIB). Mrs. Drake explained that local governments, regional transportation agencies and the private sector would be eligible

to apply for grants or loans from the VTIB. Mr. Biesiadny noted that the grants would probably not be available to Northern Virginia jurisdictions, but they would be eligible for the loans. The grants will only be available to those jurisdictions that could not reasonably finance a project another way. In response to a question from Delegate Ebbin, Ms. Dominguez stated that repayment of loans would start five years after the project was completed and would continue over a 20-25 year period until the loan was repaid.

Mr. Zimmerman asked if there is a list of all the projects to be funded under the governor's plan and if it includes how much is being allocated to the HOT Lanes project. Mr. Biesiadny stated that there is a list of the 900 projects and allocated amounts that staff can provide to Board members.

Mr. McKay asked about the status of HB1892 which would raise revenue in Northern Virginia for transportation. Mr. Biesiadny replied that it has not been heard in committee and it is unlikely to advance given the schedule. Mr. McKay asked if there is a way to know if GARVEE bonds are available at the federal level. Mr. Biesiadny stated that they could be a part of the reauthorization bill, which is currently two years behind schedule. Currently, they are a tool available to the states. Virginia receives about $1 billion in transportation funding from the federal government on an annual basis. The McDonnell Administration has indicated that $125 million annually would be used to repay GARVEE bonds, which is approximately 12-15 percent of the Commonwealth's allocation.

In response to a question from Mrs. Bulova, Mrs. Drake explained that the toll road credits ($400 million) in the transportation plan are used as a match for the GARVEE bonds. Mrs. Bulova stated that the Fairfax County Board of Supervisors requests that toll credits are used for the area in which they are generated.

Mrs. Bulova stated that she was pleased to see that the intent of the governor's plan is not meant to be a "be all, end all" solution but a beginning, which provides some transportation funding for this year. Mrs. Drake agreed. Mr. Snyder asked if there is any analysis that compares what Northern Virginia is currently receiving versus what is being proposed. Mr. Biesiadny answered that of the list of approximately 900 projects, 21 percent are in Northern Virginia. Depending on how all the pieces of the governor's transportation plan get passed through the General Assembly, the list of projects most likely will be reduced. Senator Whipple stated that the project list is not included in any legislation. NVTA Chairman Nohe stated that in real terms projects will be funded faster, but in relative terms it is not clear how Northern Virginia will fair in comparison to the rest of the Commonwealth.

Senator Whipple stated that she voted against the transportation bill in committee (vote was 13-2). She had several concerns, including the acceleration of the bonds. If $600 million is sold in bonds each year for the next three years, for the following three years only $50 million would be available in each of those years, which is just enough for the Metro payment. There would be no additional bonding authority after that.

NVTA Chairman Nohe stated that Northern Virginia wants new sustainable funding. This plan does not provide that. That does not mean that it is all bad, but it is not what the region has consistently requested—new sustainable funding. He stated that the question becomes how do we translate what is being proposed into what the region needs for the next year and beyond. Board members did agree that one benefit to the governor's plan is that jobs are being created.

Mr. Cook stated that when advocating for statewide funding, the region is paying 40 percent in and only getting 21 percent back. This makes the point that the region may be better off if the region was raising the revenue and keeping it all.

Mr. Snyder stated that it is important to be clear that this transportation plan does not solve the problems for Northern Virginia. Mrs. Drake replied that Governor McDonnell knows this, but this is what can be done this year. Mrs. Hudgins stated that the missing piece is what will be proposed for the future. NVTC Chairman Euille stated that the governor has said that it is part of a three-year funding plan. Mrs. Hynes questioned if the transportation plan is approved, what incentive will there be for the General Assembly to act next year.

Adjournment

NVTC Chairman Euille and NVTA Chairman Nohe adjourned the joint meeting at 6:22 P.M. There were no objections.

Approved this sixth day of March, 2011.

_____
William D. Euille
NVTC Chairman

_____
Jeffrey McKay
NVTC Secretary-Treasurer

Northern Virginia Transportation Commission

RESOLUTION #2167

SUBJECT: Approval of FY 2012 NVTC and VRE State Administrative/FTM, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT), for grants of public transportation assistance for the fiscal year 2012 commencing July 1, 2011 in the amount of $174.2 million to defray the public transportation cost of NVTC and its members for administration, fuels, tires, lubricants and maintenance parts at a matching ratio of 95%; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to DRPT, for grants of public transportation assistance for FY 2012 for capital expenses in an amount that will not exceed $108.1 million to defray up to 95 percent of the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

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BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2012 VRE applications to DRPT and to seek up to $11.4 million for FTM and administrative costs and up to $17.0 million for capital; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized to apply for demonstration funds from DRPT of up to $150,000 to cover the costs of developing a bus virtual server prototype as described in NVTC's approved 2011 work program, with NVTC to provide any required match through in-kind contributions.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, to furnish to TPB, CTB and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 3rd day of February, 2011.

William Euille
Chairman

Jeff McKay
Secretary-Treasurer

Northern Virginia Transportation Commission

AGENDA ITEM #2

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: February 24, 2011

SUBJECT: VRE Items

VRE's Chief Administrative Officer will review recent performance. The minutes of the VRE Operations Board's meeting of February 18, 2011 will be provided. Attached are copies of reports on VRE's ridership, on-time performance and finances.

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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			1,307,174				
March	1,430,590			1,511,240				
April	1,611,255			1,702,807				
May	1,778,326			1,876,822				
June	1,963,430			2,069,800				

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

Monthly Ridership and OTP: January 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										
2										
3	4,488	4,058	8,546	94%	4,586	4,717	9,303	93%	17,849	93%
4	4,762	4,379	9,141	94%	5,197	4,939	10,136	100%	19,277	97%
5	4,433	4,599	9,032	100%	5,185	5,228	10,413	93%	19,445	97%
6	4,431	4,421	8,852	100%	5,507	5,553	11,060	93%	19,912	97%
7	4,078	4,217	8,295	94%	4,756	4,777	9,533	100%	17,828	97%
8										
9										
10	4,154	4,274	8,428	100%	5,037	5,188	10,225	79%	18,653	90%
11	4,355	4,410	8,765	100%	5,436	5,262	10,698	86%	19,463	93%
12	4,250	4,271	8,521	94%	5,131	5,146	10,277	100%	18,798	97%
13	4,567	4,364	8,931	94%	5,202	4,361	9,563	71%	18,494	83%
14	3,793	3,700	7,493	56%	4,300	4,727	9,027	50%	16,520	53%
15										
16										
17										
18	3,461	3,484	6,945	100%	4,359	4,177	8,536	86%	15,481	93%
19	4,853	4,591	9,444	100%	5,221	5,045	10,266	100%	19,710	100%
20	4,773	4,468	9,241	88%	5,009	5,204	10,213	100%	19,454	93%
21	3,801	3,842	7,643	100%	4,780	4,579	9,359	100%	17,002	100%
22										
23										
24	4,573	4,194	8,767	81%	4,691	4,872	9,563	79%	18,330	80%
25	4,360	4,489	8,849	100%	5,025	5,073	10,098	100%	18,947	100%
26	4,079	4,001	8,080	63%	5,551	4,690	10,241	64%	18,321	63%
27*	1,529	1,249	2,778	100%	1,717	1,861	3,578	50%	6,356	75%
28	4,110	3,862	7,972	81%	4,210	4,088	8,298	86%	16,270	83%
29										
30										
31	4,384	4,109	8,493	94%	4,148	4,541	8,689	86%	17,182	90%
	83,234	80,982	164,216	91%	95,048	94,028	189,076	86%	353,292	89%
		Adjusted total:	161,598			Adjusted Total:	189,007	Adjusted Total:	350,605	

# of Service Days:	19			Total Trips This Month:	356,961	Adjusted Total:	350,605
Manassas Daily Avg. Trips:	8,211	Adjusted Avg.:	8505	Prior Total FY-2011:	2,111,767		
Fred'burg Daily Avg. Trips:	9,454	Adjusted Avg.:	9948	Total Trips FY-2011	2,468,728		
Total Avg. Daily Trips:	17,665	Adjusted Avg.:	18,453	Total Prior Years:	48,489,212		
				Grand Total:	50,957,940		

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

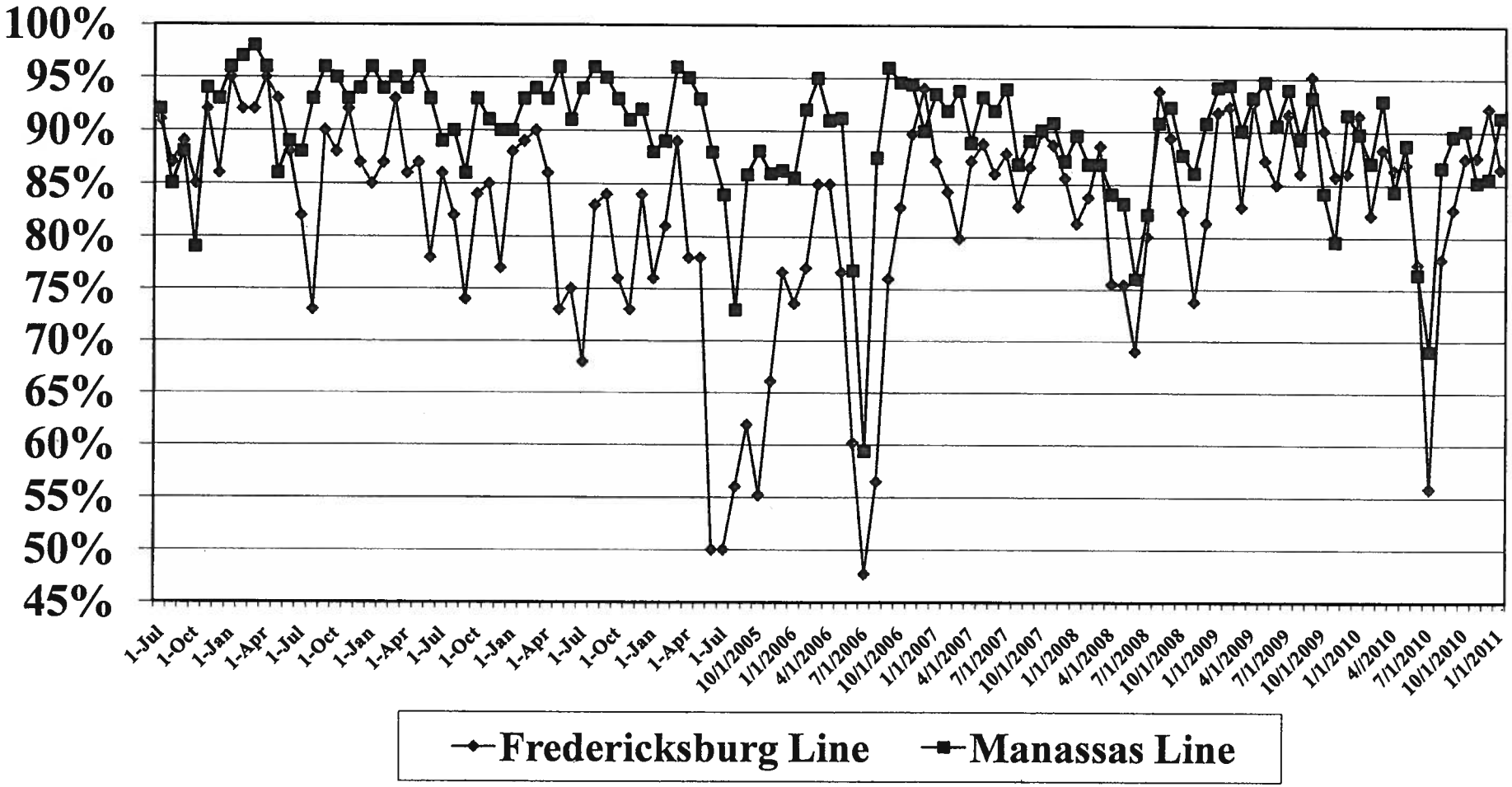
Delays by Cause
November 2010 Through January 2011

	November Delays	December Delays	January Delays	% of Overall Delays
VRE ***VRE Train Interference, Mechanical Problems, Crew Related and Late Turns***	24%	20%	20%	18%
Freight Railroads ***Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way***	29%	33%	33%	35%
Amtrak ***Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way***	24%	17%	17%	19%
Other ***Weather, Passengers, Other***	23%	30%	30%	28%
Total Delays	100%	100%	100%	100%

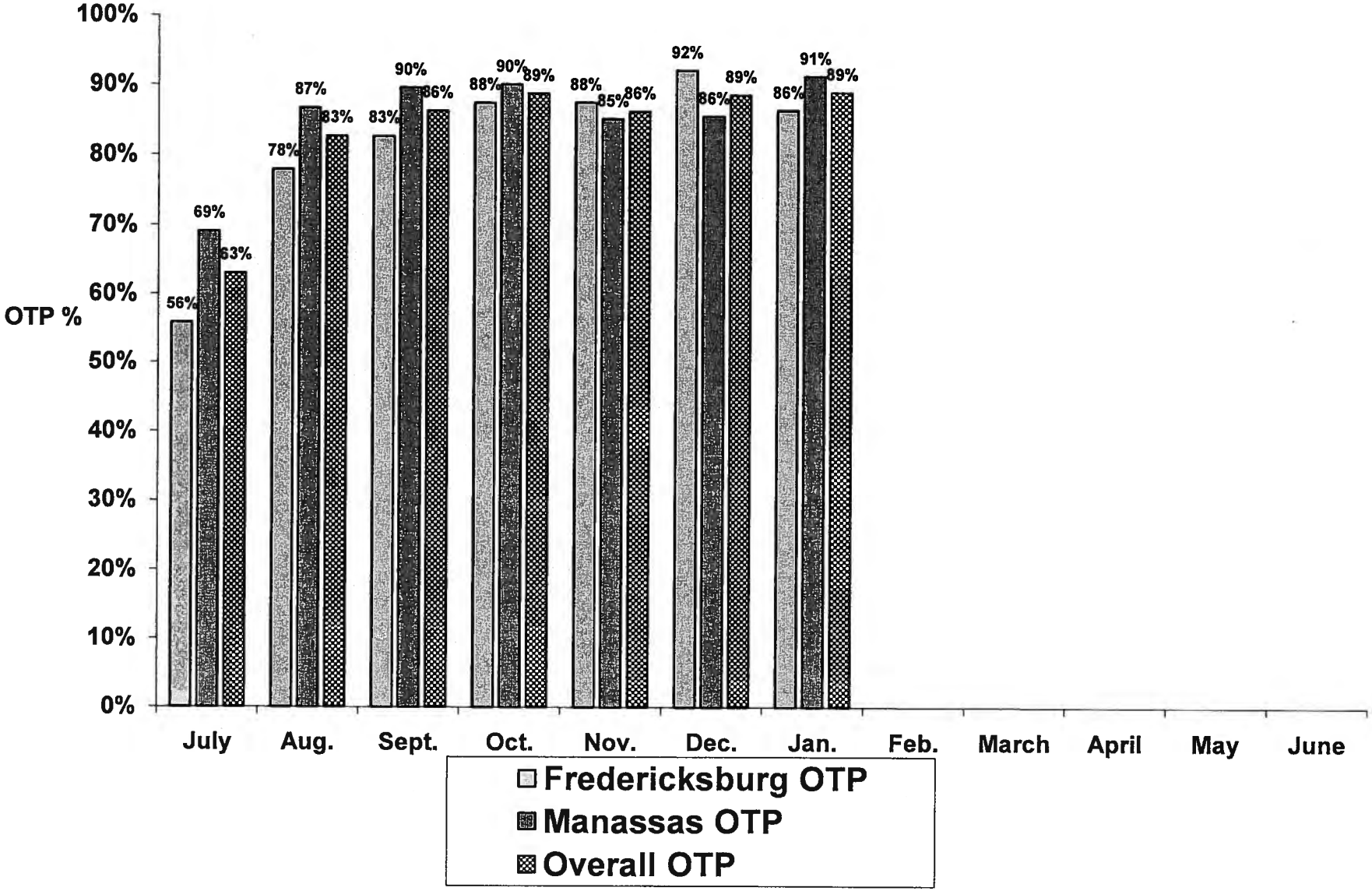
*Each train can have more than one cause for its delay. For example a train may be 5" late due to a slow order and 4" late due to heavy passenger travel on that train. Both causes would be listed in this chart: One for "Other" and one for "Freight Railroads."

On-Time Performance

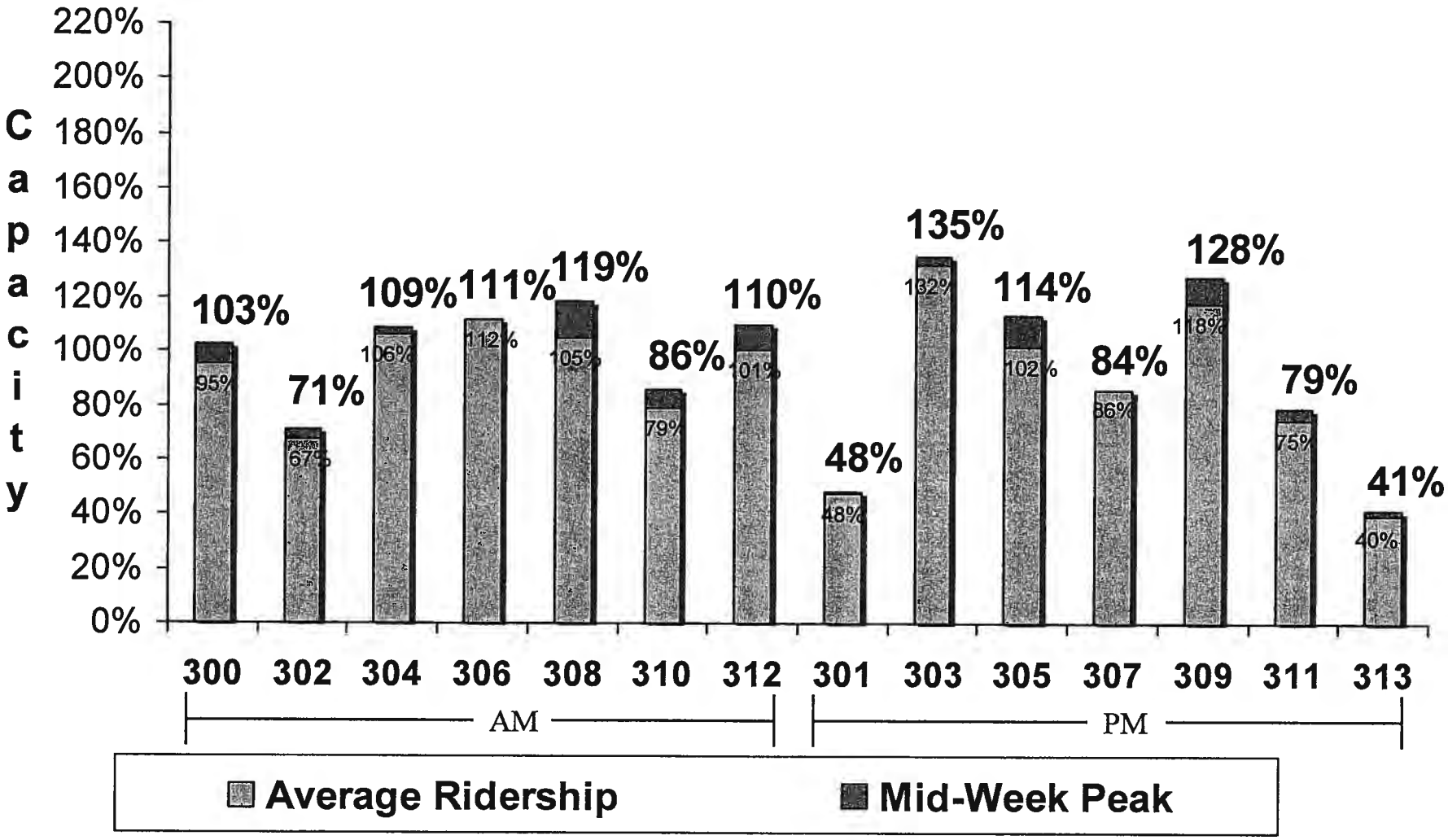
July 2001 – January 2011



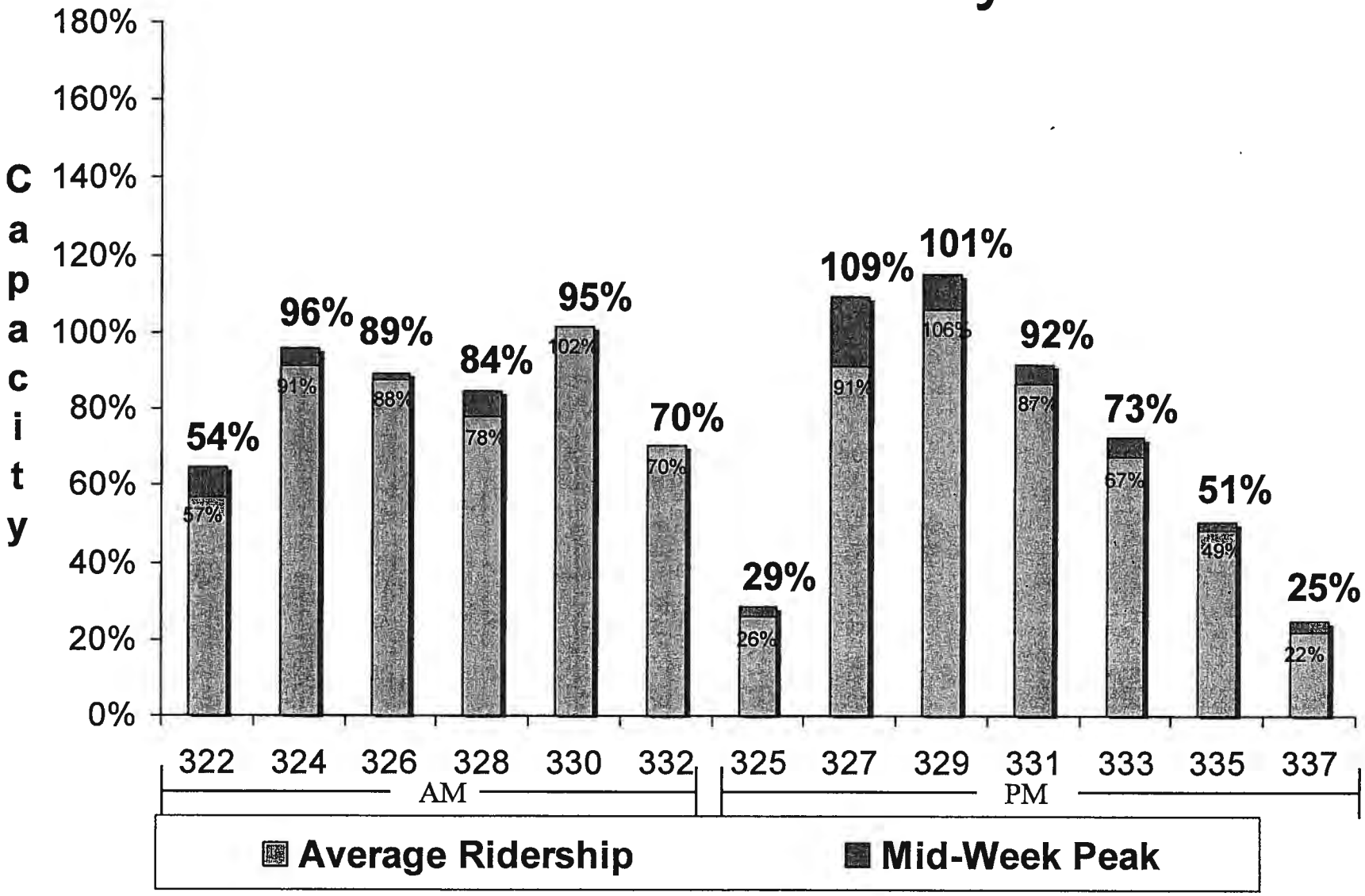
Average On-Time Performance FY-2011



Train Utilization:
Fredericksburg Line – January 2011



Train Utilization: Manassas Line – January 2011



FINANCIAL STATISTICS FOR JANUARY 2011

Copies of the January 2011 Operating Budget Report are attached.

Fare income for the month of January 2011 was $277,362 above the budget – a favorable variance of 11.60%. The cumulative variance for the year is 6.10% or $1,057,195 above the adopted budget. Revenue in the first seven months of FY 2011 is up 6.3% 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 January 2011 follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report.

Measures		Goal	Actual
Operating Ratio		55%	80%
Budgeted Revenue	75,139,103		
Budgeted Revenue YTD	48,518,553		
Actual Revenue YTD	49,387,977		
Cumulative Variance	869,424		869,424
Percent Collected YTD		64.57%	65.73%
Budgeted Expenses	75,139,103		
Budgeted Expenses YTD	42,195,732		
Operating Expenses YTD	41,220,860		
Cumulative Variance	974,872		974,872
Percent Expended YTD		56.16%	54.86%
Net Income (Loss) from Operations			1,844,296

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS
FY 2010 Operating Budget Report
January 31, 2011

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE $	YTD VARIANCE %	TOTAL FY11 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	2,667,800	2,390,438	18,387,872	17,330,677	1,057,195	6.1%	30,000,000
Equipment Rental and Other	10,669	12,032	89,513	87,231	2,282	2.6%	151,000
Subtotal Operating Revenue	2,678,469	2,402,470	18,477,385	17,417,908	1,059,477	6.1%	30,151,000
Jurisdictional Subsidy (1)	8,202,073	7,923,484	15,426,787	15,426,787	-	0.0%	15,426,787
Federal/State/Other Jurisdictional Subsidy	1,841,646	1,818,364	15,474,001	15,587,204	(113,202)	-0.7%	29,411,316
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	1,053	11,952	9,803	86,653	(76,850)	-88.7%	150,000
Total Operating Revenue	12,723,242	12,156,271	49,387,977	48,518,553	869,424	1.8%	75,139,103
OPERATING EXPENSES							
Departmental Operating Expenses	4,344,163	4,191,042	29,941,994	31,088,439	1,146,445	3.7%	53,474,143
Debt Service	577,227	570,302	6,631,008	6,582,294	(48,714)	-0.7%	13,599,979
Insurance	500,000	500,000	4,525,000	4,525,000	-	0.0%	4,025,000
Other Non-Departmental Expenses	-	-	122,858	-	(122,858)		4,039,981
Total Operating Expenses	5,421,390	5,261,344	41,220,860	42,195,732	974,873	2.3%	75,139,103
NET INCOME (LOSS) FROM OPERATIONS	7,301,852	6,894,927	8,167,117	6,322,820	1,844,297		0
CALCULATED OPERATING RATIO			80%				

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

2/16/11

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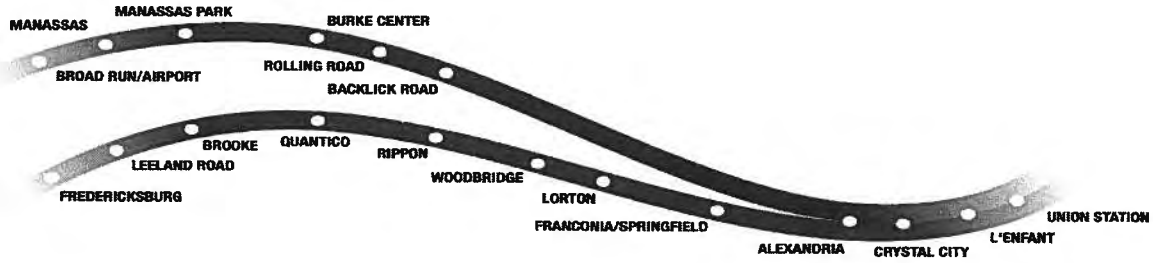

Mark Roeber, Manager of Public Affairs and Government Relations
703 838.5416 W 571 238.9060 C
mroeber@vre.org

VRE Cracks 20,000 Daily Riders – A New Record

Alexandria, VA (February 17, 2011) – Dale Zehner, VRE Chief Executive Officer, today announced that VRE is continuing its trend from 2010 of shattering ridership numbers. This time though that number was a magical number as VRE eclipsed the 20,000 threshold for the first time in its history. On Wednesday, February 16, 2011, VRE surpassed the previous ridership mark set back in January, 2011. VRE provided 20,133 passenger trips yesterday, exceeding the prior mark by nearly 200 trips.

Zehner also noted that this increased ridership trend is reflective in the overall ridership figures that show VRE's ridership is 7.5% higher than this same period last year. For example, for FY 2010 VRE had made 2.541 million passenger trips and for FY 2011 VRE has made 2.694 million passenger trips. That's 152,000 more passenger trips than the same time during FY 2010.

When asked why VRE continues to do so well at a time when other commuter rail agencies are fighting to hold their market share (only 13 of 27 commuter rail agencies showed a growth in their ridership as noted by APTA) Zehner cited the ongoing commitment of the Operations Board and Commissions as one primary reason. "The governing bodies, particularly the Operations Board, have been invaluable in supporting initiatives that brought new railcars and locomotives to our fleet and upgraded stations and infrastructure in an effort to position VRE for success," said Zehner. Those factors, along with improved reliability, are luring more and more people to VRE. "I think people today rely on VRE far more than in the past because it's a viable alternative to the car and our performance is such that people are very confident in their riding experience once they get onboard," said Zehner.

VRE Operations Board Chairman Sharon Bulova, one of the few members who has been serving on the Board since VRE first started operating, noted, "When I began serving on the Board back in 1989 (prior to service even beginning) we never envisioned VRE carrying this many people. Back then we hoped that one day we'd grow the business to carry 10,000. And I still remember back in 2000 when we accomplished that feat that it seemed remarkable, but in a few short years we've doubled even that milestone." The Chairman noted that VRE's long-term growth is really a reflection of the commitment that the region has made to finding and delivering meaningful transportation alternatives to the people. "I believe that no one would deny that VRE has become a critical partner in the transportation network of our region. And with each passing year we're seeing more and more of a reliance on VRE to bring solutions to the transportation crisis facing all of us here in Northern Virginia," said Chairman Bulova.

"Today, everyone who has ever served on the Board, or assisted VRE – whether elected officials, agency officials or Executive appointees – should take a moment and smile at what you've helped to create. I know I am, and do every day when I think of what VRE means to so many on a daily basis," said Bulova.

So far eight of the "Top 10" ridership days have occurred in 2011 and VRE believes that riders are here to stay as long as trains continue to meet their expectations. That is something that Zehner has committed himself to doing no matter what it takes. "We have worked very, very hard to make improvements in our service and I will do everything in my power to ensure that the reliability of VRE continues," noted Zehner.

Today, VRE operates 30 trains on the Fredericksburg and Manassas lines, servicing the Core Business District in the mornings and returning to the suburbs in the evening. Since its inception VRE has made over 49 million passenger trips. For further information regarding VRE ridership and/or its operation, please email Mark Roeber at mroeber@vre.org or call him directly at (703) 838-5416.

# # #

Northern Virginia Transportation Commission

AGENDA ITEM #3

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: February 24, 2011

SUBJECT: Legislative Items

Staff and General Assembly members will review relevant state and federal legislative developments.

Commissioners will be asked to determine appropriate strategies and approve letters in response to concerns arising from recent legislative actions.

A draft letter opposing drastic reductions in federal transit funding in the current fiscal year is attached. The commission will be asked to authorize Chairman Euille to sign and send the letter.

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

Address

Dear___:

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 federal legislation that will appropriate funding for the remainder of FY 2011.

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. Decimating needed federal investment in transit is especially devastating as the national economy struggles to recover and unemployment remains high.

Of greatest concern to NVTC is the slashing 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. In a carefully negotiated agreement, Congress has authorized $150 million for WMATA and its local government partners have pledged the same amount annually over a 10-year period. For Congress to turn its back on this $300 million annual partnership would be a travesty, especially with federal government employees comprising WMATA's largest ridership segment and with the federal government possessing four seats on the WMATA Board.

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 of major new defense facilities (BRAC).

As House and Senate negotiations proceed on this 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,

William Euille
Chairman

American Public Transportation Association

Transit News

2/15/2011

Contact:
Virginia Miller
(202) 496-4816
vmiller@apta.com

Significant Cuts to Public Transportation in H.R. 1 Will Reduce Jobs, Defer Safety Improvements, and Stunt Economic Recovery

The American Public Transportation Association (APTA) is extremely concerned about the cuts the House Appropriations Committee made in public transportation investment in H.R. 1, the federal legislation that will appropriate funding for the remainder of FY 2011.

"The proposed cuts to public transportation and high-speed rail made by the House Appropriations Committee will lead to fewer American jobs, fewer safety improvements for public transit users, and will decrease our country's ability to build for the future. None of these cuts makes sense," said APTA President William Millar.

Under H.R. 1, funding for the New Starts Program under the Federal Transit Administration, which provides federal investment for large public transportation improvements, will be decreased by nearly 22 percent. "The New Starts program provides federal capital investment for public transportation projects that expand mobility, create and support American jobs, and help spur economic activity," said Millar.

Every $1 billion invested in public transportation creates and supports 36,000 jobs. Every $1 invested in public transit, $4 is generated in economic returns.

The House Appropriations Committee proposal eliminates funding for positive train control (PTC) in the FY 11 budget and rescinds all funding in the FY 10 budget, effectively zeroing out two years of federal investment in the mandated PTC safety equipment that commuter rail lines must, by law, implement by 2015.

Noting that safety is and should always be the number one priority for public transportation, Millar said, "Implementing positive train control technology is a federal safety mandate which has been significantly underfunded. Now it is an unfunded mandate with a looming deadline."

Pointing out that federal funding for Washington Metro was also eliminated, Millar said, "Totally eliminating the investment of $150 million for the Washington Metro flies in the face of the findings by the National Safety Transportation Board (NTSB) of needed, critical safety upgrades."

Nearly $3 billion in additional programs, including high-speed rail, were also eliminated for FY 11. Of this amount, $2.5 billion was previously appropriated for high-speed rail in 2010.

"Eliminating funds for high-speed rail is just wrong," said Millar. "With a growing population and worsening highway and aviation congestion, we need to have a vision that will address transportation needs in the future. High-speed rail is a forward-looking transportation initiative that needs to be put in place now, so that generations to come will have a better transportation system, while creating hundreds of thousands of much-needed American jobs. Now is the time to invest in high-speed rail, not eliminate it."

# # #

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private member organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed rail. This includes: transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and

state departments of transportation. More than 90 percent of the people using public transportation in the United States and Canada are served by APTA member systems.

GERALD E. CONNOLLY
11TH DISTRICT, VIRGINIA

COMMITTEE ON THE BUDGET

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEES:
FEDERAL WORKFORCE, POSTAL SERVICE,
AND THE DISTRICT OF COLUMBIA

GOVERNMENT MANAGEMENT, ORGANIZATION,
AND PROCUREMENT

COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEES:
TERRORISM, NONPROLIFERATION AND TRADE

MIDDLE EAST AND SOUTH ASIA

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Washington, DC 20515–4611

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(703) 670–4989

February 15, 2011

The Honorable Robert F. McDonnell
Governor
Patrick Henry Building
1111 East Broad St
Richmond, VA 23219

Dear Governor McDonnell,

I write to invite you to join me in opposing legislation that would eliminate the federal government's $150 million commitment for Metro, which would threaten the economic prosperity of the Commonwealth and undermine critical transportation investments on which we have partnered.

House Speaker John Boehner is bringing the Full Year Continuing Appropriations Act for 2011 (H.R. 1) to the floor for consideration this week. Of particular concern to our shared constituents is the proposal to eliminate the federal government's next installment for Metro's capital needs as outlined in the Rail Safety Improvements Act of 2008.

As you know, any reduction in the federal commitment for Metro could unravel the partnership among the Commonwealth, Maryland, and the District of Columbia to fund vital safety and infrastructure improvements throughout the Metro system. The Virginia delegation along with you and your predecessors have consistently worked in a bipartisan fashion to obtain and now preserve this funding, and it is through this partnership that both the federal government, the States and the District will realize a greater role in the oversight and safety of Metro. The success of Metro is vital to the mobility of commuters and commerce throughout Northern Virginia, which has economic ramifications for the rest of the Commonwealth. This funding also will help support the Dulles Corridor Metrorail Project, another critical economic investment on which the federal government and the Commonwealth are partnering.

In many ways this proposal resembles the arbitrary decision by the Defense Department to shutter the Joint Forces Command in Hampton Roads. Though that action is centered on one region of the Commonwealth, its ramifications will affect all Virginians, and you were right to enlist Virginia's Congressional delegation to respond in a united, bipartisan fashion. I am proud to work with you and my colleagues as we continue to fight

that decision, and I now would urge you to reach out to the delegation again with respect to this misguided assault on Metro.

I also would encourage you to reach out to Speaker Boehner and House leadership to educate them on the irreparable damage this action could have on the Commonwealth's economy and transportation needs. While I am pleased that President Obama recognizes the value of this partnership and has continued to fund the federal government's commitment to Metro in his proposed budget for fiscal year 2012, the threat to this funding in fiscal year 2011 is now pending before the House of Representatives. I have introduced an amendment that would restore these critical funds, and I welcome your efforts to join me in fighting Metro funding reductions in the Continuing Resolution.

Sincerely,

Gerald E. Connolly
Member of Congress
11th District, Virginia

February 16, 2011

President Obama Releases Budget Blueprint for Fiscal Year (FY) 2012, Includes Authorization Proposal that Calls for $556 Billion in Transportation Investment Over Next Six Years!

On Monday morning, the Obama Administration released its budget blueprint for FY 2012. While the federal budget calls for spending cuts and freezes in most domestic programs, the Administration prioritizes infrastructure spending and calls for significant increases for public transportation. The 2012 budget requests $129 billion in funding for the Department of Transportation, including $22.4 billion for public transportation programs and $8 billion for High-Speed Rail.

The funding proposed for FY 2012 would represent the first installment of a proposed $556 billion six-year authorization bill that includes an up-front investment of $50 billion in highway, rail, transit, and aviation systems to jumpstart economic growth, following up on the concept originally introduced in a speech last September. The Administration's budget outlines a bold proposal for the next surface transportation authorization bill that would significantly increase funding for transportation infrastructure investments for fiscal years 2012-2017, restructures and renames the Highway Trust Fund, establishes a new High Speed Rail Program and a new National Infrastructure Bank for investment in major capital projects.

FY 2012 Budget Request for Public Transportation Programs

The President's Budget requests $22.4 billion for public transportation programs for FY 2012, a 109 percent increase over FY 2010. This includes a portion of the proposed $50 billion in front-loaded investment in transportation programs as part of the first year of the six-year authorization proposal. Funds would be distributed under new, restructured program headings, which are outlined and described in further detail below. The proposal also includes $8 billion for investment in a new High-Speed Rail program. Due to significant program restructuring, comparisons to previous year budgets are difficult to list.

Budget Proposal for FY 2012 - Public Transportation	
Program Account	**FY 2012**
Transit Formula Grants	
Urbanized Area Formula	6,492
Non Urbanized Area Formula	766
Consolidated Specialized Transportation Grant Program[1/]	405
National Transit Database	5
Emergency Relief Program	25
Account Total	**7,693**
Transit Expansion and Livable Communities	
Fixed Guideway New Starts Program	3,236
Transit in Parks Program	28
Tribal Transit Program Grants	15
Livability Demonstration Grants	50
Planning Programs	140
Account Total	**3,469**
Bus and Rail State of Good Repair Program Account Total	**10,707**
Research and Technology Deployment	
Greenhouse Gas and Energy Reduction	75
Clean Fuels and Environmental Research	14.7
National Research Program	20
Transit Cooperative Research	9.7
National Transit Institute	5
University Transportation Centers	8
Technical Assistance Activities	34
Account Total	**166.4**
Operations and Safety	
FTA Operations[2/]	130
Rail Transit Safety Oversight	36.5
Account Total	**166.5**
Washington Metropolitan Area Transit Authority Grants[3/]	**150**
Grand Total - FTA Programs	**22,352**
1/ Combines New Freedom, JARC, and Elderly and Disabled Programs	
2/ Includes $8.6 million for a new Transit Safety Office	
3/ Paid through the General Fund, not the Transportation Trust Fund	

President's Authorization Proposal

The President's FY 2012 budget request contains a proposal for a new six-year surface transportation authorization bill (FY 2012-2017) that would significantly increase investment for all surface transportation programs. It would fund almost all the programs included in the bill out of a new surface transportation trust fund, making spending for those programs mandatory, rather than discretionary. This funding classification change is intended to ensure that all transportation spending is deficit neutral and to effectively guarantee that the full amount of authorized funds would be appropriated on an annual basis. The proposal also recommends a significant restructuring of transit programs to better address Administration priorities and consolidate a number of existing programs.

Funding Request

On the funding side, the President requests $556 billion over six years to be spent for highway, transit, and rail programs and a new National Infrastructure Bank. The proposal seeks $119 billion for public transportation programs – a 128 percent increase over SAFETEA-LU levels and just $4 billion below APTA's recommended level. It also includes $53 billion over six years for its new High-Speed Rail program.

Obama Administration Six-Year Authorization Proposal for Public Transportation and Rail Programs

Program Account	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2012 - 2017
Federal Transit Administration							
Transit Formula Program	7,692	6,303	6,925	7,609	8,362	9,188	**46,079**
Bus and Rail State of Good Repair	10,707	3,771	4,341	4,900	5,532	6,247	**35,498**
Transit Expansion and Livable Communities	3,469	2,856	3,125	3,493	3,772	3,929	**20,644**
Operations and Safety	166	179	185	192	198	204	**1,124**
Research and Technology Deployment	167	192	197	204	210	219	**1,189**
Transportation Leadership Awards	-	1,665	1,799	3,011	3,746	4,494	**14,715**
Total, FTA	**22,201**	**14,966**	**16,572**	**19,409**	**21,820**	**24,281**	**119,249**
Federal Railroad Administration							
High Speed Rail Network Development	4,000	4,967	6,002	7,242	7,532	7,867	37,610
System Preservation (including Amtrak)	4,046	2,479	2,504	1,864	2,024	2,063	14,980
Total, FRA Intercity Passenger Rail Program	**8,046**	**7,446**	**8,506**	**9,106**	**9,556**	**9,930**	**52,590**
National Infrastructure Bank	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**30,000**
OST/National Infrastructure Investments (TIGER II)	**2,000**	-	-	-	-	-	**2,000**

Key Budgetary Changes

The President's proposal would change the structure of the current Highway Trust Fund (HTF). It would replace the HTF with a new "Transportation Trust Fund" (TTF), consisting of four components: a highway account, mass transit account; high-speed passenger rail account and; and account to fund a new National Infrastructure Bank. Highways and mass transit are to be funded by existing revenues and the two new accounts and increases for highway and transit programs would be funded by an unidentified new revenue source. The Administration acknowledges that it did not address how it plans to raise sufficient revenue to pay for increases and new priorities in the transportation program. The budget states that the Administration intends to find a solution in cooperation with Congress. It does not propose an increase in the gas tax or other new revenue raisers.

The proposal also reclassifies surface transportation spending as mandatory and subject to Congressional PAYGO provisions to ensure that spending is limited to actual revenues generated. This allows the President to classify his transportation proposal as deficit neutral. If enacted, all federal transit programs would be funded by the TTF (with the exception of grants to the Washington Metropolitan Area Transit Authority). Currently, approximately 20 percent of transit funds come from the general treasury. This reclassification of funds for surface transportation programs would have the effect of restoring the guarantees that funds would be made available at authorized levels on a year-to-year basis.

Policy Priorities and Initiatives

The Administration's goals for authorization include eliminating red tape, consolidating and streamlining highway and transit programs, and accelerating project delivery.

Office of the Secretary

The Administration proposes $2 billion to continue the Transportation Investments Generating Economic Recovery Program (TIGER) in 2012. The proposal then calls for the elimination of the

TIGER program after 2012, and the creation of a National Infrastructure Bank (NIB) which would provide grants and loans for investments for significant, multi-modal transportation projects. The new NIB, to be funded at $5 billion per year for six years, would be established within DOT to fund and finance projects of regional and national significance.

Federal Transit Administration

The Administration requests $119 billion for the FTA in over the six-year period, of which $11.5 billion is part of the $50 billion frontloaded investment in FY 2012. All Federal Transit Administration (FTA) programs would be consolidated into five program accounts and be entirely paid for with revenues from the Mass Transit Account of the TTF. The request six-year total also includes funding for under the FTA for a new "Transportation Leadership Awards Program." The new proposed accounts under the FTA are as follows:

- **Bus and Rail State of Good Repair Program** – This program would distribute funds to transit agencies via formula to help reduce the backlog of aging assets and bring systems into a state-of-good-repair. This program would replace the existing Bus and Bus facilities Discretionary Program and the Fixed Guideway Modernization program (Rail-Mod). In FY 2012, the President requests $10.7 billion, of which $7.5 billion would target the largest and oldest transit systems to begin addressing their estimated repair backlog. The initial $7.5 billion would have to be obligated within two years of approval.

- **Transit Formula Grants** –
  The transit formula grants program would provide formula funds to transit operators under five categories:
  1) Urbanized Area Formula – distributed under similar rules to the current Urbanized Area Formula Program. For urbanized areas in high unemployment areas, a certain percentage of funds will be made available for operating assistance would be an eligible expense on a temporary and targeted basis to prevent service cuts during times of economic difficulty. The percentage of funds would diminish over the six-year period and eventually be eliminated by the end of the bill. $6.5 billion is requested for FY 2012.
  2) Non-Urbanized Area Formula - distributed under similar rules to the current Non-Urbanized Area Formula Program. $766 million is requested for FY 2012.
  3) Consolidated Specialized Transportation Grant Program- this program would consolidate the current Job Access and Reverse Commute (JARC) program, the New Freedom Initiative and the Elderly Individuals and Individuals with Disabilities Program into a single program, allowing for targeted investments to carry out the goals of providing alternative forms of transportation "where traditional services are unavailable, inappropriate, or insufficient." $405 million is requested for FY 2012.
  4) National Transit Data Base (NTD) - $5 million is provided annually for the operation of the National Transit database.
  5) Emergency Relief Program – The proposal would establish a new program to assist transit agencies to resume service following disastrous events. $25 million is requested for this program in FY 2012.

- **Transit Expansion and Livable Communities** – This account would be the new home of the Capital Investment Grant (New Starts and Small Starts) program. It would also provide funds for the following: Planning Programs; Livable Communities demonstration grants; Transit in the Parks; and Tribal Transit. The Administration requests $3.5 billion for this account in FY 2012.
- **Operations and Safety** – The Administration requests $166 million for FTA administrative operations and rail transit safety oversight activities. Of this total, $36.5 million is dedicated to rail transit oversight field activities in partnership with the States. Funding for safety oversight activities would only be made available if Congress enacts a comprehensive safety oversight program.
- **Research and Technology Deployment Program** – The Administration requests $166 million for this account for applied research and demonstration projects, along with combining technical assistance with workforce development. Programs funded under this category include the Greenhouse Gas Reduction (TIGGER) and Clean Fuels programs; the National Research Program, Transit Cooperative Research, University Transportation Centers, and Technical Assistance and Workforce Development.

Transportation Leadership Awards:
Beginning in FY 2013, the proposal would provide $17.5 billion over a five-year period for a new discretionary grant program that will support State departments of transportation, metropolitan planning organizations, tribal governments and other transportation agencies with making reforms leading to innovations in transportation policy.

Federal Railroad Administration
The FY 2012 budget requests $8.3 billion for rail investments, the first year of a six-year, $53 billion proposal to improve and expand high-speed and intercity passenger rail, while maintaining the freight rail network.

Funded by currently unidentified revenues from the rail account of the new TTF, Federal Railroad Administration (FRA) programs are divided into two categories:

- **Network Development** – The Administration requests $4 billion for competitive grants for development of core express, regional and feeder corridors to advance the goal of creating high-speed rail service to 80 percent of Americans within 25 years. Eligible expenses for this account also include capacity building and transition assistance programs, including positive train control technology. Grants under this program can also be used for the implementation of positive train control. The Administration did not request separate funds under the Railroad Safety Technology Grant Program, which provides grants for the implementation of PTC.

- **System Preservation** – The Administration also requests $4 billion to fund Amtrak's operating, capital, and debt service requirements in addition to establishing a new competitive grant program for maintenance of passenger rail assets. A portion of these funds would be dedicated to updating Amtrak infrastructure and bringing currently inaccessible rail stations in compliance with the Americans With Disabilities Act (ADA).

The President also requests General Fund appropriations for:

- **Safety and Operations** – $223 million to fund FRA's safety, program and policy staff and operations. The budget request also proposes a railroad safety user fee of $80 million to offset the costs of railroad safety inspectors and their work.
- **Railroad Research and Development** – $40 million for research and development projects necessary to reduce the risks in railroad operations and technical challenges involved with high-speed rail. This request includes funding for system integration and interoperability standards and pilot projects relating to positive train control.

The Department of Transportation has stated it will release of more detailed authorization proposal in the coming days. Administration officials are briefing Congress on its proposal this week. Reaction on Capitol Hill has been mixed, with Republican leaders questioning its impact on the national debt.

For a detailed overview of the President's transportation budget request click here.

For more information on the President's budget and authorization proposal, please contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or pdean@apta.com.

House Republicans Propose Spending Cuts in FY 2011 Continuing Resolution (CR)

House Appropriations Chairman Harold Rogers (R-KY) introduced H.R. 1, a Continuing Resolution (CR) to fund the federal government for the remainder of Fiscal Year (FY) 2011. In order to meet the Republican pledge to present a budget $100 billion less than the Obama Administration's FY 2011 budget request, the CR would cut $7.87 billion from the U.S. Department of Transportation compared to FY 2010 enacted levels and would rescind an additional $3.752 billion from American Recovery and Reinvestment Act (ARRA) appropriations for DOT.

The current CR expires on March 4 and House lawmakers began debate on the proposal on Tuesday. The House leadership hopes to complete the bill by the end of this week, when both the House and

Senate are expected to recess until the week of February 28. It is anticipated that another short-term CR will need to be enacted because of the limited number of days the House and Senate will be in session to negotiate a compromise between now and the expiration of the current CR on March 4.

The largest cuts in the transportation program would result from the elimination of the high-speed and intercity passenger rail grant program. The legislation would rescind $3.72 billion from the high-speed rail program from the American Recovery and Reinvestment Act (ARRA) appropriations and $2.475 billion from the funds appropriated for FY 2010. Other Federal Railroad Administration (FRA) cuts would include a $151 million reduction in the Amtrak Capital and Debt Service account and the elimination and rescission of the $50 million in FY 2010 grants for Positive Train Control (PTC).

Among FTA programs, the CR would reduce Capital Investment Grants (New Starts) by $431 million and rescinds an additional $280 million from FY 2010. The Transit Investments in Greenhouse Gas Emission Reduction (TIGGER) program is eliminated and the $75 million for this program from FY 2010 would also be rescinded. The CR would eliminate $150 million destined for the Washington Metropolitan Area Transit Authority.

The $600 million multimodal TIGER II grant program would be eliminated and all funds for FY 2010 rescinded. In addition, $30 million from the original TIGER program under ARRA would also be rescinded.

All of these cuts if approved in the House version of the FY 2011 CR will have to be negotiated with a comparable Senate bill and then approved by the President.

All APTA members are urged to contact their U.S. House Representatives and urge them to oppose reduction in funding for transit and intercity passenger rail in the FY 2011 Appropriations Continuing Resolution (H.R. 1).

American Public Transportation Association
Unsubscribe here

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2011 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Position	Notes
Transportation Funding Bills						
HOUSE						
HB 2527	**Howell, W.**	**Va. Transportation Infrastructure Fund and VA. Transportation Infrastructure Bank; created**	**S Finance**	**Passed House (65-33). Senate substitute conforms to SB 1446 (with one amendment); passed Senate (32-7).**		**Governor's Transportation Proposals.** The bill creates the Virginia Transportation Infrastructure Fund (Fund) and the Virginia Transportation Infrastructure Bank (Bank) whose board of directors administers the Fund. The initial deposit into the Fund consists of general fund surplus and certain savings identified at the Virginia Department of Transportation. Up to 20 percent of the Fund may be used to make grants to localities for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed $1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from $300 million to $600 million. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill removes the priority structure for allocation of revenue-sharing funds to localities; removes the $50 million total limit on funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and removes the $1 million per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB. The Senate amendment to SB 1446 allows transportation district commissions and public transportation entities to also qualify for VTIB grants.
SENATE						
SB 1446	**Wampler**	**Va. Transportation Infrastructure Fund and VA. Transportation Infrastructure Bank; created**	**H Appropriations**	**Passed Senate 34-6. House substitute confroms to HB 2527; passed the House (66-32).**		**Governor's Transportation Proposals.** The bill creates the Virginia Transportation Infrastructure Fund (Fund) and the Virginia Transportation Infrastructure Bank (Bank) whose board of directors administers the Fund. The initial deposit into the Fund consists of general fund surplus and certain savings identified at the Virginia Department of Transportation. Up to 20 percent of the Fund may be used to make grants to localities for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed $1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from $300 million to $600 million. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill removes the priority structure for allocation of revenue-sharing funds to localities; removes the $50 million total limit on funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and removes the $1 million per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB.
Transportation Allocation Formula Bills						
HOUSE						
SENATE						
Protecting the Transportation Trust Fund						
House						
HJ 511	**Oder**	**Constitutional amendment; Transportation Funds.**	**S Privaleges and Elections**	**Passed House (96-0). Senate substitute conforms to SJ 363; passed Senate (29-11).**		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2012, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest by the end of the fourth fiscal year following the date of the borrowing.
Senate						

2011 General Assembly Session Transportation Funding/Allocation Bills

SJ 363	**Norment**	**Constitutional amendment; Transportation Funds**	**H Privileges and Elections**	**Passed Senate (28-10). House substitute conforms to HJ 511; on House floor.**		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for transportation systems and projects. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
Other Transportation Bills						
House						
Senate						
House						
Senate						
Legislation No Longer Under Consideration						
Transportation Funding Bills						
HOUSE						
HB 1474	**Scott**	**Motor fuels tax rate; converts rate of taxation from cents per gallon to a percentage rate.**	**H Finance, Sub. #1**	**Left in H Finance**		Converts the rate of taxation on motor fuels from cents per gallon a percentage. Provides that the DMV Commissioner calculate the percentage rate in an amount that will most closely yield the amount of cents per gallon being charged on the applicable motor fuel prior to the effective date of the bill. Thereafter, the percentage rates would not change, but would be applied against the average price per gallon of the fuel, less federal and state taxes, as determined by the DMV Commissioner over rolling six-month periods, to determine the cents to be charged.
HB 1531	**Howell, A.**	**Motor fuels tax; increases rate and dedicates additional revenue to transportation system.**	**H Finance, Sub. #1**	**Stricken by parton**		Increases the motor fuels tax rate by $0.10 per gallon and dedicates the additional revenue to the operation, maintenance, improvement, and expansion of the Commonwealth's transportation system.
HB 1604	**Albo**	**Corporate income tax; market-based sourcing.**	**H Finance, Sub. #1**	**Failed in Subcom. (2-7)**		Changes the way the sales factor is determined, for purposes of the corporate income tax, so that it will be market-based sourcing rather than costs-of-performance, which is the current method used.
HB 1653	**Purkey**	**Motor fuels tax; imposes additional tax in certain transportation districts, referendum.**	**H Finance, Sub. #1**	**Stricken by parton**		Imposes an additional 2.1% tax on motor fuels sold by a wholesale distributor to retailers in the counties and cities within each transportation district wherein the citizens affirm the imposition at referendum on November 8, 2011. The revenue attributable to each transportation district shall be used solely for the construction of highways, bridges, or tunnels within the respective transportation district.
HB 1692	**Watts**	**Northern Virginia Transportation Authority Sales & Use Tax Fund; established, etc.**	**H Finance**	**Left in H Finance**		Provides additional funding for transportation by (i) imposing a motor fuels sales tax rate of 4%, phased in over four years, for highway maintenance, (ii) increasing the state sales tax in No. Va. by 0.5% for transportation projects in No. Va., and (iii) increasing the recordation tax in No. Va. at a rate of $0.40 per $100 valuation. The motor fuels tax is not effective until the unemployment rate in the Commonwealth decreases for four consecutive quarters after July 1, 2010. The bill also reduces the sales and use tax rate on food from 1.5% to 1%, and repeals the authority for certain localities to impose a local income tax. The bill requires DMV, in consultation with the Virginia Port Authority and the Commonwealth Transportation Commissioner, to develop a fee schedule for overweight vehicles, to be presented to the Joint Commission on Transportation Accountability by December 15, 2011. In addition, the bill removes the sunset date that reduced the special real property tax rate on commercial property in the localities embraced by NVTA from $0.25 per $100 of assessed value, to $0.125 per $100 of assessed value. Finally, the bill increases the special real property tax rate on commercial property in localities in Hampton Roads from $0.10 per $100 of assessed value to $0.125 per $100 of assessed value.
HB 1926	**Marshall, D.**	**Salem Highway Construction District Transportation Revenue Fund; established**	**H Trans, Sub. #4**	**Stricken by parton**		Provides funds for transportation in the Salem Highway Construction District by allocating revenue attributable to a portion of economic growth due to or facilitated by the Inland Port in Montgomery County.
HB 2222	**Oder**	**Transportation funding and administration; funding in Northern Virginia, Hampton Roads, etc.**	**H Approps, Sub. Trans**	**Passed by in H Approp with a letter**		Provides transportation funding and administration in No. Va., Hampton Roads, the Richmond Highway Construction District, the Staunton Highway Construction District, and the Salem Highway Construction District. The amount of funding is based on (i) for No. Va., a portion of the growth in certain state tax revenues in No. Va.; (ii) for Hampton Roads, a portion of the growth in certain state tax revenues generated or facilitated by the marine terminals in Hampton Roads; (iii) for the Richmond Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Port of Richmond; (iv) for the Staunton Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Inland Port at Front Royal; and (v) for the Salem Highway Construction District, a portion of the growth in certain state tax revenues expected to be generated or facilitated by the Elkton Intermodal Facility.

2011 General Assembly Session Transportation Funding/Allocation Bills

HB 2404	Rust	State sales & use tax revenue; dedicates portion for transportation projects in Hampton Roads	H Approp-riations	Left in H Approp.		**Governor's Transportation Proposal.** Dedicates a portion of state sales and use tax revenue for transportation projects in No. Va. and Hampton Roads equivalent to a 1/4% sales and use tax rate in the localities in Northern Virginia and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for Northern Virginia and Hampton Roads are transferred to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the Commonwealth Transportation Board's Six-Year Improvement Program.
HB 2456	Brink	Alcoholic beverage control; privatization of government stores	H Gen. Laws	Left in H General Laws		Provides for the full implementation of retail privatization of distilled spirits by January 1, 2013. Under the provisions of the bill the ABC Board is to develop a plan for the discontinuation of government stores by December 31, 2011, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. The bill creates a new distilled spirits retail license, which will be granted to successful bidders at an auction conducted by the ABC Board, and sets out the privileges of the license and the rates for the annual state and local license taxes. Under the provisions of the bill, these new licenses are transferable, are categorized by tier depending on square footage of the retail space and shelf space of the successful bidder, and are limited in number to one license per 8,000 people in each locality. Among other things, the bill (i) allows the new licensees the ability to set prices in accordance with their own individual business plans and in response to market conditions; (ii) provides that no one business entity shall be awarded more than 25 percent of the total number of distilled spirits retail licenses granted in any one tier, nor shall more than 25 percent of the total number of distilled spirits retail licenses in any one tier be held by businesses under common control; and (iii) provides that all revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the Transportation Trust Fund. The bill contains numerous technical amendments and has a delayed effective date to coincide with the full implementation of retail privatization by January 1, 2013.
HB 2499	Albo	Insurance license tax; dedicates to Highway Maintenance & Operating Fund one-third of total revenue	H Finance; Sub #1	Left in H Finance		Dedicates to the Highway Maintenance and Operating Fund one-third of the total revenue from the insurance license tax, phased in over three years, beginning with fiscal year 2013.
Senate						
SB 833	Peterson	Motor fuels taxes; indexing of tax rates.	S Finance	Left in S Finance		Increases or decreases each year the rates of Virginia's fuels taxes using a fuel efficiency index, which is defined using total annual vehicle miles traveled and the total gallons of motor fuel consumed for highway use in the Commonwealth for the relevant year. The bill would establish 2007 as the base year for the index. Thus, the percentage change in the index between the current year and 2007 would determine the annual percentage increase or decrease in the rates of Virginia's fuels taxes. Each December the DMV Commissioner would compute the adjusted rates of fuels taxes.
SB 1242	Edwards	Transportation; creates additional revenue by increasing motor vehicle sales & use and rental taxes	S Finance	Left in S Finance		Creates additional sources of revenue for transportation by increasing the motor vehicle sales and use tax by one-half percent and the motor vehicle rental tax by one percent and by imposing a five percent tax on the wholesale price of gasoline. The new revenue sources will be directed to the Rail Enhancement Fund, the Transportation Trust Fund, and the Highway Maintenance and Operating Fund for transportation projects and needs of the Commonwealth and to certain priority transportation projects, as designated by the Commonwealth Transportation Board, in Northern Virginia and Hampton Roads. The bill would also eliminate the one-half percent sales tax on food currently going to the Transportation Trust Fund and would raise the allowed credit for low-income taxpayers.
SB 1285	McWaters	Highway contractors; state taxes paid to be dedicated for transportation purposes	S Finance	Stricken by patron		Dedicates to the Transportation Trust Fund all state retail sales and use and income taxes paid by highway contractors.
SB 1295	Miller, J.C.	Transportation funding.	S Finance	Stricken by patron		Provides new and increased taxes, tolls, and general fund revenues for transportation funding. The bill would (i) decrease the motor fuels tax from $0.175 per gallon to $0.05 per gallon and establish a 5% tax on motor fuels sales based upon the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline; (ii) subject to the amount of the additional revenues generated by the changes described in clause (i), increase the motor fuels tax rate by $0.10 per gallon in increments of $0.02 per gallon each year over the five-year period beginning in 2012; (iii) beginning in 2012 increase the motor vehicle sales and use tax by 0.5% each year for four years; (iv) provide that of the retail sales and use tax revenues generated by the Commonwealth's 4% tax on sales of automobile parts and automobile accessories, an amount equivalent to the revenues generated by a 2.5% retail sales and use tax on such parts and accessories would be deposited into the Highway Maintenance and Operating Fund (HMOF); (v) subject to receipt of federal authorization, authorize the CTB to impose and collect a toll of $1 per axle on every vehicle entering the Commonwealth from the state of North Carolina via I-85 and I-95; and (vi) dedicate for highway maintenance purposes 10% of the future growth in certain state taxes that is attributable to economic activity generated or facilitated by the public and private general cargo marine terminals and inland ports of the Commonwealth. All amounts generated under the bill would be deposited into the HMOF to be used for highway maintenance except the revenues from tolls on vehicles entering the Commonwealth from North Carolina, which would be deposited into the Transportation Trust Fund.
SB 1347	Norment	Virginia Racing Commission; authorizes wagering on horse historical racing	H General Laws	Passed Senate 21-19. H Gen Laws Sub #3 recommend-ed tabling.		Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with fifty percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations
SB 1385	Colgan	Year-end surplus of general fund balance; changes priority of assignment	S Finance	Left in S Finance		**Governor's Transportation Proposal.** Changes the priority for assigning any year-end surplus by requiring that 10 percent of the general fund balance remaining after funds are set aside for required deposits to the Revenue Stabilization Fund, the Virginia Water Quality Improvement Fund, the Transportation Trust Fund, and other commitments would be assigned to provide funding to the Department of Veterans Services.

2011 General Assembly Session Transportation Funding/Allocation Bills

SB 1394	McWaters	State sales & use tax revenue; dedicates portion for transportation projects in Hampton Roads	S Finance	Passed by indefinitely		**Governor's Transportation Proposal.** Dedicates a portion of state sales and use tax revenue for transportation projects in Northern Virginia and Hampton Roads equivalent to a one quarter percent sales and use tax rate in the localities in Northern Virginia and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for Northern Virginia and Hampton Roads are transferred to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the Commonwealth Transportation Board's Six-Year Improvement Program.
SB 1417	Obenshain	Alcoholic beverage control; privatization of government stores	S Rehab and Social Services	Left in S Rehab and Social Services		Provides for the full implementation of retail privatization of distilled spirits by January 1, 2013. Under the provisions of the bill the ABC Board is to develop a plan for the discontinuation of government stores by December 31, 2011, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. The bill creates a new distilled spirits retail license, which will be granted to successful bidders at an auction conducted by the ABC Board, and sets out the privileges of the license and the rates for the annual state and local license taxes. Under the provisions of the bill, these new licenses are transferable, are categorized by tier depending on square footage of the retail space and shelf space of the successful bidder, and are limited in number to one license per 8,000 people in each locality. Among other things, the bill (i) allows the new licensees the ability to set prices in accordance with their own individual business plans and in response to market conditions; (ii) provides that no one business entity shall be awarded more than 25 percent of the total number of distilled spirits retail licenses granted in any one tier, nor shall more than 25 percent of the total number of distilled spirits retail licenses in any one tier be held by businesses under common control; and (iii) provides that all revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the Transportation Trust Fund. The bill contains numerous technical amendments and has a delayed effective date to coincide with the full implementation of retail privatization by January 1, 2013.
SB 1438	Herring	Virginia Racing Commission; authorizes wagering on historical horse racing	S General Laws	Incorporated into SB 1347		Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with forty-two percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty-eight percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations
SJ 328	Miller, J.C.	Study; replacement of the state motor fuel tax; report.	H Rules, Sub. 3	Passed Senate by Voice Vote. House Rules Sub. #3 recommend-ed tabling.		Requests the Virginia Transportation Research Council to study the desirability and feasibility of replacing the state motor fuel tax with alternatives including a mileage-based fee predicated on vehicle-miles traveled in Virginia.
Transportation Allocation Formula Bills						
HOUSE						
HB1491	Albo	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.	S Trans.	Passed House 83-16. S Trans passed by with a letter.		Provides that when allocating funds for the Interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by the Commonwealth, the CTB shall consider achieving a minimal level of disparity among highway construction districts in meeting asset performance standards. Prior to such allocation, the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district with an allocation of funds based entirely on specific asset performance standards by highway construction district.
HB 1544	Kory	Commonwealth Mass Transit Fund; increases percentage of Transportation Trust Fund revenues, etc.	H Approp-riations, Sub. Trans	Left in H Approp.		Increases the percentage of Transportation Trust Fund revenues flowing into the Commonwealth Mass Transit Fund from 14.7% to 19%.
HB 1582	Cosgrove	Virginia Transportation Infrastructure Bank; created.	H Approp-riations, Sub. Trans	Incorporated into HB 2527		Creates the Virginia Transportation Infrastructure Bank (VTIB) as a special fund to provide loans and grants to public and private entities to fund transportation projects in the Commonwealth. The special fund shall consist of revenues generated through the privatization of the Commonwealth's ABC stores and revenues generated through a one-time drawing down of construction cash reserves by the VDOT. VTIB is authorized to issue bonds in an amount not to exceed $4 billion.
HB 1631	Watts	Highway maintenance; payments to cities and towns.	H Trans, Sub. #4	Left in H Trans		Equalizes municipal street payments to comparable amounts paid for state maintenance.
HB 1884	Filler-Corn	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.	H Trans, Sub. #4	Incorporated into HB 1491 (Albo)		Provides that when allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by the Commonwealth, the CTB shall consider achieving a minimal level of disparity among highway construction districts in meeting asset performance standards. Prior to such allocation, the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district with an allocation of funds based entirely on specific asset performance standards by highway construction district.
HB 2331	Lingamfelter	Allocation of highway maintenance & construction funds; alters manner Transportation Bd. allocates.	H Approp-riations, Sub. Trans	Passed by with a letter		Alters the manner in which the CTB allocates highway maintenance and construction funds from the Transportation Trust Fund and the HMOF.
SB 1044	Barker	Highway maintenance allocations.	S Trans	Failed to report (5-8-2)		Provides that allocation by the CTB for maintenance of assets within the Interstate System of Highways and the primary and secondary systems of state highways shall be based on achieving a minimal level of disparity among highway construction districts in meeting asset management performance standards established pursuant to § 33.1-13.02.
Transportation Trust Fund Bills						
House						

2011 General Assembly Session Transportation Funding/Allocation Bills

HJ 572	**Watts**	**Constitutional amendment; Transportation Funds (first reference).**	**H Privaleges and Elections**	**Incorporated into HJ 511 (Oder)**		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for transportation systems and projects. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
Senate						
SJ 353	**Obenshain**	**Constitutional amendment; Transportation Funds**	**S Privaleges and Elections, Sub. Const. Amendments**	**Left in S Priveleges and Elections**		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years.
Other Transportation Bills						
House						
Senate						

VTA Update on Transit Related Legislation: 2011

February 23, 2011

TRANSIT

Bill Number Patron	Bill Summary	Status
HB 1789 Tata Support	**Norfolk/Virginia Beach light rail project.** Clarifies that the extension of the proposed light rail system from the City of Norfolk to the oceanfront area of Virginia Beach is one option for, and has not been preselected as, the public transportation project to be constructed along the Interstate 264 corridor on the right-of-way of the Norfolk Southern Railway. *Removes impediment to Federal Funding.*	**House:** Passed substitute 97-0 **Senate:** Passed 40-0
SJ 292 Puller Support	**Study; public transportation in U.S. Route 1 corridor; report.** Requests the Department of Rail and Public Transportation to evaluate the level of study necessary to identify and advance potential public transportation services to Fort Belvoir in Fairfax County and the Marine Corps Base at Quantico in Prince William and Stafford Counties. In evaluating the level of study needed, the Department of Rail and Public Transportation shall consult with Fort Belvoir, the Marine Corps Base at Quantico, the Washington Metropolitan Area Transit Authority, the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission, the Virginia Railway Express, the Counties of Fairfax, Prince William, and Stafford and affected federal agencies.	**Senate:** Passed substitute **House:** Agreed to
SJ 297 Y. Miller	**Study; transit programs in Virginia.** Requests the DRPT to make a one-year study of transit programs in VA, including but not limited to the funding of such programs.	**Senate:** Agreed to **House:** Agreed to
SB 1112 Miller	**Metropolitan Planning Organizations (MPOs).** Specifies the role of MPOs in the Commonwealth's transportation decision-making process, authorizing MPO's to develop and approve transportation studies and plans, including studying the structure and cost of public transit operations, maximizing utilization and integration of mass transit facilities and long range financial needs to improve public transportation. *House substitute attempts to integrate MPO's regional state transportation planning and the state six year plan to fulfill federal requirements.*	**Senate:** Passed substitute 40-0 **House:** Passed substitute 40-0

GOVERNOR'S TRANSPORTATION PLAN

HB 2527 Howell VTA does not support the House version due diversion of General Fund dollars and transit doesn't qualify for grants from infrastructure bank	**Transportation funding.** (as passed the House) Provides statewide transportation funding. The bill creates the Virginia Transportation Infrastructure Bank ("Bank") to fund transportation projects. Up to 20 percent of funds in the Bank may be used to make grants or interest rate subsidies to localities for transportation projects, and the remainder is used to make loans to private or public entities for transportation projects. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, shall not exceed $1.2 billion, less any principal amounts outstanding from Notes issued pursuant to Chapters 1019 and 1044 of the Acts of Assembly of 2000. Proceeds of the Notes shall be used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in the fiscal years ending June 30, 2012, and June 30, 2013, from $300 million to $500 million and $600 million, respectively. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill increases the annual cap on the program size of the revenue sharing program to $200.0 million, increases the per project cap to $10.0 million and provides that the funds allocated by the CTB will be distributed only to projects included in the Six Year Improvement Program or a locality's capital improvement plan.	**House:** Passed substitute 65-33 **Senate:** Passed with Substitute 32-7

SB 1446 Wampler Support	**Transportation funding.** (As passed the Senate) The bill creates the (Fund) and the Virginia Transportation Infrastructure Bank (Bank) that would be managed and administered by the Virginia Resources Authority. The Bank would be capitalized with funds from found by 2010 VDOT and as recommended by the Governor and appropriated by the General Assembly. *No general funds would be directed to the bank* Not less than 20 percent of the capitalization of the Bank would be used to make grants to localities *[Senate Floor amendment added Transit providers]* for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed $1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from $300 million to $500 million over 4 years. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill increases from $50 million to $200 million the total limit on revenue-sharing funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and increases from $1 million to $10 million the per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB.	**Senate:** Passed amended substitute 34-6- turned House bill into Senate bill **House:** Passed with substitute 66-32 Turned Senate bill into House bill—will go to conference committee. Also tied up in Budget conference because of the $150M General Fund difference
HB 1648 Cosgrove	**Rail Enhancement Fund; allocation and use of funds.** Allocations from this fund may be used as matching funds for federal grants to support rail projects. Repeals the Rail Advisory Board, which had previously provided advice on the use of these funds. *No revenue fund source is identified for this new fund.*	**House:** Passed amended 70-29 **Senate:** Passed 40-0
SB 1335 Herring	**Income tax; telework expenses tax credit.** Provides a tax credit to employers for expenses incurred in allowing employees to telework pursuant to a signed telework agreement for taxable years beginning on or after 1/1/12, but before 1/1/14. An employer would be eligible for a credit of up to $1,200 per teleworking employee, depending on the number of days per month an employee will telework. The total credit amount any one employer may take for 2012 and 2013 is $50,000. The aggregate amount of tax credits that will be issued is capped at $1 million annually for taxable years 2012 and 2013. Amendments added *"in accordance with the policies set by the Department of Rail and Public Transportation"*	**Senate:** Passed 40-0 **House:** Passed with amendments 88-9 **Senate:** Agreed to House amendments
HB 2197 Comstock	**Income tax; telework expenses tax credit.** Same as SB 1335	**House:** Passed amended 89-10 **Senate:** Passed with amendments 40-0 **House:** Agreed to Senate amendments
HB 1798 Brink	**Motor vehicle rental tax.** Removes the administration and collection of the motor vehicle rental tax from DMV and transfers it to the Department of Taxation. Amendment directs remaining funds to be *used to pay the debt service on the bonds issued by the Virginia Public Building Authority for the Statewide Agencies Radio System (STARS) for the Department of State Police pursuant to the authority granted by the 2004 Session of the General Assembly*	**House:** Passed amended 99-0 **Senate:** Passed 39-0
SB 1132 Stosch	**Motor vehicle rental tax.** Same as HB 1798	**Senate:** Passed amended 40-0 **House:** Passed 97-0
SB 1282 McWaters	**Income tax; barge and rail usage tax credit.** Grants an income tax credit for the usage of barge and rail to move cargo containers throughout the Commonwealth rather than trucks or other motor vehicles on the Commonwealth's highways. The amount of the credit is $50 per 20-foot equivalent unit (TEV) moved by barge or rail. The credit will be available for taxable years beginning on January 1, 2011, but before January 1, 2015. The Tax Commissioner would be allowed to issue up to $1.5 million in tax credits in a fiscal year.	**Senate:** Passed substitute 34-6 **House:** Passed 84-13

HB 1957 Rust	**Powers and duties of CTB.** Makes various changes to the powers and duties of the CTB: (i) clarifies that local roads in counties outside the state secondary highway system are local roads, and not part of the state system; (ii) increases the limitation on contract values that the CTC and the Director of DRPT may let; (iii) eliminates the duty of the CTB to regulate outdoor theaters; (iv) provides for the updating of the Statewide Transportation Plan every 4 years (instead of 5); and (v) repeals the section that allows the CTB to designate its employees as special police officers.	**House:** Passed 99-0 **Senate:** Passed 40-0
SB 1135 Wagner	**Powers and duties of CTB.** Same as HB 1957	**Senate:** Passed 39-0 **House:** Passed 98-0
HB 1825 Oder	**CTC.** Changes the title "CTC" to "Commissioner of Highways." Also eliminates the requirement that the Commissioner employ an assistant commissioner for the environment, transportation planning, and regulatory affairs; allows the Commissioner to transfer, abandon, and discontinue roads in the primary and secondary systems of state highways or move roads from one such system to another when such actions are recommended as appropriate by the Chief Engineer in connection with a construction or maintenance project; eliminates the requirement that the CTB must declare excess right-of-way surplus before VDOT may sell the land; and amends the Code to allow VDOT to submit one comprehensive report focusing on VDOT operations and services. Amendment adds *using an asset management methodology and generally accepted engineering principles and business practices to identify and prioritize maintenance and operations needs and to identify performance standards to be used to determine those needs, and funding required to meet those needs, to what Commission must report on to Gov and GA*	**House:** Passed amended 94-4 **Senate:** Passed 38-2
SB 1005 Watkins	**CTC.** Same as HB 1825	**Senate:** Passed 38-1 **House:** Passed w/amendments 95-3 **Senate:** Agreed to House amendments
HB 2233 Anderson	**Transportation agency efficiencies and cost recoveries.** *House amendment establishes in the code the existing practice for growth of street maintenance funds.* Exempts VDOT and DRPT from paying any fee for remote access to land records; provides for VDOT to recommend to CTB an annual rate to be used by VDOT to make payments for maintenance; deletes references to the statewide maintenance cost index, the base lane per mile rate, and fund allocation; and adds language indicating that total payments are not to exceed CTB allocations. The bill also ensures that payback provisions specified are available to VDOT if a locality chooses to cancel a project in the six-year plan after approval of the location and design. Further, the bill eliminates the requirement of refunding bonds any time within three years of the date of maturity.	**House:** Passed amended 99-0 **Senate:** Passed 40-0
SB 1004 Watkins	**Transportation agency efficiencies and cost recoveries.** Same as HB 2233	**Senate:** Passed amended 40-0 **House:** Passed 95-0
HB 1799 Brink	**Special license plates; fleet vehicles of businesses.** Provides for the issuance of special license plates for fleet vehicles of business entities. These plates have their own fee structure and criteria for issuance. *House amendment is clarifying*	**House:** Passed amended 97-0 **Senate:** Passed 37-0
HJ 511 Oder Support	**Constitutional amendment; Transportation Funds.** Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to TTF on 1/1/12, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. Limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 plus one of the members voting in each house, and the loan must be repaid with reasonable interest by the end of the fourth fiscal year following the date of the borrowing. *House substitute incorporates HJ 572 (Watts). Senate substitute created a double lock box. Cannot shift general funds to transportation or transportation trust funds to general fund unless there is over 2/3rds majority in each house*	**House:** Passed substitute 97-0 **Senate:** Passed w/substitute 29-11 **House:** Speaker ruled Senate Substitute not germane

TAXATION/FUNDING
HIGHWAYS/TRANSIT

HB 1432 Scott	**HOV lanes; use by vehicle with clean special fuel license plates.** Extends until July 1, 2012, the sunset on use of HOV lanes by clean special fuel vehicles, regardless of the number of occupants. *House sub incorporates HB 1754 (Plum).*	**House:** Passed substitute 90-8 **Senate:** Passed 26-14
SB 1206 Obenshain	**Traffic impact analysis.** Removes the requirement that a supplemental traffic analysis accompany a plat or plan submitted to the Department of Transportation by a locality because the plat or plan substantially affects transportation on state-controlled highways if such plat or plan is permissible by right under the local zoning ordinance.	**Senate:** Passed substitute 40-0 **House:** Passed 95-3

OTHER BILLS OF INTEREST

SB 1221 Barker	**Local rezoning actions.** Provides for more limited review by VDOT when a property being considered for rezoning has already been subject to a VDOT review in connection with development of a local comprehensive plan.	**Senate:** Passed 40-0 **House:** Passed 98-0
SJ 363 Norment	**Constitutional amendment; Transportation Funds.** Requires the General Assembly to maintain permanent and separate Transportation Funds to include the CTF, TTF, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on 1/1/13, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds.	**Senate:** Passed 31-9 **House:** Passed Substitute 97-0

DEFEATED/STRICKEN (in bill number order)

HB 2000 LeMunyon Oppose	**Appointments to the Washington Metropolitan Area Transit Authority Board of Directors.** In appointing Virginia members of the board of directors of the Washington Metropolitan Area Transit Authority, the Northern Virginia Transportation Commission shall include the Secretary of Transportation's designee or his voting member as a principal.	**House:** Passed Substitute 72-27 **Senate:** Passed by Indefinitely in Finance 8-5
HB 1413 Scott	**Motor fuels tax rate.** Converts the rate of taxation on motor fuels from cents per gallon to a percentage rate.	**House:** Finance sub 1 recommends tabling.
HB 1491 Albo	**Highway maintenance funds.** When allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by VA, the CTB shall consider achieving a minimal level of disparity among highway construction districts in meeting asset performance standards. House committee substitute incorporates HB 1884 (Filler-Corn).	**House:** Passed substitute 83-16 **Senate:** Passed by indefinitely in Transportation with a letter
HB 1531 Howell	**Motor fuels tax; rate increase.** Increases the motor fuels tax rate by $0.10 per gallon and dedicates the additional revenue to the operation, maintenance, improvement, and expansion of the Commonwealth's transportation system.	**House:** Stricken in Finance
HB 1544 Kory Support	**Commonwealth Mass Transit Fund.** Increases the percentage of TTF revenues flowing into the Commonwealth Mass Transit Fund from 14.7 to 19 %.	**House:** Appropriations sub on Transportation recommends tabling.
HB 1604 Albo	**Corporate income tax; market-based sourcing.** Changes the way the sales factor is determined, for purposes of the corporate income tax, so that it will be market-based sourcing rather than costs-of-performance, which is the current method used.	**House:** Finance sub 1 failed to report
HB 1653 Purkey	**Motor fuels tax in certain transportation districts; referendum.** Imposes an additional 2.1 % tax on motor fuels sold by a wholesale distributor to retailers in the localities within each transportation district wherein the citizens affirm the imposition at referendum on 11/8/11. The revenue shall be used solely for the construction of highways, bridges, or tunnels within the respective transportation district.	**House:** Stricken from the docket in Finance.
HB 1654 Purkey	**Motor fuels tax rate; adjusted by motor fuel price index.** Beginning 4/1/12, the rate of tax on motor fuel shall be increased or decreased annually by the percentage increase or decrease in the retail price of motor fuel.	**House**: Left in Finance.

HB 1721 Marshall	**Urban development areas.** Makes incorporation of urban development areas optional rather than mandatory. Any locality that has previously adopted urban development areas may, and upon voter petition shall, reconsider such action. Also, when a locality votes to adopt a comprehensive plan, it shall also vote to readopt all of its zoning ordinances.	**House:** Passed amended 61-38 **Senate:** PBI in Local Government
HB 1801 Surovell	**CTB; composition.** Changes the composition of the CTB. One member will be appointed from each of Virginia's 11 congressional districts (as they were on 1/1/11) and 4 more will be at-large appointees: 1 representing seaports, one representing aviation, 1 representing railroads, and 1 representing mass transit. The 3 ex-officio members remain unchanged.	**House:** PBI in Transportation
HB 1864 Cole	**Urban Development Areas.** Makes several changes to the urban development area legislation. Developable acreage is redefined to exclude (i) parks, rights-of-way of arterial and collector streets, railways, and resource protection areas, and wetlands; (ii) land used by public utilities solely for utility services; (iii) public lands and facilities; (iv) land within a five-mile radius of a military base over which the United States enjoys exclusive federal jurisdiction; and (v) land designated by a branch of the armed forces of the United States as its overfly zone	**House:** C C & T sub 2 recommends tabling.
HB 1865 Cole	**Local transportation districts.** Provides for membership in local transportation districts not only by whole counties and cities, but also by portions of counties and cities. Also allows members of local transportation districts to set terms upon which their memberships will cease, and allows members to determine whether the local motor fuel tax provided for in such districts will be collected, and, if so, in what amount (up to the maximum provided in statute).	**House:** Passed 99-0 **Senate:** Passed by indefinitely in Finance
HB 1892 Watts	**Transportation funding and administration.** Provides additional transportation funding by (i) imposing a motor fuels sales tax rate of 4%, phased in over 4 years, for highway maintenance, (ii) increasing the state sales tax in NoVA by 0.5 % for projects in NoVA, and (iii) increasing the recordation tax in NoVA at a rate of $0.40 per $100 valuation. The motor fuels tax is not effective until the unemployment rate in VA decreases for 4 consecutive quarters after 7/1/10. Reduces the sales & use tax rate on food from 1.5 % to 1 %, and repeals the authority for certain localities to impose a local income tax. Requires DMV, in consultation with the VA Port Authority and the CTC, to develop a fee schedule for overweight vehicles.	**House**: Left in Finance
HB 1998 LeMunyon	**Northern Virginia Transportation District; long-range planning.** Establishes responsibilities for various entities for long-range transportation planning for the Virginia Department of Transportation in the Northern Virginia Transportation District. House amendment required VDOT to publicize the quantitative ratings for each project every five years instead of three	**House:** Passed amended 85-13 **Senate:** Left in Finance
HB 1999 LeMunyon Oppose	**NoVA Transportation District.** Revises criteria for allocation of revenues to highway projects within the NoVA Transportation District. Adds language to maximize regional mobility and minimize the loss of life in the event of a homeland security emergency in the national capital area.	**House:** Passed amended 86-12 **Senate:** Left in Finance
HB 2016 Albo Oppose	**Consolidation of the NoVA Transportation Authority, the NoVA Transportation Commission, and the Potomac and Rappahannock Transportation Commission.** Expands the duties of the NoVA Transportation Authority to include the assumption and oversight of the NoVA Transportation Commission and the Potomac and Rappahannock Transportation Commission administrative activities, bus and commuter rail transit planning, programming, funding, and operation activities that occur in the areas embraced by the NoVA Transportation Authority.	**House:** PBI with letter in Transportation.
HB 2222 Oder	**Transportation funding & administration.** Provides for transportation funding & administration in NoVA, Hampton Roads, the Richmond Highway Construction District, the Staunton Highway Construction District, & the Salem Highway Construction District. A portion of the growth in certain state tax revenues expected to be generated or facilitated by the Elliston Intermodal Facility.	**House:** Appropriations recommends PBI with letter.
HB 2248 Torian Support	**Interference with transit operation or operator; penalty.** Any person who obstructs, hinders, or interferes with the operation or operator of a transit vehicle engaged in the performance of a public transportation service or a person engaged in his official duties as a conductor, station agent, or station attendant of a public transportation service is guilty of a Class 1 misdemeanor.	**House:** Courts sub 1 recommends laying on table
HB 2331 Lingamfelter	**Allocation of highway maintenance and construction funds.** Alters the manner in which the CTB allocates highway maintenance and construction funds from the TTF and the Highway Maintenance and Operating Fund.	**House:** Appropriations recommends PBI with letter.
HB 2352 Morrissey	**Motor fuels tax; rate increase.** Increases the motor fuels tax rate by $0.10 per gallon and dedicates the additional revenue for the expansion or improvement of rail transportation, and construction and maintenance of roads and bridges within each county, city, and town, on a pro rata basis according to the number of gallons distributed in each locality.	**House:** Finance sub 1 recommends PBI

HB 2404 Rust	**Sales and use tax revenue dedication; transportation in NoVA and Hampton Roads.** Dedicates a portion of state sales and use tax revenue for transportation projects in NoVA and Hampton Roads equivalent to a ¼% sales and use tax rate in the localities in NoVA and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for NoVA and Hampton Roads are transferred to the NoVA Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the CTB's 6-Year Improvement Program. Senate companion bill PBI.	**House:** Left in Appropriations
HB 2456 Brink	**Alcoholic beverage control; retail privatization.** Provides for the full implementation of retail privatization of distilled spirits by 1/1/13. The ABC Board is to develop a plan for the discontinuation of government stores by12/31/11, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. All revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the TTF.	**House:** Left in General Laws
HB 2503 Cosgrove	**Governor's Transportation Regulatory Review Commission.** Creates Commission as an advisory commission to annually review regulations to identify those regulations that may impede (i) the construction of any state or local transportation project or (ii) the maintenance of such transportation project.	**House:** Tabled in Rules
HJ 540 Cole	**Constitutional amendment; state and local budgets; limits on appropriations.** Limits the state's or a locality's total appropriations in a year to the preceding year's total appropriations plus a percentage equal to the sum of the percentage increase in the rate of inflation plus the rate of population increase. House substitute incorporates HJ 499(Loupassi) and HJ 587(Athey).	**House:** Rejected 47-48..
HJ 603 Surovell	**Study; U.S. Route 1 Corridor.** Establishes a joint subcommittee to study the creation of a U.S. Route 1 Corridor.	**House**: Rules sub 3 recommends no action.
SB 833 Petersen Support	**Fuels taxes; indexing of tax rates.** Increases or decreases each year the rates of VA's fuels taxes using a fuel efficiency index. Defines the fuel efficiency index as the quotient that is obtained when using as the numerator the total annual vehicle miles traveled in VA for the relevant year and using as the denominator the total gallons of motor fuel consumed for highway use in VA for the relevant year. The numerator and denominator would be the corresponding amounts as published by the Federal Highway Administration of the United States Dept. of Transportation.	**Senate:** Left in Finance
SB 869 Stuart	**Urban Development Areas.** Makes several changes to the urban development area legislation. Developable acreage is redefined to exclude (i) parks, rights-of-way of arterial and collector streets, railways, and resource protection areas, and wetlands; (ii) land used by public utilities solely for utility services; (iii) public lands and facilities; (iv) land within a 5-mile radius of a military base over which the United States enjoys exclusive federal jurisdiction; and (v) land designated by a branch of the armed forces of the United States as its overfly zone. Same as HB 1864.	**Senate:** Defeated in Local Government (14-0).
SB 1006 Watkins	**Corporate income tax; market-based sourcing.** Changes the way the sales factor is determined, for purposes of the corporate income tax, so that it will be market-based sourcing rather than costs-of-performance, which is the current method used.	**Senate:** PBI in Finance with letter.
SB 1242 Edwards	**Transportation Funding.** Creates additional sources of revenue for transportation by increasing the motor vehicle sales & use tax by ½ % and the motor vehicle rental tax by 1 % and by imposing a five percent tax on the wholesale price of gasoline. The new revenue sources will be directed to the Rail Enhancement Fund, the Transportation Trust Fund, and the Highway Maintenance and Operating Fund for transportation projects and needs of the Commonwealth and to certain priority transportation projects, as designated by the CTB, in NoVA and Hampton Roads. Also eliminates the ½ % sales tax on food currently going to the TTF and would raise the allowed credit for low-income taxpayers.	**Senate:** Left in Finance
SB 1272 Obenshain	**Privatization of ABC stores.** Provides for the auction of "package store" licenses to authorize the retail sale of alcoholic beverages for off-premises consumption. Requires the ABC Board to sell or transfer all interest in real property utilized in the wholesale and retail sale of alcoholic beverages. Requires the ABC Board to set a fixed number of licenses, not to exceed 1,000 licenses statewide.	**Senate:** Left in Rehabilitation & Social Services
SB 1285 McWaters	**State taxes paid by highway contractors dedicated for transportation purposes.** Dedicates to the Transportation Trust Fund all state retail sales and use and income taxes paid by highway contractors.	**Senate**: Stricken at patron's request in Finance

SB 1295 Miller, JC	**Transportation funding.** Provides new and increased taxes, tolls, and general fund revenues for transportation funding.	**Senate**: Stricken at patron's request in Finance
SB 1394 McWaters	**Sales and use tax revenue dedication; transportation in Northern Virginia and Hampton Roads.** Dedicates a portion of state sales and use tax revenue for transportation projects in NoVA and Hampton Roads equivalent to a ¼% sales and use tax rate in the localities in NoVA and the localities in Hampton Roads, with the amount for each region calculated separately.	**Senate**: PBI in Finance. House companion bill left in Appropriations.
SB 1417 Watkins	**Alcoholic beverage control; retail privatization.** Same as HB 2456.	**Senate:** Left in Rehabilitation & Social Services
SJ 353 Obenshain	**Constitutional amendment; Transportation Funds.** Requires the General Assembly to maintain permanent and separate Transportation Funds to include the CTF, TTF, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on 1/1/13, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds..	**Senate:** Left in P & E
SJ 328 Miller, JC	**Study; replacement of the state motor fuel tax; report.** Requests the Virginia Center for Transportation Innovation and Research to study the desirability and feasibility of replacing the state motor fuel tax with alternatives including a mileage-based fee predicated on vehicle-miles traveled in Virginia.	**Senate:** Passed substitute **House:** Rules #3 recommends tabling
SJ 361 Saslaw	**Constitutional amendment; limitation on debt.** In any 10 fiscal year period beginning with fiscal years of the Commonwealth starting on or after 7/1/12, no more than the amount computed by first multiplying each year's realized and projected blended revenues by five percent and then taking an average of the resulting products would be used directly or indirectly for principal, interest, or other payments on debt.	**Senate:** Left in P & E

Additional information on legislation can be obtained from to the General Assembly Legislative Information web site (http://legis.state.va.us). From the home page, go to Legislative Information Systems – Session Tracking – 2011 Session – Bills and Resolutions.

Northern Virginia Transportation Commission

AGENDA ITEM #3B

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: February 24, 2011

SUBJECT: New Motor Fuels Tax Senior Auditor

The Commissioner of the Virginia Department of Taxation (TAX) has just written to NVTC and PRTC recommending that a new senior auditor be hired by TAX to replace an existing administrative position dedicated to the commission's 2.1% 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 with PRTC. NVTC staff recommends approval of this request because we agree with TAX that the senior auditor skills are essential to ensure proper compliance and allocation of the motor fuels tax.

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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 #4

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: February 24, 2011

SUBJECT: Metro Items

The following items are provided for discussion:

A. WMATA Governance.

As requested by the commission, descriptions are attached of the status of various ongoing efforts to reform WMATA's governance. Of particular interest is the scope of work for a new WMATA governance committee.

B. FY 2012 WMATA Budget.

An update is attached showing details of WMATA's proposed budgeted operating expenses.

C. February Vital Signs Report.

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

D. Escalator Performance Report.

A copy of the February report is attached. Escalator performance is among the top areas of public concern.

E. Report on Bicycle and Pedestrian Access.

This WMATA staff report was emphasized in public testimony on NVTC's work program at the commission's January, 2011 meeting. NVTC staff has provided a detailed analysis (attached).

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A

Chronology of Reports and Studies Relating to WMATA Governance

Title	Authors	Date
Washington Metropolitan Area Transit Authority (WMATA): Issues and Options for Congress	Congressional Research Service	14-Apr-10
Moving Metro Forward: Report of the Joint WMATA Governance Review Task Force	Greater Washington Board of Trade, MWCOG	17-Nov-10
Report on Governance of the Washington Metropolitan Area Transit Authority	WMATA Rider's Advisory Council	1-Dec-10
Transforming Governance of the Washington Metropolitan Area Transit Authority - Implementation Plan and Schedule for WMATA Governance Reform	Mayor Vincent Gray, Governor Martin O'Malley, Governor Robert McDonnell	7-Jan-11
WMATA Governance Committee Work Plan	WMATA Governance Committee	17-Feb-11
Study of WMATA Governance and Performance	Government Accountability Office	(in progress)

Northern Virginia Transportation Commission

MEMORANDUM

TO: Chairman Euille and NVTC Commissioners

FROM: Adam McGavock

DATE: February 24, 2011

SUBJECT: Implementation Plan for WMATA Governance Reform

Several reports and studies have been completed or are underway to examine the governance structure of WMATA. The attached matrix lists those reports and studies. This memorandum focuses on the recent release of an implementation plan by the Virginia and Maryland Governors and the Mayor of D.C. A separate memo provides a review of the April 2010 report by the Congressional Research Service. The other reports have already been reviewed at previous NVTC meetings.

Following the report issued on November 17, 2010 by the WMATA Governance Joint Task Force (Metropolitan Washington Council of Governments and Greater Washington Board of Trade), the Governors of Virginia and Maryland, along with the Mayor of Washington, DC directed their transportation executives to develop a comprehensive implementation plan and schedule for the actions and changes outlined in that document. The implementation plan and schedule are intended to be "an aggressive response to the strong concerns the Governors and Mayor have about WMATA performance and accountability." The plan was released on January 7, 2010 and presents a list of concrete actions to be taken by the WMATA Compact signatories in the immediate, short-term, and long-term timeframes.

The implementation plan document begins with an executive summary, which includes background information on the WMATA Governance Joint Task Force report and other reports, such as the Riders Advisory Council December 1, 2010 report and the Congressional Research Service April, 2010 report. The implementation plan quotes the Joint Task Force report as saying "a growing number of area leaders and industry experts believe that significant shortcomings in WMATA's governance structure..." The executive summary also quotes from the CRS report, stating "an April 2010 report by the CRS highlights concerns that the WMATA Board of Directors 'lacks the subject expertise and political independence' necessary to make the best decisions for WMATA." None of these statements are attributed to specific individuals.

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The actual implementation plan is a list of action items that are divided into four sections: Immediate Action, Months 1-6, Months 7-12, and Months 13-24.

The only immediate action is for the Joint Task Force to urge the WMATA Board to appoint a multi-year, regional chairman, and implement the Joint Task Force's recommendations.

For months 1-6, the implementation plan assigns the Joint Task Force to define the responsibilities of the WMATA Board and Chair, and develop regional and federal consensus on these roles and responsibilities. The Joint Task Force is to report back within six months with defined roles for the board and chair, a recommended process for appointing members with appropriate qualifications and attributes, a recommendation on eliminating or modifying the jurisdictional veto, a recommendation on whether there should be a new State Safety and Oversight body (instead of the Tri-state Oversight Committee or TOC), a recommendation on improving the public input process for board decisions, a defined role for the federal government in WMATA governance, and implementation options to achieve these reforms.

For months 7-12, the Joint Task Force is directed to develop any legislation or amendments to the WMATA Compact that are necessary to achieve the agreed-upon reforms. The implementation plan notes that, prior to pursuing Compact amendments, there must be agreement between the Governors of Virginia and Maryland, the Mayor of DC, and the General Services Administration on how board members (and chairs) will be appointed, and their roles and responsibilities. The "local jurisdictions" are mentioned as parties for consultation, and not as parties involved in the actual decisions. The implementation plan expects that the WMATA Compact amendments will be on the 2012 legislative calendars in Virginia and Maryland. NVTC has written Governor McDonnell to offer to help the Commonwealth of Virginia achieve representation on the WMATA Board (if doing so does not diminish the local role) and presumably Compact amendments would be one way to achieve that goal.

For months 13-24, the Joint Task Force is assigned to finalize and advocate enactment of the Compact amendments. The remainder of the implementation plan is a schedule table, and a summary of the recommendations of the Joint Task Force.

The WMATA Board of Directors has begun to act on several of the recommendations of the Governance Joint Task Force. The WMATA Board has established a Governance Working Group (GWG), primarily to support the recommendations of the Joint Task Force. The GWG has set up a schedule and plan of action to implement the Joint Task Force recommendations. The WMATA Board has also established a Governance Committee, which met for the first time on February 17th. At the meeting on the 17th, the Governance

Committee approved the proposed work plan and schedule. The work plan provides target completion dates for the recommendations of the Joint Task Force. Nearly all recommendations are scheduled to be completed before June 30 of this year. The schedule and work plan is attached to this document.

On January 11, 2011, NVTC's Executive Director was interviewed by a group from the Government Accountability Office (GAO) including Jessica Evans, Susan Sachs, and three others. They explained their approach to completing the analysis of WMATA requested by Senator Mikulski. They are examining WMATA's management, oversight, transparency, communication, performance measurement, and interactions with other entities.

GAO is comparing transit systems in Chicago, San Francisco, New York, Los Angeles, Atlanta, St. Louis, and Philadelphia, all to WMATA. Areas of comparison include governing boards, management, appointing authorities, unions, ridership, and oversight by the NTSB and FTA. GAO is also examining the reports of others on WMATA, including the Board of Trade, the Riders Advisory Council, and the report by the Congressional Research Service.

The **GOVERNANCE COMMITTEE** develops proposed enhancements to Board Procedures, Board member roles and responsibilities, Committee structure and Board governing documents in order to improve effective policymaking and oversight. The Committee shall thoroughly consider all stakeholder governance recommendations, conduct full and open discussion of all such recommendations with stakeholders and other interested parties and develop recommended actions for the Board consistent with Compact requirements.

*excerpt from Interim Procedures for WMATA Board of Directors 2011

Governance Recommendations for Board Action
from BOT, RAC & Governance Work Group (GWG)

Joint WMATA Governance Task Force, Sponsored by the Greater Washington Board of Trade and Metropolitan Washington Council of Governments (BOT)

Recommendations for Board Action

1. **Define GM as CEO** and give him or her clear authority and autonomy to oversee day-to-day management. Page 22. This is in response to the finding that a lack of clear delineation between the Board and WMATA management has constrained the GM and contributed to high turnover in the position. Riders' Advisory Council (RAC) agrees and specifies that the CEO should bring specific recommendations to the Board; make most operational decisions based on Board policies and direction; be free to present any information or recommendations to the Board or public he or she feels appropriate; and serve as the primary public face of WMATA. WMATA Governance Work Group (GWG) agrees.

2. **Restore the Role of Alternate Members** so they participate in WMATA's governance only when primary members are absent. Page 25. In response to finding that alternate members currently have a greater role than envisaged by the Compact, such as voting in committee. GWG agrees.

3. **End Rotating Chair** and select a regionally-focused Chair. Page 27. In response to finding that rotating Chair doesn't promote all Board members to act in the best interests of the system and the region. RAC agrees. GWG agrees.

4. **Increase Chair Term to 2 years**. Page 27. In response to finding that one year is too short to assume true leadership. RAC agrees that "capable" Chairs should stand for reelection, without stating a specific limit on terms. GWG agrees with BOT.

5. **Limit Jurisdictional Veto** to matters relating to budget or system expansion. Page 29. Finding: veto has sometimes acted as an impediment to making the best regional decisions. RAC disagrees, stating that the "jurisdictional veto should remain" (recommendation 4.4, p. 8). GWG agrees with BOT.

6. **Revise Committee Structure and Voting** to a structure that is better-suited to WMATA, including stand-alone committees for governance, safety and customer relations at a minimum, and to require a majority vote. Page 29. Findings: Board Procedures should not be subject to change by each Board Chair, and standing committee structure could

be improved. GWG agrees and specifies that the majority vote should apply to all changes in committees and procedures.

7. **Develop Orientation and Leadership Activities for Board Members.** Page 29. Finding: Board members should be prepared for role and responsibilities, develop a better understanding of the system and build cohesion. GWG agrees.

Relevant BOT Recommendation for Others (relevant meaning relating to a recommendation for Board action or to a recommendation by others)

A. A Governance Commission established by the Signatories and appointing authorities "should clearly define the Board's responsibilities and set a uniform job description." Page 22. RAC agrees, but recommends this for Board action (see below). GWG agrees.

B. The Signatories should amend the Compact to eliminate the alternates and have appointing authorities appoint three members each. Page 25. RAC disagrees, and believes the Board should remain the same size (recommendation 4.5, p. 8). GWG agrees with BOT.

C. The Signatories should amend the Compact to enable the Governance Commission to appoint a regionally-focused Chair to serve 4 years. Page 27. GWG agrees.

D. The Governance Committee should develop a role description that defines the Chair's responsibilities and ensures sufficient Chair authority to lead. Page 27. GWG agrees.

E. The Signatories should amend the Compact to provide for the appropriate role of the veto and consider eliminating it entirely. Page 29. GWG agrees that the Signatories should reconsider the veto in consultation with the Board Governance Committee.

<u>Riders' Advisory Council</u> (RAC)

Recommendations for Board Action

1. **Define the Responsibilities of Board Members** as part of written policy. Recommendation 2.1, page 7.

2. **Set High Attendance Standards** for Board members at Board and committee meetings, and incorporate these standards into the annual Procedures. Recommendation 2.2, page 7.

3. **Ride the System.** "Board members should ride rail and bus regularly, and take occasional trips on MetroAccess." Recommendation 2.3, page 7

4. **Focus on Developing Policies** on issues such as land use, fares, budget and service. Recommendation 3.1, p. 7. WMATA Governance Work Group (GWG) agrees.

5. **Set High-Level Organizational Goals** on issues such as safety, operations, and customer service, and monitor progress against these goals. Recommendation 3.2, p. 7 (Board should discuss progress at least quarterly, p. 14). GWG agrees.

6. **Establish Annual CEO/GM Performance Goals**, and publicize them and the progress on those goals. Recommendation 3.3, p. 7 (CEO goals should correspond to organizational goals, p. 14). GWG agrees.

7. **Reaffirm Commitment to Collective Action.** Board and staff should follow Board procedures vesting authority only via collective official Board action, "rather than in individual members." Recommendation 4.1, p. 8 (at p. 15 of its report, RAC cites Board Procedures part I, "The authority of the Board of Directors is vested in the collective body and not in its individual Members"). In particular, staff should resist adjusting a recommendation "in response to individual Board members' [sic] statements at Board meetings unless and until those become part of an official Board action." Recommendation 4.2, p. 8. GWG agrees.

8. **Solicit Public Input.** Establish a process "for soliciting public input and involvement on decisions before any vote is taken." Recommendation 6.1, p. 8 (although this would slow down Board decision-making process, that effect would in turn "push the Board to actually decide fewer yet more significant items, and to delegate the operational and more immediate issues to the CEO," p. 19). GWG agrees.

9. **Clarify Policies about Releasing Information** by staff. Recommendation 6.2, p. 8 (to obtain rider input on issues to be presented to the Board, p. 19). GWG agrees.

10. **Allow for Riders to Contact Individual Board Members.** Recommendation 6.3, p. 8 (such as through a web form, p. 20). GWG agrees.

11. **Directly Respond to Riders.** "Board members should follow up directly on communications from riders and be adequately staffed to do so." Recommendation 6.4, p. 8. GWG agrees.

12. **Start All Meetings with Public Comment**, including committee and "special" meetings. Recommendation 6.5, p. 8. Repeal the rule limiting public comments to once every three months. Recommendation 6.6, p. 8. GWG agrees.

Recommendation for Others

A. The Board should include public officials. Since the Board is like a legislature, each rider in the Transit Zone should have one or more representatives on it in an elected capacity. Recommendation 1, page 7 (not directly elected but rather elected to another office or appointed by an elected official, p. 11).

B. Appoint members who can commit to meeting attendance and ridership standards, and remove those who do not. Recommendation 2.4, page 7.

C. Appoint "public officials for their involvement with budget process that could affect transit funding, and their role in land use policy in the vicinity of transit, especially Metrorail stations." Recommendation 2.5, page 7 (involvement with budget and land use in the jurisdiction they represent, in order to act as advocates for those interests at WMATA and for WMATA's interests in their jurisdiction, p. 13).

WMATA Governance Work Group, Consisting of the MD & VA Transportation Secretaries and DDOT Director (GWG)

The WMATA Governance Work Group (GWG) primarily supports BOT recommendations. It sets a schedule and method for the Governance Commission (a role to be filled by GWG until regional authorities decide on whether and how to form the Governance Commission) to implement BOT recommendations, and encourages the Board to implement other BOT recommendations. The GWG also echoes the RAC recommendations that the Board should focus on high-level policy objectives, act as a regional body so that WMATA staff responds less to guidance from individual members outside of official regional action and decide matters through a clear, accessible and public input process. Pages 7-8. During the six months after the GWG issued its report (on 1/7/11, thus January – June 2011), the GWG anticipates engaging the Board Governance Committee to assist in implementing recommended reforms.

Two GWG recommendations go beyond the BOT & RAC reports. One involves the Board:

1. **Define the Role of the Federal Government** in WMATA governance. "[T]he role of the federal government in WMATA governance should be considered, in light of the federal government's unique interest in WMATA with respect to the dedicated funding it provides and the significant role WMATA's transit systems play in transporting the federal workforce." Suggests this is a topic for the Governance Commission (for now the MD & VA Secretaries and DDOT Director), appointing authorities, local jurisdictions, stakeholders, the WMATA Board and federal partners (including GSA and DOT). Page 7.

The second GWG recommendation, in addition to its support of BOT & RAC, is for Signatory and Congressional action rather than the Board:

A. Follow recommendation of Governors and Mayor in April 2010 to establish, through Compact amendments or a new compact, a legal State Safety Oversight (SSO) entity with enforcement powers. Page 8.

Summary of 2006 WMATA Governance Task Force Recommendations

I. Make a Formal Commitment to Board Capacity Building ("**Modernize Board Leadership**")

   A. Adopt a resolution committing to continuously modernizing and strengthening governance role, structure and processes.

   B. Adopt and regularly update a governing mission to spell out primary leadership responsibilities.

II. Strengthen the Board's Governing Structure ("**Strengthen Governing Structure**")

   A. Establish four standing committees: Governance, Planning and Budget Development, Operational Monitoring/Audit and External/Legislative Relations.

   B. Adopt standing committee guidelines.

III. Ensure a Strong, Productive Board-GM Partnership ("**Improve Board-CEO/GM Partnership**")

   A. Assign GM oversight to Governance Committee.

   B. Annually evaluate GM according to negotiated performance targets.

   (Not separately enumerated but discussed in text: Annually detail Board-GM roles, responsibilities and reciprocal obligations.)

IV. Strengthen the Board's Self-Management Capability ("**Enhance Internal Management**")

   A. Assign Board member human resource and performance development to Governance Committee.

   B. Systematically develop Board member governing skills through orientation, training and mentoring.

   C. Strengthen Board performance management

      1. Assign Governance Committee to develop Board member performance standards (e.g. attendance, preparation, representing WMATA at external events).

      2. Require Planning and Budget Development, Operational Monitoring/Audit and External/Legislative Relations committees to develop governance targets, reviewed and approved by Governance Committee. Require Governance Committee to issue annual Board Report Card.

V. Develop the Board's Strategic Decision-Making Role

   A. Make Planning and Budget Development committee and GM jointly responsible to design annual planning process to foster proactive and creative decision-making.

   B. Hold periodic strategic work sessions of Board, GM and ELT to update values and vision, review external conditions and trends, identify strategic issues and brainstorm initiatives for highest priorities.

DRAFT

WMATA Governance Committee Work Plan	Discussion Topics	Action or Expected Product	Target Completion Date
Modernize Board Leadership	A. End Rotating Chair	✔	Complete
	B. Increase Chair Term to 2 years♦	Possible but not required by Interim 2011 Procedures	
	C. Define the Roles and Responsibilities of Board Chair and Board Members	Board Bylaws	May 2011
	D. Review Board Procedures to Assure Collective Board Action in Governing	Update Procedures	May 2011
	E. Limit Jurisdictional Veto*		
Strengthen Governing Structure	F. Examine the Role of Alternate Members and Update as Appropriate	Board Bylaws/Procedures	May 2011
	G. Review and Update Committee Structure and Voting	Board Bylaws/Procedures	May 2011
	H. Define the Role of the Federal Government	Board Bylaws/Procedures	
Improve Board-CEO/GM Partnership	I. Define GM as CEO	✔	Complete
	J. Focus on Board Policy Development Functions Balanced by Effective Customer Service Procedures	Strategic Planning & Board Bylaws/Procedures	TBD
	K. Integrate KPI Information with Strategic Planning to Assure Safe Reliable Service from High Performing Organization	Board Strategic Planning Session	TBD prior to June 30
	L. Establish Annual CEO/GM Performance Goals	Board to work with GM/CEO	March 2011
Enhance Internal Management	M. Develop Orientation and Leadership Activities for Board Members	Scheduled	February 2011
	N. Set High Attendance Standards	Update Standards of Conduct	May 2011
	O. Ride the System	Update Standards of Conduct	May 2011
Strengthen Public Communication	P. Solicit Public Input	Board Procedures	May 2011
	Q. Clarify Policies about Releasing Information	Strategic Planning	TBD
	R. Allow Riders to Contact Individual Board Members	Board Bylaws	May 2011
	S. Directly Respond to Riders	Board Bylaws	May 2011
	T. Start all Meetings with Public Comment	Board Procedures	May 2011

* Requires Compact amendment. Although recommended for Board action, requires action by Signatories and Congress.

♦ Definitive resolution requires Compact Amendment. Interim solution available by Board action.

Northern Virginia Transportation Commission

MEMORANDUM

TO: Chairman Euille and NVTC Commissioners

FROM: Adam McGavock

DATE: February 24, 2011

SUBJECT: CRS Report on WMATA Governance and Safety.

The April, 2010 report Washington Metropolitan Area Transit Authority (WMATA): Issues and Options for Congress, by John W. Fisher and William J. Mallett of the Congressional Research Service, provides a summary of the issues facing WMATA, and the various ideas and proposals (at that time) to address these issues. The report does not advocate any set of solutions, but attempts mostly to provide information and sources to the reader, with which he or she can make their own decisions.

The "Background" section of the report does an excellent job of briefly summarizing the relevant history of WMATA, touching on the completion of the rail system, line expansions, the Dulles extension, the rise of suburban bus systems in the 1980s and 1990s, and the skyrocketing usage and cost of MetroAccess.

The "Issues" section of the report is divided into three chapters: Funding, Management, and Safety. The Funding chapter discusses the sources of WMATA funding, and the long history of budgetary challenges faced by the Authority. The report also discusses the fact that WMATA (unlike nearly all large transit agencies) does not have a source of dedicated funding, and that this lack of dedicated revenue has, according to some, constrained the funding for the agency, and made it very difficult for WMATA to engage in serious long-term planning. The report does mention the $150 million in federal dedicated funds that were appropriated in 2010. The Funding chapter also includes a discussion of farebox recovery ratios, but the report does not compare the farebox recovery ratios at WMATA to other large, metropolitan transit agencies, and thus the reader has no context in which to assess the data provided. The Funding chapter also discusses subsidy growth, pointing out the fact that MetroAccess subsidies have grown by 321% from 2000 to 2009.

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The Management chapter of the report discusses the history of WMATA governance, explaining the role of the Board of Directors as established by the WMATA Compact, and the amendment of the Compact in 2009 to add the federal members. The discussion of the WMATA general manager position notes that the GM has broad responsibilities, but limited power to implement necessary changes, with the Board having final say over route changes, fare increases, and capital projects. The authors note that the WMATA board is structured more like a public utility board rather than a private sector corporation, and while CRS acknowledges that nearly every other transit agency in the United States follows the same board structure, they state that the WMATA Board should be structured like a private corporation due to the lack of dedicated funding and the extensive interstate and multi-jurisdictional oversight at WMATA. The authors offer little in the way of supporting arguments for this assertion. The authors also point out the relatively short tenures for past WMATA general managers, noting that WMATA has had 13 general managers in its 43 year history. This short tenure for GMs, along with the annual turnover of the board chair position, has undermined the long-term management stability at WMATA.

The Safety chapter of the Issues section begins with a recounting of the most recent incidents on Metrorail. This is followed by a discussion of the potential for FTA safety oversight at WMATA. The report notes that FTA is prohibited by law from issuing safety regulations, and has no legal authority to compel WMATA to respond to any of their findings.

The report also briefly discusses the Tri-State Oversight Commission, noting that the TOC has never received sufficient (or in some cases any) resources from its member jurisdictions to properly provide oversight at WMATA, and that up until 2009, there was no full time staff assigned to the TOC. The report also notes that TOC members were never required to have any knowledge or background related to rail safety, and that no training was provided to TOC members.

The "Options for Congress" section of the report is also divided into three chapters: Funding, Management, and Safety. The Funding chapter discusses potential ways for WMATA to increase revenue without receiving additional federal funds, such as running Metro more like a business, renegotiating union contracts, giving the management more authority to make cuts and changes, and funding MetroAccess from social service budgets. CRS also suggests that WMATA could benefit from competition, by allowing private operators to offer services to compete with WMATA. The report suggests that the elimination (at the state level) of barriers to private competition could be made a condition of federal funding.

The Management chapter notes that there have been several recent calls for WMATA to re-examine its governance structure, most notably in the Washington Post and from the Greater Washington Board of Trade. The report notes that some suggest the WMATA Board lacks the transit expertise and political freedom to make operational decisions in the context of what is best for the transit system and the region. The report mentions the Metropolitan Washington Airports Authority's (MWAA) suggestion that WMATA follow the best 21st Century practices for corporatized government, and maximize revenue collection from its assets. Apparently, MWAA believes that their own model for generating revenue via landing fees and concessions would work for WMATA. Finally, the report does acknowledge that some believe WMATA provides more than simple mobility to its customers, noting the air quality benefits and congestion benefits enjoyed by all people in the region. According to that set of beliefs, the public utility structure of WMATA is appropriate, and the system would benefit from managerial stability, perhaps making the board chair a four-year position.

The Safety chapter presents several options for Congress to strengthen the role of the federal government as it relates to WMATA safety. One option would be for Congress to increase funding to State Safety Oversight agencies. Another option would be to strengthen the regulatory role of FTA.

B

Finance & Administration Committee

Information Item IV-A

February 10, 2011

FY2012 Budget Update

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

○Action ◉Information	MEAD Number:	Resolution: ○Yes ◉No

TITLE:

FY12 Budget Update: Operating Expenditures

PURPOSE:

This presentation provides an update of the operating expenses included in the FY2012 proposed budget including headcount and current services.

DESCRIPTION:

This presentation evaluates proposed operating budget expenses in the FY2012 proposed budget. In January 2011, the Finance and Administration Committee was presented with the FY2012 proposed budget. This presentation provides a detailed overview of expenses relating to personnel and non personnel expenses as well as the cost of featured continuing services.

FUNDING IMPACT:

Define current or potential funding impact, including source of reimbursable funds.	
Project Manager:	Matt Brown
Project Department/Office:	Office of Management and Budget Services

This is a presentation about FY2012 operating budget expenses, headcount, and featured continuing services.

RECOMMENDATION:

This is for informational purposes only, therefore no recommendation is necessary.

Washington Metropolitan Area Transit Authority

FY2012 Budget Update: Operating Expenditures

Finance & Administration Committee

February 10, 2011

Purpose

- To update the Board on the status of the FY2012 Budget
- To provide funding information for current services in the FY2012 Budget

Operating Cost Structure

- The cost to operate Metro's core services represent 91% of the total proposed operating budget
  - Bus
  - Rail
  - Access
- Metro's administrative costs represent only 9% of the total operating budget, and fund services vital to success
  - Personnel and recruitment
  - Legal support
  - Communications
  - Financial services
  - Information technology
  - Long range planning
- For FY2010 and the FY2011 Budget, administrative costs were about 9% of the overall operating budget; in FY2009, they were about 10% of the total budget

Crosswalk from FY2011 Budget to FY2012 Proposed Budget

$ Millions	Revenue	- Expense	= Subsidy	Budget Gap
FY2011 Adopted Budget	$831.2	$1,403.2	**$572.0**	**$0.0**
FY2012 Budget Forecast, as of November				
Revenue Sharing for Bus	($5.0)			
Other Revenue	$1.7			
Labor and Fringe Benefits		$43.7		
MetroAccess		$9.7		
Other Cost Growth		$11.0		
Preventive Maintenance to FY10 Level		$30.0		
Structural Cost Changes		($25.0)		
FY10 Carryover		$16.4		
subtotal	($3.3)	$85.8		
November Forecast	**$827.9**	**$1,489.0**	**$572.0**	**$89.1**
FY2012 Proposed Budget, changes from Nov Forecast				
Revenue Adjustment	($20.5)			
Final FY10 Carryover		$0.2		
Overtime		$7.3		
MetroAccess		$3.7		
Addition of Special Police Officers		$0.9		
Other Structural Cost Changes		($49.2)		
subtotal	($20.5)	($37.1)		
FY2012 Proposed Budget	**$807.3**	**$1,451.8**	**$644.5**	**$0.0**
FY2012 Proposed Budget, Excluding FY10 Deficit		*$1,435.3*		
FY2012 Proposed Budget, with $48.7M debt service		$1,483.9		

Proposed FY2012 Budget Included Cost Reductions

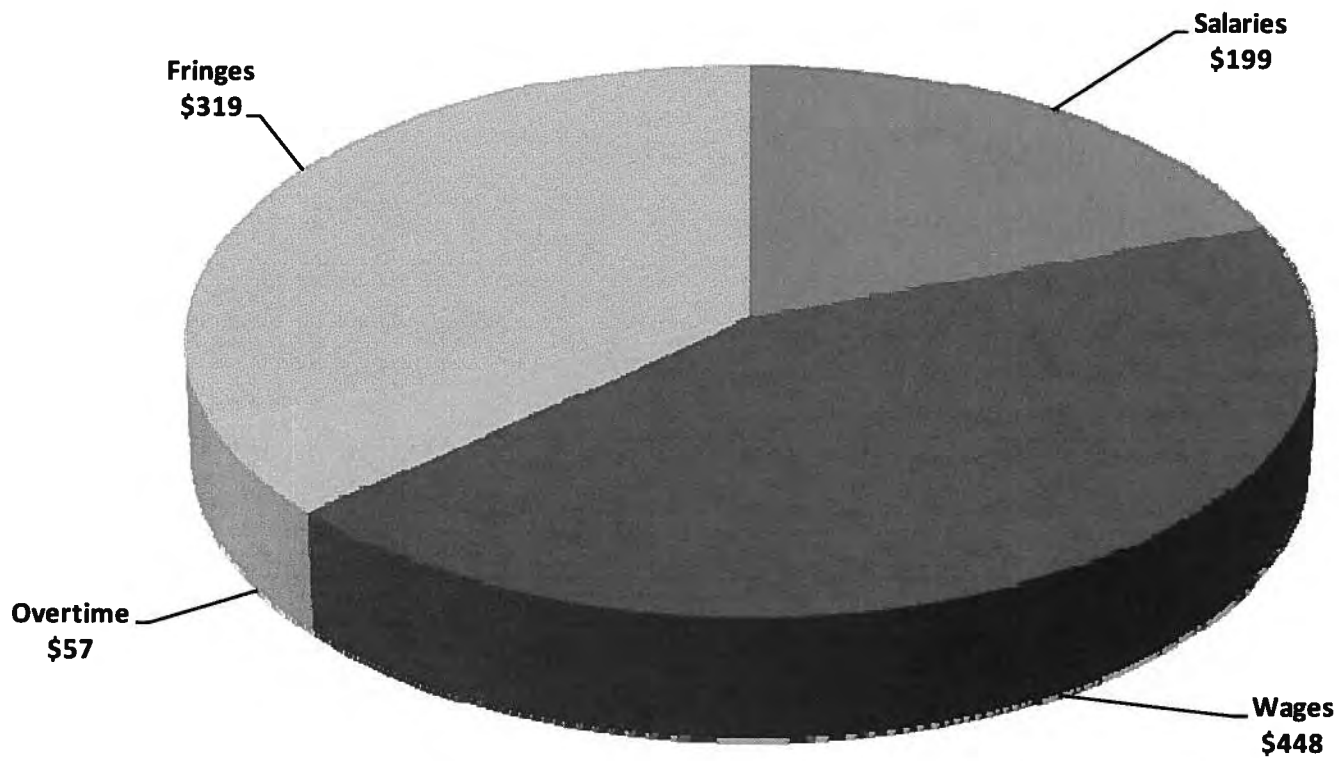
The following are cost changes in the FY2012 budget; including the original $25.0 million target:

- Rail - Greenbelt Annex & Brentwood overhaul shops - capitalization - $9M
- Bus - Bladensburg & Carmen Turner overhaul shops - capitalization - $21.5M
- Health Verification Audit - $3.3M
- MTPD better resource deployment - $1.5M
- Fuel and Propulsion Savings - $6.8M
- Reduction in parking contract - $1.6M
- Reduction in support services - $3.4M
- Bus & Rail cost changes - $1.9M
- Fringe benefit rate adjustment - $6.3M
- MTPD grant funded positions - $1.9M
- Track, Systems, Vehicle capital projects - $5M
- Overhead allocation and Other - $7.7M
- Casualty and Liability - $3.3M
- Planning functions to capital - $1.1M

FY2012 Proposed Operating Expense Budget by Year

(In Millions)	Actual FY 2009	Actual FY 2010	Approved Budget FY 2011	Proposed Budget FY 2012	Change	Variance
Personnel Expense						
Salaries	$190	$194	$197	$199	$2	1.2%
Wages	$418	$409	$449	$448	($0)	-0.1%
Overtime	$62	$75	$48	$57	$9	18.1%
Fringes	$267	$290	$318	$319	$1	0.2%
Total Personnel Cost	$937	$968	$1,012	$1,023	$11	1.1%
Services	$74	$78	$91	$91	$0	0.0%
Paratransit	$79	$92	$97	$110	$13	13.8%
Materials & Supplies	$82	$82	$70	$59	($12)	-16.4%
Fuel & Propulsion	$99	$88	$103	$99	($4)	-3.6%
Utilities	$44	$37	$47	$50	$2	4.9%
Casualty & Liability	$28	$28	$38	$29	($9)	-24.8%
Leases	$4	$4	$5	$5	($0)	-1.7%
Miscellaneous	$4	$4	$5	$5	($0)	-2.7%
Reimbursements	($3)	($4)	($4)	($4)	($0)	2.1%
Total Non-Personnel Cost	$410	$409	$452	$443	($9)	-2.0%
Sub-Total Operating	$1,347	$1,377	$1,464	$1,466	$2	0.1%
Preventive Maintenance	$21	$61	$61	$31	($30)	-49.4%
Net Expense	$1,326	$1,316	$1,403	$1,435	$2	2.3%

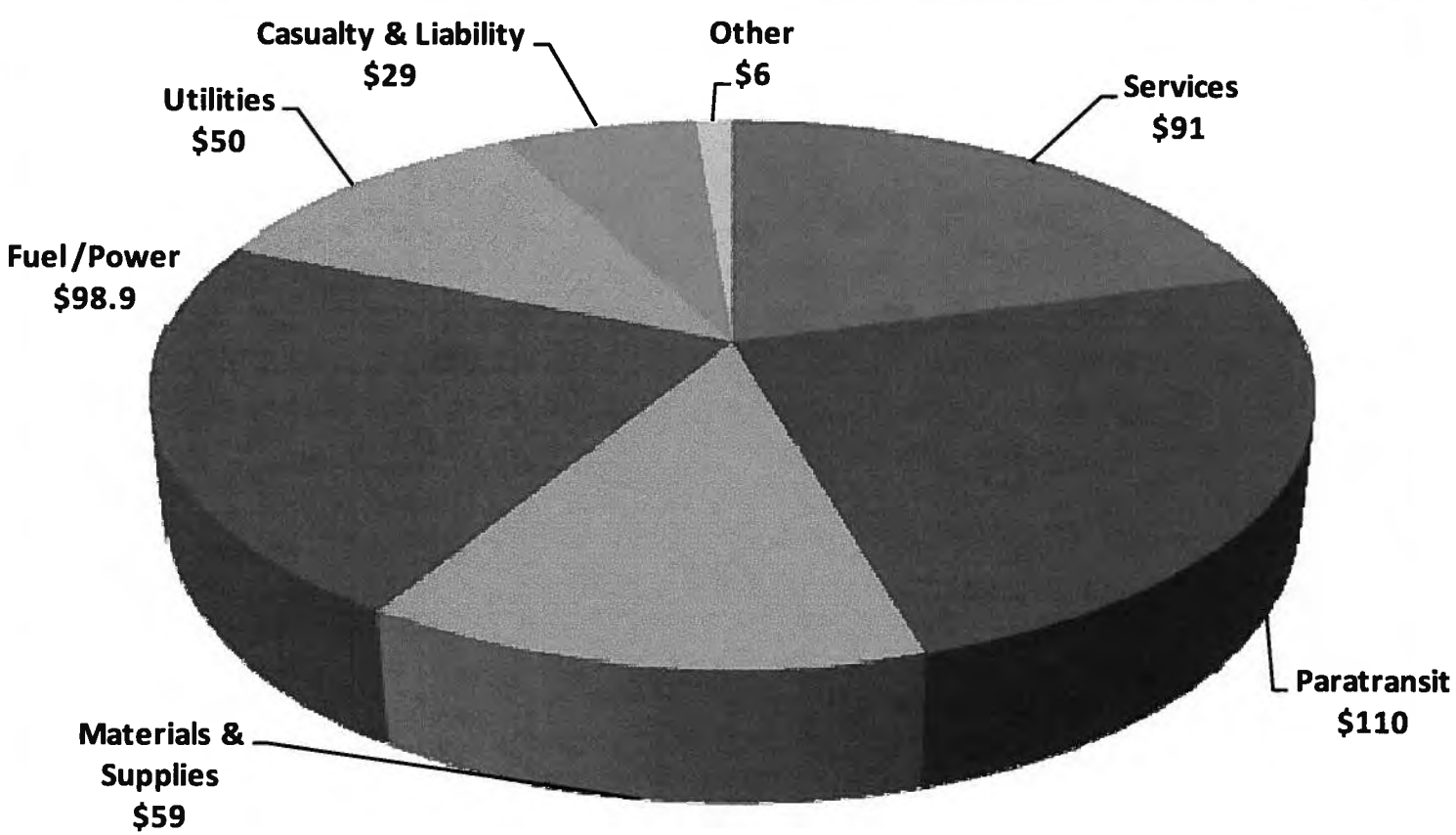
FY2012 Proposed Personnel Expense Budget



Personnel Expense Budget $1,023.1

$ in millions

FY2012 Proposed Non-Personnel Expense Budget



Non-Personnel Expense Budget $442.9

$ in millions

FY2012 Proposed Budget
Analysis of Major Variances

- Paratransit Service Contract: increase of $13.4 million
  - Proposed FY2012 MetroAccess budget includes funding for an estimated 10% growth in ridership and allows for rate adjustments to the paratransit contract. **However**, based on FY11 actuals we are working to reduce this cost.

- Overtime & Wages: increase of $8.8 million
  - Increase due to overtime Bus Services will incur as a result of vacancies; in addition to overall wage increases for union contracts

Analysis of Major Variances, Cont.

- Materials & Supplies: decrease of $11.5 million
  - Bus overhaul maintenance costs of $8 million determined to be capital expenses
  - Rail overhaul costs of $3.5 million for Greenbelt Annex and Brentwood determined to be capital expenses
- Casualty & Liability: decrease of $9.4 million
  - Insurance reserve lowered based on recent actuarial report

Proposed Headcount

Headcount	FY2010	FY2011	FY2012 Proposed	FY11/FY12 Variance
Operating	10,379	10,372	10,232	-140
Capital	474	602	1,005	403
Total	**10,853**	**10,974**	**11,237**	**263**

- Over the last two years, Metro has cut operating positions as much as possible without diminishing service
- Capital positions have been increased in an effort to improve safety and restore the system to a state of good repair

Fully Funded FY2012 Budget Service Categories

The proposed budget continues the following current services:

- Rail
  - Friday & Saturday service 12am-3am ($5.0M*)
    (13,400 avg. riders/night)
  - Off-peak rail headway widening ($10.2M*)
    (13,000-24,000 avg. riders/hour)
  - Station entrances in the late evening ($1.3M*)
    (500 M-F and 125 S-S avg. riders/hour entries & exits)
  - Current weekend opening times of 7 am ($1.1M*)
    (8,000 avg. riders/hour)
  - Yellow Line extension to Fort Totten during off-peak ($1.8M*)
    (1,350 avg. riders/hour)

**annually*

Fully Funded FY2012 Budget Service Categories, Cont.

The proposed budget continues the following current services:

- Bus
  - Friday and Saturday service 11 pm to 4 am ($3.0M* - 9,723 riders per night)
  - Saturday service ($35.7M* – 209,000 daily riders)
  - Sunday service ($24.3M * – 134,159 daily riders)
  - Non-regional service ($73M* – 43,100 daily riders)
- MetroAccess
  - Friday and Saturday service 12 am to 3 am ($0.2M* – 23 riders per night)
  - Saturday service ($5.3M* – 2,570 riders per day)
  - Sunday service ($4.5M* – 2,090 riders per day)

**annually*

Other Funding Options

Other funding options include:

- Monetization of ground leases; negotiate a lump sum payment rather than receive lease revenue annually ($30-$50M)
- Station naming rights ($1-$2M)
- Preventive maintenance at FY2011 levels ($30M)
- Reserve for wages ($35M)

Budget Adoption Calendar

- January 13 – Presented proposed budget to FA Committee
- February 10 – Budget update: Operating budget expenses
- March – Budget update: Capital plan and funding
- March – Town hall meetings or public hearings, if necessary
- April – Budget update: Revenue and ridership
- May – Budget update: Review
- June – Board adoption of the FY2012 Operating and Capital Budgets
- July 1, 2011 – Fiscal year 2012 begins

Appendix

FY2012 Proposed Operating Expense Budget by Operating Unit

PROPOSED FY2012 BUDGET

(In Millions)	TOTAL	BUS	RAIL	MetroAccess
Salaries	$199	$57	$138	$4
Wages	$448	$199	$249	$0
Overtime	$57	$30	$27	$0
Fringes	$319	$130	$187	$2
TOTAL PERSONNEL COST	$1,023	$415	$601	$7
Services	$91	$32	$58	$1
Paratransit	$110	$0	$0	$110
Materials & Supplies	$59	$22	$36	$0
Fuel & Propulsion	$99	$37	$62	$0
Utilities	$50	$10	$40	$0
Casualty & Liability	$29	$12	$16	$0
Leases	$5	$2	$3	$1
Miscellaneous	$5	$2	$3	$0
Reimbursements	-$4	$0	-$4	$0
TOTAL NONPERSONNEL COST	$443	$117	$213	$113
TOTAL COST	$1,466	$533	$814	$120

Presented Service Categories included in Subsidy Allocation

($ Millions)	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	Fairfax City	Fairfax County	Falls Church	TOTAL
Bus Service									
Late night service on Fri and Sat	$1.3	$0.4	$0.6	$0.1	$0.2	$0.0	$0.4	$0.0	$3.0
Saturday Services	$15.4	$5.2	$6.9	$1.4	$2.3	$0.1	$4.4	$0.1	$35.7
Sunday Service	$10.5	$3.5	$4.7	$1.0	$1.5	$0.0	$3.0	$0.1	$24.3
Total	**$27.1**	**$9.1**	**$12.1**	**$2.5**	**$4.0**	**$0.1**	**$7.8**	**$0.2**	**$63.0**
Rail Service									
Late night service on Fri and Sat	$1.7	$0.9	$0.9	$0.2	$0.5	$0.0	$0.7	$0.0	$5.0
Maintain current rail headways	$3.5	$1.9	$1.8	$0.5	$1.0	$0.0	$1.4	$0.0	$10.2
Mezzanines and stations remain open	$0.5	$0.2	$0.2	$0.1	$0.1	$0.0	$0.2	$0.0	$1.3
Weekend opening time 7 am	$0.4	$0.2	$0.2	$0.0	$0.1	$0.0	$0.1	$0.0	$1.1
Yellow Line extension to Ft Totton	$0.6	$0.3	$0.3	$0.1	$0.2	$0.0	$0.3	$0.0	$1.8
Total	**$6.7**	**$3.6**	**$3.5**	**$0.9**	**$1.9**	**$0.1**	**$2.7**	**$0.0**	**$19.4**
MetroAccess									
Late night service on Fri and Sat	$0.0	$0.0	$0.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.2
Saturday Services	$1.1	$1.3	$2.1	$0.0	$0.1	$0.0	$0.6	$0.0	$5.3
Sunday Service	$1.0	$1.1	$1.8	$0.0	$0.1	$0.0	$0.5	$0.0	$4.5
Total	**$2.1**	**$2.5**	**$4.0**	**$0.1**	**$0.1**	**$0.0**	**$1.2**	**$0.0**	**$10.0**
FY2012 Proposed Subsidy	**$237.6**	**$114.6**	**$146.3**	**$22.2**	**$38.8**	**$1.4**	**$81.8**	**$1.8**	**$644.5**

Washington Metropolitan Area Transit Authority

Vital Signs Report

A Scorecard of Metro's
Key Performance Indicators

Customer Service and Operations Committee

February 10, 2011

Purpose

- 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 December

- Metrobus achieved its best on-time performance of the fiscal year. On-street supervision and improved fleet reliability are contributing to this trend.

	Year over Year		Prior Month
	Dec-10	Dec-09	Nov-10
On-time Performance:			
Metrobus	75.7%	75.0%	74.0%
Metrorail	87.9%	87.6%	88.5%
MetroAccess	92.9%	92.8%	91.8%
Escalator Availability	88.6%	90.6%	86.7%
Elevator Availability	96.4%	97.7%	96.4%

- December door malfunctions continued to impact system-wide performance and railcar reliability.
- Escalator availability increased following the completion of brake inspections and repairs in November. Although the number of unscheduled work orders increased, the average time to complete work orders decreased.
- Employee injuries continued to decline to the lowest level this fiscal year.
- The customer complaint rate declined and the commendation rate increased, reflecting improved on-time performance for bus and MetroAccess.

Future Performance Action Highlights

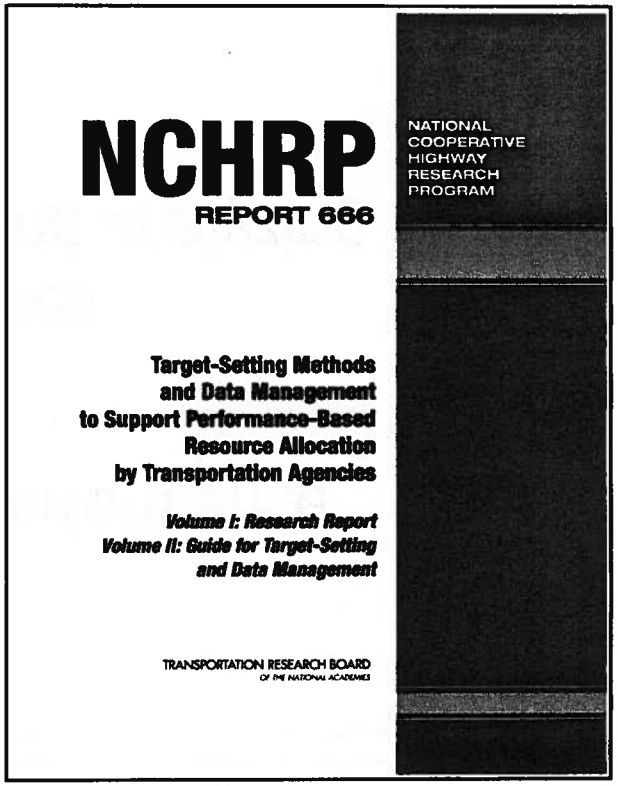
- Receive 152 new buses between March and December 2011. As these new buses are put into service, older less reliable buses will be retired. In anticipation of improved performance, Metro will adjust its reliability target next month.

- Analyze causes of delay and their impacts to on-time performance. Use information to identify "campaigns" (where 10-20 railcars are taken out of service at a time to address a set of maintenance items) that can be implemented by fleet and by season to improve rail fleet reliability.

- Work will begin at the Foggy Bottom station in January 2011 to replace three old, unreliable escalators with new escalators, add a staircase to increase accessibility to the station, and add a canopy to protect riders and escalators from inclement weather.

Reevaluating Targets

- The Office of Performance is starting to systematically evaluate targets.
  - Best practices for accomplishing target setting outline these steps:*
    - Evaluate the factors influencing target setting
    - Select the appropriate approaches for target setting
    - Establish methods for achieving targets
    - Track progress toward targets, and
    - Adjust targets over time



- Bus Maintenance led the way by evaluating the performance of the bus fleet in detail, and has developed a new target based on that analysis.
  - The new target for MDBF of 7,400 miles will be implemented next month.

* National Cooperative Highway Research Program Report 666

Summary

- Metro is beginning to effectively use performance information to guide decision making
- Linking actions to performance outcomes demonstrates the benefit of tracking and analyzing performance information
- Metro is making progress

Next Steps

- Staff will keep working closely with operating departments to:
  - Develop and track execution plans
  - Turn data into useful performance information
  - Evaluate information to identify actions that improve performance
- Metro continues to share our lessons learned with local agencies, federal government and national organizations to promote best practices

Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)

Office of Performance

Chief Performance Officer

Published: February 2011

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Table of Contents

In December, Metrobus service reached its best on-time performance since the beginning of the fiscal year, continuing its prior two month pattern of improvement. The realignment of Service Operation Managers on the street continued to positively affect on-time performance because Service Operation Managers can address service challenges promptly. Bus fleet reliability continued to outperform its target as all of the 148 new buses were added to revenue service; however, fleet reliability decreased slightly when compared to the prior month as the colder temperatures began to impact electrical systems and cause engine cooling.

December railcar door malfunctions continued to impact system-wide on-time performance and railcar reliability, measured by the mean distance between delays. Many door troubles are directly tied to customer interaction, indicating that improved communication is needed. Staff continued to step up efforts to reduce the impact of delays caused by door malfunctions.

MetroAccess on-time performance improved in December as staff continued to improve scheduling efficiency while maintaining the level of on-time performance. During the month of November (most recent available data), 99.99% of MetroAccess passengers were safely transported but there were seven passenger injuries, two of which occurred during non-preventable vehicle collisions.

Escalator availability increased in December 2010 (1.9% which "equals" 11 units) following the completion of November's brake inspections that shut down every escalator for a brief time. Although the total number of work assignments increased in December, especially unscheduled work, the average time to complete a work assignment (mean time to repair) decreased resulting in better escalator availability.

The overall number of crimes in November was down 26% when compared to November 2009, with the biggest reductions in larcenies (54%) and robberies (27%). MTPD introduced bag searches, which generated some comments.

The commendation rate increased for Bus and MetroAccess, reflecting service changes and improvements that have been made. MetroAccess' commendation rate continues to indicate improvements in on-time performance which are closely tied to the complaint and commendation rates. There were also 328 fewer Metro complaints overall in December as compared to November.

Future Performance Action Highlights:

- Receive 152 new buses between March and December 2011. As these new buses are put into service, older less reliable buses will be retired. In anticipation of improved performance, Metro has adjusted its reliability target to 7,400 miles between failures effective January 1, 2011.
- Analyze causes of rail delay and their impacts to on-time performance. Use information to identify "campaigns" (where 10-20 railcars are taken out of service at a time to address a set of maintenance items) that can be implemented by fleet and by season to improve rail fleet reliability.
- Work is beginning at the Foggy Bottom station in January 2011 to replace three old, unreliable escalators with new escalators, add a staircase to increase accessibility to the station, and add a canopy to protect riders and escalators from inclement weather.

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	359,627 (December 2010)
Rail	217 million	647,343 (December 2010)
MetroAccess	2.4 million	7,454 (December 2010)
Total	343.4 million	

Fiscal Year 2011 Budget

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

Metrobus General Information

Size	11,750 bus stops
Routes	320
Fiscal Year 2011 Operating Budget	$538 million
Highest Ridership Route in 2009	30's – Pennsylvania Ave. (16,330 avg. wkdy ridership)
Metrobus Fare	$1.70 cash, $1.50 SmarTrip®, Bus-to-bus Transfers Free
Express Bus Fare	$3.85 cash, $3.65 SmarTrip®, Airport Fare $6.00
Bus Fleet*	1,491
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	1,118
Rail Cars in Peak Service	850
Rail Cars by Series	1000 Series (288), 2000/3000 (362), 4000 (100), 5000 (184) and 6000 (184)
Lines	5 – Blue, Green, Orange, Red and Yellow
Station Escalators	588
Station Elevators	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

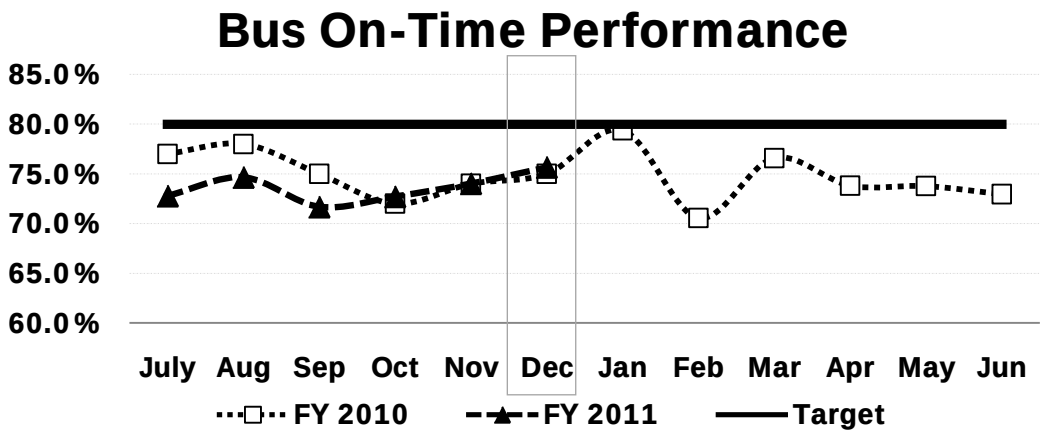
***As of November 2010.*

KPI: **Bus On-Time Performance (December)** **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 service reached its best on-time performance since the beginning of the fiscal year, continuing its prior two-month pattern of improvement.
- The realignment of Service Operation Managers on the street continues to positively affect on-time performance because Service Operation Managers can address service challenges promptly. In addition, Bus Operators feel that they have support and are able to better manage on-time performance expectations.
- Metro redeployed Service Operation Managers to support having eyes on the street and Metro's ability to make prompt adjustments to obstructions of on-time performance.
- Several service improvements were implemented including a new X9 express route to provide faster limited stop service in the District of Columbia, streamlined routes for riders in Greenbelt, additional service in between Silver Spring and Bethesda, and two new routes (7Y and 16F) that provide direct service from Virginia to the District of Columbia. Metro staff relied on feedback from customers, bus operators and managers, local agency staff, formal studies and public hearings to prepare the service adjustments.



Actions to Improve Performance

- Continue to recruit Bus Operators to close the vacancy gap. Occasionally, trips are missed due to a Bus Operator workforce shortage. While missed trips do not mathematically affect the rate of on-time performance they do negatively impact the quality of service by making customers wait longer for their ride.
- Continue to promote Next Bus, a trip planning tool used to provide arrival times. Next Bus can be used to give people options when delays are unavoidable.
- Metro will work with local transportation agencies on road improvements along the region's bus corridors as part of the Transportation Investment Generating Economic Recovery grants (TIGER grants) recently awarded to Metropolitan Washington Council of Governments.

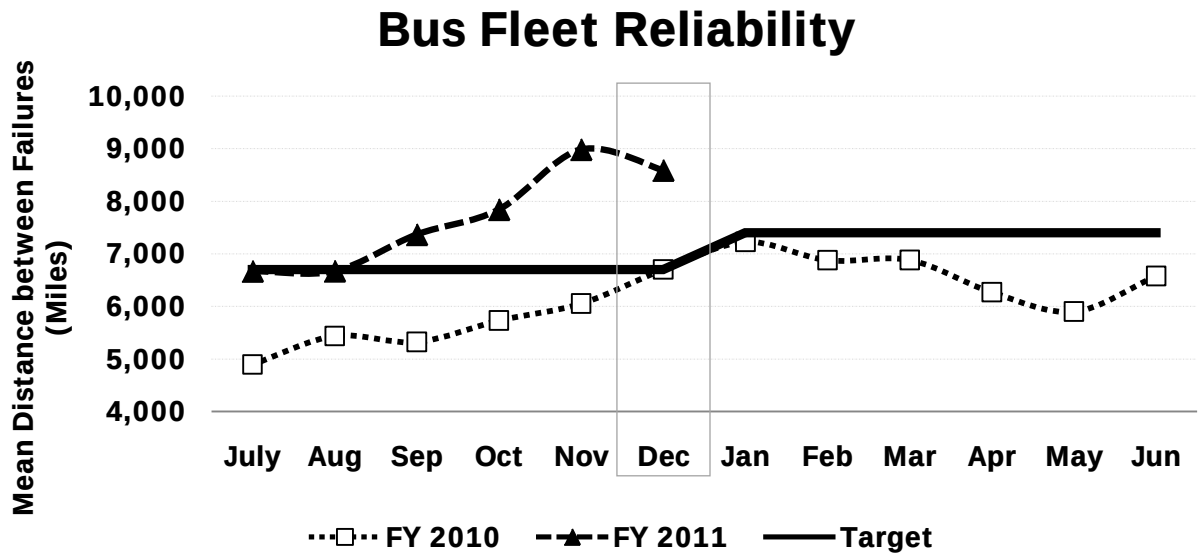
Conclusion: On-time performance improved by 2 percentage points when compared to the previous month, as well as by 2 percentage points when compared to the quarter average. The role of Service Operation Managers is growing increasingly important to promoting on-time performance and strengthening Metro's ability to promptly address service challenges.

KPI:	Bus Fleet Reliability (December) (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:

- Performance continues to outperform the target, and has improved 28% when compared to December of the prior fiscal year.
- Although reliability decreased by 395 miles or 4% when compared to the prior month of November, Metro continued to run ~ 144,746 miles of uninterrupted service on a typical weekday.
- The decrease of performance was due to temperature drops of ~ 10 degrees. Colder weather tends to affect engine cooling and electrical systems. On average, the metropolitan area experienced colder temperatures this quarter when compared to this same period of 2009.



Actions to Improve Performance

- Receive 152 new hybrid electric buses between March and December 2011. The new buses will replace older less reliable buses; they will also be equipped with automated monitoring and remote measurement reporting technology that will improve upon the fleet's maintenance procedures.
- Progress is being made in the replacement of the Royal Street and Southeastern Bus Garages with new facilities.
- Continue to extend the life of the existing fleet by performing preventive maintenance and mid-life rehabilitations.
- The mean distance between failures target will be modified to 7,400 miles next month due to the improvements in reliability seen with the introduction of the new buses.

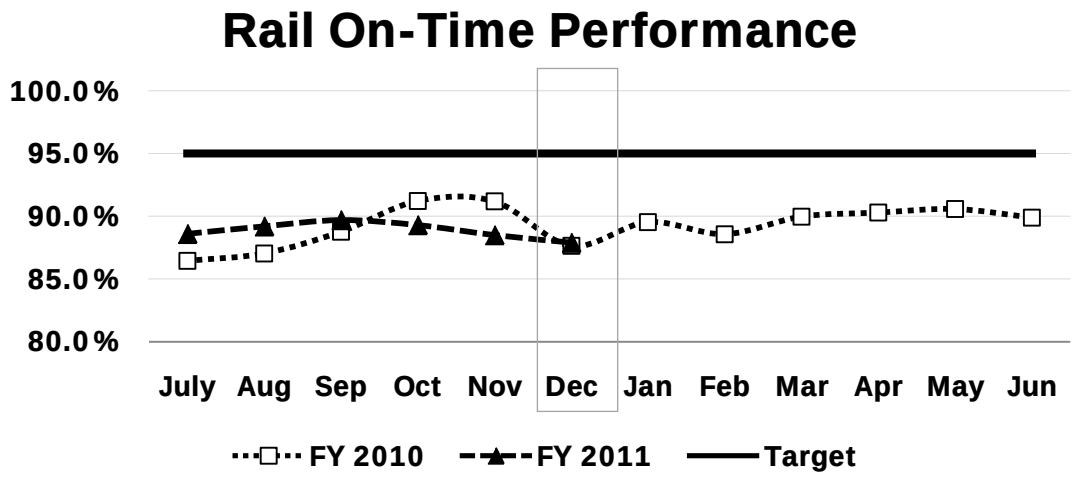
Conclusion: Fiscal year to date bus fleet reliability is 7,580 miles or 10% better than the existing 6,700 mile target.

KPI: Rail On-Time Performance (December) **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?

- System-wide on-time performance declined slightly in December with a decrease in headway adherence to 87.9 percent, the lowest since December 2009. Contributing to this decline was a large increase in door-malfunctions resulting in delays. Increased track work during the mid-day hours also contributed to lower on-time performance for the off-peak daytime period.
- The greatest drop in on-time performance was on the Green Line, particularly in the afternoon and evening peak period. This is primarily due to daytime track work between Branch Avenue and Naylor Road stations, in addition to door malfunctions and customer-related delays during December.
- The Red Line experienced a slight increase in headway adherence from November to 87.9% even with platform rehabilitation and single tracking at Shady Grove.
- Speed restrictions in place during the fall at certain outdoor locations have been lifted, allowing trains to return to normal safe system speeds.
- Operators who entered into service throughout the fall are improving their operating skill in braking and stopping at platforms efficiently.



Actions to Improve Performance

- Continue to perform track work to ensure safe infrastructure by moving forward aggressively on the capital program's infrastructure renewal projects. These projects are designed to upgrade and improve the track, tunnels and platforms, as well as the communications equipment used to operate trains safely.
- Continue to carry out winter weather precautions, including staging trains with de-icing equipment strategically, and making sure that third-rail power is consistent and that switches are operating safely and effectively.
- Continue to seek solutions to door malfunctions. Evaluate trends in when and where door malfunctions are occurring. Continue coordinating between Operations Control and Car Maintenance to quickly troubleshoot and move trains with malfunctioning doors to prevent service delays.

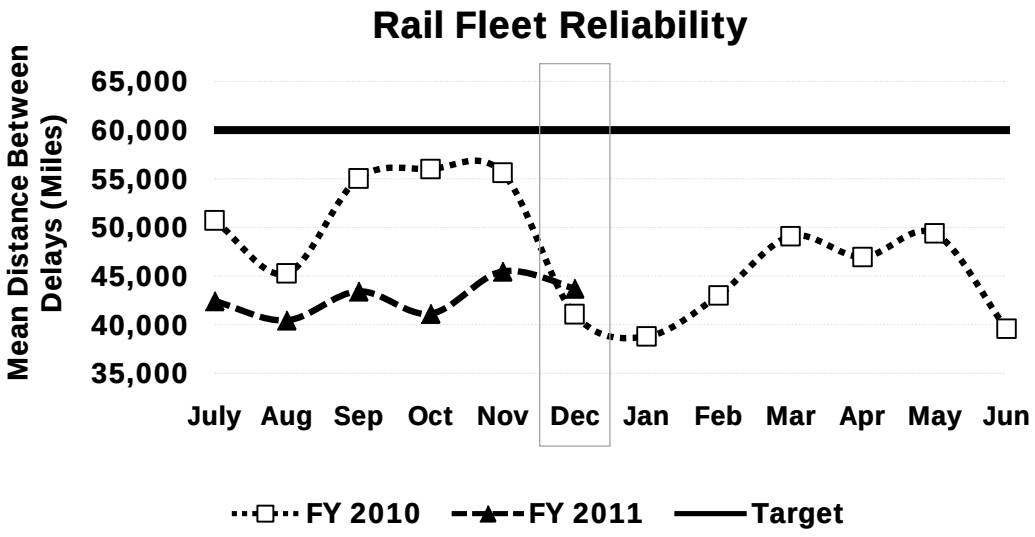
Conclusion: While maintenance activities have increased substantially throughout the Metrorail system the on-time performance remained very stable. During December, door malfunctions caused the greatest impact to on-time performance; however, the overall impact was less than one percent change in on-time performance from November.

KPI: Rail Fleet Reliability (December) (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 4% in December, due largely to persistent door malfunctions.
- The volume of total railcar incidents is approximately the same as November, but delays are 6% higher.
- Door malfunctions continue to frustrate railcar maintenance staff because the problem is difficult to replicate in the car shop, and is directly tied to customer interaction and design of the door interlocking systems, which must be fully closed for the train to move.
- The mean distance between delays for the 6000 Series declined sharply during December due primarily to a significant increase in door malfunctions. The 2000-3000 Series railcars had a decrease in door delays from November, however door problems caused half of the delays for this car type.



Actions to Improve Performance

- Railcar engineering staff will continue to conduct "campaigns" to isolate and solve persistent subsystem issues to reduce malfunctions.
- Rail Operations Control, car maintenance staff, and train operators continue to work aggressively to reduce the impact of door malfunctions on fleet reliability.
- Metrorail staff maintains a state of preparedness during winter by having trains with de-icing equipment strategically located throughout the system to make sure trains operate safely. Heater tape installed on the third rail ensures that trains maintain propulsion power along outdoor and aerial track areas.
- Continue to work with procurement to expedite the availability of parts for railcars.

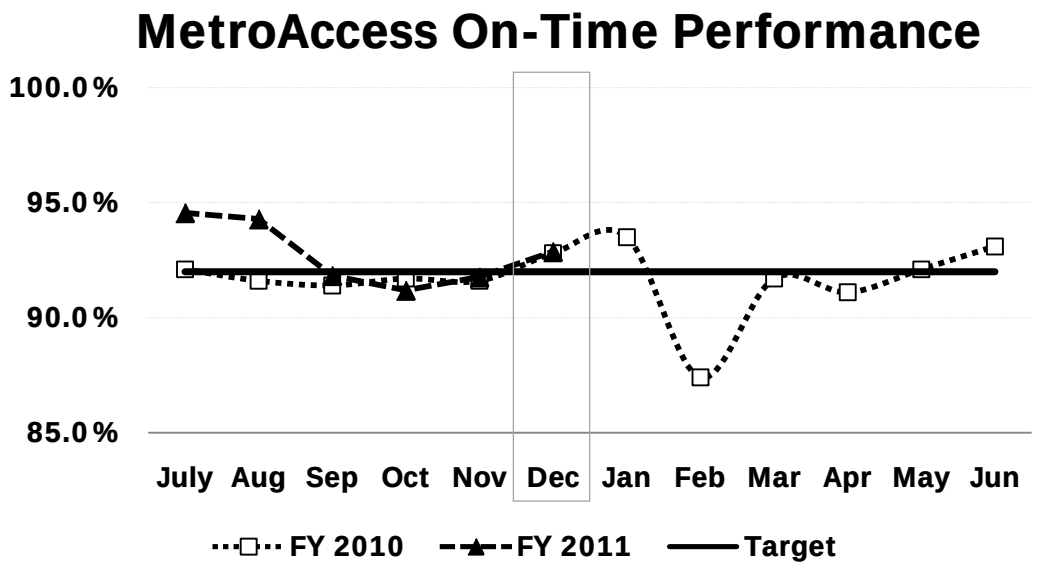
Conclusion: For the 5,901,072 miles operated in Revenue Service, the Mean Distance Between Delay declined to 43,712 miles. For FY 2011, the overall railcar reliability trend has stabilized and shows a gradual improvement during the first half of this fiscal year.

KPI: MetroAccess On-Time Performance (December) **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 improved its level of performance slightly in December, following a trend consistent with last year.
- Lower demand than last year has enabled staff to make scheduling and operational coordination improvements while maintaining a high level of on-time performance.
- Four months of steady on-time performance reflect MetroAccess' ongoing effort to manage service delivery.



Actions to Improve Performance

- MetroAccess staff continues to emphasize training for operations personnel to improve attendance and reduce turn-over.
- Staff communicates with customers about how MetroAccess service is provided (e.g., when they can expect the vehicle to arrive, whether they will be sharing their ride), and also reviews and adjusts the schedule daily to ensure the service meets its service standards for customers.
- MetroAccess staff analyzes the scheduling parameters to balance on-time performance and cost effectiveness within federal guidelines. These include traffic patterns, the number and capacity of vehicles deployed, anticipated dwell times at pick-up and drop-off locations, and unexpected delays. The continual adjustment of these parameters reflects both day-to-day and seasonal changes in the operating environment to meet the travel needs for MetroAccess' diverse customer base.

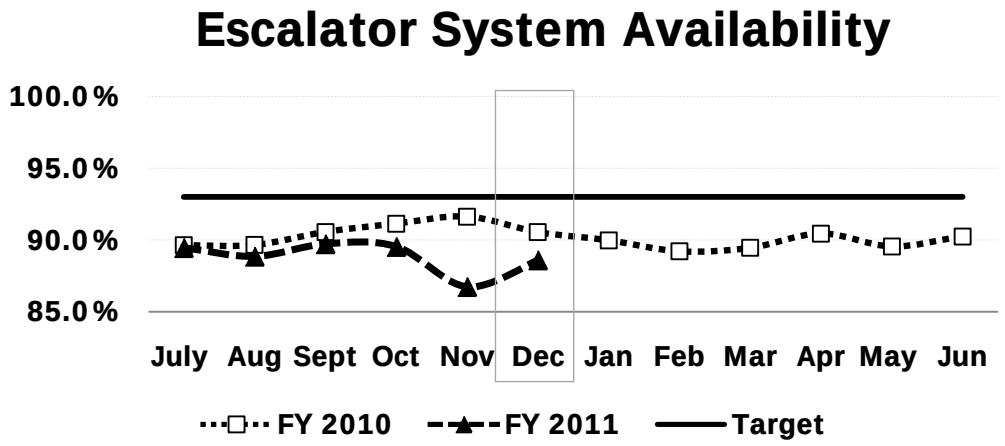
Conclusion: MetroAccess provides reliable, on-time paratransit service to people with disabilities, meeting its performance target and in keeping with the federal guidelines, to meet the travel needs of over 7,500 customers each day.

KPI: Escalator System Availability (December) 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 in December 2010 (1.9%, which "equals" 11 units) following the completion of November's brake inspections that shut down every escalator for a brief time.
- Escalator availability gains were offset by an increase in planned outages for modernization projects at Farragut North, Dupont Circle and Metro Center. These planned modernization projects will improve the longevity and reliability of the escalator units.
- During December, a total of seventeen escalators were out of service due to modernization work (including "walker" units), compared with twelve in November. This reduced availability at nine stations. Major modernization work was completed on a platform escalator at the Franconia-Springfield station bringing this unit back into service.
- Although the total number of work assignments increased in December, especially unscheduled work, the average time to complete a work assignment (mean time to repair) decreased.
- Of the unscheduled work, minor repairs (estimated to last 1-2 days) and safety repairs (resulting from customer incidents) combined accounted for over 25% of unavailable escalator hours.



Actions to Improve Performance

- New elevator/escalator maintenance leadership is focused on clarifying employee roles and responsibilities, establishing and documenting procedures, and improving the work environment.
- Beginning in January 2011, a staffing deployment change is focusing a group of escalator maintenance staff exclusively on preventive maintenance inspection work.
- In January 2011, Metro is fast-tracking modernization of four escalators at Gallery Pl-Chinatown and four units at Union Station to improve reliability. To minimize inconvenience to riders, the modernizations are expected to be completed faster than the typical 12 weeks by utilizing two work shifts.
- Work is beginning at the Foggy Bottom station in January 2011 to replace three old, unreliable escalators with new escalators, add a staircase to increase accessibility to the station and a canopy to protect riders and escalators from inclement weather.
- Improve transparency and accountability with an enhanced elevator/escalator page on wmata.com that shows real time service status, causes of outages and an estimated date the equipment will be back in service.

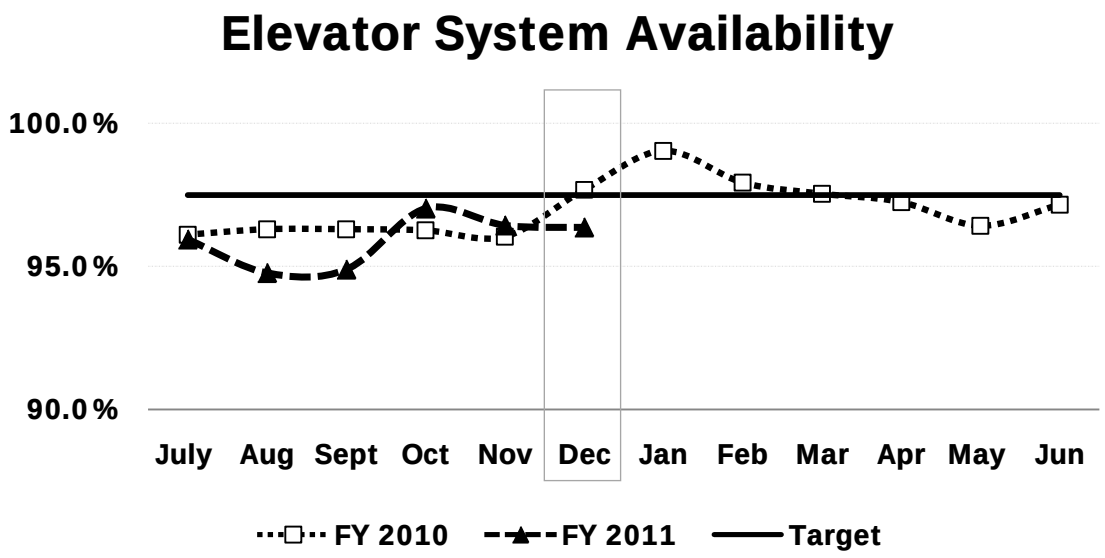
Conclusion: Metrorail escalators were available for 311,023 hours in December (equivalent to an average of 521 out of 588 escalators in operation system-wide). This represents an increase of 1.9% in availability from November when 510 units were available on average.

KPI: Elevator System Availability (December) 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 December 2010 was 96.4%, staying consistent with November. On average, 228 of 237 elevators were available during the month.
- Elevators maintained high availability even though unplanned elevator service calls increased in December.
- Elevator preventive maintenance inspection compliance continued to be high (78.60% for December) which leads to better reliability.



Actions to Improve Performance

- New elevator/escalator maintenance leadership is focused on clarifying employee roles and responsibilities, establishing and documenting procedures, and improving the work environment.
- Improve transparency and accountability, especially important for mobility impaired customers who are dependent upon working elevators for travel through the rail system, with enhanced elevator availability information on wmata.com including tips on staying safe using vertical transportation.

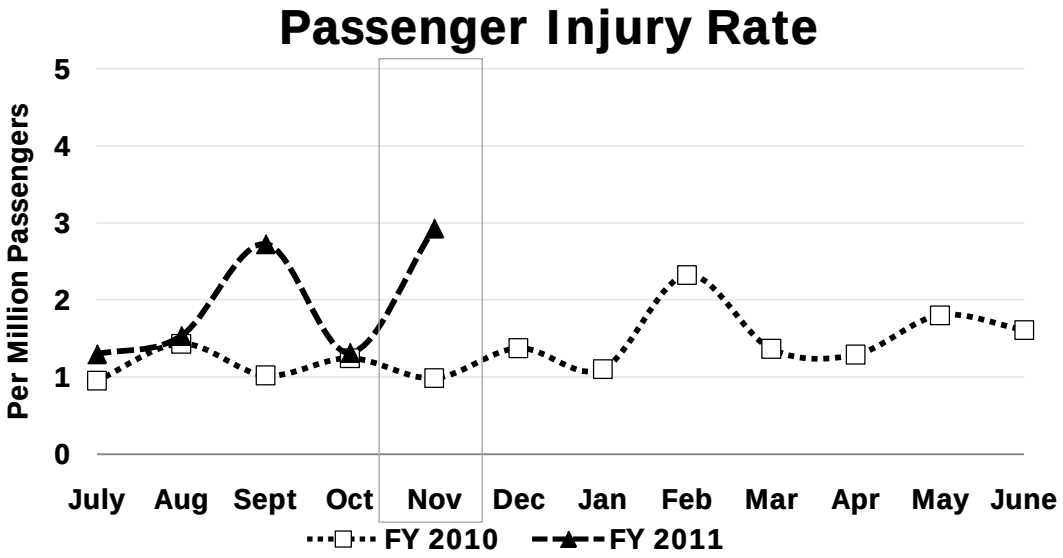
Conclusion: December elevator availability was consistent with November availability. Metrorail elevators were available for 136,329 hours in December (equivalent to an average of 228 out of 237 elevators in operation system-wide).

KPI: Passenger Injury Rate (November)	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?

- The increase in the passenger injury rate is the result of four bus accidents, 3 non-preventable accidents and 1 preventable accident.
  - Non-preventable: 11/10 an automobile struck a bus after pulling in front of it (10 passenger injuries)
  - Non-preventable:11/11 an automobile rear ended a bus (10 passenger injuries)
  - Preventable: 11/16 a bus rear ended a truck (6 passenger injuries)
  - Non-preventable: 11/23 an automobile rear ended a bus (8 passenger injuries)
- The four bus collisions resulted in 34 injuries out of 8.9 million bus passengers in November who were being transported for medical care or 79% of November's passenger injuries.
- Rail facility injuries were primarily due to slip/falls and rail car door incidents.



Actions to Improve Performance

- Metro will strengthen its defensive driving program by providing additional defensive training to its bus operators.
- Continue to utilize DriveCam, a technology which helps improve driving habits by providing real time feedback which is later used to coach the Bus Operator.
- The Board approved the reprogramming of funds ($15.7M) to support projects that will address National Transportation Safety Board recommendations. Many of these projects are believed to be critical to Metro's safety agenda. Some of the projects include: replacing the 1000 series rail cars, replacing track circuits, installing onboard event recorders on the 1000 and 4000 series rail cars, replacing power cables and conducting a comprehensive safety analysis of the automatic train control system.

Conclusion: Excluding the non-preventable accidents, the number of passenger injuries is equal to the FY2011 average of 51 injuries per month or 2 passenger injuries for every million passenger rides provided. Metro will continue to strengthen and reinforce policies and practices that ensure the safety of its employees and customers.

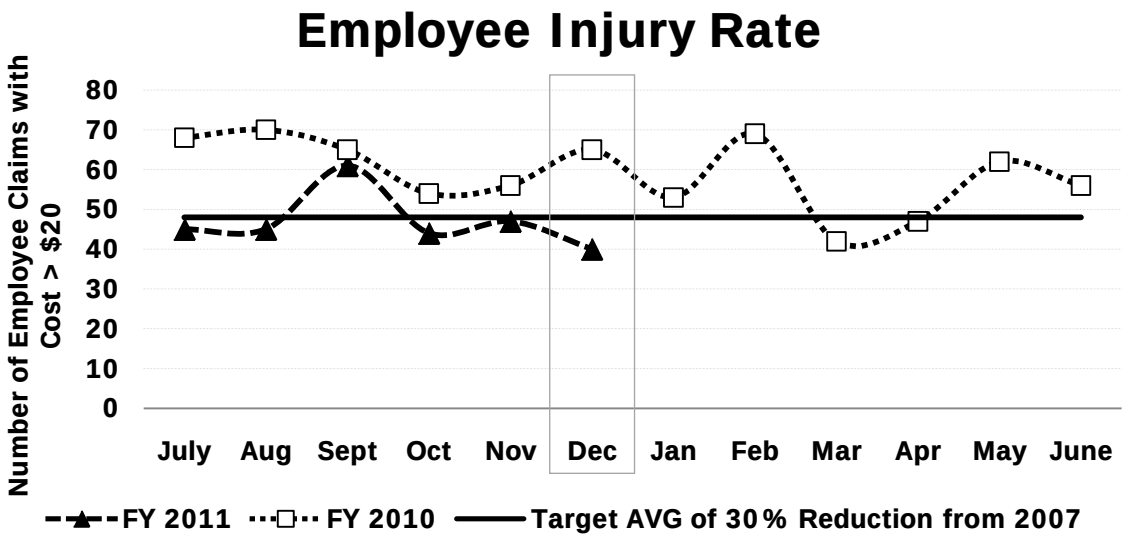
KPI: Employee Injury Rate (December)

Objective 1.1 Improve Customer and Employee Safety and Security

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

Why Did Performance Change?

- Employee injuries continue to decline reaching the lowest level since the beginning of the fiscal year; a 15% reduction from November.
- Seventy-five percent of employee injuries can be linked to four main causes: Straining (28%), Slip/Falls (19%), Collisions (15%), and Struck by any object (13%)
- The Bus Transportation department continues to represent the largest portion of employee injuries (41%) but the department's overall injuries have declined due to an aggressive implementation of the At Risk program, and Superintendants have been equipped with new tools, such as DriveCam, to conduct better investigations.



Actions to Improve Performance

- Metro will realign and dispatch additional Safety Officers to the field to encourage and promote safety and encourage prevention of accidents.
- The Department of Safety plans to conduct a benchmarking exercise to provide context to the nature of Metro's employee injuries and identify best practices.
- Metro's rail instructors will complete a rail training certification class to enhance their techniques to better train front-line employees and ensure they are meeting Metro's safety standards for safe operations and customer service.

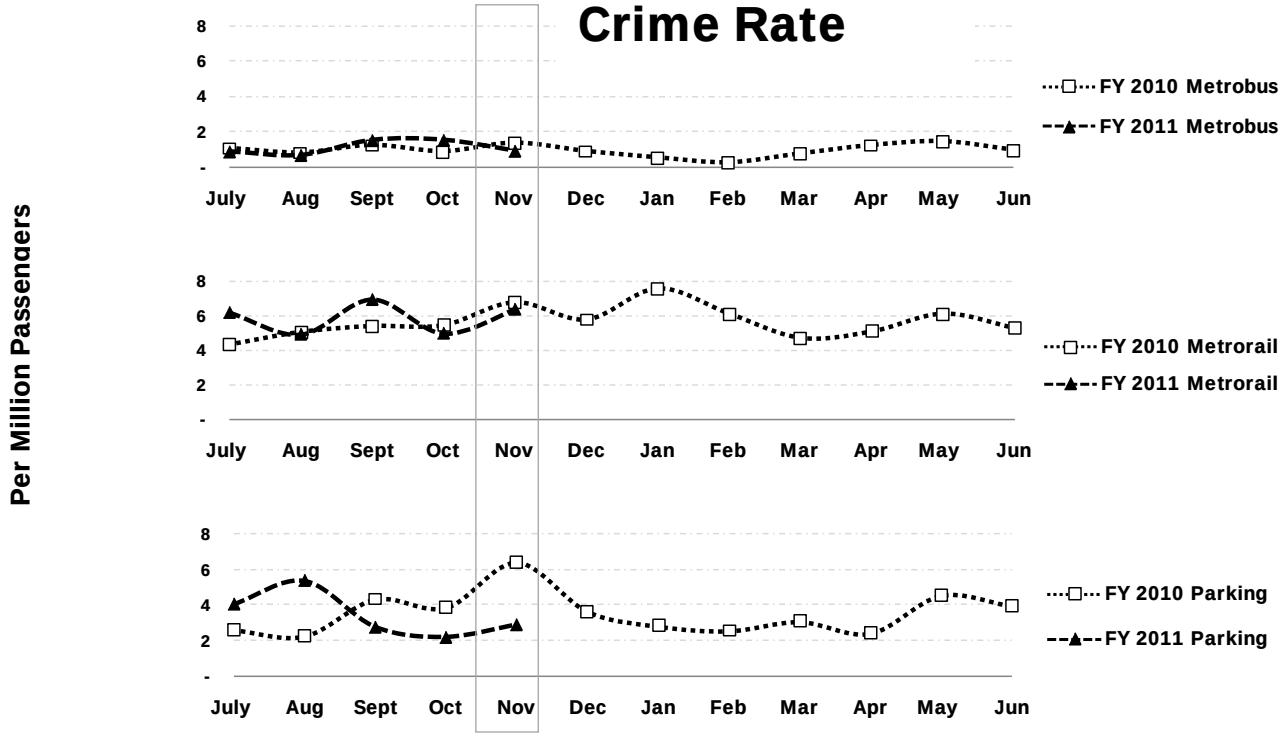
Conclusion: Employee injuries through the first half of this fiscal year are 25% lower than the same period last year.

KPI:	Crime Rate (November) Per Million Passengers	Objective 1.1 Improve Customer and Employee Safety and Security

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

Why Did Performance Change?

- The overall number of crimes in November 2010 is down 26% when compared to November 2009, with the biggest reductions in larcenies (54%) and robberies (27%).
- On Metrobus, the crime rate has decreased by 40% from 1.51 to 0.90 crimes per million riders and is below November of the previous year. Assaults on bus drivers were reduced in November by 64% (Nov: 4, Oct: 11), the lowest reported number since March 2010. The reduction follows High Intensity Targeted Enforcement operations and additional uniformed MTPD patrol support focused on areas of concentrated reported bus crime.
- The parking lot crime rate for November (2.89 per million riders) is consistent with October as a result of focused attention on hot spot parking facilities, and is well below November 2009 when the rate spiked to 6.41 per million riders.
- On Metrorail the crime rate went up very slightly in November due to an increase in robberies (Oct: 76, Nov: 91). Robberies are predominately snatches of small electronic devices (48%), followed by force and violence (31%) and armed (13%). Bicycle thefts (19) were also down reflecting the change in weather which reduces the number of bicycle commuters and, accordingly the number of stolen bicycles.



Actions to Improve Performance

- Establish crime suppression teams, supplemented by administrative officers, to target robberies of shopping bags and other thefts in the Metrorail system.
- Standard uniform patrol officer details will be established at Rhode Island Avenue and Brookland/Catholic University Metro Stations to deter crime at those locations.
- The MTPD Auto Theft Unit, working in casual clothes, will work in tandem with uniformed Mobile and Motor police officers to provide tactical support and triangulate criminal activity in parking lots to specific locations.

Conclusion: The Metro system continues to be a very safe transit system to ride. MTPD efforts have contributed to low rates of crime per million riders, with particular improvement this month for Metrobus.

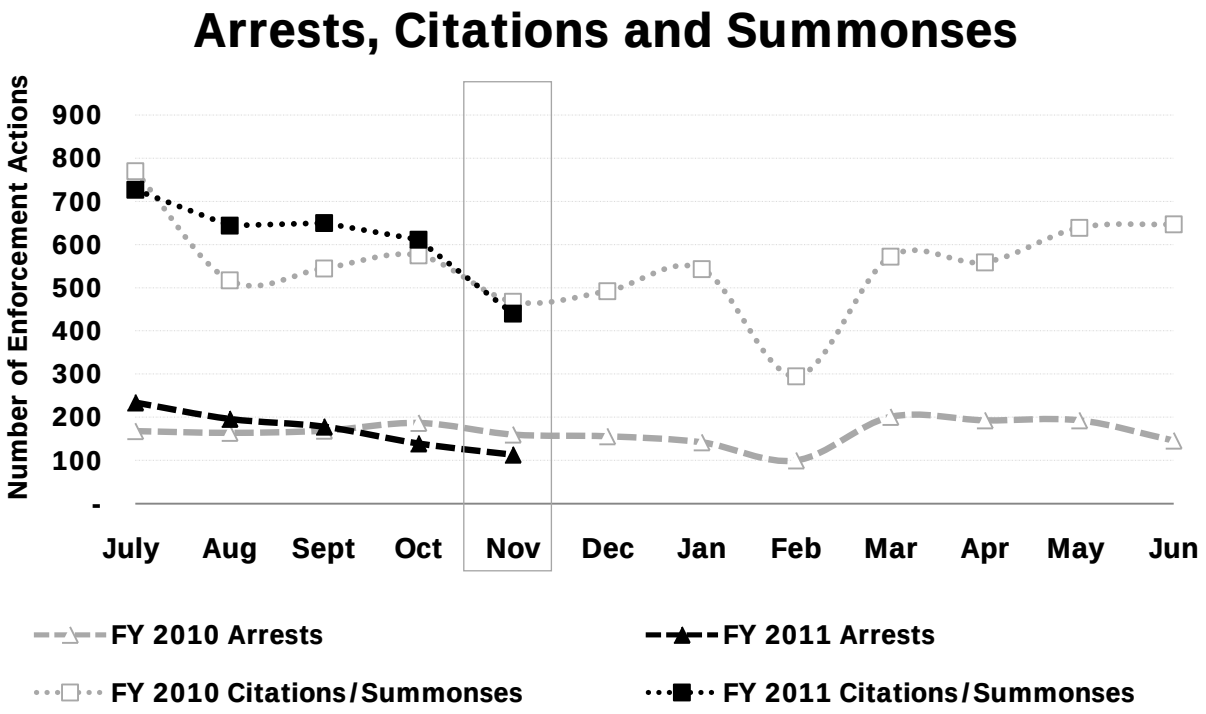
KPI: **Arrests, Citations and Summonses (November)**

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?

- Enforcement actions were down for the month, corresponding to a decrease in calls for service (Oct: 5,204, Nov: 4,549) and ridership (bus down 13% and rail down 14% from October).
- Arrests in November are slightly below the same month in 2009. Key arrests included closing an armed robbery case involving five victims, which occurred at Largo Town Center in September. Through information developed in the investigation, detectives were able to identify and issue arrest warrants for four suspects.
- The number of citations/summonses issued was down 28% for the month of November (Oct: 611, Nov: 440). However, comparing year to date for 2010 and 2009 shows a slight increase for citations/summonses in 2010 (2009: 6,039, 2010: 6,236).



Actions to Improve Performance

- Support Metrobus Enforcement Unit with uniformed patrol officers to ensure success of the new X9 bus route that was implemented in December.
- Maintain uniformed details at rail transfer stations to deter juvenile disorder particularly during holiday school breaks.
- Plan additional High Intensity Targeted Enforcement operations to target enforcement of crimes in hot spots.

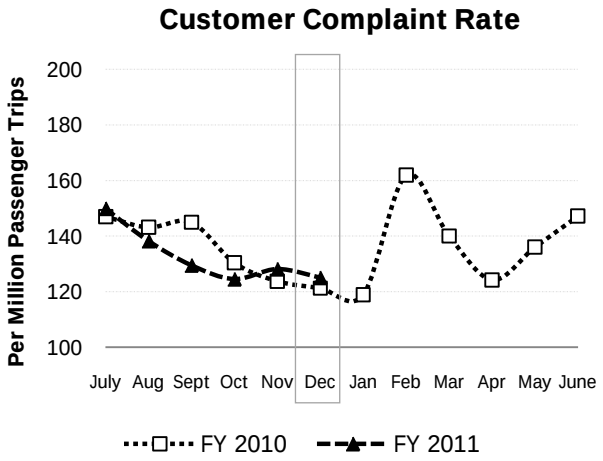
Conclusion: As ridership fluctuates, so too does the calls for service received by MTPD. In November, calls for service decreased as did the number of enforcement actions.

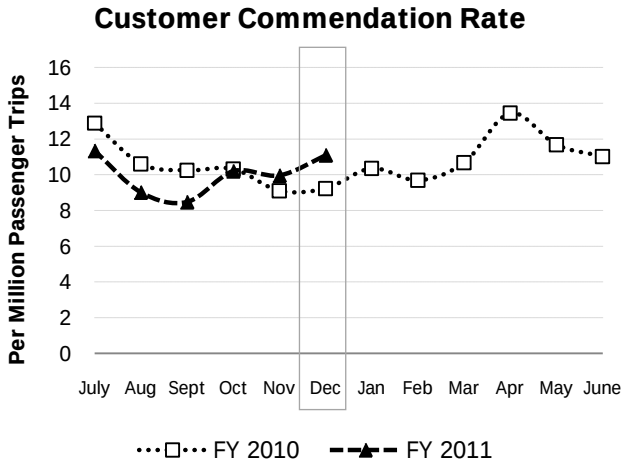
KPI: **Customer Comment Rate (December)** **Objective 2.3 Maximize Rider Satisfaction**

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

Why Did Performance Change?

- The complaint rate was down and the commendation rate was up in December.
- **Escalator:** Escalator complaints were lower on the Red Line during December, possibly because of increased awareness about repair efforts.
- **Rail:** Complaints about late service increased on the Blue/Orange and Yellow/Green lines, but are consistent with months prior to November. Safety/Security complaints were up by 16 complaints, which included 26 complaints due to the implementation of bag searches during December. Additional comments, suggestions and recommendations regarding bag searches were also received.
- **Bus:** Bus complaints have declined slightly overall, shifting away from late service concerns to buses being early or not showing up. During December, complaints focused on the adequacy of service, changes in service and location of stops and shelters increased. These types of complaints indicate customer reaction to system service changes, which occurred during December.
- **MetroAccess:** The total number of complaints for schedule (early/late and on-board travel time) were down 17% during December, indicating the impact schedule improvements have had to customers. Commendations for MetroAccess were also up significantly.





Actions to Improve Performance

- **Rail:** Continue to publicize the necessity of track work to maintain reliable service. When schedule delays are expected, keep customers informed as much as possible. The information about service outages has helped customers prepare effectively.
- **Bus:** Monitor and adjust on-street supervision to reduce early buses, which are challenging to customers, particularly on long routes with more space between buses.
- **MetroAccess:** Continue to maintain high levels of on-time performance which directly reduces customer complaints.

Conclusion: The system-wide complaint rate is trending downward, with some shifts in types of calls. Customer calls reflect the quality of service provided and the communication about factors that impact service such as track work and escalator repair. The same event may trigger calls of complaint as well as commendations based on how the event is handled by Metro staff.

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

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

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

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

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

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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%	75.2%
FY 2011	72.8%	74.7%	71.7%	72.7%	74.0%	75.7%							73.6%

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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	5,691
FY 2011	6,670	6,673	7,366	7,842	8,982	8,587							7,687

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

Type (~ % of Fleet)	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Avg.
CNG (30%)	9,347	8,935	8,853	7,842	7,905	9,059	9,093	6,680	9,165	9,939	10,410	9,520	8,896
Hybrid (27%)	11,859	10,666	10,546	9,499	8,844	9,944	10,161	11,378	11,361	13,526	14,198	12,474	11,205
Clean Diesel (8%)	9,806	9,911	11,109	7,990	7,345	7,933	10,547	7,931	10,300	12,118	12,290	12,958	10,020
All Other (35%)	5,225	4,928	4,804	4,562	4,102	4,517	4,332	4,921	4,798	4,698	5,718	5,699	4,859

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

	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Avg.
Red Line	89.0%	87.9%	88.9%	90.0%	91.0%	90.1%	88.5%	88.3%	88.0%	88.3%	87.5%	87.9%	88.8%
Blue Line	88.2%	87.4%	88.2%	88.9%	88.3%	87.5%	86.0%	86.1%	88.3%	87.3%	87.9%	86.3%	87.5%
Orange Line	90.1%	88.7%	92.2%	92.1%	91.4%	90.4%	88.8%	90.5%	92.1%	91.6%	91.0%	90.0%	90.7%
Green Line	90.5%	89.4%	91.1%	90.7%	91.0%	90.8%	90.3%	91.9%	91.9%	91.0%	88.3%	86.5%	90.3%
Yellow Line	91.6%	91.4%	91.4%	90.4%	90.7%	89.8%	89.0%	91.4%	92.0%	90.7%	91.2%	91.0%	90.9%
Average (All Lines)	89.5%	88.6%	90.0%	90.3%	90.6%	89.9%	88.6%	89.2%	89.7%	89.3%	88.5%	87.9%	

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

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Avg.
1K	35,548	45,404	37,742	33,487	41,859	32,241	32,258	46,370	43,908	40,517	45,595	45,557	40,040
AC	35,395	31,927	56,513	52,011	44,354	49,175	65,428	39,911	49,582	31,572	35,820	42,065	44,479
4K	19,933	24,393	41,982	27,659	41,703	18,166	21,553	17,893	18,645	36,587	25,073	25,195	26,565
5K	47,613	56,609	39,500	47,952	55,967	29,265	28,290	29,410	34,094	44,462	54,016	47,509	42,891
6K	83,567	141,162	78,393	110,522	80,046	93,631	57,029	107,198	77,921	88,918	119,427	56,172	91,166
CMNT AVG	38,798	42,997	49,088	46,943	49,375	39,573	42,424	40,435	43,420	41,121	45,471	43,712	

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
FY 2010	92.1%	91.6%	91.4%	91.7%	91.6%	92.8%	93.5%	87.4%	91.7%	91.1%	92.1%	93.1%	91.7%
FY 2011	94.6%	94.3%	91.8%	91.2%	91.8%	92.9%							92.7%

KPI: Escalator System Availability / Target = 93%

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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%	90.5%
FY 2011	89.5%	88.9%	89.7%	89.5%	86.7%	88.6%							88.8%

KPI: Elevator System Availability / Target = 97.5%

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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%	96.4%
FY 2011	96.0%	94.8%	94.9%	97.0%	96.4%	96.4%							95.9%

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

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Nov.
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	1.13
FY 2011	1.30	1.54	2.73	1.28	2.93								1.95

*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 Nov.
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	1.09
FY 2011	1.44	0.95	5.31	0.94	4.24								2.58

Rail Passenger Injury Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Nov.
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	0.17
FY 2011	0.10	0.11	0.17	0.11	0.18								0.13

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

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Nov.
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	0.65
FY 2011	0.89	1.35	0.95	1.22	1.57								1.20

*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	31.88
FY 2011	24.62	38.85	9.84	14.45	35.70	25.67							24.69

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

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
FY 2007	79	60	67	68	68	55	79	68	64	67	73	74	66
FY 2010	68	70	65	54	56	65	53	69	42	47	62	56	63
FY 2011	45	45	61	44	47	40							47

* FY11, July - November have been revised to include late reports and exclude denied claims that have a zero indemnity.

KPI: Crime Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Nov.
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	1.07
FY 2011 Metrobus	0.86	0.66	1.50	1.51	0.90								1.09
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	5.38
FY 2011 Metrorail	6.19	4.91	6.95	4.97	6.38								5.88
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	3.88
FY 2011 Metro Parking Lots	4.06	5.40	2.75	2.17	2.89								3.45

Crimes by Type**

	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	June-10	July-10	Aug-10	Sept-10	Oct-10	Nov-10	Avg.
Robbery	89	122	81	86	91	89	71	66	58	83	76	91	84
Larceny	59	51	27	69	66	97	111	131	111	91	50	58	77
Motor Vehicle Theft	7	6	5	6	9	13	13	10	18	9	17	13	11
Attempted Motor Vehicle Theft	3	1	1	6	9	9	5	10	6	9	3	3	5
Aggravated Assault	7	10	7	7	9	15	7	14	15	14	14	11	11
Rape	0	2	2	0	0	0	0	1	0	0	0	1	1
Burglary	0	1	0	0	0	1	0	0	0	1	1	1	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	**165**	**193**	**123**	**174**	**184**	**224**	**207**	**232**	**208**	**207**	**161**	**178**	**188**

**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 Nov.
FY 2010 Arrests	168	164	169	187	160	156	142	100	201	193	193	146	170
FY 2011 Arrests	234	194	178	139	113								172
FY 2010 Citations / Summonses	770	517	545	575	468	492	543	295	572	559	639	647	575
FY 2011 Citations / Summonses	727	644	650	611	440								614

KPI: Customer Commendation Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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	10.6
FY 2011	11.3	9.0	8.5	10.2	10.0	11.1							10.0

KPI: Customer Complaint Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
FY 2010	147	143	145	130	124	121	119	162	140	124	136	147	138
FY 2011	150	138	129	125	128	125							133

Metrobus Ridership (millions)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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	11.5
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	10.8
FY 2011	10.4	10.5	10.5	10.5	10.0	9.0							10.2

Metrorail Ridership (millions)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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	17.9
FY 2011	20.2	18.5	17.8	18.9	16.6	15.7							18.0

MetroAccess Ridership (100,000s)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Dec.
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	1.98
FY 2011	2.03	2.06	2.03	2.08	1.96	1.95							2.02

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Customer Service and Operations Committee

Board Action Item IV-B

February 10, 2011

Escalator Performance Report

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

○Action ◉Information	MEAD Number:	Resolution: ○Yes ◉No

TITLE:

Escalator Performance Report

PURPOSE:

The purpose of this presentation is to provide the Board of Directors with information about Metro`s escalator maintenance program and how escalator performance is tracked.

DESCRIPTION:

This presentation will clarify how the Vital Signs Report Key Performance Indicator (KPI) for escalator availability is calculated and what information that KPI conveys. Also to be covered in this presentation is an overview of the escalator maintenance program including internally tracked performance measures used to assess escalator maintenance; and, an update on actions to improve performance including recommendations from the external escalator review conducted in 2010.

Metro`s strategic goals of Creating a Safer Organization and Delivering Quality Serivce are both impacted by the viability of the escalator maintenance program.

FUNDING IMPACT:

No impact on funding.

RECOMMENDATION:

N/A

Washington Metropolitan Area Transit Authority

Escalator Performance Report

Customer Service and Operations Committee

February 10, 2011

Escalator Overview

- Metro has the most escalators (588) and elevators (237 in stations and parking garages) of any transit system in North America
- Installed between 1976 and 2004
- Multiple manufacturers, many no longer in business
- No standardized size/length installed
- Stairs not available adjacent to all escalators
- Elevators and escalators may be out of service --- (safety, repair or scheduled maintenance)

Purpose

- Clarify escalator system availability measure
- Explain escalator maintenance activities that occur when the rail system is open to customers
- Present three maintenance activity performance measures
- Update on actions to improve performance (including VTX assessment recommendations)

Escalator Availability: Snapshot

Elevator & Escalator Service Status

*Last updated: 01/10/2011 06:30:04

Summary Service Status

Escalators Operating	Under Repair	Total	Elevators Operating	Under Repair	Total
521	67	588	228	9	237

Escalators Under Repair	Number	Elevators Under Repair	Number
Service Call	23	Service Call	4
Safety Repair	13	Customer Incident	2
Modernization	11	Preventive Maintenance Inspection	1
Walker	8	Safety Repair	1
Preventive Maintenance Inspection	4	Scheduled Support	1
Preventive Maintenance Repairs			
Safety Inspection			
Customer Incident			
Major Repair			
Minor Repair			

Status by Station

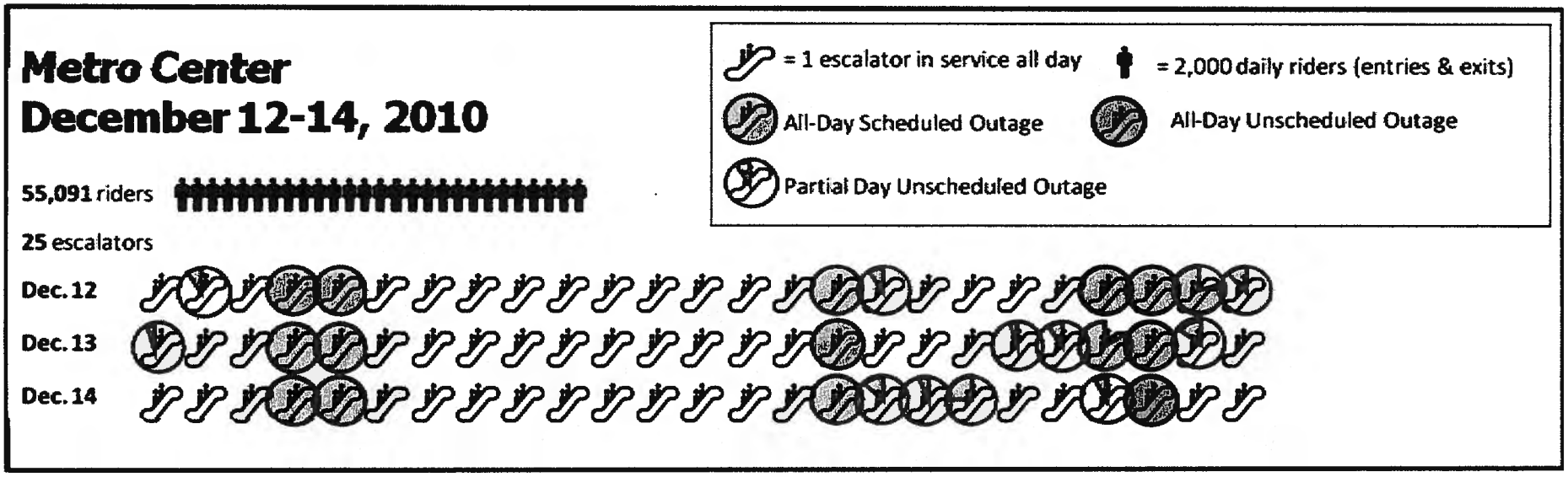
A B C D E F G J L M N P R S T

Station	Ty[illegible]tion
A back to top	
Archives-Navy Memorial-Penn Quarter	ESC / Escalator betw[illegible] mezzanine

Metro Center	ESC / Escalator between mezzanine and platform to Glenmont	Modernization	2/17/11
Metro Center	ESC / Escalator between mezzanine and platform to Glenmont	Walker	2/17/11
Metro Center	ESC / Escalator between street and mezzanine	Preventive Maintenance Repairs	1/13/11
Metro Center	ESC / Escalator between street and mezzanine	Service Call	1/13/11
Metro Center	ESC / Escalator between mezzanine and platform to Shady Grove	Safety Repair	1/14/11
Metro Center	ESC / Escalator between upper and lower platforms	Modernization	4/10/11

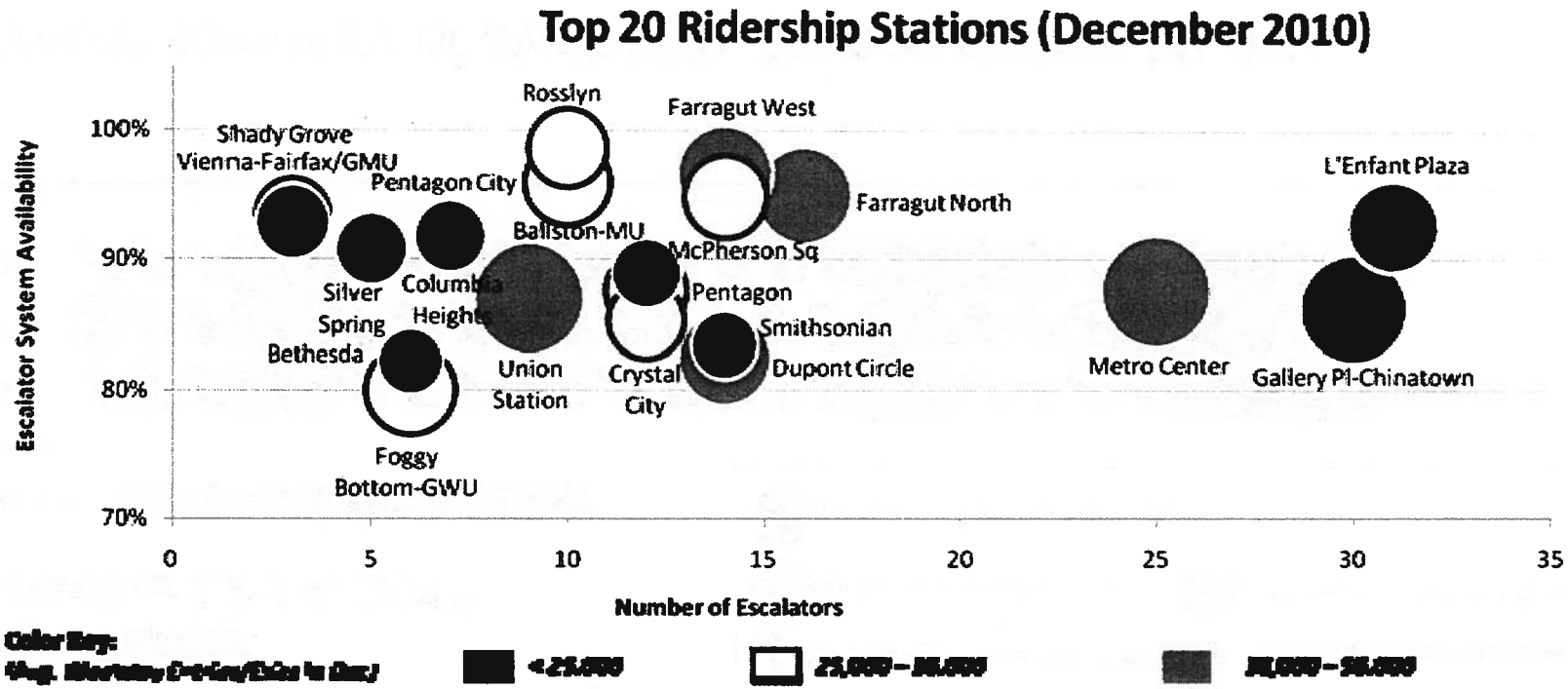
- Real-time information on wmata.com
- Customer perspective
- To manage, Metro needs a system perspective

Escalator Availability at One Station by Day



- Visual summary of availability for one station by day
- Differentiates scheduled, unscheduled and partial day outages
- Interesting daily perspective, but a longer view necessary to evaluate escalator performance

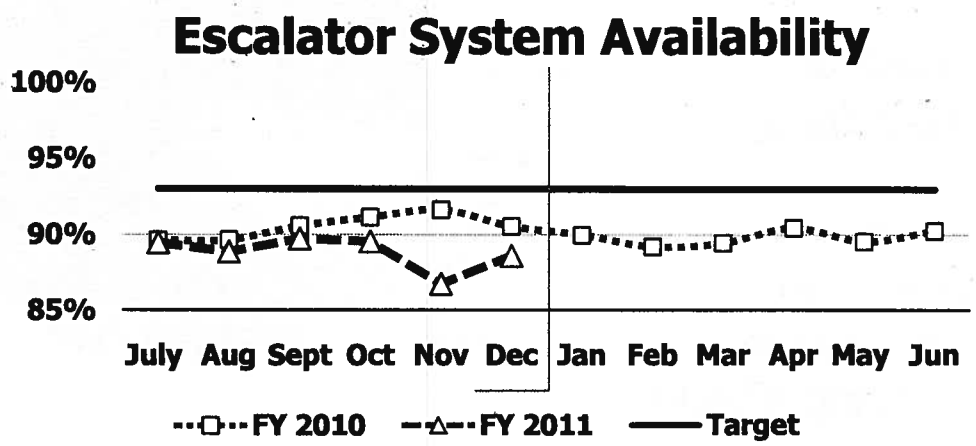
Escalator Availability at Multiple Stations by Month



- Chart combines number of escalators, ridership (bubble size and color) and availability to help prioritize repair efforts
- Useful information but need system-wide and trend data

Escalator Availability: System-wide

Vital Signs Report – December 2010



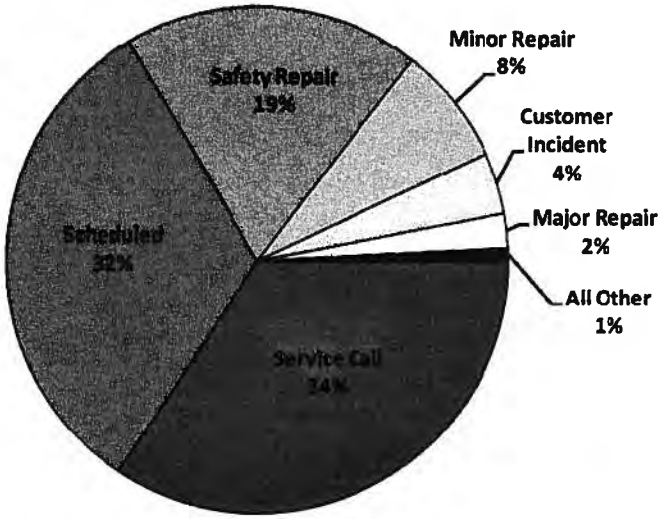
Strategic Goal: *Deliver Quality Service*

- This measure communicates to the Board a strategic view of system-wide performance being at an acceptable level, or not

- Not intended to communicate information to individual riders about their travel
- The measure calculates the average of all 588 escalators' availability while the rail system is open ("revenue hours")

What Maintenance Activity Occurs During Open Hours?

Escalator Maintenance Hours by Type of Activity
(December 2010)



*"All Other" includes outages caused by power surges or fire alarms.

<u>Scheduled maintenance</u>: modernization, corresponding walker units, preventive maintenance and jurisdictional inspections

<u>Unscheduled Maintenance:</u>

Service calls: work to address units turning off unexpectedly, handrails skipping, loose side panels, noises, etc.

Safety repair: work identified during inspections

Minor / Major repair: tasks that are estimated to take less than one day (minor) or more than one day (major)

Customer incident: when unit shut down for inspection after customer incident

Breaking Down System Availability: Mean Time Between Failure

Measure #1: Mean Time Between Failure

Calendar Year	Mean Time Between Failure (Revenue Hours)
2010	153
2009	172
2008	178

Strategic Goal: Deliver Quality Service

- Measures how often escalators are breaking down on average

- Influenced by parts availability, preventive maintenance program, staffing levels, equipment reliability and productivity

- Want this number to go up

Mean Time Between Failure - Details

To better understand reliability, staff is examining factors influencing MTBF. In December 2010:

Model	No. of Units	Average Age (Years)	Dec. MTBF (Revenue Service Hours)
Westinghouse 100	430	31	180
Westinghouse 250	59	20	179
O&K	8	33	165
Kone	7	6	165
Montgomery	20	24	162
Schindler	9	28	134
Fuji	49	11	128
APV Baker	6	30	91
TOTAL/AVERAGE	**588**	**28**	**171**

- Westinghouse 100 and 250 units went the longest before failure. Fuji and APV Baker units had the shortest MTBF.
- Some of Metro's oldest escalators performed better than newer units, indicating that design and Metro's modernization program impact reliability.
- Escalators located inside stations operated almost twice as long as outside, uncovered escalators.

How fast are we getting escalators back in service?

Measure #2: Mean Time to Repair

Calendar Year	Mean Time to Repair (Revenue Hours)
2010	14.00
2009	13.29
2008	9.94

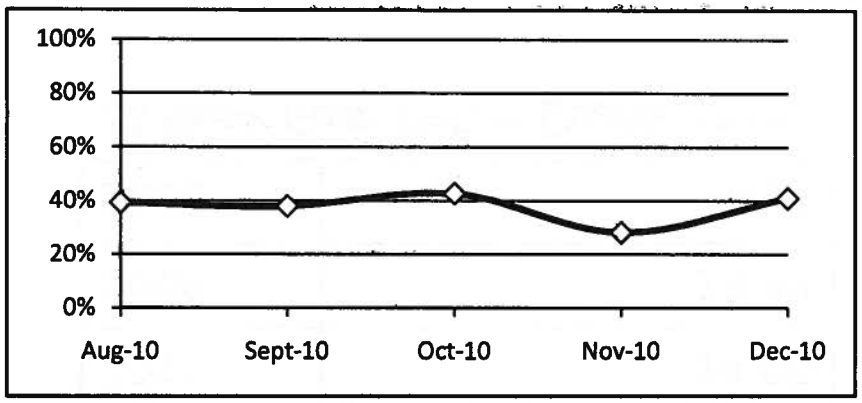
Strategic Goal: Deliver Quality Service

- Measures how long (on average) escalator repairs take across all types of <u>unscheduled</u> outages

- Influenced by parts availability, preventive maintenance program, staffing levels, equipment reliability and productivity
- Want this number to go down

Preventive Maintenance Compliance

Measure #3: Preventive Maintenance Compliance*

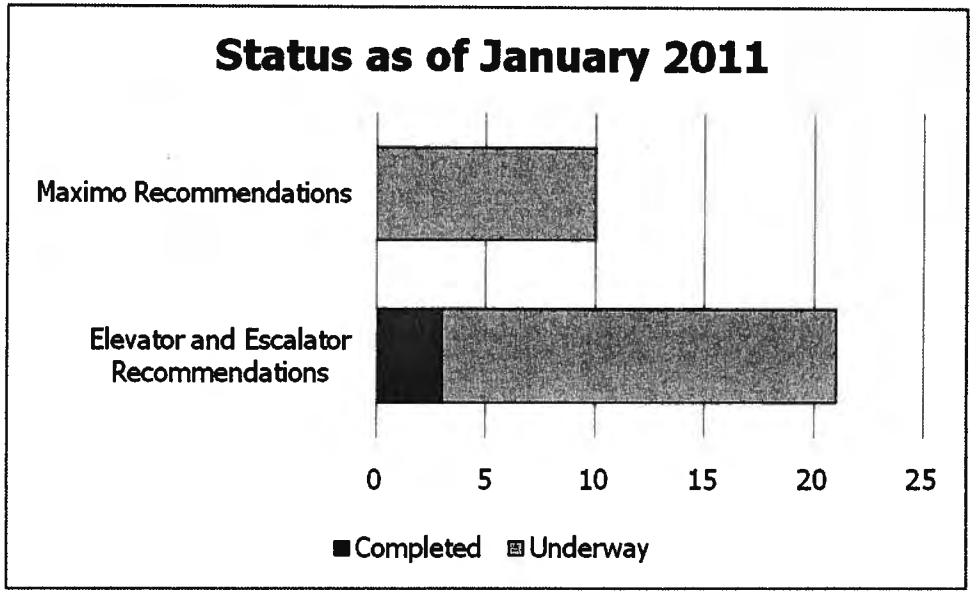


- Measures adherence to escalator preventive maintenance schedule

**Additional data verification is underway*

- Inspections proactively identify maintenance issues to reduce units going out of service unexpectedly
- Conducted monthly, quarterly and annually primarily when the rail system is closed to customers
- This measure should be going up

VTX Assessment Recommendations: Implementation Status



- Metro has started implementing the 31 recommendations listed in the VTX assessment
- Four recommendations are completed
- Safety-related recommendations will be turned into Corrective Action Plans and tracked by the Safety Department

Actions to Improve Performance

- New General Superintendent of Elevator/Escalator Services
  - Strengthen the ELES organization
  - Elevate visibility of maintenance challenges
  - Incorporate feedback from employee teambuilding efforts
- Analyze Performance Information to Focus Maintenance Work
  - As the system ages, some equipment wears faster than others
  - Turn Maximo data into information
  - Develop equipment performance trends to identify problems
  - Prioritize based on equipment condition (vs. "one size fits all")

Actions to Improve Performance

- Improve Preventive Maintenance
  - Realign maintenance staffing to improve efficiency
  - Aggressively reduce vacancy rate
  - Add more resources to the workforce
- Increase Escalator Modernization
  - Modernize additional escalators, targeting low-performing high-usage units. Examples: Foggy Bottom and Dupont Circle.
  - Work with contractors to accelerate scheduling of modernization work.
  - Capital program funding is critical for escalator performance ($63 million for escalator rehabilitation in 6-year CIP).

Actions to Improve Performance

- Increase Parts Inventory
  - Identify new part manufacturers for units not yet modernized. In some cases, the original equipment manufacturer is no longer in business.
  - Develop in-house engineering and technical capability to make parts.
  - Standardize parts through the modernization program.

- Improve Accountability and Transparency
  - Monthly Vital Signs Report
  - http://www.wmata.com/rail/elevators_escalators/

Next Steps

- Provide a report to the Board in six months on Elevator/Escalator program to include:
  - Escalator maintenance activity performance measure trends
  - Implementation status of:
    - VTX assessment recommendations
    - Actions to improve performance

Metrorail Bicycle and Pedestrian Access Improvements Study*

Dated October 2010
Study by WMATA Office of Long Range Planning, with Parsons Brinckerhoff and Toole Design Group.

NVTC summary by Greg McFarland

*Link to complete study: http://planitmetro.com/2010/12/03/metrorail-bicycle-and-pedestrian-access-improvements-study/

E

Why should we care?

- Because bike and pedestrian access is potentially an effective method to address some of the future growth in Metrorail ridership.
- By 2030, Metrorail ridership is projected to increase by *42%*.
- If current access mode shares persist, this equates to *30,000 to 40,000* new parking spaces needed at Metro stations by 2030.
- 35,000 parking spaces could cost $875,000,000.
- Reducing the need of parking by 6,000 spaces (the goal for 2020 versus 2007 actual) could save $150,000,000.

What is contained in the study?

- A plan that includes recommendations to increase the Metrorail station access mode share of pedestrians and bicyclists.
- Recommendations are divided between:

  a) WMATA-Led Elements
  b) Partner/Joint-Led Elements
- Implementation plan is divided between:
  a) Early-Action Elements (0-18 months out)

  b) Medium and Long-Term Elements (>18 months)

Highlights of Recommendations – WMATA-Led Elements

- *Policy* – Provide clear policy and design guidance for the planning and design of bike/ped facilities
- *Customer Information* – Implement a communications and marketing initiative aimed at Metro's bike/ped customers.
- *Institutional Capacity* – Ensure that bike/ped access is considered a top priority at all levels of WMATA.
- *Bicycle Parking* – Provide secure *and* covered bike parking at all Metro stations to meet current and future demands.

Highlights of Recommendations – Partner/Joint-Led Elements

- *Off-Site Connections and Programs* – Continue to work with local jurisdictions and private groups to enhance bike/ped connectivity and support education and encouragement programs.
- *Wayfinding* – Establish partnerships with neighboring landowners and local governments to enhance on-site and off-site bike/ped wayfinding to/from Metro stations.
- *Adjacent Development* – Implement improvements to the adjacent land development process to ensure that all projects are bike/ped friendly.

Metrorail Bicycle and Pedestrian Access Improvements Study

Highlights of Implementation Plan – Early Action (0-18 mo.) (p.1 of 2)

- *Establish system-wide goal to increase AM peak station access mode share of bike* – Goal of 3x bike access mode share by 2020 and 4x by 2030.

2007 Bike Share	2020 Goal	2030 Goal
0.7% or 1,700 cyclists	2.1% or 7,100 cyclists	3.5% or 12,500 cyclists

- Develop official guidelines for the design and placement of bicycle parking facilities.
- Improve and enhance WMATA's website to better communicate to the bike/ped community.
- Require multimodal circulation and access studies as part of adjacent/joint development process.
- Develop a formal station-specific bike/ped assessment process

Highlights of Implementation Plan – Early Action (0-18 mo.) (p.2 of 2)

- Address motor vehicle traffic safety as it relates to bike/ped issues at station sites.
- Provide secure and covered bike parking at all stations.
- Continue to replace all "bear trap" racks with inverted "U" racks.
- Add shelters over existing bike parking, or move bike parking inside existing covered areas.
- Study the feasibility of bike parking inside auto parking garages, and inside the unpaid covered portions of stations.
- Identify and implement a pilot of a key/card access system to access covered and secured bike parking.
- Require on- and off-site bike/ped circulation and access studies for new development adjacent to stations.

Highlights of Implementation Plan – Short Term (0-3 years)

- Provide specific bike/ped training to a wide variety of Metro planning, engineering, and operations staff.
- Create Bike Program Manager position within Metro.
- Develop sign design and placement protocol to ensure signage consistency.
- Support jurisdictional policies that require inter-parcel access to facilitate bike-ped access to stations.
- Improve coordination with jurisdictions to ensure proffer improvements enhance bike/ped access to stations

Status of WMATA's Metrorail Bicycle and Pedestrian Access Improvements Study

- Presented to WMATA Policy, Program Development & Intergovernmental Relations Committee on Feb. 10, 2011.

- Next Steps:
  - Presentation to WMATA Board of Directors on Feb. 24, 2011. Resolution # 100962 to endorse the Study and to adopt a Metrorail bicycle mode share access goal.
  - NVTC staff will discuss with its MAC group how the commission and its jurisdictions could be most helpful in advancing the study's recommendations.

Northern Virginia Transportation Commission

AGENDA ITEM #5

TO: Chairman Euille and NVTC Commissioners

FROM: Adam McGavock

DATE: February 24, 2011

SUBJECT: Transit Performance Comparisons

At NVTC's January 6, 2011 commission meeting, Ed Tennyson presented a statement at the public hearing on the commission's 2011 work program. He recommended several measures to track the performance of Metrobus and Metrorail separately, including comparisons to its peers. Attached is a memorandum following up on Mr. Tennyson's suggestions for monitoring Metrobus and Metrorail separately.

Each year NVTC compiles transit performance data from all of the bus and rail systems operating in NVTC's district. All of the data for FY 2010 are now available except Metrobus and have been posted on NVTC's website. Excerpts are attached and NVTC staff will describe pertinent highlights.

AWARD WINNER NVTC APTA 1996

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

Northern Virginia Transportation Commission

MEMORANDUM

TO: Chairman Euille and Commissioners

FROM: Adam McGavock

DATE: February 24, 2011

SUBJECT: Response to Ed Tennyson's Statement on NVTC's 2011 Work Program

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At the January meeting of the Northern Virginia Transportation Commission, Ed Tennyson provided a written statement with several recommendations on how best to track and evaluate the historical and ongoing performance of Metrobus and Metrorail. NVTC staff has provided charts showing several of the performance measures suggested by Mr. Tennyson.

Figure 1 shows the passenger miles per vehicle mile for WMATA Metrobus, and a peer group consisting of MBTA (Boston), New Jersey Transit, SEPTA (Philadelphia), CTA (Chicago), LACMTA (Los Angeles), and NYCT (New York), for the years 1996 through 2009. As Mr. Tennyson suggested, WMATA Metrobus is at or near the bottom of its peer group for nearly every year going back to 1996.

Figure 2 shows passenger miles per vehicle hour and again Metrobus ranks low among its peers, with a steady decline since 1999.

Figure 3 shows the cost per passenger mile for WMATA Metrobus and the same peer group. From 1996 through 2003, WMATA Metrobus performed above average, with a cost per passenger mile that was below most of their peer systems. From 2004 through 2009, WMATA's cost per passenger mile increased at a higher rate than their peers, which places it near the bottom of its peer group, ahead of only MBTA. Mr. Tennyson does not favor this measure.

Figure 4 shows the cost per vehicle hour for WMATA Metrobus and the same peer group. The cost per hour for WMATA Metrobus ranks somewhere in the middle of its peer group, with performance getting slightly worse in recent years. Mr. Tennyson believes this is a more appropriate measure.

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One common theme to the data in the two preceding cost charts was that WMATA's efficiency measures grew worse over time, with costs increasing faster than its peer systems. This may provide an area for future improvement.

On the revenue side, Figure 5 and 6 show Metrobus revenues per mile and per hour. The WMATA Board has held Metrobus fares down compared to Metrorail fares and the other bus systems and as a result Metrobus receives less revenue than many of its peers.

For Metrorail, Figure 7 shows cost per passenger mile for 1996 through 2008. Metrorail ranks in the middle of its peers.

Figure 8 shows cost per passenger trip and here Metrorail is above average.

Figure 9 and 10 examine passenger revenue per mile and per trip, respectively. Here, Metrorail excels compared to its peers. Compared to Metrobus cost recovery, these Metrorail data show the effects of the WMATA Board's differing fare policies for the two modes.

WMATA's Vital Signs report does show bus and rail on-time performance separately, which is one of Mr. Tennyson's recommendations.

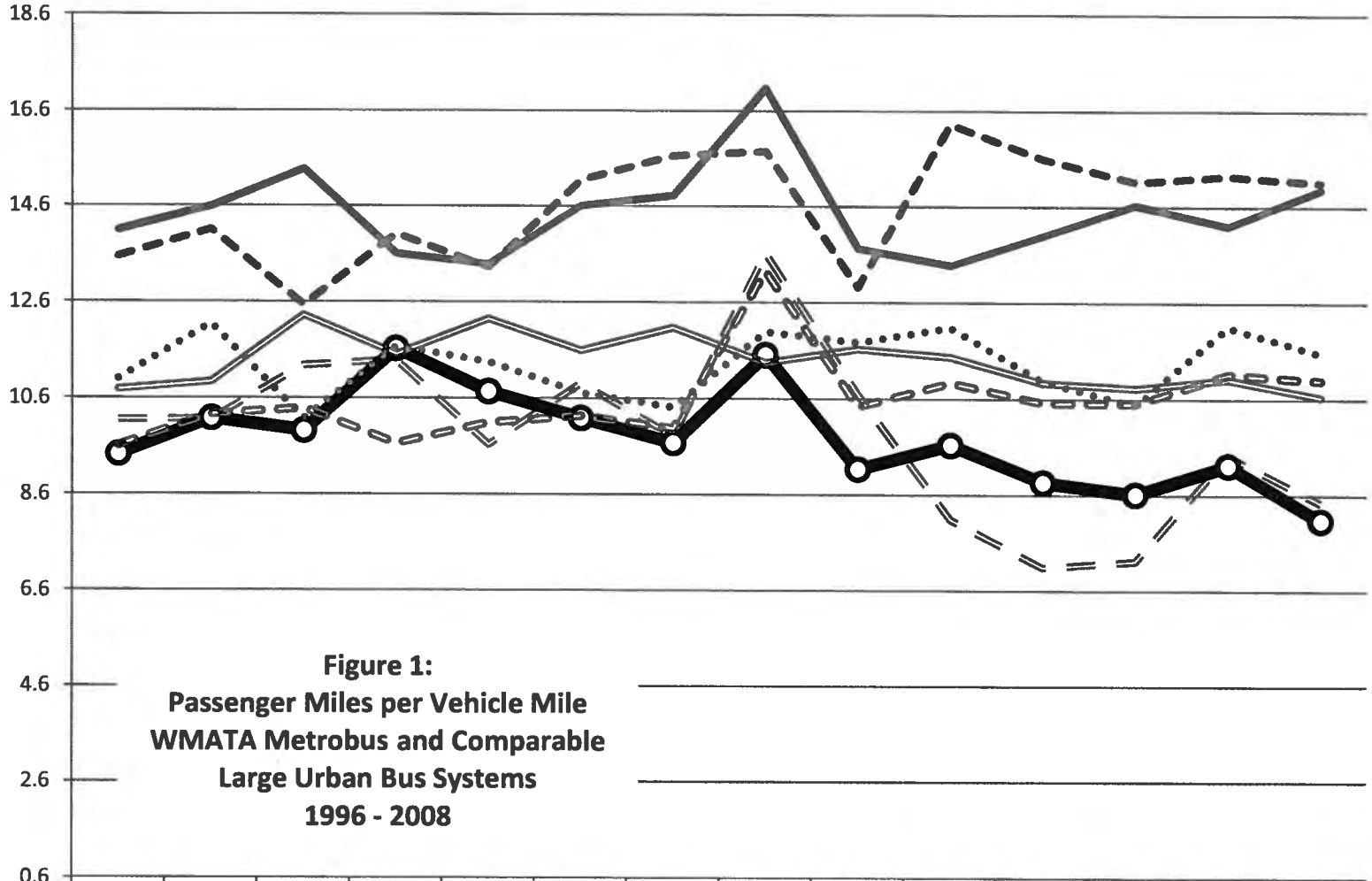


Figure 1:
Passenger Miles per Vehicle Mile
WMATA Metrobus and Comparable
Large Urban Bus Systems
1996 - 2008

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
= Mass. (MBTA)	10.1	10.2	11.3	11.4	9.6	10.9	9.8	13.6	10.7	8.1	7.1	7.2	9.4	8.4
WMATA	9.4	10.2	9.9	11.6	10.7	10.2	9.7	11.5	9.1	9.6	8.9	8.6	9.2	8.1
NJ Transit	9.6	10.3	10.4	9.7	10.1	10.2	10.0	13.3	10.4	10.9	10.5	10.5	11.1	11.0
SEPTA	11.0	12.1	10.2	11.7	11.3	10.7	10.4	12.0	11.8	12.1	11.0	10.5	12.1	11.5
Chicago (CTA)	10.8	10.9	12.3	11.5	12.3	11.6	12.1	11.3	11.6	11.5	10.9	10.8	11.0	10.6
Los Angeles (LACMTA)	14.1	14.6	15.4	13.6	13.4	14.6	14.8	17.1	13.7	13.4	14.0	14.6	14.2	15.0
New York (NYCT)	13.5	14.1	12.5	14.0	13.3	15.1	15.7	15.8	12.9	16.3	15.6	15.1	15.2	15.1

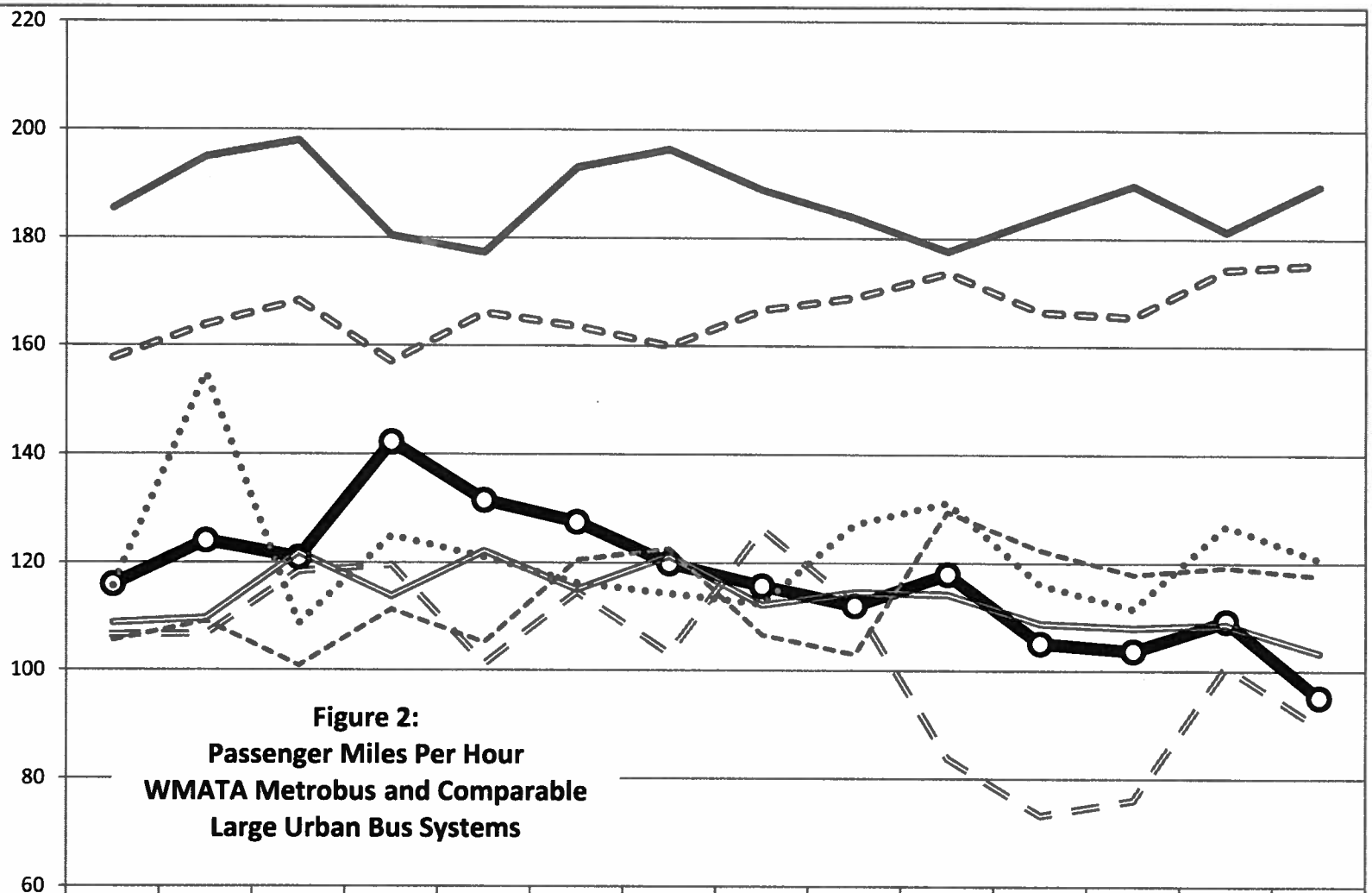
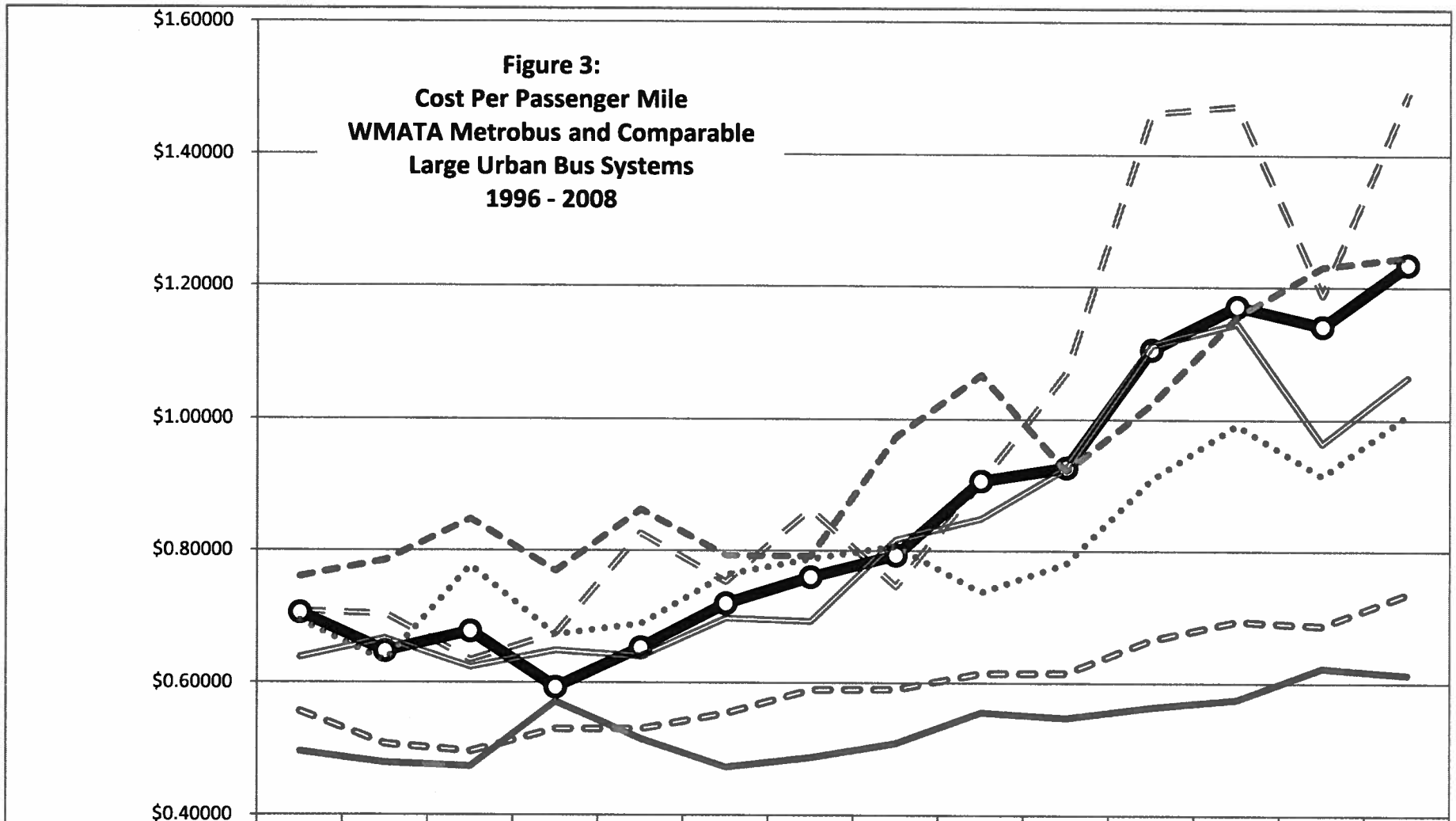
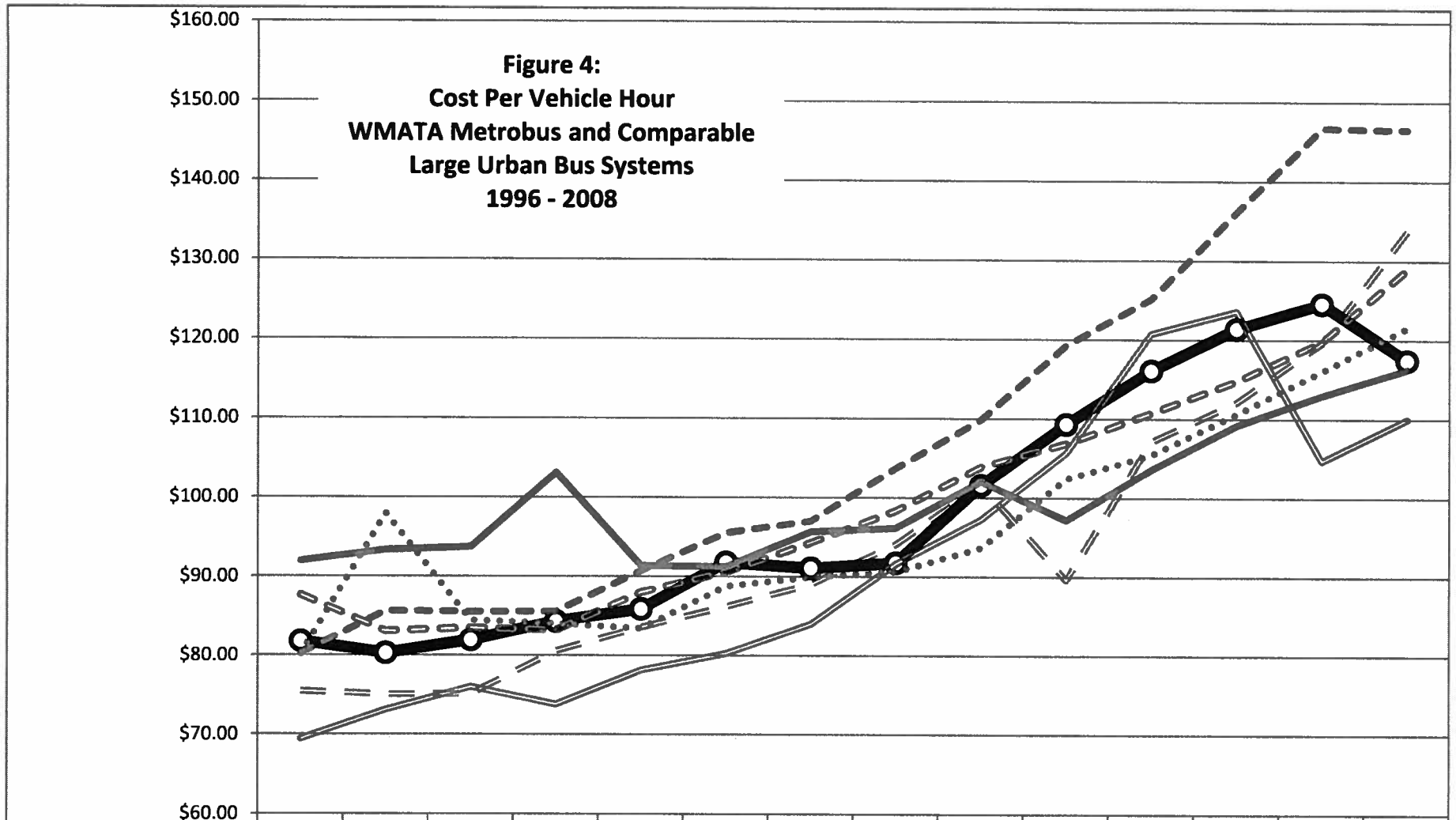


Figure 2:
Passenger Miles Per Hour
WMATA Metrobus and Comparable
Large Urban Bus Systems

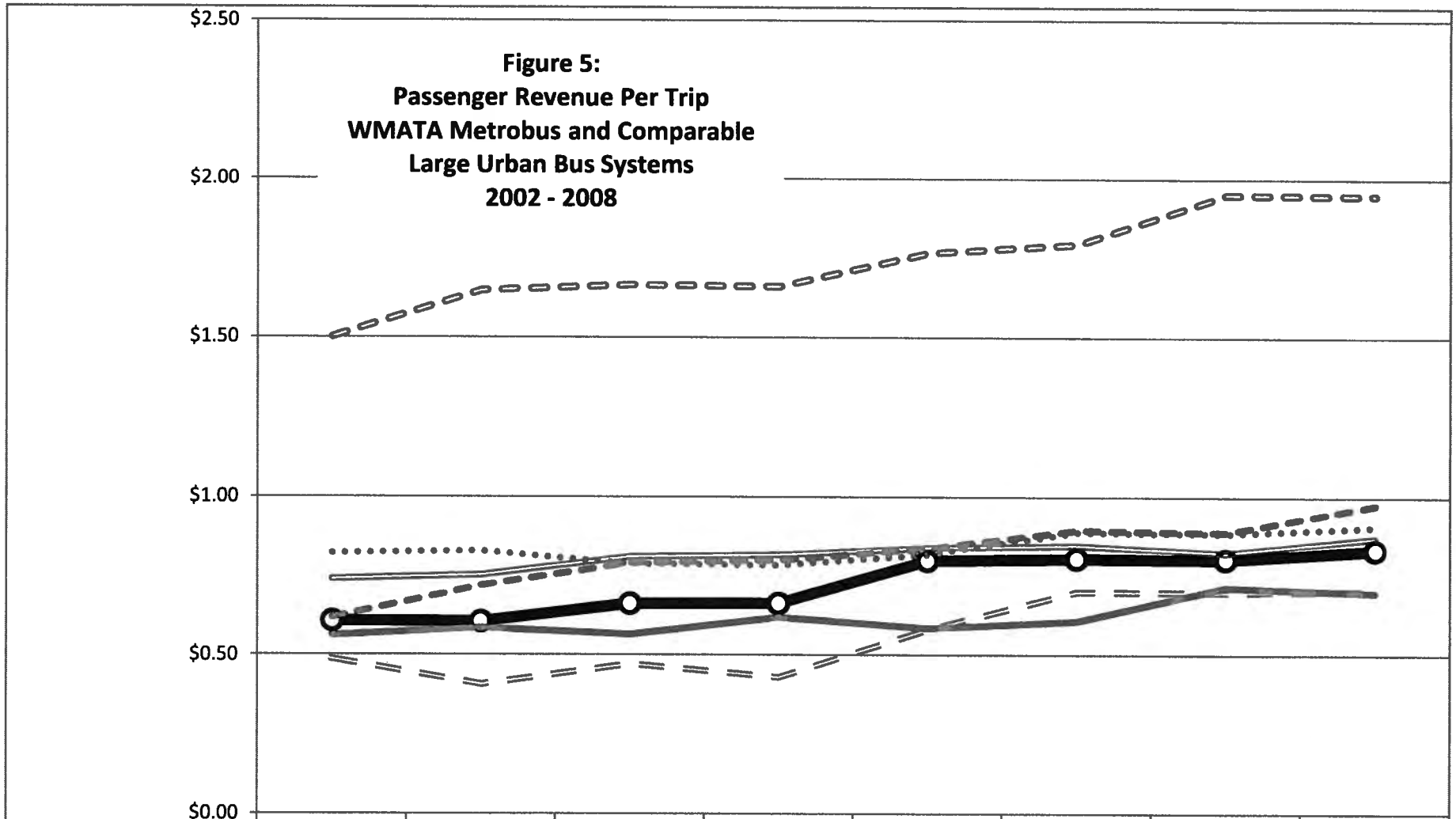
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Mass. (MBTA)	107	107	118	120	101	115	103	126	112	84	73	76	101	90
WMATA	116	124	121	142	132	128	120	116	112	118	105	104	109	95
NJ Transit	158	164	168	157	166	164	160	167	169	174	166	165	174	175
SEPTA	116	155	109	125	121	116	114	112	127	131	116	111	127	121
Chicago (CTA)	109	110	122	114	122	115	121	112	115	114	109	108	109	103
Los Angeles (LACMTA)	185	195	198	180	177	193	196	189	184	178	184	190	181	190
New York (NYCT)	106	109	101	111	105	121	123	107	103	129	122	118	119	118



	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Mass. (MBTA)	$0.70792	$0.70370	$0.63422	$0.67407	$0.82631	$0.75257	$0.86339	$0.74564	$0.90504	$1.07032	$1.46307	$1.47427	$1.18693	$1.49140
WMATA	$0.70580	$0.64758	$0.67758	$0.59313	$0.65308	$0.71987	$0.75994	$0.79325	$0.90672	$0.92711	$1.10500	$1.17044	$1.14033	$1.23437
NJ Transit	$0.55615	$0.50724	$0.49609	$0.53004	$0.53011	$0.55377	$0.58973	$0.59018	$0.61469	$0.61542	$0.66580	$0.69373	$0.68744	$0.73588
SEPTA	$0.69343	$0.63253	$0.77696	$0.67259	$0.68923	$0.76355	$0.78753	$0.80684	$0.73711	$0.78093	$0.90925	$0.99204	$0.91455	$1.00760
Chicago (CTA)	$0.63829	$0.66667	$0.62383	$0.64867	$0.64010	$0.69771	$0.69307	$0.81663	$0.84924	$0.92593	$1.11077	$1.14419	$0.96429	$1.06444
Los Angeles (LACMTA)	$0.49589	$0.47868	$0.47344	$0.57161	$0.51542	$0.47266	$0.48726	$0.50892	$0.55516	$0.54723	$0.56364	$0.57520	$0.62310	$0.61312
New York (NYCT)	$0.76019	$0.78486	$0.84799	$0.76889	$0.86287	$0.79255	$0.79187	$0.97327	$1.06640	$0.92168	$1.02302	$1.15451	$1.23041	$1.24535



	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Mass. (MBTA)	$75.44	$75.05	$75.08	$80.57	$83.59	$86.21	$89.04	$94.10	$101.59	$89.65	$107.14	$112.07	$119.62	$133.74
WMATA	$81.79	$80.29	$81.95	$84.34	$85.88	$91.79	$91.09	$91.76	$101.58	$109.28	$116.09	$121.37	$124.55	$117.44
NJ Transit	$87.67	$83.08	$83.48	$83.22	$88.02	$90.56	$94.30	$98.34	$103.88	$106.85	$110.74	$114.77	$119.80	$128.97
SEPTA	$80.17	$97.95	$84.44	$84.04	$83.42	$88.77	$89.97	$90.65	$93.65	$102.40	$105.43	$110.61	$116.04	$121.53
Chicago (CTA)	$69.43	$73.09	$76.00	$73.82	$78.15	$80.24	$84.01	$91.63	$97.24	$105.69	$120.73	$123.57	$104.70	$110.01
Los Angeles (LACMTA)	$91.94	$93.32	$93.72	$103.11	$91.38	$91.25	$95.68	$96.15	$102.01	$97.19	$103.60	$109.19	$112.95	$116.30
New York (NYCT)	$80.22	$85.63	$85.53	$85.57	$90.74	$95.50	$97.01	$103.72	$109.83	$119.25	$125.14	$136.09	$146.70	$146.50



	2002	2003	2004	2005	2006	2007	2008	2009
MBTA	$0.49	$0.41	$0.47	$0.43	$0.58	$0.70	$0.70	$0.70
WMATA	$0.61	$0.60	$0.66	$0.66	$0.80	$0.80	$0.80	$0.83
NJ Transit	$1.50	$1.65	$1.66	$1.66	$1.77	$1.79	$1.95	$1.95
SEPTA	$0.82	$0.83	$0.79	$0.78	$0.82	$0.89	$0.88	$0.91
Chicago (CTA)	$0.74	$0.75	$0.81	$0.82	$0.84	$0.85	$0.82	$0.87
Los Angeles (LACMTA)	$0.56	$0.58	$0.56	$0.62	$0.58	$0.61	$0.71	$0.70
New York (NYCT)	$0.62	$0.72	$0.79	$0.80	$0.84	$0.90	$0.89	$0.97

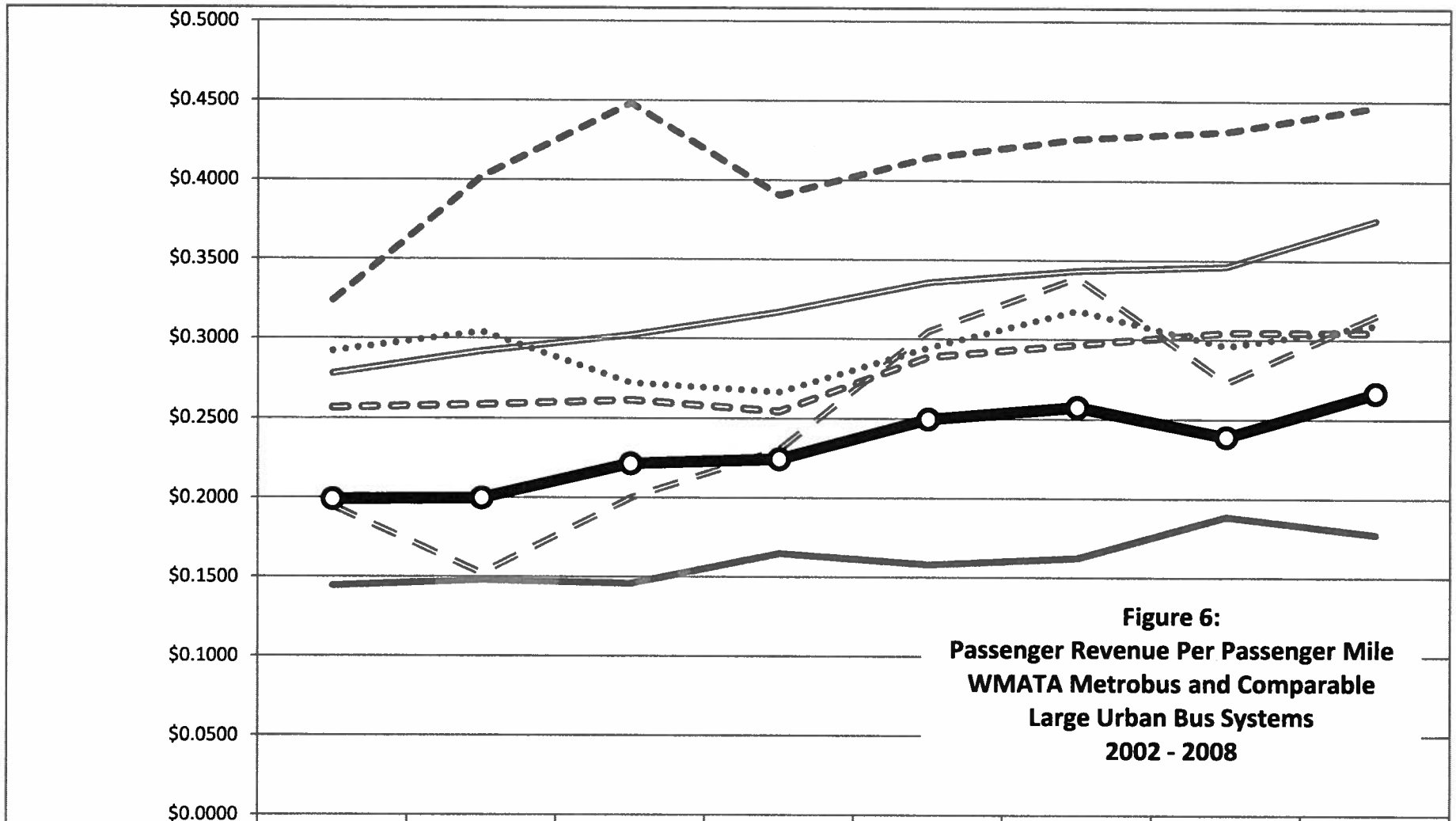
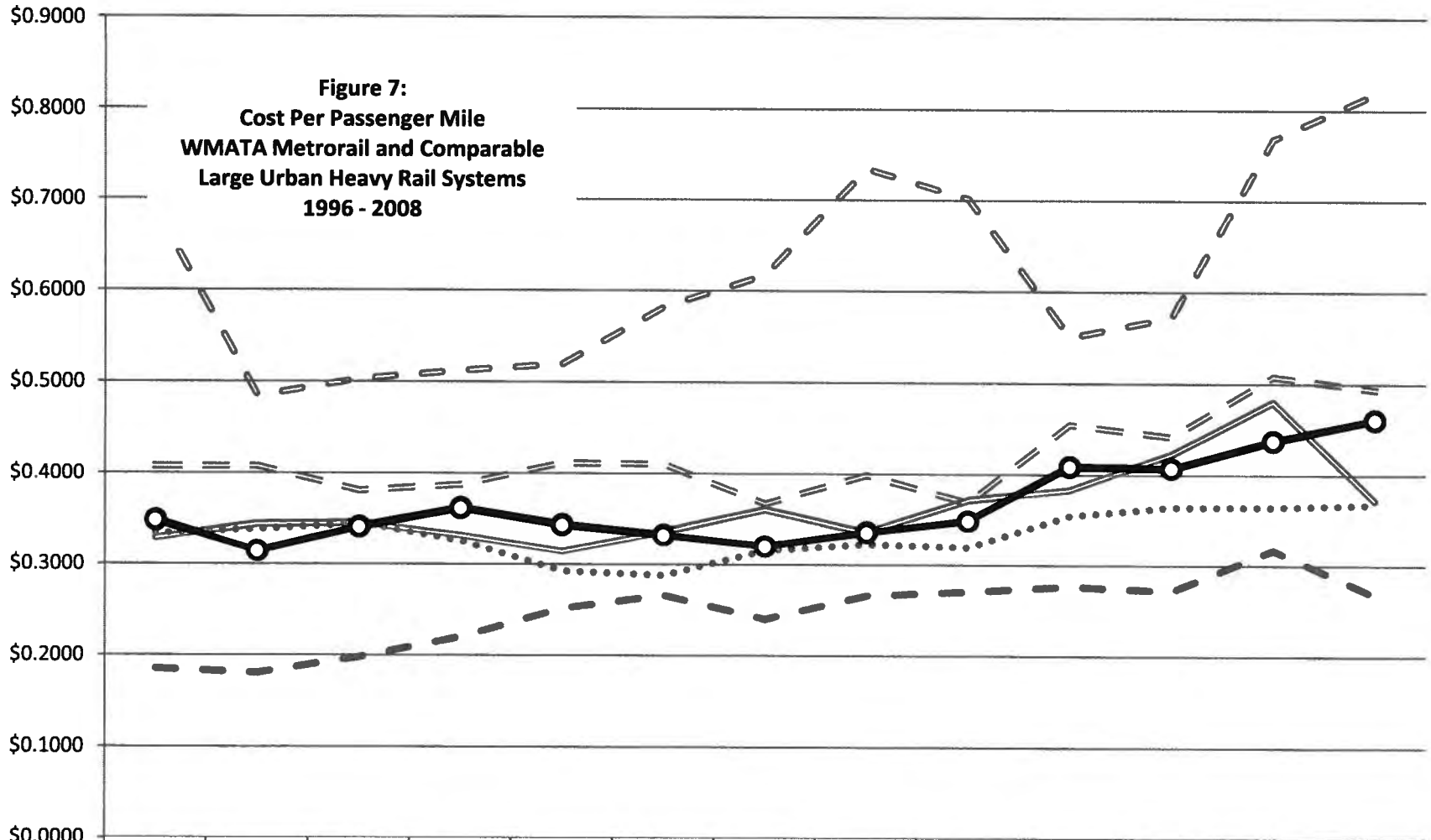
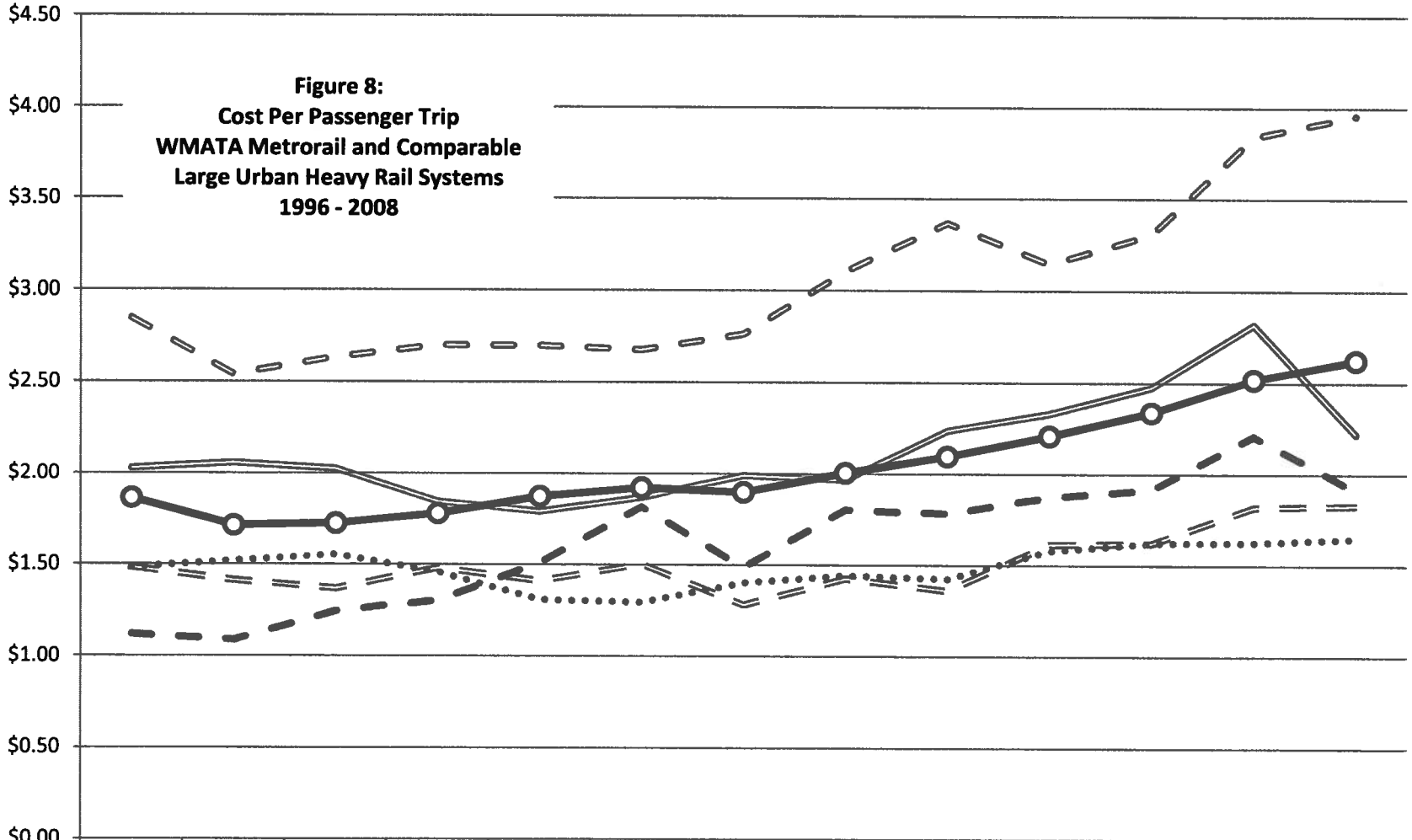


Figure 6:
Passenger Revenue Per Passenger Mile
WMATA Metrobus and Comparable
Large Urban Bus Systems
2002 - 2008

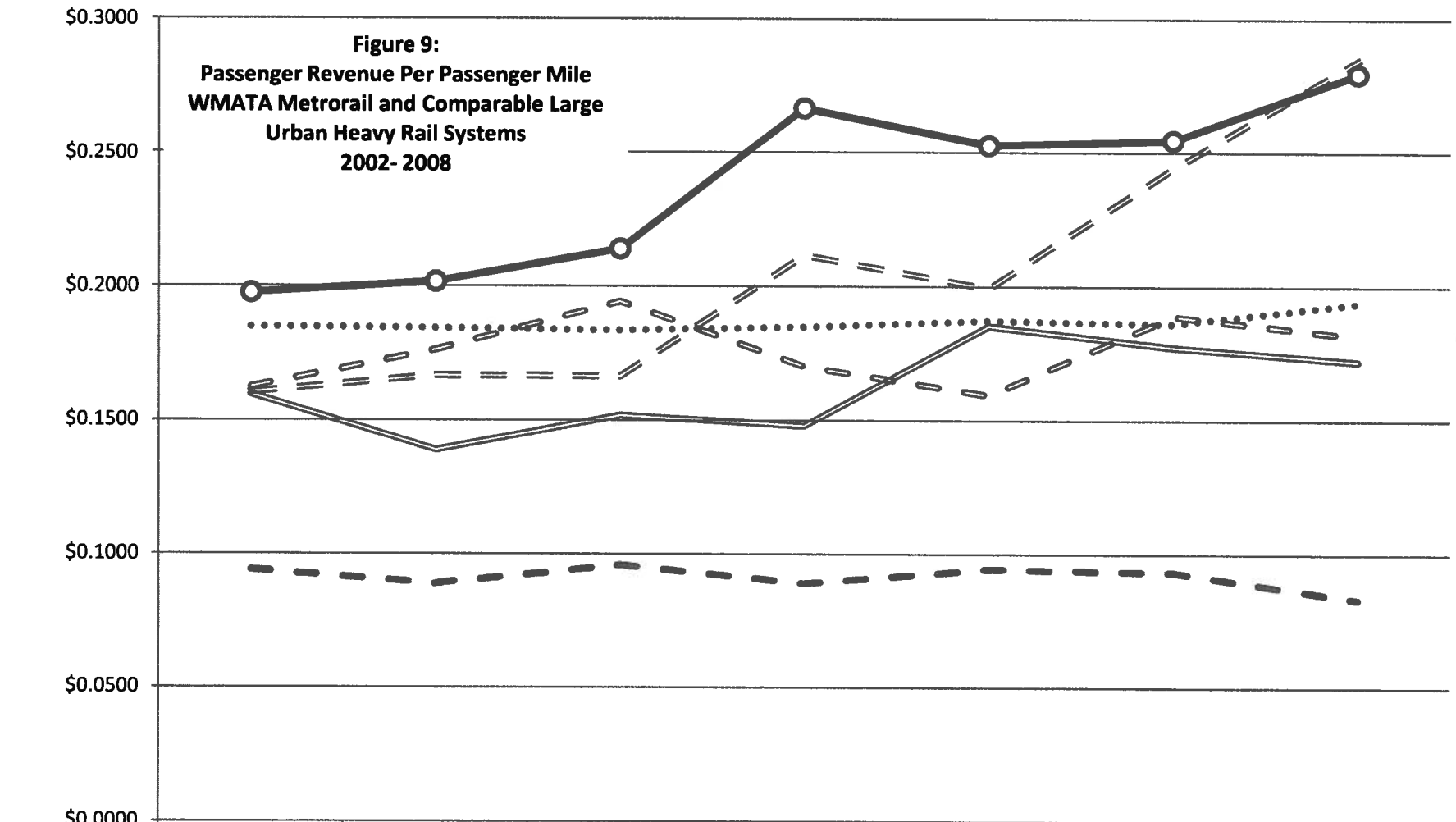
	2002	2003	2004	2005	2006	2007	2008	2009
MBTA	$0.1946	$0.1522	$0.1998	$0.2303	$0.3046	$0.3389	$0.2728	$0.3151
WMATA	$0.1990	$0.1997	$0.2214	$0.2243	$0.2497	$0.2574	$0.2390	$0.2663
NJ Transit	$0.2564	$0.2583	$0.2613	$0.2544	$0.2884	$0.2964	$0.3043	$0.3043
SEPTA	$0.2918	$0.3041	$0.2719	$0.2664	$0.2942	$0.3180	$0.2955	$0.3089
Chicago (CTA)	$0.2777	$0.2916	$0.3019	$0.3167	$0.3358	$0.3432	$0.3462	$0.3754
Los Angeles (LACMTA)	$0.1444	$0.1479	$0.1459	$0.1649	$0.1582	$0.1623	$0.1886	$0.1775
New York (NYCT)	$0.3237	$0.4019	$0.4482	$0.3905	$0.4143	$0.4262	$0.4310	$0.4466



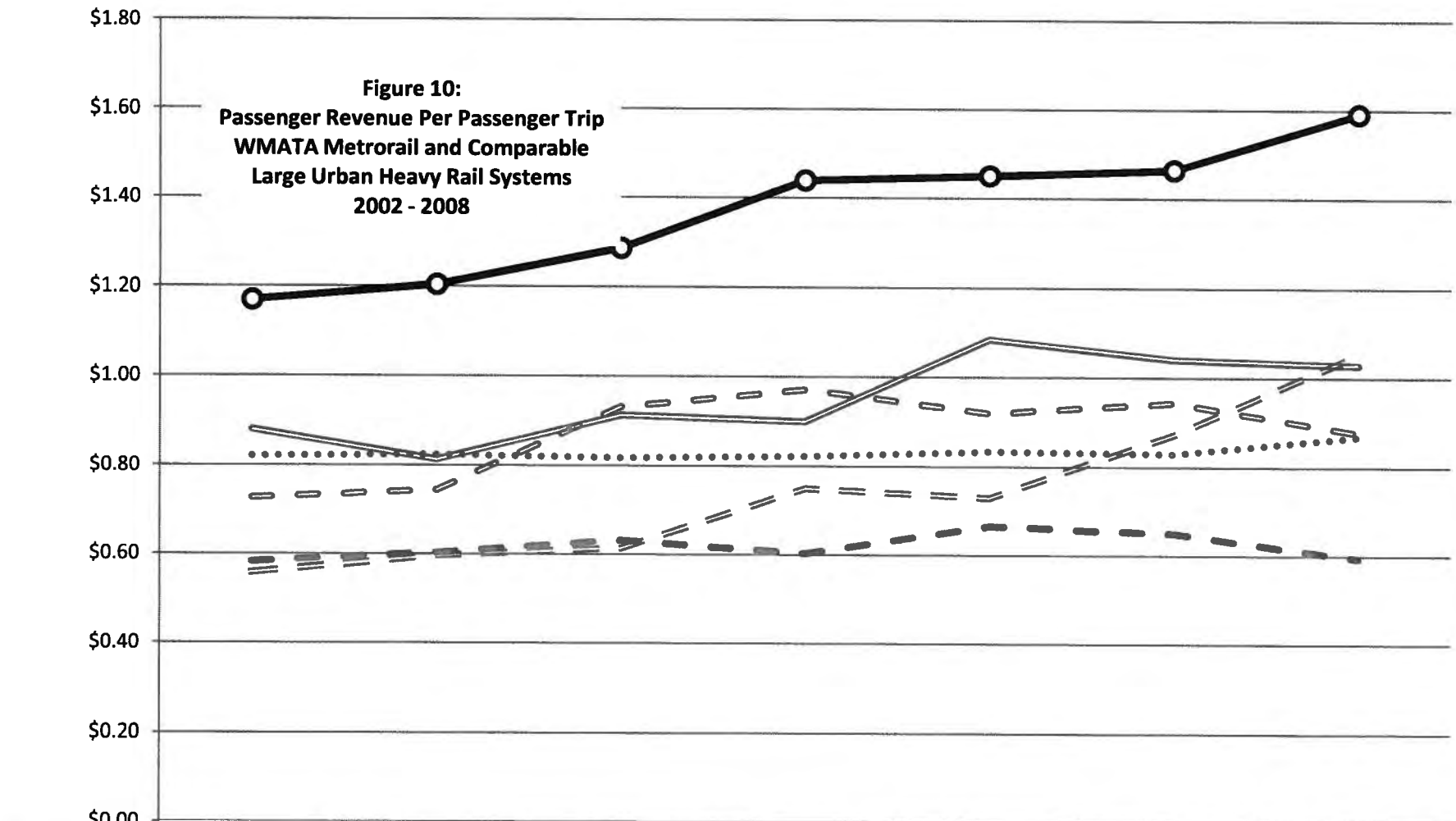
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
SEPTA	$0.3339	$0.3387	$0.3450	$0.3255	$0.2923	$0.2876	$0.3154	$0.3226	$0.3193	$0.3543	$0.3641	$0.3642	$0.3673
MBTA	$0.4074	$0.4074	$0.3807	$0.3873	$0.4111	$0.4100	$0.3670	$0.3985	$0.3687	$0.4550	$0.4421	$0.5079	$0.4941
MTA	$0.6874	$0.4846	$0.5030	$0.5125	$0.5198	$0.5820	$0.6173	$0.7346	$0.7016	$0.5507	$0.5722	$0.7684	$0.8187
MARTA	$0.1849	$0.1804	$0.1979	$0.2198	$0.2511	$0.2656	$0.2396	$0.2657	$0.2706	$0.2764	$0.2713	$0.3170	$0.2672
CTA	$0.3289	$0.3440	$0.3456	$0.3317	$0.3145	$0.3363	$0.3606	$0.3360	$0.3720	$0.3832	$0.4227	$0.4804	$0.3715
WMATA	$0.3482	$0.3145	$0.3409	$0.3618	$0.3434	$0.3324	$0.3203	$0.3358	$0.3487	$0.4089	$0.4072	$0.4379	$0.4609



	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
SEPTA	$1.48	$1.52	$1.55	$1.46	$1.31	$1.29	$1.40	$1.44	$1.42	$1.58	$1.62	$1.62	$1.65
MBTA	$1.48	$1.41	$1.37	$1.48	$1.41	$1.50	$1.28	$1.43	$1.36	$1.61	$1.62	$1.82	$1.83
MTA	$2.85	$2.54	$2.63	$2.70	$2.70	$2.68	$2.76	$3.10	$3.36	$3.14	$3.30	$3.84	$3.96
MARTA	$1.12	$1.09	$1.24	$1.30	$1.51	$1.82	$1.49	$1.80	$1.78	$1.87	$1.91	$2.21	$1.91
CTA	$2.03	$2.06	$2.02	$1.84	$1.79	$1.87	$1.99	$1.97	$2.24	$2.33	$2.48	$2.82	$2.22
WMATA	$1.86	$1.71	$1.72	$1.78	$1.87	$1.92	$1.90	$2.00	$2.10	$2.21	$2.34	$2.52	$2.62



	2002	2003	2004	2005	2006	2007	2008
SEPTA	$0.1848	$0.1843	$0.1835	$0.1848	$0.1873	$0.1861	$0.1939
MBTA	$0.1603	$0.1667	$0.1664	$0.2115	$0.1993	$0.2440	$0.2846
MTA	$0.1624	$0.1763	$0.1943	$0.1702	$0.1594	$0.1889	$0.1815
MARTA	$0.0940	$0.0888	$0.0958	$0.0888	$0.0943	$0.0932	$0.0830
CTA	$0.1596	$0.1389	$0.1518	$0.1479	$0.1852	$0.1775	$0.1721
WMATA	$0.1975	$0.2017	$0.2138	$0.2665	$0.2526	$0.2546	$0.2795



	2002	2003	2004	2005	2006	2007	2008
SEPTA	$0.82	$0.82	$0.82	$0.82	$0.83	$0.83	$0.87
MBTA	$0.56	$0.60	$0.61	$0.75	$0.73	$0.87	$1.05
MTA	$0.73	$0.74	$0.93	$0.97	$0.92	$0.94	$0.88
MARTA	$0.58	$0.60	$0.63	$0.60	$0.67	$0.65	$0.59
CTA	$0.88	$0.81	$0.91	$0.90	$1.08	$1.04	$1.03
WMATA	$1.17	$1.20	$1.29	$1.44	$1.45	$1.46	$1.59

Public Hearing Before the

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

January 6, 2011

Before getting into the serious problems, permit me to sincerely compliment the Commission for its excellent work over many years, including recent ones. Everyone should recognize the great value of this commission. I have been familiar with it since 1964.

Without taking anything away from the Commission, this year your work program must recognize and deal with the grievous problems we now face. Your work program to educate the Commonwealth of Virginia is excellent and we must hope for the best.

Tonight, I want to dwell on our Metro system as it fails to cope. I am submitting a graph to show that our Metro system has done far better than average over the past 62 years. As Street Cars were phased out, riders left with them. Transit ridership, measured in passenger-miles, declined 75 percent, but since MetroRail first opened up, ridership has increased 485 %, including VRE, Ride-On and Fairfax Connector. This far exceeds the national trends. NVTC can take some of the credit, BUT we are now slipping badly. Metro lacks management. It is just being administered. That is not good enough. NVTC must work to restore good management.

The Metro Board has several new people. They will need familiarization. They must not micro-manage, but they must pay close attention. They must set policies that are both constructive and feasible. They must realize they must contend with government tax receipts that are way down and can not pay exorbitant bills. The MetroBus loses have increased 74 % from 2002 to 2009 according to the Federal Transit Administration. No one can afford that. MetroRail losses increased "only" 45 % over that same period when inflation increased only 20 %. This problem must be faced now. In more direct terms, MetroBus cost $ 1.24 per passenger-mile to operate in 2009 but MetroRail cost only 48 cents per passenger-mile to operate, about the same as VRE. MetroBus lost 98 cents per passenger-mile in 2009. This can not go on. MetroRail lost only 17.8 cents per passenger-mile. That is not only affordable but is more than fully recovered by saving 224 gallons of motor fuel per capita per year worth $ 2 billion per year at the pump. The savings include the impact of Transit Oriented Development. The national average is 580 gallons of motor fuel per capita, with large cities with no rail transit averaging 574 gallons. This area averages 356 gallons per capita despite high auto ownership. MetroRail also saves by reducing the need for costly bus service. We need bus service for people with no other choice, but it must be reorganized to be-

NVTC Annual 2011 Public Hearing on Work Program - January 6, 2011.

come less costly and more efficient. To that end, I renew my suggestion of last year that NVTC and the Metro board adopt more useful and meaningful transit data measures to see how well management is performing,

Passenger-miles are the prime purpose so must be measured. FTA requires it. Airlines and Amtrak use it. Metro must, also. Each month, or quarter, Metro management must publish the passenger-miles per vehicle-mile, bus and rail separate. The target should be 12 for bus and 30 for rail. In Los Angeles, bus is 17 and rail 37. Baltimore is 16 by bus and 21 on Light Rail. We do not want to emulate Baltimore's Rapid Rail (heavy rail) data.

We need to get a report periodically on the cost and revenue by the passenger-mile by bus and by rail separately. Merged, they are meaningless. We need to see a year-to-year comparison of costs and revenues, as well as passenger-miles. We need to see the cost per vehicle hour by bus and by rail, with a peer group comparison. The peer group might best be MBTA, MdTA, SEPTA, L.A., and Chicago. New York is too large and unique. San Diego has lower labor cost.

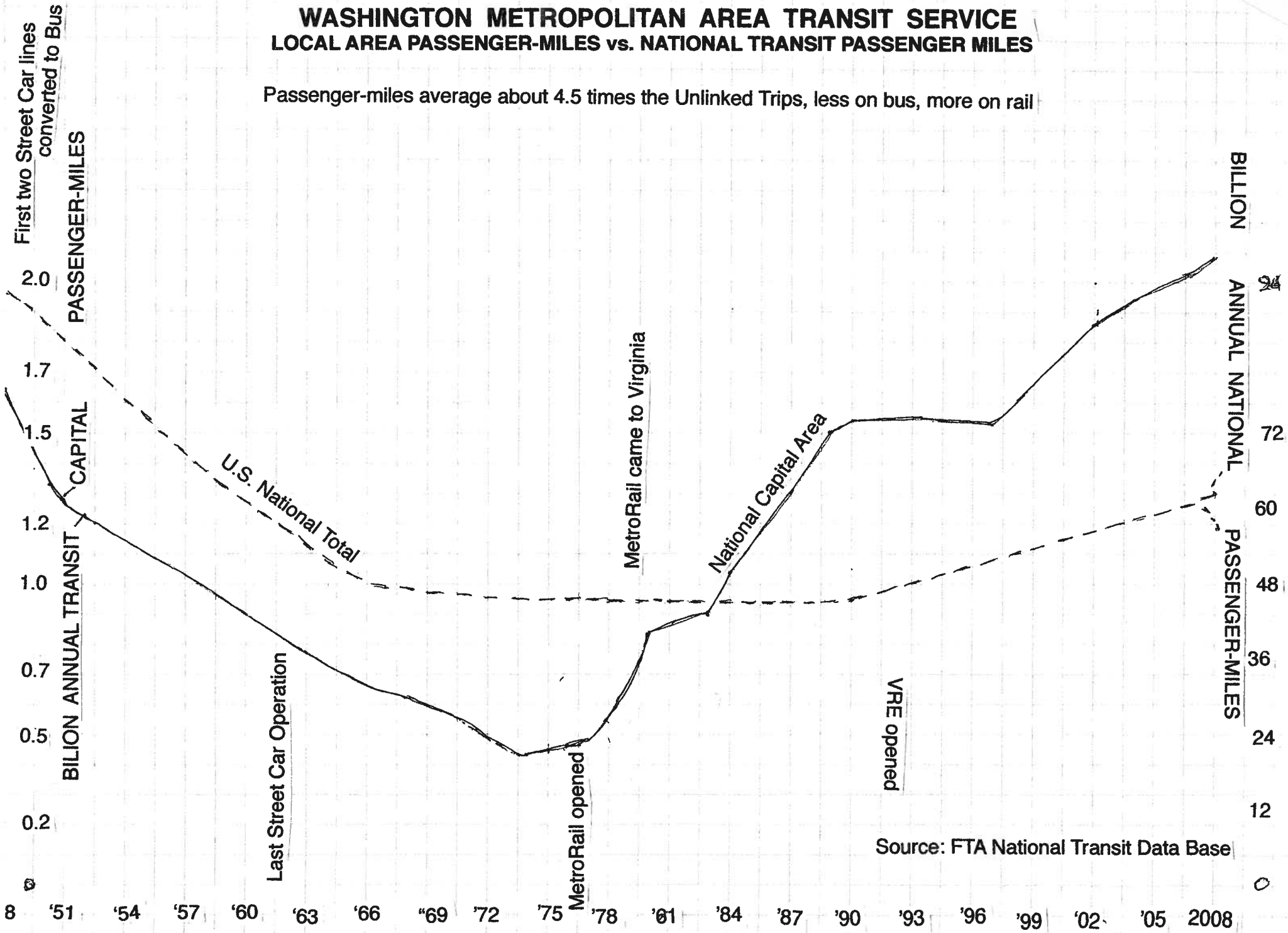
We must stop looking at cost per passenger because distance costs money and passenger trips vary in length. Also, FTA requirers transfers count twice, so when the Blue line was extended from Addison Road to Largo, we lost passenger count as fewer transfers took place at Addison road, but we gained revenue and passenger-miles. We must ignore cost per vehicle-mile as that varies with speed. Cost per hour is much more consistent.

We need a report on on-time performance. We must seek 96 % on-time within four minutes on rail and 88 % on time by bus. Buses running two minutes early need to have the driver disciplined. On a busy route, that can cause the next bus to be overloaded. MetroRail needs time tables to the half-minute. Capital Transit Street Cars ran on half-minute timetables. There is so much we can do to seek improvement in our transit operations. NVTC must meet with the new transit General Manager (CEO) and work with him to get what we must have. Thank you for listening.

Ed. L. Tennyson, P.E.
Emeritus Member, Transportation Research Board Committee AP070

WASHINGTON METROPOLITAN AREA TRANSIT SERVICE
LOCAL AREA PASSENGER-MILES vs. NATIONAL TRANSIT PASSENGER MILES

Passenger-miles average about 4.5 times the Unlinked Trips, less on bus, more on rail



Source: FTA National Transit Data Base

Figure 2: Public Transit Systems Operating in Northern Virginia
Operating Statistics and Performance Indicators, FY 2010

		Potomac and Rappahannock Transportation Commission							Washington Metro Area Transit Authority	
	Fairfax Connector	Omni Ride	Omni Link	Virginia Railway Express (VRE)	Alexandria DASH	City of Fairfax CUE	Arlington Transit (ART)	Loudoun County Transit	Metrobus (Northern Virginia)	Metrorail (Northern Virginia)
Annual Passenger Trips	9,643,793	2,176,322	1,000,027	4,106,589	3,805,551	932,055	1,990,402	967,957	20,556,094	98,463,817
Vehicle Miles	9,450,711	2,155,742	809,419	2,094,830	1,562,437	33,560	874,936	2,330,625	12,841,331	23,466,873
Passenger Miles	78,925,974	49,837,774	5,230,841	120,532,093	10,802,156	3,879,354	3,383,683	32,145,456	65,327,011	560,672,500
Fleet Size	249	107	22	120	63	12	39	51	1,482	1,128
Average Age of Fleet *(years)*	6.7	6.5	5.5	20	8.8	5.0	4.4	5	8.7	20
Average Weekday Boardings	34,356	8,602	3,701	16,673	13,544	3,331	7,109	3,997		327,304
Average Trip Length *(miles)*	8.18	22.90	5.23	29.35	2.84	4.16	1.70	33.21	3.18	5.69
On Time Performance	93%	*Not Available*		84.4%	93.0%	95.0%	98.0%	95.0%	75.0%	89.2%
Operating Costs	$54,547,704	$15,243,567	$8,792,536	$52,594,511	$11,433,000	$2,850,899	$6,583,860	$6,461,873	$115,961,134	$226,254,175

Source: Operating Information obtained directly from individual transit systems

* Estimated based on WMATA sytemwide data

** WMATA systemwide data

Figure 7: FY2009-FY2010 Metrorail Ridership Summary
Average Daily Passenger Trips by Station

Station	Weekday FY 2009	Saturday FY 2009	Sunday FY 2009	Weekday FY 2010	Saturday FY 2010	Sunday FY 2010
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,841	3,881	2,316	8,497	3,622	2,202
Van Dorn Street	7,356	3,560	2,099	7,021	3,343	1,988
Eisenhower Avenue	4,514	2,393	1,240	4,488	2,289	1,246
King Street	18,239	9,493	6,126	16,868	9,016	5,965
Total Alexandria:	**38,949**	**19,325**	**11,781**	**36,873**	**18,270**	**11,401**
Stations in Arlington						
Orange Line Stations						
East Falls Church	8,107	4,714	2,825	7,764	4,659	2,818
Ballston	24,179	11,191	6,459	23,619	10,839	6,304
Virginia Square	8,006	3,140	1,806	7,885	3,041	1,763
Clarendon	8,392	5,682	3,125	8,137	5,470	2,935
Courthouse	14,197	6,886	4,097	14,313	7,087	4,208
Rosslyn	33,326	13,299	8,965	32,903	13,242	9,362
Blue/Yellow Line Stations						
Arlington Cemetery	3,020	4,722	4,313	2,982	4,870	4,258
Pentagon	31,264	4,947	3,448	31,010	4,975	3,679
Pentagon City	31,827	23,309	14,247	31,648	22,688	13,755
Crystal City	28,628	10,837	6,929	27,844	10,490	6,729
National Airport	11,289	7,732	10,970	11,295	7,142	10,549
Total Arlington:	**202,235**	**96,458**	**67,184**	**199,401**	**94,502**	**66,360**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	26,559	12,720	7,288	26,254	12,077	6,542
Dunn Loring	10,314	5,109	3,002	10,051	4,737	2,642
West Falls Church	20,295	6,209	4,240	19,953	5,400	3,423
Blue/Yellow Line Stations						
Huntington	16,797	6,695	4,260	16,379	6,428	4,083
Franconia-Springfield	18,899	9,252	5,381	18,393	8,572	4,838
Total Fairfax:	**92,864**	**39,985**	**24,172**	**91,030**	**37,214**	**21,529**
Total Virginia:	**334,048**	**155,769**	**103,136**	**327,304**	**149,986**	**99,290**

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

Figure 7A: FY2009-2010 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Weekday)

Station	Weekday FY 2009	Weekday FY 2010	Total Change FY 09-10	Percentage Change FY 09-10
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	8,841	8,497	-344	-4%
Van Dorn Street	7,356	7,021	-335	-5%
Eisenhower Avenue	4,514	4,488	-26	-1%
King Street	18,239	16,868	-1,371	-8%
Total Alexandria:	**38,949**	**36,873**	**-2,076**	**-5%**
Stations in Arlington				
Orange Line Stations				
East Falls Church	8,107	7,764	-343	-4%
Ballston	24,179	23,619	-559	-2%
Virginia Square	8,006	7,885	-121	-2%
Clarendon	8,392	8,137	-255	-3%
Courthouse	14,197	14,313	115	1%
Rosslyn	33,326	32,903	-423	-1%
Blue/Yellow Line Stations				
Arlington Cemetery	3,020	2,982	-38	-1%
Pentagon	31,264	31,010	-254	-1%
Pentagon City	31,827	31,648	-179	-1%
Crystal City	28,628	27,844	-784	-3%
National Airport	11,289	11,295	7	0%
Total Arlington:	**202,235**	**199,401**	**-2,835**	**-1%**
Stations in Fairfax County*				
Orange Line Stations				
Vienna	26,559	26,254	-305	-1%
Dunn Loring	10,314	10,051	-263	-3%
West Falls Church	20,295	19,953	-342	-2%
Blue/Yellow Line Stations				
Huntington	16,797	16,379	-417	-2%
Franconia-Springfield	18,899	18,393	-506	-3%
Total Fairfax:	**92,864**	**91,030**	**-1,834**	**-2%**
Total Virginia:	**334,048**	**327,304**	**-6,744**	**-2%**

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

Figure 7B: FY2009- 2010 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Saturday)

Station	Saturday FY 2009	Saturday FY 2010	Total Change FY 09-10	Percentage Change FY 09-10
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	3,881	3,622	-258	-7%
Van Dorn Street	3,560	3,343	-216	-6%
Eisenhower Avenue	2,393	2,289	-104	-4%
King Street	9,493	9,016	-477	-5%
Total Alexandria:	**19,325**	**18,270**	**-1,056**	**-5%**
Stations in Arlington				
Orange Line Stations				
East Falls Church	4,714	4,659	-55	-1%
Ballston	11,191	10,839	-353	-3%
Virginia Square	3,140	3,041	-99	-3%
Clarendon	5,682	5,470	-212	-4%
Courthouse	6,886	7,087	201	3%
Rosslyn	13,299	13,242	-57	0%
Blue/Yellow Line Stations				
Arlington Cemetery	4,722	4,870	148	3%
Pentagon	4,947	4,975	29	1%
Pentagon City	23,309	22,688	-621	-3%
Crystal City	10,837	10,490	-348	-3%
National Airport	7,732	7,142	-590	-8%
Total Arlington:	**96,458**	**94,502**	**-1,956**	**-2%**
Stations in Fairfax County*				
Orange Line Stations				
Vienna	12,720	12,077	-644	-5%
Dunn Loring	5,109	4,737	-372	-7%
West Falls Church	6,209	5,400	-809	-13%
Blue/Yellow Line Stations				
Huntington	6,695	6,428	-266	-4%
Franconia-Springfield	9,252	8,572	-681	-7%
Total Fairfax:	**39,985**	**37,214**	**-2,771**	**-7%**
Total Virginia:	**155,769**	**149,986**	**-5,783**	**-4%**

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

Figure 7C: FY2009 - 2010 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Sunday)

Station	Sunday FY 2009	Sunday FY 2010	Total Change FY 09-10	Percentage Change FY 09-10
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,316	2,202	-114	-5%
Van Dorn Street	2,099	1,988	-111	-5%
Eisenhower Avenue	1,240	1,246	6	1%
King Street	6,126	5,965	-161	-3%
Total Alexandria:	**11,781**	**11,401**	**-380**	**-3%**
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,825	2,818	-7	0%
Ballston	6,459	6,304	-154	-2%
Virginia Square	1,806	1,763	-43	-2%
Clarendon	3,125	2,935	-190	-6%
Courthouse	4,097	4,208	111	3%
Rosslyn	8,965	9,362	397	4%
Blue/Yellow Line Stations				
Arlington Cemetery	4,313	4,258	-55	-1%
Pentagon	3,448	3,679	231	7%
Pentagon City	14,247	13,755	-492	-3%
Crystal City	6,929	6,729	-200	-3%
National Airport	10,970	10,549	-421	-4%
Total Arlington:	**67,184**	**66,360**	**-824**	**-1%**
Stations in Fairfax County*				
Orange Line Stations				
Vienna	7,288	6,542	-746	-10%
Dunn Loring	3,002	2,642	-360	-12%
West Falls Church	4,240	3,423	-817	-19%
Blue/Yellow Line Stations				
Huntington	4,260	4,083	-178	-4%
Franconia-Springfield	5,381	4,838	-543	-10%
Total Fairfax:	**24,172**	**21,529**	**-2,643**	**-11%**
Total Virginia:	**103,136**	**99,290**	**-3,846**	**-4%**

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

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

Station	Weekday FY 2009	Saturday FY 2009	Sunday FY 2009	Weekday FY 2010	Saturday FY 2010	Sunday FY 2010
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,308,130	201,395	120,151	2,221,249	187,810	113,846
Van Dorn Street	1,921,739	184,598	108,835	1,836,318	173,024	102,352
Eisenhower Avenue	1,178,641	124,039	64,463	1,173,619	118,928	64,361
King Street	4,764,892	491,999	318,713	4,412,213	466,936	307,850
Total Alexandria:	**10,173,402**	**1,002,031**	**612,162**	**9,643,399**	**946,698**	**588,408**
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,116,861	244,665	146,325	2,030,051	240,577	145,908
Ballston	6,311,539	580,443	335,087	6,170,629	561,555	325,745
Virginia Square	2,089,345	162,969	93,590	2,059,542	157,280	90,884
Clarendon	2,190,729	295,183	162,096	2,125,610	283,975	151,920
Courthouse	3,705,430	357,483	212,157	3,738,370	367,009	216,542
Rosslyn	8,700,032	688,932	463,257	8,597,699	684,555	478,982
Blue/Yellow Line Stations						
Arlington Cemetery	793,616	243,468	222,104	785,547	250,336	219,354
Pentagon	8,161,289	256,529	176,877	8,101,401	256,485	187,017
Pentagon City	8,314,751	1,209,576	739,677	8,280,512	1,178,140	712,173
Crystal City	7,474,900	559,775	358,733	7,277,995	544,067	346,379
National Airport	2,949,834	403,013	570,847	2,956,186	371,577	550,747
Total Arlington:	**52,808,325**	**5,002,035**	**3,480,750**	**52,123,542**	**4,895,557**	**3,425,649**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	6,934,080	660,072	377,992	6,867,724	622,416	336,966
Dunn Loring	2,693,857	264,671	155,671	2,629,375	244,378	135,886
West Falls Church	5,299,690	350,278	221,768	5,218,375	280,050	176,339
Blue/Yellow Line Stations						
Huntington	4,385,050	347,518	221,213	4,282,746	332,304	211,527
Franconia-Springfield	4,937,079	479,825	278,582	4,811,048	441,630	249,800
Total Fairfax:	**24,249,756**	**2,102,364**	**1,255,225**	**23,809,268**	**1,920,779**	**1,110,518**
TOTAL VIRGINIA:	**87,231,483**	**8,106,430**	**5,348,137**	**85,576,208**	**7,763,033**	**5,124,575**

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

Figure 8A: FY2009 - 2010 Metrorail Ridership Summary
Annual Passenger Trips by Station (Weekday)

Station	Weekday FY 2009	Weekday FY 2010	Total Change FY 09-10	Percentage Change FY 09-10
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,308,130	2,221,249	-86,881	-4%
Van Dorn Street	1,921,739	1,836,318	-85,421	-4%
Eisenhower Avenue	1,178,641	1,173,619	-5,023	0%
King Street	4,764,892	4,412,213	-352,679	-7%
Total Alexandria:	**10,173,402**	**9,643,399**	**-530,004**	**-5%**
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,116,861	2,030,051	-86,810	-4%
Ballston	6,311,539	6,170,629	-140,910	-2%
Virginia Square	2,089,345	2,059,542	-29,804	-1%
Clarendon	2,190,729	2,125,610	-65,119	-3%
Courthouse	3,705,430	3,738,370	32,940	1%
Rosslyn	8,700,032	8,597,699	-102,333	-1%
Blue/Yellow Line Stations				
Arlington Cemetery	793,616	785,547	-8,069	-1%
Pentagon	8,161,289	8,101,401	-59,887	-1%
Pentagon City	8,314,751	8,280,512	-34,238	0%
Crystal City	7,474,900	7,277,995	-196,904	-3%
National Airport	2,949,834	2,956,186	6,352	0%
Total Arlington:	**52,808,325**	**52,123,542**	**-684,783**	**-1%**
Stations in Fairfax County*				
Orange Line Stations				
Vienna	6,934,080	6,867,724	-66,356	-1%
Dunn Loring	2,693,857	2,629,375	-64,482	-2%
West Falls Church	5,299,690	5,218,375	-81,315	-2%
Blue/Yellow Line Stations				
Huntington	4,385,050	4,282,746	-102,304	-2%
Franconia-Springfield	4,937,079	4,811,048	-126,031	-3%
Total Fairfax:	**24,249,756**	**23,809,268**	**-440,488**	**-2%**
Total Virginia:	**87,231,483**	**85,576,208**	**-1,655,275**	**-2%**

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

Figure 8B: FY2009 - 2010 Metrorail Ridership Summary
Annual Passenger Trips by Station (Saturday)

Station	Saturday FY 2009	Saturday FY 2010	Total Change FY 09-10	Percentage Change FY 09-10
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	201,395	187,810	-13,585	-7%
Van Dorn Street	184,598	173,024	-11,574	-6%
Eisenhower Avenue	124,039	118,928	-5,111	-4%
King Street	491,999	466,936	-25,063	-5%
Total Alexandria:	**1,002,031**	**946,698**	**-55,333**	**-6%**
Stations in Arlington				
Orange Line Stations				
East Falls Church	244,665	240,577	-4,087	-2%
Ballston	580,443	561,555	-18,888	-3%
Virginia Square	162,969	157,280	-5,689	-3%
Clarendon	295,183	283,975	-11,207	-4%
Courthouse	357,483	367,009	9,527	3%
Rosslyn	688,932	684,555	-4,377	-1%
Blue/Yellow Line Stations				
Arlington Cemetery	243,468	250,336	6,868	3%
Pentagon	256,529	256,485	-44	0%
Pentagon City	1,209,576	1,178,140	-31,436	-3%
Crystal City	559,775	544,067	-15,707	-3%
National Airport	403,013	371,577	-31,436	-8%
Total Arlington:	**5,002,035**	**4,895,557**	**-106,478**	**-2%**
Stations in Fairfax County*				
Orange Line Stations				
Vienna	660,072	622,416	-37,655	-6%
Dunn Loring	264,671	244,378	-20,292	-8%
West Falls Church	350,278	280,050	-70,228	-20%
Blue/Yellow Line Stations				
Huntington	347,518	332,304	-15,214	-4%
Franconia-Springfield	479,825	441,630	-38,195	-8%
Total Fairfax:	**2,102,364**	**1,920,779**	**-181,585**	**-9%**
Total Virginia:	**8,106,430**	**7,763,033**	**-343,396**	**-4%**

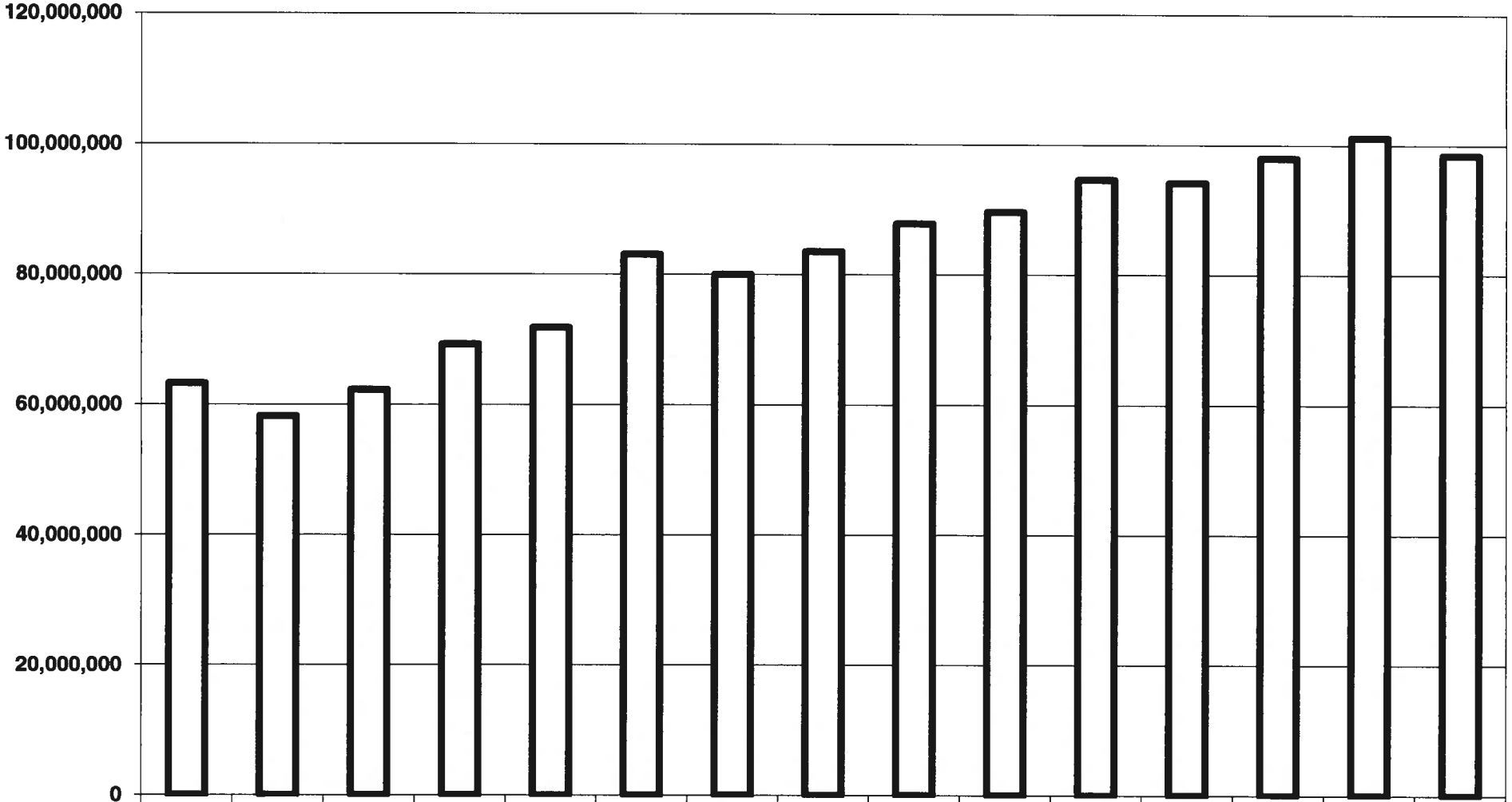
*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 8C: FY2009 - 2010 Metrorail Ridership Summary
Annual Passenger Trips by Station (Sunday)

Station	Sunday FY 2009	Sunday FY 2010	Total Change FY 09-10	Percentage Change FY 09-10
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	120,151	113,846	-6,306	-5%
Van Dorn Street	108,835	102,352	-6,482	-6%
Eisenhower Avenue	64,463	64,361	-102	0%
King Street	318,713	307,850	-10,863	-3%
Total Alexandria:	**612,162**	**588,408**	**-23,753**	**-4%**
Stations in Arlington				
Orange Line Stations				
East Falls Church	146,325	145,908	-417	0%
Ballston	335,087	325,745	-9,342	-3%
Virginia Square	93,590	90,884	-2,706	-3%
Clarendon	162,096	151,920	-10,176	-6%
Courthouse	212,157	216,542	4,385	2%
Rosslyn	463,257	478,982	15,725	3%
Blue/Yellow Line Stations				
Arlington Cemetery	222,104	219,354	-2,750	-1%
Pentagon	176,877	187,017	10,139	6%
Pentagon City	739,677	712,173	-27,504	-4%
Crystal City	358,733	346,379	-12,354	-3%
National Airport	570,847	550,747	-20,100	-4%
Total Arlington:	**3,480,750**	**3,425,649**	**-55,101**	**-2%**
Stations in Fairfax County*				
Orange Line Stations				
Vienna	377,992	336,966	-41,026	-11%
Dunn Loring	155,671	135,886	-19,785	-13%
West Falls Church	221,768	176,339	-45,428	-20%
Blue/Yellow Line Stations				
Huntington	221,213	211,527	-9,686	-4%
Franconia-Springfield	278,582	249,800	-28,782	-10%
Total Fairfax:	**1,255,225**	**1,110,518**	**-144,707**	**-12%**
Total Virginia:	**5,348,137**	**5,124,575**	**-223,562**	**-4%**

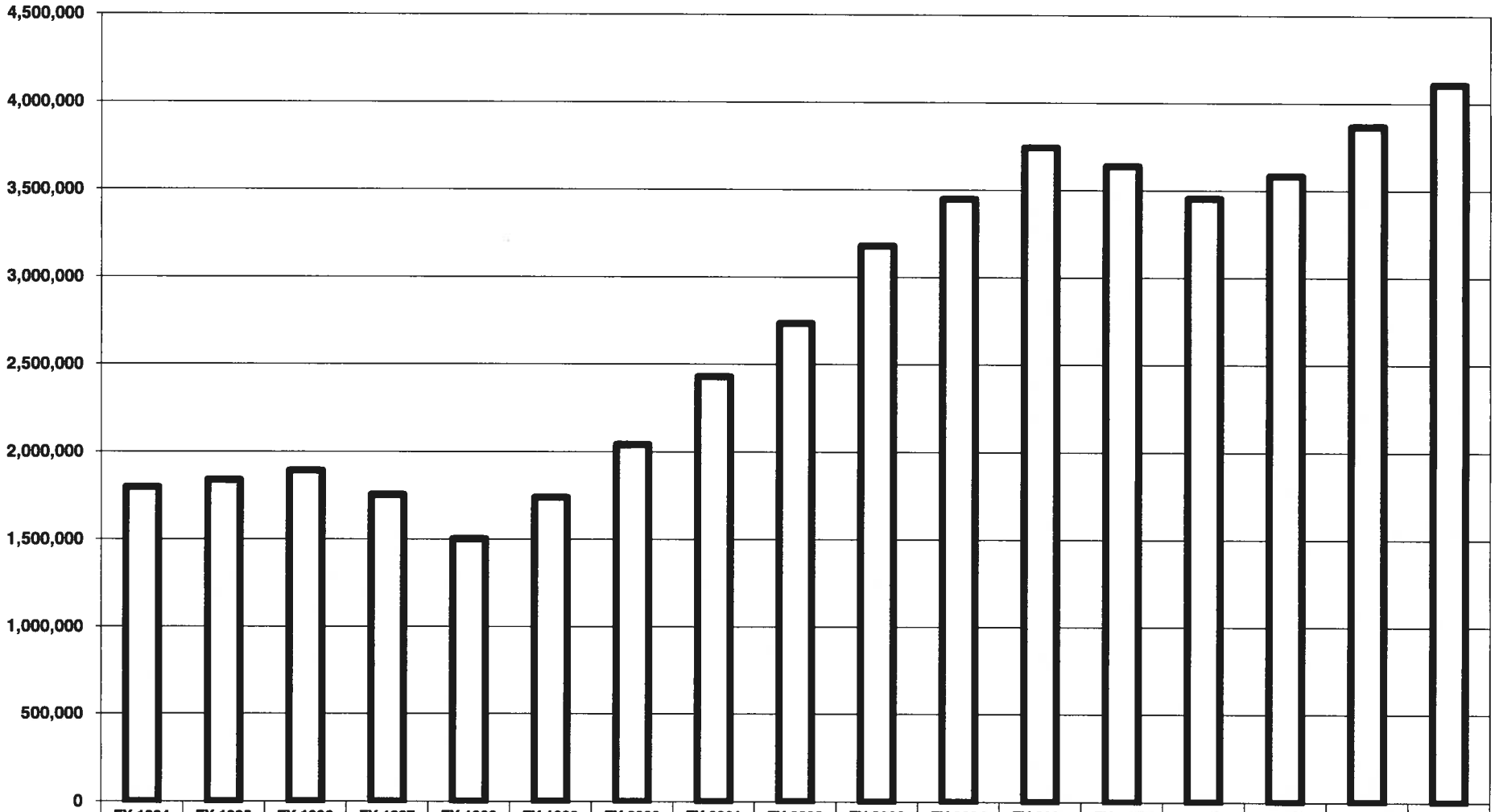
*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 10: Metrorail Annual Northern Virginia Passenger Trips, FY 1996 - 2010



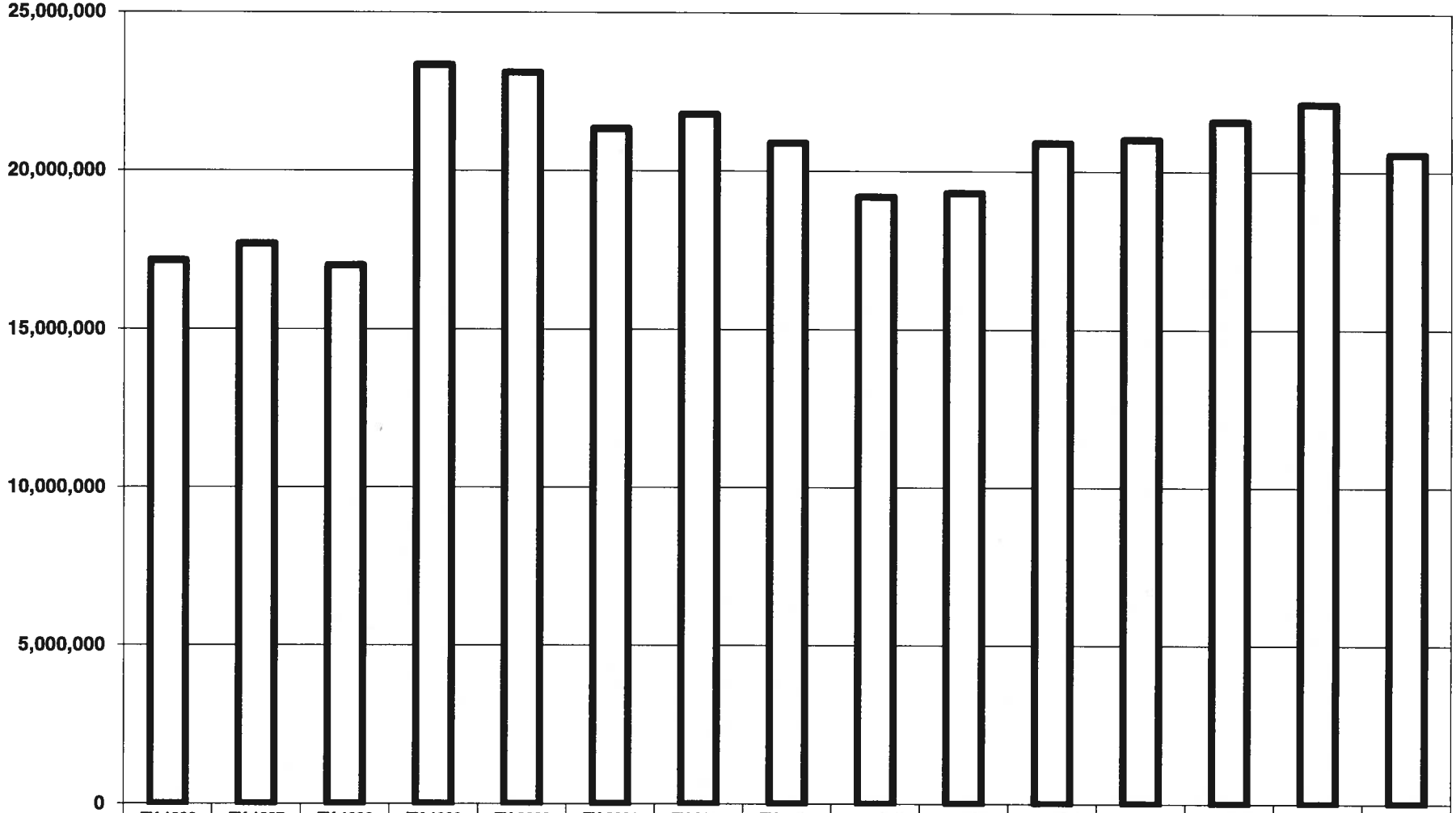
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passengers	63,221,5	58,232,0	62,263,0	69,271,9	71,811,9	83,052,0	80,008,8	83,529,7	87,817,94	89,624,2	94,642,4	94,161,0	97,985,6	101,183,	98,463,81

Figure 13: VRE Annual Passenger Trips, FY 1994 - FY 2010



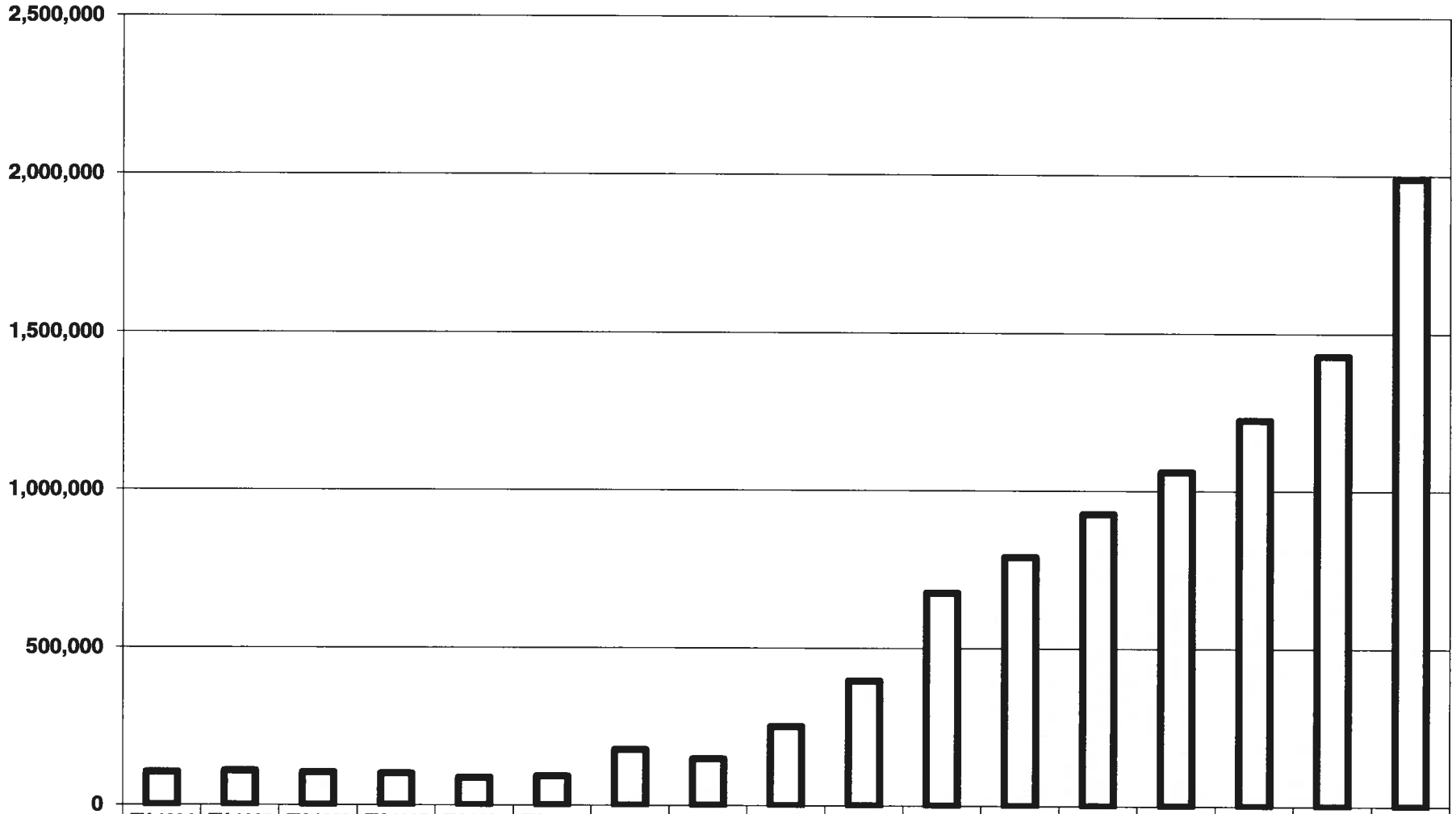
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passengers	1,798,40	1,840,14	1,891,91	1,754,85	1,501,91	1,739,79	2,039,70	2,428,53	2,735,02	3,179,95	3,447,97	3,745,38	3,639,10	3,453,56	3,583,53	3,868,03	4,106,58

Figure 18: Metrobus Northern Virginia Annual Passenger Trips, FY 1996 - FY 2010



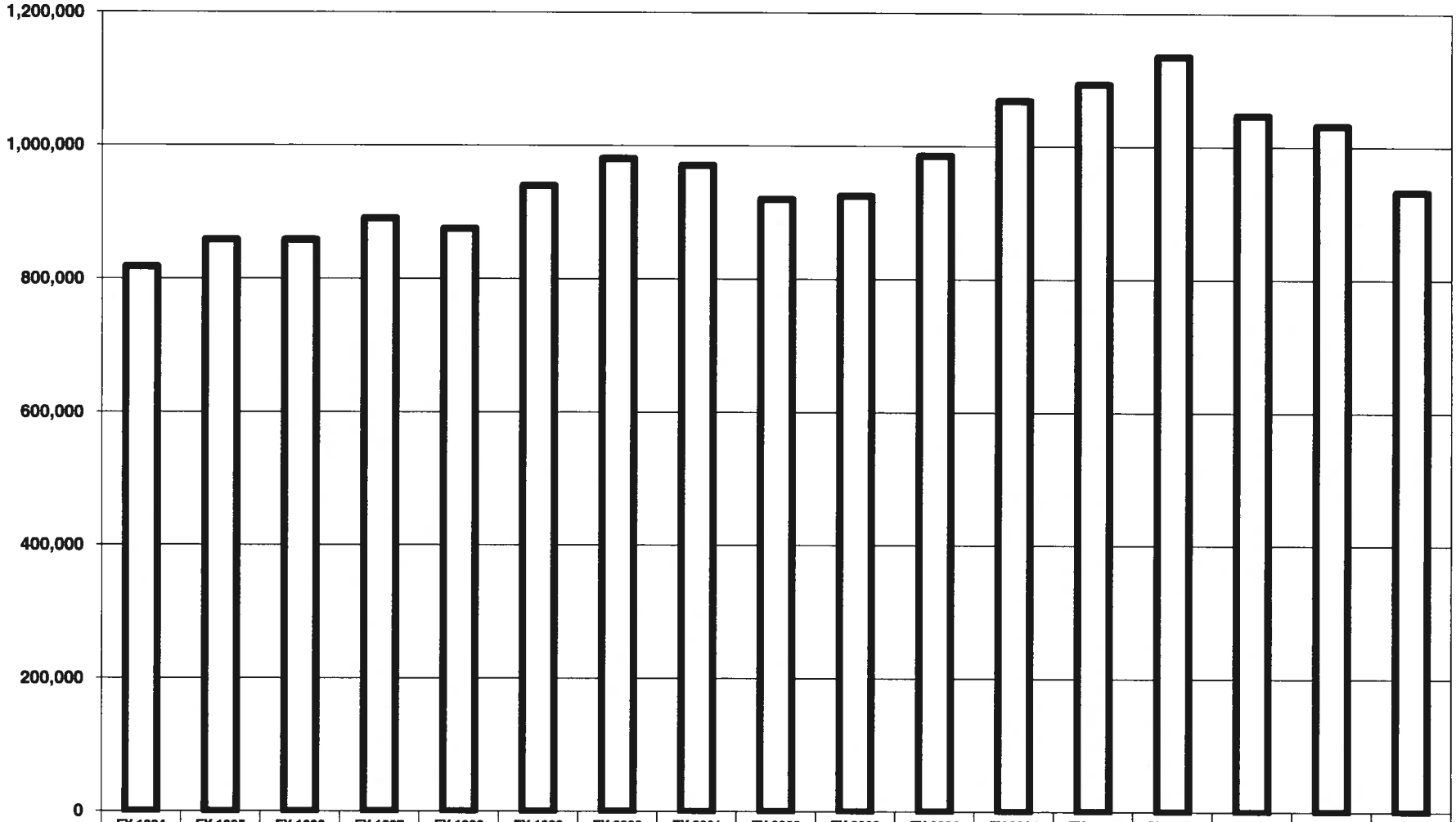
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passengers	17,170,47	17,694,00	17,014,00	23,333,81	23,092,44	21,335,66	21,781,27	20,886,49	19,190,908	19,314,871	20,899,080	21,011,43	21,574,43	22,125,42	20,556,094

Figure 20: ART Annual Passenger Trips, FY 1994 - FY 2010



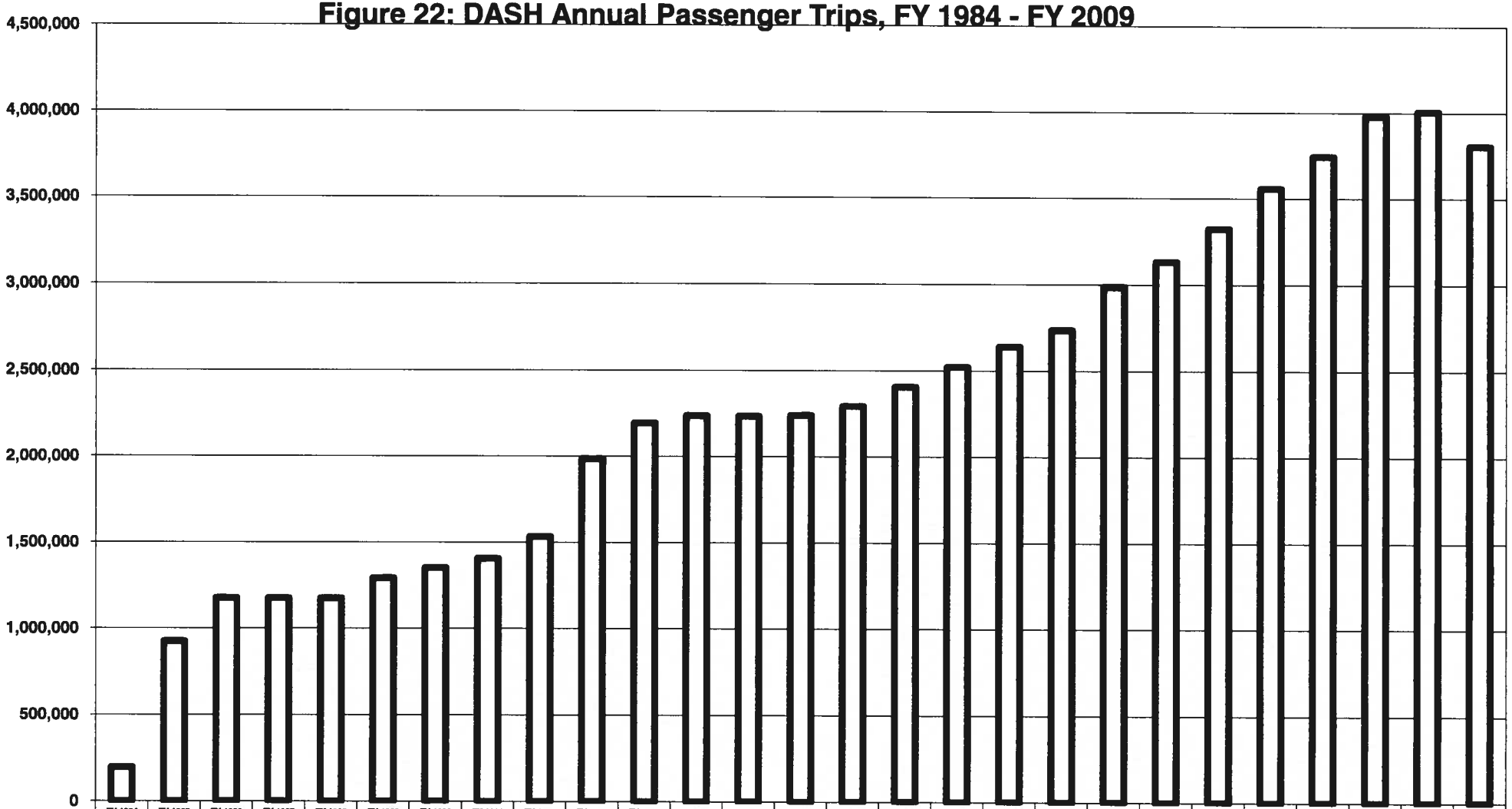
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	104,973	109,196	104,351	101,467	87,857	92,779	177,151	148,293	251,869	397,001	674,806	788,854	926,574	1,060,4	1,225,4	1,428,8	1,990,4

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



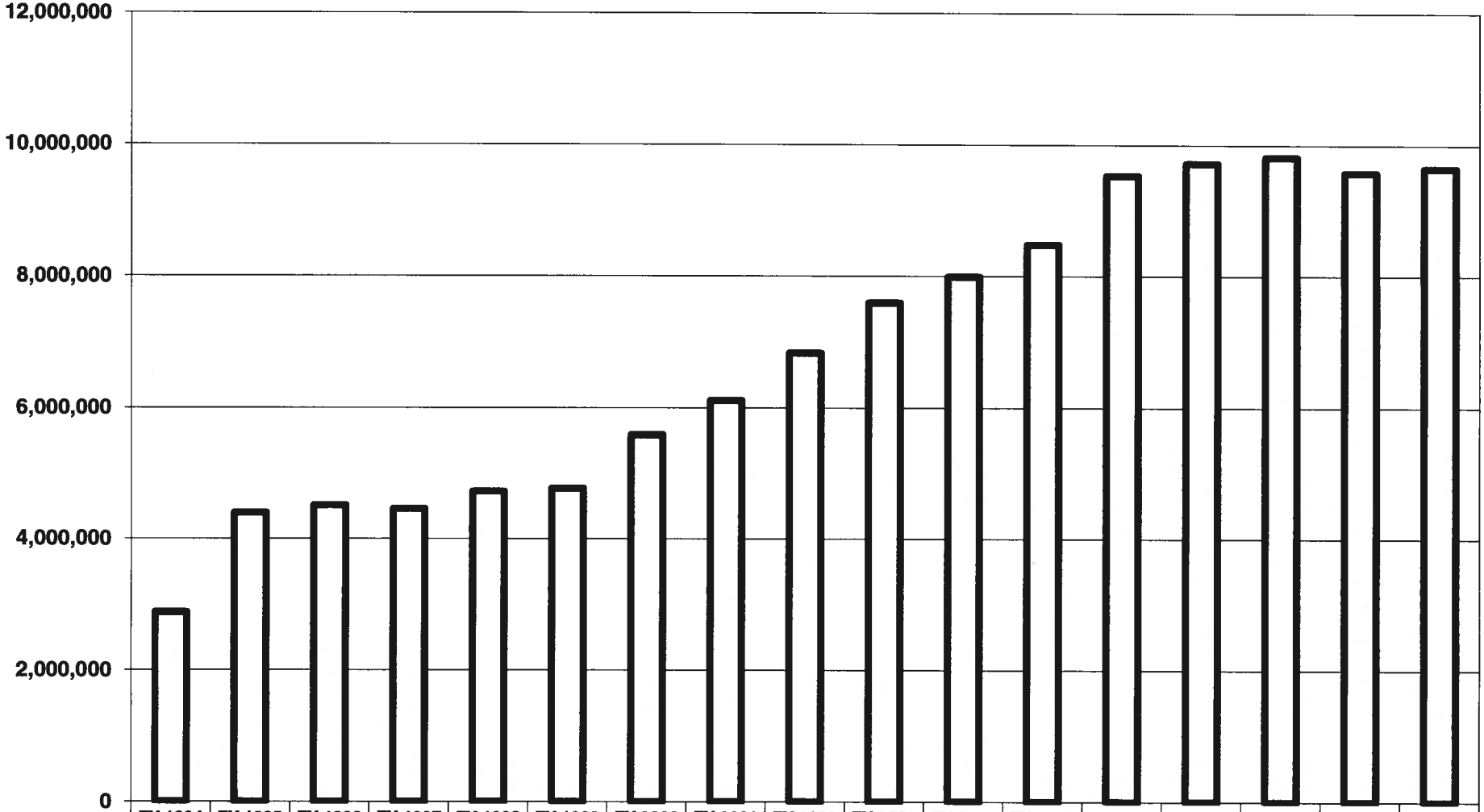
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	818,000	858,000	858,000	890,000	874,986	939,446	980,587	970,576	919,877	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346	1,031,659	932,055

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



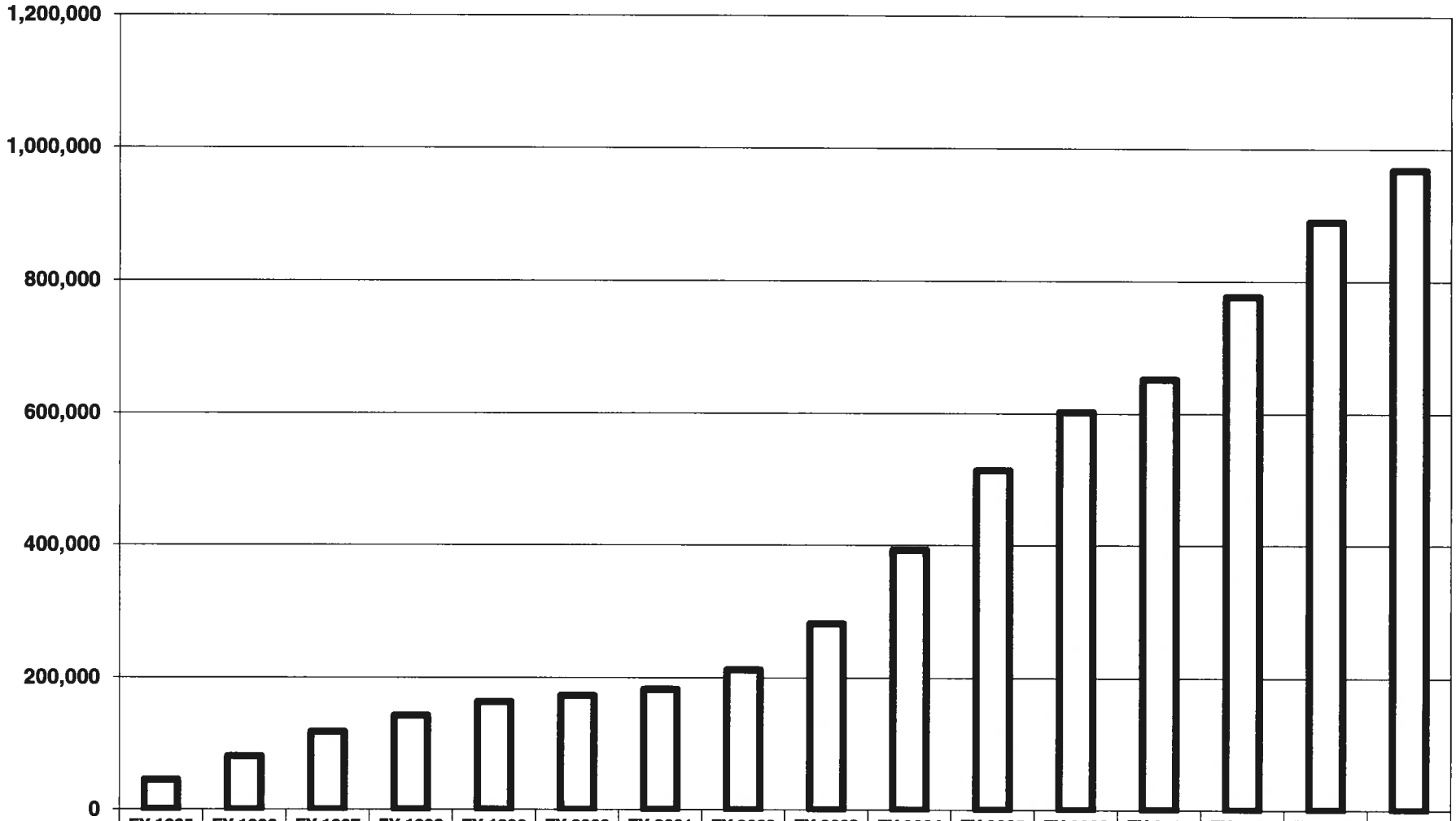
	FY 1984	FY 1985	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	195,916	923,504	1,176,091	1,174,597	1,174,470	1,292,787	1,352,503	1,405,662	1,533,932	1,985,422	2,195,738	2,238,266	2,235,647	2,241,739	2,293,493	2,406,609	2,521,925	2,640,420	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486	3,743,499	3,978,773	4,008,825	3,805,551

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



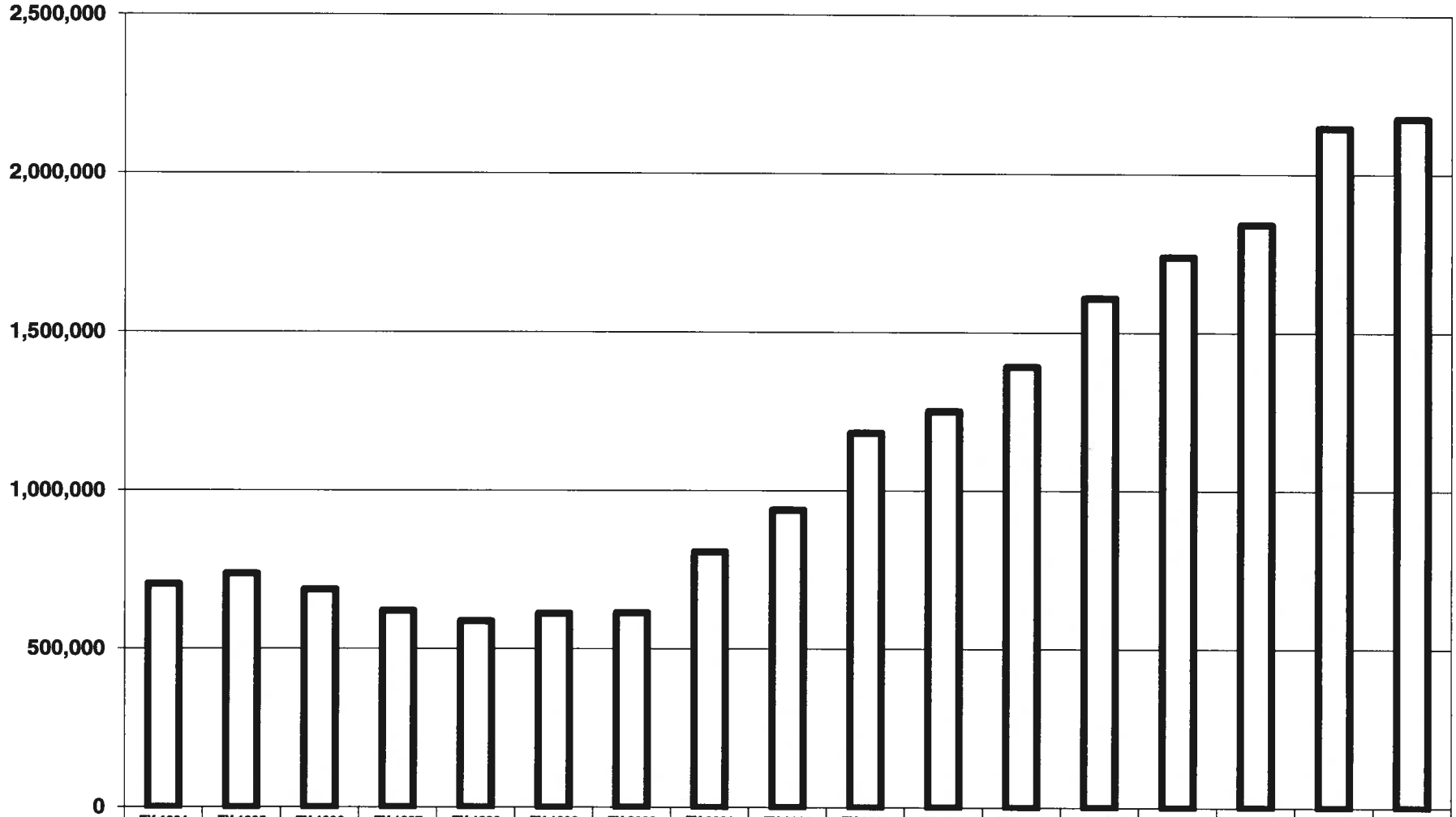
	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	2,877,0	4,395,5	4,512,3	4,456,1	4,724,4	4,773,8	5,586,4	6,110,6	6,831,3	7,595,1	7,990,8	8,474,1	9,529,0	9,717,3	9,810,2	9,576,6	9,643,7

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



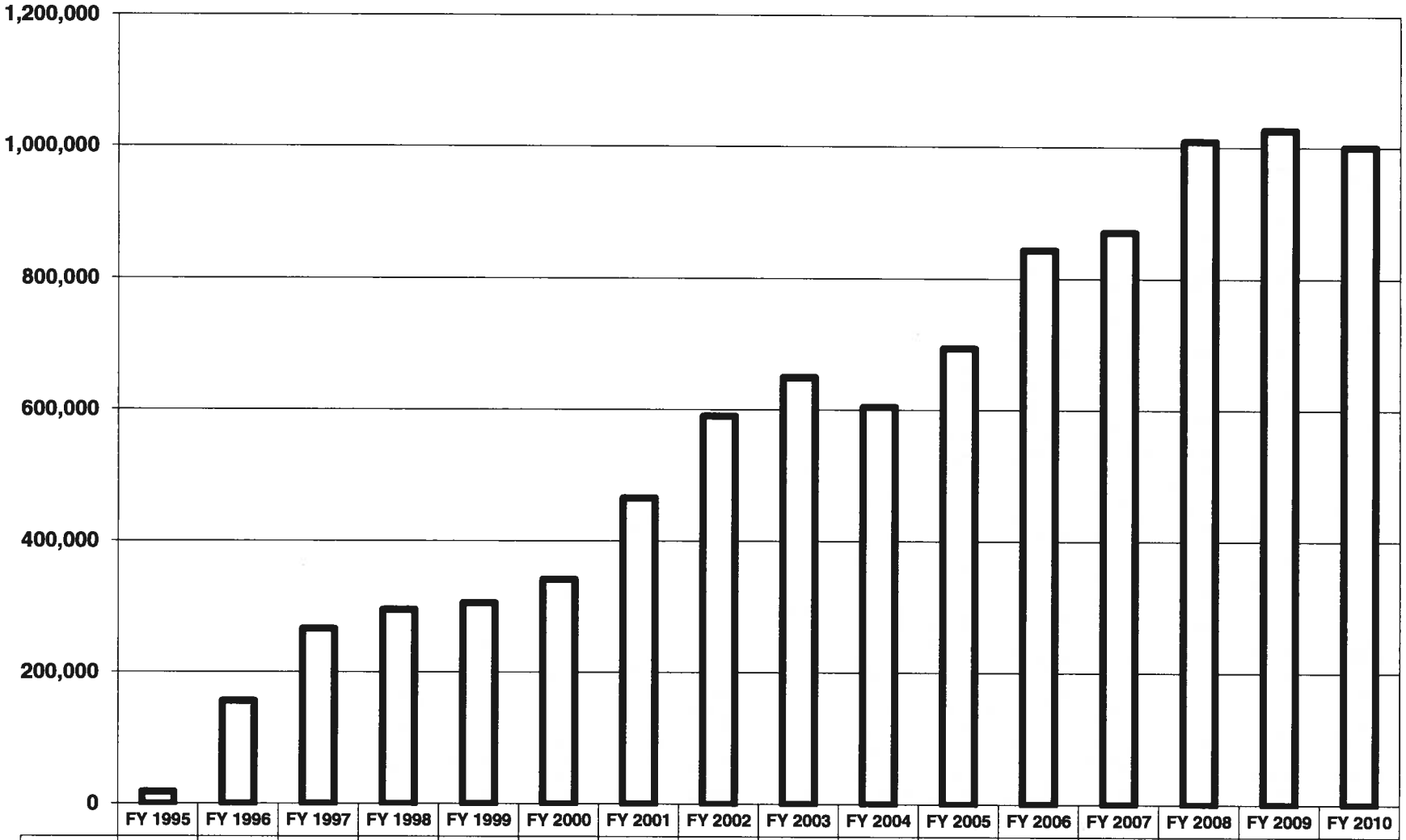
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	44,873	81,064	118,047	142,387	163,294	172,923	182,508	212,102	281,829	392,901	513,766	602,333	652,347	777,273	890,011	967,957

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



	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	703,743	736,645	686,489	620,223	586,760	612,029	612,962	806,542	938,778	1,182,996	1,251,316	1,392,432	1,608,583	1,738,556	1,840,716	2,146,441	2,176,322

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



	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Passenger Trips	17,804	156,173	265,698	295,082	305,423	341,175	465,379	590,182	649,405	604,586	694,366	843,407	870,206	1,008,62	1,025,63	1,000,02

Figure 7: FY2009-FY2010 Metrorail Ridership Summary
Average Daily Passenger Trips by Station

Station	Weekday FY 2009	Saturday FY 2009	Sunday FY 2009	Weekday FY 2010	Saturday FY 2010	Sunday FY 2010
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,841	3,881	2,316	8,497	3,622	2,202
Van Dorn Street	7,356	3,560	2,099	7,021	3,343	1,988
Eisenhower Avenue	4,514	2,393	1,240	4,488	2,289	1,246
King Street	18,239	9,493	6,126	16,868	9,016	5,965
Total Alexandria:	**38,949**	**19,325**	**11,781**	**36,873**	**18,270**	**11,401**
Stations in Arlington						
Orange Line Stations						
East Falls Church	8,107	4,714	2,825	7,764	4,659	2,818
Ballston	24,179	11,191	6,459	23,619	10,839	6,304
Virginia Square	8,006	3,140	1,806	7,885	3,041	1,763
Clarendon	8,392	5,682	3,125	8,137	5,470	2,935
Courthouse	14,197	6,886	4,097	14,313	7,087	4,208
Rosslyn	33,326	13,299	8,965	32,903	13,242	9,362
Blue/Yellow Line Stations						
Arlington Cemetery	3,020	4,722	4,313	2,982	4,870	4,258
Pentagon	31,264	4,947	3,448	31,010	4,975	3,679
Pentagon City	31,827	23,309	14,247	31,648	22,688	13,755
Crystal City	28,628	10,837	6,929	27,844	10,490	6,729
National Airport	11,289	7,732	10,970	11,295	7,142	10,549
Total Arlington:	**202,235**	**96,458**	**67,184**	**199,401**	**94,502**	**66,360**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	26,559	12,720	7,288	26,254	12,077	6,542
Dunn Loring	10,314	5,109	3,002	10,051	4,737	2,642
West Falls Church	20,295	6,209	4,240	19,953	5,400	3,423
Blue/Yellow Line Stations						
Huntington	16,797	6,695	4,260	16,379	6,428	4,083
Franconia-Springfield	18,899	9,252	5,381	18,393	8,572	4,838
Total Fairfax:	**92,864**	**39,985**	**24,172**	**91,030**	**37,214**	**21,529**
Total Virginia:	**334,048**	**155,769**	**103,136**	**327,304**	**149,986**	**99,290**

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

Figure 8: FY2009 - 2010 Metrorail Ridership Summary
Annual Passenger Trips by Station

Station	Weekday FY 2009	Saturday FY 2009	Sunday FY 2009	Weekday FY 2010	Saturday FY 2010	Sunday FY 2010
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,308,130	201,395	120,151	2,221,249	187,810	113,846
Van Dorn Street	1,921,739	184,598	108,835	1,836,318	173,024	102,352
Eisenhower Avenue	1,178,641	124,039	64,463	1,173,619	118,928	64,361
King Street	4,764,892	491,999	318,713	4,412,213	466,936	307,850
Total Alexandria:	**10,173,402**	**1,002,031**	**612,162**	**9,643,399**	**946,698**	**588,408**
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,116,861	244,665	146,325	2,030,051	240,577	145,908
Ballston	6,311,539	580,443	335,087	6,170,629	561,555	325,745
Virginia Square	2,089,345	162,969	93,590	2,059,542	157,280	90,884
Clarendon	2,190,729	295,183	162,096	2,125,610	283,975	151,920
Courthouse	3,705,430	357,483	212,157	3,738,370	367,009	216,542
Rosslyn	8,700,032	688,932	463,257	8,597,699	684,555	478,982
Blue/Yellow Line Stations						
Arlington Cemetery	793,616	243,468	222,104	785,547	250,336	219,354
Pentagon	8,161,289	256,529	176,877	8,101,401	256,485	187,017
Pentagon City	8,314,751	1,209,576	739,677	8,280,512	1,178,140	712,173
Crystal City	7,474,900	559,775	358,733	7,277,995	544,067	346,379
National Airport	2,949,834	403,013	570,847	2,956,186	371,577	550,747
Total Arlington:	**52,808,325**	**5,002,035**	**3,480,750**	**52,123,542**	**4,895,557**	**3,425,649**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	6,934,080	660,072	377,992	6,867,724	622,416	336,966
Dunn Loring	2,693,857	264,671	155,671	2,629,375	244,378	135,886
West Falls Church	5,299,690	350,278	221,768	5,218,375	280,050	176,339
Blue/Yellow Line Stations						
Huntington	4,385,050	347,518	221,213	4,282,746	332,304	211,527
Franconia-Springfield	4,937,079	479,825	278,582	4,811,048	441,630	249,800
Total Fairfax:	**24,249,756**	**2,102,364**	**1,255,225**	**23,809,268**	**1,920,779**	**1,110,518**
TOTAL VIRGINIA:	**87,231,483**	**8,106,430**	**5,348,137**	**85,576,208**	**7,763,033**	**5,124,575**

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

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

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

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

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

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

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

Figure 7: FY2007- 2008 Metrorail Ridership Summary
Average Daily Passenger Trips by Station

Station	Weekday FY 2007	Saturday FY 2007	Sunday FY 2007	Weekday FY 2008	Saturday FY 2008	Sunday FY 2008
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,153	3,448	2,370	8,315	3,594	2,549
Van Dorn Street	7,175	3,205	2,174	7,129	3,256	2,276
Eisenhower Avenue	3,723	1,953	1,195	3,885	1,996	1,296
King Street	15,695	7,405	5,316	16,443	8,166	5,770
Total Alexandria:	**34,746**	**16,012**	**11,056**	**35,772**	**17,011**	**11,890**
Stations in Arlington						
Orange Line Stations						
East Falls Church	7,741	4,231	2,786	7,926	4,358	3,046
Ballston	23,121	10,534	7,134	24,148	10,868	7,314
Virginia Square	7,206	2,599	1,759	7,688	2,841	1,922
Clarendon	7,777	5,203	3,259	8,146	5,418	3,643
Courthouse	13,642	6,270	4,326	13,919	6,632	4,647
Rosslyn	30,488	11,761	8,970	32,708	12,669	9,929
Blue/Yellow Line Stations						
Arlington Cemetery	2,791	4,507	3,820	2,896	4,532	4,054
Pentagon	29,772	4,871	3,456	30,539	4,938	3,649
Pentagon City	30,503	22,592	15,529	30,935	22,712	16,223
Crystal City	25,949	9,463	6,659	27,310	10,147	7,466
National Airport	11,290	7,045	9,329	11,189	7,598	9,080
Total Arlington:	**190,280**	**89,076**	**67,026**	**197,406**	**92,713**	**70,971**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	24,529	11,101	7,090	25,553	11,742	8,051
Dunn Loring	10,114	4,514	2,992	10,339	4,769	3,262
West Falls Church	18,785	5,807	4,025	19,830	6,443	4,415
Blue/Yellow Line Stations						
Huntington	15,963	6,299	4,452	16,420	6,195	4,458
Franconia-Springfield	18,436	8,114	5,262	18,464	8,609	5,926
Total Fairfax:	**87,827**	**35,834**	**23,821**	**90,606**	**37,758**	**26,113**
Total Virginia:	**312,853**	**140,922**	**101,903**	**323,783**	**147,482**	**108,974**

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

Figure 8: FY2007 - 2008 Metrorail Ridership Summary
Annual Passenger Trips by Station

Station	Weekday FY 2007	Saturday FY 2007	Sunday FY 2007	Weekday FY 2008	Saturday FY 2008	Sunday FY 2008
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,118,935	183,387	123,983	2,169,951	187,165	136,024
Van Dorn Street	1,865,384	170,906	113,972	1,860,411	169,596	121,400
Eisenhower Avenue	968,129	103,656	62,688	1,013,857	104,185	69,510
King Street	4,080,456	394,258	277,585	4,287,855	424,903	307,811
Total Alexandria:	**9,032,904**	**852,207**	**578,229**	**9,332,074**	**885,848**	**634,745**
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,012,621	225,333	146,006	2,068,523	227,492	162,714
Ballston	6,010,523	559,114	372,501	6,303,369	564,717	390,957
Virginia Square	1,873,120	137,724	91,813	2,006,440	147,671	102,800
Clarendon	2,021,585	275,995	170,059	2,126,150	282,625	194,655
Courthouse	3,546,592	333,042	226,351	3,633,647	344,856	247,092
Rosslyn	7,920,913	624,963	474,559	8,539,603	655,971	526,441
Blue/Yellow Line Stations						
Arlington Cemetery	724,380	241,684	201,819	755,859	234,809	216,528
Pentagon	7,741,026	256,928	183,012	7,973,212	255,480	192,736
Pentagon City	7,925,452	1,199,794	811,142	8,073,084	1,184,156	867,544
Crystal City	6,746,724	502,432	350,313	7,128,238	525,200	397,431
National Airport	2,935,202	374,828	486,321	2,921,127	392,290	476,407
Total Arlington:	**49,458,138**	**4,731,837**	**3,513,896**	**51,529,252**	**4,815,266**	**3,775,305**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	6,377,437	591,877	372,090	6,670,441	611,632	431,631
Dunn Loring	2,629,611	240,435	156,919	2,699,119	247,997	174,309
West Falls Church	4,884,962	309,108	210,716	5,176,012	334,657	236,271
Blue/Yellow Line Stations						
Huntington	4,151,053	335,187	232,977	4,285,892	323,653	238,687
Franconia-Springfield	4,791,803	433,068	276,565	4,817,847	448,708	316,347
Total Fairfax:	**22,834,866**	**1,909,675**	**1,249,267**	**23,649,312**	**1,966,647**	**1,397,246**
TOTAL VIRGINIA:	**81,325,909**	**7,493,719**	**5,341,392**	**84,510,639**	**7,667,761**	**5,807,296**

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

Figure 7: FY2006- 2007 Metrorail Ridership Summary
Average Daily Passenger Trips by Station

Station	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006	Weekday FY 2007	Saturday FY 2007	Sunday FY 2007
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,222	3,460	2,398	8,153	3,448	2,370
Van Dorn Street	7,271	3,626	2,528	7,175	3,205	2,174
Eisenhower Avenue	3,520	1,799	1,219	3,723	1,953	1,195
King Street	16,175	7,679	5,612	15,695	7,405	5,316
Total Alexandria:	**35,188**	**16,564**	**11,756**	**34,746**	**16,012**	**11,056**
Stations in Arlington						
Orange Line Stations						
East Falls Church	7,802	4,102	2,972	7,741	4,231	2,786
Ballston	22,911	10,723	7,299	23,121	10,534	7,134
Virginia Square	6,638	2,342	1,648	7,206	2,599	1,759
Clarendon	7,563	4,705	3,106	7,777	5,203	3,259
Courthouse	14,147	6,483	4,453	13,642	6,270	4,326
Rosslyn	31,188	11,681	9,407	30,488	11,761	8,970
Blue/Yellow Line Stations						
Arlington Cemetery	2,810	4,310	4,138	2,791	4,507	3,820
Pentagon	29,528	4,420	3,380	29,772	4,871	3,456
Pentagon City	30,636	22,220	16,114	30,503	22,592	15,529
Crystal City	24,978	9,415	6,982	25,949	9,463	6,659
National Airport	10,993	7,166	9,012	11,290	7,045	9,329
Total Arlington:	**189,195**	**87,568**	**68,511**	**190,280**	**89,076**	**67,026**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	25,023	10,646	7,537	24,529	11,101	7,090
Dunn Loring	9,902	4,251	2,984	10,114	4,514	2,992
West Falls Church	18,918	6,253	4,656	18,785	5,807	4,025
Blue/Yellow Line Stations						
Huntington	16,263	6,230	4,572	15,963	6,299	4,452
Franconia-Springfield	18,882	8,740	6,313	18,436	8,114	5,262
Total Fairfax:	**88,988**	**36,121**	**26,062**	**87,827**	**35,834**	**23,821**
Total Virginia:	**313,371**	**140,254**	**106,329**	**312,853**	**140,922**	**101,903**

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

Figure 8: FY2006 - 2007 Metrorail Ridership Summary
Annual Passenger Trips by Station

Station	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006	Weekday FY 2007	Saturday FY 2007	Sunday FY 2007
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,144,627	179,916	125,474	2,118,935	183,387	123,983
Van Dorn Street	1,897,440	189,145	132,413	1,865,384	170,906	113,972
Eisenhower Avenue	918,436	93,538	64,163	968,129	103,656	62,688
King Street	4,220,990	399,388	293,445	4,080,456	394,258	277,585
Total Alexandria:	**9,181,493**	**861,987**	**615,494**	**9,032,904**	**852,207**	**578,229**
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,035,892	213,142	155,947	2,012,621	225,333	146,006
Ballston	5,977,165	555,503	380,882	6,010,523	559,114	372,501
Virginia Square	1,731,054	121,678	86,044	1,873,120	137,724	91,813
Clarendon	1,973,350	243,403	162,155	2,021,585	275,995	170,059
Courthouse	3,690,877	336,883	233,186	3,546,592	333,042	226,351
Rosslyn	8,133,052	609,160	499,334	7,920,913	624,963	474,559
Blue/Yellow Line Stations						
Arlington Cemetery	732,336	226,787	221,186	724,380	241,684	201,819
Pentagon	7,705,053	230,626	179,057	7,741,026	256,928	183,012
Pentagon City	7,992,759	1,158,799	841,155	7,925,452	1,199,794	811,142
Crystal City	6,516,528	491,576	366,971	6,746,724	502,432	350,313
National Airport	2,869,850	373,795	471,710	2,935,202	374,828	486,321
Total Arlington:	**49,357,916**	**4,561,351**	**3,597,629**	**49,458,138**	**4,731,837**	**3,513,896**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	6,527,706	554,329	395,117	6,377,437	591,877	372,090
Dunn Loring	2,583,315	221,658	156,623	2,629,611	240,435	156,919
West Falls Church	4,936,902	325,787	244,238	4,884,962	309,108	210,716
Blue/Yellow Line Stations						
Huntington	4,243,393	323,989	239,056	4,151,053	335,187	232,977
Franconia-Springfield	4,926,818	455,819	331,843	4,791,803	433,068	276,565
Total Fairfax:	**23,218,134**	**1,881,583**	**1,366,878**	**22,834,866**	**1,909,675**	**1,249,267**
TOTAL VIRGINIA:	**81,757,544**	**7,304,921**	**5,580,000**	**81,325,909**	**7,493,719**	**5,341,392**

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

Figure 7: FY2005- 2006 Metrorail Ridership Summary
Average Daily Passenger Trips by Station

Station	Weekday FY 2005	Saturday FY 2005	Sunday FY 2005	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	7,970	3,244	2,029	8,222	3,460	2,398
Van Dorn Street	7,059	3,421	2,193	7,271	3,626	2,528
Eisenhower Avenue	3,379	2,022	1,132	3,520	1,799	1,219
King Street	14,196	7,507	4,579	16,175	7,679	5,612
Total Alexandria:	**32,603**	**16,194**	**9,933**	**35,188**	**16,564**	**11,756**
Stations in Arlington						
Orange Line Stations						
East Falls Church	7,573	3,731	2,509	7,802	4,102	2,972
Ballston	21,883	9,386	5,972	22,911	10,723	7,299
Virginia Square	6,179	2,088	1,354	6,638	2,342	1,648
Clarendon	6,793	3,941	2,235	7,563	4,705	3,106
Courthouse	13,915	5,777	3,853	14,147	6,483	4,453
Rosslyn	30,381	10,792	7,974	31,188	11,681	9,407
Blue/Yellow Line Stations						
Arlington Cemetery	2,786	4,277	4,132	2,810	4,310	4,138
Pentagon	28,758	4,140	2,735	29,528	4,420	3,380
Pentagon City	30,025	21,368	13,923	30,636	22,220	16,114
Crystal City	25,029	10,112	5,780	24,978	9,415	6,982
National Airport	10,088	6,659	8,993	10,993	7,166	9,012
Total Arlington:	**183,409**	**82,271**	**59,462**	**189,195**	**87,568**	**68,511**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	22,663	9,410	6,318	25,023	10,646	7,537
Dunn Loring	9,455	3,776	2,511	9,902	4,251	2,984
West Falls Church	17,383	5,209	3,660	18,918	6,253	4,656
Blue/Yellow Line Stations						
Huntington	15,810	5,700	3,867	16,263	6,230	4,572
Franconia-Springfield	17,801	7,787	4,902	18,882	8,740	6,313
Total Fairfax:	**83,111**	**31,882**	**21,258**	**88,988**	**36,121**	**26,062**
Total Virginia:	**299,124**	**130,348**	**90,653**	**313,371**	**140,254**	**106,329**

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

Figure 8: FY2005 - 2006 Metrorail Ridership Summary
Annual Passenger Trips by Station

Station	Weekday FY 2005	Saturday FY 2005	Sunday FY 2005	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,078,933	168,791	105,437	2,144,627	179,916	125,474
Van Dorn Street	1,842,606	178,204	114,040	1,897,440	189,145	132,413
Eisenhower Avenue	881,893	105,688	59,006	918,436	93,538	64,163
King Street	3,704,946	393,868	238,159	4,220,990	399,388	293,445
Total Alexandria:	**8,508,378**	**846,552**	**516,641**	**9,181,493**	**861,987**	**615,494**
Stations in Arlington						
Orange Line Stations						
East Falls Church	17,016,757	194,696	130,127	2,035,892	213,142	155,947
Ballston	5,766,470	488,593	310,785	5,977,165	555,503	380,882
Virginia Square	1,611,381	108,860	70,455	1,731,054	121,678	86,044
Clarendon	1,771,575	203,844	116,442	1,973,350	243,403	162,155
Courthouse	3,629,474	301,769	200,446	3,690,877	336,883	233,186
Rosslyn	7,925,961	562,998	418,286	8,133,052	609,160	499,334
Blue/Yellow Line Stations						
Arlington Cemetery	730,784	223,675	217,510	732,336	226,787	221,186
Pentagon	7,503,057	215,478	141,994	7,705,053	230,626	179,057
Pentagon City	7,843,282	1,112,270	726,165	7,992,759	1,158,799	841,155
Crystal City	6,529,314	523,700	301,289	6,516,528	491,576	366,971
National Airport	2,633,812	347,462	463,596	2,869,850	373,795	471,710
Total Arlington:	**62,961,866**	**4,283,343**	**3,097,094**	**49,357,916**	**4,561,351**	**3,597,629**
Stations in Fairfax County*						
Orange Line Stations						
Vienna	5,910,161	490,512	328,885	6,527,706	554,329	395,117
Dunn Loring	2,467,341	197,098	130,504	2,583,315	221,658	156,623
West Falls Church	4,535,428	271,199	190,328	4,936,902	325,787	244,238
Blue/Yellow Line Stations						
Huntington	4,125,763	296,195	200,880	4,243,393	323,989	239,056
Franconia-Springfield	4,646,673	405,362	254,764	4,926,818	455,819	331,843
Total Fairfax:	**21,685,366**	**1,660,366**	**1,105,361**	**23,218,134**	**1,881,583**	**1,366,878**
TOTAL VIRGINIA:	**93,155,609**	**6,790,262**	**4,719,097**	**81,757,544**	**7,304,921**	**5,580,000**

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

Northern Virginia Transportation Commission

AGENDA ITEM #6

TO: Chairman Euille and NVTC Commissioners

FROM: Adam McGavock

DATE: February 24, 2011

SUBJECT: Texas Transportation Institute – 2010 Urban Mobility Report

---

On December 10, 2010, the Texas Transportation Institute (TTI) at Texas A&M University released their 2010 Urban Mobility Report. The Urban Mobility Report, released annually, examines highway congestion in urban areas, and provides estimates of the cost of congestion in terms of time and gallons of fuel wasted in traffic. Estimates are provided on a per-capita and region-wide basis. The Urban Mobility Report also provides estimates of the region-wide benefits (time and cost savings) for two types of congestion mitigation measures: Transit Usage, and Operational Enhancements. The report provides not only a useful understanding of the costs of congestion in an urbanized area, but also a means for comparing the congestion in one area to other areas, and for analyzing an area's congestion over time (in the case of this report, from 1982-2009).

For the 2010 report, the TTI is utilizing a new source for data collection, which they claim provides a more accurate view . For the 2010 report, the TTI has partnered with INRIX, a leading private sector provider of travel time information for travelers and shippers. INRIX provides anonymously collected data on traffic speed from personal trips, commercial delivery vehicle fleets, and a range of other agencies, compiling them into an average speed profile for most major roads. The new data source allows TTI to track congestion for additional time periods (midday, overnight, weekend), and provide three new measures that were not present in previous reports: Delay per auto commuter, Delay per non-peak traveler, and Commuter Stress Index (CSI). In addition, the new data has allowed TTI to provide a revised congestion trend for each of the urban regions, for 1982-2009, using the new data as a benchmark.

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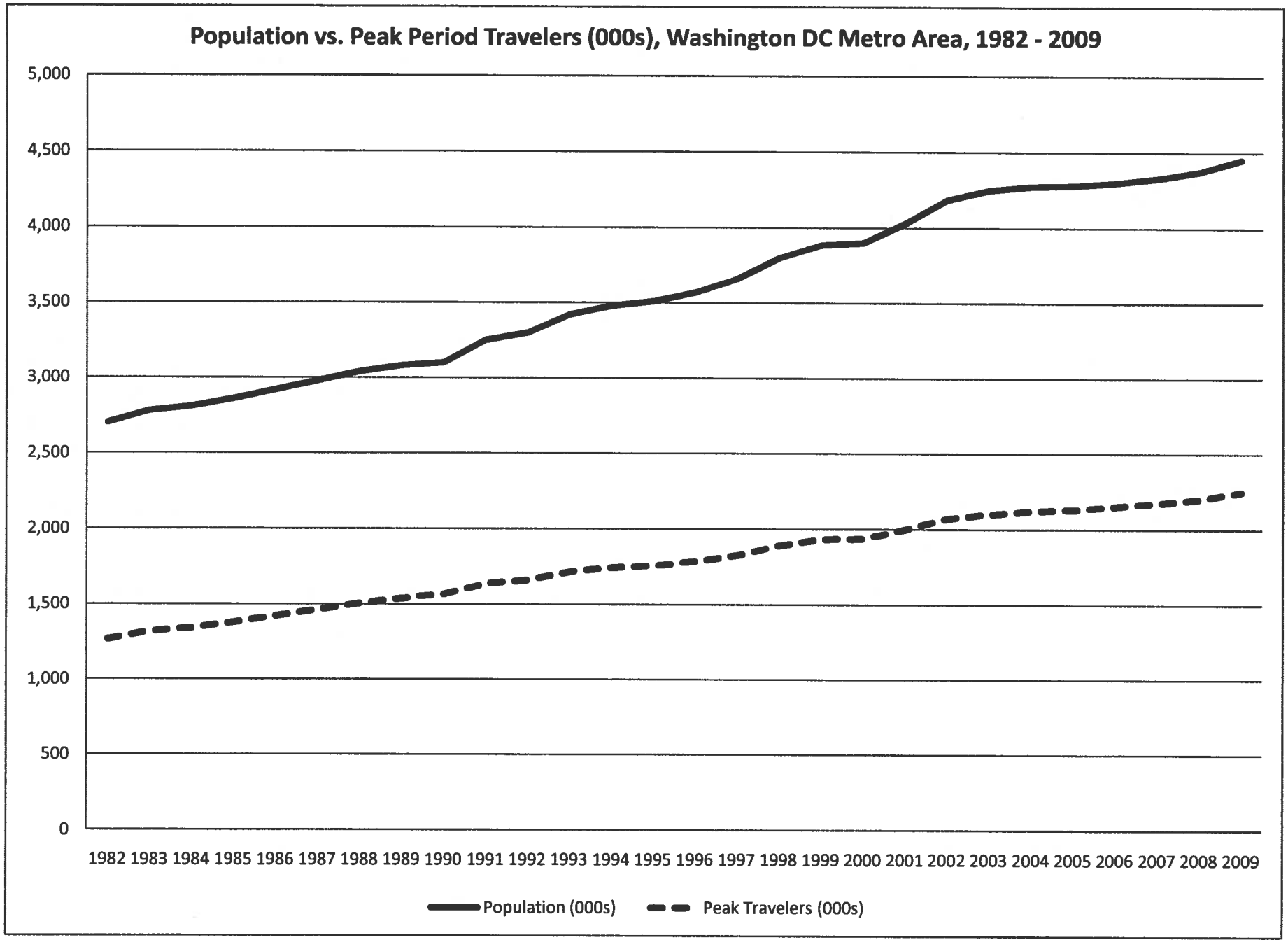
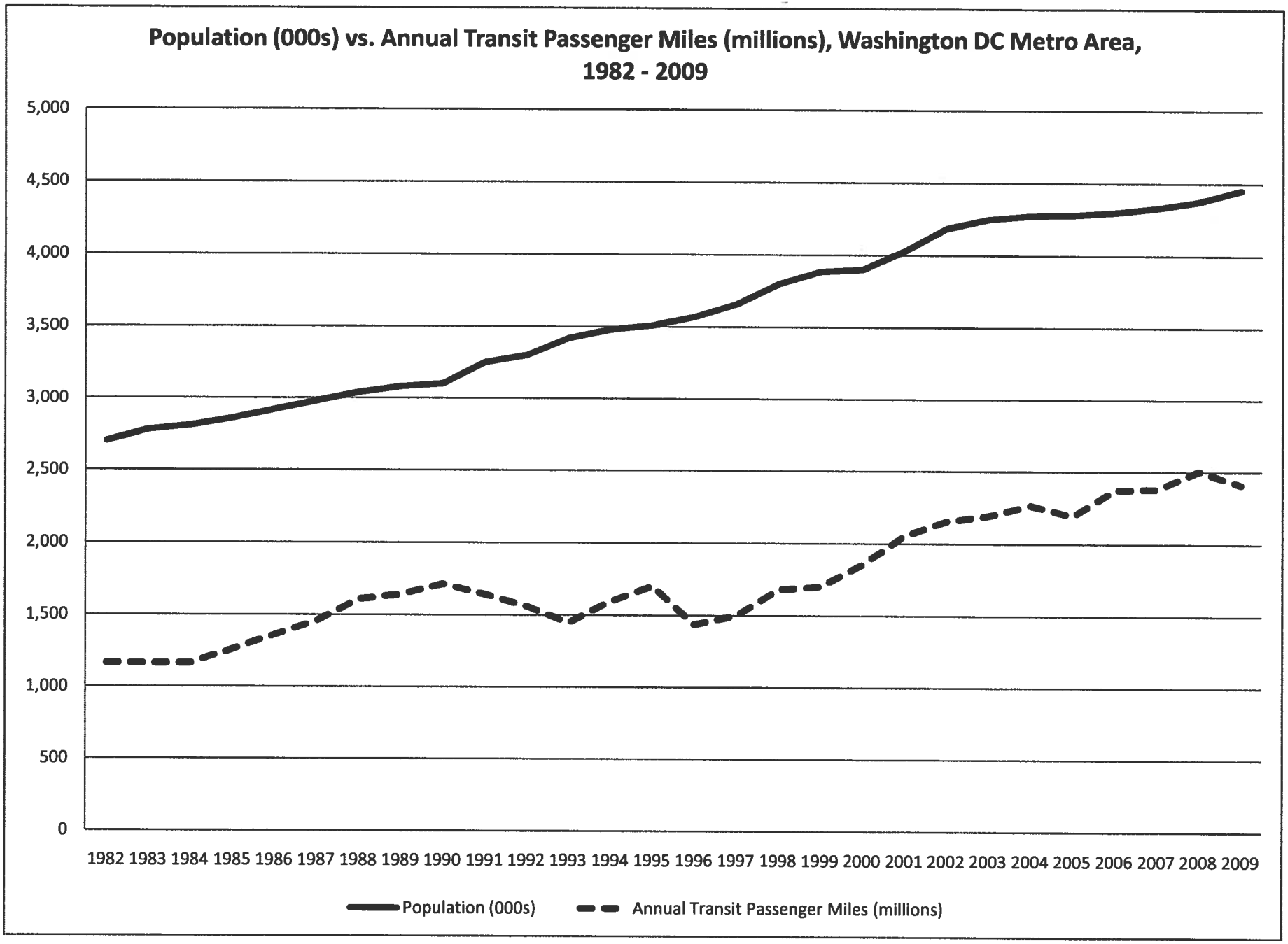
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

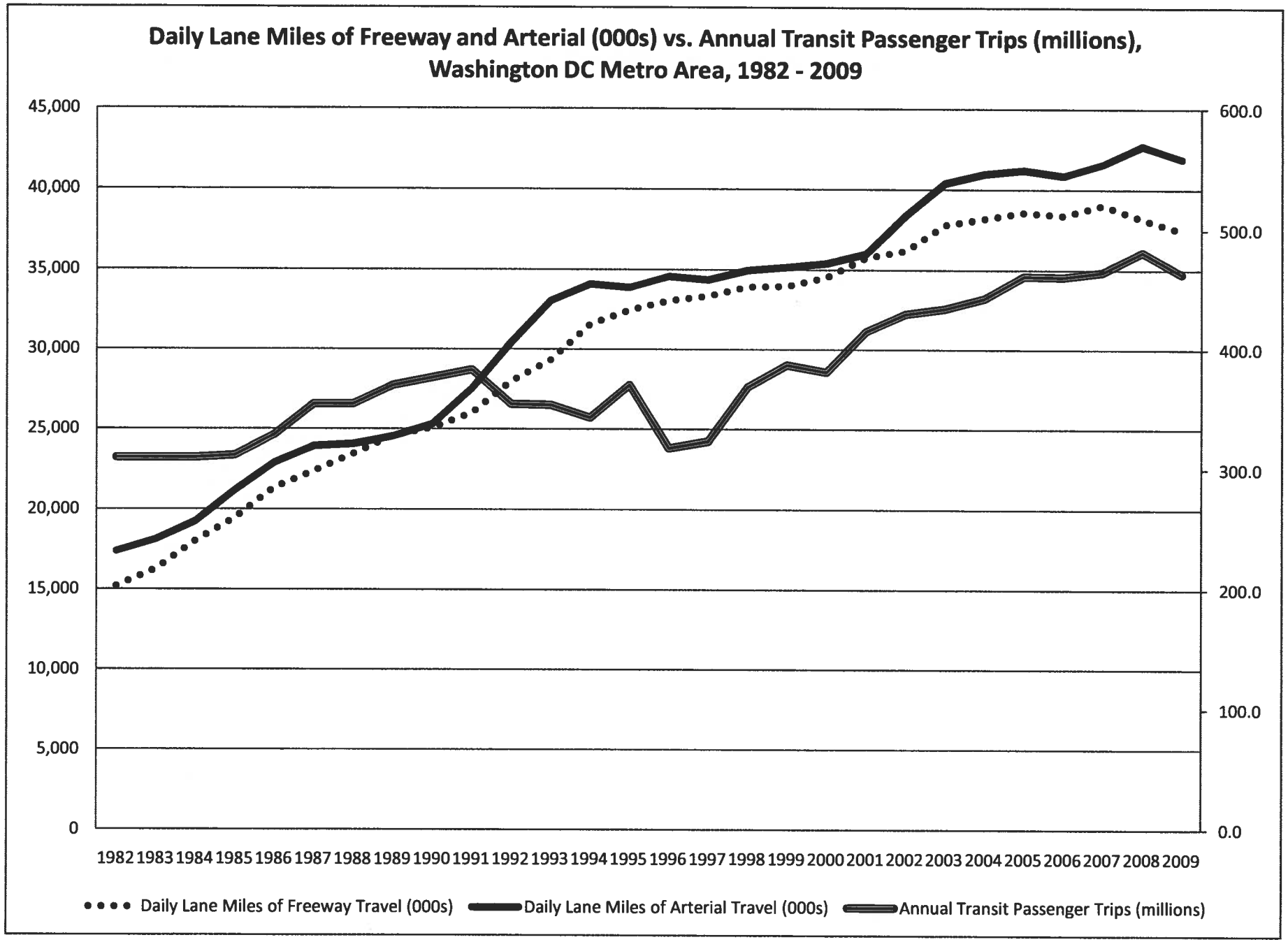
In terms of national trends, the report states that “The economic recession and slow recovery of the last three years, however, have slowed the seemingly inexorable decline in mobility,” which is a convoluted way of stating that the annual increases in highway congestion have slowed or reversed over the last three years. According to the TTI report, the nation lost 5.2 billion hours and 4.1 billion gallons of fuel to congestion in 2007, 4.6 billion hours and 3.8 billion gallons in 2008, and 4.8 billion hours and 3.9 billion gallons in 2009. However, the authors note that “this is only a short-term cause for celebration. Prior to the economy slowing, just three years ago, congestion levels were much higher than a decade ago; these conditions will return with a strengthening economy.”

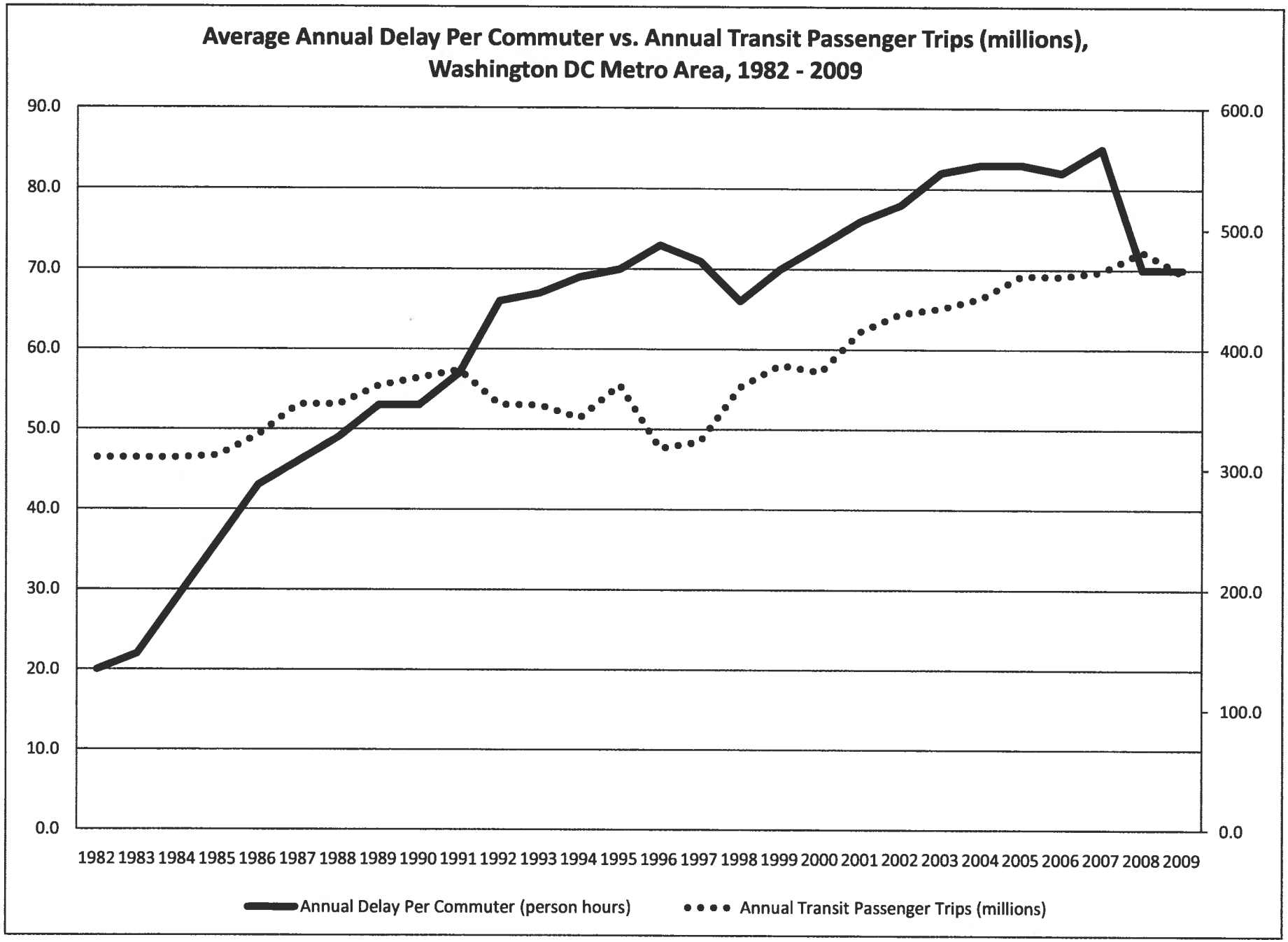
The Washington DC metropolitan area ranks first nationally in terms of annual per commuter fuel wasted (57 gallons) and annual time loss due to congestion (70 person hours.) As stated above, the new data sources for TTI have allowed them to revise the congestion trends for each urban area, and according to the revised figures, the Washington area has had the worst or second worst per commuter congestion performance of any large urban area for some time. The Washington 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, and that fourth place ranking is consistent all the way back to 1992, ahead of larger metropolitan areas such as Philadelphia and Dallas.

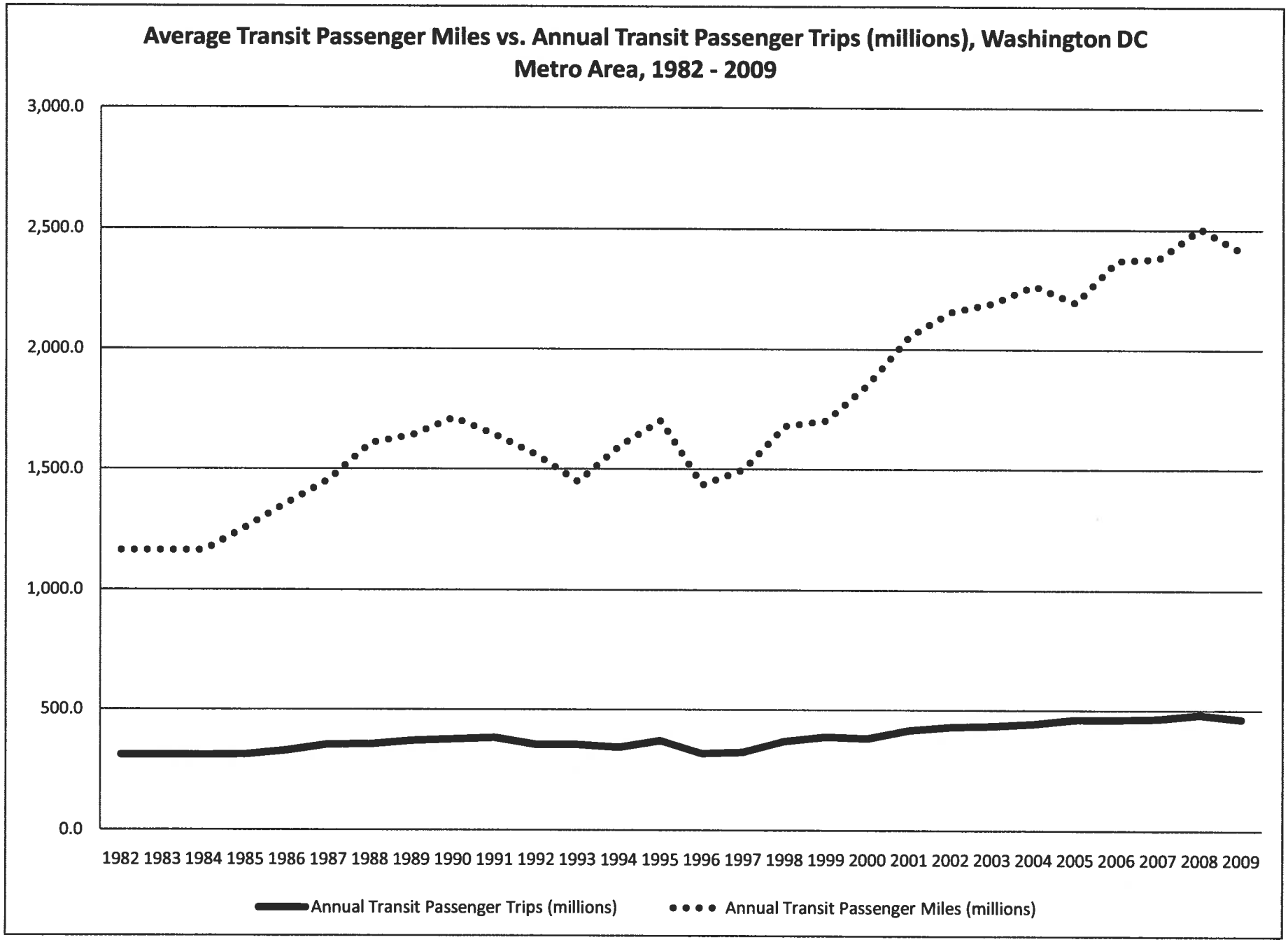
In terms of solutions to congestion problems, the report notes that public transportation reduced hours wasted in congestion by 783 million hours in 2009, and fuel wasted in congestion by 641 million gallons, for a nation-wide cost savings of 18.8 billion dollars. The Washington DC region ranks third 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 the Washington DC 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.

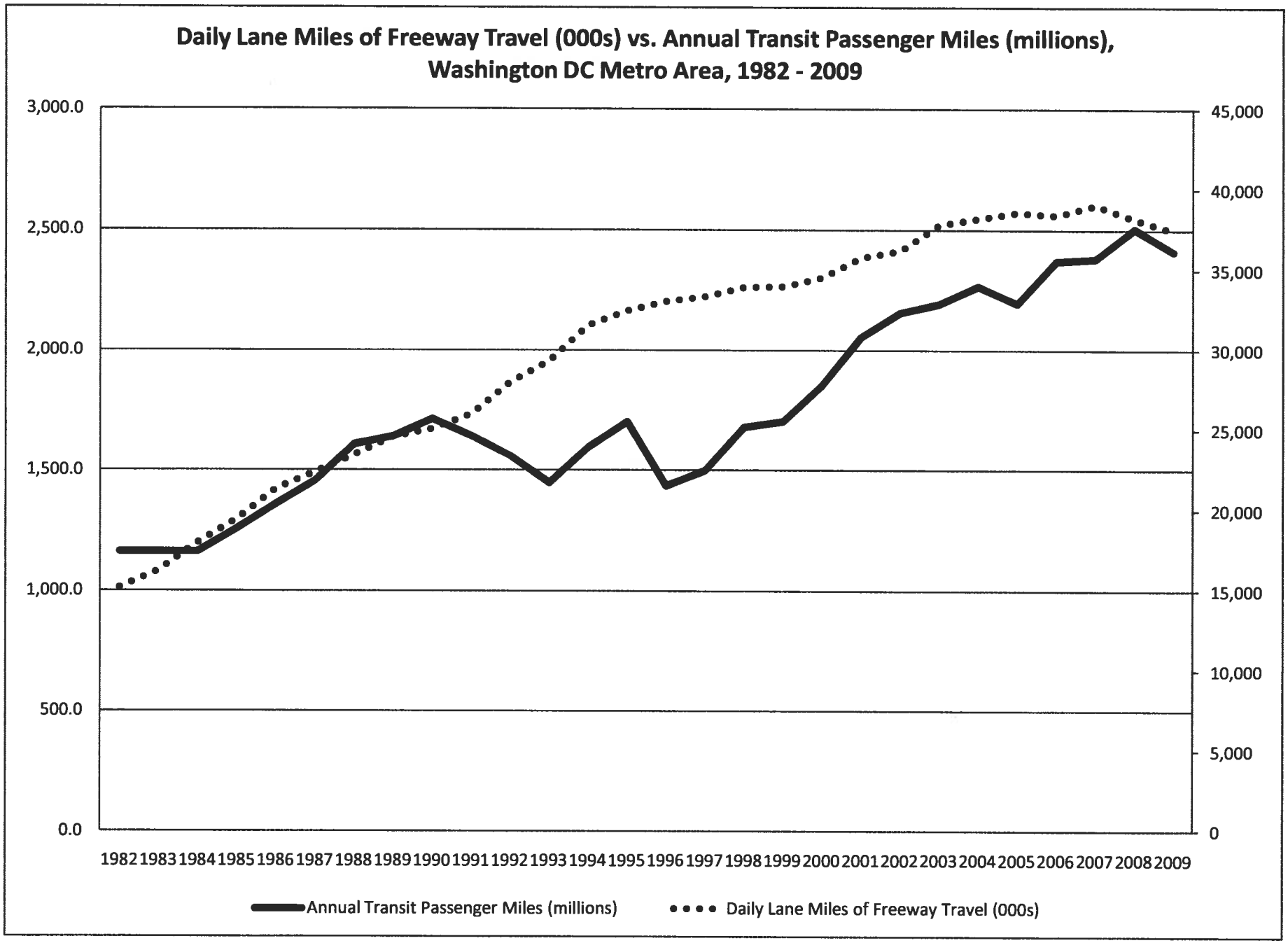

Population vs. Peak Period Travelers (000s), Washington DC Metro Area, 1982 - 2009
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009
Population (000s)
Peak Travelers (000s)

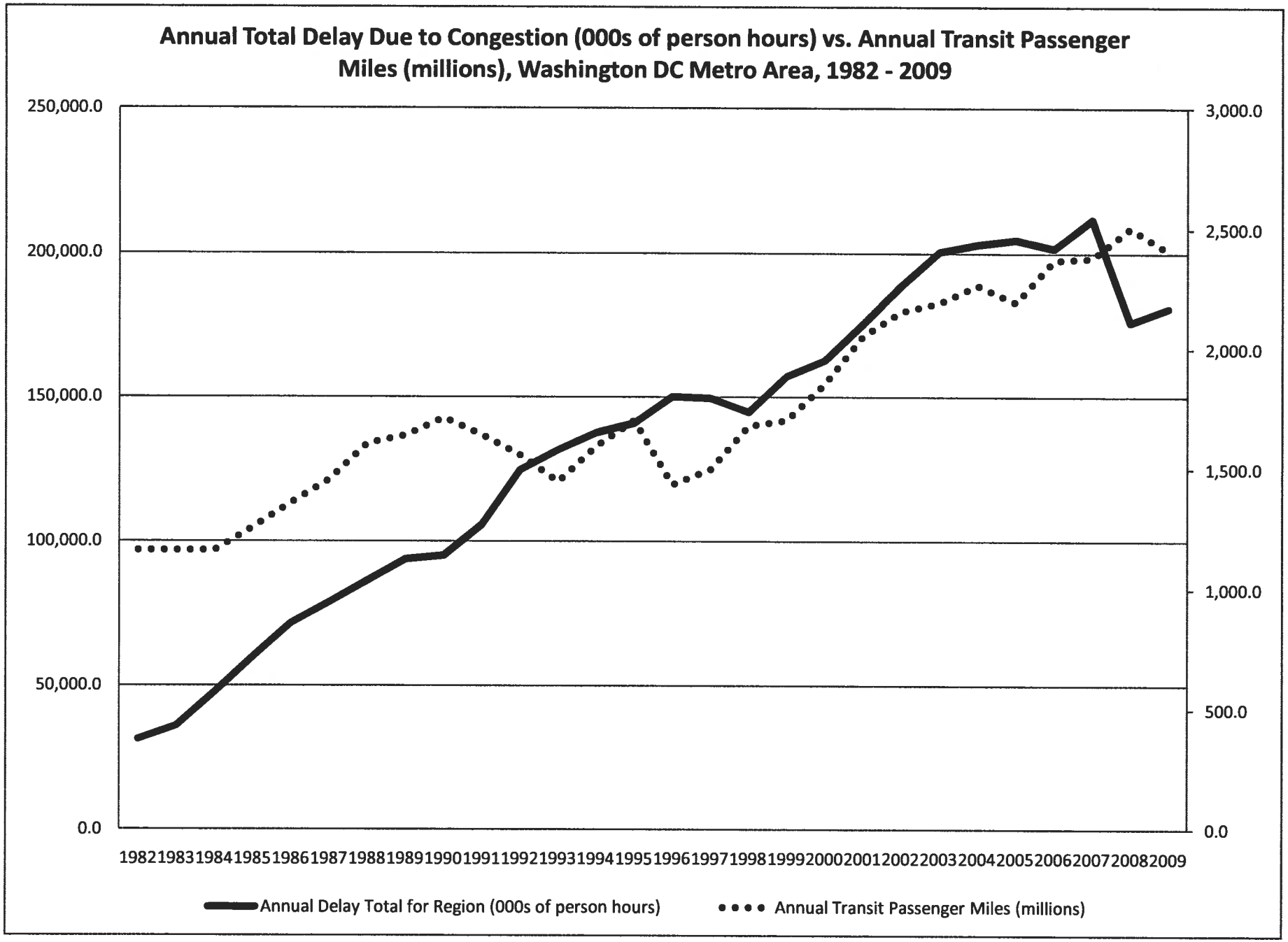

Population (000s) vs. Annual Transit Passenger Miles (millions), Washington DC Metro Area, 1982 - 2009
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009
Population (000s)
Annual Transit Passenger Miles (millions)


Daily Lane Miles of Freeway and Arterial (000s) vs. Annual Transit Passenger Trips (millions), Washington DC Metro Area, 1982 - 2009
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
600.0
500.0
400.0
300.0
200.0
100.0
0.0
1982 1983 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
Daily Lane Miles of Freeway Travel (000s)
Daily Lane Miles of Arterial Travel (000s)
Annual Transit Passenger Trips (millions)


Average Annual Delay Per Commuter vs. Annual Transit Passenger Trips (millions), Washington DC Metro Area, 1982 - 2009
90.0
80.0
70.0
60.0
50.0
40.0
30.0
20.0
10.0
0.0
600.0
500.0
400.0
300.0
200.0
100.0
0.0
1982 1983 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
Annual Delay Per Commuter (person hours)
Annual Transit Passenger Trips (millions)


Average Transit Passenger Miles vs. Annual Transit Passenger Trips (millions), Washington DC Metro Area, 1982 - 2009
3,000.0
2,500.0
2,000.0
1,500.0
1,000.0
500.0
0.0
1982 1983 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
Annual Transit Passenger Trips (millions)
Annual Transit Passenger Miles (millions)


Daily Lane Miles of Freeway Travel (000s) vs. Annual Transit Passenger Miles (millions), Washington DC Metro Area, 1982 - 2009
3,000.0
2,500.0
2,000.0
1,500.0
1,000.0
500.0
0.0
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
1982 1983 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
Annual Transit Passenger Miles (millions)
Daily Lane Miles of Freeway Travel (000s)


Annual Total Delay Due to Congestion (000s of person hours) vs. Annual Transit Passenger Miles (millions), Washington DC Metro Area, 1982 - 2009
250,000.0
200,000.0
150,000.0
100,000.0
50,000.0
0.0
3,000.0
2,500.0
2,000.0
1,500.0
1,000.0
500.0
0.0
1982 1983 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
Annual Delay Total for Region (000s of person hours)
Annual Transit Passenger Miles (millions)

Northern Virginia Transportation Commission

AGENDA ITEM #7

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: February 24, 2011

SUBJECT: Regional Transportation Items

A. Unique Bus Shelters.

Attached are two short descriptions of fun and unique bus shelters. One is a heated toaster oven and the other provides touch screen games played against customers in other shelters.

B. Potomac Yard NEPA Process Begins.

As explained in the attached letter, the NEPA process is underway for Alexandria's proposed new Metrorail station. NVTC staff is participating.

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This Toasty Bus Shelter Makes Me Wish They Advertised Caribou Coffee In My Town

By Andrew Liszewski

As part of a campaign for their new "Hot 'n Wholesome" breakfast menu, Caribou Coffee's ad agency, Colle + McVoy, created these amazing bus shelter advertisements for the city of Minneapolis. Not only do they *look* like giant ovens, but the heating element on the roof actually works! So those waiting inside stay as toasty as the breakfast sandwiches appearing on the poster behind them.

[AdRants - Caribou Coffee Bus Shelter Oven Warms Commuters] VIA [PSFK]

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SF bus stops now let you play games against people at other bus stops

14

By **Adam Frucci**

1:31PM on Jan 21, 2011

Waiting for a bus is boring. But it's about to get much less boring in San Francisco, where touchscreen multi-player games are coming to bus shelters.

Yahoo just installed giant touchscreen panels at 20 SF bus stops that not only allow you to play games, but allow you to play them against people at other bus stops. Oh, and the bus stop that rakes in the most points before the end of the month? That neighborhood gets to host a block party featuring OK Go. How cool is that?

SF Examiner via **Gizmodo**

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215-656-7100
215-656-7260 (fax)

JAN 25 2011

To Potomac Yard Metrorail Station NEPA Process Invitees

Subject: Invitation to become a Participating Agency Pursuant to NEPA
Potomac Yard Metrorail Station
Alexandria, Virginia

Dear NEPA Process Invitees:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service is a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. Because of its regulatory role or technical expertise, your agency has been identified as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, we request your agency:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect to become a participating agency, please sign the enclosed agreement and mail or transmit electronically to Melissa Barlow prior to March 15, 2011.

Mailed responses should be sent to:

Melissa P. Barlow Community Planner
Federal Transit Administration -DC Metro
1990 K Street, NW, Suite 510
Washington, DC 20006
(202) 219-3565 office
(202) 219-3545 fax
Melissa.barlow@dot.gov email

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Melissa Barlow at 202-219-3565 or Melissa.barlow@dot.gov.

Sincerely,

Letitia A. Thompson
Region III Administrator

Attachments: Project Summary
Agreement

cc: Jim Ashe, WMATA
Sandra Marks, City of Alexandria

I CONCUR our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____

Print or Type NameTitle

_____

Name of Agency and Phone number or Email

_____

SignatureDate

Please email or mail a response by March 15, 2011 to:
Melissa P. Barlow, Community Planner, Federal Transit Administration-DC Metro, 1990 K Street NW, Suite 510, Washington, DC 20006, 202-219-3545 (fax) or Melissa.barlow@dot.gov.

POTOMAC YARD METRORAIL STATION ENVIRONMENTAL IMPACT STATEMENT

Proposed Action

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS). The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.

Purpose and Need for the Potomac Yard Metrorail Station

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30% population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center. The existing retail center is approved for redevelopment, with 2.25 million square feet of total mixed-use development including office, retail, residential and hotel uses. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development. This additional development will impact the existing roadway network with increased travel demand contributing additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail tracks to the east and limited east-west connectivity west of Route 1.

Currently the project area is not served by Metrorail or other rapid transit services which provide regional connectivity. *(continued on page 2)*

Project Requirements

- Side or center station platform 600 feet long to accommodate 8-car trains;
- Elevators, escalators, and stairs to meet capacity, safety, and Americans with Disabilities (ADA) requirements for vertical circulation;
- Tangent track 730 feet long at the station;
- A maximum grade of 0.35 percent and a minimum curve radius of 1000 feet for track approaching the station;
- Installation of double crossover tracks adjacent to the station for operational flexibility; and
- Ancillary space for operations, maintenance, and storage facilities.

The project area is located between two Metrorail stations, located 3.1 miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested U.S. Route 1 corridor, yet they have numerous local stops resulting in slow transit travel speeds. This results in relatively long transit travel times to access the site. The Crystal City/Potomac Yard Transitway, which will provide bus priority lanes on nearby Route 1, will improve reliability of local transit services along the Route 1 corridor; however, direct access to the Metrorail system is still needed to accommodate longer regional transit trips.

The anticipated Potomac Yard Metrorail Station was included in WMATA's 1999 *Transit Service Expansion Plan*, the *2010 Financially Constrained Long-Range Transportation Plan for the National Capital Region*, and earlier WMATA and regional transportation plans, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and *North Potomac Yard Small Area Plan*. Establishing a new access point to the regional Metrorail system would provide more transit-friendly development patterns supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the site on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality. The Washington Metropolitan area has been identified as a non-attainment area for ozone and particulate matter because the concentrations of these pollutants exceed acceptable levels as designated by the EPA.

Proposed Metrorail Station Locations

City of Alexandria plans for the Potomac Yard site include a high-density mixture of uses such as office, residential, retail, hotel, and other appropriate uses.

The *Potomac Yard Metrorail Station Concept Development Study* (2010) completed by the City of Alexandria and WMATA examined a number of potential station locations along the existing Metrorail tracks and along alternative

METRORAIL STATION ALTERNATIVES

Metrorail Station Alternative A would be located between the George Washington Memorial Parkway and the CSX Railroad tracks and west of the Potomac Greens Neighborhood.

Metrorail Station Alternative B1 would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the north of Alternative A.

Metrorail Station Alternative B2 would be located between the George Washington Memorial Parkway and the CSX Railroad, to the north of Alternative A and to the south of Alternative B1.

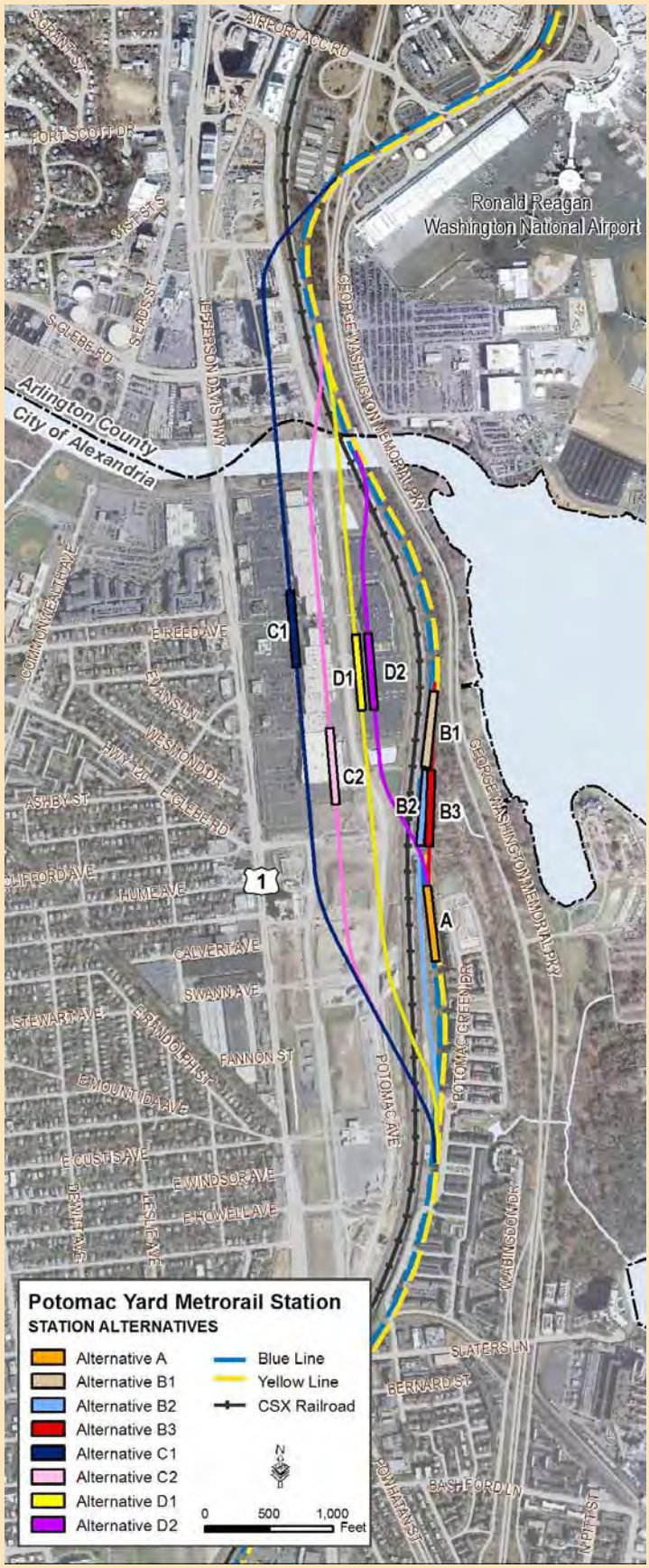
Metrorail Station Alternative B3 would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the east of Alternative B2.

Metrorail Station Alternative C1 would be located between the CSX Railroad and Route 1.

Metrorail Station Alternative C2 would be located between the CSX Railroad and Route 1, just east of Alternative C1.

Metrorail Station Alternative D1 would be located between the CSX Railroad and Route 1, just east of Alternative C2.

Metrorail Station Alternative D2 would be located between the CSX Railroad and Route 1, just east of Alternative D1.



alignments west of the existing parallel CSX freight rail tracks. All of the station alternatives included in the previous study have been identified for consideration in the EIS scoping process. Additional alternatives may emerge as a result of the scoping process.

Environmental Impact Statement (EIS)

The EIS will document potential environmental impacts of the alternatives. Among key areas to be reviewed for potential impacts are community facilities, parklands, historic and cultural resources, traffic, hazardous and contaminated materials, air quality and climate change, noise and vibration, wetlands, protected species and habitats, and construction impacts.

Agency Coordination

An Agency Coordination Plan will be developed to facilitate and document FTA's interaction with other agencies and to inform them how the coordination will be accomplished. The goal of the plan is to expedite and improve the environmental review process by clearly establishing agency interactions and expectations. This plan proposes time frames for input by those organizations and agencies. In addition, the plan proposes a schedule of meetings at key coordination points and identifies which persons, organizations, or agencies should be included. The meetings will include cooperating agencies, which are agencies specifically requested by FTA to participate in the NEPA process for the project; as well as participating agencies, which are governmental agencies that have an interest in the project because of jurisdictional authority, special expertise, or statewide interest.

Public Involvement

Opportunities for the public to participate in the EIS process and offer input will be provided at several points during the course of the environmental study. These include public scoping meetings to solicit input on alternatives being reviewed and resource areas to be studied in the EIS and a public hearing to give the public and agencies an opportunity to provide comments on the Draft EIS. The scoping process and the public hearing will be conducted in compliance with federal regulations as set out in the National Environmental Policy Act of 1969 (NEPA), as amended.

Key Dates

Publication of Notice of Intent to prepare an EIS	January 2011
Public and Agency Scoping Meetings	February 2011
Draft EIS/WMATA Public Hearing	Spring 2013
City of Alexandria Council Decision	Summer 2013
EIS Record of Decision	Fall 2013

Project Information

Visit the project website at **www.potomacyardmetro.com**.

Mail your comments to the following address:

Potomac Yard Metrorail Station EIS
P.O. Box 25132
Alexandria, VA 22313

or email them to:

comments@potomacyardmetro.com

Lead Agency

Federal Transit Administration

Project Sponsor

City of Alexandria

Cooperating Agencies

Washington Metropolitan Area Transit Authority

National Park Service

Northern Virginia Transportation Commission

AGENDA ITEM #8

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: February 24, 2011

SUBJECT: NVTC Handbook for 2011

The annual NVTC handbook has been updated for 2011 and is available on NVTC's website. Excerpts of new material are attached for your information.

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

Figure 2

NVTC HIGHLIGHTS

- NVTC's mission is to serve the public by providing a forum for elected officials to achieve an effective regional transportation network. Focusing primarily on transit, NVTC will develop strategies, identify funding sources, advocate for additional funding, prioritize allocations, oversee transit systems such as VRE and WMATA, and pursue new transit programs. NVTC will work to improve mobility, reduce traffic congestion, protect the environment and stimulate the regional economy by increasing transit and ridesharing use.

- NVTC serves Arlington, Fairfax and Loudoun counties and the cities of Alexandria, Fairfax, and Falls Church, with a population of 1.7 million over 1,000 square miles.

- NVTC's 20 commissioners are locally elected officials and members of Virginia's General Assembly, plus a representative of the Commonwealth's Secretary of Transportation.

- NVTC coordinates public transit policies within Northern Virginia, and exercises leadership on issues relating to governance of the Washington Metropolitan Area Transit Authority (WMATA or Metro) and the Virginia Railway Express (VRE). NVTC appoints two principal and two alternate members of WMATA's Board of Directors and appoints three principals and one alternate to the VRE Operations Board.

- The Virginia Railway Express project, which NVTC co-owns with the Potomac and Rappahannock Transportation Commission, created over 80-miles of safe and reliable commuter rail service which began in June, 1992. With peak daily passenger trips now exceeding 20,000, VRE provides the equivalent of freeway lanes of single-occupant automobile drivers in the congested I-95 and I-66 corridors. VRE is the twelfth largest commuter rail system in the U.S.

- NVTC works to keep transit costs competitive with other forms of transportation, and to increase transit ridership through innovative marketing and coordination. For example, NVTC has completed the installation of 484 SmarTrip-compatible fareboxes and supporting garage revenue collection systems for five local bus systems at a cost of $6 million so that all systems can use the same fare medium for maximum convenience to customers.

Figure 2 (Continued)

NVTC HIGHLIGHTS

- Building on the base of a highly successful, $6 million Shirley Highway express bus demonstration in the early 1970's, the commission has sponsored numerous experimental transit projects including: an express bus route on I-66; late-night taxi service to Metrorail stations; vans and minibuses serving employment sites near Tysons Corner; trolley-replica service in Arlington; a transit store in Ballston (with emphasis on services for mobility-impaired persons); environmentally friendly local bus service in Falls Church; travel training for seniors, electronic transit schedules, real-time bus arrival information systems and marketing of Washington Flyer transit service to Dulles and National Airports using taxis, vans, and intercity coaches.

- The commission prepares annual reports in its web-based Transit Performance Update series, which includes a compendium of performance data from the region's transit systems.

- NVTC facilitates the fair and equitable sharing among its component governments of the costs of providing public transit through a formula adopted by its members, by which NVTC allocates federal, state and regional transit assistance.

- NVTC allocates about $200 million in regional, state and federal funds among its member jurisdictions each year to support transit operations and capital expenses. Among these revenue sources are a 2.1 percent regional motor fuels tax, state appropriations, state bonds, and grants from the Federal Transit Administration. NVTC also is the grantee for about $15 million of annual state assistance for VRE.

- The commission unveiled a substantially enhanced web-site in 2008 that features interactive access to regional transit performance data at www.thinkoutsidethecar.org.

Figure 6

Statutory References for NVTC Functions

Function	Virginia Code Section
Transportation District Act	15.2-4500 et seq.
NVTC Membership	15.2-4503.1
NVTC Subsidy Allocation Formula	58.1-638.A.5
NVTC Budget	15.2-4515.D
Regional Motor Fuels Tax	58.1-1720
NVTC Alternates	15.2-4507 and -1348/9
NVTC Tax Exemption	15.2-4532
Virginia Procurement Act	11.35 et seq.
Freedom of Information Act	2.2-3701 et seq.
Investment of Public Funds	2.1-328
State Transit Trust Funds	58.1-2425
95% State Transit Funding Target	58.1-638.A.4.b
Virginia Tort Claims Act	8.01-195.1 et seq.
Other Liability Provisions	15.1-1364 2.1-328 15.2-4513,4526 (49 USC 28103)
Federal VRE Liability Limit	(104 Stat 295)
Boarding VRE Without Ticket	18.2-160.1
NVTC Appointments of Metro Board Members	WMATA Compact Article III Section 5A 15.2-4507.B
Powers of NVTC	15.2-4515.B

Figure 7

NVTC COMMITTEES AND REPRESENTATIVES

-- 2011 --

NVTC EXECUTIVE COMMITTEE

William Euille, Chairman
Jay Fisette, Vice-Chairman
Jeffrey McKay, Secretary-Treasurer
Catherine Hudgins, Immediate Past Chair and WMATA Board
Mary Hynes, WMATA Board
Mary Margaret Whipple, Virginia Senate

NVTC VTA REPRESENTATIVES

Principals:
William Euille
Christopher Zimmerman

Alternates:
Jeffrey McKay
Richard K. Taube

NVTC LEGISLATIVE COMMITTEE

William Euille, Chairman
Kelly Burk
Jeffrey Greenfield
Catherine Hudgins
Mary Hynes
Dan Maller
Senate: Mary Margaret Whipple
House: Thomas Rust

NVTC WMATA BOARD MEMBERS

Principals:
Catherine Hudgins
Mary Hynes

Alternates:
William Euille
Jeffrey McKay

NVTC VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD MEMBERS

Sharon Bulova, Principal
John Cook, Principal
Paul Smedberg, Principal
Christopher Zimmerman, Principal
Jay Fisette, Alternate
Rob Krupicka, Alternate
Jeffrey McKay, Alternate

Figure 13

FORMULAS USED TO ALLOCATE METRORAIL AND METROBUS COSTS AND SUBSIDIES AMONG JURISDICTIONS

Operating/Capital Costs & Subsidies	Formula Factors	Systemwide FY 2011 Estimates (a)	Virginia Shares
Metrobus Operating Subsidy	For regional routes, subsidies assigned using population/population density, average weekday riders and route miles and hours, with weights of 25%, 15%, 35% and 25% respectively. For non-regional routes, subsidies are assigned in proportion to the platform hours and the passenger revenues in accordance with data from the registering farebox system, minus route revenues.	$295,901,200 $69,601,500 $365,502,700	25.7% regional bus 12.8% non-regional 23.3% total
Metrorail Operating Subsidy	Aggregate subsidy assigned on a three-factor formula giving equal weight to stations, population and ridership by jurisdiction.	$108,628,900	28.5%
Paratransit Operating Subsidy	Costs allocated on actual trip basis systemwide. Virginia jurisdiction subsidies further allocated on an average time per trip basis.	$97,568,400	14.1%
Metro Revenue Bond Debt Service	1970 Four-Factor Formula: Construction cost 40%, service cost 30%, ridership 15% and population 15% all as estimated for the 103-mile system. Within Virginia each factor is given equal weight.	$27,484,200	27.0%
	TOTAL OPERATING	$599,484,200	22.9%
State and Local Match to Federal Formula Grants	FY 2011 subsidy calculated by grouping projects into bus, rail bus/rail, and access categories and distributing costs based on FY 2010 operating subsidy percentage.	$60,353,000	25.9%
State and Local Additional Funds	FY 2011 subsidy calculated by grouping projects into bus, rail bus/rail, and access categories and distributing costs based on FY 2010 operating subsidy percentage.	$107,560,000	25.9%
State and Local Match to Federal Dedicated Funds	FY 2011 proposed budget does not allocate by jurisdiction. Assumed equal shares for this table.	$150,000,000	33.0%
Reimbursable Capital Projects	Each jurisdiction contributes to the $3 million funding level and approves the program priorities.	$3,000,000	27.5%
	TOTAL CAPITAL	$320,913,000	29.4%
	GRAND TOTAL	$920,397,200	25.2%

(a) Unaudited; based on FY 2011 WMATA Budget.

Figure 14

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUBSIDY ALLOCATION MODEL - FY 2011
SUMMARY OF SUBSIDIES AND ASSISTANCE
Prepared 10/10 V6

	Alexandria	Arlington	City of Fairfax	Fairfax County	Falls Church	Totals
LOCAL JURISDICTION SUBSIDIES FOR FY 2011						
Metro Bus Regional Subsidy	$ 14,294,214	$ 22,680,321	$ 618,562	$ 37,206,658	$ 1,255,566	$ 76,055,321
Metro Bus Non Regional Subsidy	363,182	853,761	-	7,936,372	-	9,153,315
Metro Paratransit Program	868,533	1,246,755	209,590	11,347,290	117,889	13,790,057
Metro Rail Operations	4,798,054	9,918,716	352,510	15,597,666	266,731	30,933,677
Metro Debt Service	1,418,184	2,740,174	46,723	3,168,927	38,478	7,412,486
Metro CIP Agreement - FY11	7,503,429	14,508,347	435,000	31,389,850	506,057	54,342,683
Metro Capital - Program Development	133,000	261,000	6,000	417,000	8,000	825,000
Local Operations	10,268,507	8,885,881	2,002,668	54,674,663	-	75,831,719
Local Capital	-	6,544,500	13,000	14,935,000	-	21,492,500
Amortized Local Capital/Debt Service	-	-	-	950,000	-	950,000
Total Jurisdiction Subsidies	39,647,103	67,639,455	3,684,053	177,623,426	2,192,721	290,786,758
HOLD HARMLESS (REVENUE) COST (not complete)						
Small Jurisdiction Hold Harmless (Gas Tax)	59,593	78,534	35,137	434,813	(608,077)	-
Large Jurisdiction Hold Harmless (FY11 State Aid)	(341,961)	(887,543)	-	-	-	(1,229,504)
Total Hold Harmless (Revenue) Cost	(282,368)	(809,009)	35,137	434,813	(608,077)	(1,229,504)
ALLOCATION OF NVTC AID FOR FY 2011						
State Aid Revenue - Capital Assistance (FY 11)	(4,030,355)	(7,171,609)	(434,567)	(18,549,415)	(229,725)	(30,415,671)
State Aid Revenue - Operating Assistance	(7,927,264)	(14,105,766)	(854,746)	(36,484,660)	(451,844)	(59,824,280)
Gas Tax Revenue (Estimated for FY 11)	(2,593,991)	(3,063,054)	(1,628,756)	(19,894,238)	(549,338)	(27,729,376)
State Aid Revenue - Dedicated for Debt Service	(1,347,275)	(2,603,165)	(44,387)	(3,010,481)	(36,554)	(7,041,862)
Gas Tax Revenue - Dedicated for Debt Service	(70,909)	(137,009)	(2,336)	(158,446)	(1,924)	(370,624)
State Aid Revenue - Other	-	-	-	-	-	-
Total NVTC Aid	(15,969,794)	(27,080,604)	(2,964,792)	(78,097,240)	(1,269,384)	(125,381,813)
Net Local Transit Burden	$ 23,394,941	$ 39,749,842	$ 754,398	$ 99,960,999	$ 315,260	$ 164,175,441
Total FY11 Revenue Earnings (excluding Debt Serv.)	$ (14,833,978)	$ (25,149,439)	$ (2,882,932)	$ (74,493,500)	$ (1,838,983)	$ (119,198,831)
ASSISTANCE CARRIED FORWARD (at state %) (note A)						
FY10 State Aid - WMATA Capital	870,095	1,548,246	93,817	4,004,548	49,594	6,566,300
FY10 State Aid - Local Capital	1,606,900	2,859,317	173,262	7,395,642	91,591	12,126,712
FY09 State Aid - Local Capital	1,908,071	3,395,219	205,735	8,781,758	108,758	14,399,541
FY08 State Aid - Local Capital	67,779	120,607	7,308	311,950	3,863	511,507
FY07 State Aid - Local Capital	333,274	593,027	35,935	1,533,869	18,996	2,515,101
Total Prior Years Carried Forward	$ 4,786,119	$ 8,516,416	$ 516,056	$ 22,027,767	$ 272,802	$ 36,119,161
ALLOCATION PERCENTAGES FOR FY 2010						
Formula ("SAM") (for FTM/Admin, Capital)	**13.250915%**	**23.578665%**	**1.428761%**	**60.986375%**	**0.755285%**	**100.000000%**
Gas Tax POS	**9.354666%**	**11.046242%**	**5.873755%**	**71.744268%**	**1.981069%**	**100.000000%**

(A) Prior year assistance contracted with DRPT, yet not invoiced. These amounts are available for the current fiscal year and are not reflected in the revenue shown above. When the revenue is received it will be allocated among the jurisdictions by the SAM percentages currently in effect.
Note that the FY10 State Aid for WMATA WIL be received in FY11.

Figure 15

EXTERNAL SOURCES OF FUNDS RECEIVED BY NVTC TO SUPPORT TRANSIT IN NORTHERN VIRGINIA ($ Millions) FY 1973-2011

	FOR WMATA AND NVTC JURISDICTIONS					FOR VRE	
Fiscal Year	State Transit Assistance for NVTC Jurisdictions	State Bonds for WMATA	Regional Motor Fuels Tax	NVTC Federal Section 9 Operating[1]	Subtotal	State Transit Assistance[2]	TOTAL
2011[3]	92.8	-	$38.1	-	$130.9	$14.1	$145.0
2010	111.1	-	36.1	-	147.2	17.9	165.1
2009[4]	166.0	-	35.6	-	201.6	16.8	218.4
2008	103.4	-	42.3	-	145.7	15.1	160.8
2007	75.6	-	38.2	-	113.8	10.3	124.1
2006	99.7	-	37.5	-	137.2	30.8	168.0
2005	68.0	-	27.5	-	95.5	10.2	105.7
2004	61.3	-	23.2	-	83.8	10.7	94.5
2003	65.0	-	20.9	-	85.9	14.7	100.6
2002	62.2	16.0	18.3	-	96.5	8.8	105.3
2001	71.1	-	21.0	-	92.1	21.8	113.9
2000	63.5	13.3	17.9	-	94.7	8.9	103.6
1999	59.6	-	13.2	-	72.9	7.2	80.1
1998	54.3	-	14.0	-	68.3	6.5	74.8
1997	56.6	20.3	15.5	1.5	89.6	6.6	100.5
1996	53.5	-	13.6	2.7	89.8	9.7	79.5
1995	52.4	19.7	13.3	4.2	89.6	5.2	94.8
1994	45.0	45.0	12.5	4.2	106.7	6.4	113.1
1993	43.1	-	12.4	4.2	59.7	6.7	66.4
1992	51.9	-	12.9	4.2	69.0	4.7	73.7
1991	42.2	-	12.1	4.2	63.5	3.3	66.8
1990	50.2	-	12.2	4.2	66.6	2.1	68.7
1989	43.7	-	10.8	4.2	58.7	-	-
1988	51.1	-	9.4	4.6	65.1	-	-
1987	28.8	-	8.2	4.6	41.6	-	-
1986	20.9	-	9.8	4.8	35.5	-	-
1985	20.4	-	9.8	4.8	35.0	-	-
1984	20.9	-	9.7	4.8	33.4	-	-
1983	20.6	-	9.1	4.8	34.5	-	-
1982	17.1	-	9.5	6.0	32.6	-	-
1981	5.5	-	8.7	6.1	17.3	-	-
1980	14.5	-	-	6.1	20.6	-	-
1979	4.8	-	-	5.4	10.2	-	-
1978	15.0	-	-	4.0	19.0	-	-
1977	3.6	-	-	4.0	7.6	-	-
1976	13.0	-	-	2.6	15.6	-	-
1975	6.0	-	-	1.5	7.5	-	-
1974	10.6	-	-	-	10.6	-	-
1973	4.4	-	-	-	4.4	-	-

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

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

[3] Estimated.

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

Figure 16

Fiscal Year 2011 Northern Virginia Transportation Commission
Projected Funding Sources for NVTC Jurisdictions' Transit Systems, WMATA and VRE
(Dollars in millions)
(See accompanying notes)

WMATA OPERATING AND CAPITAL

Jurisdiction	Local Funds	NVTC Aid Regional Gas Tax	NVTC Aid State Aid	Direct State Aid	Total State Aid	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
Alexandria	$ 15.7	$ 2.8	$ 8.7	$ -	$ 8.7	$ 6.6	$ 33.8	46.4%	8.3%	25.7%	19.5%
Arlington	26.5	3.3	17.8	-	17.8	12.4	60.0	44.2%	5.5%	29.7%	20.7%
City of Fairfax	(0.6)	1.7	0.5	-	0.5	0.4	2.0	-30.0%	85.0%	25.0%	20.0%
Fairfax County	40.8	21.0	31.6	-	31.6	21.8	115.2	35.4%	18.2%	27.4%	18.9%
Falls Church	0.2	1.2	0.7	-	0.7	0.5	2.6	7.7%	46.2%	26.9%	19.2%
Loudoun County	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%
	82.6	30.0	59.3	-	59.3	41.7	213.6	38.7%	14.0%	27.8%	19.5%
Fare & Other Revenue	227.9	-	-	44.3	44.3	44.3	316.5	72.0%	0.0%	14.0%	14.0%
	$ 310.5	$ 30.0	$ 59.3	$ 44.3	$ 103.6	$ 86.0	$ 530.1	58.6%	5.7%	19.5%	16.2%

LOCAL TRANSIT OPERATING AND CAPITAL

Jurisdiction	Local Funds	NVTC Aid Regional Gas Tax	NVTC Aid State Aid	Direct State Aid	Total State Aid	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
Alexandria	$ 6.1	$ -	$ 4.2	$ -	$ 4.2	$ -	$ 10.3	59.2%	0.0%	40.8%	0.0%
Arlington	9.8	-	5.6	-	5.6	0.5	15.9	61.6%	0.0%	35.2%	3.1%
City of Fairfax	1.3	-	0.7	-	0.7	-	2.0	65.0%	0.0%	35.0%	0.0%
Fairfax County	46.6	-	23.0	-	23.0	-	69.6	67.0%	0.0%	33.0%	0.0%
Falls Church	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%
Loudoun County	(6.0)	8.1	-	3.2	3.2	-	5.3	-113.2%	152.8%	60.4%	0.0%
	57.8	8.1	33.5	3.2	36.7	0.5	103.1	56.1%	7.9%	35.6%	0.5%
Fare & Other Revenue	24.8	-	-	-	-	-	24.8	100.0%	0.0%	0.0%	0.0%
	$ 82.6	$ 8.1	$ 33.5	$ 3.2	$ 36.7	$ 0.5	$ 127.9	64.6%	6.3%	28.7%	0.4%

VRE OPERATING AND CAPITAL

Jurisdiction	Local Funds*	NVTC Aid Regional Gas Tax	NVTC Aid State Aid	Direct State Aid	Total State Aid	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
NVTC/PRTC Jurisdictions	$ 14.6	$ -	$ -	$ 14.1	$ 14.1	$ 40.5	$ 69.2	21.1%	0.0%	20.4%	58.5%
	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%
	14.6	-	-	14.1	14.1	40.5	69.2	21.1%	0.0%	20.4%	58.5%
Fare & Other Revenue	28.4	-	-	-	-	-	28.4	100.0%	0.0%	0.0%	0.0%
	$ 43.0	$ -	$ -	$ 14.1	$ 14.1	$ 40.5	$ 97.6	44.1%	0.0%	14.4%	41.5%

*includes PRTC regional gas tax.

TOTAL OPERATING AND CAPITAL

Jurisdiction	Local Funds	NVTC Aid Regional Gas Tax	NVTC Aid State Aid	Direct State Aid	Total State Aid	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
Alexandria	$ 21.8	$ 2.8	$ 12.9	$ -	$ 12.9	$ 6.6	$ 44.1	49.4%	6.3%	29.3%	15.0%
Arlington	36.3	3.3	23.4	-	23.4	12.9	75.9	47.8%	4.3%	30.8%	17.0%
City of Fairfax	0.7	1.7	1.2	-	1.2	0.4	4.0	17.5%	42.5%	30.0%	10.0%
Fairfax County	87.4	21.0	54.6	-	54.6	21.8	184.8	47.3%	11.4%	29.5%	11.8%
Falls Church	0.2	1.2	0.7	-	0.7	0.5	2.6	7.7%	46.2%	26.9%	19.2%
Loudoun County	(6.0)	8.1	-	3.2	3.2	-	5.3	-113.2%	152.8%	60.4%	0.0%
NVTC/PRTC Jurisdictions	14.6	-	-	14.1	14.1	40.5	69.2	21.1%	0.0%	20.4%	58.5%
	155.0	38.1	92.8	17.3	110.1	82.7	385.9	40.2%	9.9%	28.5%	21.4%
Fare & Other Revenue	281.1	-	-	44.3	44.3	44.3	369.7	76.0%	0.0%	12.0%	12.0%
	$ 436.1	$ 38.1	$ 92.8	$ 61.6	$ 154.4	$ 127.0	$ 755.6	57.7%	5.0%	20.4%	16.8%

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

- **The schedule shows how the operating and capital needs of the local transit systems, Virginia's share of WMATA, and VRE are projected to be funded.**

- State operating and capital assistance is allocated among the jurisdictions using NVTC's SAM factors in place for each fiscal year.

- State operating assistance is the actual amount contracted for the fiscal year.

- State operating assistance is allocated between WMATA and local systems using the percentage of the WMATA operating subsidies and local system deficits to the total operating requirements.

- State capital assistance for WMATA is the amount projected to be invoiced and collected during the fiscal year. State capital assistance for local needs is the amount contracted for the fiscal year.

- Regional gas tax is the projected Motor Vehicle Fuels Sales tax for the fiscal year. For all jurisdictions except Loudoun County, the revenue is allocated using the gas tax percentages from NVTC's SAM in place for the fiscal year. For Loudoun County the revenue is recognized by point of sale.

- The regional gas tax for Loudoun County is shown as a source of funds for their local systems, however the revenue may be used for any transportation purposes. For the other jurisdictions, regional gas tax may be used only for WMATA subsidies.

- Direct state aid is assistance not allocated by NVTC's SAM formula and not received by NVTC, but rather directly by the jurisdictions, WMATA and VRE. Direct state assistance for the local transit systems is the amount contracted or budgeted for the fiscal year.

- Special appropriations for WMATA and VRE are recognized when budgeted to be expended, not when appropriated.

- Federal aid is assistance budgeted to be received directly by the jurisdictions, WMATA and VRE, and includes federal funds administered by the state.

- WMATA capital and operating expenses are the subsidies actually billed during the fiscal year, plus the jurisdictions' respective share of federal assistance budgeted by WMATA. Local system deficits are based upon the fiscal year budgeted activities.

- Funding sources and the capital and operating expenses of VRE are those budgeted for the state assistance applications.

Figure 17

ESTIMATED DISTRIBUTION OF STATE AID AND REGIONAL GAS TAX AMONG NVTC MEMBER JURISDICTIONS --FY 2011--					
JURISDICTION	STATE AID AMOUNT ($Millions)	PROPORTION (Percent)	GAS TAX AMOUNT ($Millions)	PROPORTION (Percent)	TOTAL ($Millions)
Alexandria	$11.5	13.5	$2.7	9.1	$14.2
Arlington	20.7	24.2	3.2	10.8	23.9
City of Fairfax	1.2	1.4	1.7	5.7	2.9
Fairfax County	51.4	60.2	20.9	70.4	72.3
Falls Church	0.6	0.7	1.2	4.0	1.8
Total Allocated Assistance	$85.4	100%	$29.7	100%	$115.1
Debt Service and NVTC Costs	7.4		0.3		7.7
Loudoun County Motor Fuels Tax			8.1		8.1
Total Assistance Available	$92.8		$38.1		$130.9

NVTC THROUGH THE DECADES

Since its creation by the Virginia General Assembly in 1964, NVTC has evolved from its original focus on planning and funding WMATA to undertake an expanding menu of important regional assignments. Its current staff size is eight professionals (including two part-time). With a budget of under $1.2 million and annual local government contributions of under $300,000, NVTC currently manages $200 million in trust fund assets for its six member jurisdictions included in a district of 1.7 million people covering a thousand square miles.

In the 1970's, NVTC leveraged federal funds to initiate highly successful express bus service on the newly opened Shirley Highway busway (later converted to high occupancy vehicle lanes). The transit mode share in this corridor remains among the best in the entire U.S. with 2.5 times as many persons per lane in the I-395 HOV lanes inside the Beltway as in the parallel conventional lanes.

In the 1980's NVTC helped form a new contiguous commission (Potomac and Rappahannock Transportation Commission) and started planning for the Virginia Railway Express (a commuter rail service linking Manassas and Fredericksburg with core locations, terminating at Union Station in the District of Columbia). PRTC also specializes in the local transit needs of its member jurisdictions while NVTC retains focus on WMATA and on coordinating the local bus systems initiated in five of NVTC's jurisdictions.

In the 1990's, VRE began operations and NVTC expanded into promotion of new energy efficient and environmentally friendly transit innovations, including initiating the new local bus system in Falls Church to demonstrate new clean fuel technologies.

In the 2000's, NVTC worked closely with and provided public outreach and accounting staff services for a new regional body (Northern Virginia Transportation Authority) set up to serve as a planning and priority-setting agency for highways and transit. NVTC acquired, tested and installed SmarTrip fareboxes on all of its jurisdictions' local buses, thereby providing a unified regionwide fare collection system. NVTC also provided consulting assistance to its jurisdictions resulting in an influx of an additional $6 million annually in federal assistance for WMATA.

So far in the decade of the 2010's, NVTC is helping coordinate new light rail projects, assisting in the smooth transition of Loudoun County into a financial partner of WMATA as the Metrorail extension reaches to Dulles Airport and beyond, and continuing to promote new transit technologies within a 15-page annual NVTC work program with approximately 50 specific actions.

NVTC's approach has consistently featured active staff work behind the scenes so that board meetings are relatively peaceful, non-partisan, and non-

parochial. NVTC has not sought the public spotlight. Its members are aware that if the commission did not exist, each jurisdiction would have to add staff to accomplish the activities now completed by NVTC, such that overall expenditures, staff and board time would increase.

On January 1, 2011, NVTC moved into new offices in the Court House area of Arlington. The efficient space, located conveniently at a Metrorail station and served by several bus lines, provides a productivity boost to the commission's ambitious work program.

In 2011, NVTC will continue to work with its members and neighboring jurisdictions to solve mobility problems. Regional traffic counts show that transit and multiple-occupant vehicles actually carry a majority of persons traveling towards the region's core during peak periods in most of Northern Virginia's major commuting corridors. This phenomenon is a result of public investments in frequent, reliable and affordable transit service and ridesharing. By compiling and publicizing accurate transit performance measures, NVTC hopes to encourage continued support of these important links in the regional transportation network.

The commission will continue to compile data and report on public transit performance, including ridership and other information for planners, elected officials and citizens. These data will be featured on NVTC's redesigned and user-friendly web-site.

Continuing efforts are needed to mitigate congestion during construction of the Capital Beltway HOT lanes and Metrorail extension to Dulles. NVTC has been instrumental in helping to devise transit-based improvements that have resulted in less congestion in the Mixing Bowl reconstruction than had been anticipated.

While devising solutions to the problems of 2011, the commission will look to the future. For example, the commission is working actively to help implement Intelligent Transportation Systems projects, especially those pertaining to fare collection and customer information.

NVTC will continue its emphasis on finding sources of funding for transit. Promoting more widespread use of Metrocheks by employers and seeking increased transit revenues are two ways the commission can be most helpful. Air quality and climate change concerns also loom large in 2011. Public transit will of necessity be a part of any regional strategy to meet that challenge. As the region struggles to recover from a deep recession, transit service can provide an essential link to jobs.

This NVTC Handbook has illustrated the importance of the commission's activities and the enormity of the transportation problems with which it deals. Over the past decades the roster of commissioners has changed, the list of top-rated issues has changed, and the resources available to the commission with which to attack regional problems have changed, but one factor has

remained the same: A regional forum for problem-solving and transit promotion has been very beneficial to the citizens of Northern Virginia.

Northern Virginia Transportation Commission

AGENDA ITEM #9

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: February 24, 2011

SUBJECT: NVTC Financial Items for January, 2011.

The financial reports for January, 2011 are attached for your information.

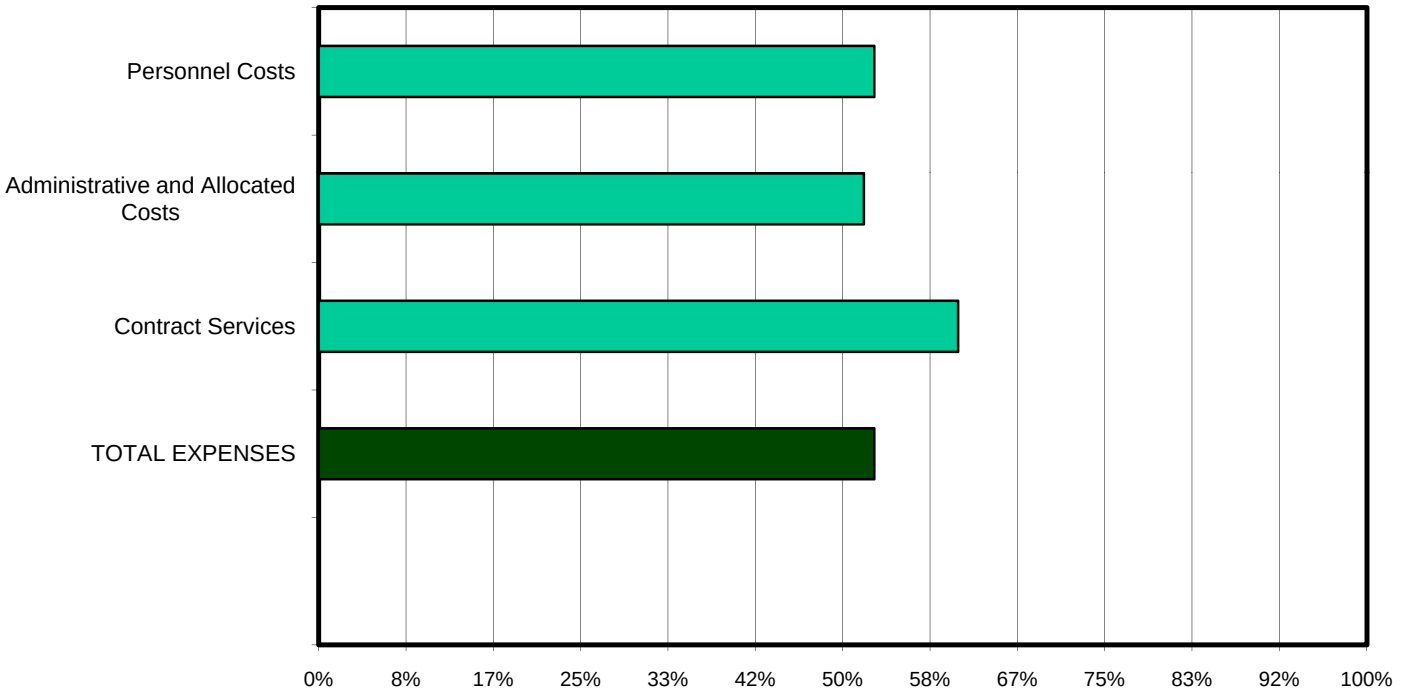
2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

January, 2011

Percentage of FY 2011 NVTC Administrative Budget Used
January, 2011
(Target 58.33% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January, 2011

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 52,513.43	$ 400,787.22	$ 737,900.00	$ 337,112.78	45.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	52,513.43	400,787.22	737,900.00	337,112.78	45.7%
Benefits					
Employer's Contributions:					
FICA	5,414.88	26,287.91	52,400.00	26,112.09	49.8%
Group Health Insurance	5,637.37	40,580.83	80,200.00	39,619.17	49.4%
Retirement	5,240.00	38,980.00	73,700.00	34,720.00	47.1%
Workmans & Unemployment Compensation	432.09	994.59	2,950.00	1,955.41	66.3%
Life Insurance	301.32	2,086.04	4,300.00	2,213.96	51.5%
Long Term Disability Insurance	252.81	2,022.48	3,950.00	1,927.52	48.8%
Total Benefit Costs	17,278.47	110,951.85	217,500.00	106,548.15	49.0%
Administrative Costs					
Commissioners Per Diem	2,600.00	10,100.00	16,850.00	6,750.00	40.1%
Rents:	*1,447.30*	*98,737.50*	*182,180.00*	*83,442.50*	*45.8%*
Office Rent	499.40	93,215.70	170,980.00	77,764.30	45.5%
Parking	947.90	5,521.80	11,200.00	5,678.20	50.7%
Insurance:	*269.57*	*2,014.14*	*4,100.00*	*2,085.86*	*50.9%*
Public Official Bonds	-	900.00	2,300.00	1,400.00	60.9%
Liability and Property	269.57	1,114.14	1,800.00	685.86	38.1%
Travel:	*194.51*	*2,235.55*	*6,300.00*	*4,064.45*	*64.5%*
Conference Registration	-	-	-	-	0.0%
Conference Travel	-	92.74	2,000.00	1,907.26	95.4%
Local Meetings & Related Expenses	194.51	2,045.81	4,000.00	1,954.19	48.9%
Training & Professional Development	-	97.00	300.00	203.00	67.7%
Communication:	*1,442.85*	*5,664.22*	*10,200.00*	*4,535.78*	*44.5%*
Postage	600.00	2,112.44	4,000.00	1,887.56	47.2%
Telephone - LD	91.28	772.83	1,300.00	527.17	40.6%
Telephone - Local	751.57	2,778.95	4,900.00	2,121.05	43.3%
Publications & Supplies	*1,699.50*	*7,644.75*	*13,500.00*	*5,855.25*	*43.4%*
Office Supplies	502.75	1,192.10	3,000.00	1,807.90	60.3%
Duplication	1,196.75	6,052.65	10,000.00	3,947.35	39.5%
Public Information	-	400.00	500.00	100.00	20.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January, 2011

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*527.00*	*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	527.00	1,860.60	7,000.00	5,139.40	73.4%
Other General and Administrative	*430.03*	*2,170.25*	*5,350.00*	*3,179.75*	*59.4%*
Subscriptions	-	-	-	-	0.0%
Memberships	-	205.00	1,300.00	1,095.00	84.2%
Fees and Miscellaneous	430.03	1,700.89	2,950.00	1,249.11	42.3%
Advertising (Personnel/Procurement)	-	264.36	1,100.00	835.64	76.0%
Total Administrative Costs	8,610.76	130,427.01	246,480.00	116,052.99	47.1%
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	$ 78,402.66	$ 654,486.08	$ 1,221,880.00	$ 567,393.92	46.4%

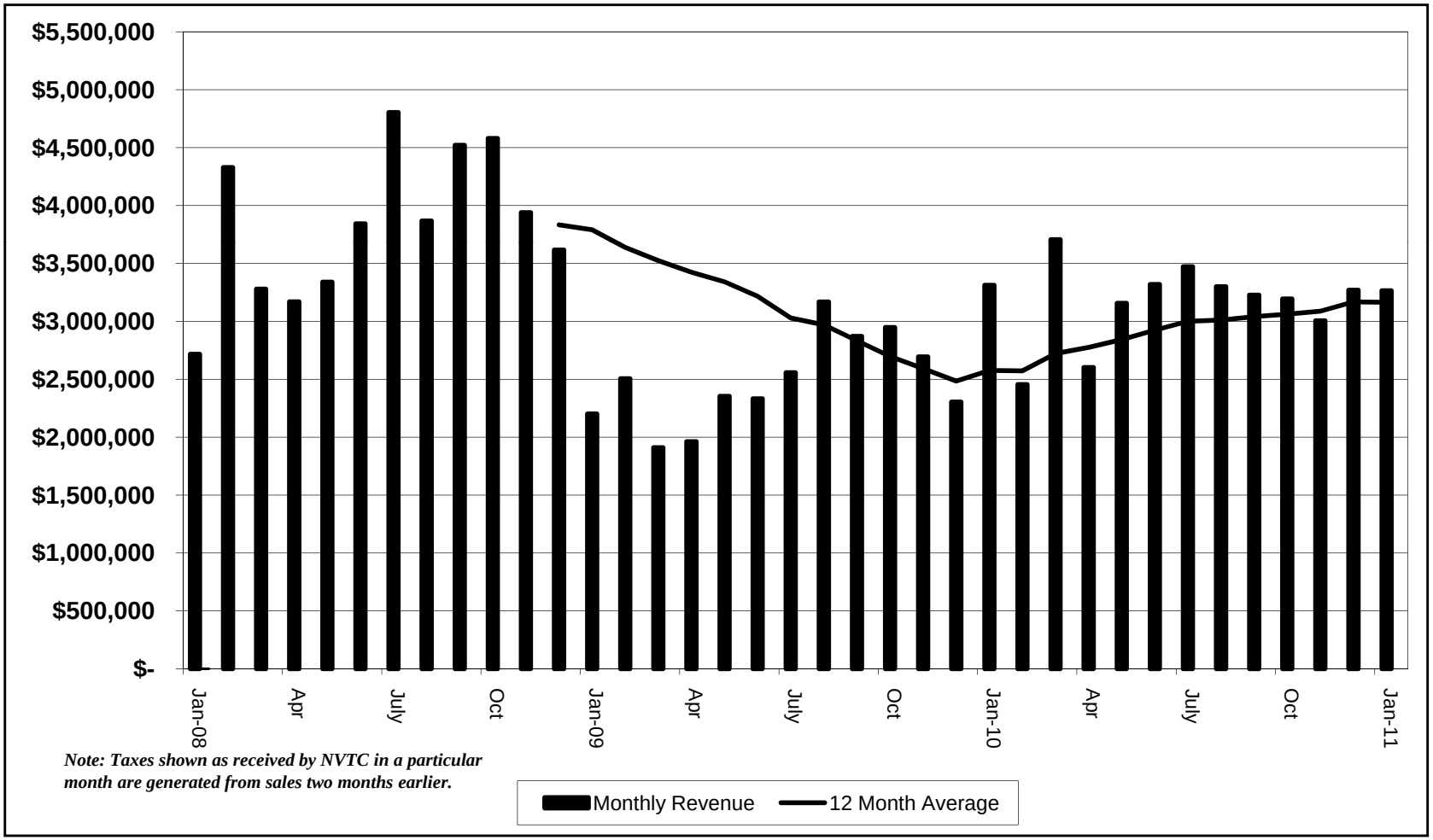
NVTC
RECEIPTS and DISBURSEMENTS
January, 2011

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
3	City of Alexandria	G&A contribution		$ 8,776.25		
4	DRPT	Capital grant receipt				6,756.00
4	Arlington County	G&A contribution		15,538.00		
18	Dept of Taxation	Motor Vehicle Fuels Sales tax receipt				3,265,237.76
21	VRE	Reimbursement for staff support		6,549.07		
21	Staff	Expense reimbursement		13.62		
24	DRPT	FTM/Admin grants receipt				6,670,217.00
25	Loudoun County	G&A contribution			4,509.50	
27	FTA	ITS Project grants receipt			199,232.00	
31	Banks	Interest earnings		11.91	45.77	18,831.33
			-	30,888.85	203,787.27	9,961,042.09
	DISBURSEMENTS					
1-31	Various	G&A expenses	(78,753.01)			
3	WMATA	Bus operating				(14,905,539.00)
3	WMATA	Rail operating				(6,358,979.00)
3	WMATA	Paratransit operating				(2,921,387.00)
3	WMATA	Debt service				(1,853,126.00)
3	WMATA	CIP				(1,313,393.00)
3	WMATA	Reimbursable capital				(3,500.00)
25	Loudoun County	Other operating				(4,509.50)
28	Strategic Mapping	Consulting - ITS	(221,367.90)			
28	Cambridge	Consulting - NVTA Update	(653.95)			
28	City of Fairfax	Other operating				(108,440.23)
31	Wachovia Bank	Service fees	(43.65)	(50.46)		
			(300,818.51)	(50.46)	-	(27,468,873.73)
	TRANSFERS					
26	Transfer	LGIP to checking	221,367.00		(221,367.00)	
	Transfer	LGIP to checking	150,000.00		(150,000.00)	
			371,367.00	-	(371,367.00)	-
	NET INCREASE (DECREASE) FOR MONTH		$ 70,548.49	$ 30,838.39	$ (167,579.73)	$ (17,507,831.64)

NVTC
INVESTMENT REPORT
January, 2011

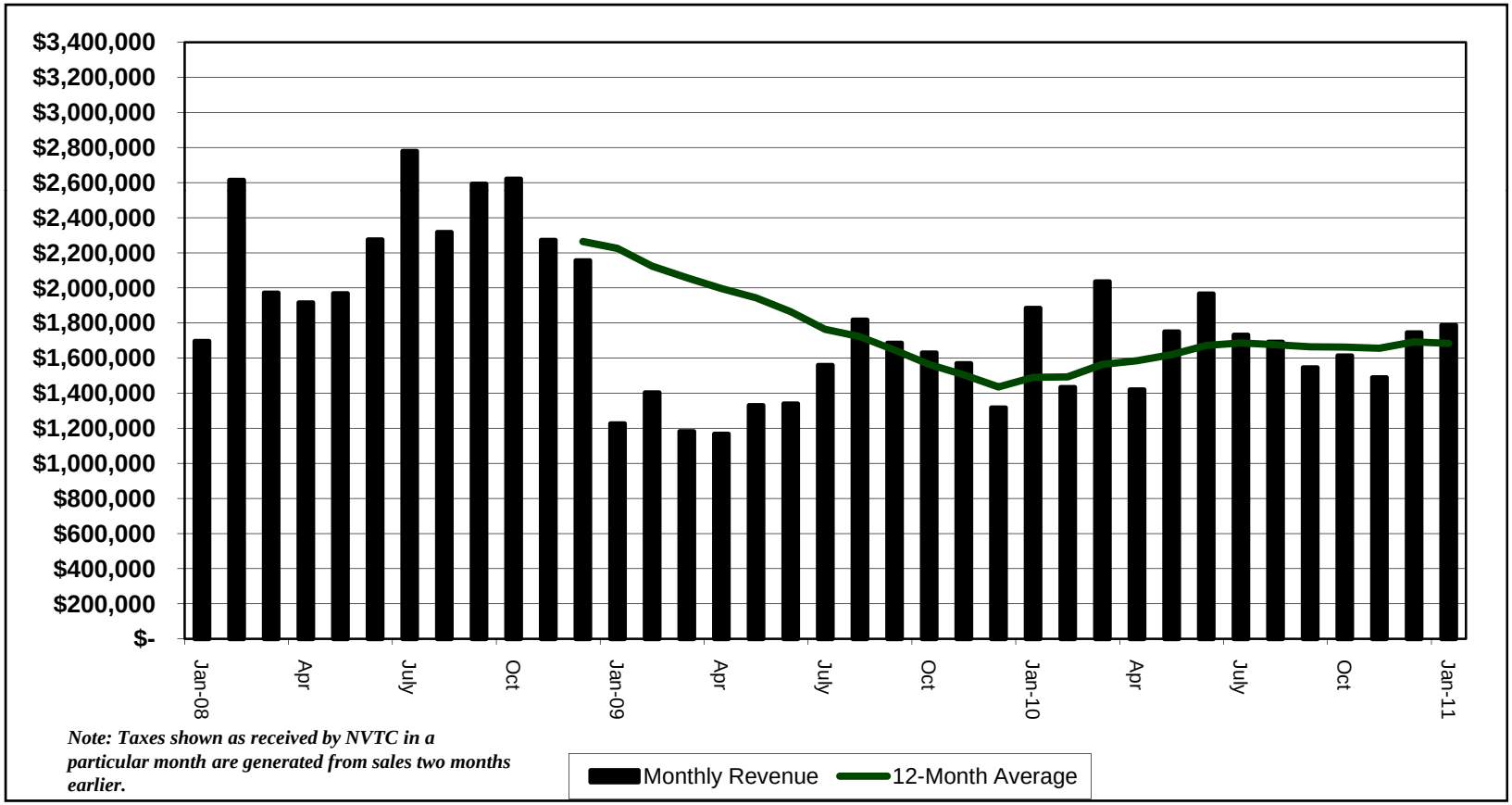
Type	Rate	Balance 12/31/2010	Increase (Decrease)	Balance 1/31/2011	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 115,799.13	$ 70,548.49	$ 186,347.62	$ 186,347.62	$ -	$ -
Wachovia: NVTC Savings	0.500%	256,752.79	30,838.39	287,591.18	287,591.18	-	-
Investments - State Pool							
Nations Bank - LGIP	0.193%	137,514,187.68	(17,675,411.37)	119,838,776.31	119,334.52	105,401,914.05	14,317,527.74
		$ 137,886,739.60	$ (17,741,604.22)	$ 120,312,715.11	$ 593,273.32	$ 105,401,914.05	$ 14,317,527.74

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



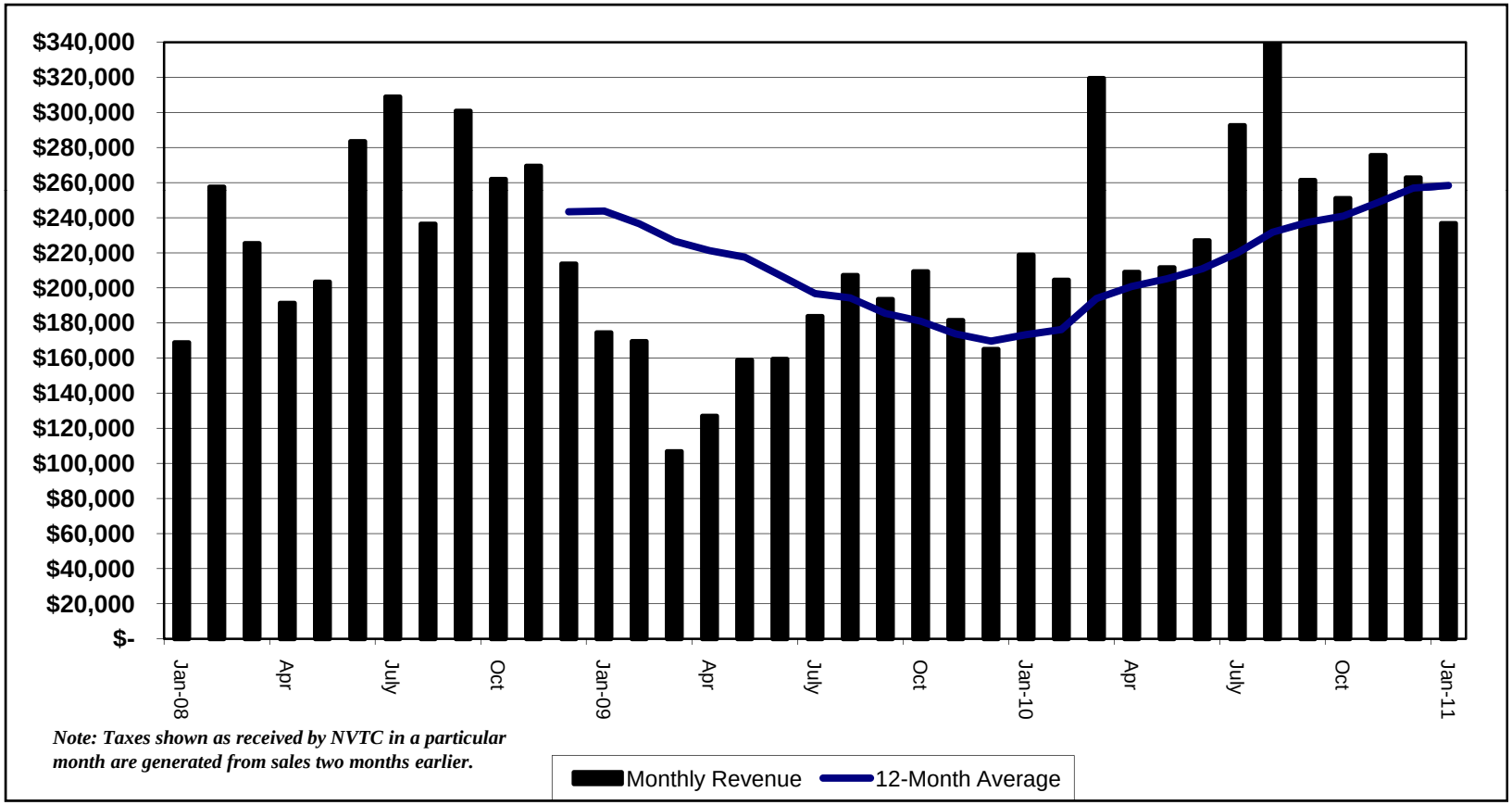
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



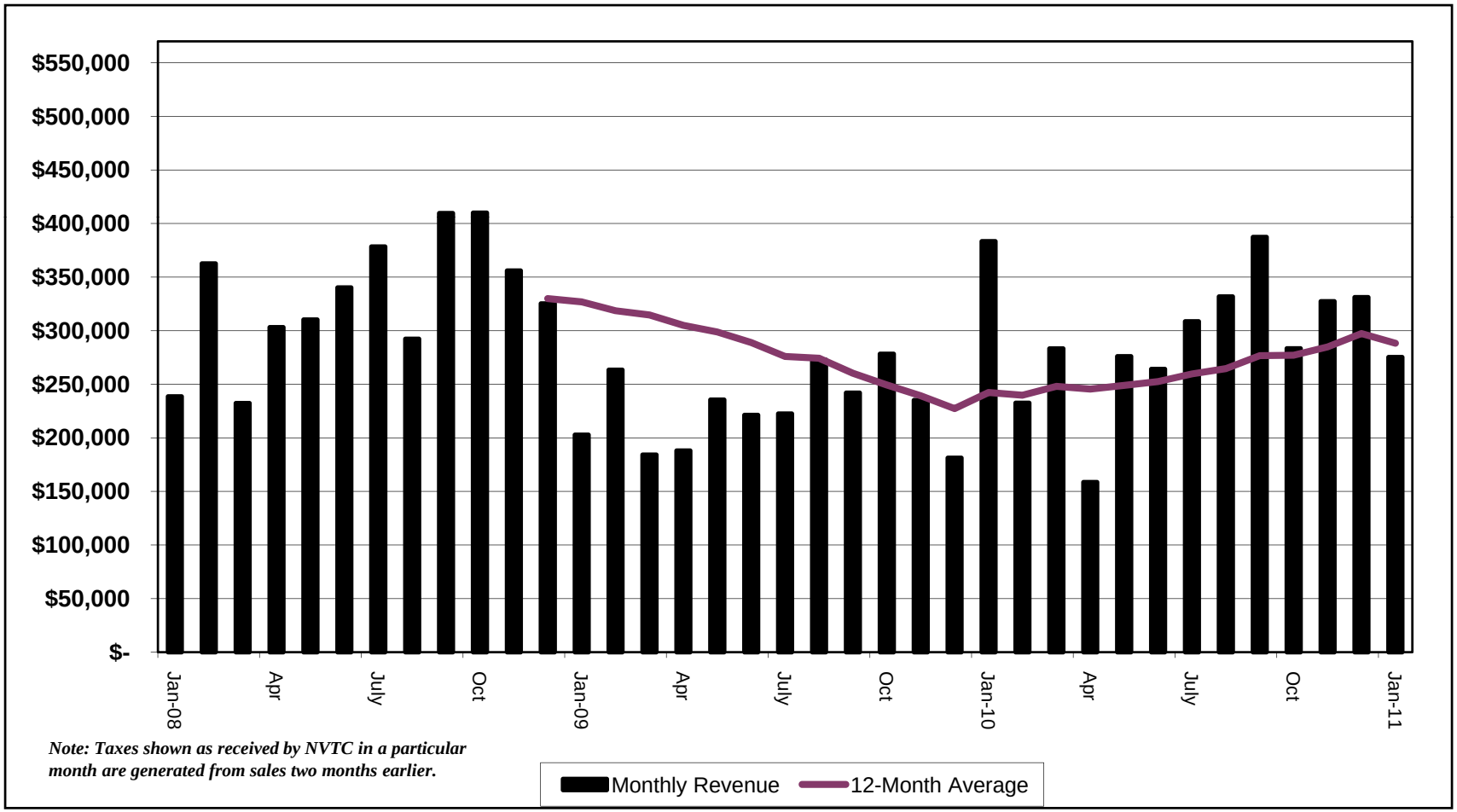
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



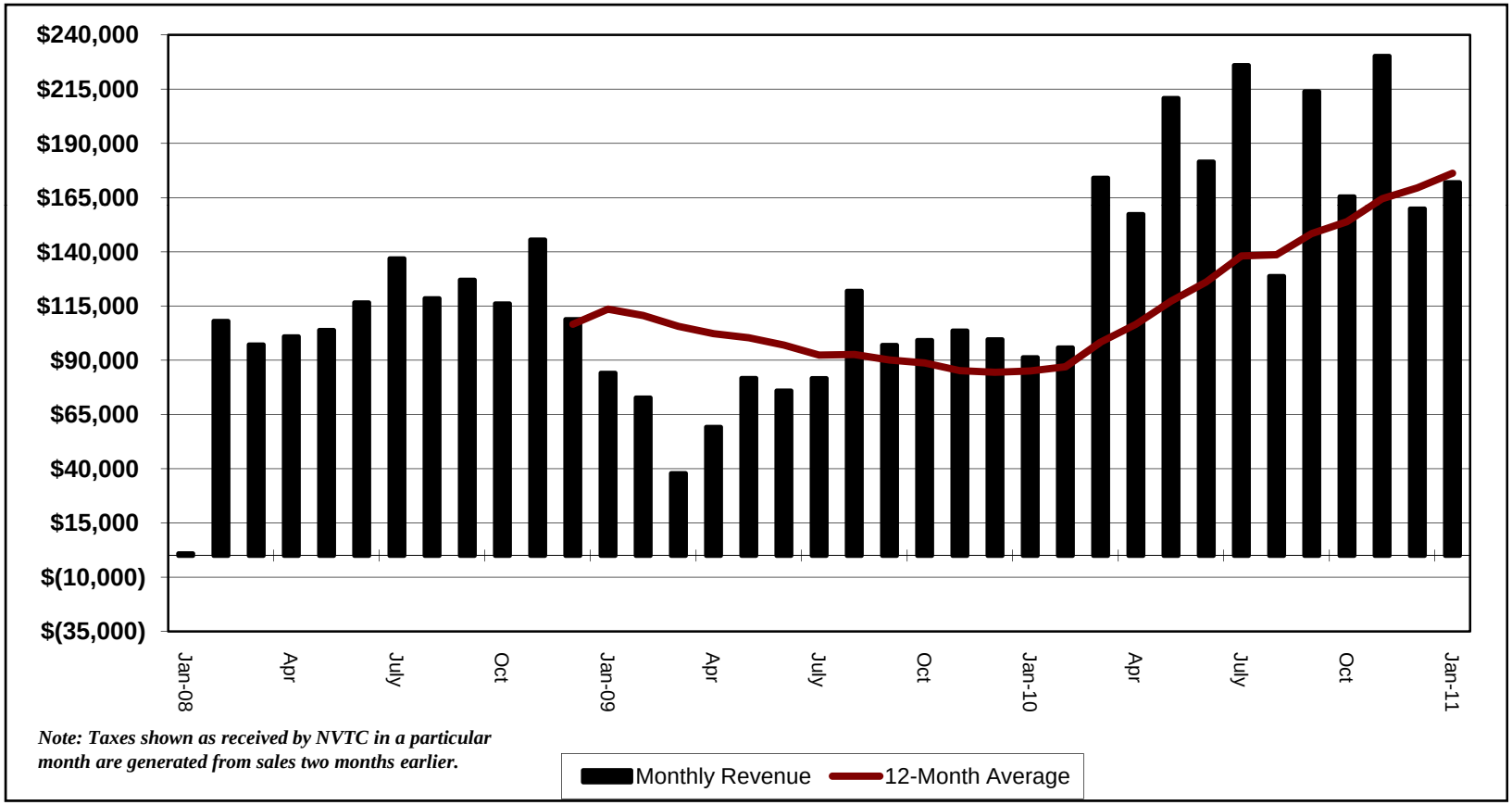
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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



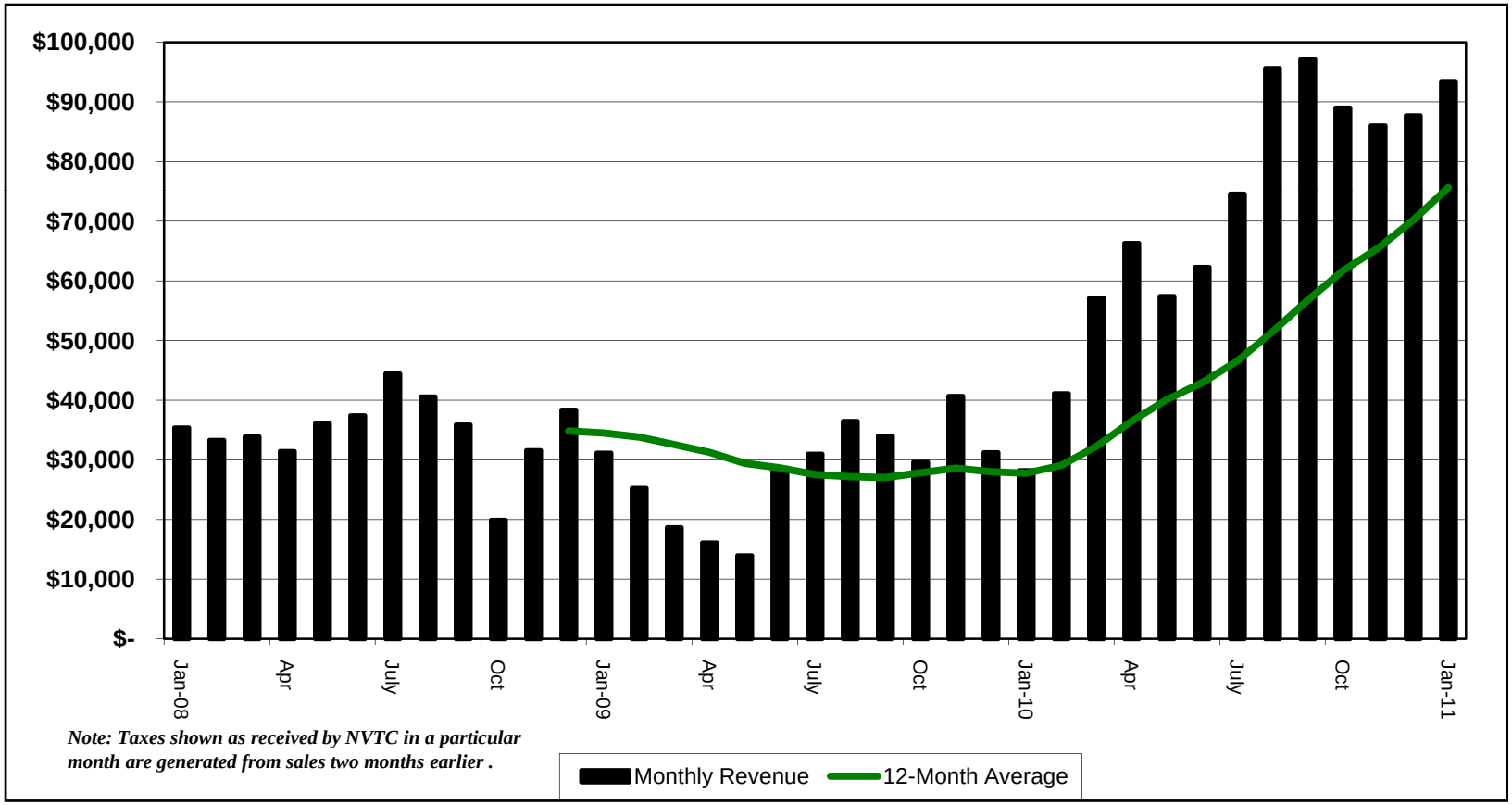
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

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

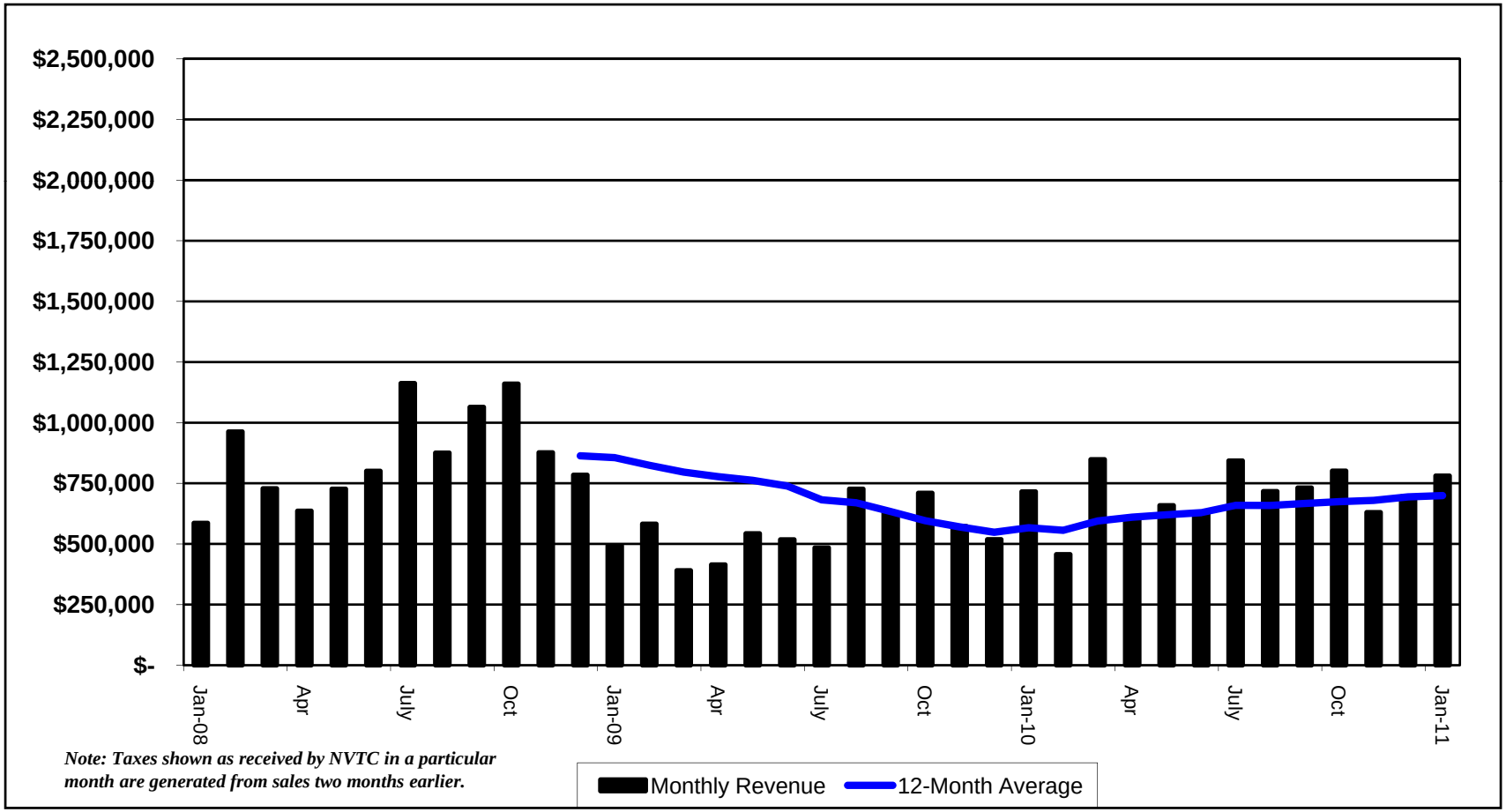


Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE
CITY OF 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.

(2)

MINUTES

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

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

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)	Fairfax County
Wally Covington (PRTC)	Prince William County
Frederic Howe (PRTC)	City of Fredericksburg
John D. Jenkins (PRTC)*	Prince William County
Paul Milde (PRTC)	Stafford County
Suhas Naddoni (PRTC)*	City of Manassas Park
Paul Smedberg (NVTC)	City of Alexandria
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Thelma Drake	DRPT
Gary Skinner (PRTC)	Spotsylvania County
Susan Stimpson (PRTC)	Stafford County

ALTERNATES PRESENT	JURISDICTION
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay 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	
Jennifer Buske – Washington Post	Betsy Massie – PRTC staff
John Duque – VRE	Sirel Mouchantaf – VRE
Anna Gotthardt – VRE	Dick Peacock – citizen
Al Harf – PRTC staff	Lynn Rivers – Arlington County
Christine Hoeffner – VRE	Mark Roeber – VRE
Ann King – VRE	Sharmila Samarasinghe – VRE
Mike Lake – Fairfax DOT	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Dale Zehner – VRE
Steve MacIsaac – VRE counsel	
April Maguigad – 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. Covington moved, with a second by Mr. Howe, to accept the agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Milde, Page, Smedberg and Way.

Approval of the Minutes of the January 21, 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, Covington, Howe, Milde, Page and Way. Ms. Caddigan and Mr. Smedberg abstained.

[Mr. Naddoni entered the meeting at 9:37 A.M.]

Chairman's Comments – 6

Chairman Bulova announced that VRE exceeded the 20,000 ridership mark on Wednesday, January 19th with 20,133 riders. This new ridership high is a testament to VRE's outstanding culture where riders feel part of the VRE family. Management does an outstanding job with outreach to the riders. The VRE Operations Board also has a culture that throughout its entire history Board Members have come together and put aside their parochial hats and worked for the benefit of VRE riders.

[Mr. Jenkins entered the meeting at 9:38 A.M.]

Chairman Bulova also announced that on-time performance (OTP) was at 86.5 percent on the Fredericksburg line and 91.4 percent for the Manassas line during the month of January. OTP would have been even better if there weren't delays caused by the ice storm. For February, OTP is currently at 97.2 system wide and if VRE manages to maintain this, VRE will set a record for OTP.

[Mr. Zimmerman entered the meeting at 9:42 A.M.]

Chairman Bulova reviewed some of the highlights that happened during the General Assembly session. The Governor's proposal to fund new VRE railcars has been increased from $2.5 million to $10 million. $5 million is also included in the Governor's transportation proposal for construction of the third track in Spotsylvania County. The legislation to consolidate NVTA, NVTC and PRTC has been shelved for this session. She stated that she is unaware of the status of the legislation dissolving the Rail Advisory Board.

Chief Executive Officer's Report – 7

Mr. Zehner expressed staff's opinion that the legislation regarding the Rail Advisory Board will most likely pass. Mrs. Drake has offered to hold meeting with the railroads to discuss rail issues. VRE will be able to participate. Mr. Zehner also announced that selection of an engineering consultant for the Board Run parking structure for environmental and preliminary engineering is underway. Plans for the Woodbridge Kiss N' Ride are being finalized. Four of the new locomotives are already in service. There have been some delays with arrival of new locomotives caused by the snow storms in the Midwest. Motive Power has two technicians working on-site at VRE yards for the next two years during the warranty period.

Mr. Zehner stated that there have been four public hearings regarding the tariff changes, including elimination of group fares, changes to the bicycle policy and step-up fare reductions. Very few people have attended. There are two more hearings at Burke and VRE offices. VRE has received more comments by email and texts. All comments will be summarized and presented at the next Operations Board meeting.

In response to a question from Mr. Smedberg, Mr. Zehner stated that things are going well with Keolis. Mechanical problems have been reduced and Keolis crews and engineers have been responsive to changes VRE has made. Issues will increase as ridership continues to rise, resulting in more standees. Chairman Bulova reminded Board Members that the Board will conduct a strategic work session in the summer to address how VRE deals with high ridership and future growth.

Operations Board Member's Time – 8

Mr. Zimmerman reported that the Railvolution Conference is being held October 16-19, 2011 in Washington, D.C. There are some opportunities for individual Board Members and VRE to participate. Chairman Bulova noted that this would be a good opportunity to showcase VRE. Mr. Zimmerman stated that there are several VRE issues that are relevant, including the Gainesville/Haymarket extension and Manassas parking issues.

Mr. Covington thanked VRE staff for their hard work on the legislative reception in Richmond. Unfortunately, the snow storm kept most people from attending. He suggested doing a similar reception in Washington, D.C. in October for congressmen and senators to see VRE equipment.

Mr. Howe observed that parking is continuing to climb in the City of Fredericksburg and the Fredericksburg Bus system has seen a spike as well. As VRE growth continues to climb, he is becoming more concerned that capacity needs to be addressed. Also, as gasoline prices escalate, more people will transfer to transit. Mr. Zehner stated that staff has met to discuss the issue with the City Manager and Eric Nelson has been appointed to head up the task force. VRE staff will meet with him soon.

Mr. Milde stated that it is important to address parking capacity issues at the Brooke and Leeland stations since the costs of adding capacity has increased. Mr. Zehner

reported that the final design is close to being done. Mr. Mouchantaf stated that both projects went before the county planning commission for permit review and VRE is working through the comments. The project should be able to go out for bid in the spring. Mr. Zehner explained that firms will be able to bid both stations together or bid on just one. If both projects cannot be funded, Stafford County can decide which one to do first. Mr. Milde observed that CMAQ and county funding are being used for these projects.

VRE Riders' and Public Comment – 9

Mr. Peacock stated that VRE's ridership news of 20,000 daily riders is very exciting and should be conveyed to the U.S. congressional delegation as VRE pursues funding to meet its ridership growth. It is also important to convey to them that VRE transports government workers, military and veterans. He stated that it is important to get Wi-Fi installed to reward VRE's loyal riders with enhanced service, even if there are a few gaps in the service.

Consent Agenda – 10

Mr. Smedberg moved, with a second by Mr. Milde, to approve the following Consent Agenda item:

Resolution #10A-02-2011: Authorization to Issue a Request for Proposals for a Disaster Management Services Contractor

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

Authorization to Amend a Task Order for Construction Phase Services for the Fredericksburg Station Infrastructure Repairs Project – 11A

Mr. Zehner reported that Resolution #11A-02-2011 would authorize him to amend a task order with STV/RWA for the Fredericksburg Station Infrastructure Repairs project by $54,257, for a total not to exceed $99,302.

Mr. Zehner explained that as construction is currently underway, it has been determined that the deterioration of the bridge and station is worse than anticipated. Due to the severity of the deterioration, STV/RWA has been required to provide additional design details to address various portions of concrete repairs not originally included in the scope of the project. The City of Fredericksburg has requested that the original condition assessment report be updated based upon the findings during construction.

Mr. Howe stated that there was a meeting with Congressman Whitman to receive help in working with CSXT and ultimately to look for federal funding to bring the station back

up to standard. In response to a question from Mr. Smedberg, Mr. Zehner explained that Ralph Whitehead Associates (RWA) did the original work. Mr. Mouchantaf explained that it will cost approximately $15,000 to update the assessment report and the remaining funds would be used in shoring design and construction. In response to a question from Mr. Smedberg, Mr. Mouchantaf stated that there were no mistakes made by RWA in the original assessment, but since the structure was built in the 1920's more issues were uncovered once construction was started.

Mr. Smedberg moved to approve the resolution. Mr. Howe seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Naddoni, Page, Smedberg, Way and Zimmerman.

Authorization to Purchase Three Low Voltage Power Supply & Battery Charger (LVPS/BC) Units for Gallery IV Cars – 11B

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to purchase three low voltage power supply and battery charger system units from Transtechnik Corporation USA for the new Gallery IV cars in an amount not to exceed $150,000, plus a contingency of $15,000, for a total amount not to exceed $165,000. This is a sole source procurement because it is important to have the inventory parts to be exactly the same as the original parts. Resolution #11B-02-2011 would accomplish this.

Mr. Zehner explained that the warranty period has ended for the base and option order cars (50 cars) and by next year all 71 cars will be out of warranty. At that time, VRE will be responsible for 100 percent of the repair and maintenance of the LVPS/BC system. VRE currently only has one spare unit as part of its capital spare inventory. VRE needs to purchase three additional units in order to insure an adequate spare ratio and to maintain its maintenance repair service schedule.

Mr. Covington moved, with a second by Mr. Milde, to approve Resolution #11B-02-2011.

Mr. Way asked why routine maintenance issues are coming to the Board for approval. Mr. Zehner explained that the Operations Board has given him purchase authority up to $50,000. Mr. Way suggested staff conduct a brief study of what actions need to come to the Board and if the authorization limit should be increased. Mr. Milde expressed his opinion that the process seems to work fine. Mr. Smedberg suggested similar actions could be incorporated into the Consent Agenda. Mr. Covington agreed. Mr. Page observed that recently the Commonwealth Transportation Board granted authority up to $200,000 with the understanding that they would receive quarterly updates.

Mr. Zimmerman noted that three levels have been discussed: increasing the threshold amount, substantially increasing it, or including the items in the Consent Agenda. He expressed his opinion that he does not see what is broken here and, therefore, does not see a need for a change. Ms. Caddigan noted that if items like these where included in the Consent Agenda, members could pull the item for discussion if needed. Mr. Milde

again stated that there have been no issues or problems with the current way of doing it and he does not see the $50,000 threshold as a problem. Chairman Bulova suggested staff look at this issue and return with a report at a future meeting.

The Board then voted on Resolution #11B-02-2011. The vote in favor was unanimous. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Naddoni, Page, Smedberg, Way and Zimmerman.

Authorization to Purchase Two Ventilation and Air Conditioning (VAC) Units for Gallery IV Cars – 11C

Mr. Zehner explained that Resolution #11C-02-2011 would authorize him to purchase two ventilation and air conditioning systems units from Transitair Systems LLC for the new Gallery IV cars. This authorization is being requested in an amount not to exceed $70,000, plus a contingency of $7,000, for a total amount not to exceed $77,000. Mr. Zehner explained that similar to the last agenda item, VRE needs to purchase spare units to maintain an adequate spare ratio to be used as a replacement during repairs and overhauls.

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

Wireless Internet (Wi-Fi) on VRE Trains – 12A

Mr. Zehner reminded Board Members that this idea was initially conceived to provide a low cost solution to provide Wi-Fi service on VRE trains. After further review by staff, this hardware approach has been deemed inadequate since it is important that Wi-Fi is available on all railcars; must be expandable to meet new 4G requirements; and should be scalable to meet future VRE needs. Mr. Zehner reviewed the pros and cons of both approaches. Staff is recommending a solutions approach because it provides the greatest opportunity to maximize Wi-Fi capability for VRE.

Mr. Zehner stated that the estimate for capital costs for the hardware approach is about $500,000 and between $1.2-$1.3 million for the solutions approach. Operating costs would be roughly the same for both ($250,000 annually). In response to a question from Mr. Milde, Mr. Zehner responded that no commuter railroad system charges its customers for Wi-Fi service. Mr. Milde asked if staff has considered charging a fee to recoup some of the capital expenditures. Mr. Zehner responded that it would limit usage and there is an expectation from passengers that it would be free. Mr. Howe agreed with Mr. Milde and stated that VRE could offer a "hot spot" service and VRE could charge a fee for premium uninterrupted service to help defray the capital expenses.

Mr. Way asked what would be the chance the passengers would just pass the web code to each other if there was a charge. Mr. Duque stated that it would only work for the

first individual who paid for the code. Mr. Covington asked if staff had looked at contracting with companies to pay to put up cell phone towers. Mr. Page suggested VRE market itself as a moving cell phone tower and become part of a spider network. He urged staff to talk with cell phone companies to see if this is possible. Mr. Zehner stated that staff is working on how to fund this project, but it requires waiting until summer to return back to the Operations Board with a recommendation.

Mr. Milde stated that VRE does not have extra money. Staff needs to look at options of charging a one-time fee for this service. Stafford County now requires VRE to have free space on any new cell phone tower installed in the county. VRE may be able to leverage this somehow in the negotiations. Mr. Way stated that he has some concerns with spending $1.3 million plus another $250,000 in operating costs for free service.

Mr. Cook expressed his opinion that this is an excellent proposal. Technology is moving so fast. Two years from now, people will expect to have internet service available. A solutions approach is a good idea. VRE should always be on the cutting edge of technology. Mr. Howe agreed that it is a great suggestion. It is scalable and cutting edge and has the capability to expand new technology changes. He stated that he wants an option to charge a fee versus not providing the service. He stated that it is important to look for a vehicle that is state-of-the-art and be able to revenue collect on that system.

In response to a question from Mr. Smedberg and a second by Mr. Milde, the Board authorized staff to come forward with an approach looking at different funding options and return back to the Board. Mr. Milde stated that it is not the intent of the motion to ask staff to go out to RFP. Mr. Smedberg agreed.

Mr. Naddoni stated that Wi-Fi as a value added is an excellent solution for riders, but keeping costs in context as well as advancements in technology, any Wi-Fi solution should be thought of as a short-term solution. Most iPads and other devices already require a data plan. Within two years, it will become mainstream. Keep that in perspective. Operational costs will also be lower.

Mr. Zimmerman agrees with the basic premise that it is not worth doing something small scale. He suspects a user charge will not be practical, but it still should be analyzed. There may be some kind of industry solution. If VRE cannot afford to do it right or not sure there is a robust lasting approach to this technology, it might be reasonable not to do it. He thinks Wi-Fi would be very attractive, but it may be a good idea to wait.

Mr. Jenkins assumes the motion specifies that staff is going with the solutions approach. Mr. Covington stated that Wi-Fi services would enhance employers to get more work out of their employees while they are on the trains. There may be some funding here. The federal government is advocating telework and although this is more "commute work" it gets more productivity out of employees. It would help to leverage people riding different trains to alleviate overcrowding since they could work on the trains. He is excited about this project.

Mr. Way suggested the motion does not endorse or imply a completely free service. Chairman Bulova stated that this is understood. Mr. Milde stated that staff should look at different fee options and capitalization of initial expenses. Mr. Page stated that every jurisdiction should share their promulgation maps, which show "hot spots," to VRE staff.

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

Train Capacity and Standees – 12B

Mr. Zehner stated that as ridership goes up, peak trains become more crowded with standees. Half of all peak trains are at or over capacity. Riders become disgruntled as they believe that they have paid for a seat. Staff is working with Keolis, CSX and Amtrak on the possibility of turning back a Manassas Line train. When Mr. Zehner first approached CSX about this, they were concerned that there were no break downs. Now that VRE has more control over its mechanical issues, he will again approach CSX. A turn back train would add 420 more seats. Reducing the step-up fare would add another 200-400 seats.

Mr. Zehner stated that following the public hearings, staff will return at the March meeting with recommendations on group fares, bicycles and step-up fares. In response to a question from Mr. Milde, Mr. Zehner stated that staff has been talking to DRPT staff about the state buying down the step-up charge. VRE submitted a grant application for this. Mr. Page stated that DRPT is passionate about filling seats throughout the corridor, not just VRE seats. Mr. Harf asked if this state funding would be a onetime funding or reoccurring. Mr. Page stated that this is still being determined.

Mr. Smedberg asked if VRE is looking to target riders impacted by the BRAC changes in the Alexandria and Fairfax area. Mr. Zehner responded because they would only ride one or two stops he is not sure how VRE would serve them, but VRE will watch to see what happens with the recommendations. Chairman Bulova noted that Fairfax County has included bus plans to meet some of these needs.

Adjournment

Without objection, Chairman Bulova adjourned the meeting at 11:10 A.M.

Approved this 18th day of February, 2011.

_____

Sharon Bulova
Chairman

Paul Smedberg
Secretary

CERTIFICATION

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

Rhonda Gilchrest

Rhonda Gilchrest

Agenda Item #3B

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 urge you to redouble your efforts in the next month to correct as many allocation issues as possible pending completion of your final audits.

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

Northern Virginia Transportation Commission

Agenda Item #3

March 3, 2011

Address

Dear___:

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.

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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

March 3, 2011

[To the Northern Virginia General Assembly Delegation]

Dear :

On behalf of the Northern Virginia Transportation Commission, I thank you for your efforts in the recently concluded Virginia General Assembly session to promote and protect public transit in Northern Virginia. Several important bills were passed, including increases in funding for public transit, such as $1 million added to the statewide transit formula assistance program. Additional amounts will be provided for transit projects from accelerated bond issues. New tax credits for telework provided another significant legislative victory.

In addition, several potentially divisive proposals affecting NVTC were considered but not enacted. Be assured that NVTC and its local partners will continue to focus on delivering effective transit services for Northern Virginia's residents.

NVTC is aware of the fragile state of economic recovery and the competing demands for funding that make the need for hard work and effective compromise during the legislative session so essential. We appreciate your support of NVTC's role in facilitating and coordinating the region's public transit network. We look forward to continuing to work with you to fight traffic congestion, create jobs and protect the environment through enhanced transit services.

Sincerely,

William D. Euille
Chairman

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Governor's Transportation Funding Plan
2/27/2011

HB 2527/ SB 1446 Omnibus Transportation Bill				
Provision	**Bill as Introduced**	**House Substitute** Passed House 65-33	**Senate Substitute** Passed Senate 43-6	**Conference Agreement** Passed Senate 32-7; Passed House 80-16
HB 3202 Bonds	Accelerates the issuance of $1.8 billion in already authorized bonds from HB 3202 (2007) - It was originally envisioned that $300 million in bonds would be sold each year. The Governor proposes to sell $600 million per year for each of the next three years. These bonds are repaid by insurance premium taxes that are dedicated to the Priority Transportation Fund.	The bill states that the amount issued in any one fiscal year shall not exceed $300 million, except for the fiscal years ending June 30, 2012, and June 30, 2013, in which the annual limitation will be increased to $500 and $600 million, respectively.	The bill proposes to sell $600 million per year for each of the next three years.	The bill states that the amount issued in any one fiscal year shall not exceed $300 million, except for the fiscal years ending June 30, 2012, and June 30, 2013, in which the annual limitation will be increased to $500 and $600 million, respectively.
GARVEE Bonds	GARVEE bonds will be issued to support specific projects. Both the principal and interest are repaid with future Federal transportation funds. The proposal asserted that at no time the sum of the outstanding GARVEE bonds and FRAN debt will exceed $1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.	The bill states that the aggregate principal amount outstanding at any time shall not exceed $1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.	The bill states that at no time the sum of the outstanding GARVEE bonds and FRAN debt will exceed $1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.	The bill states that the aggregate principal amount outstanding at any time shall not exceed $1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.
Creation of Virginia Transportation Infrastructure Bank (VTIB)	The funds in this bank could be used for grants or loans. VTIB funding would be available to local governments, regional transportation agencies and the private sector. A nine member board would be	The bill creates the VTIB, which will be managed by the Virginia Resources Authority, but the CTB will have the right to determine the projects for which loans or other financial assistance may be made provided by	The bill creates the VTIB, which will be managed by the Virginia Resources Authority, but the CTB will have the right to determine the projects for which loans or other financial assistance may be made provided by	The bill creates the VTIB, which will be managed by the Virginia Resources Authority, but the CTB will have the right to determine the projects for which loans or other financial assistance may be made provided by

	established to oversee the distribution of funds. The bill specifies up to 20% of funds may be used for grants, but that grant applicants must demonstrate, among other things as determined by the Board, that such grant is the sole method available for funding a project.	the Bank. The bill specifies up to 20% of funds may be used for grants, but that any locality applying for such grant must demonstrate that the project cannot be financed on reasonable terms or would otherwise be financially infeasible without the grant or interest rate subsidy.	the Bank. The bill specifies up to 20% of funds may be used for grants, but that any locality applying for such grant must demonstrate that the project cannot be financed on reasonable terms or would otherwise be financially infeasible without the grant or interest rate subsidy.	the Bank. The bill specifies up to 20% of funds may be used for grants, but that any locality applying for such grant must demonstrate that the project cannot be financed on reasonable terms or would otherwise be financially infeasible without the grant or interest rate subsidy.
2% Growth in the General Fund to Transportation	Permits dedication of two percent of the growth in the General Fund to transportation in years in which the General Fund growth is at least five percent.	No Provision	No Provision	No Provision
Revenue Sharing	Increases the availability of Revenue Sharing, specifically eliminating the $1 million cap per project, the tiered allocation structure, and the $50 million program maximum.	Raises the per project cap to $10 million, raises the program maximum to $200 million, eliminates the tier structure, and gives priority to projects in the Six-Year Plan.	Raises the per project cap to $10 million and the program maximum to $200 million. Retains the project tier priority structure.	Increases the project cap to $10 million and the total program cap to $200 million. Removes the tier structure, but stipulates that priority will be given to projects in the Six-Year Improvement Program or a locality's capital plan.
Intercity Passenger Rail Operating and Capital Fund.	Establish an Intercity Passenger Rail Operating and Capital Fund. – Federal law requires states to assume financial support for regional corridor trains by 2013. In addition, the Commonwealth is funding new trains from Lynchburg to Washington and from Richmond to Washington using a three year grant. At	Substantially similar to Original Bill	Substantially similar to Original Bill	Substantially similar to Original Bill

	the end of the grant, the Commonwealth will need to either identify an alternative revenue source or discontinue these trains. The Governor proposes to establish this fund; however, no revenue source has been identified.			
General Fund Surplus	The Governor proposes to take 2/3rd of the budget surplus immediately after making deposits to the Revenue Stabilization Fund and dedicate it to transportation. Current law states that 2/3rd of the annual budget surplus is to be designated to transportation. This calculation is made after the deposits to the Revenue Stabilization (rainy day) Fund, the Water Quality Fund and others.	The bill states that after deposits are made to the Revenue Stabilization Fund, 1/3 of remaining funds will be deposited into the Water Quality Improvement Fund and 2/3 will be assigned for deposit into the Transportation Trust Fund.	No Provision	No Provision

Governor's Budget Amendments	
Provision	Status
Recapitalization of the Transportation Partnership Opportunity Fund (TPOF) – the proposal adds $50 million to the TPOF, which provides grants and loans to encourage the development of design-build transportation projects, projects under the Public-Private Transportation Act, and to provide funds to address the transportation aspects of economic development opportunities.	HB 1500 in House Appropriations; SB 800 in Senate Finance. The language was included in the approved budget, which passed the House 97-0 and Senate 40-0 on 2/27/11.

Governor's Transportation Funding Plan
2/27/2011

$150 million for VTIB – Budget Includes $150 million. The proposal deposits $150 million from the first year General Fund surplus and $250 million from the Commonwealth Transportation Fund into the VTIB.	HB 1500 in House Appropriations; SB 800 in Senate Finance. The approved budget includes $32.7 million from the General Fund surplus plus the $250 million from the Commonwealth Transportation Fund for the VTIB. The budget also specifies that this will be the sole authority for capitalizing the bank and requires the Secretary of Transportation to certify to the Governor and the General Assembly all project balances that are proposed for transfer to the Bank. The budget passed the House 97-0 and Senate 40-0 on 2/27/11.

Other Legislation		
Bill Number/Patron	Summary	Current Status
HB 2404 (Rust)/ SB 1394 (McWaters)	Allocates 0.25 percent of the state sales taxes collected in Northern Virginia and Hampton Roads and dedicate it to transportation projects in those regions	HB 2404 Left in House Appropriations; SB 1394 Passed By Indefinitely in Senate Finance
HJ 511 (Oder)	Constitutional amendment to permanently protect the Commonwealth Transportation Fund from transfers to the General Fund	House Adoption 96-0 on 1/19/11; A corresponding bill, SB 363 (Norment), would do the same, but would also limit the use of general funds for transportation purposes. The Senate Adopted SB 363 28-10 on 2/3/11. The bills were discussed by a conference committee but no further action was taken.
SB1417 (Obenshain)/ HB 2456 (Brink)*	The Governor previously stated that proceeds from the privatization of Alcoholic Beverage Commission (ABC) stores would go to the VTIB. The Governor estimates that $300 million can be raised by selling the retail ABC stores and licenses. The Secretary indicated that he would like to raise a total of $1 billion for the VTIB.	SB 1417 Left in Senate Committee on Rehabilitation and Social Services; HB 2456 Left in General Laws

* HB 2456 is similar to SB 1417, but not officially submitted on behalf of the governor

Budget Proposals for the 2010 - 2012 Biennium - Transportation

February 28, 2011

Budget Amend. Item #	Issue	Northern Virginia Impact
	Route 1 Corridor Study	
436 #1s	**Senate:** directs Commonwealth Transportation Board to utilize up to $1.5 million of CMAQ funds for a Route 1 Corridor transit study to assess what improvements could be implemented to help offset increased congestion.	This $1.5 million will specifically be used to assess what transit improvements are needed along Route 1 in Fairfax, Prince William and Stafford Counties.
	Conference: No language	DRPT has specified in hearings that they have resources available for this study.
	Mass Transit Funds	
447 #1s 447 #2h	**Senate and House:** prohibits Commonwealth Mass Transit Funds for purposes other than public transportation purposes as identified in the Code.	Northern Virginia receives a substantial portion of Mass Transit funding, so ensuring the funds are used exclusively for transit is beneficial to the Northern Virginia. This change is designed to prevent diversions of transit funds to intercity rail projects.
447 #2c	**Conference:** Specifies that Commonwealth Mass Transit Funds can only be used for public transportation purposes as defined by the Federal Transit Administration or identified in the Code.	Northern Virginia receives a substantial portion of Mass Transit funding, so ensuring the funds are used exclusively for transit is beneficial to the Northern Virginia. This change is designed to prevent diversions of transit funds to intercity rail projects.
447 #3h	**House:** reduces set aside for paratransit capital projects from $2.5 million to $1.5 million to allow more funds to flow through the transit formula.	The DRPT paratransit account is not fully used because of restrictive criteria. Putting $1 million through the transit formula will generate approximately $650,000 for Northern Virginia.
447 #3c	**Conference:** reduces set aside for paratransit capital projects from $2.5 million to $1.5 million to allow more funds to flow through the transit formula.	The DRPT paratransit account is not fully used because of restrictive criteria. Putting $1 million through the transit formula will generate approximately $650,000 for Northern Virginia.
	Washington Area Metropolitan Transit Authority (WMATA)	

447 #1h	**House**: authorizes the Department of Rail and Public Transportation (DRPT) to make payments directly to the WMATA.	Unknown. Typically funds for WMATA are sent to NVTC and distributed via an allocation formula. Making payments directly to WMATA will change the allocation process.
447 #1c	**Conference:** authorizes DRPT to make payments either directly to Metro or to any other transportation entity that has an agreement to provide funding to Metro.	Unknown. Typically funds for WMATA are sent to NVTC and distributed via an allocation formula. Making payments directly to WMATA will change the allocation process.
447 #4h	**House:** requires the Northern Virginia Transportation Commission (NVTC) to appoint the Secretary of Transportation or his designee to the Board of Directors of WMATA. **Conference:** No language	This amendment will result in the Commonwealth appointing one principal member to the WMATA Board instead of a local elected official.
	Highway System Acquisition and Construction	
452	**Governor McDonnell's Budget:** increases funding for Highway System Acquisition and Construction by $201,197,867 for the biennium, excluding funds allocated to the State Transportation Infrastructure Bank and the Transportation Partnership Opportunity Fund.	Depends on what decisions are made by the CTB for Six-Year Program allocations.
	Revenue Sharing	
452A.	**Governor McDonnell's Budget:** Increases funding for Revenue Sharing from $15,000,000 to $50,000,000 in FY 2012.	This may give Northern Virginia jurisdictions a greater opportunity to receive funding. However, for No. Va. to truly benefit from the program, the current $1,000,000 limit for each locality must be raised or eliminated and the current tier structure must be removed.
452 #1h	**House**: states that the funding for Revenue Sharing will be determined by the Commonwealth Transportation Board (CTB), not less than $15 million and not to exceed $200 million, which reflects the language in HB 2527 (2011).	Based on the amount determined by the CTB, Northern Virginia jurisdictions may have a greater opportunity to receive funding.
452 #1c	**Conference:** states that the funding for Revenue Sharing will be determined by the Commonwealth Transportation Board (CTB), not less than $15 million and not to exceed $200 million, which reflects the language in HB 2527 (2011).	Based on the amount determined by the CTB, Northern Virginia jurisdictions may have a greater opportunity to receive funding.
	Transportation Infrastructure Bank	
452G.	**Governor McDonnell's Budget:** includes $400,000,000 ($150,000,000 from FY 2011 General Fund Surplus) for the new State Transportation Infrastructure Bank (VTIB) - to provide loans to localities, governmental entities and authorities, railroads, transit companies, and private sector companies.	As proposed, most Northern Virginia jurisdictions will not benefit from the grant program. No. Va. jurisdictions will be eligible for the loan program.

452 #3s	**Senate**: eliminates any general fund deposits to the VTIB and requires the Secretary of Transportation to certify to the Governor and the General Assembly all project balances that are proposed for transfer to the Bank.	NVTA opposed using General Fund revenues for transportation. This amendment removes the General Fund contribution proposed by the Governor.
452 #2c	**Conference:** The approved budget includes $32.7 million from the General Fund surplus plus the $250 million from the Commonwealth Transportation Fund for the VTIB. The budget also specifies that this will be the sole authority for capitalizing the bank and requires the Secretary of Transportation to certify to the Governor and the General Assembly all project balances that are proposed for transfer to the Bank.	NVTA opposed using General Fund revenues for transportation. This language reflects current Code provisions that require 2/3 of FY2010 General Fund surplus to be used for transportation.
	Transportation Partnership Opportunity Fund	
452H.	**Governor McDonnell's Budget:** Includes $50,000,000 in FY 2012 for the Transportation Partnership Opportunity Fund - used to provide grants and loans to encourage the development of design-build transportation projects, Public-Private Transportation Act projects, and to provide funds to address the transportation aspects of economic development opportunities.	Unknown because of the uncertainty of how the funds will be distributed.
	Conference: Includes $50,000,000 in FY 2012 for the Transportation Partnership Opportunity Fund - used to provide grants and loans to encourage the development of design-build transportation projects, Public-Private Transportation Act projects, and to provide funds to address the transportation aspects of economic development opportunities.	Unknown because of the uncertainty of how the funds will be distributed.
	Transportation Trust Fund	
3-1.01 #7s	**Senate:** eliminates proposed language that would give the Comptroller the authority to appropriate any unexpended general fund balances at the end of Fiscal Year 2011 that would be designated for transportation purposes under § 2.2-1514 as soon as the balances are available. Currently these balances must be appropriated to the Transportation Trust Fund by the General Assembly.	If deposited in the Transportation Trust Fund, a portion should flow to projects in Northern Virginia. If allocated to other programs, it is not clear whether Northern Virginia would receive any of the funding.
3-1.01 #3c	**Conference:** eliminates proposed language that would give the Comptroller the authority to appropriate any unexpended general fund balances at the end of fiscal year 2011 that would be designated for transportation purposes under § 2.2-1514 as soon as the balances are available. Currently, these balances must be appropriated to the Transportation Trust Fund by the General Assembly.	If deposited in the Transportation Trust Fund, a portion should flow to projects in Northern Virginia. If allocated to other programs, it is not clear whether Northern Virginia would receive any of the funding.

2011 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Position	Notes
Transportation Funding Bills						
HOUSE						
HB 2527	Howell, W.	Va. Transportation Infrastructure Fund and VA. Transportation Infrastructure Bank; created	S Finance	Passed House (65-33). Senate substitute conforms to SB 1446 (with one amendment); passed Senate (32-7). The Conference Committee report was approved by the House and the Senate.		**Governor's Transportation Proposals.** The bill creates the Virginia Transportation Infrastructure Fund (Fund) and the Virginia Transportation Infrastructure Bank (Bank) whose board of directors administers the Fund. The initial deposit into the Fund consists of general fund surplus and certain savings identified at the Virginia Department of Transportation. Up to 20 percent of the Fund may be used to make grants to localities for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed $1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from $300 million to $600 million. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill removes the priority structure for allocation of revenue-sharing funds to localities; removes the $50 million total limit on funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and removes the $1 million per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB. The Senate amendment to the SB 1446 language allows transportation district commissions and public transportation entities to also qualify for VTIB grants.
SENATE						
SB 1446	Wampler	Va. Transportation Infrastructure Fund and VA. Transportation Infrastructure Bank; created	H Approp-riations	Passed Senate 34-6. House substitute confroms to HB 2527; passed the House (66-32). The Conference Committee report was approved by the House and the Senate.		**Governor's Transportation Proposals.** The bill creates the Virginia Transportation Infrastructure Fund (Fund) and the Virginia Transportation Infrastructure Bank (Bank) whose board of directors administers the Fund. The initial deposit into the Fund consists of general fund surplus and certain savings identified at the Virginia Department of Transportation. Up to 20 percent of the Fund may be used to make grants to localities for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed $1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from $300 million to $600 million. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill removes the priority structure for allocation of revenue-sharing funds to localities; removes the $50 million total limit on funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and removes the $1 million per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB.
Transportation Allocation Formula Bills						
HOUSE						
SENATE						
Protecting the Transportation Trust Fund						
House						
Senate						
Other Transportation Bills						
House						
Senate						
House						
Senate						

2011 General Assembly Session Transportation Funding/Allocation Bills

Legislation No Longer Under Consideration

Transportation Funding Bills						
HOUSE						
HB 1413	**Scott**	**Motor fuels tax rate; converts rate of taxation from cents per gallon to a percentage rate.**	**H Finance, Sub. #1**	**Left in H Finance**		Converts the rate of taxation on motor fuels from cents per gallon a percentage. Provides that the DMV Commissioner calculate the percentage rate in an amount that will most closely yield the amount of cents per gallon being charged on the applicable motor fuel prior to the effective date of the bill. Thereafter, the percentage rates would not change, but would be applied against the average price per gallon of the fuel, less federal and state taxes, as determined by the DMV Commissioner over rolling six-month periods, to determine the cents to be charged.
HB 1531	**Howell, A.**	**Motor fuels tax; increases rate and dedicates additional revenue to transportation system.**	**H Finance, Sub. #1**	**Stricken by parton**		Increases the motor fuels tax rate by $0.10 per gallon and dedicates the additional revenue to the operation, maintenance, improvement, and expansion of the Commonwealth's transportation system.
HB 1604	**Albo**	**Corporate income tax; market-based sourcing.**	**H Finance, Sub. #1**	**Failed in Subcom. (2-7)**		Changes the way the sales factor is determined, for purposes of the corporate income tax, so that it will be market-based sourcing rather than costs-of-performance, which is the current method used.
HB 1653	**Purkey**	**Motor fuels tax; imposes additional tax in certain transportation districts, referendum.**	**H Finance, Sub. #1**	**Stricken by parton**		Imposes an additional 2.1% tax on motor fuels sold by a wholesale distributor to retailers in the counties and cities within each transportation district wherein the citizens affirm the imposition at referendum on November 8, 2011. The revenue attributable to each transportation district shall be used solely for the construction of highways, bridges, or tunnels within the respective transportation district.
HB 1892	**Watts**	**Northern Virginia Transportation Authority Sales & Use Tax Fund; established, etc.**	**H Finance**	**Left in H Finance**		Provides additional funding for transportation by (i) imposing a motor fuels sales tax rate of 4%, phased in over four years, for highway maintenance, (ii) increasing the state sales tax in No. Va. by 0.5% for transportation projects in No. Va., and (iii) increasing the recordation tax in No. Va. at a rate of $0.40 per $100 valuation. The motor fuels tax is not effective until the unemployment rate in the Commonwealth decreases for four consecutive quarters after July 1, 2010. The bill also reduces the sales and use tax rate on food from 1.5% to 1%, and repeals the authority for certain localities to impose a local income tax. The bill requires DMV, in consultation with the Virginia Port Authority and the Commonwealth Transportation Commissioner, to develop a fee schedule for overweight vehicles, to be presented to the Joint Commission on Transportation Accountability by December 15, 2011. In addition, the bill removes the sunset date that reduced the special real property tax rate on commercial property in the localities embraced by NVTA from $0.25 per $100 of assessed value, to $0.125 per $100 of assessed value. Finally, the bill increases the special real property tax rate on commercial property in localities in Hampton Roads from $0.10 per $100 of assessed value to $0.125 per $100 of assessed value.
HB 1926	**Marshall, D.**	**Salem Highway Construction District Transportation Revenue Fund; established**	**H Trans, Sub. #4**	**Stricken by parton**		Provides funds for transportation in the Salem Highway Construction District by allocating revenue attributable to a portion of economic growth due to or facilitated by the Inland Port in Montgomery County.
HB 2222	**Oder**	**Transportation funding and administration; funding in Northern Virginia, Hampton Roads, etc.**	**H Approps, Sub. Trans**	**Passed by in H Approp with a letter**		Provides for transportation funding and administration in No. Va., Hampton Roads, the Richmond Highway Construction District, the Staunton Highway Construction District, and the Salem Highway Construction District. The amount of funding is based on (i) for No. Va., a portion of the growth in certain state tax revenues in No. Va.; (ii) for Hampton Roads, a portion of the growth in certain state tax revenues generated or facilitated by the marine terminals in Hampton Roads; (iii) for the Richmond Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Port of Richmond; (iv) for the Staunton Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Inland Port at Front Royal; and (v) for the Salem Highway Construction District, a portion of the growth in certain state tax revenues expected to be generated or facilitated by the Elliston Intermodal Facility.
HB 2404	**Rust**	**State sales & use tax revenue; dedicates portion for transportation projects in Hampton Roads**	**H Approp-riations**	**Left in H Approp.**		**Governor's Transportation Proposal.** Dedicates a portion of state sales and use tax revenue for transportation projects in No. Va. and Hampton Roads equivalent to a 1/4% sales and use tax rate in the localities in Northern Virginia and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for Northern Virginia and Hampton Roads are transferred to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the Commonwealth Transportation Board's Six-Year Improvement Program.
HB 2456	**Brink**	**Alcoholic beverage control; privatization of government stores**	**H Gen. Laws**	**Left in H General Laws**		Provides for the full implementation of retail privatization of distilled spirits by January 1, 2013. Under the provisions of the bill the ABC Board is to develop a plan for the discontinuation of government stores by December 31, 2011, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. The bill creates a new distilled spirits retail license, which will be granted to successful bidders at an auction conducted by the ABC Board, and sets out the privileges of the license and the rates for the annual state and local license taxes. Under the provisions of the bill, these new licenses are transferable, are categorized by tier depending on square footage of the retail space and shelf space of the successful bidder, and are limited in number to one license per 8,000 people in each locality. Among other things, the bill (i) allows the new licensees the ability to set prices in accordance with their own individual business plans and in response to market conditions; (ii) provides that no one business entity shall be awarded more than 25 percent of the total number of distilled spirits retail licenses granted in any one tier, nor shall more than 25 percent of the total number of distilled spirits retail licenses in any one tier be held by businesses under common control; and (iii) provides that all revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the Transportation Trust Fund. The bill contains numerous technical amendments and has a delayed effective date to coincide with the full implementation of retail privatization by January 1, 2013.
HB 2499	**Albo**	**Insurance license tax; dedicates to Highway Maintenance & Operating Fund one-third of total revenue**	**H Finance; Sub #1**	**Left in H Finance**		Dedicates to the Highway Maintenance and Operating Fund one-third of the total revenue from the insurance license tax, phased in over three years, beginning with fiscal year 2013.

2011 General Assembly Session Transportation Funding/Allocation Bills

Senate						
SB 833	**Peterson**	**Motor fuels taxes; indexing of tax rates.**	**S Finance**	**Left in S Finance**		Increases or decreases each year the rates of Virginia's fuels taxes using a fuel efficiency index, which is defined using total annual vehicle miles traveled and the total gallons of motor fuel consumed for highway use in the Commonwealth for the relevant year. The bill would establish 2007 as the base year for the index. Thus, the percentage change in the index between the current year and 2007 would determine the annual percentage increase or decrease in the rates of Virginia's fuels taxes. Each December the DMV Commissioner would compute the adjusted rates of fuels taxes.
SB 1242	**Edwards**	**Transportation; creates additional revenue by increasing motor vehicle sales & use and rental taxes**	**S Finance**	**Left in S Finance**		Creates additional sources of revenue for transportation by increasing the motor vehicle sales and use tax by one-half percent and the motor vehicle rental tax by one percent and by imposing a five percent tax on the wholesale price of gasoline. The new revenue sources will be directed to the Rail Enhancement Fund, the Transportation Trust Fund, and the Highway Maintenance and Operating Fund for transportation projects and needs of the Commonwealth and to certain priority transportation projects, as designated by the Commonwealth Transportation Board, in Northern Virginia and Hampton Roads. The bill would also eliminate the one-half percent sales tax on food currently going to the Transportation Trust Fund and would raise the allowed credit for low-income taxpayers.
SB 1285	**McWaters**	**Highway contractors; state taxes paid to be dedicated for transportation purposes**	**S Finance**	**Stricken by patron**		Dedicates to the Transportation Trust Fund all state retail sales and use and income taxes paid by highway contractors.
SB 1295	**Miller, J.C.**	**Transportation funding.**	**S Finance**	**Stricken by patron**		Provides new and increased taxes, tolls, and general fund revenues for transportation funding. The bill would (i) decrease the motor fuels tax from $0.175 per gallon to $0.05 per gallon and establish a 5% tax on motor fuels sales based upon the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline; (ii) subject to the amount of the additional revenues generated by the changes described in clause (i), increase the motor fuels tax rate by $0.10 per gallon in increments of $0.02 per gallon each year over the five-year period beginning in 2012; (iii) beginning in 2012 increase the motor vehicle sales and use tax by 0.5% each year for four years; (iv) provide that of the retail sales and use tax revenues generated by the Commonwealth's 4% tax on sales of automobile parts and automobile accessories, an amount equivalent to the revenues generated by a 2.5% retail sales and use tax on such parts and accessories would be deposited into the Highway Maintenance and Operating Fund (HMOF); (v) subject to receipt of federal authorization, authorize the CTB to impose and collect a toll of $1 per axle on every vehicle entering the Commonwealth from the state of North Carolina via I-85 and I-95; and (vi) dedicate for highway maintenance purposes 10% of the future growth in certain state taxes that is attributable to economic activity generated or facilitated by the public and private general cargo marine terminals and inland ports of the Commonwealth. All amounts generated under the bill would be deposited into the HMOF to be used for highway maintenance except the revenues from tolls on vehicles entering the Commonwealth from North Carolina, which would be deposited into the Transportation Trust Fund.
SB 1347	**Norment**	**Virginia Racing Commission; authorizes wagering on horse historical racing**	**H General Laws**	**Passed Senate 21-19. H Gen Laws Sub #3 recommend-ed tabling.**		Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with fifty percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations
SB 1385	**Colgan**	**Year-end surplus of general fund balance; changes priority of assignment**	**S Finance**	**Left in S Finance**		**Governor's Transportation Proposal.** Changes the priority for assigning any year-end surplus by requiring that 10 percent of the general fund balance remaining after funds are set aside for required deposits to the Revenue Stabilization Fund, the Virginia Water Quality Improvement Fund, the Transportation Trust Fund, and other commitments would be assigned to provide funding to the Department of Veterans Services.
SB 1394	**McWaters**	**State sales & use tax revenue; dedicates portion for transportation projects in Hampton Roads**	**S Finance**	**Passed by indefinitely**		**Governor's Transportation Proposal.** Dedicates a portion of state sales and use tax revenue for transportation projects in Northern Virginia and Hampton Roads equivalent to a one quarter percent sales and use tax rate in the localities in Northern Virginia and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for Northern Virginia and Hampton Roads are transferred to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the Commonwealth Transportation Board's Six-Year Improvement Program.
SB 1417	**Obenshain**	**Alcoholic beverage control; privatization of government stores**	**S Rehab and Social Services**	**Left in S Rehab and Social Services**		Provides for the full implementation of retail privatization of distilled spirits by January 1, 2013. Under the provisions of the bill the ABC Board is to develop a plan for the discontinuation of government stores by December 31, 2011, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. The bill creates a new distilled spirits retail license, which will be granted to successful bidders at an auction conducted by the ABC Board, and sets out the privileges of the license and the rates for the annual state and local license taxes. Under the provisions of the bill, these new licenses are transferable, are categorized by tier depending on square footage of the retail space and shelf space of the successful bidder, and are limited in number to one license per 8,000 people in each locality. Among other things, the bill (i) allows the new licensees the ability to set prices in accordance with their own individual business plans and in response to market conditions; (ii) provides that no one business entity shall be awarded more than 25 percent of the total number of distilled spirits retail licenses granted in any one tier, nor shall more than 25 percent of the total number of distilled spirits retail licenses in any one tier be held by businesses under common control; and (iii) provides that all revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the Transportation Trust Fund. The bill contains numerous technical amendments and has a delayed effective date to coincide with the full implementation of retail privatization by January 1, 2013.
SB 1438	**Herring**	**Virginia Racing Commission; authorizes wagering on historical horse racing**	**S General Laws**	**Incorporated into SB 1347**		Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with forty-two percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty-eight percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations

2011 General Assembly Session Transportation Funding/Allocation Bills

SJ 328	Miller, J.C.	Study; replacement of the state motor fuel tax; report.	H Rules, Sub. 3	Passed Senate by Voice Vote. House Rules Sub. #3 recommend-ed tabling.		Requests the Virginia Transportation Research Council to study the desirability and feasibility of replacing the state motor fuel tax with alternatives including a mileage-based fee predicated on vehicle-miles traveled in Virginia.
Transportation Allocation Formula Bills						
HOUSE						
HB1491	Albo	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.	S Trans.	Passed House 83-16. S Trans passed by with a letter.		Provides that when allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by the Commonwealth, the CTB shall consider achieving a minimal level of disparity among highway construction districts in meeting asset performance standards. Prior to such allocation, the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district with an allocation of funds based entirely on specific asset performance standards by highway construction district.
HB 1544	Kory	Commonwealth Mass Transit Fund; increases percentage of Transportation Trust Fund revenues, etc.	H Approp-riations, Sub. Trans	Left in H Approp.		Increases the percentage of Transportation Trust Fund revenues flowing into the Commonwealth Mass Transit Fund from 14.7% to 19%.
HB 1582	Cosgrove	Virginia Transportation Infrastructure Bank; created.	H Approp-riations, Sub. Trans	Incorporated into HB 2527		Creates the Virginia Transportation Infrastructure Bank (VTIB) as a special fund to provide loans and grants to public and private entities to fund transportation projects in the Commonwealth. The special fund shall consist of revenues generated through the privatization of the Commonwealth's ABC stores and revenues generated through a one-time drawing down of construction cash reserves by the VDOT. VTIB is authorized to issue bonds in an amount not to exceed $4 billion.
HB 1631	Watts	Highway maintenance; payments to cities and towns.	H Trans, Sub. #4	Left in H Trans		Equalizes municipal street payments to comparable amounts paid for state maintenance.
HB 1884	Filler-Corn	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.	H Trans, Sub. #4	Incorporated into HB 1491 (Albo)		Provides that when allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by the Commonwealth, the CTB shall consider achieving a minimal level of disparity among highway construction districts in meeting asset performance standards. Prior to such allocation, the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district with an allocation of funds based entirely on specific asset performance standards by highway construction district.
HB 2331	Lingamfelter	Allocation of highway maintenance & construction funds; alters manner Transportation Bd. allocates.	H Approp-riations, Sub. Trans	Passed by with a letter		Alters the manner in which the CTB allocates highway maintenance and construction funds from the Transportation Trust Fund and the HMOF.
Senate						
SB 1044	Barker	Highway maintenance allocations.	S Trans	Failed to report (5-8-2)		Provides that allocation by the CTB for maintenance of assets within the Interstate System of Highways and the primary and secondary systems of state highways shall be based on achieving a minimal level of disparity among highway construction districts in meeting asset management performance standards established pursuant to § 33.1-13.02.
Transportation Trust Fund Bills						
House						
HJ 511	Oder	Constitutional amendment; Transportation Funds.	S Privaleges and Elections	Passed House (96-0). Senate substitute conforms to SJ 363; passed Senate (29-11). The Speaker rules the Senate substitute is not germane.		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2012, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest by the end of the fourth fiscal year following the date of the borrowing.
HJ 572	Watts	Constitutional amendment; Transportation Funds (first reference).	H Privaleges and Elections	Incorporated into HJ 511 (Oder)		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for transportation systems and projects. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
Senate						

2011 General Assembly Session Transportation Funding/Allocation Bills

SJ 353	**Obenshain**	**Constitutional amendment; Transportation Funds**	**S Privaleges and Elections, Sub. Const. Amendments**	**Left in S Priveleges and Elections**		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years.
SJ 363	**Norment**	**Constitutional amendment; Transportation Funds**	**H Privaleges and Elections**	**Passed Senate (28-10). House substitute conforms to HJ 511. Conferees were not appointed by the Senate.**		Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for transportation systems and projects. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
Other Transportation Bills						
House						
Senate						

AGENDA ITEM # 4

Metro Board Chair Catherine Hudgins Outlines Vision for the Year

For immediate release: February 24, 2011

SHARE PRINT

Incoming Chair s remarks focus on a changing Metro

Below are the remarks that Metro Board Chair Catherine Hudgins gave during the Metro Board of Directors meeting on Feb. 24, 2011.

Good afternoon. As I begin this first meeting as Chair of the Washington Metropolitan Transit Authority's Board of the Directors, I am struck by the fact that public transportation has been an integral part in my getting around most of my life. Growing up in a small town in Arkansas, public transportation carried my mother to and from work, gave my siblings, friends and me the opportunity to venture from home to shop or go to the park across town. And for four years the bus was my transportation across town to the campus where I completed my college education. Upon graduation, I landed in Washington, DC, for my first job as a public school teacher, and yes, at least for the first six months, I rode the bus to work. I think I can say, while not a transit professional, I am not unfamiliar with the mission of public transportation.

Having lived and worked in this region for more than four decades, I have seen the birth and completion of the 106 miles of the Metro system and expect to see the completion of the more than 25 percent expansion of Metro as it passes just over a mile from my own backyard.

It seemed as though it was just a few years ago that the Metro system that I came to know was the system with the new shiny, clean trains where I could always find a seat. That is not the Metro of today. While the ride into a Metro meeting or a trip to Verizon Center or a visit to Maryland is still one to marvel as the best transportation alternative, the face of Metro has changed.

In acknowledging that Metro has changed, I believe we have turned the corner by the hiring of new CEO, Richard Sarles. His focus on rebuilding the infrastructure while instilling in the organization a culture of safety and strong customer service reflects the requirements needed for leading in the new Metro environment, centered on the operation of the system. Mr. Sarles will be supported in these efforts by a partnership with the Board that sets performance goals and measurements that will hold him accountable.

Now the question is: Can the Board of Directors bring the same commitment to the changed face of Metro that was seen through the early decades in building out the system? I am confident that Board members are prepared to do just that. Establishing a standing Governance Committee where policy-making and goal-setting can be given the necessary attention is a first step. The Board will set its performance goals and measurements to assure that we are clearly working to improve safety, can rebuild our infrastructure, enhance service and improve communications.

Neither the CEO nor the Board can be successful without supporting our workforce, establishing

meaningful input channels with our customers and building stronger relationships with our external stakeholders.

Strong partnerships are important as is a keen focus on governance, but demonstrated transparency and accountability must be met with the understanding that adequate funding for Metro is as essential in a changed Metro as it was in funding the construction of the 106-mile system. The ability to serve over 1.3 million bus, rail and paratransit riders each day cannot go unnoticed as a major contribution to the economy and the quality of life of all the citizens of the region.

Lastly, the Dulles extension will be operational in three years with the final portions bringing on additional service in five or six years. Our region is projected to grow. It is not too soon to begin planning to address the transit needs of our growing region. The lessons learned from not planning for the changes that occurred as our new system aged can serve as an opportunity for a policy-focused Board to be the leaders in the discussion of how to plan for the transit needs to meet the future growth of the region.

I see challenges ahead, but challenges also present opportunities. I look forwarded to the opportunities to work with the Metro Board and the CEO to improve safety, provide better service and rebuild our infrastructure.

News release issued at 4:28 pm, February 24, 2011.

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