



## NVTC COMMISSION MEETING

THURSDAY, MAY 5, 2011  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd.  
Arlington, VA 22201  
8:00 PM

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

### AGENDA

**1. Minutes of the NVTC Meeting of April 7, 2011.**

Recommended Action: Approval.

**2. VRE Items.**

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

B. Financial Plans for the Spotsylvania Third Track Project and Railcar Procurement--Action Item/Resolution #2169.

**3. Transit Elements of Virginia's Draft Six Year Improvement Program for FY 2012-2017.**

Staff will describe the proposed allocation of state transit assistance with emphasis on Northern Virginia's awards.

Discussion Item.

**4. Metro Items.**

- A. WMATA Governance Update.
- B. FY 2012 WMATA Budget Status.
- C. April Vital Signs Report.

Discussion Item.



## **5. Alexandria DASH's Real-Time Bus Arrival Information System.**

NVTC staff is managing this project as well as managing the grant funds for it. Staff will showcase the system which is installed and operating on Alexandria DASH's bus fleet.

Information Item.

## **6. BRAC Developments.**

Among the items to be reviewed is a new report by the Defense Department's (DOD) Inspector General questioning the traffic study that minimized the impact of base relocation on traffic in the I-395 corridor. Also, NVTC staff has investigated impediments to DOD providing access to transit and funding transit improvements.

Discussion Item.

## **7. Legislative Items.**

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

Discussion Item.

## **8. Virginia Department of Taxation's Administration of NVTC's Motor Fuels Tax.**

A monthly progress report and response to the NVTC letter to Commissioner Burns have been requested.

Discussion Item.

## **9. Regional Transportation Items**

- A. I-95 Transit Stakeholders Meeting.
- B. Update on Vanpool Project.
- C. Route 7 Multi-Modal Study.
- D. NVTC Rail-Volution Proposals.
- E. Dulles Metrorail Extension Lawsuit.
- F. Regional Bus Priority Projects.
- G. Governor McDonnell's Transportation Challenge.

Information Item.

## **10. NVTC Financial Items for March, 2011.**

Information Item.



MINUTES  
NVTC COMMISSION MEETING – APRIL 7, 2011  
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 8:09 P.M.

**Members Present**

Sharon Bulova  
Barbara Comstock  
John Cook  
Adam Ebbin  
William D. Euille  
Jay Fisette  
John Foust  
Jeffrey Greenfield  
Michael Harris (alternate, DRPT)  
Catherine Hudgins  
Mary Hynes  
Jeffrey McKay  
Thomas Rust  
Paul Smedberg  
Lawrence Webb (alternate, City of Falls Church)  
Christopher Zimmerman

**Members Absent**

Kelly Burk  
Thelma Drake  
Mark R. Herring  
Joe May  
David F. Snyder  
Mary Margaret Whipple

**Staff Present**

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



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

## Minutes of the March 3, 2011 NVTC Meeting

On a motion by Mr. Fisette and a second by Mr. Webb, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Cook, Fisette, Foust, Greenfield, Harris, Hudgins, Hynes, McKay, Smedberg, Webb and Zimmerman. Chairman Euille abstained.

### VRE Items

Amendment to RailWorld Purchase Agreement. Mr. Smedberg stated that VRE staff requests that NVTC approve Resolution #2168. In order to sell the remaining F40 locomotive, RailWorld wishes to assign ownership to another entity and consequently VRE's purchase agreement with RailWorld must be amended. Resolution #2168 would accomplish this.

Mr. Smedberg moved, with a second by Mr. Zimmerman, to approve Resolution #2168 (copy attached). The vote in favor was cast by commissioners Cook, Euille, Fisette, Foust, Greenfield, Harris, Hudgins, Hynes, McKay, Smedberg, Webb and Zimmerman.

Mrs. Bulova and Delegate Ebbin arrived at 8:12 P.M.

Report from the VRE Operations Board and VRE CEO. Mr. Zehner reported that March daily ridership has reached over 19,300 trips each day, which is about 3,000 more trips a day compared to the same time last year. Ridership continues to climb. He stated that the Operations Board has approved the buy down of the Amtrak step-up fare, which should help with the capacity issue. It is estimated that it will open up 150 more seats daily. A turn back train will be put into the schedule which will also add more capacity. He reported that nine new locomotives have been delivered, with six in service, two being currently tested, and one with bad wheels that need to be replaced before it can be put into service. The annual Meet the Management events have started and will continue over a period of months.

### NVTC Rail-Volution Proposals

Mr. Taube stated that after polling jurisdiction and regional staffs, a list of topic ideas has been prepared to submit for the annual conference to be held in Washington, D.C. on October 15-19, 2011. This conference spotlights livable and workable communities and transit oriented development in addition to rail. It will include presentations, as well as 15-20 mobile workshops. The proposed topics are as follows:

1. BRAC mandates, time pressure and transit solutions.
2. National Harbor water taxi connections to Alexandria Old Town.
3. Alexandria's study of three potential streetcar lines.
4. WMATA cooperative security arrangements with MARC and VRE at Union Station.

5. WMATA's anti-terrorism efforts, including a possible debate on the new bag search policy.
6. VRE's mobile workshop.

Mrs. Bulova stated that she thinks the BRAC mandates would be an interesting topic since it is a real challenge for this region to address these issues. Mr. Smedberg also noted that regional cooperation among the jurisdictions is an important component. Mrs. Hynes asked if there should be a policy question raised since there are issues working with the military to collaborate on transportation issues. Mr. McKay stated that it comes down to security issues and only Department of Defense shuttle buses can be used to get personnel close the military buildings.

Mr. Fisette asked if the BRAC issues would be of national interest to other conference attendees. Ms. Quintana stated that there is some relevance. In the future, other regions may experience the same issues. There can also be a comparison made to big corporations moving into an area which can result in challenges of moving large numbers of people. Chairman Euille stated that the Metropolitan Washington region is going through this on a large scale, but there could be other regions that will go through it on a smaller scale.

Mr. McKay stated that the Alexandria streetcar study is not completed and asked what would be the "take away" goal as a conference topic. Ms. Quintana replied that this very question was discussed at the staff level and it was concluded that there is an importance to looking at the process that goes into identifying corridors; what needs to be done in order to accomplish this kind of change to a corridor like Route 1; and sharing best practices. Jim Maslanka (Alexandria staff) stated that there is also an appeal because it is a large project for a small city. Mr. Smedberg stated that these three corridors are ripe for redevelopment. Chairman Euille noted that one of the three corridors is ready for action.

Delegates Comstock and Rust arrived at 8:20 P.M.

#### NVTC Managing Route 7 Multi-Modal Project

Mr. Taube stated that Falls Church has asked NVTC to take over management of this project and obtain the federal grant funds. The commission is asked to amend NVTC's FY 2011 work program to include this project. A total of \$350,000 in federal funds is earmarked for a multi-modal alternatives study of the Route 7 corridor from King Street Metrorail to Tysons Corner. NVTC supported the initial application by Falls Church back in April of 2009. Identifying the availability of local matching funds will be the first required activity.

In response to a question from Mr. Zimmerman, Mr. Taube stated that it is a 80/20 project match. Mr. Webb explained that the city of Falls Church has contact DRPT to request state funding for the match. Ms. Wendy Block-Sanford (Falls Church staff) explained that the city originally asked for a \$100,000 federal grant to study the city's section of Route 7. Congressman Moran believed that the corridor needed to be looked at in a regional context and obtained the additional funding (which increased to

\$350,000) to make it a regional study. She stated that the city of Falls Church is not in a position to fund the increased match amount. Mr. Smedberg stated that it would be helpful to know if the Falls Church city manager has discussed this project with the managers of Arlington and Fairfax counties. Chairman Euille suggested deferring this action to the next meeting to wait for DRPT's response. Mr. Zimmerman stated that the action could be taken subject to approval of a match by DRPT. Mrs. Bulova suggested that in order to move this forward, NVTC could ask staff to work towards identifying the match and then bring it back to the commission for action.

Mr. Smedberg asked if there is a deadline. Mr. Webb explained that there is a three year window. Mr. Smedberg also asked what it means for NVTC to manage the project. Mr. Taube explained that NVTC as project manager would assemble the technical team, define the scope of work, go through the consultant procurement process, and bring jurisdictions and WMATA together to work regionally. Mr. Fisette observed that these are not unusual tasks for NVTC so he does not see a reason to bring it back. He suggested providing the authority contingent upon receiving the match. Mr. Smedberg stated that he does not have a problem with the process or NVTC managing the project, but he has concerns since this is a sensitive and important project and the city of Alexandria may have a different view of the makeup of the project compared to Falls Church and Fairfax County. He would like to hear more from his staff.

Chairman Euille noted that with no immediate deadline, another month would not hurt the project. Mr. Webb stated that the match must be identified before anything else can be done. Ms. Block-Sanford stated that it is important to apply for this match in the next funding cycle.

After further discussion about the motion, Mrs. Bulova moved to direct staff to come back at the next meeting with details of the project and matching funding mechanisms that can be identified. Mr. Greenfield seconded. Mr. McKay asked if this motion authorizes staff to go out and find a match. Mrs. Bulova responded yes. Mr. McKay stated that it is important that NVTC not send a message that there is some problem when the region has been given funds for this project. The message needs to be that we are moving forward. Mr. Smedberg stated that a key component is to have further staff-to-staff discussions.

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

### Metro Items

WMATA Governance Issues. Mrs. Hynes gave an update on the work being done by the Governance Committee. The first draft of the WMATA By-Laws should be completed in the next few weeks, with the goal to have them in place by May, 2011. Strategic workshops are also being planned for the summer.

FY 2012 WMATA Budget. Mrs. Hudgins stated that no fare increase has been proposed and hopefully no service reductions will be introduced for the budget. Currently the budget includes a \$72 million deficit. Mrs. Hynes observed that this is following the General Manager identifying \$75 million in reductions. Chairman Euille stated that he has been impressed with the budget process and the WMATA staff is doing an outstanding job. He stated that for the sake of the system, Compact members need to show their commitment to safety and the future of the system by stepping up to the plate and increasing subsidy amounts.

Delegate Rust asked why a fare increase is not being considered. Chairman Euille stated that there was a substantial fare increase last year. Delegate Rust asked how Metro's fares compare to other transit systems. Mrs. Hudgins stated that WMATA has one of the highest recovery ratios.

Vital Signs. Mr. Taube reminded commissioners that staff was asked by the NVTC Board to propose an abbreviated version of the Vital Sign's report that would capture the most important measures. After consultation with local and regional staff, NVTC staff drafted a two-sided page summarizing systemwide ridership and other measures on one side and Northern Virginia ridership on the other. He asked for commissioner feedback.

Mr. McKay stated that it would be helpful in the safety section to show whether injuries are caused by WMATA or the customer. WMATA is not responsible for all the injuries so it would be helpful to clarify this.

Regional Benefits of Transit Study. Mr. McGavock stated that the WMATA study is underway that seeks to quantify the benefits of transit. To help guide the study, WMATA is seeking local elected officials' views on their top ten choices of performance measures. NVTC commissioners were asked to review a list of 39 possible measures to indicate which would be most helpful in advocating increased transit funding. Commissioner comments should be submitted by April 14<sup>th</sup>. In response to a question from Mr. McKay, Mr. McGavock explained that the asterisks signify the projects selected by WMATA staff as their top 10 priorities.

#### Public Hearing on the Commonwealth Transportation Board's Six-Year Transportation Program

Mr. Taube stated that the CTB public hearing will be held on May 4, 2011. A proposed NVTC statement has been prepared for Chairman Euille or his designee to give at the hearing. It will be reviewed again by jurisdictional staff before the presentation.

Mr. Zimmerman moved, with a second by Mrs. Hynes, to authorize Chairman Euille or his designee to give the testimony at the CTB hearing. The vote in favor was cast by commissioners Bulova, Cook, Comstock, Ebbin, Euille, Fisette, Foust, Greenfield, Harris, Hudgins, Hynes, McKay, Rust, Smedberg, Webb and Zimmerman.

## Virginia Department of Taxation's Administration of NVTC's Motor Fuels Tax

Mr. Taube reported that NVTC and PRTC wrote to TAX Commissioner Burns to inform him about the commissions' approval of TAX's recommended personnel changes and to emphasize ongoing concerns with misallocations. Commissioner Burns and his top staff members contacted PRTC's Executive Director by telephone for further discussion; however, NVTC was not part of that discussion. TAX did not provide the first promised report nor have they responded to NVTC's last letter. Chairman Euille directed staff to keep monitoring this situation.

## Legislative Items

Mr. Taube reported that NVTC received a letter from Senator Warner regarding his efforts to urge continuing federal appropriations for Metro. Mr. Taube also stated that the region is waiting to see if the federal government will shut down if agreement cannot be reached on the budget. Mr. McKay noted that for every day the Metro system is shut down, WMATA will lose \$500,000 in revenue. Other transit systems in the region will also be impacted. Mrs. Hudgins stated that it is her understanding that Metro will not make service adjustments if this happens.

Mr. Zimmerman stated that regarding BRAC issues with the Department of Defense and its cooperation with transit, he asked if it would be helpful to formally communicate to see if this is a procedural problem that can be resolved. He suggested staff return at the next meeting with information on which organization(s) NVTC should contact regarding this issue.

## Review of Northern Virginia Response to Higher Gas Prices

Ms. Quintana stated that each transit system operating in NVTC's district was asked to explain what approaches are being employed to cope with likely ridership increases as the price of gasoline soars toward \$4 per gallon and above. Systems providing longer transit trips are already experiencing significant ridership gains, such as Loudoun County Transit, OmniRide and VRE. DASH and Cue also report gains. The problem is that the jurisdictions do not have funding to address increased ridership. Mr. McKay stated that he does not want it misinterpreted that Fairfax County has a ghost fleet of buses waiting to meet capacity needs. The county has a handful of old buses on standby in case of mechanical failures to its revenue buses. Ms. Quintana stated that PRTC and OmniRide have put every one of their buses into service and still have capacity issues.

Ms. Quintana stated that in the future it may be difficult to maintain the recent market share gains when fuel prices go down because of the reduced quality of the current commuting experience (due to overcrowding conditions on these transit systems).

## Regional Transportation Items

Bike/Pedestrian Access Projects. NVTC's jurisdictions, in cooperation with WMATA, are undertaking new projects to implement the recommendations of WMATA's Bike/Pedestrian Access Study in order to triple the bike access mode share to 3.5 percent by 2030. Several initiatives include improving bike storage with key card access lockers at the King street Metrorail station; adding more bike lockers at Fairfax County stations; continuing Capital Bikeshare in Arlington and elsewhere; adding covered bike parking at the new Weihle Avenue Metrorail station; and including bike access, storage and repair in Falls Church's new intermodal facility.

## NVTC's Financial Items for February, 2010

Commissioners were provided with the financial report and there were no questions or comments.

## Adjournment

On a motion by Mr. Fisette and a second by Mr. McKay, the commission unanimously agreed to adjourn. Vice-Chairman Fisette adjourned the meeting at 9:06 P.M.

Approved this 5<sup>th</sup> day of May, 2011.

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William D. Euille  
Chairman

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Jeffrey McKay  
Secretary-Treasurer

# NVTC

Northern Virginia Transportation Commission

# NVTC

## AGENDA ITEM #2

**TO:** Chairman Eulle and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 28, 2011  
**SUBJECT:** VRE Items

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- A. Report from the VRE Operations Board and VRE CEO--Information Item.
- B. Financial Plans for the Spotsylvania Third Track and Railcar Project--Action Item/Resolution #2169.



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E-mail [nvtc@nvtc.org](mailto:nvtc@nvtc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

Report from the VRE Operations Board and VRE CEO

Minutes are attached from the VRE Operations Board meeting of April 15, 2011. Also attached is a report from VRE's Chief Executive Officer with ridership and other performance measures included.

The VRE Operations Board has scheduled a retreat for July 29, 2011.



# CHIEF EXECUTIVE OFFICER'S REPORT

April 2011

## MONTHLY DELAY SUMMARY

	December	January	February	March
<b>System wide</b>				
Total delays	68	64	32	76
Average length of delay (mins.)	27	27	23	18
Number over 30 minutes	16	12	8	7
Days with Heat Restrictions/Total days	0/21	0/20	0/19	0/23
On-Time Performance	88.7%	89.1%	94.4%	89.0%
<b>Fredericksburg Line</b>				
Total delays	22	37	14	58
Average length of delay (mins.)	25	27	21	16
Number over 30 minutes	3	7	2	3
On-Time Performance	92.2%	86.5%	94.7%	82.0%
<b>Manassas Line</b>				
Total delays	46	27	18	18
Average length of delay (mins.)	28	28	25	25
Number over 30 minutes	13	5	6	4
On-Time Performance	85.6%	91.4%	94.1%	95.1%

## SYSTEM RIDERSHIP

With an average daily ridership of 19,559 for March 2011, ridership increased 12.4% compared to March 2010. Year-to-date ridership is 11.3% higher than last year. Nine of the top ten ridership days have occurred since March 1, 2011. The top ten days (as of April 13) are below.

1	April 12, 2011	21,496
2	March 23, 2011	21,136
3	April 13, 2011	20,803
4	April 6, 2011	20,791
5	March 29, 2011	20,694
6	March 15, 2011	20,573
7	March 30, 2011	20,545
8	April 5, 2011	20,371
9	March 17, 2011	20,215
10	April 7, 2011	20,176

## SYSTEM ON TIME PERFORMANCE

System wide on-time performance (OTP) was 89.0% in March with 82.0% on the Fredericksburg Line and 95.1% on the Manassas Line. The CSX tie replacement work in the Fredericksburg and Stafford areas resulted in slow orders and occasional traffic congestion which brought down OTP on the Fredericksburg Line. All CSX tie replacement work will end next week and OTP

should improve accordingly. I continue to see improvement in the reduction of mechanical delays, especially as older locomotives are replaced with new locomotives.

## **SCHEDULE CHANGE**

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CSX has approved turning one Manassas Line train at Union Station and returning it to Broad Run to be stored during the mid-day. We plan to implement this service change on May 2<sup>nd</sup>, the same time as the change in the Step-Up fare. Train 326 will travel to Union Station in the morning and return to Broad Run for storage during the mid-day. The train will then return to Union station in the afternoon and operate as the current train 331.

By doing this, we will be able to add railcars to other consists and keep within the 83 vehicle mid-day storage limit at WUT, as stipulated in the access agreement with Amtrak.

Specifically, VRE will add railcars to the following trains:

- Train 300/313 will have one railcar added, bringing this train to 5 railcars
- Train 310/311 will have one railcar added, bringing this train to 6 railcars
- Train 312/301 will have one railcar added, bringing this train to 4 railcars
- Train 326/329 will have two railcars added, bringing the train to 8 railcars

These five railcars will add 700 seats to our service and should accommodate 1,400 additional trips each day. In addition, the 8 car Fredericksburg Line train will be moved to train 306 in the morning and continue to operate as 307 in the evening.

## **GAINESVILLE-HAYMARKET EXTENSION**

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

## **BROOKE AND LEELAND ROAD PARKING LOT EXPANSION**

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VRE plans to bid both projects in the coming months, pending approval from Stafford County regarding landscaping requirements. The projects are currently scheduled for public hearings at the Stafford County Planning Commission this month. Depending on bid results and funding availability, VRE will be able to start construction on one or both parking lots this summer.

## **WOODBIDGE STATION EXPANSION/KISS AND RIDE**

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Completion of design is anticipated this spring, with construction beginning in the summer.

## **LOCOMOTIVE PROCUREMENT**

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Nine new locomotives have been delivered to VRE with six currently in service. I anticipate that we will have 8 in service by April 15<sup>th</sup>. All VRE revenue trains (12 trains) will be equipped with a new locomotive by the end of May 2011. The remaining eight locomotives will be delivered by the end of July.

## **MEET THE MANAGEMENT**

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

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

**MONTHLY PERFORMANCE MEASURES – March 2011**

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<b>MONTHLY ON-TIME PERFORMANCE</b>	<b>ON-TIME PERCENTAGE</b>
March Fredericksburg OTP Average	81.99%
March Manassas OTP Average	95.11%
<b>VRE MARCH OVERALL OTP AVERAGE</b>	<b>88.99%</b>

<b>RIDERSHIP YEAR TO DATE</b>	<b>RIDERSHIP</b>
VRE FY 2011 Passenger Totals	3,275,243
VRE FY 2010 Passenger Totals	2,941,830
<b>PERCENTAGE CHANGE</b>	<b>11.3%</b>

<b>RIDERSHIP MONTH TO MONTH COMPARISON</b>	
<b>DESCRIPTION</b>	<b>MONTHLY RIDERSHIP</b>
MARCH 2011	449,867
MARCH 2010	400,309
<b>PERCENTAGE CHANGE</b>	<b>12.4%</b>
<b>SERVICE DAYS (CURRENT/PRIOR)</b>	<b>23/23</b>

# Monthly Ridership and OTP: March 2011

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1	4,785	4,500	9,285	100%	5,274	5,285	10,559	100%	19,844	100%
2	4,754	4,393	9,147	100%	5,124	5,016	10,140	93%	19,287	97%
3	5,044	4,517	9,561	100%	5,251	5,138	10,389	86%	19,950	93%
4	3,998	3,967	7,965	94%	4,522	4,735	9,257	100%	17,222	97%
5										
6										
7	4,223	4,000	8,223	100%	4,800	4,969	9,769	93%	17,992	97%
8	4,783	4,791	9,574	88%	4,865	4,997	9,862	57%	19,436	73%
9	4,671	4,528	9,199	100%	5,317	5,399	10,716	86%	19,915	93%
10	4,336	3,823	8,159	69%	5,257	5,190	10,447	57%	18,606	63%
11	4,178	3,822	8,000	100%	4,624	4,378	9,002	100%	17,002	100%
12										
13										
14	4,658	4,344	9,002	88%	5,004	5,233	10,237	29%	19,239	60%
15	4,861	4,723	9,584	100%	5,494	5,495	10,989	50%	20,573	77%
16	4,790	4,583	9,373	100%	5,369	5,389	10,758	86%	20,131	93%
17	4,905	4,728	9,633	100%	5,434	5,148	10,582	86%	20,215	93%
18	4,260	3,568	7,828	63%	4,181	4,582	8,763	71%	16,591	67%
19										
20										
21	4,460	4,452	8,912	100%	5,144	5,325	10,469	100%	19,381	100%
22	4,863	4,724	9,587	100%	5,553	4,988	10,541	86%	20,128	93%
23	5,083	5,048	10,131	100%	5,473	5,532	11,005	79%	21,136	90%
24	4,862	4,648	9,510	100%	5,127	5,201	10,328	64%	19,838	83%
25	4,053	3,943	7,996	100%	4,732	5,102	9,834	86%	17,830	93%
26										
27										
28	4,930	4,479	9,409	100%	5,094	5,505	10,599	100%	20,008	100%
29	4,948	4,688	9,636	88%	5,322	5,736	11,058	100%	20,684	93%
30	5,005	4,590	9,595	100%	5,345	5,605	10,950	100%	20,545	100%
31	5,019	4,478	9,497	100%	5,106	5,386	10,492	79%	19,989	90%
	107,469	101,337	208,806	95%	117,412	119,334	236,746	82%	445,552	89%
	Adjusted total:		209,068		Adjusted Total:		240,799	Adjusted Total:	449,867	Adjusted Total:

# of Service Days:	23	Total Trips This Month:	449,867	Adjusted Total:	449,867
Manassas Daily Avg. Trips:	9,079	Prior Total FY-2011:	2,825,376		
Fred'burg Daily Avg. Trips:	10,293	Total Trips FY-2011:	3,275,243		
Total Avg. Daily Trips:	19,372	Total Prior Years:	48,489,212		
		Grand Total:	51,764,455		

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

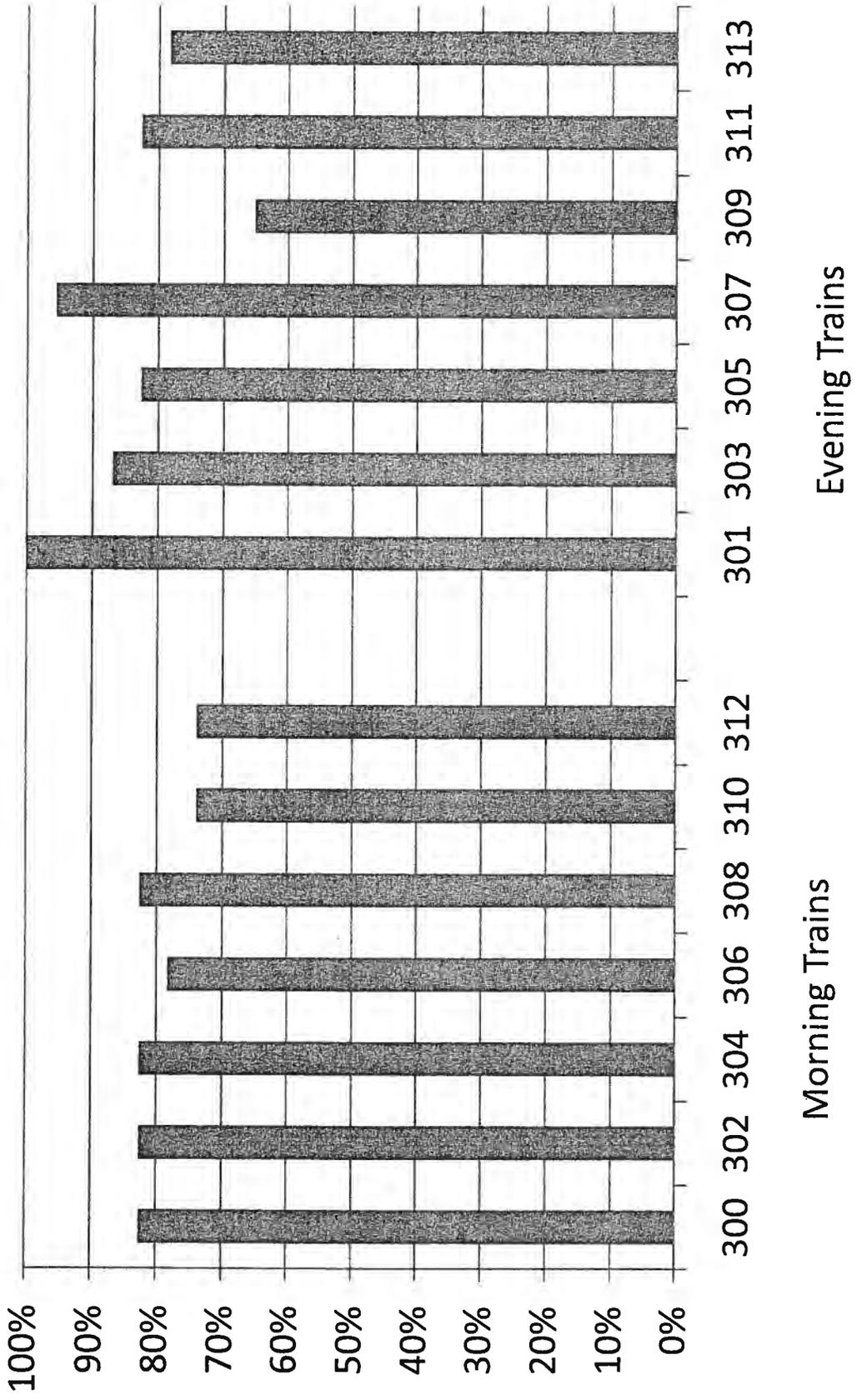
## Monthly Ridership Changes: FY 2010 v. FY 2011

Current Month	MANASSAS				FREDERICKSBURG			
	Cumulative FY2010	Cumulative FY2011	% change	Cumulative FY2010	Cumulative FY2011	% change	Current Total	% change
July	163,100	177,199	8.6%	179,830	183,554	2.1%	360,753	5.2%
August	317,944	356,554	12.1%	351,580	369,561	5.1%	726,115	8.5%
September	479,425	531,826	10.9%	528,890	560,951	6.1%	1,092,777	8.4%
October	646,968	687,461	6.3%	707,230	749,050	5.9%	1,436,511	6.1%
November	795,248	842,550	5.9%	861,321	936,793	8.8%	1,779,343	7.4%
December	945,530	992,422	5.0%	1,017,358	1,119,345	10.0%	2,111,767	7.6%
January	1,110,585	1,156,798	4.2%	1,185,171	1,311,930	10.7%	2,468,728	7.5%
February	1,234,347	1,321,505	7.1%	1,307,174	1,503,871	15.0%	2,825,376	11.2%
March	1,430,590	1,530,573	7.0%	1,511,240	1,744,670	15.4%	3,275,243	11.3%
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.

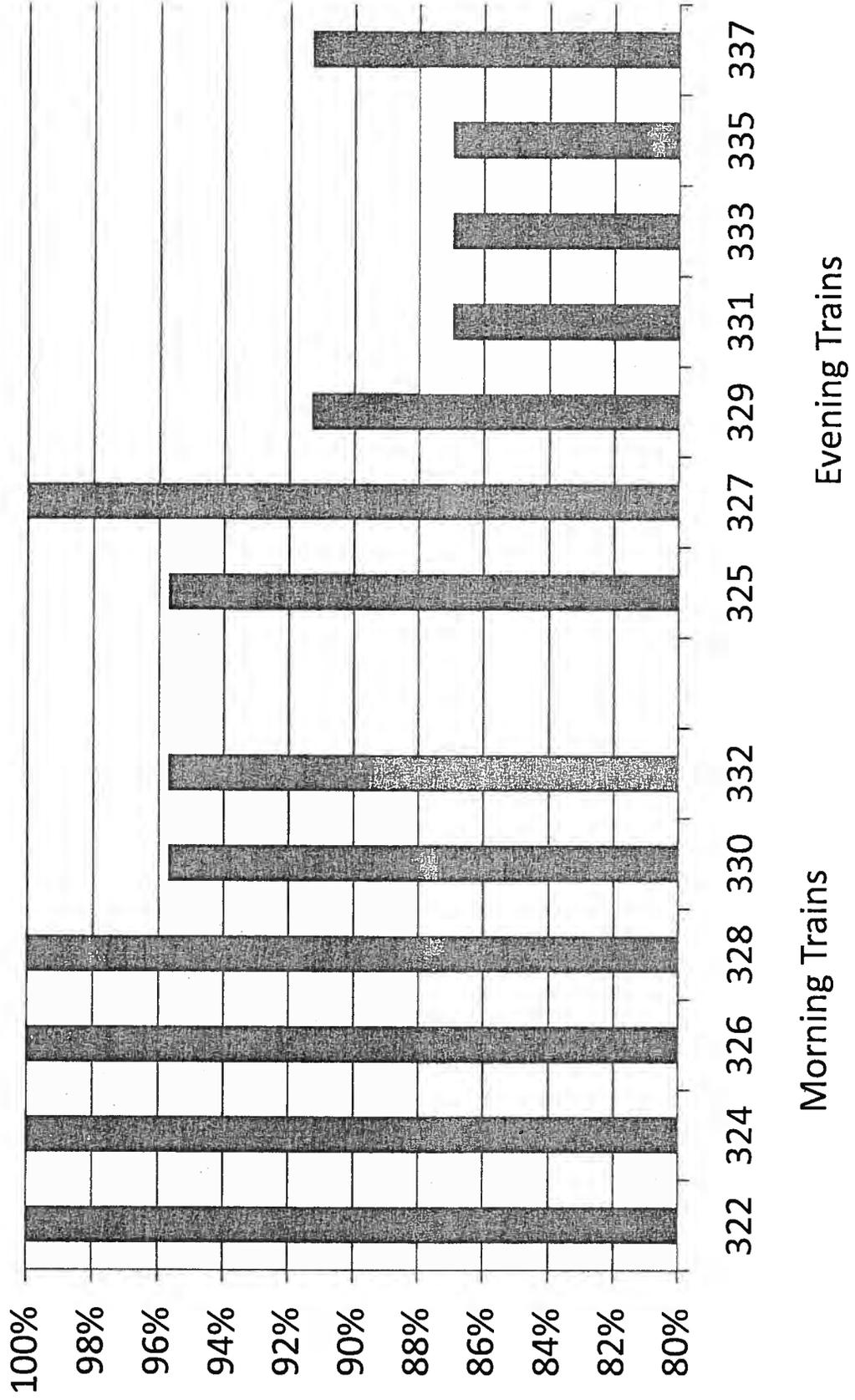
# On-Time Performance By Train

## Fredericksburg Line – March 2011



# On-Time Performance By Train

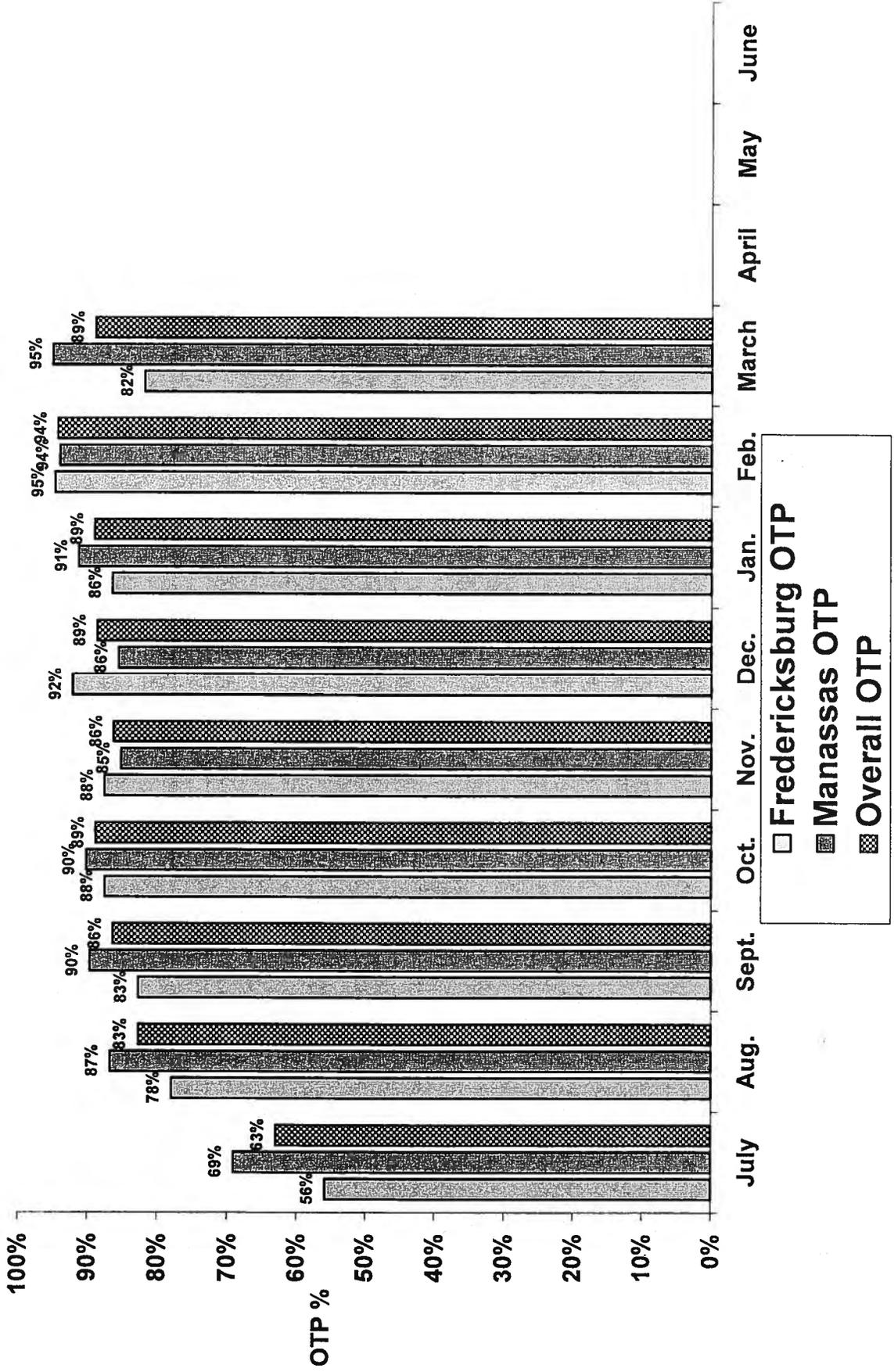
## Manassas Line – March 2011





# Average On-Time Performance

## FY-2011

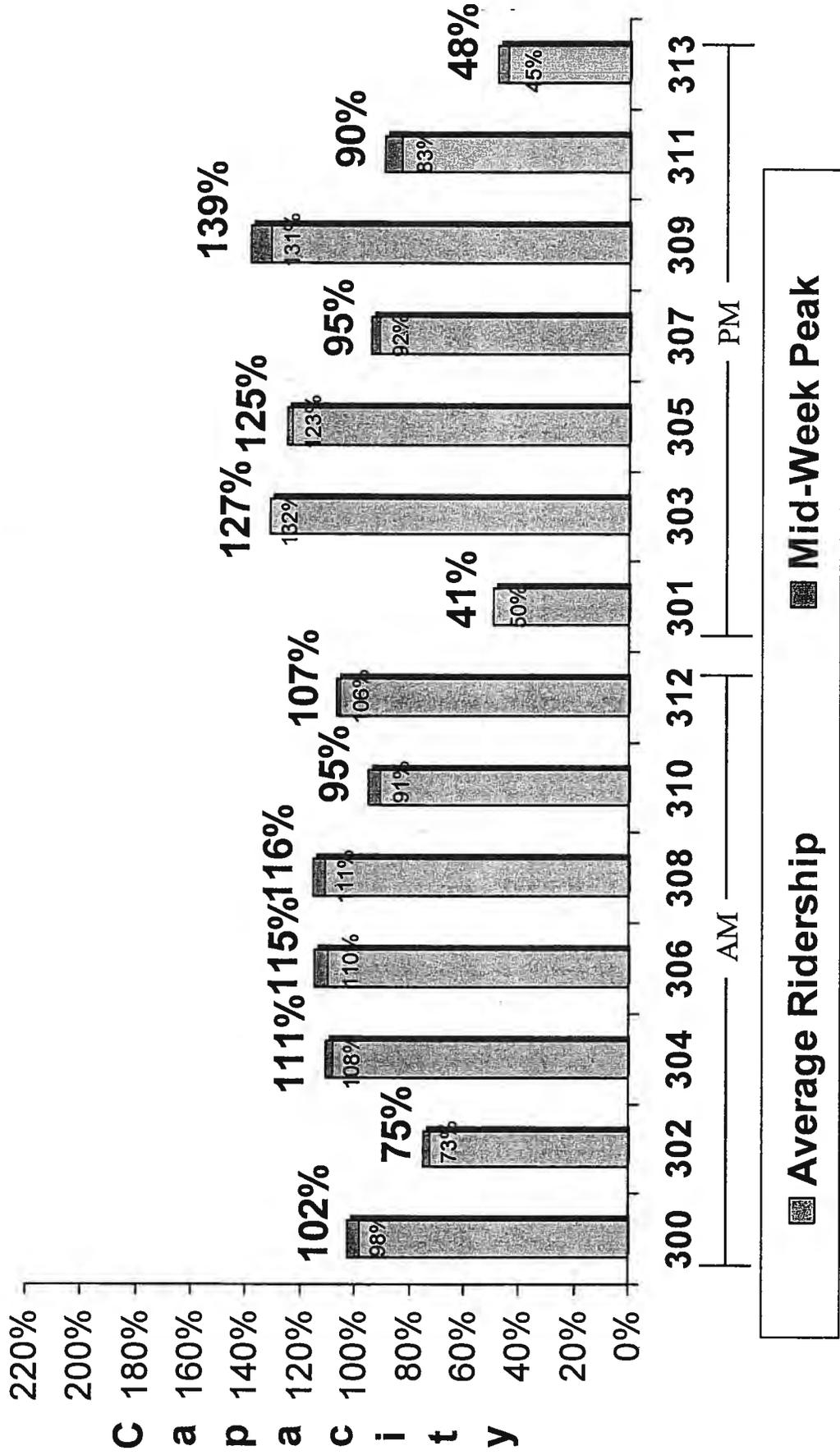


# Delays by Cause January 2011 Through March 2011

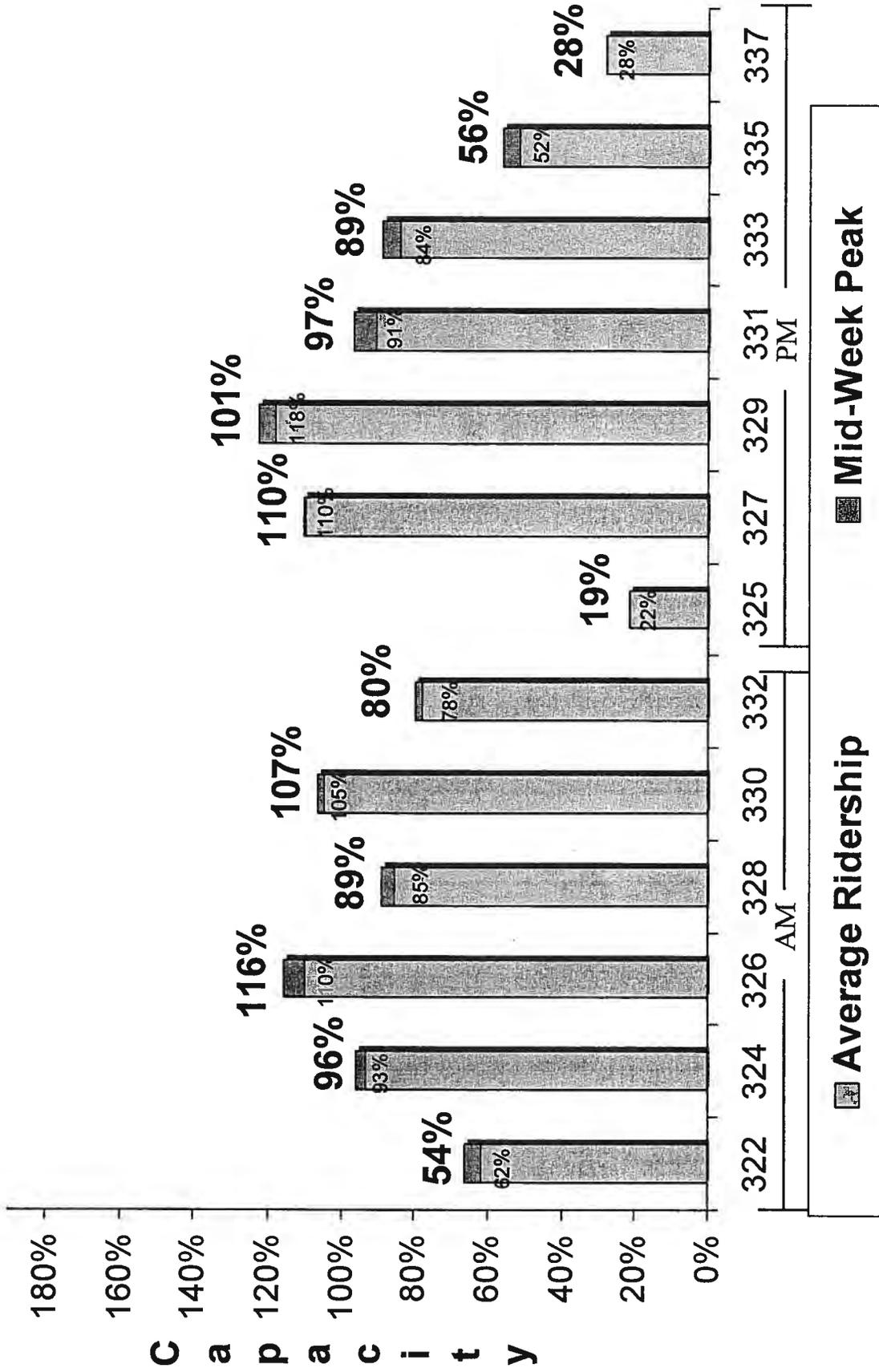
	January Delays	February Delays	March Delays	% of Overall Delays
<b>VRE</b>				
<i>VRE Train Interference, Mechanical Problems, Crew Related and Late Turns</i>	20%	20%	12%	11%
<b>Freight Railroads</b>				
<i>Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way</i>	33%	49%	46%	51%
<b>Amtrak</b>				
<i>Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way</i>	17%	6%	12%	10%
<b>Other</b>				
<i>Weather, Passengers, Other</i>	30%	25%	30%	28%
<b>Total Delays</b>	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."

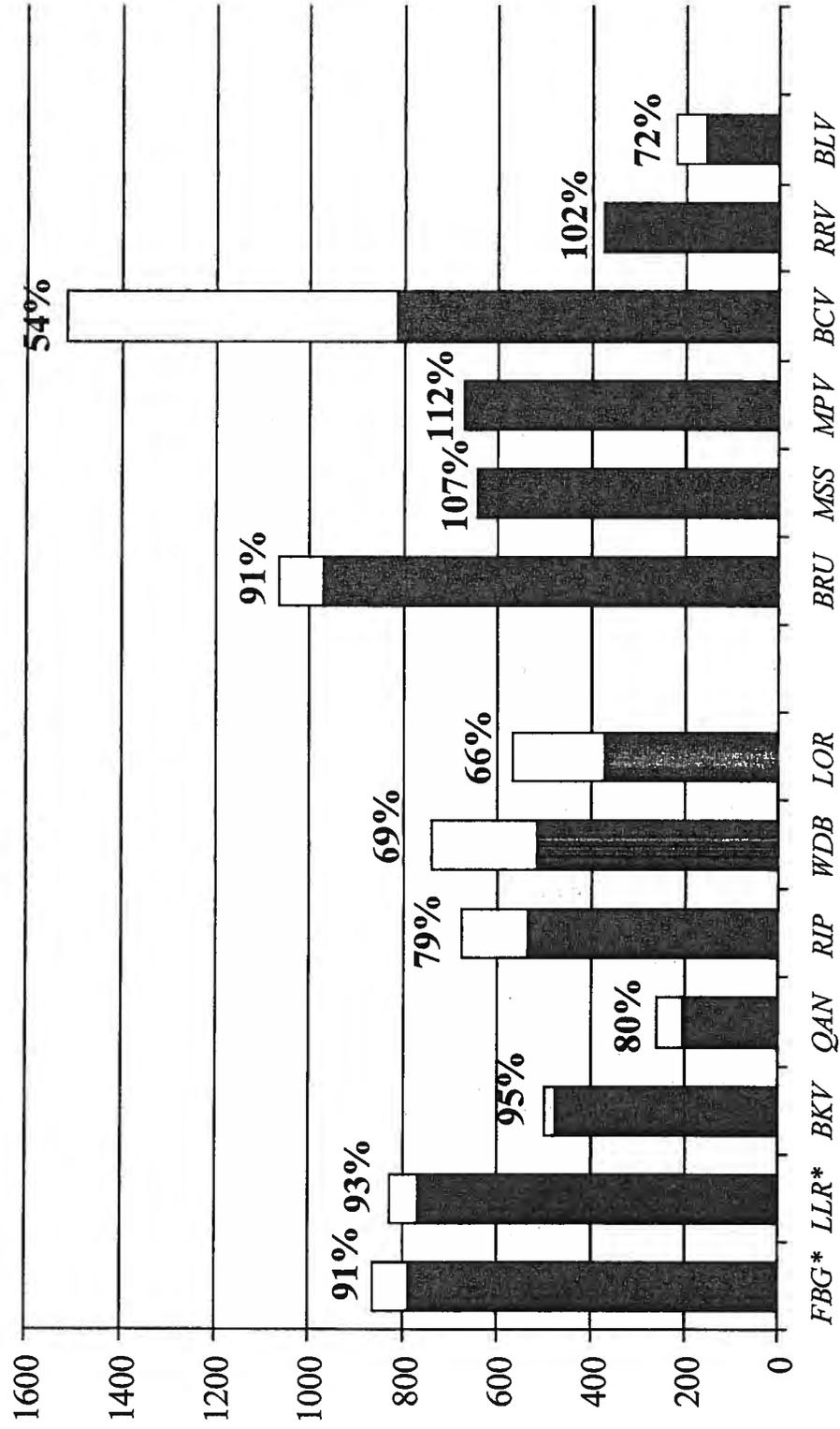
# Train Utilization: Fredericksburg Line – March 2011



# Train Utilization: Manassas Line – March 2011



# Parking Lot Utilization: March 2011



□ # of spaces ■ # in use

\*Denotes stations with overflow parking available that is now being included in final counts.

## FINANCIAL STATISTICS FOR MARCH 2011

Copies of the March 2011 Operating Budget Report are attached.

Fare income for the month of March 2011 was \$126,113 above the budget – a favorable variance of 4.59%. The cumulative variance for the year is 6.87% or \$1,535,582 above the adopted budget. Revenue in the first nine months of FY 2011 is up 7.1% over FY 2010. This positive variance is the result of higher than budgeted ridership. Amended budget amounts are reflected in these calculations.

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

A year-end projection for FY 2011 is attached.

Measures		Goal	Actual
Operating Ratio		55%	79%
<b>Budgeted Revenue</b>	75,139,103		
Budgeted Revenue YTD	58,489,028		
Actual Revenue YTD	60,266,725		
Cumulative Variance	1,777,697		1,777,697
Percent Collected YTD		77.84%	80.21%
<b>Budgeted Expenses</b>	75,139,103		
Budgeted Expenses YTD	53,535,056		
Operating Expenses YTD	53,060,836		
Cumulative Variance	474,220		474,220
Percent Expended YTD		71.25%	70.62%
<b>Net Income (Loss) from Operations</b>			2,251,917

These figures are preliminary and unaudited.

**VIRGINIA RAILWAY EXPRESS**  
**FY 2011 Operating Budget Report**  
**March 31, 2011**

	<b>CURR. MO. ACTUAL</b>	<b>CURR. MO. BUDGET</b>	<b>YTD ACTUAL</b>	<b>YTD BUDGET</b>	<b>YTD VARIANCE \$</b>	<b>%</b>	<b>TOTAL FY11 BUDGET</b>
<b>OPERATING REVENUE</b>							
Passenger Ticket Revenue	2,875,117	2,749,004	23,886,180	22,350,598	1,535,582	6.9%	30,000,000
Equipment Rental and Other	51,909	13,837	145,200	112,498	32,702	29.1%	151,000
<b>Subtotal Operating Revenue</b>	<b>2,927,026</b>	<b>2,762,841</b>	<b>24,031,380</b>	<b>22,463,096</b>	<b>1,568,284</b>	<b>7.0%</b>	<b>30,151,000</b>
Jurisdictional Subsidy (1)	-	-	15,426,787	15,426,787	-	0.0%	15,426,787
Federal/State/Other Jurisdictional Subsidy	3,795,069	3,460,117	20,796,263	20,487,392	308,871	1.5%	29,411,316
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	1,184	13,745	12,295	111,753	(99,458)	-89.0%	150,000
<b>Total Operating Revenue</b>	<b>6,723,279</b>	<b>6,236,703</b>	<b>60,266,725</b>	<b>58,489,028</b>	<b>1,777,698</b>	<b>3.0%</b>	<b>75,139,103</b>
<b>OPERATING EXPENSES</b>							
Departmental Operating Expenses	4,705,367	4,927,589	39,363,053	40,056,471	693,417	1.7%	53,474,143
Debt Service	2,307,735	2,300,990	9,515,950	9,453,586	(62,365)	-0.7%	13,599,979
Insurance	(500,000)	(500,000)	4,025,000	4,025,000	-	0.0%	4,025,000
Other Non-Departmental Expenses	33,870	-	156,833	-	(156,833)		4,039,981
<b>Total Operating Expenses</b>	<b>6,546,972</b>	<b>6,728,579</b>	<b>53,060,836</b>	<b>53,535,056</b>	<b>474,220</b>	<b>0.9%</b>	<b>75,139,103</b>
<b>NET INCOME (LOSS) FROM OPERATIONS</b>	<b>176,307</b>	<b>(491,876)</b>	<b>7,205,889</b>	<b>4,953,971</b>	<b>2,251,917</b>		<b>0</b>
<b>CALCULATED OPERATING RATIO</b>							
			<b>79%</b>				

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

## FY 2011 YEAR-END FINANCIAL PROJECTION

Each month, the VRE Operations Board receives financial information in summary form which shows year-to-date actual to budgeted fare revenue, grant revenue, and operating expenses. In December of each year, a revised budget for the year is prepared, based on the most current information as of that date. In December 2010, the Amended FY 2011 Budget was presented to the Board.

The information below is a projection of year-end revenue and expenses for FY 2011. Major points are as follows:

- Fare revenue is estimated to be over \$2.1M above the budgeted amount, assuming ridership remains stable.
- Grant revenues are lower by \$0.2M due to lower than anticipated reimbursable costs for access fees and debt service.
- Diesel fuel costs are estimated to be slightly above the adopted budget. Current higher market prices have been tempered by the gallons locked into at a fixed cost earlier in the year.
- VRE direct costs for rolling stock material and related service costs are estimated to be higher than budget by \$0.5M as the result of preparing cars for additional service and an unanticipated level of air conditioning and door repairs for the older Gallery equipment.
- Projections include the planned \$3.3M contributions to the operating and capital reserves. The funds proposed to be used for Spotsylvania third track and the new railcar procurement will come from the capital reserve and the projected net income.

The chart below summarizes actual to budget data by major category:

FY11 Year End Operating Budget Projection (in millions)				
Description	Revised Budget	Current Estimate	Variance	%
Fare Revenue	30.0	32.1	2.1	6.5%
Local Subsidy*	15.4	15.4	-	0.0%
Grant Revenue	29.4	29.2	(0.2)	-0.7%
Other Revenue	0.3	0.1	(0.2)	-200.0%
<b>Total Revenue</b>	<b>75.1</b>	<b>76.8</b>	<b>1.7</b>	<b>2.2%</b>
Operating Expenses	58.2	58.1	0.1	0.2%
Debt Service	13.6	13.3	0.3	2.3%
Contr to Reserve	3.3	3.3	-	0.0%
<b>Total Expenses</b>	<b>75.1</b>	<b>74.7</b>	<b>0.4</b>	<b>0.5%</b>
<b>Net Income (Loss)</b>	<b>-</b>	<b>2.1</b>	<b>2.1</b>	

\*The local subsidy amount shown here is the amount needed for operations; total subsidy is \$16.1M.



# MINUTES

## VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA APRIL 15, 2011

### VIRGINIA RAILWAY EXPRESS

#### BOARD MEMBERS

**SHARON BULOVA**  
CHAIRMAN

**WALLY COVINGTON**  
VICE-CHAIRMAN

**SUSAN STIMPSON**  
TREASURER

**PAUL SMEDBERG**  
SECRETARY

**MAUREEN CADDIGAN**  
**JOHN COOK**  
**THELMA DRAKE**  
**FREDERIC HOWE**  
**JOHN JENKINS**  
**PAUL MILDE**  
**SUHAS NADDONI**  
**GARY SKINNER**  
**JONATHAN WAY**  
**CHRIS ZIMMERMAN**

#### ALTERNATES

**MARC AVENI**  
**HARRY CRISP**  
**MARK DUDENHEFER**  
**BRAD ELLIS**  
**JAY FISETTE**  
**FRANK JONES**  
**ROB KRUPICKA**  
**JERRY LOGAN**  
**MICHAEL MAY**  
**JEFF McKAY**  
**MARTIN NOHE**  
**KEVIN PAGE**  
**JOHN STIRRUP**

**DALE ZEHNER**  
CHIEF EXECUTIVE  
OFFICER

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

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
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
Gary Skinner (PRTC)*	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria
Susan Stimpson (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Thelma Drake	DRPT

ALTERNATES PRESENT	JURISDICTION
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fiset (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Rob Krupicka (NVTC)	City of Alexandria
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	
Donna Boxer – VRE	Betsy Massie – PRTC staff
Anna Gotthardt – VRE	Jennifer Mouchantaf – VRE
Al Harf – PRTC staff	Sirel Mouchantaf – VRE
Christine Hoeffner – VRE	Dick Peacock – citizen
Rick Holt – PWTSC	Mark Roeber – VRE
Eric Johnson – VRE	Mike Schaller – citizen
Ken Kanownik – FCDOT	Scott Shenk – Free Lance Star
Ann King – VRE	Brett Shorter – VRE
Bob Leibbrandt – Prince William County	Alex Sugatan – VRE
Steve Maclsaac – VRE counsel	Rick Taube – NVTC staff
April Maguigad – VRE	Dale Zehner – VRE

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

Chairman Bulova called the meeting to order at 9:34 A.M. Following the Pledge of Allegiance, roll call was taken.

[Mr. Covington arrived at 9:35 A.M.]

### Approval of the Agenda – 3

Chairman Bulova stated that several Board Members from Prince William County need to leave early for a funeral, so in order to move quickly through the action items, she suggested that Agenda Item #8 “Operations Board Members’ Time” be moved to the end of the agenda and Agenda Item #11G “Authorization to Approve Financial Plans for the Spotsylvania Third Track and Railcar Capital Projects” be moved to the beginning of the action items. There were no objections.

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

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

### Chairman’s Comments – 6

Chairman Bulova announced that VRE ridership reached 21,496 daily trips on April 12, 2011. As of April 13<sup>th</sup>, five of the seven Fredericksburg trains and three of the five Manassas trains are operating with new locomotives. VRE is still on target to have new locomotives on all trains by the end of May 2011. She also announced that the Strategic Planning Session is scheduled for July 29<sup>th</sup>, with the location to still be determined.

[Mr. Zimmerman arrived at 9:36 A.M.]

### Chief Executive Officer’s Report – 7

Mr. Zehner reported that on-time performance (OTP) for March was 88 percent systemwide, with 82 percent on the Fredericksburg line and 95 percent on the Manassas line. The Fredericksburg line OTP was impacted by the slow orders and traffic congestions caused by CSX tie work. Over 60,000 railroad ties were replaced between Fredericksburg and Rippon and around L’Enfant Station. This work is now complete and OTP should improve. On May 2<sup>nd</sup> several initiatives will begin that should improve capacity issues, including a turn-back train on the Manassas line and adding another railcar to five consists. This will add 700 seats to VRE service and should accommodate an additional 1,400 daily trips. The Amtrak Step-Up fare will also be reduced from \$10 to \$5 and the assumption is that it will shift approximately 150 people to Amtrak trains.

[Mr. Skinner arrived at 9:39 A.M.]

Mr. Zehner reported that Meet the Management events are ongoing. One will be held at the Fredericksburg Station on May 18<sup>th</sup> and CSXT officials will be there. The Broad Run Station Meet the Management is scheduled for May 25<sup>th</sup> and Norfolk Southern officials will participate.

Mr. Zehner stated that a delegation of 16 French Parliament Members are coming to the United States and will meet with him and Chairman Bulova on April 28<sup>th</sup> and ride a VRE train. They are coming to Washington, D.C. to meet with the Deputy Secretary of Transportation to talk about rail in the United States and potential partnerships.

#### VRE Riders' and Public Comment – 9

Mr. Peacock stated that he is pleased to see the Amtrak Step-Up fare reduced, which is the cheapest way to add capacity. He is also glad to see the new locomotives being put into service.

Rick Holt, a Prince William County resident and a member of the Prince William Trails and Streams Coalition, asked for VRE's support in getting more bicycle riders to the VRE stations. Ten bikes can be put in the space of one vehicle parking space. If one percent (200) of VRE total ridership were to ride their bicycles to the station, it would eliminate the need for 200 parking spaces, assuming 20 spaces were used for bike facilities. VRE needs secure bicycle facilities and safe access to the stations. He encouraged VRE to work with VDOT to put in bicycle lanes or trails to the stations. Bicycling in general reduces congestion, reduces driving costs, improves health and fitness, lowers CO<sub>2</sub> emissions, as well as helps business. The gross revenue for bicycle retail in this region for the last five years was \$14.8 million. There are 38 retail bicycle stores, which means more jobs for people.

[Mr. Cook arrived at 9:42 A.M.]

Chairman Bulova observed that many other countries are more bicycle oriented than the United States. Mr. Zimmerman noted that if it was easier for people to bike to the stations and have adequate bicycle storage, more people would do it. At the other end, VRE could tie into bike sharing programs, like BikeShare. A small percentage of people switching to bicycle access can have a big impact to VRE's parking demand, traffic, etc. Chairman Bulova suggested adding bicycle access to the Strategic Planning Retreat agenda.

#### Consent Agenda – 10

Mr. Milde moved, with a second by Ms. Stimpson, to approve the following Consent Agendas item:

Resolution #10A-04-2011: Authorization to Issue an IFB for the Construction of a Parking Lot at the Brooke VRE Station

Resolution #10B-04-2011: Authorization to Issue an IFB for the Construction of a Parking Lot Expansion at the Leeland Road VRE Station

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, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Authorization to Approve Financial Plans for the Spotsylvania Third Track and Railcar Capital Projects – 11G

Mr. Zehner stated that the VRE Operations Board is being asked to recommend that the Commissions approve financial plans for the Spotsylvania third track and railcar projects and authorize the allocation of additional funding for these projects. Resolution #11G-04-2011 would accomplish this.

Mr. Zehner explained that the Governor's transportation plan, passed by the General Assembly in February of 2011, included the sale of additional state bonds to fund transportation improvements in the Commonwealth. VRE and DRPT staff have worked to identify funding plans to utilize the state bond proceeds and other state funds to enable VRE to accelerate the implementation of both priority projects and free up federal and matching local funds for other pressing needs in the out years of the six-year plan. Under this scenario, all replacement vehicles are fully funded, leaving only a need to identify funding for the railcars for expanded service. The funding plans for the two projects include a commitment of \$26.8 million of state funding and require additional local funds of \$2.2 million (\$1.9 million for the third track project and \$300,000 for the railcar project).

Mr. Zehner explained that the Spotsylvania third track project will construct 2.5 miles of third mainline track and associated infrastructure on the CSX RF&P rail corridor from Hamilton, located south of the VRE Fredericksburg station, to the VRE Crossroads Yard in Spotsylvania County. VRE has a contractual commitment to construct this project as part of Spotsylvania County's membership into VRE. The estimated total cost for this project is \$20.3 million.

Mr. Zehner stated that VRE and DRPT have developed a funding plan that would permit him to purchase 15 replacement railcars during a five year period (as federal formula funds become available), with up to nine cars in the initial purchase. The railcars would replace the legacy Pullman railcars currently in VRE service prior to their needing a major overhaul and inspection.

Mr. Zehner explained that this plan requires additional VRE funding of \$2.2. VRE staff identified \$4 million of available funding sources which, in total, exceeds the amount needed for these two projects. The sources are capital reserve funds not currently

programmed (\$1.4 million); additional fare revenue received through February 2011 (\$1.4 million); and the amount set aside in the FY 2011 revised budget for unfunded match (\$1.2 million). Mr. Zehner explained that after obtaining approval of these plans, VRE staff would return to the Operations Board in May for authorization to issue an RFP for the purchase of the railcars. The allocation of additional funding would be reflected in the proposed FY 2013 operating and capital budget and the revised FY 2012 budget that will be presented to the Board in December.

In response to a question from Ms. Stimpson, Mr. Zehner stated that in his opinion this approach is the best use of funds for the highest priorities. It is important to construct the third track as quickly as possible. This would allow construction within two years, compared to four years. New railcars are also definitely a high priority. Ms. Stimpson asked about the risks if VRE uses these funds for this purpose. Mr. Zehner stated that funding of the Wi-Fi project may be in jeopardy. However, these two projects are more important than Wi-Fi. VRE would also lose the state funding if VRE didn't act. Mr. Howe stated that it was his understanding that the original schedule for the third track was two years. Mr. Skinner stated that this project helps Spotsylvania to move forward. CSXT has stated that there will be no revenue traffic until the third track is completed. Mr. Howe stated that any delays in the project create more problems with congestion, impact other projects, etc. down in Spotsylvania County. If this will help, he will support this action.

In response to a question from Mr. Milde, Mr. Zehner explained that if VRE does not commit to this plan, the state funding will not sit and wait for VRE and will likely go to another transportation project. Mr. Page explained that without the passage of this legislation to advance the bond payment, DRPT would not have had the opportunity to make this offer to VRE.

Mr. Milde stated that he is not comfortable having to trade one project for another (Wi-Fi). Mr. Zehner stated that Wi-Fi is estimated to cost \$1 million in capital funding and VRE does not have that right now. He can return to the Operations Board in a few months to discuss it again. Wi-Fi does not give VRE the things that it really needs, like capacity, additional parking, etc. Adding Wi-Fi service also may make VRE service more attractive, attracting more people than VRE cannot accommodate now. Mr. Milde noted that adding Wi-Fi wasn't to attract more riders, but to provide more amenities and comfort for current passengers.

Mr. Milde also asked if this is the first time VRE has proposed allocating surplus fare revenue in the same fiscal year. Mr. Zehner responded yes. Mr. Harf noted that staff identified three potential funding sources, so if the Board did not want to set a precedent of using surplus revenue, the other two funding sources would be sufficient. Mr. Covington observed that this proposal is freeing up \$20 million in out year funds that can be used for other capital projects, which only delays the Wi-Fi discussion. Mr. Zimmerman noted that VRE's number one issue is capacity. Using fare revenue may not be what VRE has done in the past and may not always be what it would do in the future, but it would be appropriate in this case. Passengers are crowding on the trains which is driving up revenues. Taking that revenue and putting it towards providing more seats, is appropriate. Wi-Fi is a great amenity but people want a seat first.

Mr. Skinner moved, with a second by Mr. Howe, to approve Resolution #11G-04-2011.

Mr. Skinner stated that he hopes someday there will be turn-back trains on the Fredericksburg line to provide reverse commute service. Mr. Covington noted that discussions regarding additional service are good, but that Board members should remember that it will take additional subsidy to accomplish this. Ms. Stimpson stated that she will vote for this, but is not comfortable with using the fare revenue surplus in the middle of the fiscal year. She also noted that it is good sometimes to use cash for capital needs, but it is also good to have a balance. Mr. Cook asked if there is a reason the resolution does not specifically designate which funding source will be used? Ms. Boxer responded that staff is showing the options so it is not necessary to indicate it in the resolution. Mr. Milde expressed his opinion that this proposal is too aggressive and is being accomplished too quickly. Ms. Caddigan called the question.

The Board then voted and the motion passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Nadonni, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman. Mr. Milde voted in opposition of the motion.

Ms. Caddigan asked that the Board discuss Agenda Item #11D, which is a Prince William County item, before they have to leave. There were no objections.

Authorization to Award a Contract for Engineering and Environmental Services for Additional Parking at the Broad Run VRE Station – 11D

Mr. Zehner reported that the VRE Operations Board is being asked to approve Resolution #11D-04-2011 which would authorize him to award a contract to Dewberry of Fairfax, Virginia for engineering and environmental services for additional parking at the Broad Run VRE station in the amount of \$1,846,603, plus a 10 percent contingency of \$184,660, for a total amount not to exceed \$2,031,263. He explained that this is the beginning of the process to build a parking garage at this station, which will add another 700 spaces. Ms. Caddigan asked if any local match is being used and Mr. Zehner replied that no match is needed. Funding comes from a FY 2011 CMAQ grant.

Mr. Covington 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, Skinner, Smedberg, Stimpson, Way and Zimmerman.

[Board Members Caddigan, Covington and Jenkins left the meeting at 10:21 A.M.]

Authorization to Award a Contract for Diesel Fuel Price Risk Management Consulting Services – 11A

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to award a contract for diesel fuel price risk management consulting services to Linwood

Capital, LLC of Edina, Minnesota in an amount not to exceed \$99,000 over a period of five years. Resolution #11A-04-2011 would accomplish this.

Mr. Zehner explained that the current contract expired in February of 2011. Following a procurement process, a single proposal was received on March 3, 2011 from the current consultant. A selection panel of VRE and PRTC staff evaluated the proposal and unanimously recommended acceptance. VRE and PRTC will have separate contracts. The term of the contract is for one year with four additional one-year options. The action being requested is for the total term of the contract, with the VRE CEO exercising the option years at his discretion.

Mr. Milde moved, with a second by Ms. Stimpson, to approve Resolution #11A-04-2011. The vote in favor was cast by Board Members Bulova, Cook, Howe, Milde, Naddoni, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Amend the Contract for the Fredericksburg Station Infrastructure Repairs – 11B

Mr. Zehner stated that Resolution #11B-04-2011 would authorize him to amend the contract with Trinity Construction Group for the Fredericksburg Station Infrastructure Repairs project by \$140,000, for a total amount not to exceed \$2,098,442. He further explained that the original project scope of work was limited by the amount of available funding, provided via a federal earmark. However, bid prices to complete the initial repairs were lower than anticipated, allowing additional work identified during the course of construction activities to be performed within the existing budget. This additional work will address areas requiring concrete repairs outside the original project limits, including concrete work over Princess Anne and Caroline streets.

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

#### Authorization to Award a Construction Contract for a Platform Extension at the Broad Run VRE Station – 11C

Mr. Zehner reported that the Operations Board is being asked to authorize him to award a contract to Hammerhead Construction of Dulles, Virginia for the construction of a platform extension at the Broad Run VRE station. The total contract value is \$598,000, plus a 10 percent contingency of \$59,800, for a total amount not to exceed \$657,800. Resolution #11C-04-2011 would accomplish this.

In order to accommodate longer train consists, VRE staff has worked to complete the design for an approximately 200 foot length platform and a 100 foot length canopy extension. The project would be located to the east end of the existing platform. It will accommodate seven-car train consists compared to the current platform that serves five-car consists.

Following a public procurement process, six bids were received on March 22, 2011. Following review of the bids, VRE staff is recommending award to the lowest responsive and responsible bidder, Hammerhead Construction.

Mr. Naddoni asked why the extension is only for seven-car consists when VRE is looking to run eight-car consists. Mr. Zehner explained that VRE is limited by the size of the property which will only accommodate the proposed extension size.

Mr. Smedberg moved, with a second by Ms. Stimpson, to approve Resolution #11C-03-2011. The vote in favor was cast by Board Members Bulova, Cook, Howe, Milde, Naddoni, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Award of Construction Contract for a Warehouse at the Crossroads Yard – 11E

Mr. Zehner stated that the Operations Board is being asked to authorize him to award a contract to the lowest responsive and responsible bidder to IFB #011-015. The total contract value shall not exceed the engineer's estimate of \$2.6 million. Resolution #11E-04-2011 would accomplish this.

Mr. Zehner further explained that the IFB was issued in March and four bids were received on April 13, 2011. The lowest bidder notified VRE that an error was made in their bid. Under procurement rules, VRE can review the mistake and allow a correction, if warranted. In response to a question from Mr. Howe, Mr. Mouchantaf explained that as a standard practice, VRE checks the references of the selected firm before any contract is signed. Mr. Zehner provided some details about the error, which isn't a substantial increase in price. The resolution does not list the firm, in the event VRE needs to move to the second lowest responsive and responsible bidder.

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

#### Authorization to Award a Contract for Mechanical Engineering Consulting Services – 11F

Mr. Zehner reported that the Operations Board is being asked to authorize him to enter into a contract with STV, Inc. of Fairfax, Virginia for the provision of Mechanical Engineering Consulting (MEC) services for no more than five years in an amount not to exceed \$5 million during that term. Resolution #11F-04-2011 would accomplish this.

Mr. Zehner explained that the current MEC contract expires in May 2011 and a solicitation was issued in February. Two proposals were received and VRE staff has subsequently completed evaluations and is recommending the contract award to STV,

Inc. The contract will be a task order agreement and the Operations Board will be asked for approval for task orders over \$50,000.

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

#### Operations Board Member's Time – 8

Mr. Howe asked staff to explain to the Board why the parking capacity reports have been changed so that it now shows parking capacity at the Fredericksburg Station at 119 percent, rather than 91 percent. Ms. Maguigad stated that overflow lots are now being included in the total capacity. Mr. Zehner explained that the overflow lot in Fredericksburg is not lined or paved and VRE was not counting unlined spaces. He explained that some Board Members felt capacity was being overstated because such lots weren't being included in the totals. Mr. Howe asked if this lot is planned to be paved and lined in the future. Mr. Zehner responded that he recommends that Mr. Howe meet with him and City Manager Cameron to discuss the various alternatives.

Ms. Stimpson stated that it is not clear how long the Leeland overflow lot will be available and she suggested that these spaces not be counted in the total. Mr. Way asked if a parking lot is at 107 percent capacity, where do the additional seven percent park their vehicles. Mr. Mouchantaf stated that many park illegally by squeezing their cars into any open space available on the lot, as well as parking on the grass or shoulders on the access roads.

Mr. Skinner thanked VRE for its support of the Spotsylvania station. Service to this station will enhance all of VRE. He is also excited about future reverse commute along the Fredericksburg line.

#### Adjournment

Without objection, Chairman Bulova adjourned the meeting at 10:37 A.M.

Approved this 20<sup>th</sup> day of May, 2011.

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Sharon Bulova  
Chairman

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Paul Smedberg  
Secretary

## CERTIFICATION

This certification hereby acknowledges that the minutes for the April 15, 2011 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



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Rhonda Gilchrest

Financial Plans for the Spotsylvania Third Track and Railcar Project

The VRE Operations Board recommends approval of Resolution #2169. This resolution authorizes the allocation of additional funding for the Spotsylvania Third Track project and the procurement of additional railcars. As explained in the attached memorandum and PowerPoint presentation, DRPT is making available an additional \$26.8 million from bond funds and VRE will require an additional \$2.2 million of matching funds (\$1.9 million for the Spotsylvania Third Track and \$0.3 million for railcars).

VRE staff proposed that \$1.2 million of reserved matching funds in the FY 2011 budget, \$1.4 million of unprogrammed capital reserve funds and \$1.4 million of anticipated above budget FY 2012 fare revenue are possible sources of the new matching requirement.

As a result of this action, authority to issue a RFP for new railcars could be requested in May, 2011 and the third track project could be accelerated by two years.



## RESOLUTION #2169

**SUBJECT:** Financial Plans for the Spotsylvania Third Track and Railcar Projects.

**WHEREAS:** In January, 2011 the commissions approved a six-year Capital Improvement Program (CIP) that included construction of the Spotsylvania third track and new railcar procurement as short-term priorities;

**WHEREAS:** VRE's Capital Improvements Program funding relies on accumulating limited annual federal formula funds;

**WHEREAS:** Construction of the third track was, therefore, spread over several years and the bulk of the railcar purchase was unfunded during the six-year CIP;

**WHEREAS:** VRE and DRPT staff subsequently identified funding from state bond proceeds and other state sources to enable VRE to accelerate the implementation of both priority projects;

**WHEREAS:** Funding plans for the two projects include a new commitment of \$26.8 million of state funding and require additional VRE funds of \$2.2 million;

**WHEREAS:** Several potential VRE funding sources are available that, in total, exceed the amount needed for the two projects; and

**WHEREAS:** Options include capital reserve funds not currently programmed, anticipated above budget FY 2011 fare revenue, and unfunded match set aside in FY 2011.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission approves financial plans for the Spotsylvania third track and the railcar procurement and authorizes the allocation of additional funding for these projects as recommended by the VRE Operations Board.

Approved this 5<sup>th</sup> day of May, 2011.

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William Euille  
Chairman

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Jeffrey McKay  
Secretary-Treasurer



**AGENDA ITEM 11-G**  
**ACTION ITEM**

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

**FROM: DALE ZEHNER**

**DATE: APRIL 15, 2011**

**RE: AUTHORIZATION TO APPROVE FINANCIAL PLANS FOR THE SPOTSYLVANIA THIRD TRACK AND RAILCAR CAPITAL PROJECTS**

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**RECOMMENDATION:**

The VRE Operations Board is being asked to recommend that the Commissions approve financial plans for the Spotsylvania third track and railcar capital projects and authorize the allocation of additional funding for these projects.

**BACKGROUND:**

In December 2010, the VRE Operations Board approved the following six-year Capital Improvements Program (CIP) as part of the FY 2012 Operating and Capital Budget. The short-term priority projects in the CIP were the construction of the Spotsylvania third track and the purchase of railcars for both replacement and expansion purposes. Because CIP funding relies primarily on VRE's limited federal formula funds, the construction of the third track was spread over several years and the bulk of the railcar purchase was unfunded during the six-year timeframe.

<b>Project</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>Total</b>
Spotsylvania Third Track	5.9M	4.0M	6.0M	4.1M			20.0M
Heavy Maint Repair Facility	*	*	*	0.3M	8.7M	7.8M	17.0M
Mid-Day Storage	1.0M	2.4M	3.2M	6.0M	1.8M		14.4M
Rolling Stock	5.7M	1.9M	0.7M	0.8M	2.5M		11.6M
Fare Collection System	*	2.0M					2.1M
Facilities Infra Renewal	*	0.5M	1.0M	0.1M	0.2M	*	1.9M
Rolling Stock Mods	*	*	*	*	*	*	0.3M

\* Amounts \$50k or less

The Governor’s transportation plan, passed by the General Assembly in February 2011, included the sale of additional state bonds to fund transportation improvements in the Commonwealth. VRE and DRPT staff have worked to identify funding plans to utilize the state bond proceeds and other state funds to enable VRE to accelerate the implementation of both priority projects and free up federal and matching local funds for other pressing needs in the out years of the six-year plan. Under this scenario, all replacement vehicles are fully funded, leaving only a need to identify funding for the railcars needed to expand service. **The funding plans for the two projects include a commitment of \$26.8M of state funding and will require additional local funds of \$2.2M.**

**SPOTSYLVANIA THIRD TRACK:**

The Spotsylvania third track project will construct 2.5 miles of third mainline track and associated infrastructure on the CSX RF&P rail corridor from Hamilton (HA), located south of the VRE Fredericksburg station, to the VRE Crossroads Yard in Spotsylvania County. VRE has a contractual commitment to construct this project as part of Spotsylvania County’s membership into VRE. In September 2010, the VRE Operations Board approved use of \$1M of VRE funds for final design of the track and signals. The estimated total cost of the third track is \$20.3 million.

The approved CIP allocated VRE federal formula funds, matched by state capital and local funds, to the Spotsylvania third track project over a four year period. Under this plan, construction could not occur for several years, until sufficient funds were accumulated. In March 2011, at DRPT’s request, VRE staff submitted a Rail Enhancement Fund (REF) grant application for this project. The following table outlines the financial plan for the Spotsylvania third track project assuming REF funding is received. With this revised funding plan, construction of the third track would occur in FY 2011 and 2012, accelerating the project by two years.

TOTAL COST	FUNDING SOURCES			
	Federal	State	VRE Current Allocation	VRE Additional Requirement
20.3M	7.9M	8.7M	1.8M	1.9M

**RAILCAR PROCUREMENT**

At the September 2010 Operations Board meeting, an information item regarding the initiation of a new passenger railcar procurement was discussed. Given funding challenges associated with such a large project, a procurement approach was discussed that would procure five railcars as a base contract, with an option for 45 additional railcars over a five year contract term. This approach mirrors VRE’s most recent railcar and locomotive purchases which successfully resulted in full equipment orders.

Assuming no additional service, the first 15 railcars would replace the legacy Pullman railcars currently in VRE service prior to their needing a major overhaul and inspection. As procurement guidelines allow for equipment contracts to span five years, this method would allow fleet continuity if additional equipment needs and funding are identified. Discussion also took place regarding the Operations Board's desire to have a funding plan developed for the railcar procurement, in consultation with VRE's financial advisors, prior to issuing an RFP for the procurement. In anticipation of this work, the Operations Board approved the use of \$1.1M of VRE funds to prepare updated specifications and initiate the procurement.

VRE and DRPT have developed a funding plan that would permit the purchase of the 15 replacement cars during a five year period (as federal formula funds became available), with up to nine cars in the initial purchase. The following table outlines the total estimated funding for 15 railcars and assumes that federal formula funds initially programmed, but no longer needed, for the Spotsylvania third track would now be available for the railcar purchase in FY 2014 and FY 2015.

TOTAL COST	FUNDING SOURCES			
	Federal	State	VRE Current Allocation	VRE Additional Requirement
36.0M	15.4M	18.2M	2.2M	.3M

**NEXT STEPS:**

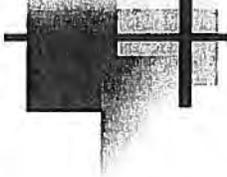
The funding plans identified above require VRE funding of an additional \$2.2M above the amount currently allocated to the Spotsylvania third track and purchase of railcars projects. The following \$4.0M of funding sources is available and, in total, exceeds the amount needed for these two projects.

- Capital reserve funds not currently programmed - \$1.4M
- Additional fare revenue received through February 2011 - \$1.4M
- Amount set aside in FY 2011 revised budget for unfunded match - \$1.2M

Through this action, VRE staff is seeking specific support of these plans by the Operations Board so that work may continue to finalize funding with DRPT. If these plans are approved, VRE staff would return to the Operations Board in May for authorization to issue an RFP for the purchase of railcars. The allocation of additional funding will be reflected in the proposed FY 2013 operating and capital budget and the revised FY 2012 budget that will be presented to the Board in December.

**FISCAL IMPACT:**

This is a funding plan with no specific contract action.



**Financial Plan  
Spotsylvania Third Track  
and New Railcars**

*April 15, 2011*



# Funding Opportunity!

- Governor's Transportation Initiative has created the opportunity to fund two priority VRE projects
  - Spotsylvania third track
  - Replacement of legacy railcars
- Funding plan includes \$26.8M of state funding and a need for \$2.2M of additional VRE funds



# Background

- In December 2010, the Operations Board approved the Capital Improvement Program (CIP) as part of the FY 2012 Budget
- Short-term priority projects were Spotsylvania third track and the purchase of replacement and expansion railcars
- Both projects were spread over multiple years due to limited federal formula funds
- The bulk of the railcar purchase was unfunded



# Current CIP Funding

Project	FY12	FY13	FY14	FY15	FY16	FY17	Total
Spotsylvania Third Track	5.9M	4.0M	6.0M	4.1M			20.0M
Heavy Maint Repair Facility	*	*	*	0.3M	8.7M	7.8M	17.0M
Mid-Day Storage	1.0M	2.4M	3.2M	6.0M	1.8M		14.4M
Rolling Stock	5.7M	1.9M	0.7M	0.8M	2.5M		11.6M
Fare Collection System	*	2.0M					2.1M
Facilities Infra Renewal	*	0.5M	1.0M	0.1M	0.2M	*	1.9M
Rolling Stock Mods	*	*	*	*	*	*	0.3M
* Amounts \$50k or less							



# Spotsylvania Third Track

- Includes 2.5 miles of third mainline track and associated infrastructure from Hamilton (south of Fredericksburg station) to Crossroads Yard in Spotsylvania County
- VRE has a contractual commitment to complete this project as part of Spotsylvania County's membership in VRE
- In September 2010, the Operations Board approved use of \$1M of VRE funds for final design of the \$20.3M project



# Spotsylvania Third Track (con't)

- In March 2011, at DRPT's prompting, VRE staff requested grant funding through the Rail Enhancement Fund
  - With this funding, construction could occur in FY 2011 and FY 2012, accelerating the project by two years
  - Total Cost: \$20.3M
    - Federal: \$7.9M
    - State: \$8.7M
    - Local: \$3.7M
- Current allocation - \$1.8M
- Additional VRE funds needed - \$1.9M



# Railcar Procurement

- Procurement approach - limited base contract with options for up to 50 railcars - discussed by the Operations Board in September 2010
- First 15 railcars would replace the 20 legacy Pullman railcars currently in VRE service, prior to their needing a costly major overhaul
- Additional railcars as needed for service expansion in six-year plan



# Railcar Procurement (con't)

- Current funding plan for the 15 replacement railcars
    - Base order of 9
    - Remaining 6 based on availability of federal formula funds
  - Funds initially programmed for third track would be shifted to railcar purchase in FY 2014 and FY 2015
  - Total Cost: \$36M (15 railcars)
    - Federal: \$15.4M
    - State: \$18.2M
    - Local: \$2.5M
- Current allocation - \$2.2M
- Additional VRE funds needed - \$0.3M



# Source of Additional Funds

- Funding plan requires additional \$2.2M in VRE funds for third track (\$1.9M) and replacement railcars (\$0.3M)
- Funding options include:
  - Capital reserve funds from equipment sales not currently programmed: \$1.4M
  - Additional fare revenue received through February 2011: \$1.4M
  - Amount set aside in FY 2011 budget for unfunded match: \$1.2M

# Next Steps



- Recommend that the Operations Board and Commissions approve financial plans and options for allocation of additional VRE funding
- This approval will allow DRPT to include the state funding in their allocation plan
- Request Operations Board approval to issue a RFP for railcar purchase in May 2011
- Continue development of financing alternatives for remaining railcars with financial advisor
- Incorporate formal CIP changes as part of FY 2013 budget process



# Questions?





AGENDA ITEM #3

**TO:** Chairman Euille and NVTC Commissioners

**FROM:** Rick Taube and Scott Kalkwarf

**DATE:** April 28, 2011

**SUBJECT:** Transit Elements of Virginia's Draft Six-Year Improvement Program for FY 2012-17

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Several attachments are provided that summarize the proposed state transit assistance program for FY 2012:

- 1) Excerpts from the Six-Year Improvement Program
  - a. FY 12 Overall Rail and Public Transportation Program
  - b. FY 12 Public Transit Grants by Construction District
  - c. FY 12 Statewide Operating Assistance Grants
  - d. FY 12 Statewide Capital Assistance Grants
  - e. FY 12 Northern Virginia District Details
- 2) PowerPoint explanation of DRPT's FY 12 Program by Steve Pittard
- 3) Copy of SJR297 referred to in Mr. Pittard's PowerPoint (calls for a study by DRPT of performance, prioritization, stability and allocation, all of which could affect NVTC's state transit assistance).
- 4) Excerpt from PowerPoint presentation on VDOT's program, showing that the combined transportation program (highways and transit) grew by 33% by FY 2012-17 compared to FY 2011-16, while highway construction spending grew by 42% and transit by 9.5%. This presentation excludes highway maintenance, however.
- 5) Worksheets prepared by NVTC staff illustrating the relationship between NVTC's applications for state aid and the amounts provided in the draft FY 2012 program with comparisons to the previous year.



- 6) A copy of NVTC's testimony to the CTB to be delivered on May 4<sup>th</sup> by NVTC's Secretary-Treasurer Jeff McKay.

NVTC staff will review highlights of the attached material.

NVTC staff is working with DRPT staff to clarify several issues that may affect the funding to be included in the final version of the six-year improvement program presented to CTB for approval.

Based on the current draft, here are some of the key facts as reflected in the attached work papers:

- Total FY 12 DRPT program including federal funds: \$400.4 million (compares to \$392 million in FY 11 for a 2.1% increase)
- Northern Virginia would receive 73.6% of the statewide operating assistance funding in FY 12 and 80.4% of total transit assistance (including the \$50 million PRIIA funds for WMATA). Including rail grants, NOVA would receive 69.2% of the DRPT's statewide assistance.
- Comparable shares for NVTC (vs. NOVA) for FY 12 are 64.1%, 70.6% and 59.2%.
- Northern Virginia's transit systems carry about 75% of statewide transit ridership.
- NVTC's per capita transit ridership is 10 times greater than the rest of the commonwealth and its local level of effort to fund transit is more than 10 times greater than any other district.
- State statutes establish a target for state transit assistance of 95% of eligible costs. The statewide shortfall for FY 12 is \$227.5 million compared to \$199.4 million of assistance actually provided. For FY 11 the shortfall was \$218.0 million. For NVTC and VRE the shortfall amounts are \$145 million for FY 12 (versus \$140.3 million of assistance), compared to a FY 11 shortfall of \$137.9 million. This excludes the \$50 million of PRIIA funding for which there is no shortfall.
- DRPT is applying several different matching ratios to its various programs (50/54/80%).

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**Commonwealth Transportation Board  
FY 2012 Rail and Public Transportation Improvement Program**

**FY 2012 Estimated Revenues, Carryovers, and Adjustments**

**Mass Transit Trust Fund Estimated Revenues and Adjustments**

MTTF Estimated Revenue for Mass Transit Account:	129,755,609
TTF Estimated Interest for Mass Transit Account:	600,000
MTTF Deobligated Balances Used for Transit Operating Funding:	3,942,695
Adjustment for Prior Year Carryover:	1,671,557
Adjustment for DRPT Project Management (2.5%):	(3,284,330)
Adjustment for Indirect Charges and Basis Points:	(457,061)
	<u>132,228,470</u>

**Other State and Federal Estimated Revenues**

**State and Local Funds**

Recordation Tax for Transit Operating:	23,100,000
Adjustment for DRPT Project Management (2.5%):	(577,500)
Mass Transit Capital Fund (Bond Funds):	47,531,917
Transportation Capital Bonds / Federal Match:	50,000,000
Highway Maintenance and Operating Funds:	273,623
Transportation Efficiency Improvement Fund:	4,000,000
Transportation Efficiency Improvement Fund carried forward from prior FY:	19,664
Rail Enhancement Fund (Including Interest):	28,575,000
Adjustment for DRPT Project Management (2.5%):	(714,375)
Rail Enhancement Fund and Rail Bonds carried forward from prior FY:	19,234,528
Rail Enhancement Fund and Rail Bonds carried forward to future FY:	(1,033,876)
Rail Bond Funds:	17,900,000
Rail Preservation Fund (Including Interest):	3,090,000
Adjustment for DRPT Project Management (2.5%):	(77,250)
Rail Preservation Fund and Rail Bonds carried forward from prior FY:	1,730,514
Rail Preservation Fund carried forward to future FY:	(83,079)
	<u>192,969,166</u>

**Federal Funds**

Flexible STP Funds carried forward from prior FY:	9,687,383
Flexible STP Funds carried forward to future FY:	(363,319)
Flexible STP Funds for Transit (7%):	17,400,179
Equity Bonus Funds for Transit (13%):	10,364,683
Dulles Extension - IM Funds Converted to STP:	6,500,001
Federal Transit Act Section 5307 Program (Gov. Apport.) Appropriation (FY11):	10,999,578
Federal Transit Act Section 5311& RTAP Program Appropriation (FY11):	12,591,704
Federal Transit Act Section 5303 Program Appropriation (FY11):	2,125,374
Federal Transit Act Section 5304 Program Appropriation (FY11):	456,804
Federal Transit Act Section 5310 Program Appropriation (FY11):	2,992,765
Federal Transit Jobs Access and Reverse Commute (JARC) Urban Appropriation (FY11):	746,536
Federal Transit Jobs Access and Reverse Commute (JARC) Rural Appropriation (FY11):	820,982
Federal Transit New Freedom Urban Appropriation (FY11):	453,277
Federal Transit New Freedom Rural Appropriation (FY11):	558,377
Federal Transit Funds carried forward to future FY:	(156,623)
	<u>75,177,701</u>

**Total FY 2012 Estimated Revenues, Carryovers, and Adjustments**

400,375,337

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

	FY12	FY13	FY14	FY15	FY16	FY17	Total
<b>Mass Transit Trust Fund:</b>							
Oper Assistance Allocations Subprogram (73.5%):	96,985,525	91,508,343	94,727,355	100,077,413	103,678,195	106,120,361	593,097,192
Capital Assistance Subprogram (25.0%):	31,844,112	31,125,287	32,220,189	34,039,936	35,264,693	36,096,362	200,589,579
Special Projects Subprogram (1.5%):	1,898,833	1,867,517	1,933,211	2,042,396	2,115,882	2,165,722	12,023,561
Paratransit Assistance Program (From MTF):	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	9,000,000
<b>Total Mass Transit Trust Fund Allocation:</b>	<u>132,228,470</u>	<u>126,001,147</u>	<u>130,380,766</u>	<u>137,669,746</u>	<u>142,658,770</u>	<u>146,881,446</u>	<u>814,710,332</u>
Recordation Tax for Transit Operating:	22,522,500	22,522,500	22,522,500	22,522,500	22,522,500	22,522,500	135,135,000
Mass Transit Capital Fund (Bond Funds):	47,531,917	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000	347,531,917
Transportation Capital Bonds / Federal Match:	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	50,000,000	300,000,000
Dulles Extension - IM Funds Converted to STP:	6,500,001	-	-	-	-	-	6,500,001
State Match to FTA Section 5303 Program:	273,623	277,727	281,893	286,121	290,413	294,769	1,704,546
Transportation Efficiency Improvement Fund (TEIF):	4,019,664	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	24,019,664
Rail Enhancement Fund (Including Interest):	43,267,419	25,155,000	25,959,375	26,836,875	27,714,375	27,714,375	176,947,419
Rail Bond Funds:	17,900,000	19,400,000	12,900,000	12,900,000	7,900,000	6,400,000	77,400,000
Rail Enhancement Funds for Demo Passenger Rail:	2,793,858	-	-	-	-	-	2,793,858
Rail Preservation Fund (Including Interest):	4,660,185	3,012,750	3,012,750	3,012,750	3,012,750	3,012,750	19,723,935
Flexible STP Funds carried forward from prior FY:	9,324,064	-	-	-	-	-	9,324,064
Flexible STP Funds for Transit (7%):	17,400,179	15,427,759	15,712,917	16,003,346	16,299,143	16,600,408	97,443,752
Equity Bonus Funds for Transit (13%):	10,364,683	10,816,004	11,015,921	11,219,533	11,426,909	11,638,118	66,481,168
FTA State Administered Program Funds:	31,588,774	33,553,007	34,224,067	34,908,548	35,606,719	36,318,853	206,199,968
	<u>400,375,337</u>	<u>370,166,894</u>	<u>370,010,178</u>	<u>379,349,418</u>	<u>381,331,679</u>	<u>384,383,216</u>	<u>2,285,816,624</u>

## Public Transportation FY12 Grants By Construction District Summaries

Operating Funding*	Total Expenses	Total		Flexible		State Mass Transit Funds	Mass Transit Capital	Other State Funds	Local Funds
		Revenues	Federal Funds	STP/Equity Bonus	Bonus				
Bristol	5,725,558	230,488	2,722,795	-	-	917,018	-	40,000	1,815,257
Culpeper	12,624,257	1,308,465	4,215,952	-	-	1,960,064	-	52,908	5,086,868
Fredericksburg	6,548,386	540,165	2,316,801	-	-	930,953	-	-	2,760,467
Hampton Roads	101,053,429	18,889,289	31,943,372	-	-	14,729,044	-	3,321,976	32,169,749
Lynchburg	9,622,954	1,574,340	2,995,884	-	-	1,528,090	-	54,000	3,470,640
Northern Virginia	560,783,602	262,440,288	9,320,129	-	-	88,052,524	-	26,235,230	174,735,431
Richmond	47,206,562	19,911,883	6,999,453	-	-	8,678,175	-	333,000	11,284,051
Salem	16,488,667	3,207,724	5,672,203	-	-	2,391,502	-	-	5,217,238
Staunton	6,653,579	1,775,526	2,618,594	-	-	997,630	-	-	1,261,829
<b>Total:</b>	<b>766,706,994</b>	<b>309,878,168</b>	<b>68,805,183</b>	<b>0</b>	<b>0</b>	<b>120,185,001</b>	<b>0</b>	<b>30,037,114</b>	<b>237,801,628</b>

\* Includes MPO Planning Projects and Job Access and Reverse Commute (JARC) Operating Projects

Capital Projects	Total Expenses	Total		Flexible		State Mass Transit Funds	Mass Transit Capital	Other State Funds	Local Funds
		Revenues	Federal Funds	STP/Equity Bonus	Bonus				
Bristol	660,100	-	31,200.00	109,920	-	468,306	15,200	-	35,474
Culpeper	2,779,809	-	33,600	2,190,247	-	18,414	417,489	-	120,058
Fredericksburg	1,080,000	-	-	864,000	-	-	172,800	-	43,200
Hampton Roads	31,847,002	-	7,808,026	1,669,575	-	1,009,422	10,400,080	-	10,959,898
Lynchburg	9,854,376	-	-	7,883,501	-	1,041,927	67,120	-	861,829
Northern Virginia	317,296,223	-	129,164,870	20,221,976	-	29,871,133	85,399,387	-	52,638,857
Richmond	5,804,490	-	4,555,592	88,000	-	111,239	763,920	-	285,739
Salem	3,518,579	-	-	2,814,863	-	275,031	155,520	-	273,165
Staunton	2,011,225	-	-	1,608,980	-	122,442	140,400	-	139,403
<b>Total:</b>	<b>374,851,804</b>	<b>0</b>	<b>141,693,288</b>	<b>37,451,062</b>	<b>0</b>	<b>32,917,914</b>	<b>97,531,917</b>	<b>0</b>	<b>65,357,623</b>

Human Service Transportation Projects (6310, New Freedom, and Senior Transportation)	Total Expenses	Total		Flexible		State Mass Transit Funds	Mass Transit Capital	Other State Funds	Local Funds
		Revenues	Federal Funds	STP/Equity Bonus	Bonus				
Bristol	428,605	1,000	288,611	-	-	103,545	-	-	35,449
Culpeper	672,830	100	454,471	-	-	157,186	-	-	61,073
Fredericksburg	958,498	2,580	867,599	-	-	184,223	-	-	104,096
Hampton Roads	593,500	-	439,250	-	-	56,288	-	-	97,962
Lynchburg	378,531	300	268,739	-	-	47,017	-	-	62,475
Northern Virginia	388,160	-	289,690	-	-	65,047	-	-	33,423
Richmond	718,275	-	574,620	-	-	11,452	-	-	132,203
Salem	921,650	3,150	620,235	-	-	179,043	-	-	119,222
Staunton	797,263	1,300	519,788	-	-	181,047	-	-	95,128
<b>Total:</b>	<b>5,867,312</b>	<b>8,430</b>	<b>4,123,003</b>	<b>0</b>	<b>0</b>	<b>984,848</b>	<b>0</b>	<b>0</b>	<b>741,031</b>

TDM & TEIF Projects	Total Expenses	Total		Flexible		State TEIF Funds	Mass Transit Capital	Other State Funds	Local Funds
		Revenues	Federal Funds	STP/Equity Bonus	Bonus				
Bristol	-	-	-	-	-	-	-	-	-
Culpeper	319,500	-	-	-	-	255,600	-	-	63,900
Fredericksburg	578,754	-	-	-	-	463,003	-	-	115,751
Hampton Roads	-	-	-	-	-	-	-	-	-
Lynchburg	-	-	-	-	-	-	-	-	-
Northern Virginia	8,991,706	2,085,000	4,277,780	-	-	2,103,141	-	-	525,785
Richmond	790,000	-	-	-	-	782,000	-	-	8,000
Salem	253,750	1,350	-	-	-	201,920	-	-	50,480
Staunton	267,500	-	-	-	-	214,000	-	-	53,500
<b>Total:</b>	<b>11,201,210</b>	<b>2,086,350</b>	<b>4,277,780</b>	<b>0</b>	<b>0</b>	<b>4,019,664</b>	<b>0</b>	<b>0</b>	<b>817,416</b>

Special Projects	Total Expenses	Total		Flexible		State Mass Transit Funds	Mass Transit Capital	Other State Funds	Local Funds
		Revenues	Federal Funds	STP/Equity Bonus	Bonus				
Bristol	-	-	-	-	-	-	-	-	-
Culpeper	164,387	-	-	-	-	-	-	156,168	8,219
Fredericksburg	450,600	-	-	-	-	-	-	428,070	22,530
Hampton Roads	90,508	-	-	-	-	-	-	54,258	36,250
Lynchburg	-	-	-	-	-	-	-	-	-
Northern Virginia	64,739	-	-	-	-	-	-	61,502	3,237
Richmond	-	-	-	-	-	-	-	-	-
Salem	318,000	-	52,000	-	-	-	-	176,200	89,800
Staunton	-	-	-	-	-	-	-	-	-
<b>Total:</b>	<b>1,088,234</b>	<b>0</b>	<b>52,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>878,198</b>	<b>160,036</b>

All Projects	Total Expenses	Total		Flexible		State, Transit & TEIF Funds	Mass Transit Capital	Other State Funds	Local Funds
		Revenues	Federal Funds	STP/Equity Bonus	Bonus				
Bristol	6,814,283	231,488	3,042,606	109,920	-	1,488,869	15,200	40,000	1,886,180
Culpeper	16,560,783	1,308,565	4,704,023	2,190,247	-	2,391,264	417,489	209,076	5,340,119
Fredericksburg	9,616,238	542,745	2,984,400	864,000	-	1,578,179	172,800	428,070	3,046,044
Hampton Roads	133,584,439	18,889,289	40,190,648	1,669,575	-	15,794,754	10,400,080	3,376,234	43,263,859
Lynchburg	19,855,861	1,574,640	3,264,623	7,883,501	-	2,617,033	67,120	54,000	4,394,944
Northern Virginia	887,524,430	264,525,288	143,052,469	20,221,976	-	120,091,845	85,399,387	26,296,732	227,936,733
Richmond	54,519,327	19,911,883	12,129,665	88,000	-	9,582,866	763,920	333,000	11,709,993
Salem	21,500,646	3,212,224	6,344,438	2,814,863	-	3,047,496	155,520	176,200	5,749,905
Staunton	9,729,567	1,776,826	3,138,382	1,608,980	-	1,515,120	140,400	-	1,549,859
<b>Total:</b>	<b>1,169,705,664</b>	<b>311,972,948</b>	<b>218,851,264</b>	<b>37,451,062</b>	<b>0</b>	<b>168,107,427</b>	<b>97,531,917</b>	<b>30,913,312</b>	<b>304,877,635</b>

**FY12 Operating Assistance Grants**

			Statewide Share of Eligible Operating Expenses:					41.35%
			Total Operating Expense for Current Fiscal Year	Total Operating Revenue	Total Federal Operating Assistance	FY12 Operating Assistance Grant	State Aid from other sources	Local Operating Assistance & Funds
Statewide Totals:			\$ 781,082,357	\$ 309,751,370	\$ 65,442,149	\$ 119,508,025	\$ 30,037,114	\$ 236,343,699
#	District	Recipient	Total Operating Expense for Current Fiscal Year	Total Operating Revenue	Total Federal Operating Assistance	FY12 Operating Assistance Grant	State Aid from other sources	Local Operating Assistance & Funds
1	Bristol	AASC / Four County Transit	\$ 1,834,097	\$ 27,500	\$ 903,298	\$ 268,241	\$ 40,000	\$ 595,058
2		City of Bristol Virginia	\$ 580,000	\$ 29,000	\$ 205,087	\$ 93,611	\$ -	\$ 232,302
3		District Three Public Transit	\$ 1,638,177	\$ 120,000	\$ 783,088	\$ 276,947	\$ -	\$ 456,142
4	Culpeper	Mountain Empire Older Citizens, Inc.	\$ 1,443,700	\$ 45,988	\$ 698,856	\$ 240,296	\$ -	\$ 458,560
5		Town of Bluefield-Graham Transit	\$ 216,000	\$ 8,000	\$ 104,000	\$ 34,365	\$ -	\$ 69,635
6		Charlottesville Area Transit	\$ 5,303,067	\$ 720,000	\$ 1,521,405	\$ 892,785	\$ 52,908	\$ 2,115,969
7	Fredericksburg	Greene County Transit, Inc.	\$ 653,114	\$ 49,000	\$ 302,057	\$ 96,058	\$ -	\$ 205,999
8		JAUNT, Inc.	\$ 4,615,659	\$ 485,271	\$ 1,377,025	\$ 754,512	\$ -	\$ 2,018,851
9		Virginia Regional Transit - Culpeper CTB District	\$ 1,266,148	\$ 46,991	\$ 609,578	\$ 207,925	\$ -	\$ 401,654
10	Hampton Roads	Bay Aging - Middle Per/NNeck/Colonial Beach	\$ 2,124,500	\$ 145,000	\$ 989,750	\$ 343,821	\$ -	\$ 645,929
11		FRED - Caroline County	\$ 206,416	\$ -	\$ 103,208	\$ 31,278	\$ -	\$ 71,930
12		FRED - King George	\$ 315,649	\$ 12,765	\$ 151,442	\$ 40,662	\$ -	\$ 110,780
13	Lynchburg	Fredericksburg Regional Transit	\$ 3,813,978	\$ 382,400	\$ 1,002,126	\$ 506,408	\$ -	\$ 1,923,044
14		Hampton Roads Transit	\$ 92,571,416	\$ 18,141,789	\$ 28,556,932	\$ 13,552,030	\$ 1,697,881	\$ 30,622,785
15		STAR Transit	\$ 414,500	\$ 35,000	\$ 189,750	\$ 76,744	\$ -	\$ 113,006
16	Northern Virginia	Town of Chincoteague	\$ 75,400	\$ 6,500	\$ 34,450	\$ 12,246	\$ -	\$ 22,204
17		Williamsburg Area Transit Authority	\$ 7,328,084	\$ 706,000	\$ 2,831,019	\$ 1,021,820	\$ 1,624,095	\$ 1,345,350
18		Blackstone Area Bus / Piedmont Area Transit	\$ 163,447	\$ 5,300	\$ 79,074	\$ 23,811	\$ -	\$ 55,262
19	Richmond	Danville Transit System	\$ 1,350,950	\$ 279,000	\$ 521,883	\$ 198,151	\$ 29,000	\$ 322,916
20		Farmville Area Bus	\$ 599,244	\$ 12,900	\$ 293,172	\$ 97,028	\$ -	\$ 196,144
21		Greater Lynchburg Transit Company	\$ 7,049,104	\$ 1,228,220	\$ 1,843,403	\$ 1,145,814	\$ 25,000	\$ 2,806,667
22	Staunton	JAUNT Buckingham	\$ 115,747	\$ 38,400	\$ 38,674	\$ 20,803	\$ -	\$ 17,870
23		Lake Area Bus/Halifax Area Rural Transit	\$ 80,776	\$ 8,520	\$ 36,128	\$ 9,740	\$ -	\$ 26,388
24		Town of Altavista	\$ 88,000	\$ 2,000	\$ 43,000	\$ 15,174	\$ -	\$ 27,826
25	Salem	Loudoun County Office of Transportation Services	\$ 8,880,121	\$ 5,876,000	\$ -	\$ 1,393,718	\$ -	\$ 1,610,403
26		Northern Virginia Transportation Commission	\$ 1,195,410	\$ -	\$ -	\$ 183,321	\$ -	\$ 1,012,089
27		NVTC - WMATA	\$ 366,191,539	\$ 198,490,520	\$ 1,950,049	\$ 61,226,271	\$ 24,458,628	\$ 82,066,071
28	Staunton	NVTC - Arlington County	\$ 11,829,246	\$ 2,774,141	\$ -	\$ 1,597,792	\$ 640,224	\$ 6,817,089
29		NVTC - City of Alexandria	\$ 14,387,329	\$ 3,591,000	\$ -	\$ 2,303,863	\$ 798,000	\$ 7,694,466
30		NVTC - City of Fairfax	\$ 2,897,810	\$ 624,500	\$ -	\$ 476,893	\$ 1,000	\$ 1,795,417
31	Staunton	NVTC - Fairfax County	\$ 76,500,262	\$ 11,950,532	\$ -	\$ 9,405,628	\$ 162,778	\$ 54,981,324
32		NVTC - VRE	\$ 46,164,538	\$ 30,855,000	\$ 924,000	\$ 6,845,297	\$ 112,000	\$ 7,628,241
33		PRTC	\$ 26,616,200	\$ 10,270,800	\$ 3,215,832	\$ 3,899,371	\$ 62,800	\$ 9,167,797
34	Staunton	Virginia Regional Transit - Loudoun NoVA CTB Distri	\$ 3,880,304	\$ 115,000	\$ 1,882,652	\$ 629,145	\$ -	\$ 1,253,507
35		Bay Aging/New Kent/Charles City	\$ 354,122	\$ 12,000	\$ 171,061	\$ 64,368	\$ -	\$ 106,693
36		Blackstone Area Bus System/Town Of Blackstone	\$ 274,000	\$ 22,500	\$ 125,750	\$ 24,037	\$ -	\$ 101,713
37	Staunton	Blackstone Area Bus / Dinwiddie County	\$ 84,250	\$ 2,000	\$ 41,125	\$ 12,579	\$ -	\$ 28,546
38		Blackstone Area Bus / Town & County Transit	\$ 58,200	\$ 2,500	\$ 27,850	\$ 8,699	\$ -	\$ 19,151
39		Blackstone Area Bus- Brunswick Express	\$ 55,000	\$ 2,000	\$ 26,500	\$ 7,024	\$ -	\$ 19,476
40	Staunton	City of Petersburg	\$ 2,963,838	\$ 489,000	\$ 1,412,387	\$ 482,410	\$ -	\$ 600,041
41		Greater Richmond Transit Company	\$ 42,596,992	\$ 19,374,529	\$ 4,888,144	\$ 7,651,327	\$ 333,000	\$ 10,349,992
42		Lake Country Area Agency on Aging	\$ 73,238	\$ 7,354	\$ 32,942	\$ 8,715	\$ -	\$ 24,227
43	Staunton	Blacksburg Transit	\$ 5,069,287	\$ 950,284	\$ 1,543,029	\$ 799,704	\$ -	\$ 1,776,270
44		City of Radford	\$ 972,590	\$ 30,158	\$ 471,216	\$ 167,703	\$ -	\$ 303,513
45		Greater Roanoke Transit Company	\$ 8,891,332	\$ 2,149,482	\$ 2,846,921	\$ 1,294,405	\$ -	\$ 2,600,524
46	Staunton	NRV Senior Services/Pulaski Area Transit	\$ 390,183	\$ 55,000	\$ 167,592	\$ 48,656	\$ -	\$ 118,935
47		RADAR / Roanoke	\$ 453,500	\$ 16,200	\$ 218,650	\$ 56,966	\$ -	\$ 161,684
48		City of Harrisonburg Dept. of Public Transportation	\$ 3,292,330	\$ 1,638,000	\$ 953,025	\$ 472,729	\$ -	\$ 230,576
49	Staunton	City of Winchester	\$ 886,660	\$ 90,500	\$ 400,080	\$ 127,797	\$ -	\$ 268,283
50		RADAR / Covington & Clifton Forge	\$ 229,391	\$ 7,500	\$ 110,946	\$ 33,723	\$ -	\$ 77,222
51		County of Rockbridge	\$ 238,800	\$ 5,000	\$ 116,800	\$ 41,142	\$ -	\$ 75,658
52	Staunton	Virginia Regional Transit - Staunton CTB District	\$ 1,830,912	\$ 36,526	\$ 897,193	\$ 304,672	\$ -	\$ 592,521

# FY12 Capital Assistance Grants - Summary Report

<b>All State Share of Non-federal Capital Expenses:</b>				
Carry-over from Prior Years or Other Programs:	\$ 27,764,862	\$ 31,844,112	\$ 515,152	\$ 97,531,917
FY12 Revenues:	\$ 9,687,383	\$ 687,332	\$ -	\$ -
Total Funds Available:	\$ 37,452,245	\$ 32,531,444	\$ 515,152	\$ 97,531,917
Unobligated Balance:	\$ 1,183	\$ 126,245	\$ 2,437	\$ -
Total Funds Obligated:	\$ 37,451,062	\$ 32,405,199	\$ 512,715	\$ 97,531,917

Carry-over from Prior Years or Other Programs:	\$ 27,764,862	\$ 31,844,112	\$ 515,152	\$ 97,531,917
FY12 Revenues:	\$ 9,687,383	\$ 687,332	\$ -	\$ -
Total Funds Available:	\$ 37,452,245	\$ 32,531,444	\$ 515,152	\$ 97,531,917
Unobligated Balance:	\$ 1,183	\$ 126,245	\$ 2,437	\$ -
Total Funds Obligated:	\$ 37,451,062	\$ 32,405,199	\$ 512,715	\$ 97,531,917

District	Recipient	Total Cost	Federal Funds	Flexible STP & Equity Bonus	State MTRF Capital	State MTF Paratransit	Bonds	Local Funds Required
Bristol	AASC / Four County Transit	\$ 118,000	\$ 31,200	\$ 63,200	\$ 6,532	\$ -	\$ -	\$ 8,828
	District Three Public Transit	\$ 242,400	\$ -	\$ 1,920	\$ 259	\$ 228,000	\$ -	\$ 12,221
	Mountain Empire Older Citizens, Inc.	\$ 243,700	\$ -	\$ -	\$ -	\$ 231,515	\$ -	\$ 12,185
Culpeper	Town of Bluefield-Graham Transit	\$ 56,000	\$ -	\$ 44,800	\$ -	\$ -	\$ 8,960	\$ 2,240
	Charlotteville Transit Service	\$ 1,642,460	\$ -	\$ 1,313,968	\$ -	\$ -	\$ 262,784	\$ 65,688
	Greene County Transit, Inc.	\$ 134,349	\$ -	\$ 107,479	\$ -	\$ -	\$ 21,496	\$ 5,374
Culpeper	JALUNT, Inc.	\$ 573,000	\$ 33,600	\$ 424,800	\$ 13,284	\$ -	\$ 72,000	\$ 28,316
	Virginia Regional Transit - Culpeper CTB District	\$ 430,000	\$ -	\$ 344,000	\$ 5,130	\$ -	\$ 61,200	\$ 19,670
Frederick	Bay Aging - Middle Perri/Neck/Colonial Beach	\$ 480,000	\$ -	\$ 384,000	\$ -	\$ -	\$ 76,800	\$ 19,200
	Fredericksburg Regional Transit	\$ 600,000	\$ -	\$ 480,000	\$ -	\$ -	\$ 96,000	\$ 24,000
Hampton Roads	Hampton Roads Transit	\$ 30,795,002	\$ 7,808,026	\$ 827,975	\$ 953,586	\$ -	\$ 10,314,480	\$ 10,890,934
	STAR Transit	\$ 253,000	\$ -	\$ 202,400	\$ 20,304	\$ -	\$ 10,400	\$ 19,896
Hampton Roads	Town of Chincoteague	\$ 320,000	\$ -	\$ 256,000	\$ -	\$ -	\$ 51,200	\$ 12,800
	Williamsburg Area Transit Authority	\$ 479,000	\$ -	\$ 383,200	\$ 35,532	\$ -	\$ 24,000	\$ 36,268
Lynchburg	Danville Transit System	\$ 793,310	\$ -	\$ 634,648	\$ 49,487	\$ -	\$ 53,600	\$ 55,565
	Farmville Area Bus	\$ 773,375	\$ -	\$ 618,700	\$ 53,285	\$ 53,200	\$ -	\$ 48,191
Lynchburg	Greater Lynchburg Transit Company	\$ 8,271,691	\$ -	\$ 6,617,353	\$ 884,217	\$ -	\$ 13,520	\$ 756,602
	Town of Altavista	\$ 16,000	\$ -	\$ 12,800	\$ 1,728	\$ -	\$ -	\$ 1,472
Northern Virginia	Alexandria Transit	\$ 173,000	\$ -	\$ 138,400	\$ 18,684	\$ -	\$ -	\$ 15,916
	Loudoun County Office of Transportation Services	\$ 12,335,140	\$ -	\$ -	\$ 234,149	\$ -	\$ 5,950,765	\$ 6,150,226
Northern Virginia	Northern Virginia Transportation Commission	\$ 198,610,896	\$ 99,348,335	\$ -	\$ 25,041,466	\$ -	\$ 50,830,099	\$ 22,390,998
	NVTC - Arlington County	\$ 4,240,000	\$ -	\$ -	\$ -	\$ -	\$ 2,120,000	\$ 2,120,000
Northern Virginia	NVTC - City of Alexandria	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
	NVTC - City of Fairfax	\$ 73,750	\$ -	\$ -	\$ -	\$ -	\$ 36,875	\$ 36,875
Northern Virginia	NVTC - Fairfax County	\$ 32,200,000	\$ -	\$ -	\$ -	\$ -	\$ 16,100,000	\$ 16,100,000
	NVTC - VRE	\$ 63,390,000	\$ 26,960,000	\$ 18,552,000	\$ 2,968,120	\$ -	\$ 9,920,000	\$ 4,999,880
Richmond	PRTC	\$ 3,493,437	\$ 1,428,535	\$ 1,135,576	\$ 453,474	\$ -	\$ 71,648	\$ 404,204
	Virginia Regional Transit - Loudoun NOVA CTB Distri	\$ 2,280,000	\$ 1,428,000	\$ 396,000	\$ 165,240	\$ -	\$ 120,000	\$ 170,760
Richmond	Bay Aging/New Kent/Charles City	\$ 60,000	\$ -	\$ 48,000	\$ -	\$ -	\$ 9,600	\$ 2,400
	Blackstone Area Bus	\$ 50,000	\$ -	\$ 40,000	\$ 5,400	\$ -	\$ -	\$ 4,600
Richmond	City of Petersburg	\$ 864,590	\$ 691,672	\$ -	\$ 18,984	\$ -	\$ 110,240	\$ 43,714
	Greater Richmond Transit Company	\$ 4,829,900	\$ 3,863,920	\$ -	\$ 86,875	\$ -	\$ 644,080	\$ 235,025
Salem	Blackstone Transit	\$ 2,759,563	\$ -	\$ 2,207,650	\$ 198,889	\$ -	\$ 146,880	\$ 206,144
	Greater Roanoke Transit Company	\$ 705,016	\$ -	\$ 584,013	\$ 76,142	\$ -	\$ -	\$ 64,861
Staunton	Pulaski Area Transit	\$ 54,000	\$ -	\$ 43,200	\$ -	\$ -	\$ 8,640	\$ 2,160
	City of Harrisonburg Dept. of Public Transportation	\$ 1,118,725	\$ -	\$ 894,980	\$ 120,822	\$ -	\$ -	\$ 102,923
Staunton	City of Winchester	\$ 495,000	\$ -	\$ 396,000	\$ -	\$ -	\$ 79,200	\$ 19,800
	Virginia Regional Transit - Staunton CTB District	\$ 397,500	\$ -	\$ 318,000	\$ 1,620	\$ -	\$ 61,200	\$ 16,680

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Northern Virginia District - FY12

**Alexandria Transit Company**

**Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Install AVL Terminals on BRAC Buses	173,000	18,684	138,400	Flexible STP
Total Expense	173,000			
Total Federal Funds		138,400		
Total State Funds		18,684		
Local Assistance	15,916			

**Arlington County**

**Transportation Demand Management Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
Arlington County Commuter Services ACCS	7,160,000	
Revenues	2,085,000	
Federal Funds	4,200,000	Other Federal Source
State Funds	700,000	
Local Assistance	175,000	

**City of Alexandria Office of Transit Services and Programs**

**Transportation Demand Management Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
City of Alexandria/Local Motion	330,080	
Revenues	0	
Federal Funds	77,780	CMAQ
State Funds	201,840	
Local Assistance	50,460	

**Dulles Area Transportation Association**

**Transportation Demand Management Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
DATA's TDM and Commuter Assistance Program	117,322	
Revenues	0	
Federal Funds	0	
State Funds	93,858	
Local Assistance	23,464	

**Transportation Management Project**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
Live More – Commute Less Program	69,256	
Regional Rotating Rideshare Coordinator Program	51,758	
Revenues	0	
Federal Funds	0	
State Funds	96,811	
Local Assistance	24,203	

**ECHO, Inc.**

**FTA5310 Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
19 Pass. body on chassis w/ wheelchair lift	50,000	0	40,000	FTA 5310 / 2012
Total Expense	50,000			
Total Federal Funds			40,000	
Total State Funds		0		
Local Assistance	10,000			

## Fairfax County

### Transportation Demand Management Program

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Fairfax County Transportation Services Group</i>	700,000	
Revenues	0	
Federal Funds	0	
State Funds	560,000	
Local Assistance	140,000	

## Loudoun County Office of Transportation Services

### Operating Budget

<u>Expenses</u>	<u>Amount</u>	
Operating Expenses	8,880,121	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	5,876,000	Fares and Other
State Funds	1,393,718	Operating Assistance
Local Funds	1,610,403	Local General Funds
Total	8,880,121	

### Capital Budget

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Lease Buses	433,610	234,149	0	N/A
Purchase Expansion Bus 40-ft	1,571,598	785,799	0	N/A
Purchase Fare Collection Equipment (Fareboxes)	45,000	22,500	0	N/A
Purchase of Bike Racks, ITS or Misc. Equipment	9,000	4,500	0	N/A
Construction Bus Admin/Maint Facility	9,875,932	4,937,966	0	N/A
Bus Stop Announcement System	400,000	200,000	0	N/A
Total Expense	12,335,140			
Total Federal Funds	0			
Total State Funds	6,184,914			
Local Assistance	6,150,226			

### Transportation Demand Management Program

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Loudoun County Commuter Services</i>	343,290	
Revenues	0	
Federal Funds	0	
State Funds	274,632	
Local Assistance	68,658	

## Northern Virginia Transportation Commission

### Operating Budget

<u>Expenses</u>	<u>Amount</u>	
Operating Expenses - NVTC	1,195,410	
Operating Expenses - WMATA	366,191,539	
	367,386,949	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	196,490,520	Fares and Other
Federal Funds	1,950,049	FTA Section 5307
State Funds	183,321	Operating Assistance
State Funds	61,226,271	Operating Assistance
State Funds	24,458,628	Other State
Local Funds	83,078,160	Local General Funds
Total	367,386,949	

## Northern Virginia Transportation Commission (cont'd)

### Capital Budget

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
WMATA - Credit Facility	1,397,000	754,380	0	N/A
WMATA Capital - Other Assets	64,128,882	15,044,618	36,268,478	Other Federal Source / 2011
WMATA Capital - Replacement Rolling Stock	14,117,481	830,099	13,079,857	Other Federal Source / 2011
WMATA Debt Service	7,410,462	4,001,649	0	N/A
Metro Matters Program	52,945	28,590	0	N/A
** PRIIA Funding for WMATA	100,000,000	50,000,000	50,000,000	Other Federal Source / 2011
Metro Matters - Jurisdiction Debt Service	10,679,126	5,766,728	0	N/A
WMATA Project Development	825,000	445,500	0	N/A
<b>Total Expense</b>	<b>198,610,896</b>			
<b>Total Federal Funds</b>	<b>99,348,335</b>			
<b>Total State Funds</b>	<b>76,871,566</b>			
<b>Local Assistance</b>	<b>22,390,996</b>			

\*\* contracted directly with WMATA

## NVTC - Arlington County

### Operating Budget

<u>Expenses</u>	<u>Amount</u>	
Operating Expenses	11,829,246	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	2,774,141	Fares and Other
State Funds	1,597,792	Operating Assistance
State Funds	640,224	Other State
Local Funds	6,817,089	Local General Funds
<b>Total</b>	<b>11,829,246</b>	

### Capital Budget

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Purchase Expansion Bus < 30-ft	990,000	495,000	0	N/A
Rehabilitation of Bus Shelters	150,000	75,000	0	N/A
Transit ITS Program	100,000	50,000	0	N/A
Construction of Streetcar - Columbia Pike	3,000,000	1,500,000	0	N/A
<b>Total Expense</b>	<b>4,240,000</b>			
<b>Total Federal Funds</b>	<b>0</b>			
<b>Total State Funds</b>	<b>2,120,000</b>			
<b>Local Assistance</b>	<b>2,120,000</b>			

## NVTC - City of Alexandria

### Operating Budget

<u>Expenses</u>	<u>Amount</u>	
Operating Expenses	14,387,329	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	3,591,000	Fares and Other
State Funds	2,303,863	Operating Assistance
State Funds	798,000	Other State
Local Funds	7,694,466	Local General Funds
<b>Total</b>	<b>14,387,329</b>	

### Capital Budget

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Environmental Review - Route 1 Streetcar	500,000	250,000	0	N/A
<b>Total Expense</b>	<b>500,000</b>			
<b>Total Federal Funds</b>	<b>0</b>			
<b>Total State Funds</b>	<b>250,000</b>			
<b>Local Assistance</b>	<b>250,000</b>			

**NVTC - City of Fairfax****Operating Budget**

<u>Expenses</u>	<u>Amount</u>
Operating Expenses	2,897,810

<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	624,500	Fares and Other
State Funds	476,893	Operating Assistance
State Funds	1,000	Other State
Local Funds	1,795,417	Local General Funds
<b>Total</b>	<b>2,897,810</b>	

**Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Purchase Radios	33,750	16,875	0	N/A
Purchase Shop Equipment	40,000	20,000	0	N/A
<b>Total Expense</b>	<b>73,750</b>			
<b>Total Federal Funds</b>	<b>0</b>			
<b>Total State Funds</b>	<b>36,875</b>			
<b>Local Assistance</b>	<b>36,875</b>			

**NVTC - Fairfax County****Operating Budget**

<u>Expenses</u>	<u>Amount</u>
Operating Expenses	76,500,262

<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	11,950,532	Fares and Other
State Funds	9,405,628	Operating Assistance
State Funds	162,778	Other State
Local Funds	54,981,324	Local General Funds
<b>Total</b>	<b>76,500,262</b>	

**Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
ADP Software	450,000	225,000	0	N/A
Bus Construction Maint Facility-West Ox Parking	1,500,000	750,000	0	N/A
Bus Construction Maint Facility-West Ox Storage	2,500,000	1,250,000	0	N/A
Bus Engineering & Design of Maint Facility-West Ox Phase II	1,500,000	750,000	0	N/A
Bus Engineering & Design of Maint Facility-Reston/Herndon Ph	200,000	100,000	0	N/A
Construction of Rail Related Facilities-Reston Towne Center	300,000	150,000	0	N/A
Purchase Expansion Bus 40-ft	10,000,000	5,000,000	0	N/A
Purchase Replacement Bus 40-ft	12,000,000	6,000,000	0	N/A
Purchase Spare Parts, ACM Items	450,000	225,000	0	N/A
Purchase Support Vehicles	50,000	25,000	0	N/A
Engineering and Design of Rail Related Facilities-Stringfellow R	1,050,000	525,000	0	N/A
Purchase Passenger Shelters (Bus Shelters)	1,000,000	500,000	0	N/A
Purchase Shop Equipment	700,000	350,000	0	N/A
Purchase Surveillance / Security Equipment	200,000	100,000	0	N/A
Bus 3rd Party Project Management-Bus Line Inspections	300,000	150,000	0	N/A
<b>Total Expense</b>	<b>32,200,000</b>			
<b>Total Federal Funds</b>	<b>0</b>			
<b>Total State Funds</b>	<b>16,100,000</b>			
<b>Local Assistance</b>	<b>16,100,000</b>			

**NVTC - VRE****Operating Budget**

<u>Expenses</u>	<u>Amount</u>
Operating Expenses	46,164,538

<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	30,655,000	Fares and Other
Federal Funds	924,000	FTA Section 5307
State Funds	6,845,297	Operating Assistance
State Funds	112,000	Other State
Local Funds	7,628,241	Local General Funds
<b>Total</b>	<b>46,164,538</b>	

**NVTC - VRE (cont'd)****Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Engineering and Design of Rail Related Facilities- Midday Stora	1,000,000	108,000	800,000	FTA 5307 / 2011
Purchase Replacement Rail Cars	19,200,000	3,072,000	15,360,000	FTA 5307 / 2011
Purchase Replacement Rail Cars	16,800,000	6,848,000	8,240,000	Flexible STP
Track Lease Payments	12,890,000	1,392,120	10,312,000	Flexible STP
Debt Service for Rail Projects-60 Sumitomo	4,700,000	507,600	3,760,000	FTA 5307 / 2011
Debt Service for Rail Projects-Refunding Bonds	6,900,000	745,200	5,520,000	FTA 5309 / 2011
Construction of Rail Related Facilities-L'Enfant	1,900,000	205,200	1,520,000	FTA 5307 / 2011
Total Expense	63,390,000			
Total Federal Funds	45,512,000			
Total State Funds	12,878,120			
Local Assistance	4,999,880			

**Prince William Area Agency on Aging****New Freedom Assistance Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Transportation Options Orientation</i>	168,700	
Federal Funds	134,960	Federal Mobility Management
State Funds	32,053	State Paratransit
Local Assistance	1,687	

**PRTC****Operating Budget**

<u>Expenses</u>	<u>Amount</u>	
Operating Expenses	26,616,200	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	10,270,600	Fares and Other
Federal Funds	3,215,832	FTA Section 5307 and CMAQ
State Funds	3,899,371	Operating Assistance
State Funds	62,600	Other State
Local Funds	9,167,797	Local General Funds
Total	26,616,200	

**Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Purchase Expansion Bus Commuter/Suburban	1,712,919	184,995	1,370,335	FTA 5309 / 2011
Rehabilitate/Rebuild Buses	197,800	31,648	158,240	Flexible STP
Debt Service for Rail Projects-Manassas VRE	225,421	121,727	0	N/A
Lease of Rail Related Facilities-3 VRE Commuter Lots	62,377	33,684	0	N/A
Debt Service for Rail Projects-Manassas Bonds	500	270	0	N/A
ADP Hardware	95,045	10,265	76,036	Flexible STP
ADP Software	65,500	7,074	52,400	Flexible STP
Bus Rehab/Renovation of Admin/Maint Facility	250,000	40,000	200,000	Flexible STP
Bus Shelters	81,125	8,762	64,900	Flexible STP
CAD/AVL/Smart Bus Enhancements	730,000	78,840	584,000	Flexible STP
Engineering and Design of Bus Shelters	36,375	3,929	29,100	FTA 5307 / 2011
Purchase Surveillance / Security Equipment	36,375	3,929	29,100	FTA 5307 / 2011
Total Expense	3,493,437			
Total Federal Funds	2,564,111			
Total State Funds	525,122			
Local Assistance	404,204			

**State Training & Intern Assistance Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Internship</i>	40,500	
Revenues	0	
Federal Funds	0	
State Funds	38,475	
Local Assistance	2,025	

**PRTC (cont'd)****Transportation Demand Management Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>PRTC Commuter Assistance Program</i>	150,000	
Revenues	0	
Federal Funds	0	
State Funds	120,000	
Local Assistance	30,000	

**Transportation Management Project**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Youth Outreach Phase IV</i>	70,000	
Revenues	0	
Federal Funds	0	
State Funds	56,000	
Local Assistance	14,000	

**The Arc of Greater Prince William****FTA5310 Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
15 Pass. body on chassis w/ wheelchair lift	100,000	0	80,000	FTA 5310 / 2012
Total Expense	100,000			
Total Federal Funds	80,000			
Total State Funds	0			
Local Assistance	20,000			

**Virginia Regional Transit - Loudoun NoVA CTB District****Operating Budget**

<u>Expenses</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Expenses	3,880,304	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	115,000	Fares and Other
Federal Funds	1,882,652	FTA Section 5311
State Funds	629,145	Operating Assistance
Local Funds	1,253,507	Local General Funds
Total	3,880,304	

**Capital Budget**

<u>Capital Items</u>	<u>Cost</u>	<u>State Funds</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Bus Construction Maint Facility-Gateway Blding	1,000,000	108,000	800,000	FTA 5311 / 2012
Purchase Replacement Bus < 30-ft	750,000	120,000	600,000	FTA 5311 / 2012
Purchase Support Vehicles	35,000	3,780	28,000	FTA 5311 / 2012
Purchase Spare Parts, ACM Items	125,000	13,500	100,000	Flexible STP
Purchase Fare Collection Equipment (Fareboxes)	65,000	7,020	52,000	Flexible STP
Purchase ADP Software	100,000	10,800	80,000	Flexible STP
Purchase Route Signage (Bus Stop Signs)	100,000	10,800	80,000	Flexible STP
Purchase Passenger Shelters (Bus Shelters)	30,000	3,240	24,000	Flexible STP
ITS Planning and Systems Engineering	75,000	8,100	60,000	Flexible STP
Total Expense	2,280,000			
Total Federal Funds	1,824,000			
Total State Funds	285,240			
Local Assistance	170,760			

**JARC Assistance Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Route 7 Corridor Service i.e. 7 on 7 to 7 Service, &amp; WFC (West)</i>	1,328,600	
Revenues	92,995	
Federal Funds	617,803	
Local Assistance	617,802	

**Virginia Regional Transit - Loudoun NoVA CTB District (cont'd)**

**New Freedom Assistance Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Chincoteague Reaching for the Star Connection</i>	69,460	
Federal Funds	34,730	Federal Operating
State Funds	32,994	State Paratransit
Local Assistance	1,736	

**State Training & Intern Assistance Program**

<u>Budget Items</u>	<u>Amount</u>	<u>Fund Source</u>
<i>Internship</i>	24,239	
Revenues	0	
Federal Funds	0	
State Funds	23,027	
Local Assistance	1,212	

Districts	Project Description	Applicant	Estimated Cost	Previous Allocations	FY12	FY13	FY14	FY15	FY16	FY17	Total Programmed	
<b>ROUTE 660 CORRIDOR</b>												
<b>Heartland Corridor</b>												
Salem	Roanoke Intermodal Facility Supplemental	Norfolk Southern Railway	\$ 13,100,000									
	State Rail Enhancement Funds		\$ -	\$ 7,752,000	\$ 1,418,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,170,000	
	Public or Private Matching Funds		\$ -	\$ 3,322,288	\$ 907,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,930,000	
	Total		\$ -	\$ 11,074,288	\$ 2,025,714	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,100,000	
Salem	Roanoke Intermodal Facility Cove Hollow Road Relocation Contingency	Norfolk Southern Railway	\$ 5,000,000									
	State Rail Enhancement Funds		\$ -	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	
	Public or Private Matching Funds		\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	
	Total		\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	
Salem	Heartland Corridor Roanoke Intermodal Facility	Norfolk Southern Railway	\$ 18,000,000									
	State Rail Enhancement Funds		\$ -	\$ -	\$ 12,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,600,000	
	Public or Private Matching Funds		\$ -	\$ -	\$ 5,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400,000	
	Total		\$ -	\$ -	\$ 18,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000,000	
<b>Richmond - Hampton Roads Passenger Rail Infrastructure</b>												
Richmond, Hampton Roads	Petersburg to Norfolk Infrastructure Improvements	National Railroad Passenger Corporation Norfolk Southern Railway CSX	\$ 100,200,000									
	State Rail Enhancement Funds		\$ 13,782,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,200,000	
	Public or Private Matching Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total		\$ 13,782,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,200,000	
Richmond, Hampton Roads	Appomattox Bridge PE/NEPA	CSX	\$ 1,500,000									
	Federal Funds		\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	
	State Rail Enhancement Funds		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Public or Private Matching Funds		\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	
	Total		\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000	
<b>I-95 Corridor</b>												
Fredericksburg	VRE Third Track Spotsylvania Extension	VRE/NVTC	\$ 20,332,360									
	Federal Funds		\$ -	\$ 4,720,000	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,920,000	
	State Rail Enhancement Funds		\$ -	\$ 5,178,086	\$ 3,510,566	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,688,652	
	Public or Private Matching Funds		\$ -	\$ 2,218,180	\$ 1,504,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,723,708	
	Total		\$ -	\$ 12,117,266	\$ 8,215,094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,332,360	
Richmond, Fredericksburg, Northern Virginia	I-95 Corridor MAS 90 PE	DRPT	\$ 27,305,000									
	Federal Funds		\$ -	\$ 6,553,200	\$ 6,553,200	\$ 4,366,800	\$ 4,366,800	\$ -	\$ -	\$ -	\$ 21,844,000	
	State Rail Enhancement Funds		\$ -	\$ 1,148,810	\$ 1,146,810	\$ 784,540	\$ 784,540	\$ -	\$ -	\$ -	\$ 3,822,700	
	Public or Private Matching Funds		\$ -	\$ 481,490	\$ 481,490	\$ 327,660	\$ 327,660	\$ -	\$ -	\$ -	\$ 1,638,300	
	Total		\$ -	\$ 8,181,500	\$ 8,181,500	\$ 5,461,000	\$ 5,461,000	\$ -	\$ -	\$ -	\$ 27,305,000	
Richmond, Fredericksburg, Northern Virginia	I-95 Corridor MAS 90 Tier II EIS**	DRPT	\$ 28,080,000									
	Federal Funds		\$ -	\$ 3,369,600	\$ 3,369,600	\$ 2,808,000	\$ 2,808,000	\$ 2,808,000	\$ 2,808,000	\$ 2,808,000	\$ 17,871,200	
	State Rail Enhancement Funds		\$ -	\$ 589,680	\$ 589,680	\$ 481,400	\$ 481,400	\$ 481,400	\$ 481,400	\$ 481,400	\$ 3,144,960	
	Public or Private Matching Funds		\$ -	\$ 252,720	\$ 252,720	\$ 210,600	\$ 210,600	\$ 210,600	\$ 210,600	\$ 210,600	\$ 1,347,640	
	Total		\$ -	\$ 4,212,000	\$ 4,212,000	\$ 3,510,000	\$ 3,510,000	\$ 3,510,000	\$ 3,510,000	\$ 3,510,000	\$ 22,464,000	

\*\* Funding extends to FY 2019

## Intercity Passenger Rail Operating Program

Districts	Project Description	Applicant	Previous Allocations	FY12	FY13	FY14	FY15	FY16	FY17	Total
<b>Operating Cost for Intercity Passenger Rail</b>		National Railroad Passenger Corporation	\$ 119,208,258							
Nova, Culpeper, Lynchburg	Lynchburg Train Subsidy	Costs	\$ 616,184	-	-	3,900,000	4,000,000	4,200,000	4,300,000	\$ 17,016,184
Nova, Fredericksburg, Richmond	Richmond Train Subsidy	Costs	\$ 86,655	\$ 2,643,858	\$ 2,678,228	\$ 2,900,000	\$ 3,100,000	\$ 3,400,000	\$ 3,500,000	\$ 18,308,741
Richmond, Hampton Roads	Norfolk Train Subsidy	Costs	-	\$ 333,333	\$ 4,000,000	\$ 4,000,000	\$ 4,100,000	\$ 8,500,000	\$ 13,100,000	\$ 34,033,333
Nova, Fredericksburg, Richmond, Hampton Roads	PRRIA Requirements <sup>1</sup>	Costs	-	-	-	\$ 8,600,000	\$ 13,300,000	\$ 13,700,000	\$ 14,100,000	\$ 49,700,000
<b>I-81 Corridor Intercity Passenger Rail</b>										
Salem, Lynchburg	Roanoke - Lynchburg Bus Bridge	Greater Roanoke Transit Company	\$ 150,000	-	-	-	-	-	-	-
		State Rail Enhancement Funds <sup>2</sup>	-	\$ 150,000	-	-	-	-	-	-

<b>Total Operating Cost for Passenger Rail</b>	<b>\$ 702,839</b>
State Rail Enhancement Operating Funds <sup>3</sup>	-
State Rail Enhancement Funds	-
State TTF Funds	702,839
Intercity Passenger Rail Operating and Capital Fund <sup>4</sup>	-
<b>Total</b>	<b>\$ 702,839</b>

<b>Total Operating Cost for Passenger Rail</b>	<b>\$ 702,839</b>
State Rail Enhancement Operating Funds <sup>3</sup>	-
State Rail Enhancement Funds	-
State TTF Funds	702,839
Intercity Passenger Rail Operating and Capital Fund <sup>4</sup>	-
<b>Total</b>	<b>\$ 702,839</b>

<sup>1</sup> PRRIA Public Law No. 110-432, Division B, section 209, enacted Oct. 16, 2008

<sup>2</sup> This project was approved during the FY2011 General Assembly session, Item 448.E.2.

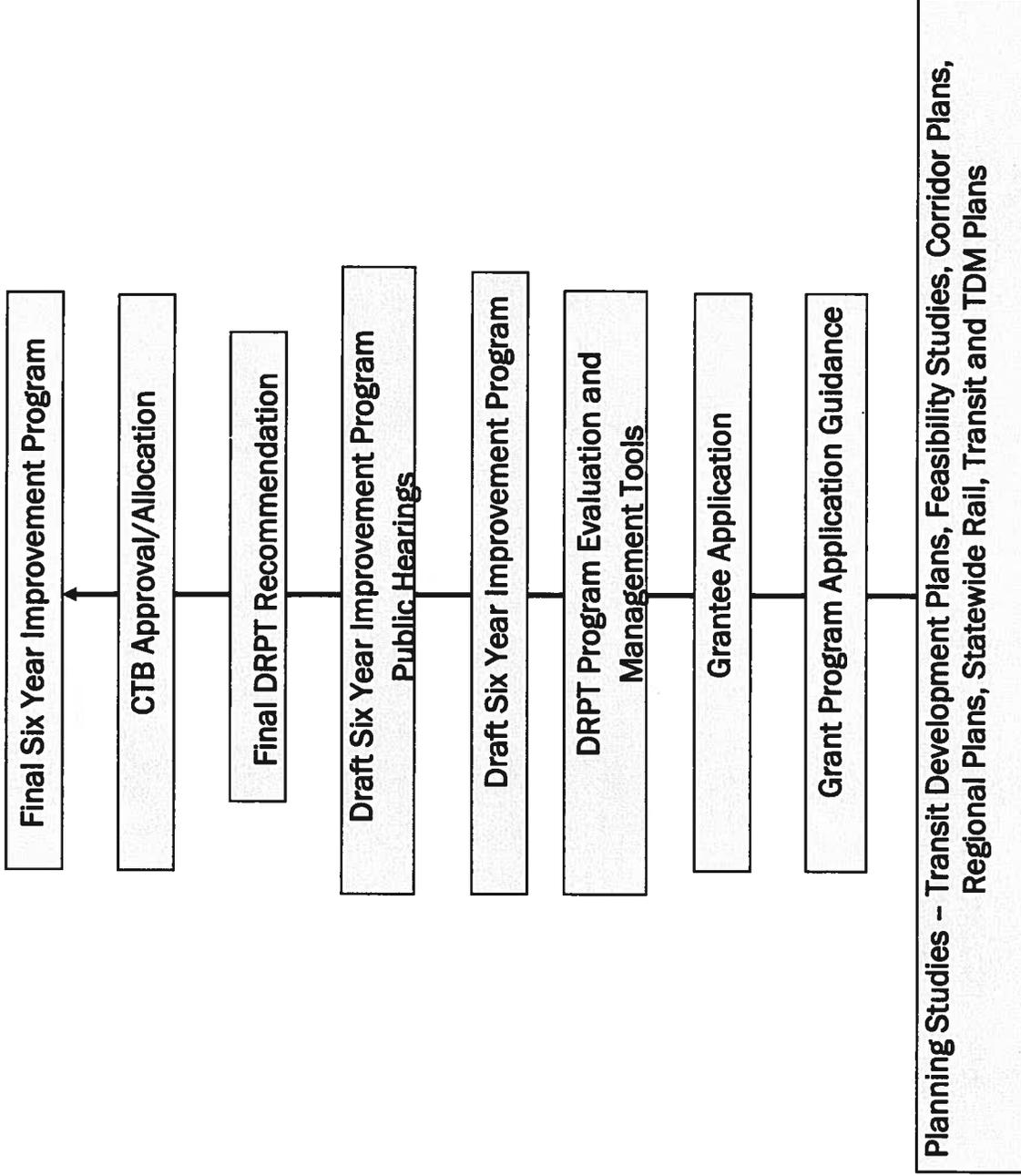
<sup>3</sup> \$6,000,000 of funding for passenger rail operations with REF was approved during the FY2010 General Assembly session, Item 448.D.

<sup>4</sup> Allocation pursuant to § 33.1-23.1.B. Allocation of funds among highway systems.

**DRPT**  
**Draft Six-Year Improvement**  
**Program**  
**FY 2012 - 2017**

**Steve Pittard, Chief Financial Officer**  
**April 20, 2011**

# Six Year Improvement Program



April 2011

# Four Year Comparison of Six Year Program

\$ in millions

	Revised FY 09 - 14	Revised FY 10 - 15	Revised FY 11 - 16	Revised FY 12 - 17
Public Transit	\$1,833	\$1,790	\$1,889	\$2,002
Rail	260	243	226	277
Dulles Metrorail	822	46	28	7
<b>Total</b>	<b>\$2,915</b>	<b>\$2,079</b>	<b>\$2,143</b>	<b>\$2,286</b>

## Variance Explanation

- Mass Transit Trust Fund and Rail Enhancement Fund revenues
  - Up 17% year over year & 11% for the six year period
- Recordation Tax revenues up 3.5%
- Other sources flat (federal, bonds)

# Overall Program

- Permanent solution needed for rail operating subsidy
  - \$110 million funding gap for rail operations from FY 13 to FY 17
  - § 33.1-221.1:1.3. Established the Intercity Passenger Rail Operating and Capital Fund
  - No revenue source identified
- Revenue uptick pushed transit operating share to 17%
  - No recovery to the programmatic impact of the dedication of recordation tax revenue for transit operating
  - Rising gas prices – full impact next year.
- Transit capital projects state match
  - Priority on replacement rolling stock
  - Category for grantees who do not accept federal funds
  - All other capital projects blended rate

# Transit Programming Goals

- Focus investments on key priorities documented through comprehensive planning efforts:
  - State of Good Repair
  - Capacity Expansion
  - New Capacity
  - Security Enhancements
  - Technology Improvements
  - Coordinating Services
  
- Fund projects that are ready to incur expenses in the year for which funds are programmed
  
- Maximize federal funds

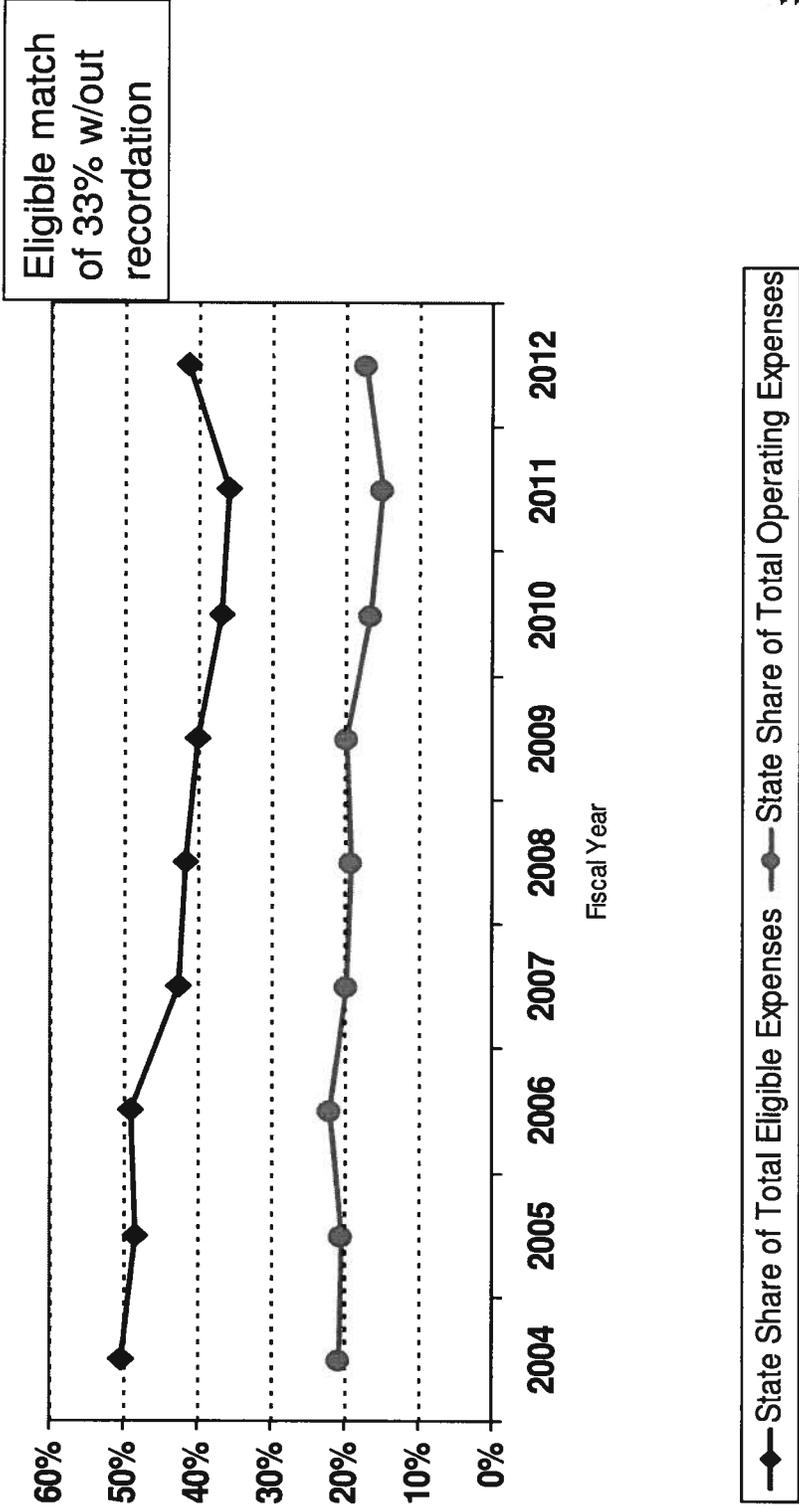
# DRPT Draft SYIP FY 2012 – FY 2017

## Transit Allocation Assumptions

- ❑ Operating funding increased by \$17.5 M from FY 2010 amount
  - 17.2% of total cost
  - Deobligated state transit funds (\$3.94 M)
  - Increase in TTF revenues
  
- ❑ Capital program focused on maintenance as the first priority
  - Replacement rolling stock - 80% state share of non-federal costs
  - Recipients that do not accept federal dollars received a 50% match on capital projects
  - All other recommended capital projects received blended rate of 54%
  
- ❑ Estimated 2.5% allocation for project development, administration and compliance activities from the Mass Transit Trust fund

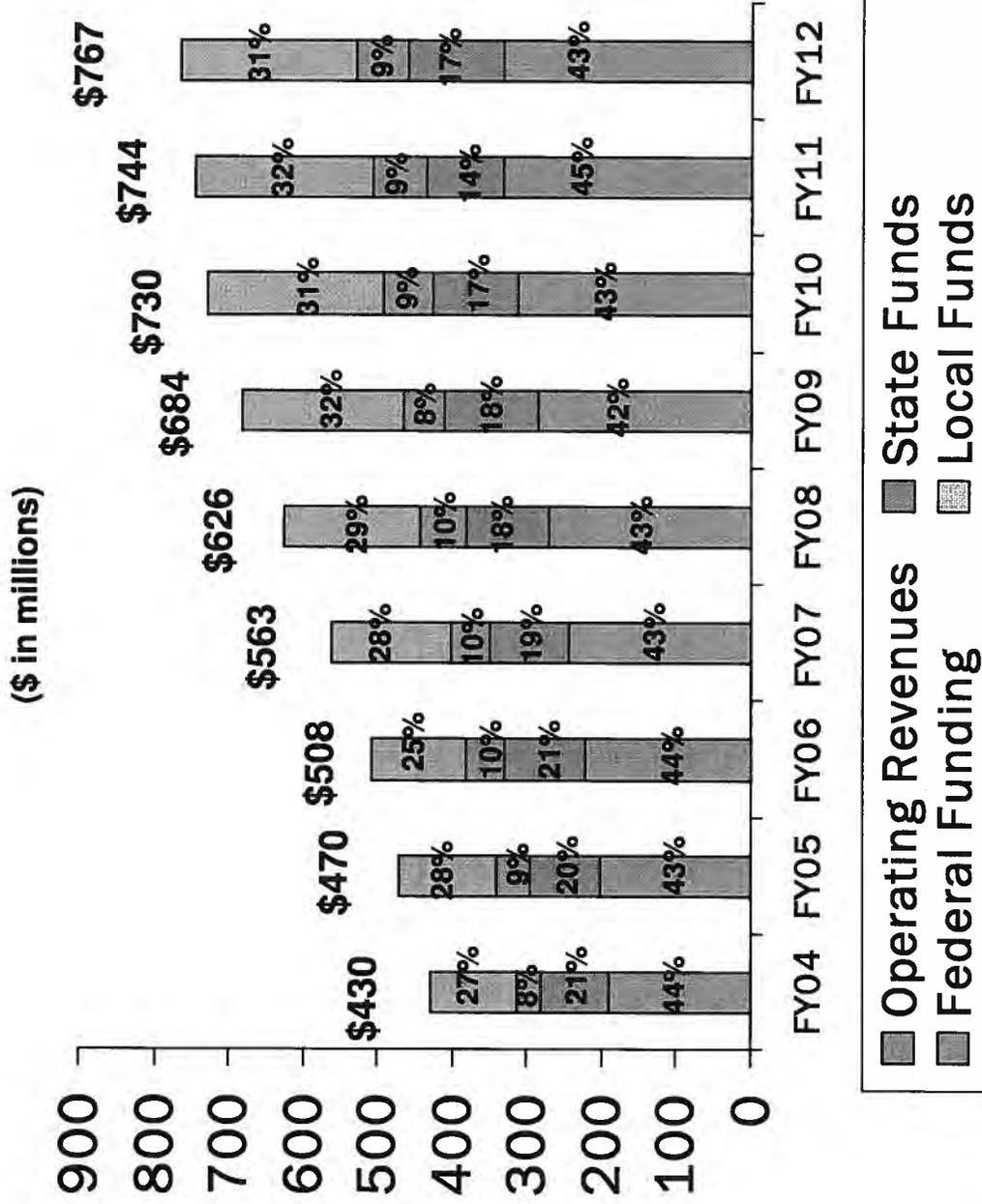
# Public Transportation Operations Funding

41% of Eligible Costs; 17% of FY 2010 Total Costs



April 2011

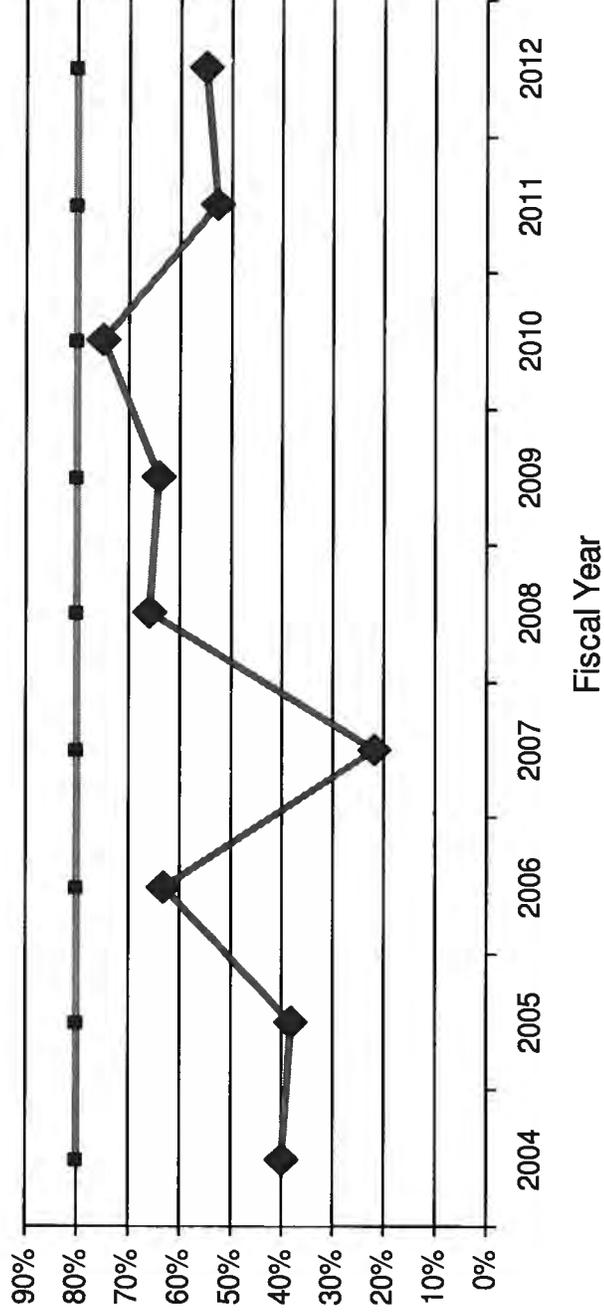
# Public Transportation Operations Funding Funding Sources – 9 Yr. History



# Public Transportation Capital Funding

## 55% State Share

### State Share of Non-Federal Capital Expenses



Need stability  
in state  
matching  
share

◆ Actual State Share of Non-federal Cost  
■ State Share for Needs Calculation

# Transit Capital Programming Highlights

- State of Good Repair
  - 143 Replacement Service Buses and Vans
  - 15 Replacement railcars (VRE)
  - WMATA PRIAA matching funds
  
- Capacity Expansion (areas with transit)
  - 40 Service Expansion Buses
  - Dulles Corridor Metrorail Extension
  - Norfolk Light Rail Transit Project (The Tide) final funding
  - Columbia Pike Streetcar PE (Arlington)
  
- Facility Construction
  - Blacksburg, Danville, Fairfax, Farmville, Hampton Roads Transit, Loudoun, Lynchburg, Purcellville (Va. regional Transit), VRE

April 2011

## Senate Joint Resolution No. 297

- DRPT has been directed to study transit-related issues as follows:
  - Performance – reward operator performance based on specific criteria
  - Prioritization - capital requests by categories
  - Stability – provide stable funding sources and shares
  - Allocation - evaluate the allocation of the 14.7% of TTF Revenues for Transit and the code language that allows transit funding up to 95% for capital and operating

# Rail Enhancement Fund Program Goals

- Project proposal evaluation
  - Must follow into 9 policy goals as adopted the CTB
  - Must be aligned with regional or state plans
  - Must have a Benefit-Cost Ratio > 1.0
  
- Benefit-Cost Analysis:
  - Diversion from truck or automobile to rail
  - Reduction in road maintenance
  - Reduced pollution costs
  - Reduced accident costs
  
- Priority given to projects that are part of larger initiatives to benefit the Commonwealth

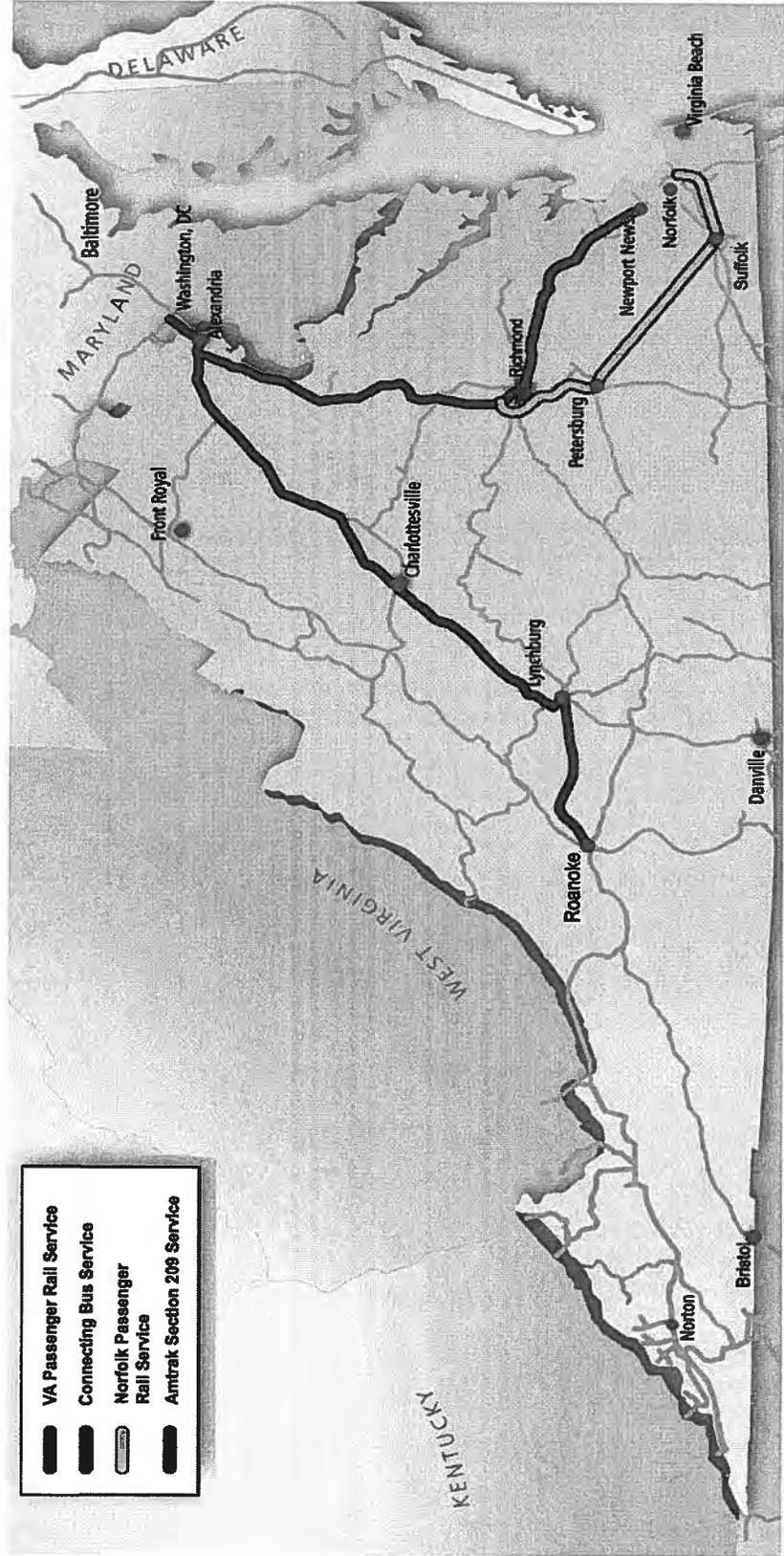
# DRPT Draft SYIP FY 2012 – FY 2017

## Rail Allocation Assumptions/Highlights

- Operating Cost for Passenger Rail
  - Unfunded balance of \$110 million over the six year period
  - Includes Lynchburg, Richmond, Norfolk, and Newport News
    - Six regional trains under PRIIA
  - New fund established – Intercity Passenger Rail Operating and Capital Fund
    - Allows for expenditure on non-capital rail costs without General Assembly earmarks
    - No dedicated source of funding
    - § 33.1-23.1.B states that the CTB “may allocate each year up to 10% of the funds remaining for highway purposes for the undertaking and financing of rail projects that, in the Board's determination, will result in mitigation of highway congestion.”

April 2011

# Virginia Regional Amtrak Passenger Service



April 2011

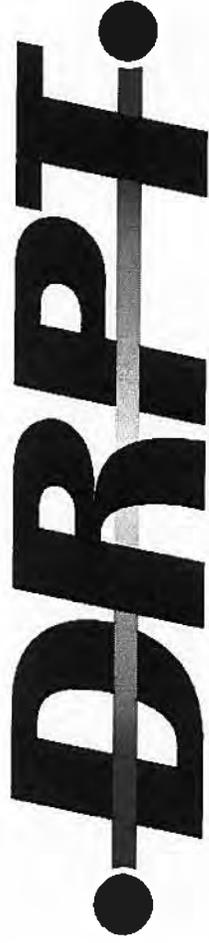
# DRPT Draft SYIP FY 2012 – FY 2017

## Rail Allocation Assumptions/Highlights

- ❑ Utilized accelerated bond funding on new projects
  - VRE Extension to Spotsylvania -3<sup>rd</sup> Track
    - One of 19 projects for High Speed Rail from Richmond to Washington
    - Requirement for extension to Spotsylvania
  - Kilby Support Yard – Suffolk
    - Key rail yard serving the Port of Virginia
- ❑ Matched SYIP allocations to expected cash flows
- ❑ Rail Preservation program converted to a six year plan
  - Finalized process begun last year for all grantees
- ❑ Estimated 2.5% allocation for project development, administration and compliance activities from the Rail Enhancement and Rail Preservation funds

# Next Steps

- Draft Six Year Improvement Program  
Presented to CTB April 20<sup>th</sup>
- Public Hearings
  - Hampton Roads April 27<sup>th</sup>
  - NOVA May 4<sup>th</sup>
  - Salem May 12<sup>th</sup>
  - Richmond May 18<sup>th</sup>
- CTB Action June 15<sup>th</sup>



Virginia Department of Rail and Public Transportation

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[www.drpt.virginia.gov](http://www.drpt.virginia.gov)

[drptpr@drpt.virginia.gov](mailto:drptpr@drpt.virginia.gov)

804-786-4440



③

[history](#) | [hilite](#) | [pdf](#)**SENATE JOINT RESOLUTION NO. 297**

*Requesting the Department of Rail and Public Transportation to study transit-related issues in the Commonwealth Report.*

Agreed to by the Senate, February 2, 2011

Agreed to by the House of Delegates, February 22, 2011

WHEREAS, the mission of the Department of Rail and Public Transportation (DRPT) is to improve the mobility of goods and people while expanding transportation choices in the Commonwealth; and

WHEREAS, in the last six years alone, DRPT has started six new transit systems in 16 communities; and

WHEREAS, DRPT has also been instrumental in implementing some of the largest transit projects in decades including the Dulles Corridor Metrorail Project and the Norfolk Light Rail Project (the Tide), as well as numerous bus service expansions; and

WHEREAS, the economic downturn and increasing demand for services has caused a reduction in operating and capital grants; and

WHEREAS, historically the transit operating expenses match has been 20 percent; it has now been reduced to 15 percent and the new transit systems and the large projects beginning in 2011 (Norfolk Tide) and 2013 (Dulles Rail phase1) will push down that ratio even more; and

WHEREAS, the capital program changes year to year based upon the revenues available and the capital needs of the transit system; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Department of Rail and Public Transportation be directed to study transit-related issues in the Commonwealth.

In conducting its study, the Department of Rail and Public Transportation (DRPT) shall study, but not be limited to, the following issues:

1. Performance. The study should determine if there should be a system in place to reward operator performance based upon specific performance criteria (e.g., farebox recovery, cost per passenger trip, passenger trips per vehicle revenue hour, etc.);
2. Prioritization - currently all capital requests are matched equally. The study should examine different funding categories;
3. Stability - match ratios change every year based upon demand and available revenues. The study should examine holding systems harmless at existing levels and creating a reserve to stabilize funding for both capital and operating expenses; and
4. Allocation - current funding formulas were established in the Code of Virginia about 25 years ago at a time when transit was not as important as today in the overall transportation network. The study should evaluate the allocation of the 14.7 percent of Transportation Trust Fund revenues among capital and operating expenses and special programs. The study should also address the current Code language that allows transit funding up to 95 percent of eligible capital and operating expenses. The study should determine an appropriate percentage.

This study is to be conducted by DRPT in cooperation with transit stakeholders, transit systems, local governments, and metropolitan planning organizations as well as other interested parties. The study shall be conducted by DRPT using existing agency staff and resources and be completed for the 2012 Regular Session of the General Assembly. All agencies of the Commonwealth shall provide assistance to DRPT for this study, upon request.

The Department of Rail and Public Transportation shall complete its meetings by November 30, 2011, and shall submit to the Governor and the General Assembly an executive summary and a report of its findings and recommendations for publication as a House or Senate document. The executive summary and report shall be submitted as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and reports no later than the first day of the 2012 Regular Session of the General Assembly and shall be posted on the General Assembly's website.

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**Legislative Information System**





**Draft FY 2012 - 2017  
Six-Year Improvement Program**

**April 20, 2011  
Reta R. Buser  
Chief of Planning and Programming, VDOT**

## Draft Six-Year Improvement Program

	Revised FY 2009-2014	Revised FY 2010-2015	Approved FY 2011-2016	Proposed FY 2012-2017	Change
Highway Construction	\$6.0 b	\$5.5 b	\$5.7 b	\$8.1 b	\$2.4 b
Rail & Public Transportation	\$2.9 b	\$2.1 b	\$2.1 b	\$2.3 b	\$0.2 b
Total	\$8.9 b	\$7.6 b	\$7.8 b	\$10.4	\$2.6 b
GARVEE Debt	\$0.0 b	\$0.0 b	\$0.0 b	\$0.5 b	\$0.5 b
VTIB Grants/Loans	\$0.0 b	\$0.0 b	\$0.0 b	\$0.3 b	\$0.3 b
Total	\$8.9 b	\$7.6 b	\$7.8 b	\$11.2 b	\$3.4 b

5

**COMPARISON OF RAIL AND PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
ESTIMATED REVENUES, CARRYOVERS AND ADJUSTMENTS  
FY 2011 FINAL AND FY 2012 DRAFT  
(in millions)**

	FY11	FY12	Increase (Decrease)	
			\$	%
<b>State Funds</b>				
<b>Mass Transit Trust Fund Estimated Revenue and Adjustments</b>				
MTTF Estimated Revenue for Mass Transit Account	\$ 110.0	\$ 129.8	\$ 19.8	18.0%
TTF Estimated Interest for Mass Transit Account	0.2	0.6	0.4	200.0%
MTTF Deobligated Balance Used for Transit Operating Funds	1.8	3.9	2.1	116.7%
Adjustment for Prior Year Carryover	-	1.7	1.7	0.0%
Adjustment for DRPT Project Management 2.5%	(2.7)	(3.3)	(0.6)	22.2%
Adjustment for Indirect Charges and Basis Points	(0.5)	(0.5)	-	0.0%
<b>Total MTF Appropriation and Adjustments</b>	<b>\$ 108.8</b>	<b>\$ 132.2</b>	<b>\$ 23.4</b>	<b>21.5%</b>
<b>Mass Transit Trust Fund Allocations</b>				
FTM/Admin (Formula) Subprogram of MTF	\$ 80.3	\$ 97.0	\$ 16.7	20.8%
Capital Assistance Subprogram of MTF	25.2	31.8	6.6	26.2%
Special Projects Subprogram of MTF	0.8	1.9	1.1	137.5%
Paratransit Assistance Program from MTF	2.5	1.5	(1.0)	-40.0%
<b>Subtotal</b>	<b>108.8</b>	<b>132.2</b>	<b>23.4</b>	<b>21.5%</b>
<b>Other State Assistance</b>				
Recordation Tax for Transit Operating (FTM/Admin)	22.3	23.1	0.8	3.6%
Adjustment for DRPT Project Management (2.5%)	(0.6)	(0.6)	-	0.0%
Mass Transit Capital Fund (Bond Funds)	42.4	47.5	5.1	12.0%
Transportation Capital Bonds / Federal Match	50.0	50.0	-	0.0%
Highway Maintenance and Operating Funds	0.6	0.4	(0.2)	-33.3%
Transportation Efficiency Improvement Fund (TEIF)	4.0	4.0	-	0.0%
Rail Enhancement Fund (including interest)	21.5	28.6	7.1	33.0%
Adjustment for DRPT Project Management (2.5%)	(0.5)	(0.7)	(0.2)	40.0%
Rail Bond Funds	8.6	17.9	9.3	108.1%
Rail Preservation Fund (Including Interest)	3.0	3.1	0.1	3.3%
Adjustment for DRPT Project Management (2.5%)	(0.1)	(0.1)	-	0.0%
<b>Total State Funds</b>	<b>260.0</b>	<b>305.4</b>	<b>45.4</b>	<b>17.5%</b>
<b>State Administered Federal Funds</b>				
Flexible STP Funds carried forward from prior FY	1.8	9.7	7.9	438.9%
Flexible STP Funds carried forward to future FY	-	(0.4)	(0.4)	0.0%
Flexible STP Funds for Transit (7%)	16.6	17.4	0.8	4.8%
Equity Bonus Funds for Transit (13%)	10.4	10.4	-	0.0%
Dulles Extension - IM Funds Converted to STP	21.3	6.5	(14.8)	-69.5%
FTA state Administered Program Funds	31.7	31.6	(0.1)	-0.3%
<b>Total State Administered Federal Funds</b>	<b>81.8</b>	<b>75.2</b>	<b>(6.6)</b>	<b>-8.1%</b>
<b>Total Rail and Public Transportation Improvement Program</b>	<b>341.8</b>	<b>380.6</b>	<b>38.8</b>	<b>11.4%</b>
<b>Carry Forward REF &amp; RPF Funding</b>				
Rail Enhancement Fund and Rail Bonds carried forward from prior FY	49.1	19.2	(29.9)	-60.9%
Rail Enhancement Fund and Rail Bonds carried forward to future FY	-	(1.0)	(1.0)	0.0%
Rail Preservation Fund and Rail Bonds carried forward from prior FY	1.1	1.7	0.6	54.5%
Rail Preservation Fund carried forward to future FY	-	(0.1)	(0.1)	0.0%
<b>Total Carry Forward REF &amp; RPF Funding</b>	<b>50.2</b>	<b>19.8</b>	<b>(30.4)</b>	<b>-60.6%</b>
<b>Total Rail and Public Transportation Improvement Program Including Carry Forward REF &amp; RPF Funding</b>	<b>\$ 392.0</b>	<b>\$ 400.4</b>	<b>\$ 8.4</b>	<b>2.1%</b>

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
PROGRAM ALLOCATIONS  
FY 2011 FINAL AND FY 2012 DRAFT  
(In millions)**

	STATEWIDE				NOVA			
	FY11	FY12	Increase(Decrease)		FY11		FY12	
			\$	%	\$	NOVA %	\$	NOVA %
<b>Available for State-wide Transit Allocations:</b>								
Operating (FTM/Admin) Subprogram of MTTF, plus Recordation Tax	\$ 102.0	\$ 119.5	\$ 17.5		\$ 74.9	73.4%	\$ 88.0	73.6%
Capital Assistance Subprogram of MTTF	24.8	32.4	7.6		24.0	96.6%	29.9	92.2%
Mass Transit Capital Fund (Bond Funds)	42.4	47.5	5.2		23.5	55.4%	35.3	74.2%
Special Projects Subprogram of MTTF (Note A)	0.8	0.9	0.1		0.3	39.6%	0.0	4.4%
State MTF Paratransit Capital	1.7	0.5	(1.2)		-	0.0%	-	0.0%
Transportation Efficiency Improvement Fund (Note A)	4.3	4.0	(0.3)		2.0	45.9%	1.9	46.2%
State TTF Capital	1.5	-	(1.5)		1.2	78.2%	-	0.0%
<b>Total Available for State-wide Transit Allocation</b>	<b>177.5</b>	<b>204.9</b>	<b>27.3</b>	<b>15.4%</b>	<b>124.7</b>	<b>70.2%</b>	<b>155.0</b>	<b>75.7%</b>
<b>Other State Transit Financial Assistance</b>								
Transportation Capital Bonds / Federal Match	50.0	50.0	-		50.0	0.0%	50.0	100.0%
<b>Total State Transit Assistance</b>	<b>227.5</b>	<b>254.9</b>	<b>27.3</b>	<b>12.0%</b>	<b>174.7</b>	<b>76.8%</b>	<b>205.0</b>	<b>80.4%</b>
<b>Other Financial Assistance (excluding carryovers)</b>								
Virginia Rail Enhancement Fund (Note B)	26.6	44.3	17.6		-	0.0%	5.2	11.7%
Virginia Shortline Railway Preservation Fund (Note C)	5.9	4.5	(1.3)		-	0.0%	-	0.0%
Intercity Passenger Rail Operating Program (Note D)	-	3.0	3.0		-	0.0%	-	0.0%
<b>Total Other Financial Assistance</b>	<b>32.5</b>	<b>48.8</b>	<b>16.3</b>	<b>50.1%</b>	<b>-</b>	<b>0.0%</b>	<b>5.2</b>	<b>10.7%</b>
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 260.0</b>	<b>\$ 303.6</b>	<b>\$ 43.6</b>	<b>62.2%</b>	<b>\$174.7</b>	<b>67.2%</b>	<b>\$210.2</b>	<b>69.2%</b>

**Notes**

A. May include non-transit projects.

B. Table reflects current year anticipated funding. Actual amount available and programmed in FY12 includes an additional \$18.9M carryover from previous fiscal years, plus \$0.4M carryover of Rail Bonds, with \$0.2M unobligated. Total REF funding programmed for FY12 equals \$63.2M and includes the following projects:

I-81/Rt 29 Passenger Rail	\$ 2.2
I-95/I-64 Corridor, National Gateway	12.1
Port of Virginia, Hampton Roads	2.6
I-81 Crescent Corridor	22.9
Richmond-Hampton Roads Passenger Rail Infrastructure	13.8
I-95 Corridor, NVTC/VRE 3rd Track Spotsylvania Extension	5.2
I-95 Corridor, MAS 90	1.7
Intercity Passenger Rail Operating Program, Richmond and Norfolk train subsidies	2.8
	<u>\$ 63.2</u>

C. Table reflects current year anticipated funding. Actual amount available and programmed in FY11 includes an additional \$1.0M carryover from previous fiscal years. Total RPF funding programmed for FY12 equals \$6.2M for projects located in Culpeper, Staunton, Lynchburg, Hampton Roads, and Richmond districts.

D. For FY12, primarily funded from REF as shown in note B.

\*NOVA includes NVTC, PRTC and VRE

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
PROGRAM ALLOCATIONS  
FY 2011 FINAL AND FY 2012 DRAFT  
(in millions)**

	STATEWIDE				NVTC			
	FY11	FY12	Increase(Decrease)		FY11		FY12	
			\$	%	\$	NVTC %	\$	NVTC %
<b>Available for State-wide Transit Allocations:</b>								
Operating (FTM/Admin) Subprogram of MTTF, plus Recordation Tax	\$ 102.0	\$ 119.5	\$ 17.5		\$ 63.1	61.9%	\$ 76.6	64.1%
Capital Assistance Subprogram of MTTF	24.8	32.4	7.6		20.1	80.8%	26.3	81.1%
Mass Transit Capital Fund (Bond Funds)	42.4	47.5	5.2		20.2	47.7%	25.3	53.2%
Special Projects Subprogram of MTTF (Note A)	0.8	0.9	0.1		0.2	24.3%	-	0.0%
State MTF Paratransit Capital	1.7	0.5	(1.2)		-	0.0%	-	0.0%
Transportation Efficiency Improvement Fund (Note A)	4.3	4.0	(0.3)		1.9	43.1%	1.7	43.2%
State TTF Capital	1.5	-	(1.5)		-	0.0%	-	0.0%
<b>Total Available for State-wide Transit Allocation</b>	<b>177.5</b>	<b>204.9</b>	<b>27.3</b>	<b>15.4%</b>	<b>105.5</b>	<b>59.4%</b>	<b>129.9</b>	<b>63.4%</b>
<b>Other State Transit Financial Assistance</b>								
Transportation Capital Bonds / Federal Match	50.0	50.0	-		50.0	0.0%	50.0	100.0%
<b>Total State Transit Assistance</b>	<b>227.5</b>	<b>254.9</b>	<b>27.3</b>	<b>12.0%</b>	<b>155.5</b>	<b>68.3%</b>	<b>179.9</b>	<b>70.6%</b>
<b>Other Financial Assistance (excluding carryovers)</b>								
Virginia Rail Enhancement Fund (Note B)	26.6	44.3	17.6		-	0.0%	-	0.0%
Virginia Shortline Railway Preservation Fund (Note C)	5.9	4.5	(1.3)		-	0.0%	-	0.0%
Intercity Passenger Rail Operating Program (Note D)	-	3.0	3.0		-	0.0%	-	0.0%
<b>Total Other Financial Assistance</b>	<b>32.5</b>	<b>48.8</b>	<b>16.3</b>	<b>50.1%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 260.0</b>	<b>\$ 303.6</b>	<b>\$ 43.6</b>	<b>62.2%</b>	<b>\$155.5</b>	<b>59.8%</b>	<b>\$179.9</b>	<b>59.2%</b>

**Notes**

A. May include non-transit projects.

B. Table reflects current year anticipated funding. Actual amount available and programmed in FY12 includes an additional \$18.9M carryover from previous fiscal years, plus \$0.4M carryover of Rail Bonds, with \$0.2M unobligated. Total REF funding programmed for FY12 equals \$63.2M and includes the following projects:

I-81/Rt 29 Passenger Rail	\$ 2.2
I-95/I-64 Corridor, National Gateway	12.1
Port of Virginia, Hampton Roads	2.6
I-81 Crescent Corridor	22.9
Richmond-Hampton Roads Passenger Rail Infrastructure	13.8
I-95 Corridor, NVTC/VRE 3rd Track Spotsylvania Extension	5.2
I-95 Corridor, MAS 90	1.7
Intercity Passenger Rail Operating Program, Richmond and Norfolk train subsidies	2.8
	<u>\$ 63.2</u>

C. Table reflects current year anticipated funding. Actual amount available and programmed in FY11 includes an additional \$1.0M carryover from previous fiscal years. Total RPF funding programmed for FY12 equals \$6.2M for projects located in Culpeper, Staunton, Lynchburg, Hampton Roads, and Richmond districts.

D. For FY12, primarily funded from REF as shown in note B.

\*NVTC includes all NVTC Jurisdictions

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
STATEWIDE ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING  
FY 2011 FINAL AND FY 2012 DRAFT  
(in millions)**

	<u>FY 2011</u>		<u>FY 2012</u>	
	<u>Funding</u>	<u>Shortfall</u>	<u>Funding</u>	<u>Shortfall</u>
Capital				
MTTF (53% / 54%)	24.8	(19.7)	32.4	(24.6)
MTCF (53% / 50%)	37.8	(35.0)	34.5	(31.0)
MTCF (80% / 80%)	4.6	(0.9)	13.1	(2.5)
TTF (100%)	1.5	0.1	-	-
Total	<u>68.7</u>	<u>(55.4)</u>	<u>79.9</u>	<u>(58.1)</u>
Operating	<u>102.0</u>	<u>(162.5)</u>	<u>119.5</u>	<u>(169.4)</u>
Total	<u><u>170.7</u></u>	<u><u>(218.0)</u></u>	<u><u>199.4</u></u>	<u><u>(227.5)</u></u>

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

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

MTTF - Mass Transit Trust Fund. Capital formula funds with target of 95%, draft FY12 at 54%, and final FY11 at 53%. For FY12, assets funded include those with federal funding or debt service.

MTCF - Mass Transit Capital Fund. State-wide bond funds for select capital categories funded at 80%, and 50% for other categories. For FY12, 80% rate for replacement vehicles, and 50% rate for other capital assets.

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

Operating - State share of eligible operating expenses varies by system. State funding as a percentage of the total statewide eligible operating expenses equals 41% for FY12 and 36% for FY11.

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING ASSISTANCE APPLIED FOR THROUGH NVTC**  
**FY 2011 Final Six-Year Program and FY 2012 Draft Six-Year Program**

	FY 2011				FY 2012				Increase (Decrease)		
	Eligibility	Actual	Shortfall	Effective State %	Eligibility	Draft	Shortfall	Effective State %	Eligibility	Actual	Effective State %
<b>NVTC</b>											
<b>Capital Assistance</b>											
<b>WMATA</b>											
MTTF (53% / 54%)	\$ 18.1	\$ 10.1	\$ (8.0)		\$ 45.8	\$ 26.0	\$ (19.8)		\$ 27.7	\$ 16.0	
MTCF (53% / 50%)	26.3	14.7	(11.6)		-	-	-		(26.3)	(14.7)	
MTCF (80% / 80%)	2.5	2.1	(0.4)		1.0	0.8	(0.2)		(1.5)	(1.3)	
TTF (100%)	-	-	-		-	-	-		-	-	
<b>Total</b>	<b>46.9</b>	<b>26.9</b>	<b>(20.0)</b>	<b>54.5%</b>	<b>46.8</b>	<b>26.9</b>	<b>(19.9)</b>	<b>54.5%</b>	<b>(0.1)</b>	<b>0.0</b>	<b>0.1%</b>
<b>Local</b>											
MTTF (53% / 54%)	15.2	8.5	(6.7)		-	-	-		(15.2)	(8.5)	
MTCF (53% / 50%)	5.2	2.9	(2.3)		35.2	18.5	(16.7)		30.0	15.6	
MTCF (80% / 80%)	-	-	-		-	-	-		-	-	
TTF (100%)	-	-	-		-	-	-		-	-	
<b>Total</b>	<b>20.4</b>	<b>11.4</b>	<b>(9.0)</b>	<b>53.0%</b>	<b>35.2</b>	<b>18.5</b>	<b>(16.7)</b>	<b>50.0%</b>	<b>14.8</b>	<b>7.1</b>	<b>-3.0%</b>
<b>Total Capital</b>	<b>67.3</b>	<b>38.2</b>	<b>(29.0)</b>	<b>54.0%</b>	<b>82.0</b>	<b>45.4</b>	<b>(36.6)</b>	<b>52.6%</b>	<b>14.7</b>	<b>7.1</b>	<b>-1.4%</b>
<b>Operating Assistance</b>											
NVTC-WMATA	137.4	51.2	(86.1)	35.4%	137.3	61.4	(75.9)	42.5%	(0.1)	10.2	7.1%
Local	22.2	10.8	(11.4)	46.0%	35.3	13.8	(21.5)	37.1%	13.1	3.0	-9.0%
	<u>159.6</u>	<u>62.0</u>	<u>(97.6)</u>	<u>36.9%</u>	<u>172.6</u>	<u>75.2</u>	<u>(97.4)</u>	<u>41.4%</u>	<u>13.0</u>	<u>13.2</u>	<u>4.5%</u>
<b>Total NVTC Assistance</b>	<b>226.8</b>	<b>100.2</b>	<b>(126.6)</b>	<b>42.0%</b>	<b>254.6</b>	<b>120.6</b>	<b>(134.0)</b>	<b>45.0%</b>	<b>27.7</b>	<b>20.3</b>	<b>3.0%</b>
<b>VRE</b>											
<b>Capital Assistance</b>											
MTTF (53% / 54%)	5.6	3.1	(2.5)		5.2	3.0	(2.2)		(0.4)	(0.2)	
MTCF (53% / 50%)	-	-	-		-	-	-		-	-	
MTCF (80% / 80%)	2.8	2.4	(0.4)		11.8	9.9	(1.9)		9.0	7.6	
TTF (100%)	1.1	1.2	0.1		-	-	-		(1.1)	(1.2)	
<b>Total</b>	<b>9.5</b>	<b>6.7</b>	<b>(2.9)</b>	<b>66.3%</b>	<b>17.0</b>	<b>12.9</b>	<b>(4.1)</b>	<b>72.0%</b>	<b>7.4</b>	<b>6.2</b>	<b>5.7%</b>
<b>Operating Assistance</b>	<b>15.9</b>	<b>7.5</b>	<b>(8.4)</b>	<b>44.7%</b>	<b>13.7</b>	<b>6.8</b>	<b>(6.9)</b>	<b>47.3%</b>	<b>(2.2)</b>	<b>(0.6)</b>	<b>2.6%</b>
<b>Total VRE Assistance</b>	<b>25.4</b>	<b>14.1</b>	<b>(11.3)</b>	<b>52.8%</b>	<b>30.7</b>	<b>19.7</b>	<b>(11.0)</b>	<b>61.0%</b>	<b>5.3</b>	<b>5.6</b>	<b>8.2%</b>

**Notes:**

Table excludes \$50M PRIIA match provided directly to WMATA.

**Assistance Available from Other Program Years:**

WMATA's Capital Funding Agreement requires that quarterly capital subsidy billings are adjusted based on anticipated cash flow needs. As a result, a portion of the FY11 capital program will be invoiced in FY12. The related FY11 state assistance has been carried over into FY12. In addition, a portion of the capital subsidies were paid with funds not eligible for reimbursement, resulting in additional FY11 funding carried over into FY12.

MTTF - Mass Transit Trust Fund. Funds are allocated by statute to the FTM/Admin Program (73.5%), the Capital Program (25%) and Special Projects Program (1.5%). The statutory target percentage for the Capital Program is 95% of non-federal costs, while the target percentage for the FTM/Admin (operating) Program is 95% of certain operating expenses. The actual capital percentage and FTM/Admin funding are products of the state-wide needs and funds available in the subprograms. For FY12, this capital program funds debt service and assets with federal funding.

MTCF - Mass Transit Capital Fund. Select capital programs funded at 80%, and 50% for other categories. For FY12, 80% rate for replacement vehicles, and 50% rate for other capital assets.

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

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

**FY 2012 STATE TRANSIT CAPITAL AND OPERATING  
ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING ASSISTANCE APPLIED FOR THROUGH NVTG  
(in millions)**

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

**DRAFT 6-YEAR PROGRAM**

	<b>MTTF @ 54%(capital)</b>	<b>MTCF @ 50%</b>	<b>MTCF @ 80%</b>	<b>Total</b>	<b>Effective State %</b>	<b>Shortfall (see note)</b>
<b>CAPITAL</b>						
WMATA	\$ 26.0	\$ -	\$ 0.8	\$ 26.9	54.5%	\$ (19.9)
Local	-	18.5	-	18.5	50.0%	(16.7)
Subtotal	26.0	18.5	0.8	45.4	52.6%	(36.6)
VRE	3.0	-	9.9	12.9	72.0%	(4.1)
Subtotal	29.0	18.5	10.8	58.3	55.9%	(40.7)
<b>FTM/ADMIN</b>						
WMATA/Local	75.2			75.2	41.4%	(97.4)
VRE	6.8			6.8	47.3%	(6.9)
Subtotal	82.0			82.0	41.8%	(104.3)
<b>COMBINED CAPITAL / FTM/ADMIN</b>						
WMATA/Local	101.2			120.6	45.0%	(134.0)
VRE	9.8			19.7	61.0%	(11.0)
<b>TOTAL</b>	<b>\$ 111.0</b>			<b>\$ 140.3</b>	<b>46.7%</b>	<b>\$ (145.0)</b>

**Notes:**

Table excludes \$50M PRIIA match provided directly to WMATA.

**Assistance Available from Other Program Years:**

WMATA's Capital Funding Agreement requires that quarterly capital subsidy billings are adjusted based on anticipated cash flow needs. As a result, a portion of the FY11 capital program will be invoiced in FY12. The related FY11 state assistance has been carried over into FY12. In addition, a portion of the capital subsidies were paid with funds not eligible for reimbursement, resulting in additional FY11 funding carried over into FY12.

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

MTCF - Mass Transit Capital Fund. Select capital programs funded at 80%, other programs funded below the MTTF percentage for FY12. Select programs for FY12 include replacement vehicles.

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

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

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



**NVTC  
Local Level of Effort  
FY12 funding levels**

Construction District	Local Funds					Population	Per Capita
	Operating	Op. Revenue	Capital	Subsidy	Total		
Bristol	1,811,637	230,488	35,474		2,077,599	360,239	5.77
Culpeper	4,742,473	1,281,262	120,058		6,143,793	383,206	16.03
Fredericksburg	2,751,683	540,165	43,200		3,335,048	463,744	7.19
Hampton Roads	32,103,345	18,889,289	10,959,898		61,952,532	1,711,165	36.20
Lynchburg	3,453,073	1,574,340	861,830		5,889,243	390,748	15.07
NOVA	174,026,394	288,582,523	52,638,857		515,247,774	2,170,609	237.37
Richmond	11,249,839	19,911,883	285,739		31,447,461	1,210,556	25.98
Salem	4,960,926	3,201,124	273,165		8,435,215	672,576	12.54
Staunton	1,244,260	1,775,526	139,403		3,159,189	519,747	6.08
State-Wide	236,343,630	335,986,600	65,357,624	-	637,687,854	7,882,590	80.90
State-Wide Excluding NOVA	62,317,236	47,404,077	12,718,767	-	122,440,080	5,711,981	21.44

**NVTC (including Loudoun)**

Local Systems							
Arlington	6,817,089	3,414,365	2,354,000		12,585,454	217,483	57.87
Alexandria	7,694,466	4,389,000	-		12,083,466	150,006	80.55
City of Fairfax	1,795,417	625,500	-		2,420,917	24,665	98.15
Falls Church	-	-	-		-	11,957	-
Fairfax County	54,981,324	12,113,310	908,400		68,003,034	1,037,605	65.54
Loudoun	1,610,403	5,876,000	446,583		7,932,986	301,171	26.34
Total Local Systems	72,898,699	26,418,175	3,708,983	-	103,025,857	1,742,887	59.11
WMATA	83,078,160	220,949,148	9,836,100		313,863,408	1,441,716	217.70
NVTC Local Systems plus WMATA	155,976,859	247,367,323	13,545,083	-	416,889,265	1,742,887	239.19
VRE (NVTC share)		8,898,344		5,197,022	14,095,366		
Total NVTC	155,976,859	256,265,667	13,545,083	5,197,022	430,984,631	1,742,887	247.28

**NVTC (excluding Loudoun)**

Local Systems							
Arlington	6,817,089	3,414,365	2,354,000		12,585,454	217,483	57.87
Alexandria	7,694,466	4,389,000	-		12,083,466	150,006	80.55
City of Fairfax	1,795,417	625,500	-		2,420,917	24,665	98.15
Falls Church	-	-	-		-	11,957	-
Fairfax County	54,981,324	12,113,310	908,400		68,003,034	1,037,605	65.54
Total Local Systems	71,288,296	20,542,175	3,262,400	-	95,092,871	1,441,716	65.96
WMATA	83,078,160	220,949,148	9,836,100		313,863,408	1,441,716	217.70
NVTC Local Systems plus WMATA	154,366,456	241,491,323	13,098,500	-	408,956,279	1,441,716	283.66
VRE (NVTC share)		8,898,344		5,197,022	14,095,366		
Total NVTC	154,366,456	250,389,667	13,098,500	5,197,022	423,051,645	1,441,716	293.44

Notes:

Local funding and revenue information from DRPT's FY12 Draft Six-Year Plan.

NVTC share of VRE revenue calculated as percentage of FY12 subsidy and contributions to total.

Population data from U.S. Census Bureau, annual estimates of resident population as of July 1, 2009, data extracted on 4/9/10 (most recent available)





**Commonwealth Transportation Board**

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

**May 4, 2011**

**7:00 P.M.**

**VDOT Northern Virginia Office  
4975 Alliance Drive, Suite IN230I  
Fairfax, VA 22030**

**Statement of Jeffrey McKay, Secretary-Treasurer  
Northern Virginia Transportation Commission**



- With the help of state funding administered by DRPT, transit has continued to perform exceptionally well in Northern Virginia despite severe financial constraints. For example, a stunning half million transit trips are currently taken each work day here in Northern Virginia.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs, including flexing federal stimulus and other funds to transit projects, because transit is an effective means to create jobs and sustain economic recovery. Northern Virginia's transit needs, performance and level of local effort far exceed the rest of the commonwealth.
- The level of transit assistance for FY 2012 for NVTC's jurisdictions and VRE, is significant and appreciated. A good example is CTB's provision of \$50 million to match new federal funding for WMATA. This funding should continue even if Congress fails to appropriate its portion.





## Transit Creates Jobs and Sustains Economic Recovery

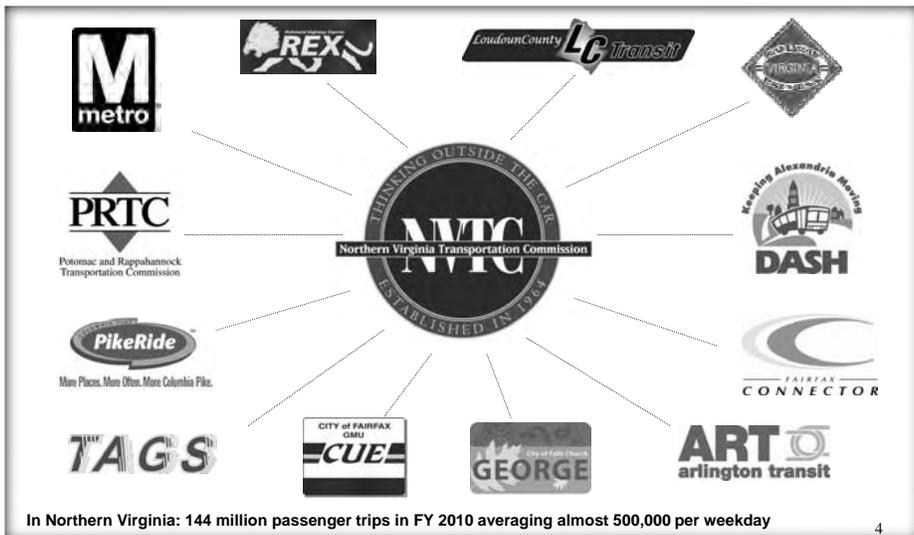


- The American Public Transit Association reports \$6 in economic returns for each \$1 invested in transit.
- Cambridge Systematics found 570 jobs created in the short run for each \$10 million in transit capital investment and in the long run over \$30 million in increased sales for businesses.
- NVTC's studies showed that since Metrorail's inception it has been a major generator of jobs (90,000 additional) and state tax revenues (\$1.2 billion above state contributions).
- Transit saves jobs by providing access to job sites and educational opportunities. Transit provides the "to" in welfare to work.
- On September 11, 2001, transit proved its importance by carrying people out of harm's way during that disaster.

3



## Northern Virginia's Interconnected Transit Systems



4



## Ridership Data Show Continued Positive Regional Transit Performance



Strong transit performance in Northern Virginia in FY 2010:

- 144 million annual passenger trips, 56 million transit vehicle miles and 931 million transit passenger miles.
- While ridership dipped slightly (2%) compared to FY 2009, it is up 21% in the last decade.
- 76% of Virginia's transit ridership occurs in Northern Virginia (74% in NVTC's district).
- Northern Virginia's 2.2 million residents took 67 transit trips per capita in FY 2010, while in NVTC's district residents took 81. The statewide average outside of Northern Virginia was only approximately 8. Thus, NVTC jurisdiction residents took 10 times as many transit trips per capita.



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## Transit Success Follows State Investments



- Transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and up to half outside the Beltway.
- Despite the economic downturn, transit ridership on many transit systems in Northern Virginia is strong so far in FY 2011. VRE has broken the 21,000 passenger barrier and continues to experience its highest ridership days ever. Loudoun County Transit and PRTC's Omniride also have solid long-haul ridership while Alexandria's DASH and the city of Fairfax's CUE are also experiencing solid growth for shorter trips.
- There is a direct relationship between investments in quality transit by DRPT and its partners and subsequent ridership success. For example, the draft FY 12 DRPT program will fund new buses for Loudoun County Transit, WMATA, Arlington's ART, Fairfax Connector and PRTC plus new railcars for VRE.
- The Texas Transportation Institute reported in 2010 that the Washington D.C. region's past investments in transit saved \$766 million annually in reduced fuel use and delay in traffic.<sup>6</sup>





## WMATA Faces a Funding Crisis



- WMATA faces a shortfall of \$72 million in its proposed FY 2012 budget that must be covered with a combination of local contributions, fare increases and/or service reductions.
- If Congress fails to appropriate its authorized \$150 million annually for FY 2012 and beyond, virtually all efforts to maintain and refurbish WMATA would cease.
- Train delays would be more frequent, fewer new buses would be ordered, Metrorail stations would deteriorate and worn out ticket machines couldn't be replaced. Customer confidence would erode and ridership would suffer.
- It is thus imperative that CTB continue to provide its \$50 million annually for WMATA, regardless of the action of Congress.



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



- Various vital transit expansion projects are underway but require more funding to be expedited:
  - Rail to Dulles
  - TPB Regional Priority Bus Project received a \$59 million TIGER grant (\$30.4 million for Virginia) although a much larger network has been planned.
  - Route 1 BRT (Potomac Yard/Crystal City)
  - VRE extension to Gainesville/Haymarket
  - Northern Virginia transit systems are working with DRPT and VDOT to identify new transit service to take full advantage of Beltway and I-95 HOT lanes and mitigate the traffic congestion resulting from their construction (as well as construction of Dulles Rail, especially in the Tysons Corner area).
  - Northern Virginia faces the looming challenges of coping with major traffic generating federal facilities resulting from the BRAC decision. Relocation of employees is due by fall of 2011 and will require completed transit access to be successful.

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## Northern Virginia's Intense Local Level of Effort



- For FY 2011 it is costing about \$756 million dollars annually to operate, maintain and invest in public transit in NVTC's jurisdictions.
- Local sources (fares, 2.1% gas tax, local subsidies) provide almost three-fifths of that amount, but economic challenges are threatening transit revenues. Despite rising motor fuel prices, NVTC's gas tax revenues for FY 2011 are forecast to be 10 percent lower than the peak of FY 2008.
- Local property tax revenues are also sharply lower, necessitating tax rate hikes in most jurisdictions and difficult decisions about cuts to government-supported services, including transit.
- Transit fares have also been increased on most transit systems in Northern Virginia and unfortunately devastating service reductions are being considered.



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## Northern Virginia's Intense Local Level of Effort



- Despite the ongoing challenges of the recession, based on the draft FY 2012 state transit assistance program, the Northern Virginia Transportation District has a forecast local level of effort funding transit of \$237 per person. NVTC's five WMATA jurisdictions have a combined local effort of \$293 per person. The next largest effort is in the Hampton Roads District at \$36 per person.
- The statewide average excluding the Northern Virginia District is only \$21 per capita, so Northern Virginia's per capita level of local effort is more than ten times greater than the rest of the commonwealth.



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## **State Transit Aid for Northern Virginia in FY 2012**



- In the draft FY 2012 DRPT program, statewide assistance for transit and rail is \$400.4 million, up 2.1% from \$392.0 million in FY 2011.
- For the state to meet the statutory target of 95% of eligible capital and operating transit expenses for its statewide transit programs another \$227.5 million is needed (\$ 169.4 million of that is for operating assistance).
- To fully fund NVTC's state applications, \$145 million more would be required (compared to \$140 million actually programmed in FY 2012 for NVTC by DRPT). This shortfall is greater than in FY 11 (\$137.9 million).
- Including the new \$50 million for WMATA, NVTC would receive about 59.2% of statewide allocations of DRPT's rail and transit funds and Northern Virginia would receive 69.2%. With about 75% of statewide transit ridership in Northern Virginia, correcting the commonwealth's transit funding shortfalls is of paramount importance to this region.

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



1. Give top priority for transit projects in Northern Virginia to support job creation and sustain economic recovery. This region has the greatest use of transit, the best performing transit system, the greatest funding needs and the greatest per capita local effort to invest in transit.
2. Encourage the General Assembly to increase statewide transit funding and restore regional funding.
3. Provide funding to Northern Virginia to the greatest extent possible from discretionary federal and state sources.
4. Honor Virginia's commitment to provide \$50 million annually for essential WMATA capital programs, regardless of whether Congress appropriates its share.

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## In Closing

- NVTC appreciates the support of Secretary Connaughton and DRPT Director Drake and their staffs, as well as each member of the CTB.
- For more transit performance facts and links to each public transit system, visit NVTC's website at: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)
- Questions?



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## APPENDIX



14



## NVTC is...



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



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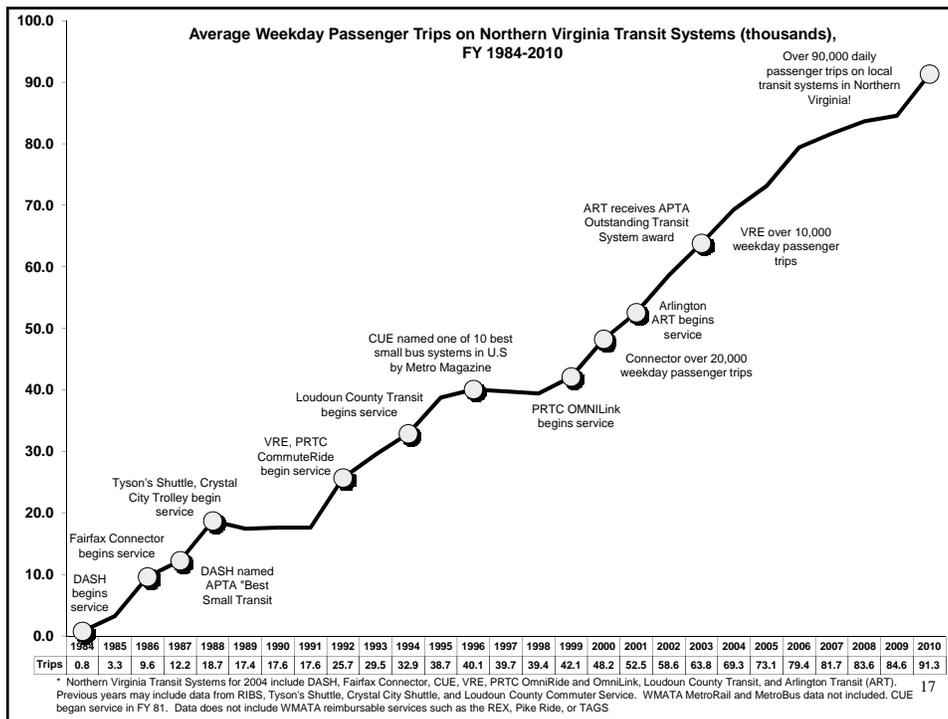


## Total Transit Ridership Growth NoVA FY 2003-2010



Transit Provider	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips	FY 2008 Passenger Trips	FY 2009 Passenger Trips	FY 2010 Passenger Trips
Metrorail (Northern Virginia)	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091	97,964,390	101,183,949	98,463,817
Metrobus (Northern Virginia)	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434	20,870,898*	22,125,429	20,556,084
Fairfax Connector	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392	9,810,228	9,576,635	9,643,793
Alexandria DASH Bus	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449	3,978,773	4,006,825	3,805,551
Virginia Railway Express	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561	3,628,563	3,868,035	4,106,589
PRTC OMNI Ride Bus	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556	1,840,722	2,146,441	2,176,322
Arlington Transit	397,001	674,806	788,854	926,574	1,060,441	1,225,427	1,428,827	1,990,402
City of Fairfax CUE Bus	925,000	985,500	1,068,492	1,093,926	1,135,758	1,047,346	1,031,659	932,055
PRTC OMNI Link Bus	649,405	604,586	694,367	843,407	870,206	1,008,626	1,025,633	1,000,027
Loudoun County Transit	281,829	392,901	513,766	602,333	652,347	777,273	890,011	967,957
<b>Total</b>	<b>121,583,356</b>	<b>125,685,507</b>	<b>128,945,194</b>	<b>137,341,911</b>	<b>137,544,235</b>	<b>142,152,246</b>	<b>147,283,444</b>	<b>143,642,597</b>

\*Preliminary 16



**TO:** Chairman Eulle and NVTC Commissioners  
**FROM:** Rick Taube and Adam McGavock  
**DATE:** April 28, 2011  
**SUBJECT:** Metro Items

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The following items are provided for discussion:

A. WMATA Governance Update.

A copy of the General Manager's April Board report will be provided. The WMATA Governance Committee met again to continue to review WMATA's proposed By-Laws. Additional articles are attached.

The Transportation Planning Board (TPB) has agreed to provide research assistance to the WMATA Governance Work Group created by the Governors of Virginia and Maryland and the Mayor of D.C. Relevant literature on the practices of WMATA's peer transit agencies will be reviewed with a budget of \$60,000. The following topics will be examined:

- 1) Roles and responsibilities of the boards and chairs;
- 2) Public input process in board decision-making;
- 3) Board focus on high-level policy and capacity to act as a regional body;
- 4) Appointment of board members (mix of attributes and qualifications, staggered terms and uniform compensation); and
- 5) Funding needs of WMATA.

B. FY 2012 WMATA Budget.

An update will be provided.

C. April Vital Signs Report.

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



# The Washington Post

## Virginia Politics

News and Notes on Politics in Richmond and Northern Virginia

Posted: at 2:59 PM ET, 04/07/11

## McDonnell to appoint a Northern Virginian to Metro Board

By Anita Kumar

Gov. Bob McDonnell pledged Thursday to appoint a Northern Virginia resident to the Metro Board of Directors — a day after receiving the long-sought authority to appoint a member to the Washington Metropolitan Area Transit Authority Board.

“I want to make sure we have someone who’s directly accountable to this administration and to our legislature for the money that we sent down,” McDonnell told reporters. “I think now, in exchange for the \$50 million that we send from Richmond, that we have at least one seat at the table. It’s not about control. It’s about accountability and improving Metro, and I think this will.”

McDonnell (R) had been seeking at least one seat on the board for months but had been thwarted several times by local officials in Northern Virginia, primarily Democrats, who opposed the effort. Late Wednesday night, the General Assembly unexpectedly voted for an amendment to the state’s two-year, \$78 billion budget that would give him a seat.

The Senate voted 21 to 19, with three Democrats — Northern Virginia Sens. Chap Petersen, Chuck Colgan and Toddy Puller — voting with all Republicans. The House voted 62 to 34.

“Three of northern Virginia’s senators let us all down,” said Vasilij Kisunko, transportation organizer for the Virginia Chapter of the Sierra Club. “Our local, experienced and accountable elected officials will lose one seat and be replaced by an unaccountable, appointed official from downstate.”

The budget amendment will force the Northern Virginia Transportation Commission, which is comprised of 19 local and state elected officials plus the state’s public transportation director, to give the state one of its seats.

“It’s just common sense,” McDonnell said. “Virginia is one of the four major stakeholders . . . They all have their own representatives in exchange for the money that they pay. . . I think the

legislators realized if we're going to spend that kind of money and, looking at the unacceptable safety record of Metro over the last couple years, that we needed to at least have a Virginia voice at the table."

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

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

"Year after year, Northern Virginians have paid over 70 percent of Virginia's share of Metro's operating costs, through their fares, parking fees, property taxes and an extra gas tax not paid in other parts of the state. Meanwhile, the state of Virginia has never provided enough capital and operating support for transit," said Stewart Schwartz, executive director of the Coalition for Smarter Growth. "Paying the \$50 million match for one year so far – that alone doesn't add up to enough to merit a seat.

In November, a task force of the Greater Washington Board of Trade and Metropolitan Washington Council of Governments recommended that Virginia, Maryland and the District change the Metro agreement to increase the number of members from each jurisdiction from two to three, with one member appointed by the chief executive of each jurisdiction. Both Maryland Gov. Martin O'Malley (D) and D.C. Mayor Vincent Gray (D) have backed McDonnell's effort.

During Virginia's legislative session, lawmakers killed a bill introduced by Del. James LeMunyon (R-Fairfax) that would have allowed the governor to appoint an additional member to the Northern Virginia Transportation Commission, who would then sit on the Metro Board. House negotiators had tried to put a provision in the budget that would give Virginia's governor the power to appoint a board member, but their Senate counterparts balked.

"Metro is a \$2 billion a year transportation enterprise and a cornerstone of our transportation system in the Northern Virginia area. Recent concerns related to safety, costs rising faster than ridership, and proposals for reduction in service indicate that Metro needs significant improvements in its management and direction," LeMunyon said after Wednesday's vote.

By Anita Kumar | 02:59 PM ET, 04/07/2011



Published on *Washington Examiner* (<http://washingtonexaminer.com>)

[Home](#) > Divvying up of Virginia's Metro seats put into question

# Divvying up of Virginia's Metro seats put into question

[Comments \(0\)](#)

 [Brig Cabe/Examiner Dana Kauffman](#) More changes are slated to come to Metro's board of directors after Virginia's governor unexpectedly won a power play to secure a seat on the 14-person board.

But it's not clear when the new person will take the seat -- or exactly who will be pushed out in the game of musical chairs.

Some observers believe Fairfax County will lose a seat on the board, but Arlington or Alexandria could lose their direct roles in Metro affairs instead. Either way, the change means yet more upheaval at the transit agency. Seven of Metro's 14 seats have already changed hands in the past four months, with long-time veterans fleeing the board both by choice - and by force.

## The Va. power struggle for Metro

Virginia Gov. Bob McDonnell had been trying to secure a seat on Metro's board for almost a year:

- In June, he threatened to withhold \$50 million from Metro unless the state was able to appoint two of the four Virginia representatives to Metro's board. He lost that high stakes game of chicken at the last minute.
- Then Del. Jim LeMunyon, R-Loudoun, introduced a bill securing the seat for McDonnell. Though it cleared the House, it was killed in a Senate committee.
- Finally, the seat was attached at the last minute as a budget amendment, then approved, in what Northern Virginia Transportation Commission spokeswoman Kala Quintana Leggett called a "three-pointer at the buzzer."

Now, after nearly a year of effort, Gov. Bob McDonnell has secured a single voting seat on Metro's board in an amendment tacked onto the state budget.

Virginia now has four seats on the board of directors, two of them voting members and two alternates. (Maryland and the District also have four seats apiece, and two others are reserved for federal appointees.) Typically, Virginia's seats are given to two elected Fairfax County officials, one Arlington politician and one elected official from the cities of Falls Church, Fairfax or Alexandria. Virginia's Metro slots are chosen by the 20-person Northern Virginia Transportation Commission.

Virginia Department of Rail and Public Transportation Director Thelma Drake said Fairfax County would likely lose its alternate seat, currently held by Fairfax County Supervisor Jeff McKay. Arlington would lose its voting seat, shifting to an alternate role, she said. She would step down from the Northern Virginia Transportation Commission so that a "transit

professional" from Northern Virginia could take on the role there and at Metro - a person they are already looking for, she said.

But McKay said it's too early to determine. Fairfax contributes more than twice the amount that Arlington, Alexandria or Falls Church do to the transit agency, he said, so it deserves to have a bigger say in the agency's affairs. Instead the jurisdictions might rotate, he said.

Drake, meanwhile, also said the change could take place immediately as the act takes effect immediately upon the signing of the bill. But she said that it could take a while to find the right person but certainly by July 1.

But McKay said the bill did not outline a timeline for the change. Furthermore, board members just began new terms in January and they are currently mired in negotiating Metro's budget for the coming fiscal year. The Virginia budget, which the seat was tied to, doesn't start until July 1. "One has to have sensitivity about all the different timelines," he said.

[kweir@washingtonexaminer.com](mailto:kweir@washingtonexaminer.com)

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**Source URL:** <http://washingtonexaminer.com/local/dc/2011/04/divvying-virginias-metro-seats-put-question>

## THE REGION

# Metro board to spare bus routes

## Weekend rail service could be reduced to close budget gap

BY KATHERINE SHAVER

Metrobus passengers in Maryland and Northern Virginia will keep all their routes, but Metrorail riders could wait about 5 minutes longer for weekend trains as part of the agency's efforts to close a \$72 million gap in its next operating budget.

Metro's board of directors said Thursday that it is still considering cutting one bus route — the N8 — and running buses less frequently on a combined M4 and E6 line to save money. Board members from the District said they would consider eliminating the city's 50-cent fare subsidy for some passengers on buses that serve the Anacostia Metrorail station and using that savings to help close the budget gap.

In a meeting, board members also said they will vote next week on whether to impose a 5-cent surcharge on Metrorail passen-

gers as they enter and leave the Union Station stop. The surcharge revenue, which would be kept separate from the operating budget, would fund construction improvements at Union Station.

The board has agreed not to raise fares this year. However, the proposed rail and bus changes would only account for about 10 percent of the deficit.

As Metro's board grapples with its budget, Virginia officials are debating who from the state should play a role. Gov. Robert F. McDonnell (R) won a state-appointed seat on the Metro board as part of a budget amendment that passed late Wednesday night. McDonnell, who has pushed for a Metro board position since May, said the state deserved a role in Metro's leadership because it has pledged \$50 million each year as part of a local match to \$150 million in federal money promised annually over 10 years to rebuild the aging system.

But the chairman of the Northern Virginia Transportation Commission, which appoints the state's four Metro board members, said he still considers the matter "in flux." The commission ap-

points two voting members — one from Fairfax County and the other from Arlington County — to Metro's board. It also appoints two alternate members, one from Fairfax County and the other from Alexandria.

"I don't see how that [budget amendment] changes anything unless the NVTC chooses to acknowledge the actions of the governor," said Alexandria Mayor William D. Euille, the commission's chairman and an alternate Metro board member. "The NVTC is a regional body. We have our own bylaws."

Euille (D) said Northern Virginia officials had discussed with the governor's staff the possibility of the state's getting an additional Metro board seat, but the governor insisted on having one of Virginia's current two voting positions.

"To go through the back door with a budget amendment seems disrespectful," Euille said.

If Congress cuts the federal government's \$150 million share for Metro rehabilitation, as some Republicans have proposed, Virginia would not be required to allot \$50 million annually to Metro's rehabilitation, Euille said. That could

leave the state with a seat on the board while Northern Virginia governments paid for the system.

But Thelma Drake, the state director of rail and public transportation, said McDonnell has been "very public" about his push for a board seat. She said the state spends \$130 million annually on Metro — \$80 million in operating and capital funds in addition to the \$50 million for the federal match.

"When you have \$130 million taxpayer money going into [Metro], there needs to be oversight of the state on that board," Drake said in an interview.

The question of who will pay for what to keep Metro trains and buses running in the next fiscal year will play out over the next three months.

Metro General Manager Richard Sarles has said the jurisdiction must cover the \$72 million gap in the proposed \$1.47 billion operating budget that takes effect July 1 or agree to cut service.

The proposed District changes and longer waits between trains will go to a public hearing in May.

shaverk@washpost.com



**Finance & Administration Committee**

**Action Item III-A**

**April 14, 2011**

**Approval to Hold Compact Public Hearings  
on Proposed Service Reductions  
and Budget for FY2012**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 101140	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Approval to Hold Public Hearings on FY2012 Budget

**PURPOSE:**

Board approval of Public Hearings to receive public input on possible service level changes and a proposed change to the Anacostia Reduced Fare. Additionally, Metro will host Town Hall Meetings prior to the public hearings to discuss and receive public input on the FY2012 Proposed Operating and Capital Budget.

**DESCRIPTION:**

The Town Hall Meetings and Public Hearings will provide an opportunity for riders and the public to comment on the Proposed FY2012 Budget, and specific service changes that are proposed.

Metro moves people around the region, and the budget provides funding for all of Metro's services. The budget will help Metro to create a safety culture; retain and attract the best and the brightest; deliver quality service; use every resource wisely; and maintain and enhance Metro's image.

**FUNDING IMPACT:**

The adopted FY2012 Budget will provide funds for the operation of Metrorail, Metrobus, and MetroAccess as well as Metro infrastructure renewal and the implementation of safety recommendations.	
Project Manager:	Matt Brown
Project Department/Office:	Office of Management and Budget Services.

**RECOMMENDATION:**

That the Board approve Public Hearings on the FY2012 Budget.



**Washington Metropolitan Area Transit Authority**

# Approval to Hold Compact Public Hearings on Proposed Service Reductions and Budget for FY2012

Finance and Administration Committee

April 14, 2011



## Purpose

- Board approval of Public Hearings to receive public input on possible service level changes and the Anacostia Reduced Fare
- Metro will also host Town Hall meetings prior to the public hearings to discuss and receive public input on the FY2012 Proposed Operating and Capital Budget



# The Proposed FY2012 Budget

- The proposed FY2012 Operating Budget is \$1.466 billion, an increase of \$2.1 million over the FY2011 Operating Budget
  - The General Manager’s proposed budget includes \$74.2 million in operating budget reductions
  - The required additional contribution is \$72.5 million; resulting from:
    - Cost increases of \$2.2 million
    - Reduction of \$30 million in preventive maintenance borrowing
    - \$16.6 million in FY2010 carryforward
    - Slower revenue growth of \$23.8 million
- The Proposed FY2012 Capital Budget is \$851.1 million for bus and rail rehabilitation



## Other Funding Options

Other funding options include:

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



# Items in the Proposed Hearing Docket

- Bus:
  - Elimination of K1 (Takoma-Walter Reed), N8 (Tenley-Glover Park Loop) and E6 (Chevy Chase) lines and extension of M4 (Nebraska Avenue) line
- Rail:
  - Widen Saturday headways from 12 to 18 minutes during the day and to 25 minutes after 9:30PM to closing
  - Widen Sunday headways from 15 to 20 minutes during the day and to 25 minutes after 9:30PM to closing
- Anacostia Fare Buy-Down
  - Eliminate the \$0.50 fare buy downs on bus only travel on the 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8, and southbound 90, B2, P1, P2, P6, and U2 stops at or south of Good Hope Road; and
  - Increase the discount for passengers that transfer from bus to rail or from rail to bus on the 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8.
  - This maintains the discount for riders using local buses and transferring to rail



# Public Involvement

- Town Hall Meetings held prior to formal public hearing week of May 16-20
  - Two in each signatory (DC, Maryland and Virginia)
  - Open House with information tables prior to meeting
  - Board members preside at Town Hall and Hearings; ELT and Metro staff available for questions, conversation
  - Facilitator presents Rebuilding of Metro budget story
  - Invites overall input on all topics
  - Formal hearing specific to docket held after Town Hall



# Public Involvement

- Conduct online survey to gather input consistent with Rebuilding of Metro Town Hall



# Public Hearing and Implementation

	Days
Discussion with jurisdictional staff	February 25
Board review of bus and rail criteria	March 10
Board discuss and approval of public input process	March 31
Board approves docket options and authorizes public hearings	April 14 – Special Board Meeting
Start of Title VI analysis	
Newspaper notice posted	April 30
Public Hearings and Town Halls	May 16 – 20
Public Comment period	5 days after the Public Hearings
Completion of Title VI analysis	
Finance & Admin Committee approval of Public Hearing Staff Report	June 9
Board approval of service changes	June 23
Scheduling and Union picks, concurrent with Rider communications, including signage, advertising, and station and shelter materials	90 days
Changes Implemented	September



# Recommendations

- Approve Public Hearings and the content of the public docket
- Metro will also host Town Hall Meetings

SUBJECT: APPROVAL TO HOLD COMPACT PUBLIC HEARINGS ON PROPOSED SERVICE REDUCTIONS

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) provides Metrobus, Metrorail and MetroAccess services to the residents of the region; and

WHEREAS, These systems combine to provide about 1.3 million passenger trips daily; and

WHEREAS, The Washington metropolitan region has come to rely on the services of the Metrorail, Metrobus, and MetroAccess systems to provide safe and reliable service to respond to the mobility and accessibility travel needs of the region for work and discretionary activities; and

WHEREAS, The cost of Metrobus, Metrorail and MetroAccess services is funded in part by passenger revenues and in part by subsidies provided by the District of Columbia, the State of Maryland, local jurisdictions in Virginia, and the Commonwealth of Virginia; and

WHEREAS, Neither WMATA nor the funding partners of WMATA are immune from the continuing economic challenges facing this country, which have resulted in an approximately \$72.5 million funding gap in the proposed FY2012 Operating Budget which must be closed; and

WHEREAS, The Board of Directors has determined that a fare increase to close this funding gap is not in WMATA's best interests or the interests of the riding public at this time; and

WHEREAS, Staff has presented a series of options for closing the funding gap, some of which require a public hearing; and

WHEREAS, the jurisdictions are considering their obligations under the Compact and have asked Staff to develop a full analysis of the fiscal and practical implications of the funding options which do not require a public hearing before implementation; now, therefore, be it

*RESOLVED*, That in accordance with Section 62 of the WMATA Compact, the Board of Directors will conduct a series of public hearings on proposed changes to bus and rail service as described below:

1. Bus Service

- a. The elimination of the E6, K1 and N8 routes
- b. A restructuring of the M4 to extend that route to Knollwood Road to partially replace the E6 service
- c. Eliminate the Anacostia special Fare which will increase the fare from \$1.00 to \$1.50 for SmarTrip® and to \$1.70 for cash on routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8 as well as for stops at or south of Good Hope Road for routes 90, B2, P1, P2, P6 and U2
- d. Coincident with the fare increase described in subsection c. immediately above, increase the bus to rail and rail to bus transfer value from \$0.50 to \$1.00 for those customers transferring to or from routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8 pursuant to an agreement with the District of Columbia as required by Compact § 79.

2. Rail Service

- a. Widen Saturday headways from 12 minutes to 18 minutes until 9:30 PM and to 25 minutes after 9:30 PM until closing.
- b. Widen Sunday headways from 15 minutes to 20 minutes until 9:30 PM and to 25 minutes after 9:30 PM until closing; and be it further

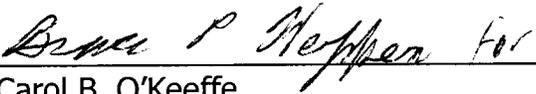
*RESOLVED*, That the Board of Directors has also determined to hold a series of Town Hall meetings on the WMATA Budget; and be it further

*RESOLVED*, That the Board of Directors expressly reserves judgment on whether any of the proposed service changes are appropriate or justified, and be it further

*RESOLVED*, That the Board of Directors authorizes the General Manager and Chief Executive Officer to report on the findings of the public hearings and the Board of Directors shall consider these findings and public comments in their deliberations on any proposed changes in bus or rail service; and be it finally

*RESOLVED*, That this Resolution shall be effectively immediately.

Reviewed as to form and legal sufficiency,

  
\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel

# The Washington Post

[Back to previous page](#)

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## Metro playing games with riders

By Robert Thomson, Saturday,  
April 16, 6:36 PM

Dear Dr. Gridlock:

Your Wednesday article that Metrorail is considering a cut in weekend service really shook me up. That management is not fit to draw a salary.

On Saturday, March 19, I had occasion to use the Orange Line from Metro Center to Ballston. The service was shut between East Falls Church and West Falls Church for track work. I knew that.

I originated my trip at Union Station. The Red Line was very full, but no problem.

The Orange Line was grossly overloaded. [A train] came along at about 4:15 p.m. It was worse than rush hour. In the car I was in, two women with tiny babies had to stand holding them. I had to stand, but a young woman offered me her seat. I had been sitting at a meeting so I told her to keep it, "thank you."

I counted. A six-car train had 960 people on it. A rush-hour load should not exceed 720. When I got home, I fired off a protest to [Metro General Manager] Richard Sarles asking for correction "next time."

I got a letter back from a schedule man, explaining they had cut the service to every 20 minutes, so I should not be concerned. It was just for the day.

Why should I not be concerned? Not just about the overloading, but also the bus connections. My bus line is hourly on Saturday. How could I make connections?

That is not what we pay high fares and taxes for. Any decent management would provide a seat for all off-peak passengers, and 6 square feet per peak passenger.

Metro's board of directors is supposed to set policy. Well, do it. A seat for all under normal off-peak conditions, and 6 square feet per passenger at peak hours. Keep the schedule to sustain bus connections. An 18-minute headway cannot connect conveniently with hourly or half-hourly bus service.

— Ed Tennyson, *Vienna*

Tennyson, a consulting transportation engineer and former deputy secretary of transportation for Pennsylvania, has a history of speaking plainly when he thinks people — including me — have missed something basic. He's right to question Metro's thinking.

Last week, the Metro board signed off on holding public hearings in May on a cost-cutting measure that could increase the gaps between trains from 12 minutes to 18 minutes during the day on Saturdays and from 15 minutes to 20 minutes on Sundays. After 9:30 p.m. on Saturdays and Sundays, the gap would widen to 25 minutes.

This isn't budget balancing. This is a dirty trick on the riders.

The proposed operating budget for the fiscal year that starts in July is \$1.466 billion. The net savings from slashing weekend train service would be about \$6.6 million.

Find it.

Don't tell riders this weekend service cut is a serious proposal. To do so is to say the riders are just so many cattle to funnel through chutes into pens for an amount that's less than half a percent of the budget.

And don't put them through public hearings where they're expected to show up and say how much they need Metro and how much they'd miss the weekend service. Don't use them as leverage with the local jurisdictions that subsidize the transit authority so those jurisdictions will feel pressured into increasing their payments.

Just find it.

Find it like Gov. Robert F. McDonnell found the money to reopen Virginia's highway rest areas after the previous administration made the bad decision to shut them, as though there was no other option.

Find it like any responsible public panel does when it puts the core service at the top of its agenda.

If the board members want to have town hall meetings with the riders, fine. That can be done without the sound and fury we've come to associate with Metro's annual lurch into the next budget.

Last year was different. Faced with a huge budget gap, Metro board members seemed genuinely unsure of the best solution. They went to riders with lengthy menus of potential fare increases and service cuts. That may have been too much to absorb. Some major policy issues, like imposing the "peak-of-the-peak" surcharge, didn't get the thorough discussion they deserved. But something had to be done, and it turned out to be the fare increases.

Since the board has decided that fare increases are off the table this year, the public hearings will ask Metrorail riders only for comments on the proposed service cut.

Make a wild guess on what they'll say. My guess is the board hears Ed Tennyson times a hundred.

And it's not up to the riders to discover the money necessary to maintain a decent level of service.

So what's the real point of this exercise?

Dr. Gridlock also appears Thursday in Local Living. Comments and questions are welcome and may be used in a column, along with the writer's name and home community. Write Dr. Gridlock at The

# NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance

## April 2011



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

	Dec-10	Jan-11	Feb-11		Dec-10	Jan-11	Feb-11
FY 2011 Metrorail	15.70	16.00	15.98	FY 2011 Metrobus	9.00	9.30	9.72
FY 2010 Metrorail	16.00	16.50	13.40	FY 2010 Metrobus	9.30	9.60	7.09

### Budget

#### Month to Month Budget Variance (\$ Millions)

	Feb-10	Feb-10	Feb-10	
	Actual	Actual	Budget	Variance
Revenue	\$45.4	\$60.2	\$63.6	-5%
Expense	\$113.9	\$112.4	\$116.9	4%
Subsidy	\$68.5	\$52.1	\$53.4	2%
Cost Rec.	40%	54%	54%	

#### Fiscal Year To Date Budget Variance (\$ Millions)

	Feb-10	Feb-10	Feb-10	
	Actual	Actual	Budget	Variance
Revenue	\$469.2	\$516.1	\$539.7	-4%
Expense	\$924.0	\$937.7	\$972.4	4%
Subsidy	\$454.8	\$421.7	\$432.7	3%
Cost Rec.	51%	55%	56%	

Source: WMATA Monthly Financial Reports

### On-Time

Bus On-Time Performance	FY 2010	FY 2011
Sept	75.0%	71.7%
Oct	72.0%	72.7%
Nov	74.0%	74.0%
Dec	75.0%	75.7%
Jan	79.4%	78.5%
Feb	70.6%	76.9%

*Target = 80%*

Rail On-Time Performance	FY 2010	FY 2011
Sept	N/A	89.7%
Oct	N/A	89.3%
Nov	N/A	88.5%
Dec	N/A	87.9%
Jan	N/A	85.1%
Feb	N/A	88.7%

*Target = 95%*

Source: WMATA Vital Signs Reports

### Safety

#### Preventable and Non-Preventable Customer Injury Rate (per million trips)\*

	Oct	Nov	Dec	Jan
FY 2011	1.65	3.49	1.49	2.08

\* Includes Metrorail, rail facilities, Metrobus, and Metroaccess

#### Crime Rate (per million trips)

	Nov-10	Dec-10	Jan-11
Bus	0.9	0.78	0.86
Rail	6.38	6.71	6.63
Parking	2.89	4.54	3.06

#### Customer Complaint Rate (per million trips)

	Nov	Dec	Jan	Feb
FY 2011	128	125	130	148
FY 2010	124	121	119	162

Source: WMATA Vital Signs Reports

### Reliability

#### Bus Fleet Reliability by Fuel Type (target = 7,400)

##### Miles Without Service Interruption

	CNG	Hybrid	Clean D.	Diesel
Feb-11	8,480	11,158	8,042	6,191
Jan-11	10,242	11,853	11,473	5,751

#### Rail Fleet Reliability by Series (target = 60,000)

##### Miles Without Service Interruption

	1000	5000	6000	All
Feb-11	46,302	47,868	110,928	48,241
Jan-11	54,137	30,078	74,865	37,703

#### Escalator Availability

(Target = 93%)

Feb-11	86.6%
Jan-11	90.0%

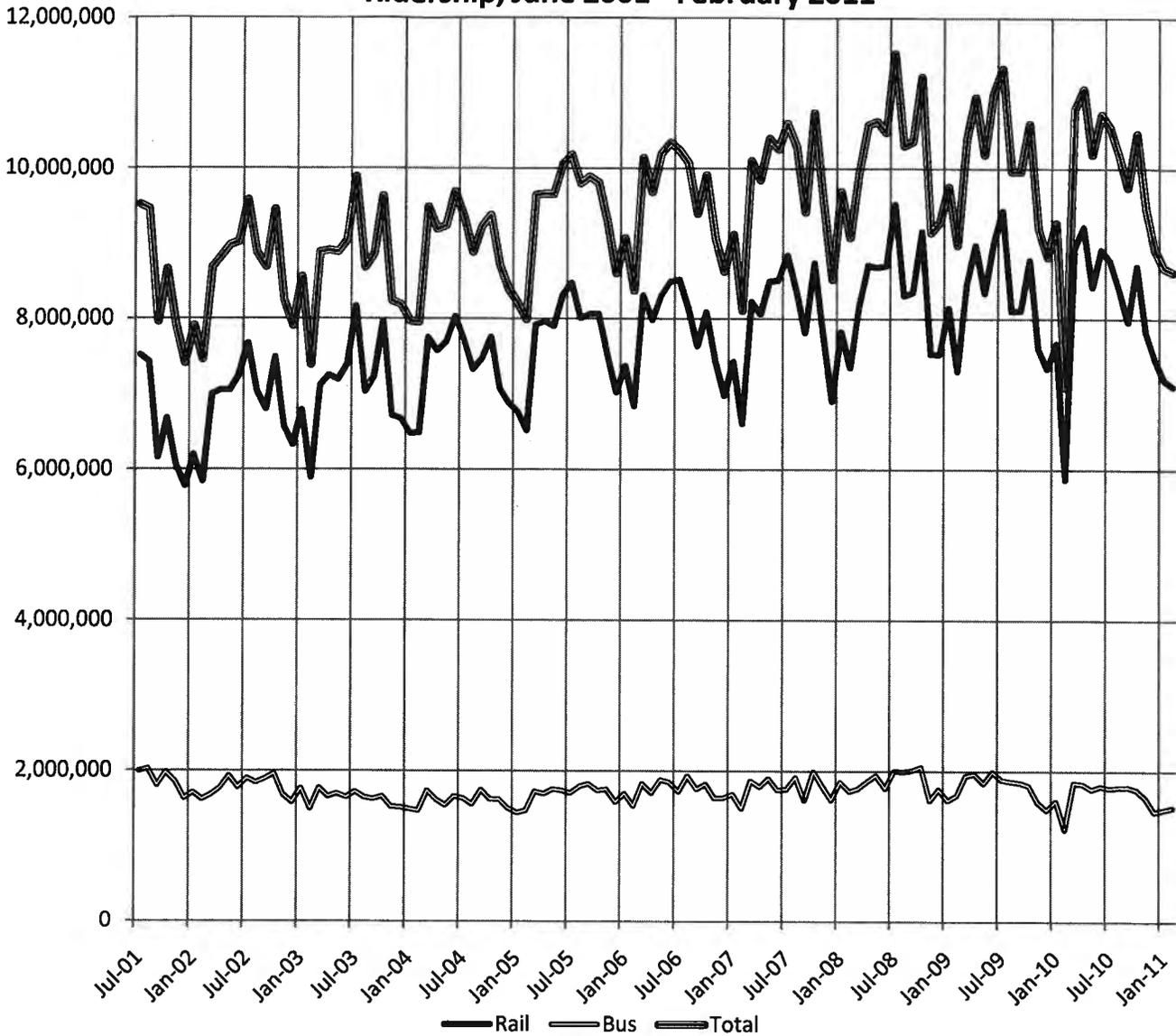
#### Elevator Availability

(Target = 97.5%)

Feb-11	96.0%
Jan-11	96.3%

Source: WMATA Vital Signs Reports

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



ta (thousands of one-way passenger trips)

	August	September	October	November	December	January	February
Metr rail FY 2011	8,393.1	7,960.2	8,707.7	7,823.9	7,463.6	7,190.9	7,108.7
Metr rail FY 2010	8,104.2	8,115.3	8,788.1	7,603.7	7,340.3	7,675.1	5,874.8
Metr rail 5 yr. Avg. (FY 06-10)	8,187.1	7,998.1	8,573.3	7,578.1	7,157.9	7,693.5	6,797.7
Metrobus FY 2011	1,790.7	1,792.0	1,757.9	1,650.5	1,464.0	1,491.6	1,516.8
Metrobus FY 2010	1,863.8	1,848.9	1,807.9	1,591.9	1,486.2	1,599.8	1,225.5
Metrobus 5 yr. Avg. (FY 06-10)	1,901.8	1,809.8	1,883.9	1,678.8	1,618.4	1,690.4	1,533.5

# Vital Signs Report

*A Scorecard of Metro's*

*Key Performance Indicators (KPI)*



**Office of Performance**

Chief Performance Officer

Published: April 2011

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## Vital Signs Report – April 2011

### Executive Summary

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February's Metrobus on-time performance declined slightly following four consecutive months of improvement. A mixture of snow and detours caused by road construction were the root cause of this February result. Bus fleet reliability in February also declined slightly but still exceeded its target. From a customer standpoint bus breakdowns had a limited impact with only two trips per 1,000 missed due to mechanical failures.

System-wide rail on-time performance improved in February up to 89%. The Red Line experienced the largest gain in performance, improving 2% due to completion of work that slowed train access to the Shady Grove station while platform edges were reconstructed. Yellow Line on-time performance improved to better than 92%, its highest level in the last twelve months. Overall rail fleet reliability improved 28% from January, largely due to an improvement in door function on two railcar types that make up nearly half the fleet.

MetroAccess on-time performance decreased in February to 89% due to a significant increase in the number of weekday passengers, requiring adjustment of the schedule. Complaints from bus and rail customers decreased in February but were offset by an increase in MetroAccess complaints about early and late trips which ties back to the lower on-time performance result this month. Conversely, while complaints about MetroAccess were up, so were commendations indicating that staff is communicating effectively.

Escalator availability decreased in February by 2% (which equals 13 units) as maintenance staff spent more time troubleshooting and resolving the root cause of unscheduled service calls. Elevator availability stayed consistent with January with decreases in unscheduled service calls being offset by an increase in preventive maintenance work.

Metro crime was down 12% in January, with a particularly notable reduction in larcenies (down 34%), including thefts from autos and auto parts/accessories. Customer injuries increased in January due to slippery winter weather conditions despite efforts by Metro to clear snow and ice and warn of the hazard. The employee injury rate was slightly higher than the previous month due to an increase in head, upper and lower body extremity injuries caused by straining and slips/falls.

#### Future Performance Action Highlights:

- Better manage the departure of trains from terminals and buses from garages to ensure service begins on time.
- Maintain and enhance escalator/elevator preventive maintenance compliance by focusing on units that exceed the 30-day compliance timeline and prioritize by locations with the highest customer traffic.
- Bus Transportation will focus on maintaining quality incident investigation, safety conversations, local safety committees and return to work programs. Many of these are used to share information to preempt employee injuries and coach staff on better ways to be safe.
- Following the posting of video recordings on social media depicting youth misbehavior in the transit system, MTPD is partnering with local governments to improve safe travel to and from school.

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

12 Objectives

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

\*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 Facts at a Glance

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### Metro Service Area

Size	1,500 sq. miles
Population	3.5 million

### Ridership

Mode	FY 2010	Average Weekday
Bus	124 million	427,567 (February 2011)
Rail	217 million	717,888 (February 2011)
MetroAccess	2.4 million	8,187 (February 2011)
Total	343.4 million	

### Fiscal Year 2011 Budget

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

### Metrobus General Information

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

\*As of December 2010.

## Metrorail General Information

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

## MetroAccess General Information

Fiscal Year 2011 Operating Budget	\$104 million
MetroAccess Fare	Within the ADA service area – twice the SmarTrip-based fare up to a \$7 maximum
Paratransit Vehicle Fleet**	600
Average Fleet Age**	3.12 years
Paratransit Garages	7 (1 in DC, 4 in MD and 2 in VA)
Contract Provider	MV Transportation

\*\*As of February 2011.

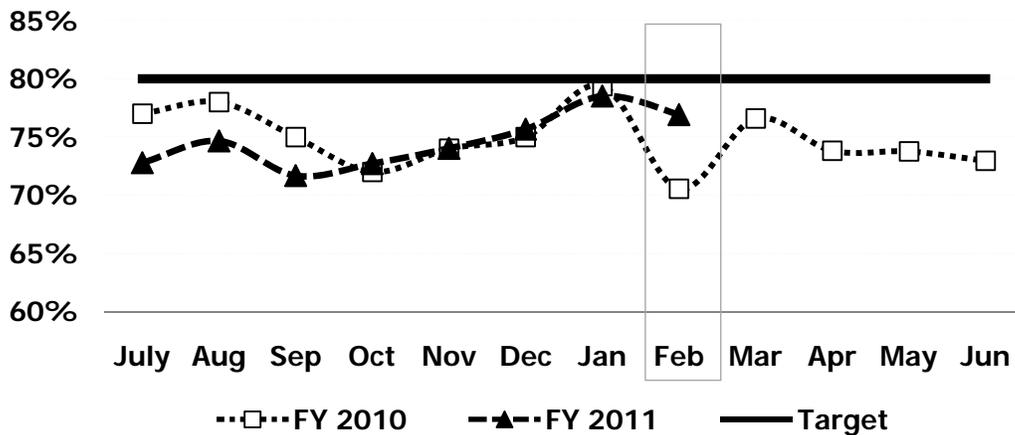
**KPI: Bus On-Time Performance (February) Objective 2.1 Improve Service Reliability**

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

**Why Did Performance Change?**

- Bus on-time performance was notably above Feb 2010 “snowmagaddeon” but decreased slightly (2%) when compared to the prior month of Jan.
- Last month reported challenges in Maryland due to detours along the A11, A12, V14, and V15 routes. As construction projects on these routes were completed, the average on-time performance of these routes rose to 84%. However, traffic congestion and detours elsewhere continued to challenge Metro’s delivery of service, especially along the Pennsylvania Avenue, Georgia Avenue, North Capitol and U Street. Also routes along East Capital, Cardozo, and the Hospital Center struggled due to detours caused by heavy crane lifting operations at construction sites in those areas.
- Although limited service/express route service is implemented to provide customers with a faster ride this service generally operates during the peak periods of congestion encountering the same perils of a regular bus route’s rush hour commute.

**Bus On-Time Performance**



**Actions to Improve Performance**

- Continue to fill positions of Service Operation Managers who identify improvements on the street through direct observations of bus service, helping to mitigate problems quickly.
- At bus garages, prioritizing attention to making sure buses start their runs on time has a big impact on maintaining on-time performance. If a bus starts late there is little chance it will catch up to be on-schedule.
- Test a new pilot application which will allow Supervisors to have real-time overview of schedule adherence; this tool would identify buses that are running early and late.
- Begin a service evaluation study in cooperation with Metro’s jurisdictional partners to review the overall performance of eight bus lines with the aim of reducing crowding and improving service reliability, frequency, travel time, bus stop amenities and customer communications.

**Conclusion:** February’s on-time performance was notably above last year as Metro faced fewer snow storms and was able to minimize the effects of traffic congestion and detours caused by roadway construction.

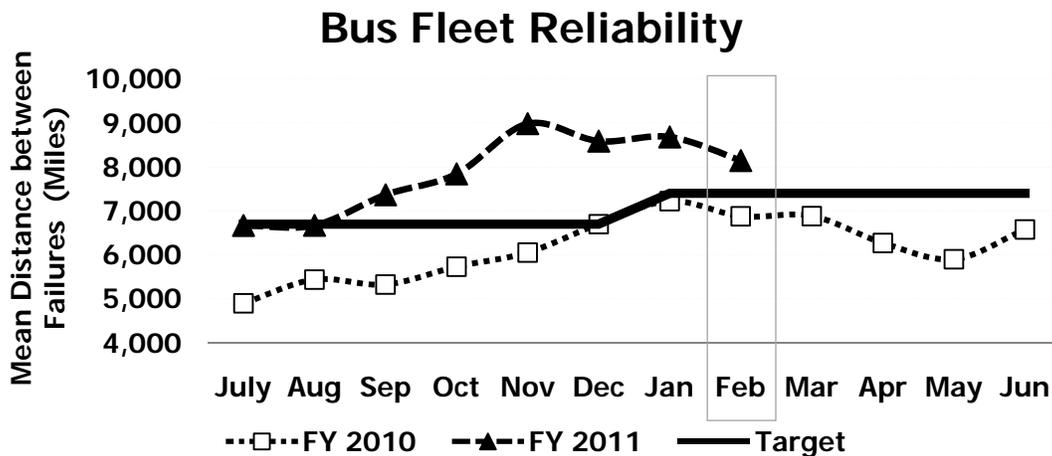
**KPI: Bus Fleet Reliability (February)**  
**(Mean Distance Between Failures)**

**Objective 2.1 Improve Service Reliability**

**Reason to Track:** This key performance indicator communicates service reliability and is used to monitor trends in vehicle breakdowns that cause buses to go out of service 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?**

- Despite inclement weather, bus fleet reliability performance continued to outperform the target in Feb and exceeded Feb of the previous fiscal year by 18%. However, when compared to the previous month of Jan, fleet reliability decreased by six percent. From a customer standpoint this reliability rate represents only two out of every 1,000 trips missed due to mechanical failures.
- CNG buses (~30% of the fleet) had the lowest mean distance between failure since Aug 2010, bringing down Metro's overall fleet reliability.
- Although Hybrid buses reliability also decreased in Feb, these buses remain the highest performing type of vehicle in Metro's fleet.
- The top six service interruptions in order of frequency for the month were: engines, HVAC systems, warning lights, body defects, brakes, and doors. Engine issues represented the largest portion of service interruptions, 33%.



**Actions to Improve Performance**

- Continue a quality assurance program which monitors purchased bus parts, reviews all samples for specification compliance, recommends life cycle analysis and makes suggestions to improve the quality of materials.
- Continue to adhere to a 100% preventative maintenance target to minimize preventable service interruptions.
- Receive 152 new hybrid electric buses between Apr and Dec 2011 to replace older less reliable buses.

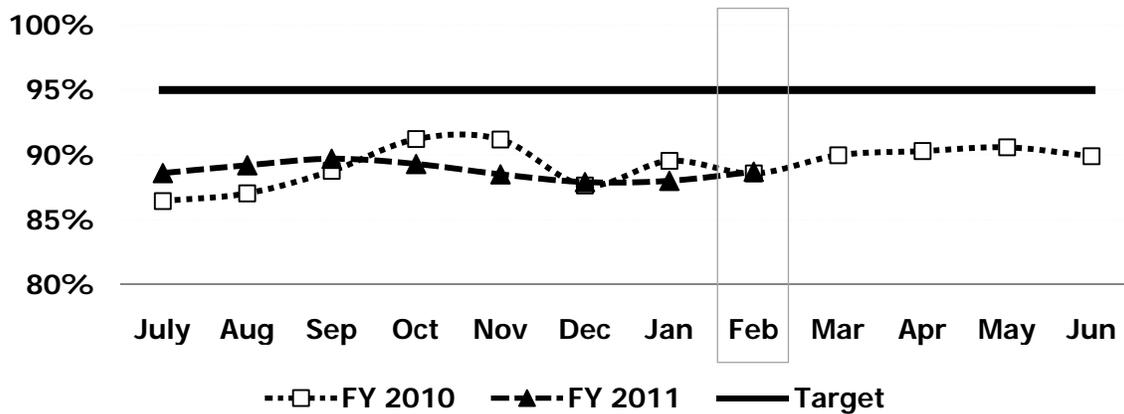
**Conclusion:** Fiscal year to date bus fleet reliability is 7,868 miles or 6% better than the 7,400 mile target. Mechanical failures continue to have a limited impact on customers as this rate represents only two trips per 1,000 being missed due to mechanical failures.

**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 caused by sick passengers or offloads. On-time performance is a component of customer satisfaction.

**Why Did Performance Change?**

- The Red Line experienced the largest increase in on-time performance improving 3% due to completion of work in January that slowed train access to the Shady Grove station while the platform edges were being reconstructed. Improvements were experienced despite mid-day track work between Friendship Heights and Medical Center stations in early Feb that impacted on-time performance by spreading out trains.
- Green Line on-time performance of 90% in Feb was consistent with Jan, and Yellow Line performance improved to 92%, which was that line's highest level in the past 12 months. For both of these lines, the level of performance reflects a reduction in the number of delays.
- The Orange Line performed well at 91% as the President's Day Weekend track work was completed on schedule in time for the Feb 22 morning commute.

### Rail On-Time Performance



**Actions to Improve Performance**

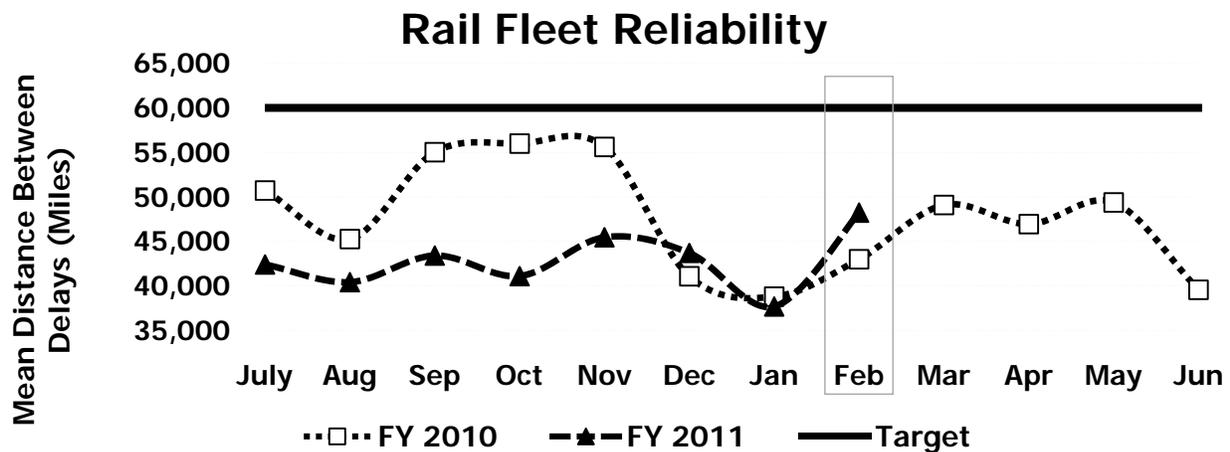
- Continue the 2011 track overhaul project to restore the rail system to a state of good repair through mid-day track work on the Orange Line and weekend shut-down on the Orange and Blue Lines.
- Track the departure time of trains from the terminals to ensure they begin their runs on time.
- Locate supervisors on the platforms to check schedule adherence.
- Add 10 more railcars to the peak period fleet beginning March 21, prior to the start of spring tourism season. These cars will add 640 seats for rush-hour riders on the Red and Orange lines, where passenger demand is highest.

**Conclusion:** Even with mid-day track work slowing trains in Feb, system-wide on-time performance improved for the second month in a row reversing a downward trend in place since Sep.

**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?**

- Overall railcar reliability improved 28% from Jan with fewer incidents and 20% less average train delay. This improvement was the result of significantly fewer delays due to door failures.
- Both the 2000-3000 Series and the 5000 Series railcars had fewer door failures. The 2000-3000 Series railcar door performance returned to more typical performance following an unusual Jan, with 19 fewer delay-causing door failures in Feb. Railcar Maintenance teams have been performing work on the door subsystems of the 2000-3000 Series railcars to reduce the number of door malfunctions.
- Brake and automatic train control system problems are consistently numbers two and three in causes for train delays  $\geq$  four minutes. Both of these types of delays decreased slightly during Feb as compared to Jan, adding to the improved performance for the fleet.
- These improvements result in better railcar availability, which means that more 8-car trains can be dispatched for peak period service on the Red, Orange and Green Lines.



**Actions to Improve Performance**

- Continue to inform customers to stand away from the doors, both inside and outside of the trains when boarding. Communications from operators and within stations, as well as comments through DC Rider and other media outlets about how customers impact door functions raise awareness for all, and will reduce the number of failures and offloads experienced.
- Perform maintenance campaigns – targeting a particular type of problem on similar cars at one time, such as the propulsion system, communication system or door control system – is resulting in fewer repeat failures of the subsystems repaired. The 2000-3000 Series railcars are being targeted to reduce the number of repeat failures related to door systems. This approach will be continued.
- Launch an initiative “Operation Cool Breeze,” a program to inspect and service the air conditioning units on all rail cars in the fleet ahead of the coming warmer weather. Performance of the air conditioning units will be tracked and monitored during the railcar’s regular 90-day preventive maintenance inspections.

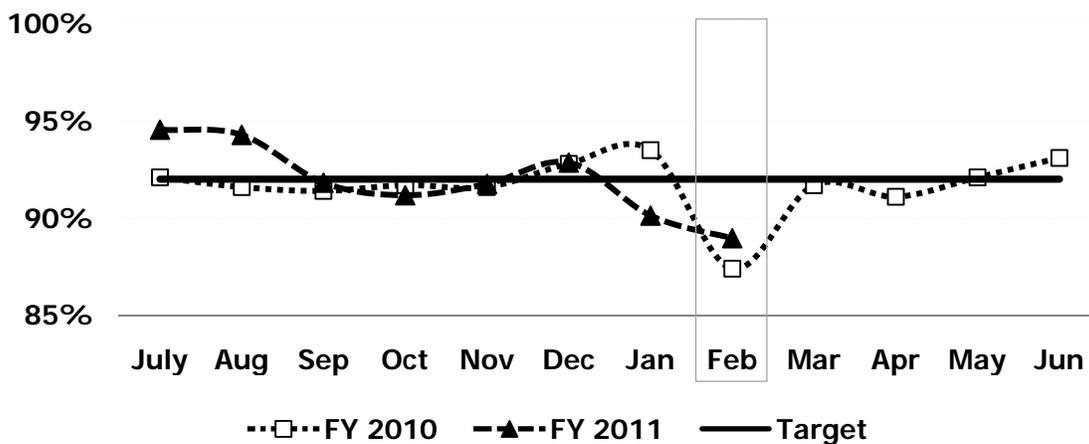
**Conclusion:** For the 5,354,774 miles operated in Feb, the mean distance between delays improved by 28% from Jan, largely due to an improvement in door function on two railcar types that make up nearly 50% of the fleet.

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

**Why Did Performance Change?**

- MetroAccess' on-time performance decreased to 89% in Feb, as compared with Jan. An inclement weather event and an extremely cold Jan followed by unseasonably warm temperatures in Feb contributed to a temporary spike in ridership. That brief ridership increase had subsided by the end of Feb.
- The decrease in on-time performance was also related to actions being taken to improve the efficiency of this service by reducing cost. Metro staff worked with the service provider to strike a balance between improving productivity and reaching the on-time performance target.
- On Feb 17 the Trapeze database server was out of service throughout the morning. Routes and schedules were not able to be adjusted until full operation of the database was restored around mid-day.
- Changes in on-time performance are directly correlated with the MetroAccess customer comments that experienced a noticeable increase in Feb (see customer comment rate on page 19).

**MetroAccess On-Time Performance**



**Actions to Improve Performance**

- MetroAccess staff will continue to focus on maintaining a standard of service that continues to meet federal guidelines for ADA paratransit service delivery, while maximizing the cost effectiveness of the service. Federal guidelines provide for maintaining on-time service delivery at a level of reliability that avoids a substantial number of significantly untimely pick-ups or drop-offs; trip denials; missed trips; or trips with excessive lengths.
- MetroAccess staff will continue to provide information to assist customers with trip planning and fare questions related to the new fare structure implemented Feb 27. The fare change was part of an overall fare adjustment approved last Jun for FY2011.
- The ADA Programs staff will continue to provide a wealth of information about accessible transportation options throughout the region and make travel orientation and training services available for interested customers.

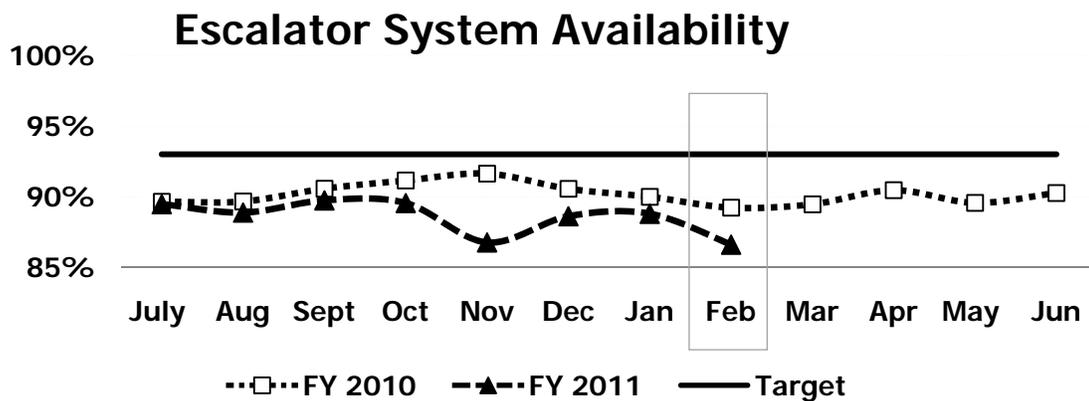
**Conclusion:** MetroAccess experienced a temporary ridership increase in Feb which stressed the system and efficiency pressures further constrained the system's ability to maintain on-time performance.

**KPI: Escalator System Availability (February)    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?**

- 509 out of 588 Metrorail escalators were operating in Feb (based on hours of available service). This represents a decrease of 2% (which "equals" 13 units) mainly due to an increase in unscheduled maintenance work being conducted.
- Although the number of unscheduled service calls remained the same between Jan and Feb, maintenance staff spent more time troubleshooting and resolving root causes of problems. Examples of this work include: replacing handrail drives/chains, motors, electrical circuits and belts. As a result, the average time necessary to repair and return a unit to service was higher for unscheduled calls. In Jan, there were only 12 unscheduled service calls that took 100+ hours to complete while in Feb the number of repairs requiring 100+ hours of work tripled.
- Modernization/overhaul work continued at a significantly higher pace than 2010. In Feb 2011, a total of seventeen escalators (including "walker units") at nine stations were out of service due to overhaul work, compared with only 10 units in Feb 2010 which translates into a 74% increase in out-of-service hours. Overhaul work is essential to improving the reliability of escalators in the future, but it reduces availability in the short run (22% of escalator out-of-service hours in Feb 2011 were due to overhaul work).
- Escalator preventive maintenance inspection compliance increased significantly, from 41% of scheduled inspections completed on-time in Jan to 66% in Feb. The majority of this work occurs when the system is closed to customers, not significantly impacting availability. In the long term this maintenance work is critical to improving escalator reliability.



**Actions to Improve Performance**

- Maintain and enhance preventive maintenance compliance by focusing on units that exceed the 30-day compliance timeline and prioritize by locations with the highest customer traffic.
- Identify resources needed to achieve escalator availability target.
- Reduce out of service hours due to unavailable parts by increasing supply.
- Hold monthly all-hands meetings to review performance and adjust maintenance strategies as needed.

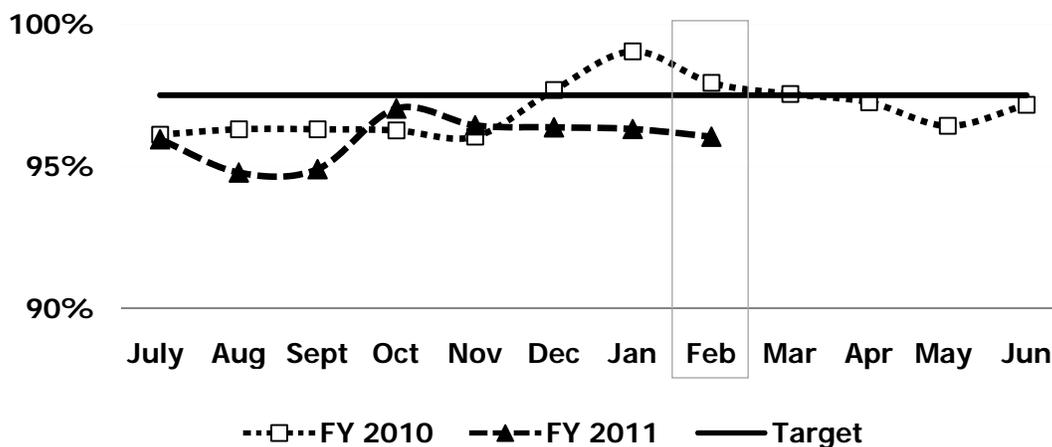
**Conclusion:** Unscheduled escalator service calls took longer to complete in Feb as maintenance staff spent more time troubleshooting and resolving the root cause of problems. This drove down Metrorail escalator availability in Feb.

**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 Feb 2011 was 96% (or 122,916 hours), consistent with Jan. On average, 228 of 237 elevators were available during the month.
- An improvement to note was that unscheduled elevator service calls went down in Feb (Feb: 240 calls; Jan: 268 calls). These availability gains were offset by increases in out-of-service hours for preventive maintenance repairs (up 300%) to address repairs identified in preventive maintenance inspections.
- Elevator preventive maintenance inspection compliance improved slightly, from 69.8% in Jan to 70.4% in Feb. These inspections are scheduled on a monthly, quarterly and annual basis to maintain the reliability of escalators and proactively identify maintenance issues.

### Elevator System Availability



**Actions to Improve Performance**

- Maintain and enhance preventive maintenance compliance by focusing on units that exceed the 30-day compliance timeline and prioritize by locations with the highest customer traffic.
- Hold all-hands meetings to review performance and adjust maintenance strategies as needed.

**Conclusion:** Elevator availability remained constant at 96% in Feb with decreases in unscheduled service calls being offset by an increase in preventive maintenance work.

**KPI: Customer Injury Rate (January) Per Million Passengers**

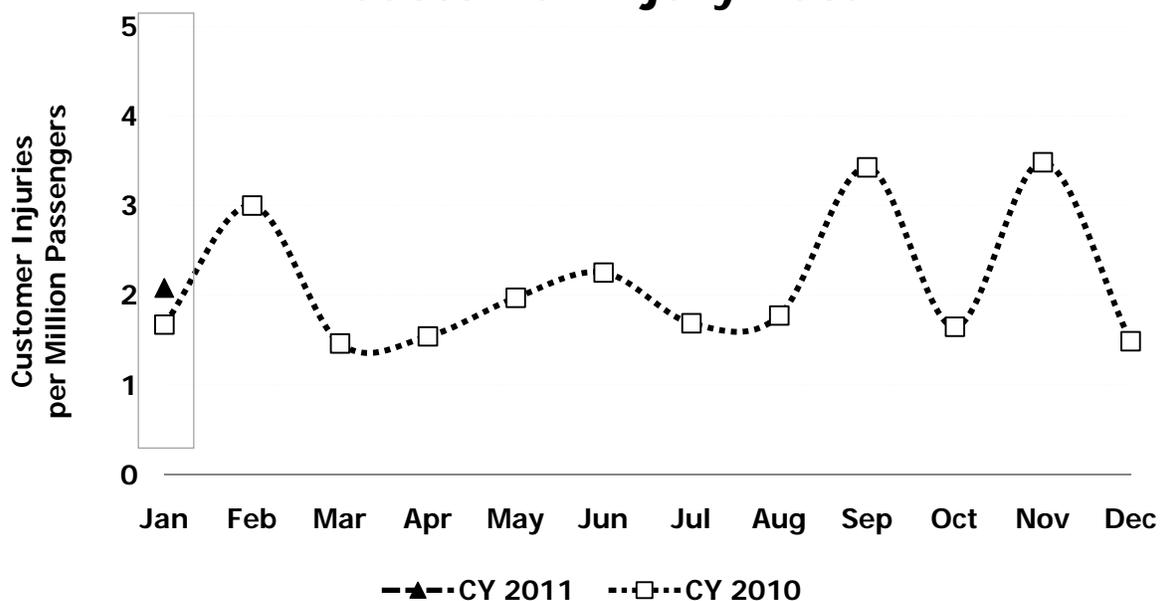
**Objective 1.1 Improve Customer and Employee Safety and Security**

**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?**

- In Jan 2011 bus passenger injuries decreased from the prior month. Metro has observed a significant reduction in risky bus operator driving behavior since the implementation of DriveCam in Nov 2010 including a 31% decrease in traffic violations, 33% decrease in "not looking far ahead" and a 17% decrease in "following too closely." Managing the risk of poor driving behaviors have decreased near miss events by 36% and collisions by 7%.
- Metrorail facility injuries increased significantly, driven by slips/falls due to snowy and icy conditions. These injuries are 56% of Jan passenger injuries; 22 occurred on station platforms or in parking lots and 10 occurred on the escalator.
- Metrorail on-board injuries increased by 2; the injuries were related to 1 door incident and 1 slip/fall incident.

### Customer Injury Rate



**Actions to Improve Performance**

- Although sanding the platform with pellets to melt the snow and ice is safer than doing nothing, the melting process can become hazardous as well. As Metro rehabilitates outdoor stations, platform surfaces will be replaced with non-slip material.
- New buses will be fitted with additional yellow hand straps, non-slip flooring and wheel chair barriers for the first forward facing seats.
- Metro will continue to utilize DriveCam, a technology which helps improve driving habits by providing real time feedback, to coach Bus Operators and avoid near miss incidents as well as collisions.
- Safety Awareness campaigns are ongoing, including campaigns stressing to operators proper defensive driving techniques and service preparedness and readiness.

**Conclusion:** Although Metro earnestly works to clear snow and ice and warn of the hazard, many customers succumb to the slippery conditions of the winter months causing an increase of slip/fall injuries.

**KPI: Employee Injury Rate (January)**

**Objective 1.1 Improve Customer and Employee Safety and Security**

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

**Why Did Performance Change?**

- The Jan 2011 injury rate is slightly higher than the previous month and an increase over the same period last year. The increase in employee injury rate is primarily due to a higher number of head, upper and lower body extremity injuries caused by straining and slips/falls, respectively. Many Metro employees work outdoors in cold, snowy and icy conditions which accounts for a portion of the Jan increase in the injury rate.
- Taking a departmental view, bus and rail transportation departments accounted for 60% of the increase in employee injuries. Bus maintenance, Plant maintenance, and MTPD also experienced a higher number of employee injuries compared to prior months.



**Actions to Improve Performance**

- Bus Transportation will focus on maintaining quality incident investigation, safety conversations, local safety committees, and return to work programs. Many of these platforms are used to share information to preempt injuries and coach staff on better ways to be safe.
- Safety Officers from the Department of Safety and Environmental Management will continue to be assigned throughout the organization to monitor occupational health and safety matters and, ensure a systematic approach in the implementation of safety programs, safety initiatives and the System Safety Program Plan.
- Metro will strictly enforce a "zero tolerance" policy regarding unauthorized use of electronic devices while operating vehicles.
- The Department of Safety will regularly release "Lessons Learned" that will describe safety issues that have arisen on our system or other transit providers and point out how to prevent recurrences.
- Rail Transportation employees will be encouraged to use caution on platforms and other areas that may be slippery due to weather conditions.

**Conclusion:** Metro will continue to emphasize hazard management practices to reduce the overall employee injury rate.

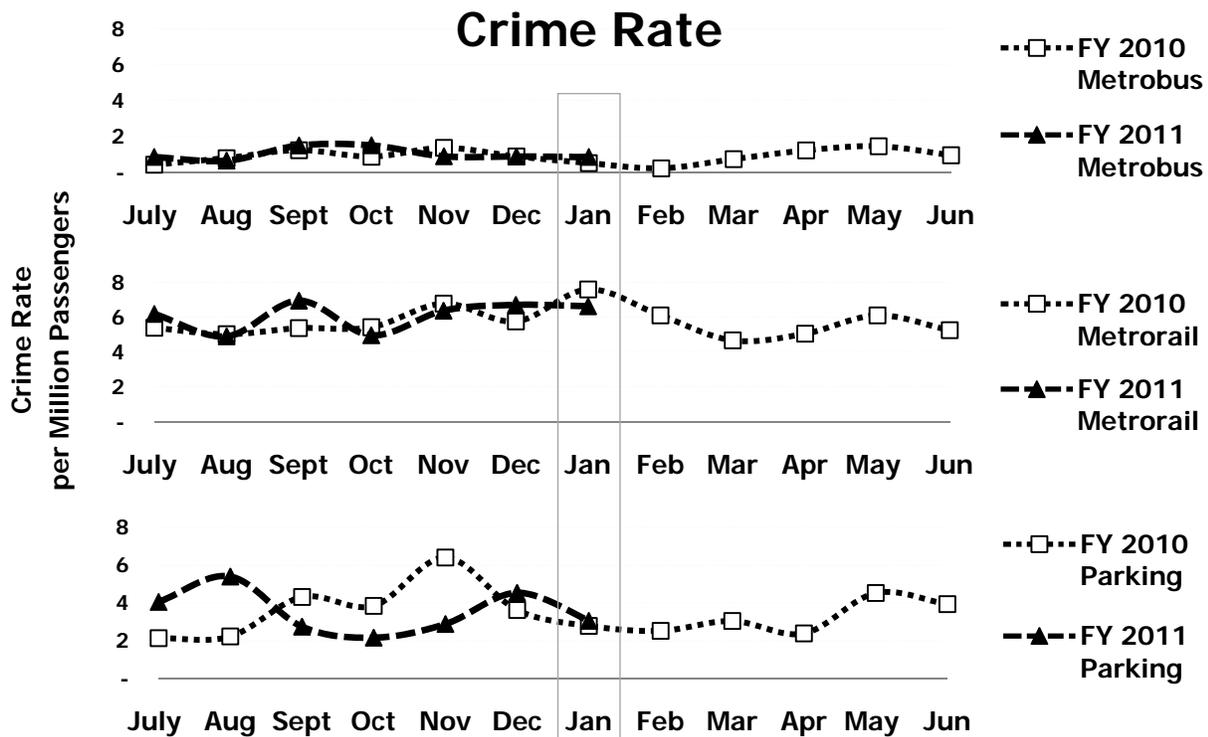
**KPI:** Crime Rate (January) Per Million Passengers

**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 Metrorail crime rate is down in Jan. Robberies are 5% below Dec, driven primarily by a reduction in pickpocket crimes. Robberies are down 25% compared with Jan of last year. Aggravated assaults were also down for the month, from 12 in Dec to 9 in Jan. In Jan, MTPD increased details of specialized units during evening rush hour and established round-the-clock details at L'Enfant Plaza to target robberies and assaults.
- Throughout the entire Metrobus system (all buses on all routes) for the entire month of Jan, there were only eight Part I crimes, the same as last month. Metrobus Enforcement Division participated in a High Intensity Targeted Enforcement at core downtown stations in Jan. On one day, 10 arrests were made.
- The parking lot crime rate is down significantly in Jan. Larceny thefts from autos and thefts of parts/accessories were down 45% from Dec. This improvement was offset slightly by a minor increase in auto thefts and attempted thefts. In Jan, MTPD's Auto Theft Unit adjusted deployment hours to match auto crime trend analysis.



**Actions to Improve Performance**

- MTPD will encourage riders to report crime when and where it happens to facilitate likelihood of suspect apprehension.
- Metrobus enforcement will increase its deployments with two new officers, offsetting recent retirements.

**Conclusion:** Metro crime was down 12% in Jan, with a particularly notable reduction in larcenies (down 34%), including thefts from auto and parts/accessories. Robberies were also reduced by 25% in Jan when compared to Jan of 2010.

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

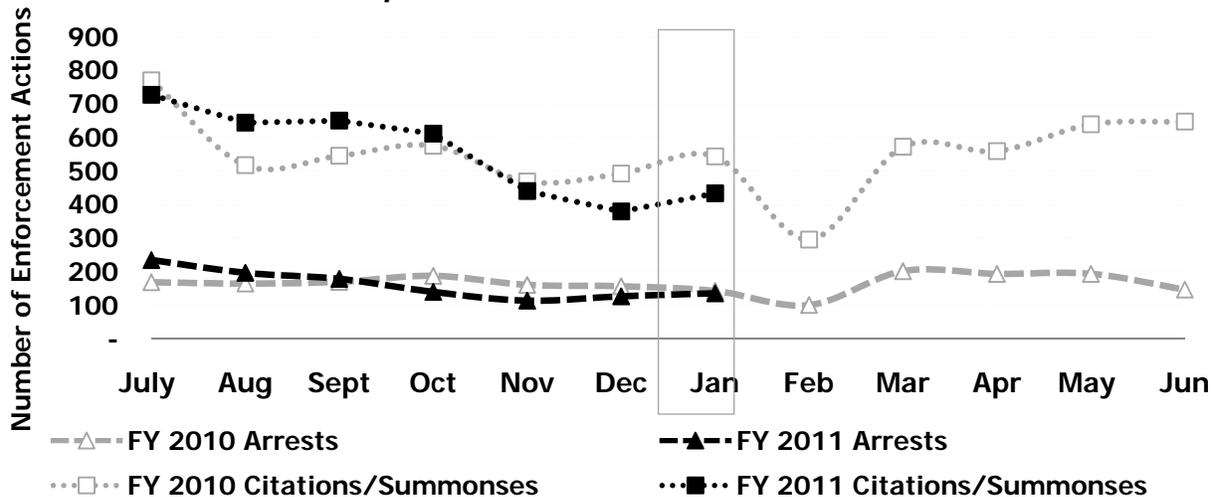
**Objective 1.2 Strengthen Metro's Safety and Security Response**

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

**Why Did Performance Change?**

- Arrests by MTPD officers continued a three month upward trend. In Jan, arrests increased by 7% as officers engaged in pro-active crime suppression activity. Robbery suspects accounted for 10% of arrests. A significant arrest occurred at the Naylor Road Station in the bus bay where several suspects robbed a victim at gunpoint. During subsequent on-scene investigation by MTPD, suspects were arrested and property was recovered at the time of the arrest.
- MTPD officers focused on fare evasion in Jan, resulting in an increase in citations/summonses (up 14% from Dec). MTPD also worked in cooperation with the Metropolitan Police Department to reduce students skipping school and causing disorder in the Metro system. Truancy enforcement increased in the downtown area, particularly at Gallery PI-Chinatown. These actions are part of MTPD's initiative to reduce youth disorder in the Metro system.

**Arrests, Citations and Summonses**



**Actions to Improve Performance**

- Following the posting of video recordings on social media depicting youth misbehavior in the transit system, MTPD is partnering with local governments to improve safe travel to and from school.
- MTPD is developing an intelligence network of street officers to utilize more up-to-date information on known offenders.
- MTPD's Anti-Terrorism team will be encouraged to be observant of criminal activity while in an active terrorism watch posture, and respond to service calls when no routine patrol units are available.

**Conclusion:** MTPD recognizes that youth disorder is a growing area of concern and is taking aggressive steps to improve safety as young people travel in the transit system.

**KPI: Customer Comment Rate (February)  
Per Million Passengers**

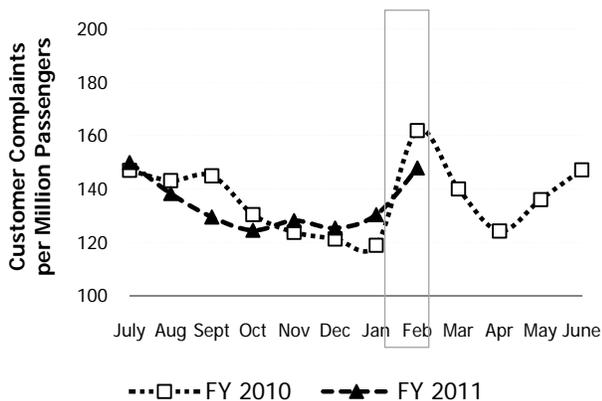
**Objective 2.3 Maximize Rider Satisfaction**

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

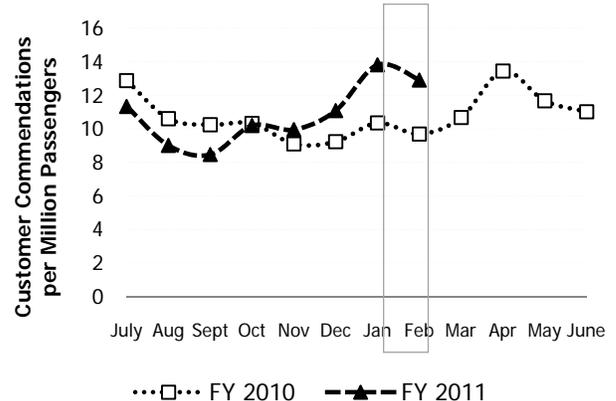
**Why Did Performance Change?**

- In Feb, Metro’s overall complaint rate increased by 13 percent from Jan. This increase was driven by MetroAccess complaints which jumped by 47% due to early and late service arrival complaints. As has been discussed previously, service adjustments within the MetroAccess system greatly impact the customer complaint rate. See the MetroAccess on-time performance measure on page 12.
- The bus complaint rate decreased slightly to 128 from 136 complaints per million passenger trips overall in Jan, however, the number of complaints was up in two of the top five categories: unsafe operation and failure to service a bus stop.
- Rail complaints declined 11% and commendations increased 31% from Jan. Taken together, customer satisfaction with rail services improved in Feb. Notable changes include a drop-off in complaints about security bag checks in Feb. Complaints about upcoming track work also declined as customer information was made available in a simpler format providing information about free shuttle buses to get riders around disruptions.
- Overall, the commendation rate declined in Feb, however the commendation rate for MetroAccess improved 15% from Jan indicating that staff is communicating effectively with its customers.

**Customer Complaint Rate**



**Customer Commendation Rate**



**Actions to Improve Performance**

- MetroAccess maintains a high level of communications with customers, which helps customers make informed transportation decisions. This heavily impacts the measure of customer comments, but results in better relations with customers overall.
- Customer service will continue to report all unsafe operations complaints to the division superintendent to address with the employee as appropriate.
- Metrobus planning staff will use information from customers about bus stops being serviced when adjusting routes and schedules to improve bus route schedule running times.
- Metrorail staff will continue to improve communication with customers, providing clear information about service disruptions and concise directions for navigating the system. As the summer months bring increased visitors to the system, better information will make the Washington region more accessible.

**Conclusion:** Customer commendations and complaints provide valuable information for understanding how customers use information to complete their transit trips, and for managing expectations when service changes and disruptions occur.

## Vital Signs Report

### Definitions for Key Performance Indicators

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**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 passengers)<sup>1</sup>** – Injury to any person (customers or non-customer, but not employees) caused by some aspect of Metro’s operation that requires immediate medical attention away from the scene of the injury.

**Calculation:** Number of injuries ÷ (number of passengers ÷ 1,000,000)

**Employee Injury Rate (per 200,000 hours)** – An employee injury is recorded when the injury is (a) work related; and, (b) one or more of the following happens to the employee: 1) receives medical treatment above first aid, 2) loses consciousness, 3) takes off days away from work, 4) is restricted in their ability to do their job, 5) is transferred to another job, 6) death.

**Calculation:** Number of injuries ÷ (total work hours ÷ 200,000)

**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 / (number of passengers / 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 (per million passengers)** – 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 Smarttrip 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 / (number of passengers / 1,000,000)

<sup>1</sup> *Passengers are defined as follows:*

- *Metrobus reports unlinked passenger trips. An unlinked trip is counted every time a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel two trips are counted.*
- *Metrorail reports linked passenger trips. A linked trip is counted every time a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted.*
- *MetroAccess reports completed passenger trips. A fare paying passenger traveling from an origin to a destination is counted as one passenger trip.*

**Vital Signs Report  
Performance Data**

**April 2011**

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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%	75.1%
FY 2011	72.8%	74.7%	71.7%	72.7%	74.0%	75.7%	78.5%	76.9%					74.6%

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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	6,031
FY 2011	6,670	6,673	7,366	7,842	8,982	8,587	8,681	8,144					7,868

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

Type (~ % of Fleet)	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Avg.
CNG (30%)	8,853	7,842	7,905	9,059	9,093	6,680	9,165	9,939	10,410	9,520	10,242	8,480	8,932
Hybrid (27%)	10,546	9,499	8,844	9,944	10,161	11,378	11,361	13,526	14,198	12,474	11,853	11,158	11,245
Clean Diesel (8%)	11,109	7,990	7,345	7,933	10,547	7,931	10,300	12,118	12,290	12,958	11,473	8,042	10,003
All Other (35%)	4,804	4,562	4,102	4,517	4,332	4,921	4,798	4,698	5,718	5,699	5,751	6,191	5,008

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

	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Avg.
Red Line	88.9%	90.0%	91.0%	90.1%	88.5%	88.3%	88.0%	88.3%	87.5%	87.9%	85.1%	87.2%	88.4%
Blue Line	88.2%	88.9%	88.3%	87.5%	86.0%	86.1%	88.3%	87.3%	87.9%	86.3%	88.0%	86.4%	87.4%
Orange Line	92.2%	92.1%	91.4%	90.4%	88.8%	90.5%	92.1%	91.6%	91.0%	90.0%	91.7%	91.4%	91.1%
Green Line	91.1%	90.7%	91.0%	90.8%	90.3%	91.9%	91.9%	91.0%	88.3%	86.5%	90.2%	90.1%	90.3%
Yellow Line	91.4%	90.4%	90.7%	89.8%	89.0%	91.4%	92.0%	90.7%	91.2%	91.0%	91.5%	92.4%	91.0%
Average (All Lines)	90.0%	90.3%	90.6%	89.9%	88.6%	89.2%	89.7%	89.3%	88.5%	87.9%	88.0%	88.7%	

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

	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Avg.
1000 series railcars	37,742	33,487	41,859	32,241	32,258	46,370	43,908	40,517	45,595	45,557	54,137	46,302	41,664
2000/3000 series railcars	56,513	52,011	44,354	49,175	65,428	39,911	49,582	31,572	35,820	42,065	28,076	40,431	44,578
4000 series railcars	41,982	27,659	41,703	18,166	21,553	17,893	18,645	36,587	25,073	25,195	31,393	31,646	28,124
5000 series railcars	39,500	47,952	55,967	29,265	28,290	29,410	34,094	44,462	54,016	47,509	30,078	47,868	40,701
6000 series railcars	78,393	110,522	80,046	93,631	57,029	107,198	77,921	88,918	119,427	56,172	74,865	110,928	87,921
Fleet average	49,088	46,943	49,375	39,573	42,424	40,435	43,420	41,121	45,471	43,712	37,703	48,241	

Vital Signs Report  
Performance Data (cont.)

April 2011

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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%	91.5%
FY 2011	94.6%	94.3%	91.8%	91.2%	91.8%	92.9%	90.1%	89.0%					91.9%

KPI: Escalator System Availability / Target = 93%

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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%	90.3%
FY 2011	89.5%	88.9%	89.7%	89.5%	86.7%	88.6%	88.8%	86.6%					88.5%

KPI: Elevator System Availability / Target = 97.5%

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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%	97.0%
FY 2011	96.0%	94.8%	94.9%	97.0%	96.4%	96.4%	96.3%	96.0%					96.0%

KPI: Customer Injury Rate (per million passenger trips) \*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. thru Jan.
CY 2010	1.67	3.00	1.46	1.54	1.97	2.25	1.69	1.78	3.43	1.65	3.49	1.49	1.67
CY 2011	2.08												2.08

\*Includes Metro Access and escalator injuries

Bus Customer Injury Rate (per million passenger trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. thru Jan.
CY 2010	2.08	3.66	1.73	1.77	1.84	3.33	2.40	1.61	6.92	1.98	5.91	1.78	2.08
CY 2011	1.72												1.72

Rail Customer Injury Rate (per million passenger trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. thru Jan.
CY 2010	0.06	0.15	0.10	0.19	0.22	0.20	0.10	0.11	0.17	0.11	0.18	0.00	0.06
CY 2011	0.13												0.13

Vital Signs Report  
Performance Data (cont.)

April 2011

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. thru Jan.
CY 2010	1.09	2.31	0.99	0.91	1.31	1.03	0.89	1.35	0.95	1.22	1.56	1.09	1.09
CY 2011	2.00												2.00

\*Includes escalator injuries.

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. thru Jan.
CY 2010	26.18	22.06	21.57	31.55	48.11	46.48	34.47	38.84	24.61	14.45	25.50	20.53	26.18
CY 2011	16.45												16.45

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jan.
CY 2010	5.18	7.94	4.03	6.38	5.79	6.82	4.39	5.72	7.76	4.59	6.36	6.24	5.18
CY 2011	6.92												6.92

KPI: Crime Rate (per million passenger trips)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. thru Jan.
FY 2010 Metrobus	0.43	0.80	1.24	0.88	1.37	0.89	0.52	0.23	0.74	1.23	1.46	0.96	0.88
FY 2011 Metrobus	0.86	0.66	1.50	1.51	0.90	0.89	0.86						1.03
FY 2010 Metrorail	5.40	5.03	5.38	5.43	6.78	5.76	7.59	6.11	4.68	5.06	6.11	5.26	5.91
FY 2011 Metrorail	6.19	4.91	6.95	4.97	6.38	6.71	6.63						6.11
FY 2010 Metro Parking Lots	2.14	2.23	4.32	3.85	6.41	3.63	2.79	2.53	3.05	2.39	4.53	3.94	3.62
FY 2011 Metro Parking Lots	4.06	5.40	2.75	2.17	2.89	4.54	3.06						3.55

\*December 2010 Metrobus crime rate revised.

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

**April 2011**

**Crimes by Type\*\***

	Feb-10	Mar-10	Apr-10	May-10	June-10	July-10	Aug-10	Sept-10	Oct-10	Nov-10	Dec-10	Jan-11	Avg.
Robbery	81	86	91	89	71	66	58	83	76	91	97	92	82
Larceny	27	69	66	97	111	131	111	91	50	58	67	44	77
Motor Vehicle Theft	5	6	9	13	13	10	18	9	17	13	10	15	12
Attempted Motor Vehicle Theft	1	6	9	9	5	10	6	9	3	3	3	6	6
Aggravated Assault	7	7	9	15	7	14	15	14	14	11	12	9	11
Rape	2	0	0	0	0	1	0	0	0	1	0	0	0
Burglary	0	0	0	1	0	0	0	1	1	1	0	0	0
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	-
Arson	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>Total</b>	<b>123</b>	<b>174</b>	<b>184</b>	<b>224</b>	<b>207</b>	<b>232</b>	<b>208</b>	<b>207</b>	<b>161</b>	<b>178</b>	<b>189</b>	<b>166</b>	<b>188</b>

\*\*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 Jan.
FY 2010 Arrests	168	164	169	187	160	156	142	100	201	193	193	146	164
FY 2011 Arrests	234	194	178	139	113	126	135						160
FY 2010 Citations/Summonses	770	517	545	575	468	492	543	295	572	559	639	647	559
FY 2011 Citations/Summonses	727	644	650	611	440	379	433						555

**KPI: Customer Commendation Rate (per million passenger trips)**

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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	10.3
FY 2011	11.3	9.0	8.5	10.2	10.0	11.1	13.8	12.9					10.9

**KPI: Customer Complaint Rate (per million passenger trips)**

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
FY 2010	147	143	145	130	124	121	119	162	140	124	136	147	136
FY 2011	150	138	129	125	128	125	130	148					134

Vital Signs Report  
Performance Data (cont.)

April 2011

Metrobus Ridership (millions)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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	11.1
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	10.2
FY 2011	10.4	10.6	10.5	10.6	10.1	9.0	9.3	9.7					10.0

Metrorail Ridership (millions)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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	18.1
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	17.2
FY 2011	20.2	18.5	17.8	18.9	16.6	15.7	16.0	16.0					17.5

MetroAccess Ridership (100,000s)

	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg. Thru Feb.
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	1.88
FY 2011	2.03	2.06	2.03	2.08	1.96	1.95	1.82	1.90					1.98



AGENDA ITEM #5

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Rick Taube and Adam McGavock  
**DATE:** April 28, 2011  
**SUBJECT:** Alexandria DASH's Real-Time Bus Arrival Information System

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NVTC staff is managing the consulting project that has developed the real-time bus arrival/passenger information system currently installed and operating on Alexandria DASH. NVTC staff also is managing the grants providing the funding for the project.

NVTC staff will showcase this technology and discuss the implications for the region.



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# NVTC

Northern Virginia Transportation Commission

# NVTC

## AGENDA ITEM #6

**TO:** Chairman Euille and NVTC Commissioners

**FROM:** Rick Taube and Kala Quintana

**DATE:** April 28, 2011

**SUBJECT:** BRAC Developments

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Congress has included \$300 million in its FY 2011 budget deal for road improvements at military facilities in Fairfax and Montgomery counties. Also, Pentagon officials announced that they will provide \$20 million for highway improvements around the Mark Center at Seminary Road in Alexandria. But a decision by FHWA to require an environmental assessment of the proposed HOV ramp there will delay its construction for 18 months.

A report from the Defense Department's Inspector General faults the 2008 Pentagon study that identified a minimal impact on traffic in the Seminary Road/I-395 area. Based on this finding, Representative Moran called on the impacted local governments to sue to stop relocation of 6,400 workers to that location by September 15, 2011. Excerpts are attached and the full IG report is available at [http://www.dodig.mil/Inspections/PDFs/BRAC133\\_FinalReportPackage.pdf](http://www.dodig.mil/Inspections/PDFs/BRAC133_FinalReportPackage.pdf)

At its April 7<sup>th</sup> meeting, NVTC's board asked staff to investigate impediments that DOD may have to cooperating with public transit agencies. The results of staff's investigation are described in an attachment.



2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201  
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## Budget compromise includes money for traffic improvements for Fort Belvoir, Bethesda

By Ashley Halsey III, Tuesday,  
April 12, 9:23 PM

The [2011 budget deal](#) struck by Congress last week includes \$300 million to expand roads around military bases in Fairfax and Montgomery counties that will absorb tens of thousands of new commuters as part of a seismic relocation of the region's military workforce.

The money would be used to widen roads and expand intersections that are expected to choke with traffic later this year with the massive shift of military personnel to [Fort Belvoir](#) and the [National Naval Medical Center in Bethesda](#).

The width of Route 1 at Fort Belvoir would be increased from four to six lanes, and turning lanes and signal improvements would be made at several intersections adjacent to the Bethesda medical center.

"We've been working on this for a long time to make sure our wounded soldiers and their families get the support they need and we mitigate the traffic congestion," said [Rep. Chris Van Hollen](#) (D-Md.).

The [potential for a traffic nightmare](#) has put the region's congressional delegation sharply at odds with the Pentagon, which took little account of rush-hour congestion in 2005 when it shifted thousands of people from locations better served by mass transit to facilities that offered few choices but commuting by car as part of its [base realignment program, known as BRAC](#).

Under its guidelines, the Pentagon isn't required to help pay for transportation improvements surrounding a military base slated for growth unless its actions would cause congestion to double. For [a region already burdened with some of the nation's worst traffic problems](#), that was an impossible and undesirable standard to meet.

With the bulk of the relocations slated to take place by September, the new funding won't arrive in time to avert traffic woes. The \$300 million is included in the compromise reached to avert a federal shutdown, an agreement that will come to a vote in both houses this week.

"We have worked for more than a year with our colleagues in both chambers, from both states and in both parties, to make sure we could provide this critically important investment in the region's already

overloaded transportation network,” said Sen. Mark R. Warner (D-Va.).

Virginia has spent \$400 million on BRAC improvements, and almost \$1 billion will be spent in a public-private partnership to build high-occupancy toll lanes on Interstate 95, which will be heavily affected.

“This is a major win for Northern Virginians,” said Rep. James P. Moran (D-Va.). “We can’t have our service members tied up in traffic trying to get to the hospital, nor accept what would otherwise be an interminable delay for the tens of thousands of commuters who must drive by Fort Belvoir each weekday morning.”

The funding doesn’t include money for what is expected to create the region’s biggest traffic snarl, the relocation of 6,400 defense workers to the Mark Center, an Alexandria office complex alongside Interstate 395.

A plan by the Virginia Transportation Department to build a new carpool and bus ramp where I-395 exits at Seminary Road was delayed last week by 18 months when federal officials mandated a more thorough environmental impact study.

“The BRAC funding is a good down payment, but much more will be needed to meet the transportation challenge of 22,000 new employees coming to Fort Belvoir this fall,” said Rep. Gerald E. Connolly (D-Va.). “We still have the larger problem of how we’re going to resolve the gridlock that will inevitably occur on Route 95, the Fairfax County Parkway, and other highways around Belvoir.”

With the Bethesda facility absorbing the Walter Reed Army Medical Center, 2,200 new workers and a half-million hospital visitors a year will be added to the traffic load.

Maryland has invested \$135 million in transportation improvements and says it needs an additional \$300 million to handle BRAC-related traffic at Bethesda and Fort Meade.

A report in February by the National Academy of Sciences found that the Pentagon should have shouldered some of the burden of 30 major highway and transit projects needed to accommodate traffic at the three installations. It forecast “lengthy queues of stalled traffic” and “a near perfect storm of problems.”

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## Pentagon to contribute \$20 million to ease BRAC traffic

By Ashley Halsey III, Wednesday, April 13, 6:24 PM

The Pentagon plans to make \$20 million available for highway improvements around an Alexandria office complex to which 6,400 defense workers will be transferred this year.

State and local officials have feared a traffic catastrophe on Interstate 395 in September, when the influx will begin at the Mark Center complex at the Seminary Road exit. The Virginia congressional delegation has pressed the Pentagon to provide funding for road improvements around military bases in Fairfax and Montgomery counties that will absorb tens of thousands of relocated military workers.

“We welcome this funding, but it’s just a start given the major challenges we face,” said [Rep. James P. Moran](#) (D-Va.) “Combined with funding from the commonwealth, the Mark Center is set to receive an infusion of \$100 million in an effort to prevent a traffic nightmare.”

Moran again called on the Pentagon to delay the Mark Center relocation — part of the Base Realignment and Closure (BRAC) process — until the highway improvements are completed.

“It’s the height of irresponsibility to push forward on the relocation until the Mark Center is complete — and that includes the roads, public transit and ramps that will service it,” he said.

The 2011 budget on which Congress is expected to vote Tuesday includes \$300 million for highway improvements around [Fort Belvoir](#) and the [National Naval Medical Center in Bethesda](#).

But plans to expedite building a [new car pool and bus ramp from 395](#) were delayed last week when the [Federal Highway Administration](#) required a more thorough environmental impact study. The [Virginia Department of Transportation](#) said the \$80 million project would be delayed by 18 months.

The Pentagon’s commitment of an additional \$20 million, outlined in a letter sent late Wednesday to Capitol Hill, is to be used for ramp improvements, intersections and crosswalks at the Mark Center.

Under its guidelines, the Pentagon is not required to help pay for transportation improvements surrounding a military base slated for growth unless its actions would cause congestion to double. For [a region already burdened with some of the nation’s worst traffic problems](#), that was an impossible



and undesirable standard to meet.

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## Pentagon used faulty data to defend move of 6,400 defense workers, report says

By Ashley Halsey III and and Christy Goodman, Wednesday, April 20, 5:36 PM

A new federal report says the Pentagon used faulty data to defend its plan to transfer thousands of defense workers to a massive Alexandria office complex, and local leaders are being urged to use the report in a legal effort to block the move.

The report by the Defense Department's inspector general finds fault with the 2008 Pentagon study that minimized the impact the relocation would have on the environment and traffic on already congested Interstate 395.

"This is what we've been saying for the last four years," said U.S. Rep. [James P. Moran](#) (D-Va.), who has opposed the move. "Now we have the inspector general saying that their justification was faulty and was deficient."

Moran said he had forwarded the report, available Wednesday, to officials in Alexandria and Fairfax County with the recommendation that they use it to file suit in U.S. District Court asking for an injunction to block the move.

The Pentagon plans to relocate 6,400 defense workers to the Mark Center complex on Seminary Road, adjacent to I-395, on Sept. 15. Almost all employees would be moved from Crystal City, where they have access to the Metro system, to a location that would require them to commute by car.

"We can't add that on top of the 200,000 commuters who use 395 every day," Moran said.

Sharon Bulova (D), chairman of the Fairfax County Board of Supervisors, had not read the 202-page report but said she would do so with an eye toward options.

"Waging a lawsuit would take money and resources," Bulova said. "If we were to go down that road, we need to first assess our chances for being successful."

Alexandria Mayor William D. Euille (D), who had not read it either, said the city would "have to weigh our options and consider our next move."

“Obviously a mistake was made here. The bad news is that they may not do anything about it and keep moving forward,” Euille said.

The inspector general said that traffic studies relied upon by the Army “did not adequately address existing and projected peak hour volumes.” The Army concluded the move would have no significant impact on traffic.

The inspector general said the Army should do a more thorough assessment of the potential traffic congestion and additional review of the environmental impact.

The move to the Mark Center has been opposed by both Virginia U.S. senators and Northern Virginia’s two Democratic congressmen.

The workforce relocation is part of the nationwide Base Realignment and Closure (BRAC) process, which will have an enormous effect on the Washington area, with major expansions at Fort Meade, Fort Belvoir and the National Naval Medical Center in Bethesda.

Members of Maryland’s congressional delegation have joined their Virginia counterparts in complaining that the Pentagon made its decisions without regard for the impact on traffic and without providing the money needed for highway improvements. In most circumstances, workers are being transferred from offices with access to mass transit to locations that lack it.

A report issued by the National Academy of Sciences in February said the moves put an unfair financial burden on state and local governments. It recommended that Congress consider a one-time allocation of new money or reprogram unused stimulus money to pay for transportation improvements.

Congress responded by including \$300 million in the 2011 budget deal to expand roads around Fort Belvoir and the National Naval Medical Center. It didn’t provide money for road improvements at the Mark Center.

Last week, however, the Pentagon said it would make \$20 million available for highway improvements around the Alexandria office complex .

The Pentagon’s commitment is to be used for ramp improvements, intersections and crosswalks at the Mark Center. But a required environmental study on the ramp will delay the construction start until next year.

Under its guidelines, the Pentagon is not required to help pay for transportation improvements surrounding a military base slated for growth unless its actions would cause congestion to double. For a region already burdened with some of the nation’s worst traffic problems, that was an impossible and undesirable standard to meet.

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# Inspector General

United States  
Department of Defense



## **Additional Information**

The Department of Defense Office of the Deputy Inspector General for Policy and Oversight, prepared this report. If you have questions, contact the signer of the report.

## **Suggestions for Assessments**

To suggest ideas for or to request future reviews, contact the Office of the Deputy Inspector General for Policy and Oversight at (703) 602-1017 (DSN 664-1017) or fax (703) 604-9808. Ideas and requests can also be mailed to:

Office of the Deputy Inspector General  
for Policy and Oversight  
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INSPECTOR GENERAL  
DEPARTMENT OF DEFENSE  
400 ARMY NAVY DRIVE  
ARLINGTON, VIRGINIA 22202-4704

April 20, 2011

MEMORANDUM FOR AUDITOR GENERAL, DEPARTMENT OF THE ARMY

SUBJECT: Assessment of BRAC 133 Final Environmental Assessment of July 2008 and Transportation Management Plan of July 2010 (Report No. D-2011-TAD-001)

On October 13, 2010, the DoD IG Technical Assessment Directorate initiated a detailed independent engineering assessment of the sufficiency of the Army's Final Environmental Assessment Implementation of 2005 Base Realignment and Closure Recommendation 133, dated July 2008 (BRAC 133 EA), and the Transportation Management Plan for BRAC 133 at the Mark Center, dated July 2010 (BRAC 133 TMP). The assessment was undertaken in response to a requirement of the Ike Skelton National Defense Authorization Act for Fiscal Year 2011, Section 2704, "Transportation Plan for BRAC 133 Project under Fort Belvoir, Virginia, BRAC Initiative," (Public Law 111-383). The Act directed that the DoD IG "submit to the congressional defense committees a report evaluating the sufficiency and coordination conducted in completing the requisite environmental studies associated with the site selection of the BRAC 133 project." The assessment was contracted to the engineering firm Acelsior, Inc. and its subcontractor, Wight & Company, utilizing their specialized experience in environmental and traffic engineering. We issued a draft report, considered your comments, and are releasing our final findings, recommendations, and report.

As reported in the February 24, 2011 draft, we determined that the proposed traffic mitigations in the BRAC 133 EA may not be sufficient to support the Finding of No Significant Impact (FNSI) and recommended that the Army perform a reassessment of the transportation effects, including a traffic impact analysis and monitoring program. The Army responded to our draft stating that they do not intend to perform any new traffic analyses because recent studies sufficiently support the suggested improvements. However, we found that the recent studies were inadequate to support the FNSI and are standing by our recommendation.

We also found that the 2010 BRAC 133 TMP did not include or sufficiently address several critical travel demand management strategies and recommended that the Army revise and update the BRAC 133 TMP and conduct a more technically robust, standalone traffic impact analysis. The Army agreed to revise the TMP; but did not agree to conduct a more technically robust traffic impact analysis, stating that more recent traffic studies were sufficient. However, the recent traffic studies did not adequately address existing and projected peak hour traffic volumes; appropriate site variables; and effects of BRAC 133 traffic on additional intersections and interchanges beyond the narrowly defined BRAC 133 EA and/or TMP study limits. Therefore, we are standing by our recommendations.

Finally, in response to our draft report, the Army recommended that we review its "report to congress on the Transportation Plan for BRAC 133." However, they could not provide the report to us at this time. The Army's report is expected to be released after this OIG assessment report is issued.

DoD Directive 7650.3, "Follow-up on General Accounting Office (GAO), DoD Inspector General (DoD IG), and Internal Audit Reports," requires that recommendations be resolved promptly. The Army's comments to our draft report were not responsive to Recommendations 1 and 2-B. Therefore, we request that additional comments be provided by May 6, 2011.

If possible, send a .pdf file containing your comments to James.Howell@dodig.mil. Copies of your comments must have the actual signature of the authorizing official for your organization. We are unable to accept the /Signed/ symbol in place of the actual signature. If you arrange to send classified comments electronically, you must send them over the SECRET Internet Protocol Router Network (SIPRNET).

We appreciate the courtesies extended to our engineering staff and assessment team. If you have any questions, please contact Mr. James Howell at (703) 604-9096 (DSN 664-9096) or e-mail at James.Howell@dodig.mil.



Randolph R. Stone, SES  
Deputy Inspector General  
Policy and Oversight

Attachments:

1. Office of the Inspector General Findings, Recommendations, Summaries of Army Responses, and Responses to the Department of the Army's Comments
2. Department of the Army Memorandum Titled "Response to Department of Defense Inspector General (DoD IG) Draft Report of the Independent Engineering Assessment of the Transportation Management Plan and the Final Environmental Assessment Implementation of BRAC 133," March 21, 2011
3. Acelsior's final report "Independent Professional Engineering Assessment of Final Environmental Assessment, dated July 2008, and Transportation Management Plan, dated July 2010, for BRAC 133 at Mark Center," February 14, 2011

cc:  
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# **Attachment 1**

Office of the Inspector General Findings, Recommendations, Summaries  
of Army Responses, and Responses to the Department of the Army's  
Comments

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## **Office of Inspector General Findings, Recommendations, Summaries of Army Responses, and Responses to the Department of the Army's Comments**

### **Finding 1**

The existing traffic conditions and projections reported in the July 2010 BRAC 133 TMP show greater congestion than predicted in the July 2008 BRAC 133 EA. The BRAC 133 EA used historical traffic data and traffic counts in 2007 and 2008 to describe the existing conditions as well as those anticipated in 2011. Based upon the data, the BRAC 133 EA assumed no change in existing or baseline traffic conditions and volume (without BRAC 133) from 2008 to 2011. When a change in project conditions occurs, such as the traffic congestion increase reported in the 2010 BRAC 133 TMP, then 32 Code of Federal Regulations 651.5(g) requires the Army to reassess the project conditions and their associated environmental effects. The BRAC 133 EA has not been supplemented or reassessed to reflect the documented changes in the projected traffic conditions. Therefore, the proposed traffic mitigations in the BRAC 133 EA may not be sufficient to support the BRAC 133 EA Finding of No Significant Impact (FNSI) conclusion of "long-term negligible to minor, but not significant adverse effects" on transportation.

### **Army Response to Finding 1**

The Army non-concurred with Finding 1. The Army stated, "We acknowledge that the TMP and other studies have shown some increase in traffic volumes and more traffic congestion than the EA analysis at some locations." However, the Army further stated that "the increased current traffic is not reflective of an overall trend, but rather, reflective of local conditions related to the construction workforce."

Additionally, the Army stated that the TMP traffic analysis is "an integral part of the open and interactive process that has been ongoing throughout the project to reassess traffic conditions and mitigations proposed for the project." The Army referred to the four previous BRAC 133-related traffic studies: 1) the April 2009 study prepared by Parsons Brinkerhoff for the Virginia Department of Transportation (VDOT), 2) the November 2009 study by VHB, 3) the December 2009 study prepared by GEC, and 4) the January 2011 study prepared by GEC.

### **Our Response**

The Acelsior report indicated that the existing traffic conditions and projections reported in the July 2010 BRAC 133 TMP show greater congestion than predicted in the July 2008 BRAC 133 EA. The four reports referred to by the Army revealed no substantiation of the Army's claim that traffic increase is caused by the construction workforce. However, the reports did present significantly greater traffic congestions than predicted in the July 2008 BRAC 133 EA. Accordingly, we request that the Army reconsider its position and provide comments on our final finding.

## **Recommendation 1**

We recommend that the Army perform a reassessment of the transportation effects to confirm the FNSI or determine whether additional traffic mitigations are required to maintain the FNSI. The reassessment should be appropriately documented in either a Record of Environmental Consideration or in a Supplemental Environment Assessment. According to Acelsior report, the reassessment should contain a traffic impact analysis and monitoring program, to include a cumulative effects analysis of transportation for past, present, and future traffic conditions; and to confirm the sufficiency of the transportation mitigation measures outlined in the BRAC 133 EA.

This reassessment should also be coordinated with all concerned parties to include VDOT, nearby tenants, and local residents.

## **Army Response to Recommendation 1**

The Army partially concurred with Recommendation 1. The Army agreed to “perform an assessment to ascertain the adequacy of the 2008 EA in light of this new traffic information to determine whether supplementation is required.” The Army also agreed to “document its findings in a Record of Environmental Consideration (REC) or in a Supplemental Environmental Assessment if the conclusions reached during the REC indicate that supplementation is required.”

## **Our Response**

Although the Army partially concurred with our recommendation and stated that they would perform an assessment to ascertain the adequacy of the 2008 EA and potentially file a REC or Supplemental Environmental Assessment, their response is nonresponsive to the recommendation. The Army’s response is nonresponsive because they stated in recommendation 2B that they would not conduct any new traffic analyses. According to the Acelsior report, the FNSI cannot be revalidated without a new Traffic Impact Analysis. Further, the four traffic studies mentioned by the Army do not address our concerns because they reference data from prior reports dating as far back as 2008. Furthermore, the Virginia Department of Transportation, Guidelines for Traffic Impact Analysis, Regulations 24VAC30-155 (p. 61, 62 required elements of a traffic impact analysis), set a standard for the affected area radius to be up to 2 miles. The reports did not contain any data for other intersections within a one to two mile area other than the seven intersections identified in the report. Accordingly, we request that the Army reconsider its position and provide comments on our final recommendation.

In addition, the Army was not responsive to our recommendation for the reassessment to be coordinated with all concerned parties to include VDOT, nearby tenants, and local residents. Accordingly, we request that the Army reconsider its position and provide comments on the final recommendation.

## **Finding 2**

The 2010 BRAC 133 TMP does not include, or sufficiently address, several critical travel demand management strategies. The BRAC 133 TMP does not delineate a program of strategies to encourage the use of planned shuttle services to five Metrorail stations. The travel demand management strategies presented in the BRAC 133 TMP do not effectively address midday travel needs for commuters that will not have a car available and overflow parking. Anticipated Transportation Coordinator staffing appears to be insufficient for the range of services and programs described in the BRAC 133 TMP. Finally, the travel demand management program and its strategies may be misaligned with the employees' needs and preferences. As a result, the goal of achieving a 40-percent reduction in single-occupancy-vehicle trips may not be feasible and may consequently impose further adverse impacts on the roadway network.

## **Army Response to Finding 2**

The Army partially concurred with Finding 2, generally accepting the points made in Finding 2. However, the Army did not agree that “the proposed Transportation Coordinator staffing will be insufficient for the range of services and programs described in the TMP,” because the “TMP reflects that there will be a team assigned to the task of transportation coordination” and “the Transportation coordinator will have access to and the support of the Transportation Services office of the Washington Headquarters Services which serves the Pentagon and other DoD facilities in the National Capital Region.” The Army also stated that they addressed the midday travel issue in the TMP. The revised TMP will include the midday travel information within the Travel Demand Management section.

## **Our Response**

The Acelsior report stated,

The NCPC [National Capital Planning Commission] guidebook implementing a successful TMP recommends hiring a Transportation Coordinator as the first step in developing a TMP. In the case of the BRAC 133 TMP, however, the Transportation Coordinator was not a part of the plan development process. The BRAC 133 Travel Demand Management Plan indicates that the Transportation Coordinator will be hired “within 9 months of building operations to manage, operate and maintain the Washington Headquarters Services Transportation Program for BRAC.” An interview with USACE and Washington Headquarters Services confirmed that the Transportation Coordinator will be on board by January 2011, and further clarified that the Transportation Coordinator role will be provided by one manager and potentially 1–2 support staff (Page 3-61, the Acelsior report).

The Acelsior report also indicated that the three people assigned to fill these roles with the many anticipated responsibilities may be insufficient particularly given the tight time frame between the hiring of the Transportation Coordinators and the BRAC relocation. Accordingly, we request that the Army reconsider its position and provide comments on our final finding.

### **Recommendation 2-A**

We recommend that the Army revise and update the BRAC 133 TMP to include, or to effectively address, the critical travel demand management strategies discussed in Finding 2.

### **Army Response to Recommendation 2-A**

The Army concurred with Recommendation 2-A. The Army and DoD agreed to revise the BRAC 133 TMP to address the travel demand management strategies.

### **Our Response**

The Army concurred with Recommendation 2-A agreeing to revise the BRAC 133 TMP to address the travel demand management strategies. However, in view of the Army's comments on Finding B, we request that the Army reaffirm in its response to our final recommendation that the revised BRAC 133 TMP will include the following areas of concerns identified by Acelsior report: encouragement of the use of the planned shuttle services to five Metrorail stations, addressing mid-day travel needs, addressing overflow parking, Transportation Coordinator staffing, and aligning the travel management program with employees' needs and preferences.

### **Recommendation 2-B**

We recommend that the Army conduct a more technically robust, standalone traffic impact analysis (see Recommendation 1) to confirm the accuracy of the BRAC 133 TMP's findings; specifically, existing and projected peak hour traffic volumes; appropriate site variables; potential queues caused by the access control facility to the south parking garage; and effects of the BRAC 133 traffic on additional intersections and interchanges beyond the narrowly defined BRAC 133 EA and/or TMP study limits.

### **Army Response to Recommendation 2-B**

The Army non-concurred with Recommendation 2-B stating that the Army “does not agree and does not intend to perform any new traffic analysis” because “additional traffic studies have been completed since the July 2008 EA” and “these subsequent traffic studies were independently scoped and completed to address the area of focus as determined by the city and VDOT.” Thus, the Army concluded that the traffic studies “provide sufficient analysis to support the suggested improvements the Army is pursuing.”

### **Our Response**

We reviewed the four reports that the Army purported to satisfy our recommendation. The studies did not adequately address the concerns identified in Acelsior report: existing and projected peak hour traffic volumes, appropriate site variables, potential queues caused by the access control facility to the south parking garage, and effects of BRAC 133 traffic on additional intersections and interchanges beyond the narrowly defined BRAC 133 EA and/or TMP study limits. While these items are addressed in the four referenced reports, the data used as the basis of the assessments were referenced to reports as far back as 2008. In addition, downstream and upstream traffic effects on I-395 (i.e. one exit before and after the BRAC 133 area) were not reported. Even though the 2011 report stated that it included freeway exits, no data was found

within the report or appendices. Furthermore, the VDOT Guidelines for Traffic Impact Analysis, Regulations 24VAC30-155 (p. 61, 62 required elements of a traffic impact analysis), set a standard for the affected area radius to be up to 2 miles. No data was found within the report for any other intersections within a one to two mile area other than the seven intersections identified in the report. As stated in our response to Recommendation 1, the four reports do not constitute a validation of the FNSI. Accordingly, we request that the Army reconsider its position and provide comments on the final recommendation.

## **Additional Army Comments on the Acelsior Draft Report**

### **Army Comment #1 on DoD IG Memorandum Page 2 and Page 3-58**

The Army stated that the planned DoD Shuttle System routes, schedules, level of service, number of buses, and hours of operation were covered in section 3.5.2. of the TMP, and stated “we did not believe it was necessary to repeat the information in section 5.0.” However, in order to ensure clarity, the Army agreed to update the TMP to include this information in section 5.0. as well as information on how the DoD shuttle system and other public transit services are being integrated to optimize service.

### **Our Response**

The shuttle program should have been mentioned in the TDM section 5.0. of the TMP to show the Army’s intent and to present a complete transportation picture. We agree with the Army’s decision to include the shuttle program data in section 5.0. of the updated TMP.

### **Army Comment #2 on DoD IG Memorandum Page 2, Finding 2 and Page 3-69**

The Army stated that since “the TMP was viewed by WHS as a strategy plan and not an implementation/operations plan, the Planning Team felt that the information (discussion of strategies for encouraging individuals to use the shuttles) would be better suited for the latter.” The Army stated that as the TMP is updated, the implemented strategies will be incorporated. The Army also stated the following:

Over the next several months, the WHS Transportation Planning Team will conduct focus group meetings with the relocating agencies stationed at the BRAC 133 facility for the purpose of informing them about commuter resources, the DoD/BRAC 133 Shuttle Programs, existing transportation providers, and alternative modes of transportation. In addition, our team has developed a Transportation Reference Guide (a TMP suggested element) to provide relocating employees with reference information that will assist them in determining transportation to and from the facility. These efforts will be ongoing before, during and after the tenant relocations to the new BRAC 133 facility and will be a major function of the transportation coordinator and support staff.

## **Our Response**

The discussion of strategies for encouraging individuals to use shuttle services should provide a more detailed plan in TDM and the revised TMP. A detailed plan will provide a better understanding on how the Army plans to meet their transportation goals.

## **Army Comment #3 on DoD IG Memorandum Page 2, Finding 2 and Page 3-69**

The Army stated that the TMP section 3.5.2. adequately discusses the DoD Shuttle Plan designed to provide adequate transportation service for midday trips.

## **Our Response**

We agree that section 3.5.2. discusses the DoD shuttle plan. However, the TDM is inadequate in dealing with midday travel options. The Acelsior report states that the only programmatic elements presented as part of this strategy are “long-term enhancements,” which include two action items. First, the Transportation Coordinators will “consider conducting a demand analysis for obtaining additional car-sharing vehicles on-site or within walking distance of BRAC 133,” as there currently is one ZipCar®. Second, the Transportation Coordinator will consider conducting a demand analysis for developing a bike-sharing program. The Acelsior report stated, “The description of the strategy belies an otherwise passive approach to midday travel options.”

## **Army Comment #4 on DoD IG Memorandum Page 2, Finding 2**

The Army stated that the WHS Transportation Planning Team conducted two online transportation/commuter surveys in 2009 and 2010, which focused on the current and post-relocation employee transportation requirements, in order to gather supporting information on several BRAC 133-related transportation planning exercises. The Army also stated that “as the Travel Demand Management (TMD) Strategies highlighted in the TMP are being implemented, our team is consistently referring to the comprehensive data received from the above surveys.”

## **Our Response**

The Acelsior report indicated, “The strategies of the BRAC 133 Travel Demand Management Plan have not yet been aligned with market needs and preferences.” Also, on page 4 of the TMP, it states “As BRAC 133 employees have not made final decisions in viable transportation mode choice, specific objectives for target mode shares have not been determined.” However, within 6 months of operations, WHS will establish baseline mode splits for BRAC 133 employees through an employee commute survey. This indicates that the TDM may need further refinement to meet the employees’ needs.

## **Army Comment #5 on DoD IG Memorandum Page 2, Finding 2**

The Army stated the following: “The TMP states that there will be a team assigned to the task of transportation coordination. WHS is currently developing a Transportation Program Office that will have several members assisting in the transportation efforts of the BRAC-133 TMP implementation. WHS never envisioned that one individual would handle the work load.”

### **Our Response**

The Acelsior report and our finding do not state that there is only one Transportation Coordinator employee planned. We found that a Transportation Coordinator and a potential 1-2 man support staff may not be sufficient to support the BRAC 133 transportation needs. The Acelsior report stated:

The NCPC guidebook implementing a successful TMP recommends hiring a Transportation Coordinator as the first step in developing a TMP. In the case of the BRAC 133 TMP, however, the Transportation Coordinator was not a part of the plan development process. The BRAC 133 Travel Demand Management Plan indicates that the Transportation Coordinator will be hired “within 9 months of building operations to manage, operate and maintain the Washington Headquarters Services Transportation Program for BRAC.” An interview with USACE and Washington Headquarters Services confirmed that the Transportation Coordinator will be on board by January 2011, and further clarified that the Transportation Coordinator role will be provided by one manager and potentially 1–2 support staff” (Page 3-61, Acelsior report).

The Acelsior report also indicated that the three individuals assumed to fill this role with the many anticipated responsibilities may be insufficient, particularly given the tight time frame between the hiring of the Transportation Coordinators and BRAC relocation (Page 3-64 of the Acelsior report).

Accordingly, we request that the Army reconsider its position and provide comments on our final finding.

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**NVTC MEMORANDUM**

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**TO:** CHAIRMAN EUILLE AND NVTC COMMISSIONERS  
**FROM:** KALA QUINTANA  
**SUBJECT:** ISSUES RELATED TO PUBLIC TRANSIT SERVICE TO BRAC FACILITIES  
**DATE:** 4/28/2011

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At the March, 2011 NVTC meeting there was some discussion among members regarding various issues surrounding transit service to BRAC facilities. Specifically, concern was expressed regarding laws and/or regulations that prevent BRAC facilities administrators from contracting with local transit systems.

After discussions with Congressman Connolly's office, BRAC coordinators and experts as well as regional transit staff, NVTC staff has been unable to identify any such law or regulation.

However, NVTC staff did discover several issues that have proved to be impediments to providing transit services to these facilities. They include:

- 1) Base security/ ID policy
- 2) Funding
- 3) A fundamental disconnect regarding objectives of the base facility and the practical the needs of employees who are using transit to get to and from these facilities.

**Base Security/ID policy**

Each base in the region has basic security measures in place. These measures can be fluid depending on the existing terrorist threat level and enforcement is, by design, unpredictable.

This can present two practical problems for transit systems serving the BRAC facilities. First, all patrons riding a bus headed to a BRAC facility would be required to have photo ID that must be presented on demand. This is a practical reality for those riders who are federal employees headed to the facility, but for riders who are simply on their way to another final destination, this may present problems.

According to BRAC representatives, local transit systems have balked at the notion of requiring passengers on these buses to carry ID and to present that ID on demand.

Second, the fluid nature of security measures can have anywhere from a minor to a significant impact on the bus schedule. On days when a more thorough search of a bus is required this

can result in a delay of 15 minutes or more. This can be problematic from a scheduling standpoint and result in passenger frustration.

Two practical solutions to these issues are:

- 1) Advertise and inform passengers utilizing the route that they are required to have photo ID; and
- 2) Notify passengers that they can expect unpredictable delays of 5-15 minutes when using this particular bus route.

## **Funding**

As with most things the real bottom line appears to be funding: How much? Who pays? Who gets what in return?

Many localities feel that BRAC was thrust upon the region, warnings of the problematic nature of the transportation issues were ignored and therefore the Department of Defense (DOD) should pay to address the problem.

DOD on the other hand, believes that it is doing what is in the best interest of their mission and their sole focus is to move people to where they need them and fundamentally believe that they have done their best to do this in a timely and efficient fashion. They believe that their efforts have been overly criticized. They are facing future defense budget cuts. They believe that they should only have to pay to move their people to and from their facilities during regular business hours and are only willing to pay for that and nothing else.

Localities have existing infrastructure, technical expertise and have demonstrated a willingness to serve the BRAC facilities. However they too have been dealing with budget challenges and are in desperate need of additional funding in order to maintain service to their own residents and serve any new BRAC needs coming on-line in the near future.

Local transit systems are not necessarily interested in providing exclusive shuttle service; rather they wish to integrate any new services into the existing transit network so as to expand service for residents and to provide accessibility to and from businesses near the expanded BRAC facilities.

Given the financial constraints, it seems that both the localities and the BRAC facilities could agree to share in the cost burden of providing new and expanded services based on the relative benefits of the new service.

A reasonable cost sharing arrangement could identify the level of service required for the BRAC employees at a price that is not any more costly to the BRAC facilities than would be required if private shuttles were hired by the BRAC administrators. The locals could supplement those BRAC payments with the justification that it expands the service footprint for residents and access to businesses adjacent to these facilities.

## **The Disconnect Between the BRAC Site Mission and the Reality of Employee Needs**

This is by far one of the more complex aspects of the practical implementation and expansion of transit service and use by employees moving to the new BRAC facilities.

The primary mission of DOD is to get people to the BRAC facilities so that they can perform their work. Employee comfort or their access to off-site facilities and amenities seems to be of little interest to DOD, but is of vital interest to the communities bearing the practical burdens of expansion.

The reality is that DOD employees are human beings and have practical needs that exist beyond the workplace. There will be times when they need to conduct business or personal activities off-site during the work day. If they utilize transit to get to and from the facility, but have no means to execute their off-site activities during the day, then they will be reluctant to give up the flexibility of having their own transportation and will continue to drive alone to work in order to conduct this kind of business during the workday.

Understandably, DOD does not necessarily see it as a requirement on its part to make life easier for its employees to do other things during the work day. However, from the transit and TDM side of the equation there is a fundamental understanding of human nature and what is required in order for people to surrender the control offered by driving alone. No one wants to feel stranded during the day and they want options. Even if employees do not avail themselves of those options on regular basis, they want to know that they are there. Hence, successful programs and amenities like Free Ride Home, Zip Car and Bike Sharing. Little, if any, success has been achieved in integrating or promoting these specific options for employees at these BRAC facilities. The goal at Ft. Belvoir in particular is to reduce driving by 10% annually over the next three years; however few, if any, TDM programs are currently on line and functioning to any effect.

In addition, the BRAC facilities do not have an interest in charging any kind of fee for parking on site, which could essentially level the playing field and encourage employees to take transit.

It is also clear that few employees are changing their commuting behavior as they are slowly transitioning over to the BRAC facilities. This is a lost opportunity to get people to change their commuting behavior at a key transition point in their lives. Transition points like career change, moving etc. are traditionally viewed as key opportunities to get people to change ingrained habits and behaviors.

Instead, employees are transitioning over in small numbers and continue to drive alone with little challenge or difficulty in finding parking. However, once the entire transition is complete there will be roughly 30% fewer parking spaces than people. This is particularly problematic when you consider the fluid nature of visitors to the DeWitt Army hospital and the Army museum on Ft. Belvoir. Instead of using the opportunity to get people into new commuting patterns, they are allowed to continue with the status quo, likely resulting in some serious parking problems in the very near future.

Local transit systems, governments and the BRAC facilities administrators must find a way to share best practices and encourage the facilities to at least allow proven TDM tools to be implemented and be prepared to share the costs. Costs for the localities may be reduced if public-private partnerships, including but not limited to Zip Car or NuRide, are leveraged to deliver these services. The benefit, of course, is to the local businesses surrounding the facilities and increased spending which will in turn lead to higher sales tax receipts for impacted localities.

## **Summary**

There are no known current federal laws or regulations that prohibit local transit systems from providing transit service to the BRAC facilities.

Local transit systems are eager to provide service to the BRAC facilities. However, local governments need to continue negotiating and working with BRAC personnel on identifying the level of service and shared funding required to meet the needs of all involved.

Local transit systems may also have to educate passengers on security requirements and potential delays on certain routes serving these facilities and allow riders to make their own choices.

TDM experts need to continue educating BRAC personnel on best practices and highlight the benefits of providing these services to their employees.

BRAC personnel should consider charging for on-site parking (exempting registered carpools and vanpools) in order to off-set the costs of additional transit services and amenities and to level the playing field when it comes to making transit a more attractive and viable option for employees.

It is imperative that discussions continue even after these facilities come fully on-line. Setting aside the complex issues surrounding site selection and missed opportunities during the early transition period, it is not too late to accomplish improvements.



AGENDA ITEM #7

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 28, 2011  
**SUBJECT:** Legislative Items

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The attachments describe several state and federal legislative developments of interest. Congress has honored its commitment to provide \$150 million in FY 2011 for WMATA's safety and other vital capital improvements. An April 20<sup>th</sup> Legislative Alert from APTA shows more details of the FY 2011 federal budget deal as it affects public transit. High speed rail funding was eliminated (\$2.5 billion). The House-passed Budget Resolution for FY 2012 (and framework for funding through 2021) would also impose substantial cuts in transit funding.

Governor McDonnell has signed HB 2527/SB 1446 that creates a framework to invest almost \$4 billion for Virginia's roads, rails and transit over the next three years.



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

**FOR IMMEDIATE RELEASE**

April 18, 2010

Contact: Jeff Caldwell

Phone: (804) 225-4260

E-mail: [Jeff.Caldwell@Governor.Virginia.Gov](mailto:Jeff.Caldwell@Governor.Virginia.Gov)

## **Governor McDonnell Signs Historic Transportation Investment Legislation**

*Legislation Creates Framework to Invest Nearly \$4 Billion in Roads, Rail and Transit over Next Three Years, Without a Tax Increase*

Will Provide Funding for More Than 900 Projects; Make Lasting Reforms to VDOT Policies and Programs

**CHESTER** – At an early afternoon event held on the site of the currently under-construction Meadowville Interchange on I-295 in Chester, Governor Bob McDonnell signed into law today the most significant investment in the Commonwealth’s transportation system in a generation. The legislation, HB2527 and SB1446, sponsored by Speaker Bill Howell (R-Stafford) and Senators Chuck Colgan (D-Manassas) and William Wampler (R-Bristol), creates a framework to invest nearly \$4 billion into Virginia’s road, rail and transit networks, and fund more than 900 projects, over the next three years without raising taxes. The Meadowville Interchange is one of the 900 projects receiving funding from the legislation.

Speaking about the transportation legislation, Governor McDonnell noted, “It has been over 20 years since we have made a major investment in our transportation system. For far too long Virginians sat stuck in traffic while partisan politics put the brakes on progress. This year we put partisanship aside and recognized that for Virginia to retain its status as the friendliest state in the nation for business, we must invest in transportation and help the private sector create much-needed jobs in all parts of the Commonwealth. This common-sense legislation takes advantage of previously authorized and innovative new financing mechanisms at a time when interest rates and construction costs are at near historic lows and Virginians are in dire need of jobs. We are putting billions into our roads without a tax increase.”

The governor continued, “All regions of the Commonwealth will benefit from 900 projects that will be funded by this legislation. They include improvements to bridges and rural roads in Southwest Virginia, new capacity and congestion relief in Northern Virginia and Hampton Roads, and rail and transit improvements throughout Virginia. A recent report by Chmura Economics shows that construction of the 900 projects will grow the Virginia economy by over \$13 billion and support an additional 100,000 jobs. This transportation legislation that we are signing today is a bipartisan achievement that will benefit Virginians in every corner of the Commonwealth.”

The following projects are examples of the nearly 900 that will be funded by this program:

- Widening of I-66 from Gainesville to Haymarket and the installation of an active traffic management system on I-66 to dynamically control lanes to reduce congestion

- Major interchange improvements on I-64, I-81 and I-95, in Frederick, Augusta, Stafford, and Louisa Counties
- Widening Route 7 in Loudoun County
- Rebuilding the Route 460 Southgate Avenue intersection in Montgomery County
- Widening Lynnhaven Parkway, Holland Road and Witch Duck Road in Virginia Beach, as well as replacing the Lesner Bridge
- Investments in Washington Metro, Hampton Roads Light rail, and other transit providers, including VRE to extend to Spotsylvania County.
- Several Route 58 Corridor projects
- Advancing PPTA projects such as the widening of Dominion Boulevard in Chesapeake; the constructing of a new tube for the Midtown Tunnel between Norfolk and Portsmouth; advancing the HOV/HOT lanes on I95 in Northern Virginia; and construction of a new Route 460 from Suffolk to Petersburg

Following the ceremony, Senator Chuck Colgan, Democratic President pro tempore of the State Senate, said, “I applaud Governor McDonnell for taking vital steps toward addressing the Commonwealth’s transportation crisis. The reforms signed into law today, combined with this infusion of funding and the governor’s work on transportation over the last year will have a lasting impact in beginning to address these challenges.”

Delegate Glenn Oder commented, “From Hampton Roads to the Cumberland Gap, and from Northern Virginia to Danville, Virginians have faced deteriorating roads, increasing congestion, and challenges with access to goods and services because we have been unable to pass a comprehensive transportation plan that invests in our roads, rails and public transportation systems, and because our government bureaucracy has hindered the efficient use of available resources for transportation. This year, we worked across the aisle to usher in a new era for transportation that better manages our transportation funding and makes VDOT more efficient and responsive to the needs of our citizens.”

Jeff Southard, executive vice president of the Virginia Transportation Construction Alliance said, “Virginia’s transportation system is finally receiving the significant investment that will not only improve the travel experience for the millions who depend upon Virginia’s roads and transit systems each day, but it will support much-needed jobs for construction professionals throughout the Commonwealth. The transportation construction industry is a major economic driver and provider of employment in Virginia that has struggled because we have neglected our responsibility to invest in the Commonwealth’s infrastructure for so long. The legislation signed today will help Virginia’s economy to once again thrive.”

The legislation, which passed with the broad bipartisan support of Democrats and Republicans in both bodies of the General Assembly, uses several financing mechanisms that will enable the Commonwealth to take advantage of historically low interest rates on bonds and construction bids that are coming in well below project estimates.

The legislation:

- Accelerates the issuance of \$200 million of Capital Project Revenue Bonds authorized by the General Assembly in 2007 during fiscal year 2012 and \$300 million in fiscal year 2013, thereby enabling VDOT to issue \$1.8 billion in bonds over the next three years
- Authorizes the issuance of \$1.1 billion in federally backed Direct GARVEE Bonds to better leverage the Commonwealth’s annual federal allocation and support the construction of major congestion reducing projects throughout Virginia
- Creates a new Virginia Transportation Infrastructure Bank, initially funded with \$283 million from the fiscal year 2010 surplus and savings from the Virginia Department of Transportation (VDOT)

performance audit, to make low-interest loans and grants to localities, transportation authorities and private-sector partners for transportation projects. The administration aims to put \$1 billion into the bank through a number of mechanisms over the next three years.

Governor McDonnell also signed several pieces of legislation designed to create new efficiencies and reduce the costs of VDOT's policies and programs.

Included in the reform legislation is a measure to allow use of inmate labor at the Commonwealth's rest areas, which will reduce the cost of maintaining and operating these vital facilities.

Other measures include:

- Increasing the initial contract term for professional services
- Increasing the contract award limit for the VDOT commissioner
- Enabling the VDOT commissioner to dispose of surplus right of way without the prior approval of the Commonwealth Transportation Board
- Allowing VDOT to submit one comprehensive annual report
- Repealing several outdated laws and regulations

### **Transportation Legislation Signed Today:**

#### ***HB2527 (Howell)/SB1446 (Wampler/Colgan) – Omnibus Transportation Funding Bill***

- Authorizes the acceleration of \$1.8 billion in previously approved Capital Project Revenue Bonds
- Authorizes the issuance of \$1.1 billion in federally backed Direct GARVEE Bonds
- Creates the new Virginia Transportation Infrastructure Bank
- Increases the project limit from \$1 million to \$10 million and the programmatic limit from \$50 million to \$200 million in VDOT's Revenue Sharing Program
- Creates the Intercity Passenger Rail Capital and Operating Fund

#### ***HB1825 (Oder)/SB1005 (Watkins) – VDOT Commissioner***

- Changes the commissioner's title to "Commissioner of Highways"
- Grants the commissioner more flexibility in structuring his executive staff
- Streamlines the project completion process
- Allows VDOT to submit one annual comprehensive report

#### ***HB1957 (Rust)/SB1135 (Wagner) – Powers and Duties of the CTB***

- Clarifies that local roads outside of the state secondary system are local responsibilities
- Increases limit on contracts which the commissioner can let without CTB approval
- Provides for updating the Statewide Transportation Plan every 4 years
- Repeals outdated code sections relating to the CTB

#### ***HB2233 (Anderson)/SB1004 (Watkins) – Transportation Agency Efficiencies and Cost Recoveries***

- Exempts VDOT and DRPT from remote digital land record access fees
- Conforms the Code of Virginia to the Appropriations Act relating regarding maintenance payments to localities
- Clarifies payback provision statutes for when a locality cancels a project

***HB2040 (Anderson)/SB1109 (Hanger) – Inmate Labor***

- Authorizes the use of inmate labor at the Commonwealth's rest areas to reduce the costs associated with maintaining and operating these vital facilities

***SB1126 (Stosch) – Streamlines Procurement Process***

- Streamlines the procurement process for environmental, location and design, and inspection work by increasing the initial contract period for term contracts

###

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April 20, 2011

**Congress Completes Fiscal Year (FY) 2011 Appropriations; Final Legislation Includes Significant Cuts to Surface Transportation Programs**

On Friday, April 15, President Barack Obama signed H.R. 1473, the Department of Defense and Full Year Continuing Appropriations Act, 2011, (P.L. 112-10) which funds government operations through the remainder of the fiscal year ending September 30. The legislation was approved on Thursday, April 14, in the U.S. House of Representatives by a vote of 260 – 167. The Senate approved the bill by a vote of 81 – 19.

In accordance with the agreement reached, the legislation contains significant reductions to non-Trust Fund transportation programs. Most notably, the appropriations bill provides no funding for high-speed rail in FY 2011 and cuts the Capital Investment Grant (New Starts) program by \$400 million, in addition to a \$280 million rescission of FY 2010 New Starts funds.

The following chart displays an analysis of the FY 2011 enacted legislation compared to FY 2010. The numbers for FY 2011 include the 0.2 percent rescission applied to all non-defense spending accounts.

**Fiscal Year 2011 Transportation Appropriations Comparison**

Program	FY 2010 Enacted (Millions)	FY 2010 Adjusted (Millions)	FY 2011 Administration Request (Millions)	FY 2011 Final Appropriations (Millions)	Difference Between FY 2010 and FY 2011
Total New Budget Authority All FTA Programs	10,730.8	10,450.8	10,799.5	10,295.2	-4.2%
Formula Programs Total	8,343.2		8,271.7	8,343.2	-
Livable Communities Initiative	0.0		306.9	0.0	-
Energy Efficiency/Greenhouse Gas Reduction (TIGGER)	75.0		52.7	49.9	-33.5%
New Starts/Small Starts	1,998.0	1,718.0	1,822.1	1,594.8	-20.2%
National Research and Technology / Research and University Research Centers	65.7		29.7	58.9	-10.4%
Technical Assistance and Workforce Development	0.0		28.6	0.0	-
FTA Operations	98.9		113.6	98.7	-0.2%
Rail Transit Safety Oversight	0.0		24.1	0.0	-
WMATA Preventive Maintenance and Capital	150.0		150.0	149.7	-0.2%
<b>Federal Railroad Administration</b>					
High Speed and Intercity Passenger Rail	2,500.0	2,100.0	1,000.0	0.0	-100%
Amtrak Operating Grants	563.0		563.0	561.8	-0.2%

Amtrak Capital and Debt Service	1,001.6		1,005.2	921.8	-8.0%
Positive Train Control	50.0		0.0	0.0	-
<b>Office of the Secretary of Transportation</b>					
National Infrastructure Innovation and Finance Fund	0.0		4,000.0	0.0	-
Livable Communities	0.0		20.0	0.0	-
National Infrastructure Investments (TIGER)	600.0		0.0	526.9	-12.2%
<b>Department of Homeland Security</b>					
Rail and Public Transportation Security Grant Program		300.0	300.00	250.0	-20.0%

1. Includes Jobs Access and Reverse Commute, Alternatives Analysis, and Planning Activities
2. The figure requested for 2011 reflects the Administration's proposal for a new account to fund national transit research and the Transit Cooperative Research program
3. The figure requested for 2011 reflects the Administration's proposal for a new account to fund technical assistance and workforce development programs
4. Funds separately authorized under the Passenger Rail Investment and Improvement Act of 2008

**Federal Transit Administration (FTA)**

As shown in the chart, transit formula programs are funded at \$8.34 billion, the same level provided in FY 2010. Trust fund programs were not subject to the 0.2 percent rescission applied to all other non-defense general fund accounts.

Funding for Capital Investment Grants (New Starts) is reduced by slightly over \$400 million in FY 2011, for a total investment of \$1.59 billion. The legislation also rescinds \$280 million from FY 2010 New Starts funds, for an adjusted FY 2010 total of \$1.718 billion.

The FTA's Energy Efficiency Grants (TIGGER) program was reduced by one-third, to \$49.9 million in FY 2011 and there is a 10.4 percent reduction in the Research and University Research Centers program from \$65.7 million in FY 2010 to \$58.9 million in FY 2011.

Additionally, the Washington Metropolitan Area Transit Authority (WMATA) receives \$149.7 million instead of \$150 million due to the 0.2 percent across-the-board rescission.

**Federal Railroad Administration (FRA)**

The legislation provides no funding for the High-Speed and Intercity Passenger Rail program in FY 2011. The program was funded at \$2.5 billion in FY 2010, and the bill also rescinds \$400 million from those FY 2010 funds. As a result, the FRA retains \$2.1 billion of FY 2010 high-speed rail funds to distribute. Amtrak Capital and Debt Service Grants were cut by 8 percent to \$921.8 million, while Amtrak Operating Subsidy Grants were reduced by the 0.2 percent across-the-board rescission.

No funding is provided in FY 2011 for the Railroad Safety Technology Program, which was established to fund Positive Train Control (PTC) grants. This funding was eliminated in a short-term continuing resolution passed earlier.

**Other Transportation Programs**

Funding for National Infrastructure Investments (TIGER) is reduced by 12.2 percent to \$526.9 million, compared to the FY 2010 enacted levels of \$600 million

Transit and rail were not the only transportation modes to receive cuts. The bill contains a \$2.5 billion rescission of prior year highway contract authority, and a \$630 million rescission of highway project earmarks that had been provided in TEA-21 and previous authorizing bills.

Of the twelve appropriations subcommittees, the Transportation, Housing and Urban Development, and Related Agencies jurisdiction experienced the largest reduction in funding. Its discretionary programs were reduced by \$12.4 billion to \$55.5 billion in FY 2011, compared to \$67.9 billion in FY 2010.

Finally, under Department of Homeland Security appropriations, the Rail and Public Transportation Security Grant Program was reduced to \$250 million, a \$50 million cut from FY 2010.

#### **House Passes Budget Resolution Including Significant Projected Cuts to Transportation**

Last week, the House of Representatives also passed a Budget Resolution setting broad federal spending levels for FY 2012 and a long-term framework for federal spending through FY 2021. The House passed the measure 235-193, but its prospects in the Senate remain unclear.

The House-passed Concurrent Resolution on the Budget (H. Con. Res. 34) establishes mandatory and discretionary spending limits for general budget categories, such as transportation. If enacted by Congress, it would restrict overall spending available to the House Transportation and Infrastructure Committee for a surface transportation authorization bill. The House-passed resolution assumes that a multi-year authorization bill would need to be funded with existing trust fund revenues or general fund increases that would need to be offset by cuts in other domestic programs. It does not provide the so-called "reserve clause" included in prior year budget resolutions which had permitted authorization increases if Congress increased dedicated revenues to the Highway Trust Fund (including revenues from a gas tax increase).

Based on this budget resolution, the House Budget Committee has projected cuts of 28 percent to highway contract authority. Detailed analysis of the impact on transit programs is more difficult, due to the discretionary general fund component of the program, but transit programs would probably be subject to similar cuts. If the House and Senate are unable to agree upon a concurrent resolution, the spending levels set forth in the House budget can still be expected to influence the spending levels in House Appropriations bills, including the Transportation, HUD Appropriations bill for FY 2012.

#### **House Democratic Alternative Budget**

During floor consideration, House Democrats offered an alternative budget resolution aimed at reaching "primary balance" for the budget (exclusive of interest payments on the debt) by FY 2018. The Democratic proposal allowed for higher levels of spending on transportation through FY 2021, and also sought to classify transportation spending as "mandatory", just as the Obama Administration budget proposal and the National (Simpson-Bowles) Commission on Fiscal Responsibility and Reform had proposed. The Democratic alternative failed by a vote of 166-259.

#### **Obama Administration and "Gang of Six"**

The Obama Administration responded to the budget debate in the House with its own deficit reduction proposal and issued a call for bipartisan talks to resolve budget deficit and national debt reduction talks by early summer. The Obama Administration plans draws heavily from the Simpson-Bowles Commission recommendations. While the Senate has yet to act on a Budget Resolution, a bipartisan "Gang of Six" Senators has been actively working on a broad deficit reduction package, which also uses the Simpson-Bowles recommendations and may play a significant role in House-Senate negotiations.

#### **Action Alert**

- During the Spring congressional recess period, APTA members are urged to contact their Members of Congress to ask that they oppose additional cuts in the FY 2012 budget to general fund transportation programs, such as New Starts and high-speed and intercity rail programs;
- Tell them about what a nearly 30 percent cut in future year federal funding would do to your ability to serve your community's growing transportation needs;
- Urge your Members of Congress to oppose restrictions in the budget resolution that would preclude authorizing and tax committees from finding additional revenues for transportation;
- Continue to make the case about the importance of continued transportation funding to maintain transit assets in a state of good repair and allow for the expansion of mobility options in our nation, which are critical as gas prices continue to rise.

# Update on the FY2011 Department of Transportation (DOT) Budget and Reauthorization of the Surface Transportation Program

Presentation to the  
Transportation Planning Board

April 20, 2011

Ronald F. Kirby  
Director, Department of Transportation Planning

## SAFETEA-LU

- Originally PL 109-59
  - Enacted: August 2005
  - Expired: September 30, 2009
- Extended six times
- Most recent extension: “Surface Transportation Extension Act of 2011” (PL 112-5)
  - Signed by President on March 4, 2011
  - Extends SAFETEA-LU through September 30, 2011 at baseline spending levels

## Enacted FY 2011 Budget

- Funds government through Sept. 30, 2011
  - Passed by Congress on April 14, after fear of government shut-down
  - Signed by President on April 15
- Steepest cut in spending endured by Transportation, Housing and Urban Development Appropriations Subcommittee
  - \$55.5 billion in total discretionary spending authority
  - 18.3% cut from FY 2010 level of \$67.9 billion

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## FY 2011 Budget: Transportation Program Cuts

- \$943 million in one-time FY 2010 highway appropriations from general fund not repeated in FY 2011
  - \$650 million in extra highway appropriations
  - \$293 million in highway earmarks
- \$2.9 billion cut in high speed rail
  - \$400 million rescinded from \$2.5 billion in FY 2010
  - \$2.5 billion cut from FY 2011, zero remaining
- \$130 million cut from Amtrak capital grants

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## FY 2011 Budget: Transportation Program Cuts

- \$400 million cut in FTA New Starts funding
  - Plus \$280 million rescission in FY2010 New Starts Funding from a now-cancelled project in New Jersey
- \$25 million cut in FTA Greenhouse Gas Energy Reduction Program (leaving \$50 million)
- \$2.5 billion rescinded in highway contract authority formula apportionments
  - Limits obligations to federal-aid highway programs by canceling unused balances of previously authorized funds
- \$630 million in unused pre-1999 earmark funds rescinded

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## FY 2011 Budget: The Good News for Transportation

- TIGER II survived
  - \$600 million in FY 2010 remains intact (no rescission)
- “TIGER III”
  - \$528 million in funding in FY 2011, a 12% reduction from \$600 million in FY 2010
  - No funding for “planning, preparation, or design of projects”
- TIGER is a top priority for Senator Murray (D-WA)
  - Chair of the Senate Subcommittee on Transportation, Housing, and Urban Development

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## Reauthorization

*"If we don't get something significant done this year, I think it will be very difficult beyond this year, just because next year is an election year -- I'm so glad Chairman Mica is on the same page."*



USDOT Secretary Ray LaHood

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## Reauthorization

The practice of short term extensions of Highway Trust Fund Programs sends *"the worst message and the worst policy possible across the Nation, across the land, to our States and our localities that are trying to build the Nation's infrastructure and trying to determine what Federal policy, what their partnership and funding relationship will be with the Federal Government."*



Congressman John Mica  
Chair, House Transportation  
and Infrastructure Committee

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## Reauthorization: Outlook

- Strong sense that key players are invested in passing a bill this year
  - Secretary LaHood, Congressman Mica, and Senate staffers indicate there is a good prospect of having a new bill by August 2011; drafting is already underway
- Widespread agreement on the role of performance management
  - **Definition:** a systematic approach to making investment decisions by using information about the condition and performance of a system and developing investment strategies to achieve a desired set of policy goals

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## Reauthorization: Outlook

- Coming to agreement on scope and details will not be easy
  - Administration calling for **\$556 billion** over 6 years (compared to \$286 billion in SAFETEA-LU), but is opposed to a gas tax increase; wants to “work with Congress on the path forward” on funding
  - Currently, projected receipts to highway trust fund support only about **\$240 billion** over 6 years
  - Senator Baucus has suggested a two-year bill on a par with current SAFETEA-LU funding levels

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## Reauthorization: Where the Administration Stands

President's FY2012 Transportation budget request, released in February, lays groundwork for Administration's Reauthorization Proposal:

- Compared to 2010, the out-year of 2017 budget would increase by:
  - 37.4% for Highways
  - 82.1% for Safety
  - 127.7% for Transit

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## Reauthorization: Where the Administration Stands

- Opportunities for innovative financing and partnerships welcomed in FY 2012 budget
  - \$30 billion request for National Infrastructure Bank to provide loans and grants for projects of regional and national significance
  - \$32 billion in competitive grant programs designed to create incentives for state and local partners to adopt critical reforms in safety, livability, and demand management

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## Reauthorization: Where the Administration Stands

- Reform of existing surface transportation programs
  - Budget request consolidates 55 highway programs into five streamlined programs
    - For example, FHWA “Livable Communities Formula Program” would consolidate existing CMAQ, Transportation Enhancements, Recreational Trails, Safe Routes to School, and National Scenic Byways Programs
  - Concentrates more decision-making authority at USDOT through competitive grant programs
    - Less formula funding, no more earmarks

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## What does this mean for TPB?

- Be “TIGER-ready” for competitive grant opportunities in FY 2011 and beyond
- Develop and articulate a comprehensive set of transportation priorities for the region
- Emphasize the “Policy Principles” adopted by the TPB in Sept. 2008, including in particular:
  - “A substantial increase in federal transportation funding will be needed to address the current under-investment in the nation’s transportation system.”

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Reaching the most affluent audience in the Washington D.C. Metro Area.

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## Moran: Future Transit Dollars No Sure Thing for D.C. Region

by **SCOTT McCAFFREY, Staff Writer**

(Created: Tuesday, April 12, 2011 7:39 AM EDT)

Arlington and the rest of the metropolitan area should get used to the reality of less funding for public-transit projects, U.S. Rep. Jim Moran (D-8th) has cautioned County Board members.

Future federal transportation funding likely will be geared to "roads rather than transit systems," Moran said at his annual legislative gathering with board members on April 11.

Moran said there was "very much doubt" whether federal transit funding would stay at previous levels, let alone increase, and suggested Republicans running the U.S. House of Representatives simply weren't interested in public-transit spending.

His comments came as it remained unclear exactly how much cutting would be done to the federal government's share of the Metro system's capital costs in the current fiscal year, and what might happen as legislators start working to develop a budget for the coming fiscal year.

The cuts to Metro funding potentially could have the most severe reverberations on the D.C. area of all proposed federal budget reductions, Moran said.

That possibility infuriated County Board Chairman Chris Zimmerman, who said congressional disinterest in Metro funding was symptomatic of "grossly under-funding" transportation needs across the nation.

A switch to funding road projects over transit could impact the county government's efforts to build streetcar systems, including those planned for Columbia Pike and Crystal City/Potomac Yard. No federal funding for either initiative has yet been secured, although county and regional officials could possibly move forward without it.

At the meeting, County Board members asked Moran to try and keep alive financial incentives for federal workers to take public transit. Currently, those workers can receive up to \$230 a month in transit subsidies, the same amount as is offered in parking subsidies for those who drive to work.

County Board Vice Chairman Mary Hynes asked Moran to fight to make sure that those who drive don't end up getting a higher subsidy than those who take mass transit, even if that means reducing or eliminating the subsidies.



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AGENDA ITEM #8

**TO:** Chairman Euille and NVTC Commissioners

**FROM:** Rick Taube and Scott Kalkwarf

**DATE:** April 28, 2011

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

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Staff of the Virginia Department of Taxation (TAX) intend to provide monthly descriptions of the progress in ensuring that tax collections are complete and accurately allocated among jurisdictions. NVTC wrote to TAX Commissioner Burns on March 3 approving recommended personnel changes and reiterating concerns with misallocations of revenue. If a written response is provided by Commissioner Burns, it will also be shared with NVTC's commissioners.

As shown in the attached table, several adjustments have been made by TAX resulting in shifts in revenues among jurisdictions. Three additional audits were scheduled in April with results expected by the end of June. Meetings and conference calls are continuing between TAX officials and NVTC and PRTC staff to share information. Interviews with candidates for the new senior auditor position are expected soon.



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

**NVTC Motor Fuels Sales Tax Adjustment Summary**

	<u>Period Posted</u>	<u>From</u>						
		<u>Fairfax City</u>	<u>Falls Church</u>	<u>Alexandria</u>	<u>Fairfax County</u>	<u>Arlington</u>	<u>Loudoun</u>	<u>Total</u>
ADJ #2	11-10, received 1-11	(110,276.05)	(1,093.49)					(111,369.54)
ADJ #1	12-10, received 2-11	(170,435.39)	(42,087.14)	(104,038.35)	(22,069.72)			(338,630.60)
ADJ #3	2-11, received 4-11	(70,768.68)	(6,856.63)	(3,601.08)	(123,449.59)	(1,851.63)	(1,018.24)	(207,545.85)
		<u>(351,480.12)</u>	<u>(50,037.26)</u>	<u>(107,639.43)</u>	<u>(145,519.31)</u>	<u>(1,851.63)</u>	<u>(1,018.24)</u>	<u>(657,545.99)</u>

		<u>To</u>						
		<u>Alexandria</u>	<u>Falls Church</u>	<u>Loudoun</u>	<u>Fairfax County</u>	<u>Loudoun</u>	<u>PRTC</u>	<u>Total</u>
ADJ #2	11-10, received 1-11	11,948.00		29,077.00			70,344.54	111,369.54
ADJ #1	12-10, received 2-11				316,560.87	22,069.73		338,630.60
ADJ #3	2-11, received 4-11	6,843.00	67,729.89	49,748.02	83,224.94			207,545.85
		<u>18,791.00</u>	<u>67,729.89</u>	<u>78,825.02</u>	<u>399,785.81</u>	<u>22,069.73</u>	<u>70,344.54</u>	<u>657,545.99</u>



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

**Chairman**  
Hon. William D. Euille

**Vice Chairman**  
Hon. Jay Fisetle

**Secretary/Treasurer**  
Hon. Jeffrey McKay

**Commissioners:**  
**City of Alexandria**  
Hon. William D. Euille  
Hon. Paul Smedberg

**Arlington County**  
Hon. Jay Fisetle  
Hon. Mary Hynes  
Hon. Christopher Zimmerman

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

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

**City of Falls Church**  
Hon. David Snyder

**Loudoun County**  
Hon. Kelly Burk

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

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

**Executive Director**  
Richard K. Taube

Dear Commissioner Burns:

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

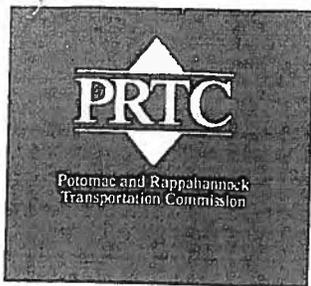
While NVTC has accepted your recommendations, NVTC and its jurisdictions are convinced that the new tax law has resulted in serious misallocation of funds among NVTC's jurisdictions. We appreciate your efforts to work with us to correct the situation, including monthly conference calls with the Director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

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

Please feel free to contact me with any questions.

Sincerely,  
  
Jay Fisetle  
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@nvtc.org](mailto:nvtc@nvtc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)



14700 Potomac Mills Road  
Woodbridge, VA 22192

March 4, 2011

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

Dear Commissioner Burns:

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

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

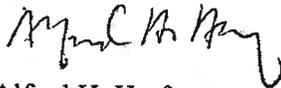
Even before the inception of the distributor-based tax, PRTC anticipated that there would be "conversion" problems, and so we have had an ongoing dialogue with your staff about this. PRTC (and NVTC) staff has been proactively flagging apparent mis-postings, and making suggestions for how these problems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

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

Mr. Craig M. Burns  
March 4, 2011  
Page 2

Please feel free to contact me with any questions.

Sincerely,



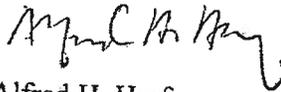
Alfred H. Harf  
Executive Director

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

Mr. Craig M. Burns  
March 4, 2011  
Page 2

Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfred H. Harf". The signature is fluid and cursive, with a prominent loop at the end.

Alfred H. Harf  
Executive Director

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



RECEIVED

MAR 08 2011

# COMMONWEALTH of VIRGINIA

## Department of Taxation

February 23, 2011

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

Dear Mr. Taube:

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

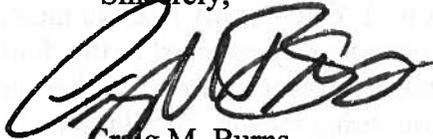
However, the administrative assistant position will likely be eligible for state workforce transition benefits due to an involuntary layoff. The figures below represent the high end of what the cost of the layoff benefits – which are required by the Code of Virginia, may be:

- 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:  $\$14.91/\text{hr} \times 189 =$  **\$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](mailto: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

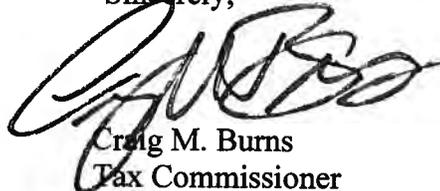
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Sincerely,



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



AGENDA ITEM #9

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 28, 2011  
**SUBJECT:** Regional Transportation Items

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A. I-95 Transit Stakeholders Meeting.

On April 12, 2011 DRPT convened a meeting of transit system representatives to discuss a consulting project underway to revisit transit improvements in light of the revised HOT Lanes project. The objective of the study is to determine cost effective transit and Transit Demand Management (TDM) improvements for the I-95 corridor for 2015, 2035 and beyond. The final report is due by mid-August, 2011. The initial stakeholder meeting focused on examining existing transit, TDM and park-and-ride capacity.

Stakeholders questioned the source of funding for any needed improvements (since the HOT Lanes project sponsors are apparently no longer responsible for \$195 million for such improvements); what park-and-ride responsibilities remain for the HOT Lanes sponsors; and how much of the modeling and recommendations from DRPT's previous elaborate transit study for the corridor can be salvaged.

B. Update on Vanpool Project.

An attachment describes progress to date and examines strengths, weaknesses, opportunities and threats as more difficult parts of the project get underway.

C. Route 7 Multi-Modal Study.

NVTC staff is working to verify sources of required matching funds for the study:

Total Project Cost:	\$437,500
Federal Share:	\$350,000
Non-Federal Share:	\$87,500
Falls Church:	(\$20,000)
Requested of DRPT:	(\$33,750)
Remaining:	(\$33,750)



NVTC staff is also completing a draft scope of work for discussion with the stakeholders group. When more information is available, NVTC staff will return to the commission for approval to add this project to NVTC's 2011 work program.

D. NVTC Rail-Volution Proposal.

NVTC staff submitted to the Rail-Volution program committee the several proposed session topics discussed at NVTC's April 7<sup>th</sup> meeting. A decision is expected very soon and if any are selected, NVTC staff will work with the appropriate jurisdictions/agencies to develop the sessions.

E. Dulles Metrorail Extension Lawsuit.

In the midst of extensive media coverage on the merits of an underground versus above ground Metrorail station at Dulles Airport, the attached announcement of a lawsuit may have escaped widespread notice. The grounds for the class action suit on behalf of users of the Dulles Toll Road appear to mirror the challenge to regional transportation taxes that were struck down by the Virginia Supreme Court a few years ago. Namely, those bringing the suit argue that the toll increases are a tax that is levied by an unelected body (MWA) and are therefore unconstitutional. A refund to motorists of \$130 million is requested.

F. Regional Bus Priority Projects.

The attached briefing paper from TPB describes several ongoing bus priority projects. NVTC and jurisdiction staff spoke on April 19<sup>th</sup> with representatives of the D.C. Department of Transportation about the status and implications of one such important project in the 14<sup>th</sup> Street and Theodore Roosevelt entrances to the city. Using federal TIGER grant money, 82 intersections are scheduled to be part of a Traffic Signal Priority (TSP) system in which transit buses will be able to influence the signal timing to facilitate faster transit trips. As many as 200 additional intersections will receive signal optimization.

The initial design of TSP will benefit Metrobuses but open architecture in the design will allow other transit systems to purchase compatible equipment for example, VDOT will be installing TSP in the Route 7 corridor.

G. Governor McDonnell's Transportation Challenge.

The attached media release describes Governor McDonnell's challenge to use alternative transportation once every two weeks, rather than drive alone.

# I-95 Transit and TDM Plan Update

I-95 Corridor Stakeholder and Service Provider Meeting  
April 12, 2011

I-95  
Transit &  
TDM Plan  
Update



## Meeting Agenda

1. Project Overview and Objectives
2. Project Scope and Schedule
3. I-95 HOT/HOV Lane Project Definition
4. Existing Corridor Services
  - a) Fairfax County
  - b) Prince William County
  - c) Stafford County
  - d) Spotsylvania County
  - e) VRE
  - f) TDM Programs
  - g) Slug Lines
5. Prior I-95/I-395 Plan – Summary of Recommendations
6. Discussion Items
7. Next Steps

I-95  
Transit &  
TDM Plan  
Update



## Project Overview

***Determine cost-effective transit and TDM improvements for I-95 corridor for 2015, 2035 and beyond 2035***

1. Project is to update and refine prior Transit and TDM Plan based on current HOT/HOV Lane project definition
2. Project is no longer directly tied to I-95 HOT/HOV Lane project, but will look at how transit and TDM measures can effectively utilize HOT/HOV Lanes
3. There are no defined funding assumptions at this point. Funding is to be determined by the Secretary of Transportation

## Project Objectives

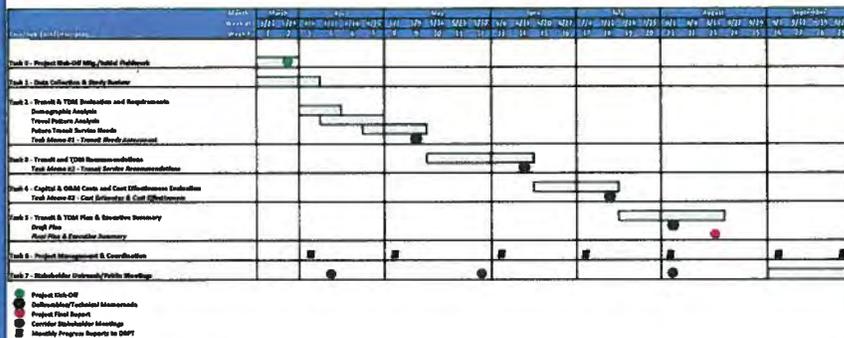
1. Preserve and increase transit capacity, use and operational efficiency in I-95 corridor
2. Increase transit levels of service in a cost-effective manner and provide increased service to activity centers
3. Maintain or improve corridor transit market share
4. Maximize transit utilization of HOT/HOV lanes

# Project Scope

1. Data Collection and Study Review
2. Transit and TDM Service Needs & Evaluation
  - a) Demographic Data
  - b) Travel Pattern Data
  - c) Service and Facility Needs
3. Transit and TDM Recommendations
4. Cost Estimates (O&M And Capital) and Cost Effectiveness Evaluation
5. I-95 Transit and TDM Plan Update Documentation
6. Stakeholder Outreach/Public Meetings



# Project Schedule



# Vanpool Project Status

## ***“A Multi-Region Vanpool Incentive Program Designed to Enhance the Federal Section 5307 Funds Accruing to the Northern Virginia and Fredericksburg Regions and to Increase the Number of Vanpools in the Regions”***

A study funded by NVTTC and FAMPO.

Study Team:

VHB, Inc.

Foursquare ITP

McCollum Management Consulting

and Stantec, Inc.

Presented to NVTTC Management Advisory Group

April 12, 2010

by

Greg McFarland, NVTTC

(B)

# Vanpool Project Status

## What has happened so far:

- Telephone survey conducted of nine\* largest vanpool programs. Key findings:
  - Five of the programs own their vans (Directly Operated or “DO”), four lease from VPSI or Enterprise Leasing (Purchased Transportation or “PT”)
  - Branding of the service and vans is seen as the best marketing device. Frequently, van wraps are utilized.
  - Most programs still rely on paper-pencil-fax method to report NTD data. Such crude methods incur high staff costs.
  - 8 of 9 programs are administered by the primary public transit agency in their respective regions.
  - 9 of 9 programs provide insurance with their vans.

\* VHB surveyed a total of ten agencies. San Francisco’s 511 RideMatch does not operate a vanpool program.

# Vanpool Project Status

## What has happened so far:

- Two focus groups were held at PRTC and GWRC. The topic was vanpool program participation factors and incentives. Attended by 15-20 vanpool owner-operators each:
- Of the 35+ participants, two were non-profit, and the remainder were for-profit. Management representatives from VPSI, Inc. also participated.
- Vast majority of riders are federal employees and receive transit benefits.
- It was disclosed that when the federal transit benefit was raised from \$120 to \$230, many operators raised their fares to \$230.
- Numerous small vanpool operators with from 3 to 10 vans
- The for-profit vanpool operators expect to be paid to submit NTD data.
- The for-profit operators do not believe a passenger fare buy-down will attract additional passengers because they already ride “free” due to federal transit subsidies.

# Vanpool Project Status

## What has happened so far:

- Two focus groups were held at PRTC and GWRC. The topic was vanpool program participation factors and incentives. Attended by 15-20 vanpool owner-operators each (continued):
  - Most for-profit vanpool operators (except VPSI) do not want gov't meddling in their operations. In contrast to VSP1, most for-profit firms collect fares directly from passengers. VPSI collects a lease fee from the lessee, and the lessee divides that cost plus gas amongst her passengers.
  - 220+ vans are leased from VPSI, Inc. (this is approx. 1/3 of all regional vanpools).
  - VPSI, Inc. will participate if a gov't provides a subsidy to VPSI. This is their standard business model (e.g. , they charge \$1,300 - \$1,400 to lease a van with maintenance and insurance, and the lessee pays for gas and determines fares. LA Metro provides a subsidy to VPSI at \$400/mo/van to reduce the lease price and VPSI collects NTD data).
- Little knowledge and little participation in Virginia's AdvVANTage vanpool insurance program.

# Vanpool Project Status

## What has happened so far:

- Other Technical Memoranda:
- Effects of 2010 Census: The Fredericksburg UZA will likely stay a Small UZA, which means that 5307 earnings do not have to be shared when transit vehicles travel between Fredericksburg and the Washington, DC UZA.
- NTD Data Collection Technologies: All vanpool systems rely on paper-based forms as a first step in NTD data collection.
  - Paper – fax – staff enters data into computer – lowest technology
  - Paper – spreadsheet – email – staff merges data into computer
  - Paper – web-based form – highest technology currently used
  - Real-time entry in PDA or Smart Phone – email - staff merges data into computer (created by Greg McFarland, and for further development)
  - Real-time entry in Smart Phone onto web-based form (for future dev.)

# Vanpool Project Status

## What has happened so far:

- Other Technical Memoranda (continued):
  - Insurance and Indemnification: The nine surveyed vanpool programs supply insurance through these means:
    - State insurance pools (DO systems)
    - Master insurance policy held by transit agency (DO systems)
    - VPSI and Enterprise supply the insurance (PT systems)
    - All systems require driving and insurance record checks and three years of clean driving records.
    - All systems require all participants (drivers and passengers) to sign indemnification, waiver, and release contracts.

# Vanpool Project Status

## Next Steps in Scope of Work:

### *Structure of Roles and Activities\**

Who decides? With so many agencies involved which ones will actually administer project funds, make go/no go decisions, administer the program and provide oversight to any consultants?

Should Maryland and D.C. be invited to participate, at some point in the future, perhaps through a regional program at MWCOC? How does the presence or absence of Maryland and D.C. affect Section 5307 funding allocations and what would need to happen to ensure that if Maryland and D.C. were absent, Virginia would realize the full benefit of the increased Section 5307 earnings?

How can the existing vanpool and TDM agencies best participate in the new Vanpool Incentive Program? How can their expertise be incorporated into the program? What agency or agencies should have a lead role in managing the program? How can undue burdens on these agencies be avoided?

\* Source: Vanpool Incentive Program Scope of Work.

# Vanpool Project Status

## *Structure of Roles and Activities*

### *Who Will Have Roles?*

- WMATA ?
- Commuter Connections / MWCOG ?
- PRTC and/or NVTC ?
- FAMPO and/or GWRC ?
- Counties ? Over 40 Virginia counties within 100 miles of UZA.
- Other Planning District Commissions? 14 PDCs within 100 miles of UZA.
- Other MPOs ? 16 MPOs within 100 miles of UZA.
- Any and/or All ? Any or all of the above 75 jurisdictions?

# Vanpool Project Status

## *Structure of Roles and Activities*

### *Financing:*

- NRTC staff estimates 3-year startup funds of \$1.0M, with accumulated 5307 earnings of \$3.2M in year 3:

<u>Year</u>	<u># of Vans</u>	<u>Public Funding*</u>	<u>5307 Earnings</u>
Year 1	30 vans	\$165,000	\$530,000
Year 2	60 vans	\$330,000	\$1,070,000
Year 3	90 vans	\$500,000	\$1,600,000
<b>TOTAL</b>		<b>\$1,000,000</b>	<b>\$3,200,000</b>

\* \$460/month per van capital subsidy.

- Average monthly passenger fare of \$199 includes \$2,400/van/year in administrative and marketing costs.
- What agency or agencies can obtain funding until 5307 earnings are received?

# Vanpool Project Status

## Structure of Roles and Activities

### Potential Program Activities:

- Assist volunteer vanpool organizer with van lease
- Verify insurance eligibility of vanpool drivers and backup drivers
- Verify clean driving record of vanpool drivers and backup drivers
- Verify that all pool passengers have signed necessary participation forms
- Train the drivers in pool operating procedures, including all federal rules, and how to fill out expense reports, and NTD data collection forms.
- Enter vanpool route information, and passenger information into databases
- Verify expense reports against vehicle mileage reports
- Verify that all pool organizers have paid their leases
- Write monthly checks to cover vanpool expenses
- Verify that all pools submit monthly forms
- Enter above forms into database
- Create monthly NTD reports summarizing all activities of all vanpools
- Monitor all ridership reports and expense reports for anomalies or 'scams'
- Coordinate the maintenance and repair of vehicles
- Settle disputes between participants
- Answer telephone and email inquiries regarding pool participation
- Help form new vanpools using information submitted from prospective participants
- Provide customer service to all pool participants
- Create annual NTD reports
- Implement new procedures and ideas to create more vanpools
- Communicate with vanpool organizers
- Communicate and coordinate with other TDM agencies
- Participate in TPB Commuter Connections ridesharing database and monthly meetings
- Coordinate advertising and promotion of vanpooling
- Participate in fairs and community events representing the TDM agency and vanpooling
- Coordinate the transfer of vehicle keys between drivers
- Create quarterly newsletter for all pool participants
- Hold annual volunteer driver awards banquets
- Create annual operating budgets and plans
- Handle financial obligations of vanpool program, making sure cash flow is adequate
- Hire and train new employees as vanpool program grows
- Update and maintain agency website
- Monitor park and ride lot utilization and locate new park and ride locations
- Monitor and manage 5307 sharing agreement with other TDMs and WMATA
- Manage contractor relationships with corporations like VPSI, repair shops, vehicle leasing companies, insurance companies, gas card companies, tow trucks, ...
- Dissolve pools that drop below ridership requirements for too many months
- Assist struggling pools with DRPT VanSave program requirements
- Coordinate the use of ADA-equipped vans
- Coordinate the use of spare vans
- Supply pool groups with forms and manuals
- Track all vehicles' age and condition

# Vanpool Project Status

## *Structure of Roles and Activities*

### *Incentives:*

- Different programs and different purposes require different incentives:
  - *Getting existing for-profit vanpools to provide NTD data:* subsidies to owners.
  - *Attracting new passengers:* fare subsidies; better vehicles; wi-fi; comfort; convenience.
  - *Attracting new volunteer drivers:* assistance w/ vanpool formation; better vehicles; gas credit cards.

# Vanpool Project Status

Strengths, Weaknesses, Opportunities, and Threats: Analysis by NVTC staff

## Strengths:

1. HOV lanes on I-66, I-95 and I-395 in VA, and I-270 and US 50 in MD.
2. A local culture accustomed to transit and ridesharing.
3. A large federal workforce that receives generous transit benefits.
4. Large numbers of long-distance commuters (50+ miles one-way).
5. Potential of large 5307 earnings supporting an ambitious program.

# Vanpool Project Status

Strengths, Weaknesses, Opportunities, and Threats: Analysis by NVTC staff

## Weaknesses:

1. Project stakeholders may have conflicting goals.
2. A source of startup funding is needed. CMAQ funds cannot subsidize existing vanpools; once 5307 earnings are received, then existing vanpools can be subsidized and startup funds could be paid back.
3. Focus on FAMPO and Northern Virginia regions may miss opportunities in MD, and in outlying regions of Virginia.
4. Project may lack emphasis on new vanpool creation.
5. Most individual NVTC jurisdictions don't accept 5307 earnings directly. They would gain from reduced WMATA subsidies but a portion of the 5307 earnings are needed to cover ongoing program expenses. Can the 5307 capital funds be traded among the local partners for necessary operating funds?

# Vanpool Project Status

Strengths, Weaknesses, Opportunities, and Threats: Analysis by NVTC staff

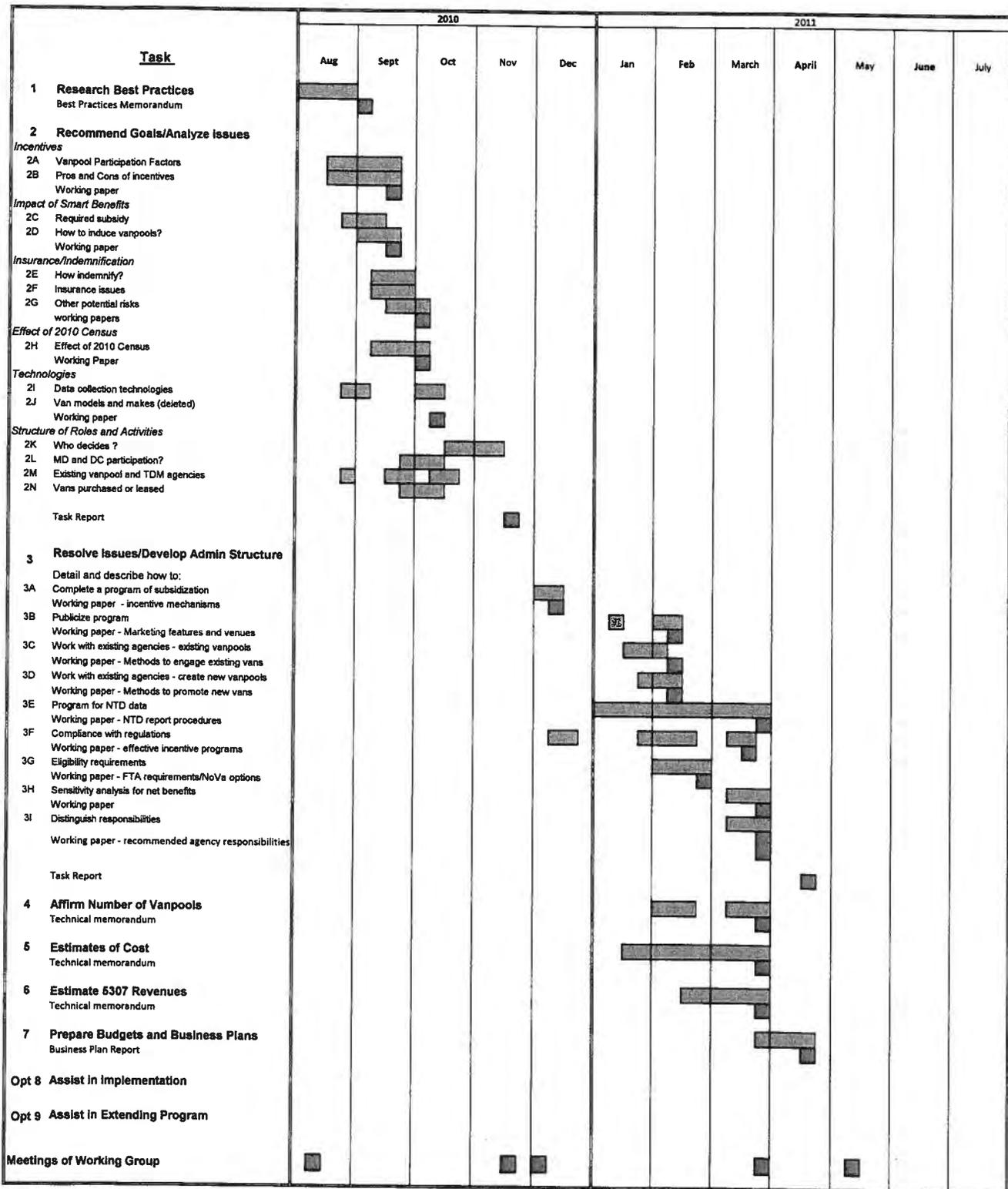
## Opportunities:

1. 220+ VPSI vanpools already exist in the region.
2. VPSI has experience collecting NTD data, and is willing to work with public agencies. These vanpools could be quickly converted to publically sponsored vanpools with little effort, leading to 5307 earnings.

## Threats:

1. Local jurisdictions/transit agencies may be unable to agree to share the net 5307 earnings.
2. Creating a vanpool program with no one ultimately responsible or accountable and thus failing to achieve maximum 5307 earnings and maximum vanpool creation.

Multi-Region Vanpool Incentive Program  
Draft Project Schedule August 3, 2010



AGENDA ITEM #3

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Rick Taube and Kala Quintana  
**DATE:** March 31, 2011  
**SUBJECT:** NVTC Rail-Volution Proposals

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

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

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

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



# Rail-Volution

Building Livable Communities with Transit

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i

## What IS Rail-Volution?

Call for Speakers  
Now Open!  
[Click Here](#)

Rail-Volution 2011  
will be held at the  
Washington Marriott  
Wardman Park Hotel  
[Click Here](#)

Sponsorship  
Opportunities  
Available!  
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2010 Conference  
Presentations  
& Plenary Videos  
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Rail-Volution 2010  
APA AICP CM  
Credits Available.

Did you attend the 2010  
conference?  
[Network year-round with  
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## Future Conferences

October 16-19, 2011  
Washington, DC

## Contact

Registration Inquiries  
800-788-7077 toll free  
302-436-4375 ph  
302-436-1911 fax  
[convene@aol.com](mailto:convene@aol.com)

503-823-6870 ph  
503-823-7609 fx  
[info@railvolution.com](mailto:info@railvolution.com)

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## RAIL-VOLUTION 2011 — Washington, DC October 16-19, 2011 NEW DATES

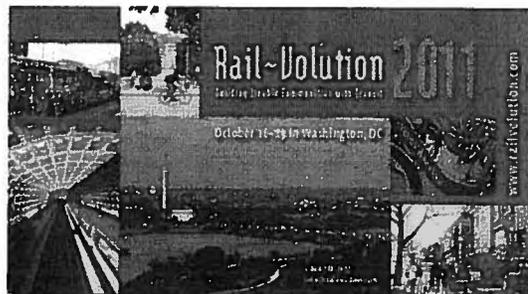
Come to Washington, DC, where the past, present and future converge. Rail-Volution 2011 will bring together people from all perspectives dedicated to transit, livability and communities — surrounded by a unique historical backdrop.

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

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

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

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



## **Rail-Volution Presentation/Tour Proposals**

### **1) BRAC Mandates, Time Pressure and Transit Solutions**

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

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

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

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

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

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

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

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

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

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

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

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

### **3) City of Alexandria Transitway Corridor Feasibility Study:**

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

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

#### **Project Overview**

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

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

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

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

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

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

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

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

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

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

[Note: WMATA staff has not approved this proposal]

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

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

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

#### **6) VRE's Mobile Workshop**

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

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



Article from: [www.thenewspaper.com/news/34/3455.asp](http://www.thenewspaper.com/news/34/3455.asp)

4/15/2011

### **Virginia: Toll Road Users Sue Over Diversion of Funds to Rail**

*Lawsuit seeks refund of \$130 million in tolls taken from Virginia motorists to fund mass transit.*

Users of the Dulles Toll Road in Northern Virginia filed a federal class action lawsuit yesterday seeking refunds from toll hikes imposed to fund a \$7 billion mass transit project. Great Falls resident John B. Corr and Hillsboro resident John W. Grigsby argued that the Metropolitan Washington Airports Authority (MWAA) has no authority to set toll rates and that the diversion of over \$130 million from motorists constitutes an illegal tax.



"'No taxation without representation' is not simply some slogan redolent of a past age of patriots and heroes," attorney Robert Cynkar wrote on behalf of Corr and Grigsby. "Rather, it is an ever-vital principle at the heart of representative government and the liberty such government is established to preserve... This case challenges exactions of money from motorists, through the tolls they pay for the use of the Dulles Toll Road, that violate this fundamental principle and so are unconstitutional under the federal and Virginia constitutions."

In 2005, the Commonwealth Transportation Board increased the amount of tolls far beyond the cost of operation, maintenance and debt service for the Dulles Toll Road. The extra money was meant to be used to bankroll the construction of a Metrorail line to Dulles International Airport, 25 miles outside the nation's capital. MWAA took control of the toll road in 2008.

The Virginia General Assembly never authorized the MWAA authority to set toll rates, and it could not do so, Corr and Grigsby argue, because the MWAA's 13-member board is appointed by the District of Columbia's mayor, the US president and the governors of Maryland and Virginia. As an interstate entity, it has no power under the Virginia constitution to impose a tax.

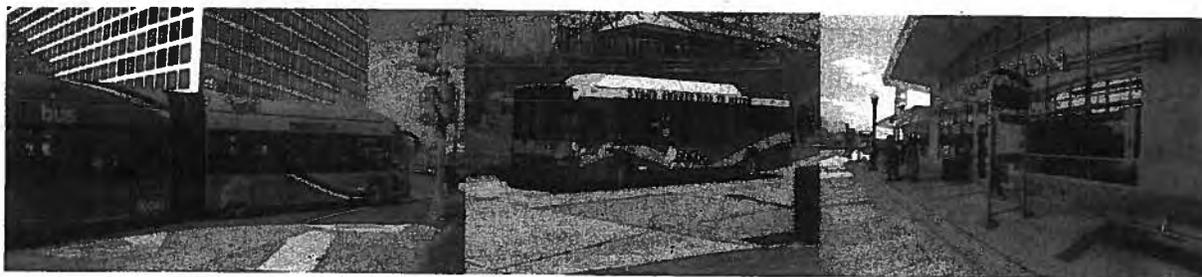
The state constitution mandates that all taxes must be passed by the legislature so that specific representatives would be held accountable for their votes (Article 4 Section 2). Likewise, the constitution bars establishment of any government "separate from, or independent of, the government of Virginia" within the state (Article 1 Section 14). In 2008, the state supreme court interpreted these provisions to mean that "the General Assembly may not delegate its taxing power to a non-elected body."

In 1995, the General Assembly did pass an act authorizing the Commonwealth Transportation Board (CTB) to divert toll money for the use of mass transit. Corr and Grigsby argue this law is unconstitutional because CTB is an unelected body. The plaintiffs are asking the US District Court for the Eastern District of Virginia to prohibit MWAA from setting rates and to refund all money illegally collected.

# Briefing on Regional Bus Priority and Rapid Bus Projects: Planning and Implementation

Transportation Planning Board  
April 20, 2011

Eric Randall, DTP



## Structure of Presentation

- Overview of Bus Priority and Rapid Bus
- Regional Rapid Bus and Bus Priority Projects
- TIGER Priority Bus Grant Update 
- Next Steps

# What is Bus Priority?

- The purpose of bus priority is to provide travelers with quick, reliable transportation: more, faster, better, cheaper, safer!
    - 50-60% of bus time is spent in motion
    - 20% is spent at bus stops
    - 20-30% is spent at traffic signals
- All of these can be improved upon with various types of bus priority treatments
- Effective bus priority requires implementation of complementary treatments by both bus operators and road/runningway managers:
    - Bus Operators:
      - Limited stop service,
      - All-door boarding & off-board fare collection,
      - Dedicated vehicles,
      - Real-Time Passenger Information (RTPI).
    - Roadway Managers:
      - Transit Signal Priority (TSP),
      - Queue jumps,
      - Bus-only lanes,
      - Bus stops & shelters.

3

## Why Rapid Bus and Bus Priority?

- Over 650,000 bus boardings take place daily in the Washington metropolitan region (39% of all regional transit trips).
  - WMATA Metrobus (67% of bus passenger boardings), Montgomery County Ride-On (15%), Fairfax Connector (5%), the DC Circulator, Alexandria DASH, Prince George's The Bus, PRTC and MTA Commuter Bus (2% each), and other local and commuter services (3%).
- Rapid bus services and bus priority provide the region with the opportunity to improve current bus operations and provide customers with fast, high-quality transit services.
- Both regional projects and local priority treatments offer improved bus speeds and schedule reliability, which in turn lead to:
  - Increased ridership through the improved quality of service offered to customers,
  - Cost savings through more efficient and effective operation.

## Bus Priority Implementation Challenges

- Implementing bus priority measures requires close coordination among traffic engineers, planners and bus operators.
  - Operations requirements and runningway design & technology must interface successfully.
  - Trade-offs must be evaluated in roadway space and traffic flows:
    - Bus-only lanes, queue jumps, and improved bus stops or stations require dedicated roadway space.
    - Transit signal priority takes time from current signal cycles and the competing needs of parallel and intersecting vehicle traffic and pedestrian crossings.
  - Agencies must work together across the goals and requirements of each organization.

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## Regional Rapid Bus and Bus Priority Projects: underway and under consideration

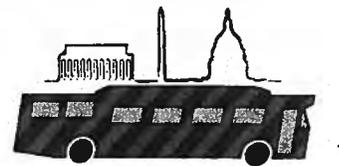
- The Washington region has begun the implementation of a number of significant rapid bus and bus priority projects:
  - **WMATA Priority Corridor Network (PCN),**
    - Express services progressively introduced on major transit corridors.
    - Started with Columbia Pike Ride in 2003, REX in 2004, and continuing with limited-stop services (the “9 series”) in the District of Columbia.
  - **TIGER Priority Bus Grant.**
    - Implementing capital projects for improved bus operations and customer service. (2011 through 2016.)
- Further rapid bus projects are under active consideration:
  - **Remaining corridors of the WMATA PCN,**
  - **Montgomery County BRT: study to be released June 2011,**
  - **Rapid Bus on I-95/I-395 & Beltway; Corridor Analysis of I-66.**

6

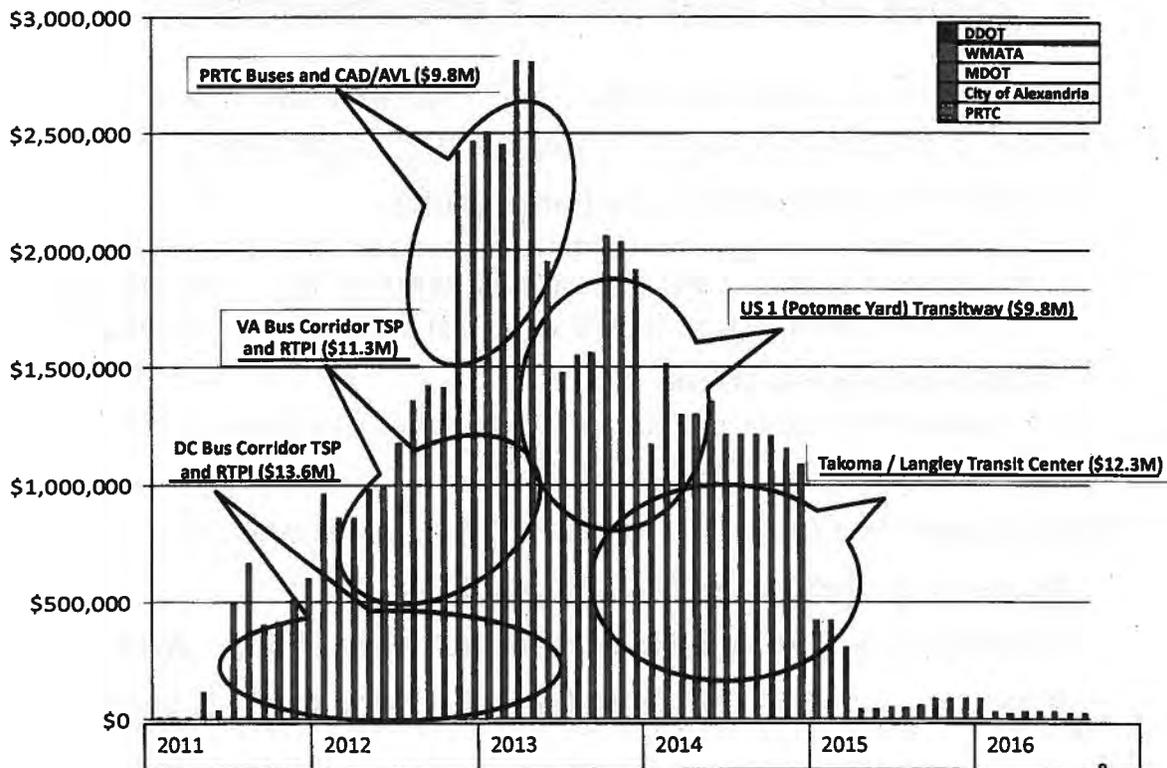
# TIGER Grant for Priority Bus Transit in the National Capital Region

**\$58.8 million – 2011 through 2016**

- **Takoma/Langley Transit Center**  
– \$12.3M                      Feb 2012 – Aug 2014
- **PRTC Buses and ITS**  
– \$10M                         Jan 2011 – Sep 2013
- **US-1 (VA) / Potomac Yard Transitway**  
– \$8.5M                        Jan 2012 – Oct 2013
- **DC and VA Bus Corridor Priority Treatments**  
– \$24.9M                      Jun 2011 – Jun 2013

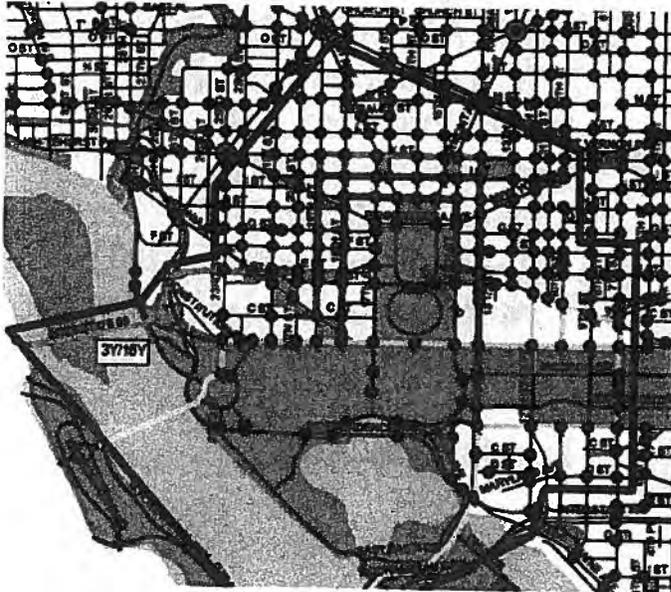


## TIGER Expenditure Schedule



# TIGER - Signal Optimization & Prioritization TR Bridge and 14th Street Bridge to K Street

## • 203 Traffic Signals in Downtown Core to be improved



- 82 signals to be both optimized and prioritized
- 121 signals to be optimized

**Funding: \$6M**

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# TIGER – Transit Signal Priority (TSP) on Bus Corridors

### What is TSP?

Modification of traffic signal timing to benefit transit vehicles operating along a roadway.

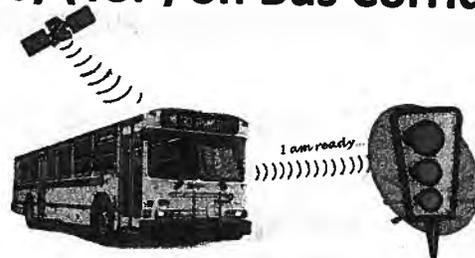
TSP green phase for buses can be: extended, early/advanced, or inserted in cycle.

### Types of TSP:

**Passive** - signals are retimed to account for transit travel speeds or to maximize person throughput rather than vehicle throughput.

**Active** - bus "announces" its approach to a signal and the signal adjusts the cycle based on predetermined parameters.

- **Conditional** - only giving priority when a bus is behind schedule.
- **Unconditional** - occurs for all buses.



### TSP Locations (77 total)

- 16<sup>th</sup> Street (6)
- Georgia Avenue (4)
- Wisconsin Avenue (5)
- University Blvd (20)
- US 1 - MD (7)
- Van Dorn / Beauregard (8)
- VA-7 / Leesburg Pike (27)

**Funding: \$3.2M**

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## TIGER – Real Time Passenger Information (RTPI)



- Initially for Metrobus
- Funding also for collecting and displaying local bus info

### Locations (225 signs total)

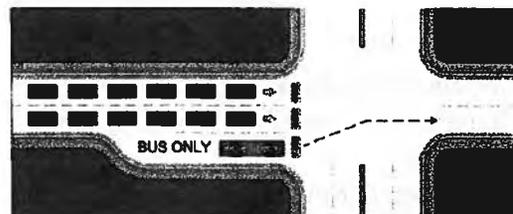
- 16<sup>th</sup> Street (30)
- Georgia Avenue (25)
- H St / Benning Rd (28)
- Wisconsin Avenue (40)
- Addison Road (14)
- University Blvd (19)
- Veirs Mill Road (25)
- VA-7 / Leesburg Pike (31)
- Pentagon and Franconia-Springfield Stations (13)

Funding: \$2.4M

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## Other TIGER Improvements

- Queue Jump Lanes (14 total)
  - University Blvd (4)
  - US-1 MD (7)
  - Veirs Mill Road (1)
  - Van Dorn - Beauregard (2)
- Georgia Avenue Bus Only Lane
  - Florida Ave to Barry Place (*Howard University*) (~1/3 mile).
- Shelter Improvements, Emergency Call Boxes, Signal Power Supplies, Curb Extensions.



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# TIGER – Performance Measures

## 1. Faster, More Reliable Buses

- Transit Signal Priority, Queue Jumps, and Transitway/Bus Only Lanes will improve travel speeds and schedule adherence for buses.
- New buses and dispatch control will improve operations for PRTC.

## 2. Bus Service Quality (-> Ridership)

- Real Time Passenger Information, Metrorail station access improvements, new Bus Bays and Bus Stop improvements, and the Langley / Takoma Transit Center will improve the quality of service and attract more riders.

## 3. Safety

- The Langley / Takoma Transit Center will reduce bus customer foot crossings of two major arteries and improve traveler safety.

## Reports are due to USDOT on each TIGER project component.

- Evaluate results from before project, one year after, and two years after.
- Cost-benefit analysis and consideration of operating cost savings.

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# TIGER Project Implementation – Status

- First of 42 project activities is complete: Installation of Security Cameras on 15 PRTC Buses (\$195K)
- Construction and further technology components now in design and procurement stages.
- On March 9, a TIGER Project Implementation Meeting brought together traffic engineers, planners, and bus operators:
  - TIGER Owners: Alexandria, DDOT, MDOT, PRTC, and WMATA
  - Other Partners: VDOT; Prince George's, Montgomery, Fairfax, and Arlington Counties
  - Discussed opportunities to coordinate technical procurements of TSP & RTP, and design and installation work.
- TIGER Grant is being overseen by FTA Project Management. High visibility for a stimulus grant project in the National Capital Region.

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## TPB Activities to Date on Bus Priority

- TPB Regional Bus Subcommittee (*UPWP Core Program: \$100,000 annually*)
  - **Overview of Local and Regional Transit Services** (TPB - Sep 2010). Reviewed the contribution of bus to regional travel.
  - **2011 List of Priority Regional Projects** for bus services - updated from the 2008 list. To be presented to TPB at the May 2011 meeting.
    - Priority areas include better ways of serving customers, connecting the region, solving bottlenecks and hot spots, and responding to federal relocation & BRAC.
- WMATA Priority Corridor Network (*Technical Assistance: \$300,000 in FYs 09/10*)
  - **PCN Evaluation** (TPB - Jan 2011). Evaluated the benefits of a complete network of bus priority measures across 23 Metrobus corridors, carrying >250,000 customers per day.
- Guidelines on Priority Bus Treatments (*\$110,000 in FYs 10/11*)
  - **Reference Guide** of priority bus treatment feasibility, costs, and benefits developed in cooperation with regional traffic engineers and bus operators.
  - TPB Technical Committee to receive a presentation in May 2011.

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## Next Steps on Rapid Bus and Bus Priority

- Multimodal Coordination / Bus Hot Spots (*Tech. Assistance: \$216,000 in FY 12*)
  - **Conceptual Design** of arterial bus priority treatments at identified "hot spot" locations, including projected capital costs, operating savings, and customer benefits.
  - Approved as part of the 2012 UPWP in March; to begin in July 2011. (\$30,000 from each DOT and \$126,000 from WMATA).
- General Activities
  - **TIGER Updates** to TPB as major milestones are reached.
  - Presentation of related work of the TPB Regional Bus Subcommittee and other regional transit activities.
    - e.g., Overview of Local and Regional Transit Services (TPB - Sep 2010), Overview of Light Rail and Streetcar Projects and Proposals (TPB - Dec 2010).
  - Revised Aspirations Scenario, with a regional rapid bus network.

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**FOR IMMEDIATE RELEASE**

April 22, 2011



**Office of the Governor**

Contact: Jeff Caldwell

Phone: (804) 225-4260

Email: [Jeff.Caldwell@Governor.Virginia.Gov](mailto:Jeff.Caldwell@Governor.Virginia.Gov)

**Virginia Department of Rail and Public Transportation**

Contact: Courtney Ware

Phone: (804) 225-3746

Email: [Courtney.Ware@DRPT.Virginia.Gov](mailto:Courtney.Ware@DRPT.Virginia.Gov)

## **Governor McDonnell Announces Virginia Transportation Challenge**

*~ Encourages All Virginia Residents to Try Alternate Forms of Transportation ~*

**RICHMOND** – Governor Bob McDonnell announced the Virginia Transportation Challenge today as part of Virginia’s celebration of Earth Day. The challenge encourages all Virginians to try a form of transportation other than driving alone once every two weeks. The challenge is designed to help Virginia residents begin to shift the way they look at their daily commute and make small changes that can have a big impact on congestion on Virginia highways and the quality of our environment.

Speaking about the Virginia Transportation Challenge, Governor McDonnell remarked, “Sometimes driving alone really is the only option, but not always. Sometimes taking the bus or train, carpooling, vanpooling or teleworking is an even better option. Every time you make the choice to not drive alone you are helping reduce congestion on our highways and harmful emissions in our environment, and you are keeping a little extra money in your wallet.”

Virginia’s population is expected to grow by 35 percent by 2035, and while the Commonwealth works to improve and expand its transportation system, Virginians must begin a fundamental shift in the way we travel to take greater advantage of the transportation options available to us today.

Using the vast array of transportation options available in Virginia can deliver significant benefits. Public transportation options reduce harmful gas emissions in our environment and gallons of gasoline used each year, remove cars from our congestion highways, and can help families save thousands over the cost of owning and operating a car. Options such as telework can remove the need to commute completely, saving millions of vehicle miles traveled.

Governor McDonnell continued, “Transportation is one of the key challenges facing the Commonwealth, and ensuring we have a modern and efficient transportation system is a key part of keeping Virginia the nation’s best place to live and do business. The historic transportation funding legislation passed in the General Assembly, Virginia’s new telework tax credit legislation and the Virginia Transportation Challenge all work together to improve our transportation system to meet the demands of the future and help address the congestion we are facing today.”

The Virginia Department of Rail and Public Transportation's (DRPT) Service Locator tool can help you identify the transportation options available in your area. The tool can be accessed by visiting [www.drpt.virginia.gov/locator](http://www.drpt.virginia.gov/locator).

Join the governor in the Virginia Transportation Challenge to experience the benefits Virginia's transportation options can offer and become a part of the movement to change the way Virginians look at their commutes.

To see a video of the governor issuing his Virginia Transportation Challenge, visit <http://www.youtube.com/watch?v=0t9EoqkVcCo>

###



# NVTC

Northern Virginia Transportation Commission

# NVTC

## AGENDA ITEM #10

**TO:** Chairman Eulle and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Colethia Quarles  
**DATE:** April 28, 2011  
**SUBJECT:** NVTC Financial Items for February, 2011.

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



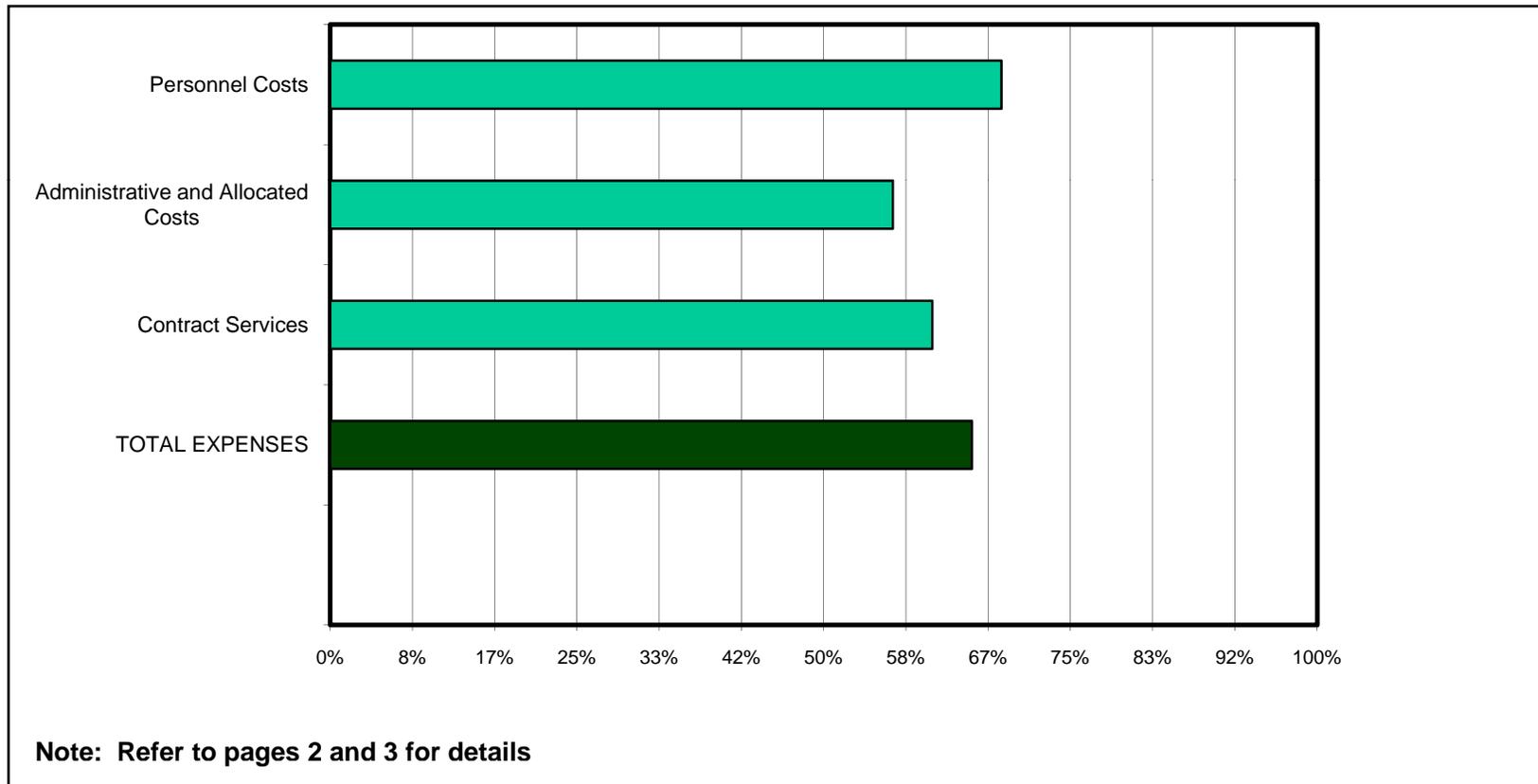
2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201  
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120  
E-mail [nvtc@nvtc.org](mailto:nvtc@nvtc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

# Northern Virginia Transportation Commission

Financial Reports

March, 2011

Percentage of FY 2011 NVTC Administrative Budget Used  
March 2011  
(Target 75% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March 2011**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 56,586.66	\$ 508,593.82	\$ 737,900.00	\$ 229,306.18	31.1%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	56,586.66	508,593.82	737,900.00	229,306.18	31.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,496.82	33,325.32	52,400.00	19,074.68	36.4%
Group Health Insurance	5,938.81	52,458.45	80,200.00	27,741.55	34.6%
Retirement	5,240.00	49,460.00	73,700.00	24,240.00	32.9%
Workmans & Unemployment Compensation	144.37	1,336.54	2,950.00	1,613.46	54.7%
Life Insurance	301.32	2,688.68	4,300.00	1,611.32	37.5%
Long Term Disability Insurance	252.81	2,528.10	3,950.00	1,421.90	36.0%
Total Benefit Costs	15,374.13	141,797.09	217,500.00	75,702.91	34.8%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,900.00	13,250.00	16,850.00	3,600.00	21.4%
<i>Rents:</i>					
Office Rent	812.30	100,329.10	182,180.00	81,850.90	44.9%
Parking	92.30	93,367.30	170,980.00	77,612.70	45.4%
	720.00	6,961.80	11,200.00	4,238.20	37.8%
<i>Insurance:</i>					
Public Official Bonds	424.57	2,750.78	4,100.00	1,349.22	32.9%
Liability and Property	400.00	1,300.00	2,300.00	1,000.00	43.5%
	24.57	1,450.78	1,800.00	349.22	19.4%
<i>Travel:</i>					
Conference Registration	-	2,899.87	6,300.00	3,400.13	54.0%
Conference Travel	-	-	-	-	0.0%
Local Meetings & Related Expenses	-	367.04	2,000.00	1,632.96	81.6%
Training & Professional Development	-	2,435.83	4,000.00	1,564.17	39.1%
	-	97.00	300.00	203.00	67.7%
<i>Communication:</i>					
Postage	633.80	6,897.01	10,200.00	3,302.99	32.4%
Telecommunication	167.43	2,348.93	4,000.00	1,651.07	41.3%
	466.37	4,548.08	6,200.00	1,651.92	26.6%
<i>Publications &amp; Supplies</i>					
Office Supplies	727.80	10,723.36	13,500.00	2,776.64	20.6%
Duplication	261.52	3,502.03	3,000.00	(502.03)	-16.7%
Public Information	466.28	6,821.33	10,000.00	3,178.67	31.8%
	-	400.00	500.00	100.00	20.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
G&A BUDGET VARIANCE REPORT  
March 2011**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,070.97	2,931.57	8,000.00	5,068.43	63.4%
Furniture and Equipment	-	-	-	-	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	1,070.97	2,931.57	7,000.00	4,068.43	58.1%
<i>Other General and Administrative</i>	465.35	3,081.82	5,350.00	2,557.06	47.8%
Subscriptions	288.88	288.88	-	-	0.0%
Memberships	-	305.00	1,300.00	995.00	76.5%
Fees and Miscellaneous	176.47	2,223.58	2,950.00	726.42	24.6%
Advertising (Personnel/Procurement)	-	264.36	1,100.00	835.64	76.0%
Total Administrative Costs	<u>6,034.79</u>	<u>142,863.51</u>	<u>246,480.00</u>	<u>103,905.37</u>	<u>42.2%</u>
	<u>Contracting Services</u>				
Auditing	-	12,320.00	20,000.00	7,680.00	38.4%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>-</u>	<u>12,320.00</u>	<u>20,000.00</u>	<u>7,680.00</u>	<u>38.4%</u>
 Total Gross G&A Expenses	 <u>\$ 77,995.58</u>	 <u>\$ 805,574.42</u>	 <u>\$ 1,221,880.00</u>	 <u>\$ 416,594.46</u>	 <u>34.1%</u>

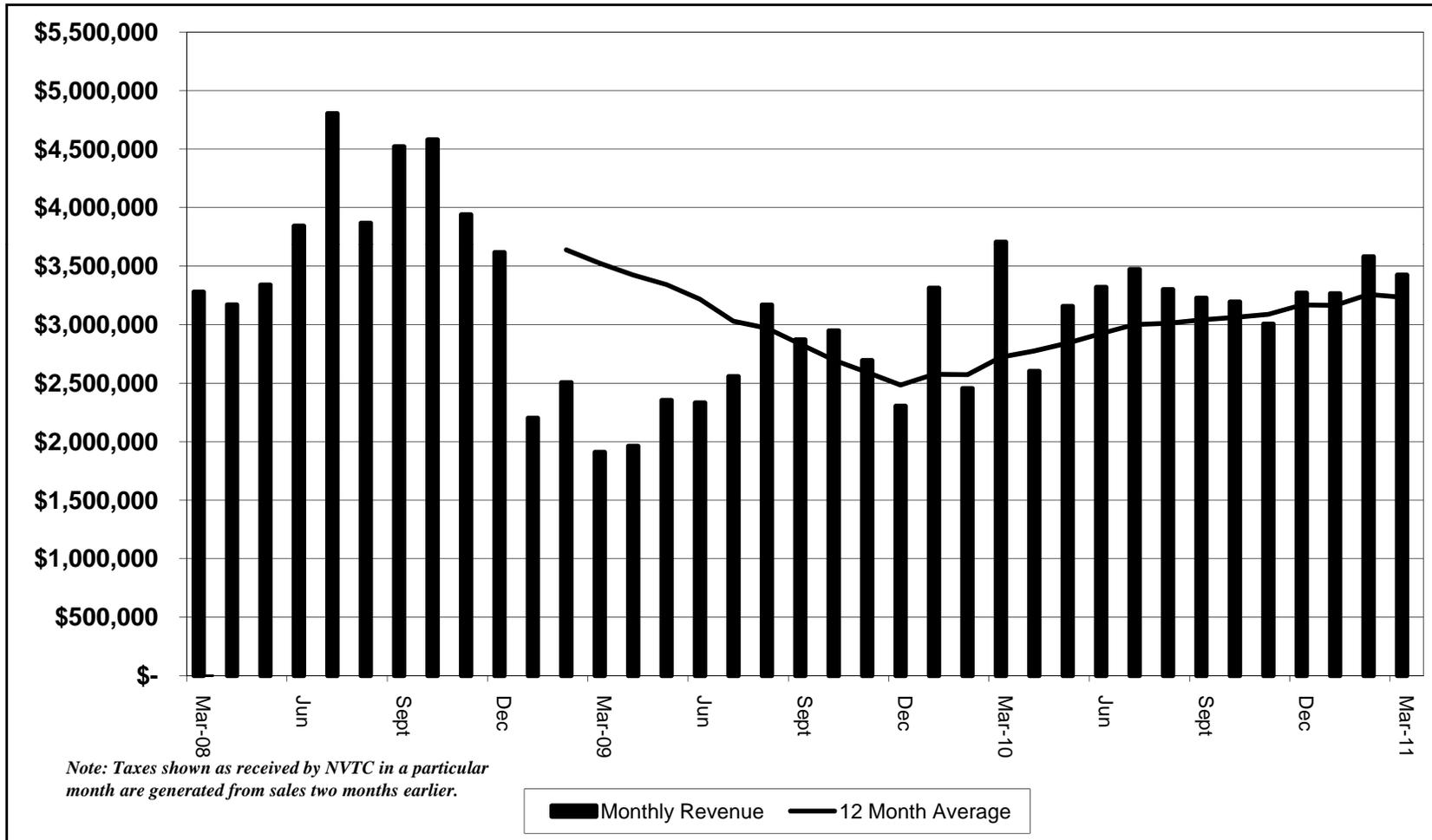
**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**March, 2011**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&amp;A / Project</u>	<u>Trusts</u>
<b>RECEIPTS</b>						
1	DRPT	NVTA update grant receipt			\$ 17,496.00	
1	DRPT	Capital grant receipts				1,464,824.00
4	PRTC	Expense reimbursement		200.00		
4	Staff	Expense reimbursement		2.88		
10	The Hartford	Premium refund		270.00		
10	VRE	Staff support		6,185.92		
10	City of Fairfax	G&A contribution		2,911.00		
10	DRPT	Capital grant receipts, VRE			625,668.00	
11	DRPT	Capital grant receipts				1,073,846.00
11	DRPT	Capital grant receipts, VRE			841,097.00	
14	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				3,424,189.90
14	DRPT	Capital grant receipts				104,988.00
17	DRPT	Operating grant receipt				4,269,756.00
21	DRPT	NVTA update grant receipt			13,309.00	
24	DRPT	Capital grant receipts, VRE			164,643.00	
31	DRPT	Capital grant receipt				494,120.00
31	Banks	Interest earnings		7.00	37.20	21,674.78
			<u>-</u>	<u>9,576.80</u>	<u>1,662,250.20</u>	<u>10,853,398.68</u>
<b>DISBURSEMENTS</b>						
1-31	Various	G&A expenses	(90,167.93)			
1	City of Fairfax	Other operating				(650,000.00)
1	WMATA	Other operating				(18,377.00)
10	VRE	Capital grant receipts			(625,668.00)	
11	VRE	Capital grant receipts			(841,097.00)	
24	Cambridge	Consulting - NVTA update project	(13,309.06)			
24	VRE	Capital grant receipts			(164,643.00)	
31	Wachovia Bank	Service fees	(24.05)			
			<u>(103,501.04)</u>	<u>-</u>	<u>(1,631,408.00)</u>	<u>(668,377.00)</u>
<b>TRANSFERS</b>						
4	Transfer	From LGIP to LGIP	150,000.00	(150,000.00)		
			<u>150,000.00</u>	<u>(150,000.00)</u>	<u>-</u>	<u>-</u>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<u>\$ 46,498.96</u>	<u>\$ (140,423.20)</u>	<u>\$ 30,842.20</u>	<u>\$ 10,185,021.68</u>

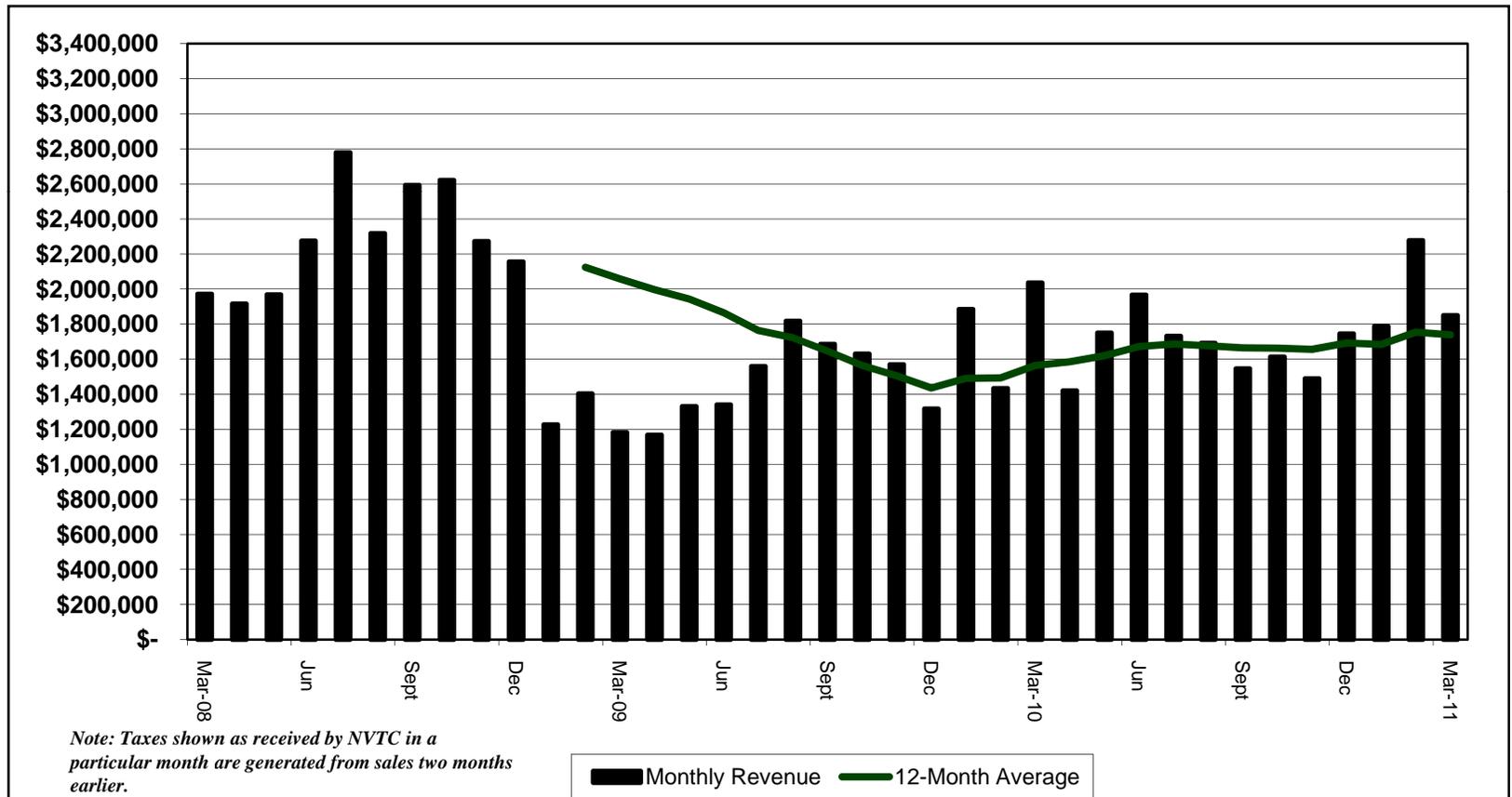
**NVTC  
INVESTMENT REPORT  
March, 2011**

<u>Type</u>	<u>Rate</u>	<u>Balance 2/28/2011</u>	<u>Increase (Decrease)</u>	<u>Balance 3/31/2011</u>	<u>NVTC G&amp;A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<b><u>Cash Deposits</u></b>							
Wachovia: NVTC Checking	N/A	\$ 34,458.73	\$ 46,498.96	\$ 80,957.69	\$ 80,957.69	\$ -	\$ -
Wachovia: NVTC Savings	0.050%	293,899.24	(140,423.20)	153,476.04	153,476.04	-	-
<b><u>Investments - State Pool</u></b>							
Bank of America - LGIP	0.191%	128,414,462.92	10,215,863.88	138,630,326.80	239,595.12	122,550,826.04	15,839,905.64
		<u>\$ 128,742,820.89</u>	<u>\$ 10,152,781.84</u>	<u>\$ 138,864,760.53</u>	<u>\$ 474,028.85</u>	<u>\$ 122,550,826.04</u>	<u>\$ 15,839,905.64</u>

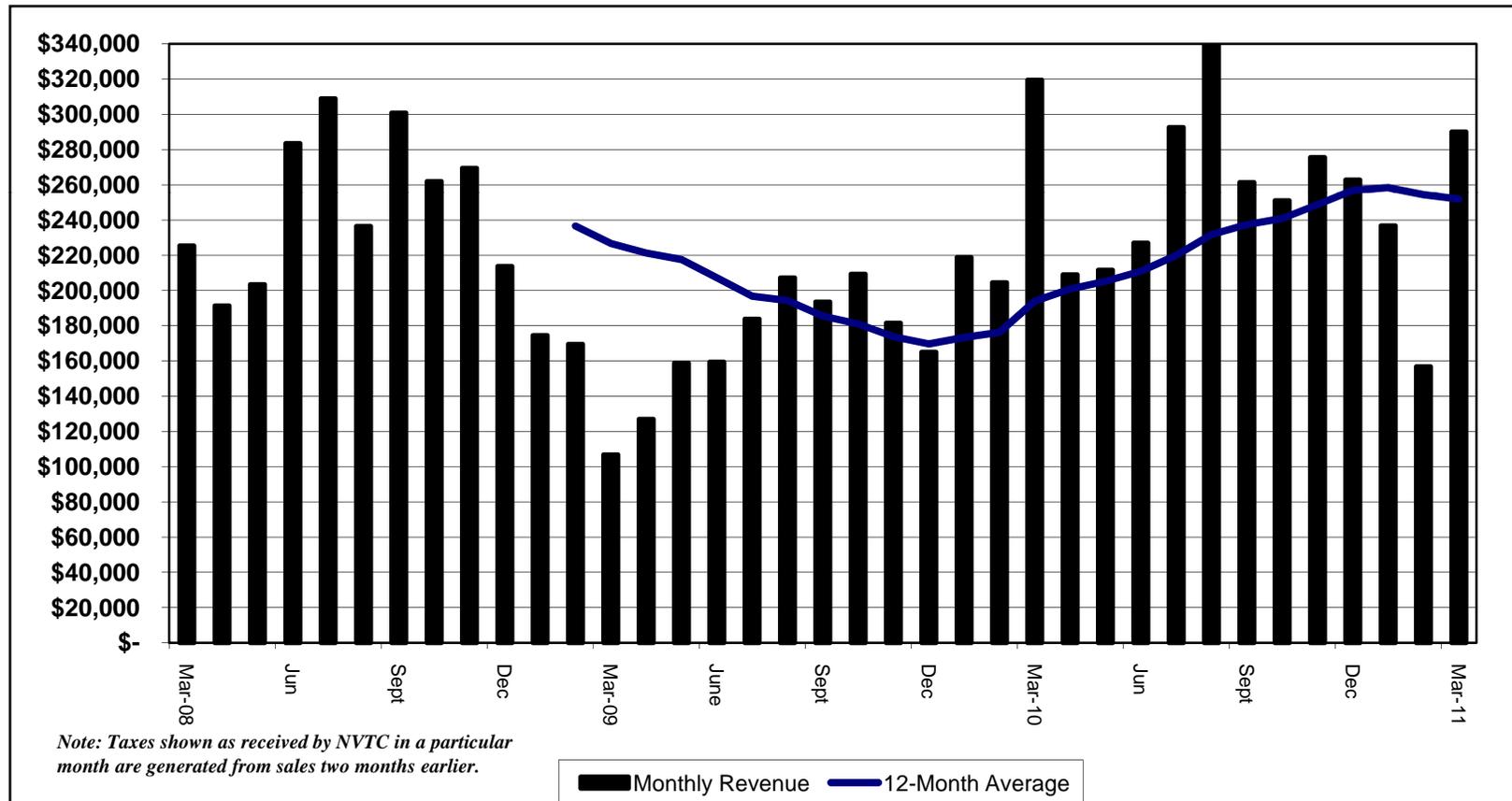
# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2008-2011



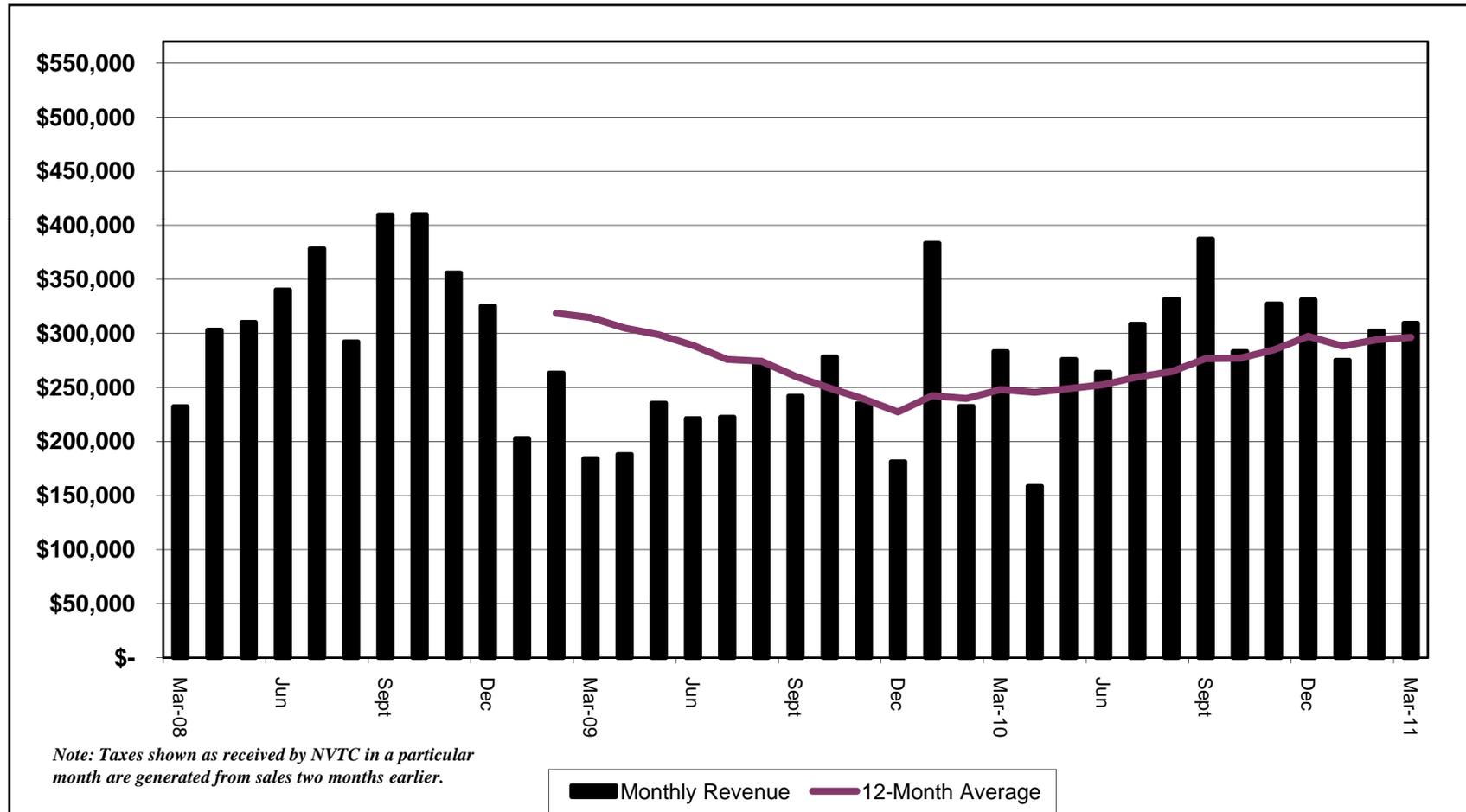
# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2008-2011



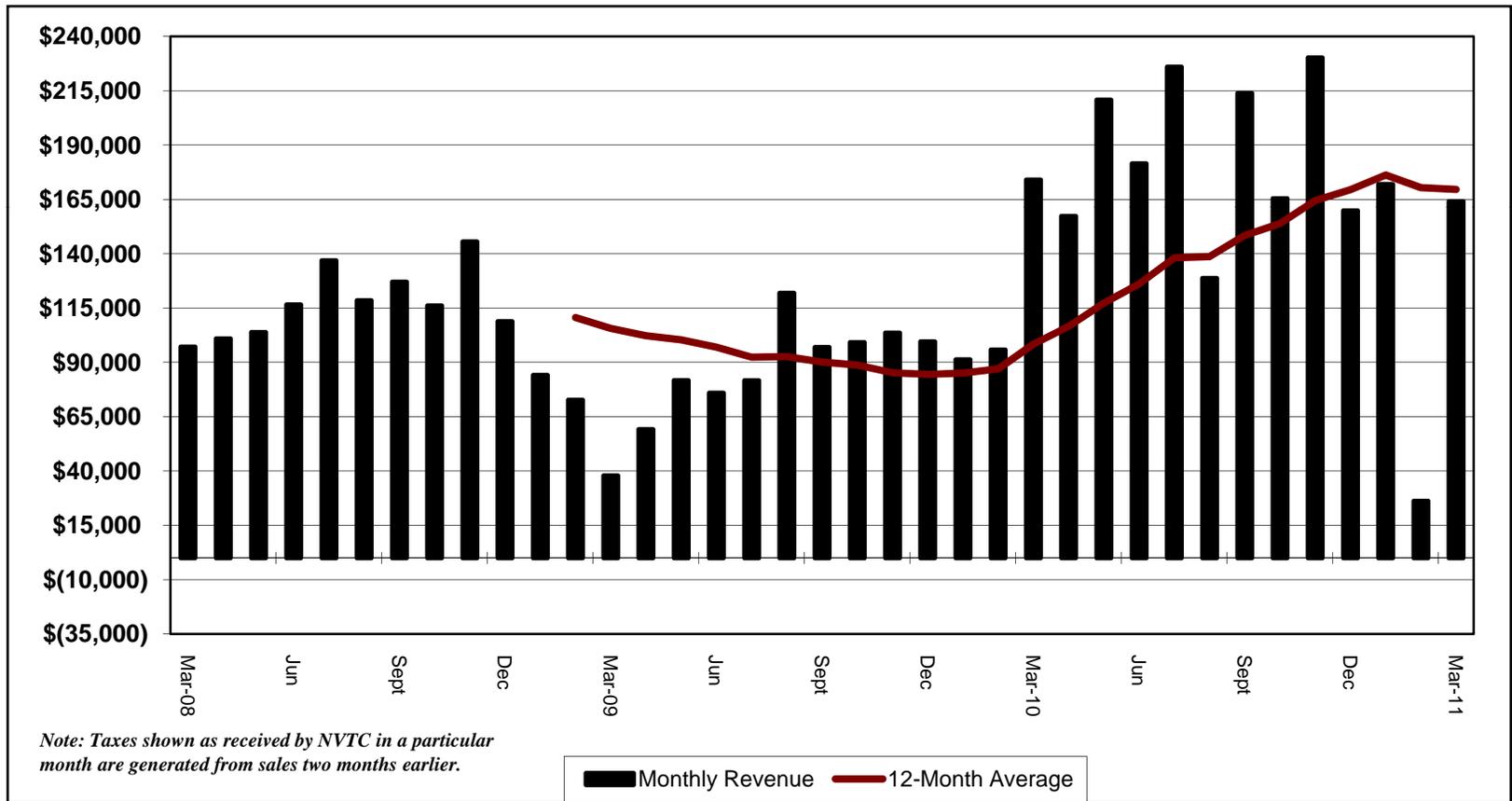
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2008-2011



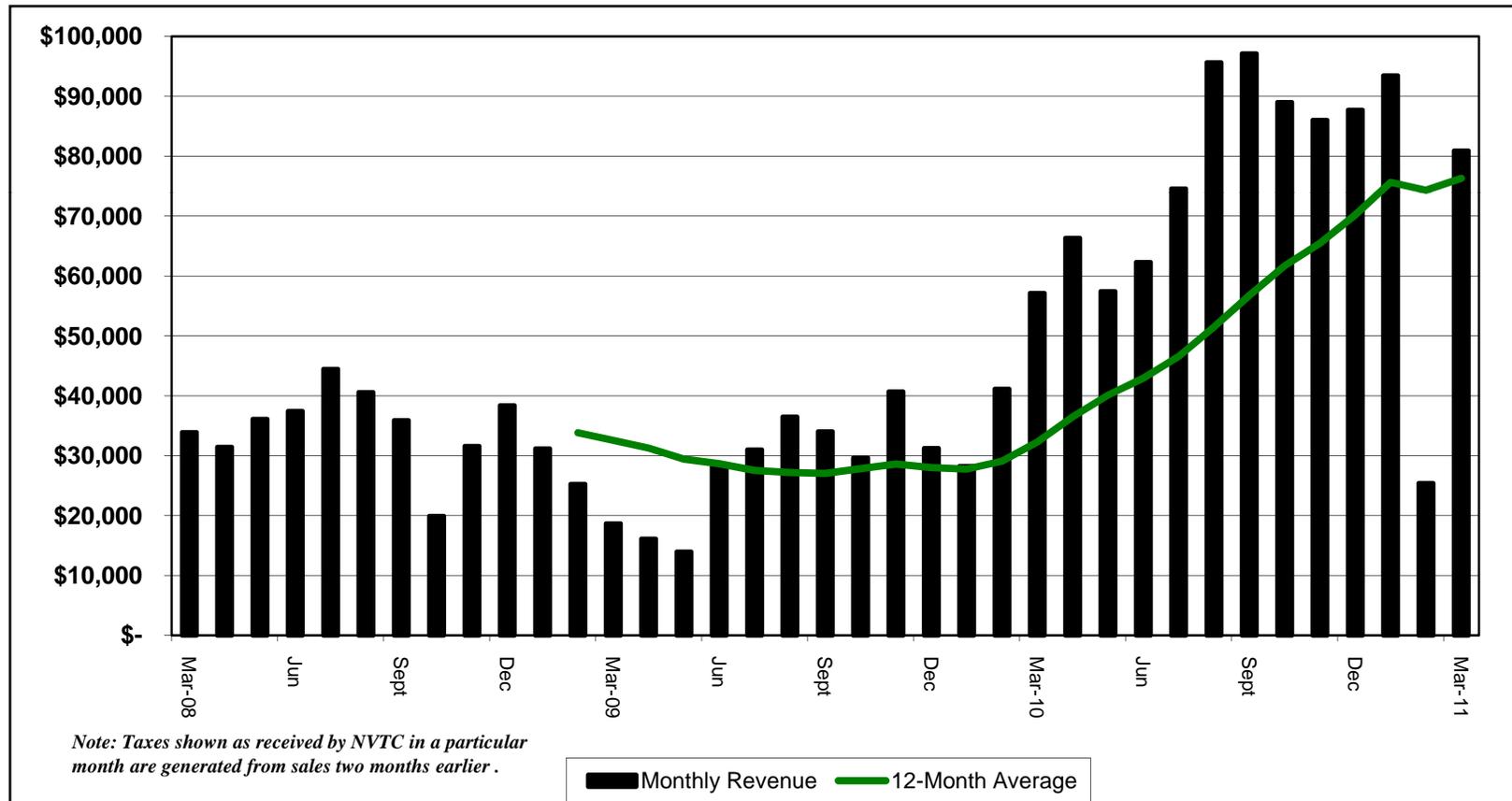
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2008-2011



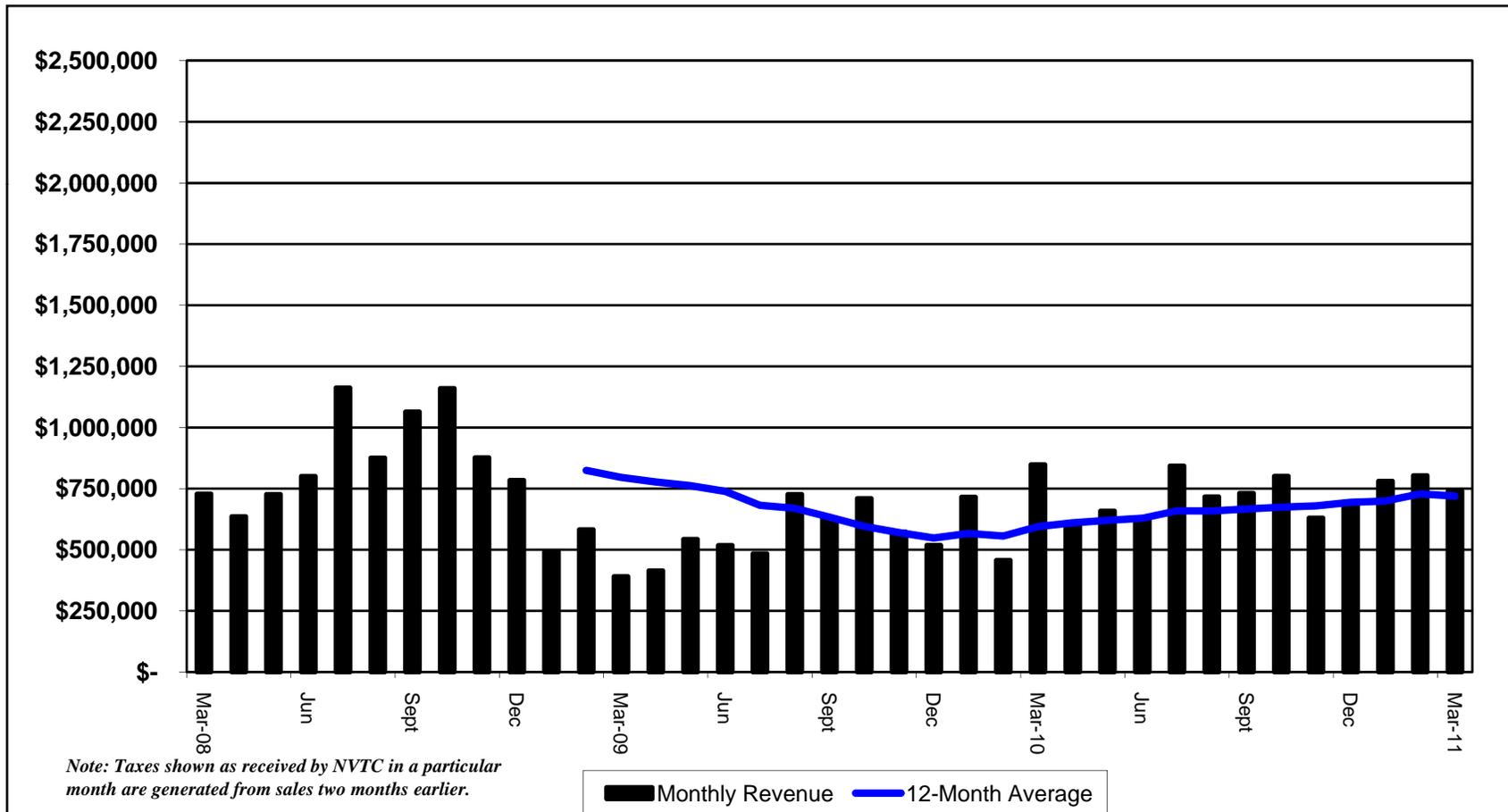
# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2008-2011



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



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



**General Manager and Chief Executive Officer  
Report to the Chair and Board Members**

**April 28, 2011**

Good afternoon Chair Hudgins and Board Members.

I'd like to open the meeting briefly with an update on the budget.

As you know, my original FY12 budget proposal that we presented in January contained \$74.2 million in operating cost reductions.

We have continued to refine our budget estimates. We have also updated our projections based on actual expense and revenue data that is now available for the first full nine months of this fiscal year.

I am pleased to report that we have revised our budget estimate for next fiscal year to reflect an improvement of \$6 million dollars.

The impacts of this are twofold – first, my revised FY12 operating expense budget is essentially the same as this year's operating expense budget, reflecting a \$2m reduction. In addition, we have updated our revenue projections given current conditions in the market. Job growth in the region has slowly continued to outpace prior predictions and rising gas prices have enabled us to increase our ridership projections slightly.

As a result of these updates, the required additional contributions from the jurisdictions have been revised downward to \$66 million versus the original \$72 million request.

To provide this level of support, the Board has before it a number of options under consideration.

In addition to increased subsidy levels from the jurisdictions, those alternatives include monetizing certain ground leases, budgeting preventive maintenance at FY2011 levels, adjusting the reserve for wages, as well as certain bus and rail service adjustments.

With regards to the service proposal, we have scheduled six public sessions from May 16th to 19th during which time we will have an array of opportunities for our customers to be heard – not only on the public docket under consideration on the FY12 budget, but also to encourage dialog on all matters of concern to Metro riders and stakeholders.

Each session will begin with an open house, where we will have tables of information and senior staff available to answer questions about rail, bus, and paratransit services, as well as representatives from the Metro Transit Police to answer questions about security

We will also have information regarding the many job openings at Metro for people who may want to apply or learn more about becoming a bus operator, for example.

After each open house, Board members will facilitate town hall meetings, where we will invite attendees to provide suggestions and comments on any topic related to Metro.

Finally, each session will conclude with a formal public hearing where we will take comments for the record regarding the docket of service changes that impact Metro's operating budget, which will be provided to the Board for consideration.

## **Capital Progress**

On the capital side, I'm pleased that Congress passed and the President signed the new spending bill that included the \$150 million PRIIA federal grant to Metro for safety and reliability improvements.

We are fortunate to have strong support from our Congressional delegation, Governors' O'Malley and McDonnell and Mayor Gray who all advocated successfully for public transit in this region. I want to publicly thank all of them for their strong support and in particular Senator Mikulski for her leadership in retaining our \$150 million in PRIIA funding.

We will need to remain diligent and work closely with the delegation, business leaders, and other stakeholders to ensure investment in Metro's rebuilding program going forward. FY12 is already shaping up to be another extremely challenging budget year and we will need to continue to demonstrate the value of investment in rebuilding Metro.

## **Cheverly**

With respect to our rebuilding program, we are on track to spend \$100 million more than we did last fiscal year to implement our capital program.

For example, this month, we made significant repairs to the aerial structure outside the Cheverly Metrorail station, resurfaced 17,000 feet of track, replaced 500 track fasteners and 300 rail ties, and made repairs to 19 escalators and 14 elevators to help rebuild the area back into a state of good repair between New Carrollton and Stadium-Armory Metrorail stations.

The project included our crews working through the night and through the rain to complete track work and shift a critical bridge more than a foot, as part of a project to restore the infrastructure and integrity of the adjacent embankment.

I want to acknowledge Dave Kubicek and our employees, who are working closely with the Safety Department to advance these important projects while remaining vigilant about safe work practices.

### **Finance Kudos**

I'm also pleased to let you know that the Government Finance Officers Association of the U.S. and Canada has bestowed upon Metro for the first time its Distinguished Budget Presentation Award for our annual budget book. The award points out that our budget book serves as a strong policy document; a solid financial plan; a good operations guide and it serves as a good communications tool for the public.

I want to commend Carol Kissal and her team for their strong efforts to present this complex material in a way that supports our decision making, policymaking, and management.

### **Special Metro service news**

This year's Cherry Blossom festival was a success despite a cool and wet spring and we appreciate the opportunity to work closely with the festival promoters and the National Park Service to support residents and visitors for this annual event.

Metro ridership was again more than 10 million trips this year between May 27th and April 11th, however, we dipped slightly from last year's record-setting ridership – from 10.9 million trips to 10.1 million.

Turning to the next holiday weekend – we are beginning this week to advise customers that there will be a significant closure along the Blue/Orange lines that may require riders to change their travel plans.

Beginning Friday night, May 27, we will be conducting critical safety work to upgrade track infrastructure, consistent with NTSB recommendations.

This work will require the temporary closure of four stations on the Orange and Blue Lines between the Federal Center SW and Minnesota Ave and Benning Road Metrorail stations from 10 p.m. on Friday, May 27th to closing on May 30th.

While we will offer free bus shuttles for riders to get around the work zone, we caution our customers to consider other means of travel.

The Stadium-Armory area will be hosting the inaugural Stars & Stripes & Spokes, a four-day festival dubbed America's Memorial Day Motorcycle Rally, which will be held on the RFK Stadium Festival Grounds May 27th to 30<sup>th</sup>.

It is likely our shuttle buses will be in an area of significant traffic congestion, and it may be slow going at certain times.

Unfortunately, this important safety work cannot wait for a more convenient time.

Therefore, we will be notifying the public as much as possible over the next month of the change in service so people can make travel decisions accordingly.

## **Employee Spotlight**

Madame Chair, that concludes my remarks and I will now turn over the microphone to Chief Taborn for our monthly Employee Spotlight.

### **Chief Taborn**

On Saturday, March 26, Metro Transit Police Communication Specialist Kenneth Nickerson, received a frantic call at 3 p.m. from a woman at the Grosvenor-Strathmore Metrorail Station, who said that her 12-year-old autistic son had become separated from her at Union Station earlier that day. The woman began driving around looking for him at train and bus stations because of his fascination with trains and buses. Eventually she wound up at Grosvenor-Strathmore station, where she phoned Transit Police.

Mr. Nickerson took the boy's description and broadcast the information to the police units out in the field, so that they could also be on the lookout for the boy. Once the officers were dispatched, Mr. Nickerson started thinking about all that the boy's mother had said. He kept thinking about how the woman mentioned that her son wanted to go to Baltimore. So, Mr. Nickerson got an idea and followed his hunch. He contacted Bus Operations Central Control to find out if by chance, there was a B30 Metrobus en route to Baltimore Washington International-Thurgood Marshall Airport.

The Bus Operations Control Center confirmed that there was a B30 Metrobus expected to arrive at BWI Airport within 10 minutes. The Bus Operations Control Center radioed to the bus operator and provided the operator with a description of the missing boy and inquired if the operator might have seen him board.

Sure enough, the bus operator confirmed that the missing 12-year-old was aboard that very bus.

This meant that Mr. Nickerson had to work fast. He had less than 10 minutes to reach the boy.

The Bus Operations Center informed the bus operator that the boy had become separated from his mother. And Mr. Nickerson contacted the BWI Police Department and requested that they assist by meeting the bus upon its arrival and meet the boy as he exited the bus. Mr. Nickerson then relayed information to the Transit Police units to meet BWI's Police Department at the airport.

Metro Transit Police officers picked up the youngster from BWI and he was reunited with his mother.

Good police work is often based on recognizing all possible scenarios in a situation, even the long shots. Kenneth Nickerson's good instincts and quick actions helped safeguard this little boy and ensured his safe reunion with his mother.

Mr. Nickerson, we thank you for your good work. We are all grateful for your efforts.

Will you please join me in the center of the room with the Board Chair and General Manager Sarles for a photo and presentation.



# Washington Metropolitan Area Transit Authority Board of Directors

## **BYLAWS**

### Article I MISSION

The WMATA Board of Directors, which is composed of all principal and alternate Directors, (hereinafter "Board" or "Board Members") furthers the mission of the Washington Metropolitan Area Transit Authority (WMATA) to operate and maintain a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.

### Article II BOARD RESPONSIBILITIES

The Board governs through policies and exercises oversight over policy compliance and results. Active healthy debate is encouraged; once a decision is made, the Board speaks with one voice. The Board ensures regular reporting to the public related to Board and Authority priorities and targets.

The Board is primarily responsible for policy, financial direction and WMATA's relationships with its customers, jurisdictional partners and signatories.<sup>1</sup> See Article IV.

Board Members place the public interest of the Authority and the people of the region foremost while ensuring that the Authority provides safe, reliable customer-friendly transit services across the entire Washington DC metropolitan region. The key Board responsibilities are to:

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<sup>1</sup> "Signatories" is a Compact term meaning the State of Maryland, the Commonwealth of Virginia and the District of Columbia. Compact § 1(d). By "jurisdictions," "jurisdictional partners" and similar terms, these Bylaws mean the jurisdictions encompassed by the Transit Zone as defined in Compact § 3: "the District of Columbia, the cities of Alexandria, Falls Church and Fairfax and the counties of Arlington, Fairfax and Loudoun and political subdivisions of the Commonwealth of Virginia located within those counties, and the counties of Montgomery and Prince George's in the State of Maryland and political subdivisions of the State of Maryland located in said counties," and any jurisdictions that may be added by enlarging the Transit Zone per Compact § 83.

A. Ensure a Safe & Reliable System

1. Develop Board policies and encourage Authority practices that ensure safety, transparency, accountability, customer service, regular communication practices and prudent financial decision-making.
2. Following public hearings, adopt rules and regulations for the safe, convenient, and orderly use of the transit facilities owned, controlled, or operated by the Authority, including the payment and the manner of the payment of fares or fees, the protection of the transit facilities, the control of traffic and parking upon the transit facilities, and the safety and protection of the riding public.

B. Exercise Fiduciary Responsibility

1. Create and adopt a budget, the fare structure, service levels, and a business plan, which shall be updated from time to time.
2. Develop Board priorities and targets, and include them in an annual report to customers and stakeholders.
3. Provide opportunities for customer and stakeholder input.
4. Assure transparency in reports on priorities and targets.
5. Maintain clear lines of communication between the Board, the General Manager and Chief Executive Officer (CEO), the public and all stakeholders, and oversee WMATA's relationships with local, state and federal governments.
6. Promote and support adequate resources to ensure a state of good repair for the Adopted Regional System and the overall fiscal health of WMATA.
7. Develop state and federal legislative strategies and coordinated transit advocacy programs.

C. Oversee Planning, Operations and Customer Service

1. Determine Authority policy and provide oversight for the funding, operation and expansion of safe, reliable, and effective transit service within the Transit Zone.
2. Regulate the use of facilities owned or controlled by the Authority, the service to be rendered and the fares and charges to be made therefor.
3. Hold public hearings and conduct investigations relating to any matter affecting transportation in the Zone with which the Authority is concerned and, in connection therewith, subpoena witnesses, papers, records and documents; or delegate such authority to any officer.
4. Hold public hearings prior to raising any fare or rate or implementing a major service reduction.
5. Develop and adopt, and from time to time review and revise, a mass transit plan.

6. Prepare and adopt a plan for financing the construction, acquisition, and operation of facilities specified in a mass transit plan.
7. Annually adopt a capital budget, including all capital projects the Board proposes to undertake or continue during the budget period, containing a statement of the estimated costs of each project and the method of financing thereof.
8. Annually adopt an operating budget.
9. Enlarge the Transit Zone to embrace any additional area per advice of the Northern Virginia Transportation Commission or the Washington Suburban Transit Commission.
10. Adopt key performance and service standards to provide policy guidance regarding the quantity and quality of service.

D. Exercise Individual Responsibility as a Member of the Board

1. Act in a manner that enhances and promotes WMATA's mission.
2. Regularly attend and participate in Board and Committee meetings and Authority activities that build knowledge, awareness and support for WMATA.
3. Execute and adhere to the Standards of Conduct for Members of the WMATA Board of Directors.
4. Help build good working relationships among Board Members.
5. Facilitate stakeholder input and feedback in ways that assure all Board Members have access to the same information.
6. Participate in open healthy debate on issues; after a decision is made, speak with one voice.
7. Avoid individually directing or supervising the CEO or any WMATA employee or Contractor.

E. Evaluate CEO, Board Secretary, General Counsel and Inspector General

1. Appoint, remove, determine the compensation and specify the duties and functions of the CEO, Board Secretary, General Counsel and Inspector General.

## Article III BOARD OFFICERS

As established by Compact § 7, the Board annually elects a Chair and Vice-Chair.<sup>2</sup> The Board may also elect a Second Vice-Chair. The election is held at the

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<sup>2</sup> Compact § 7 provides, in pertinent part, "The Board shall provide for its own organization and procedure. It shall organize annually by the election of a Chairman and Vice-Chairman from among its members."

January Board meeting each year. These Officers shall be elected without regard to jurisdiction of residence or representation.

The Chair is first among equals and is dedicated to facilitating the work of the Board, encouraging the creation of common ground and consensus that moves the Board's work forward in a manner that promotes and enhances WMATA's overall mission. The Chair is accountable to the Board, and:

A. Facilitates Work of Board

1. Leads the development of Board policies and encourages Authority practices that ensure transparency, accountability, customer service, regular communication practices and prudent financial decision-making.
2. Chairs all Board meetings, sets the Board meeting schedule (including Executive Sessions and any Special or Emergency meetings, *see* Articles X, VIII.C and XI, respectively); works with the General Manager and Chief Executive Officer (CEO) on agenda development for Board meetings, including waiving Committee review of particular items jointly with the applicable Committee Chair.
3. Appoints Board Committee chairs and members, any special or ad hoc committees that may be needed, and resolves any questions of Committee jurisdiction over issues. *See* Article XII.A.
4. Maintains communication with Board Committee chairs and members to ensure awareness and understanding of important issues.
5. Builds strong relationships among Board Members.
6. Facilitates self-evaluation of the Board.
7. Limits use of the "jurisdictional veto" by facilitating the resolution of disputes between Board Members representing different signatories. *See* Article VIII.H.
8. Initiates the hiring process for the CEO, Board Secretary, General Counsel and Inspector General.
9. Initiates the annual performance review of the CEO, Board Secretary, General Counsel and Inspector General.

B. Establishes Strong Board and CEO relationship

1. Serves as a liaison between the CEO and the Board to help build a strong partnership with the Board.
2. Works with the CEO in developing CEO performance measurements for review and agreement by the full Board.

C. Fosters Board Communication with External Stakeholders

1. Represents the Board as the primary spokesperson to the media, customers and external stakeholders (on behalf of the Board not the Authority).

2. Acts in a manner that enhances and promotes WMATA's mission.
3. Exercises leadership by moving the Board toward consensus.
4. Ensures regular reporting of the Board and the Authority's priorities and targets.

In the absence or inability of the Chair to serve, the Vice-Chair shall have all of the powers and shall perform all of the duties of the Chair in an acting capacity. The same applies to the Second Vice-Chair in the absence or inability of the Chair and Vice-Chair to serve.

## Article IV BOARD-CEO INTER-RELATIONSHIP

The Board and General Manager and Chief Executive Officer (CEO) are guided by mutual respect and confidence in each other's role. The Board has confidence that the CEO shall build and manage a high-performing organization. The CEO has confidence that the Board shall focus its efforts and attention on policy matters. The Board is primarily responsible for policy, financial direction and WMATA's relationships with its customers, jurisdictional partners and signatories. No Board Member individually shall direct or supervise the CEO or any WMATA employee or contractor. The CEO is primarily responsible and delegated the authority for the overall administration and operations of WMATA, subject to policy direction and oversight from the Board, in order to achieve the Authority's mission to operate a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.

## Article V BOARD COMMUNICATION WITH CEO AND OTHER OFFICERS

All requests to staff by Board Members are directed to the General Manager and Chief Executive Officer (CEO), General Counsel, Inspector General or Board Secretary. Copies of requests shall be provided to the Board Secretary who shall inform all Board Members of the requests. All responses to Board Member requests are distributed to all Board Members, as are pertinent inquiries from jurisdictions and the corresponding responses.

Any request for a study, which contemplates a change in the Adopted Regional System or other Board-approved plan or which affects more than one signatory, is referred to the Board for discussion and appropriate action before any staff resources are authorized by the CEO.

## Article VI

### JURISDICTIONAL COORDINATING COMMITTEE

The Jurisdictional Coordinating Committee (JCC) was established by the Board to facilitate the exchange of information and viewpoints between jurisdictional and WMATA staff on all substantive issues coming before the Board, and to improve the quality of information for Board decisions. Issues will be presented to the JCC sufficiently prior to any required Board action to ensure time for staff review, analysis and discussion. The agenda for meetings is established by the WMATA staff in coordination with the annually elected Chair of the JCC. JCC meetings are open to participating jurisdictional and WMATA staff and invitees. Board Members are provided copies of the agenda and meeting summaries.

## Article VII

### COMMUNICATION WITH PUBLIC

The Board is committed to the broadest possible communication with customers, jurisdictional partners, signatories, the federal government, stakeholders, funding partners, transportation agencies, Board-established advisory bodies, other transportation service providers, and oversight agencies including the Tri-State Oversight Committee, and will provide regular opportunities to receive and respond to comments. Board and Committee meetings (other than executive sessions) will be publicly broadcast to the extent technologically feasible.

## Article VIII

### BOARD MEETINGS

#### A. Schedule

The Board normally meets on the fourth Thursday of each month at a time specified by the Chair.

#### B. Quorum

A quorum requires the presence of four voting Board Members, including one from each signatory. In the absence of a principal Board Member, the alternate for that Member shall be considered to be a voting Member except that either alternate from the District of Columbia is considered to be a voting Member if either Principal Director from the District of Columbia is absent.

C. Special Meetings

The Board may vote to hold, or the Board Chair may call, a special meeting of the Board. Except in emergencies, 48 hours advance notification is required to hold a special meeting.

D. Public Notice

Notifications for the public concerning Board and Board Committee Meetings shall be posted on the WMATA Internet site ("WMATA website").

E. Public Comment

The Board shall provide an opportunity for members of the community to provide comments during its monthly Board meetings. From time to time the Chair may invite jurisdictional staff members; consultants; members of the Accessibility Advisory Committee, Riders' Advisory Council, or Tri-State Oversight Committee; or other parties to make a presentation or comment on a particular issue.

F. Actions

The actions of the Board shall be expressed by motion or resolution. The authority of the Board of Directors is vested in the collective body and not in its individual Members. Accordingly, the Board, in establishing or providing any policies, orders, guidance, or instructions to the CEO, General Counsel, Inspector General or Board Secretary, shall act as a body.

G. Voting

If a Principal Director is absent, his or her alternate Director may vote, except that either alternate from the District of Columbia may vote if either Principal Director from the District of Columbia is absent. No action of the Board shall be effective unless a quorum is present and a majority of the voting Board Members vote affirmatively, which majority shall include at least one principal or eligible alternate from each signatory, provided, however, that a plan of financing may be adopted or a mass transit plan adopted, altered, revised or amended by the unanimous vote of the voting Board Members from two signatories.

H. Limiting Jurisdictional Vetoes

The Compact voting requirements establish what is commonly referred to as the "jurisdictional veto," because, for other than a plan of financing or a mass transit plan, one signatory can block the proposed action of the Board. Board Members are responsive to their jurisdictional concerns, yet also have responsibilities to WMATA and the region as a whole. All Board Members will provide advance notice of the intent to

invoke a jurisdictional veto, and will attempt to resolve disputes over proposed actions prior to invoking a jurisdictional veto. The Chair shall facilitate the resolution of disputes that may lead to a jurisdictional veto.

## Article IX AGENDA, MINUTES AND PARLIAMENTARY AUTHORITY

### A. Agenda Development and Distribution

The final Board agenda and the supporting documents for the Board meetings shall be published in advance, except where unavoidable circumstances prevent advance publication or where the subject of the documents requires discussion in executive (closed) session, as provided in Article X.

### B. Record of Board and Committee Meetings

There shall be a recording of every Board and Committee meeting, except for executive (closed) sessions pursuant to Article X, to be available for public review at the Office of the Board Secretary and on the WMATA website.

The written records of Board meetings shall be prepared by the Secretary, approved by the Board and made available to the public.

### C. Parliamentary Authority

Except where inconsistent with the provisions of the Compact or these Bylaws, *Robert's Rules of Order Newly Revised*, as revised from time to time, shall be the Parliamentary authority at all meetings of the Board and of Board Committees.

## Article X EXECUTIVE (CLOSED) SESSIONS

### A. Matters Appropriate for Executive Session

The Board, and Committees as provided in this Article and in the Board's Procedures, may meet in executive session only to discuss critical, sensitive matters, and confidential or proprietary matters, the untimely disclosure of which may be detrimental to the Authority. Such topics include, but are not limited to, the following:

1. Budgetary matters that may affect legal positions, Authority contracts, or sensitive relationships with local jurisdictions or the federal government.

2. Litigation, investigations and other legal matters requiring the provision of legal advice or consultation with counsel and staff members.
3. Personnel or labor issues including discussions of labor contracts and labor negotiations, consideration or interviews of candidates for employment, and the assignment, appointment, promotion, performance, demotion, or resignation of individuals.
4. Contractual or other matters involving confidential or proprietary concerns, or the investment of public funds where discussion in public would adversely affect the financial interests of the Authority.
5. Audit matters and investigations to include, for example, audits of IT security matters and investigations to be referred for further criminal investigation or prosecution.
6. Safety and security matters when premature release would compromise public safety.
7. Disposition of Authority property or acquisition of real property for Authority purposes where discussion in public would adversely affect the Authority's negotiating or bargaining position.
8. Legislative strategy.

B. Procedures for Executive Session

An executive session of the Board shall be regularly scheduled, subject to cancellation by the Chair should there be no need for such a session. The agenda for each session shall be made available to the public prior to the meeting and shall include the title of each topic to be discussed, reasonably identified without violating confidentiality. Executive sessions may also be authorized by a public action of the Board in which the purposes of the session are reasonably identified. If the Board is not in session, the Chair may convene an executive session, which shall be announced immediately. Committees shall only meet in executive session, when authorized by the Board's vote in a meeting consistent with Compact § 8(a),<sup>3</sup> or as provided in the Procedures.

The Board will not take formal action in Executive Session. Actions resulting from discussion in Executive Session must be taken at an open meeting of the Board.

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<sup>3</sup> Compact § 8 (a) provides, in pertinent part, "[N]o action by the Board shall be effective unless a majority of the Board present and voting, which majority shall include at least one Director or alternate from each Signatory, concur therein; provided, however, that a plan of financing may be adopted or a mass transit plan adopted, altered, revised or amended by the unanimous vote of the Directors representing any two Signatories."

Minutes of Executive Sessions will not be kept. Attendance at Executive Sessions of the Board is limited to Board Members, the CEO, the Board Secretary, the General Counsel, and other staff and persons deemed by the CEO and the Board to be necessary for the discussion.

## Article XI EMERGENCY SESSIONS OF THE BOARD

The Board and any Committee may meet by telephonic, video or other electronic communication means in either open or executive session with or without a quorum when the Chair (or Vice Chair, if the Chair is unavailable) determines that there is an immediate need to provide Board Members with information regarding significant events that require their immediate notification and/or advice, or when Board action or Committee consideration is critically required on an issue that could not reasonably have been foreseen, and that cannot wait until the next meeting, provided:

1. The purpose of the emergency session is to address the emergency situation.
2. Public notice of the emergency session is given using the best available method given the nature of the emergency situation.
3. Procedures governing voting in an emergency Board session are as provided in Compact § 8(a).
4. Actions taken at an emergency Board session may take effect upon approval, but must be ratified at the next available open Board meeting.
5. To the extent feasible in the circumstances of the emergency situation, the proceedings of an emergency session will be broadcast to the public.

## Article XII COMMITTEES

### A. Committee Structure

Board Committees are as follows:

1. Safety and Security Committee
2. Finance and Administration Committee
3. Audits and Investigations Committee
4. Customer Service and Operations Committee

5. Planning, Program Development and Real Estate Committee
6. Governance Committee

Committees will consist of a minimum of four members up to committees-of-the-whole, as provided in the Procedures. A majority of any Committee's membership constitutes a quorum provided it includes at least one member from each signatory and a federal member.

All Board Members may attend and participate in Committee meetings. The Chair may establish special or ad hoc committees as needed, with Board concurrence. Any Committee Chair may establish a special, ad hoc or subcommittee consistent with the Committee's responsibilities. Any question of Committee jurisdiction over an issue is resolved by the Board Chair.

As stated in Article X, Committees may meet in executive session only as provided in that Article and in the Board Procedures.

Committee actions are recommendations to the Board of Directors, to be placed on a Board agenda for consideration and action.

Occasionally, an item that would normally be reviewed and forwarded to the Board of Directors by the appropriate Committee may be presented directly to the Board, with the concurrence of the Board Chair and the relevant Committee Chair.

#### B. Board Committee Responsibilities

The **SAFETY AND SECURITY COMMITTEE** provides continual oversight to assure that all facilities, equipment, and operations of the transit system are safe and secure for passengers, employees, and the public affected by Metro services, and recommends for Board adoption Authority safety and security policy direction as well as safety and security goals for the CEO and for the Authority. In doing so the Committee reviews the WMATA System Safety Program Plan for consistency with safety goals, receives periodic reports from the Tri-State Oversight Committee and works with the Federal Transit Administration and the National Transportation Safety Board as appropriate to review the status of Authority safety and to assure that all safety recommendations from any internal or external safety review or investigation are handled expeditiously and effectively. The Committee receives regular reports from the Chief Safety Officer and Chief of Police on the status of safety and security, on any significant accidents or incidents, on safety and security metrics, and on the responsiveness of the Authority to any safety findings, both internal and external, including the status of corrective action plans. The Committee assures that both employees and the public have accessible channels for reporting safety and security concerns, that such reports are taken seriously, evaluated, and acted upon as appropriate, and that persons reporting such information are protected from reprisals.

The **FINANCE AND ADMINISTRATION COMMITTEE** monitors the financial integrity and viability of the Authority and its programs and services. The Committee develops budget preparation guidance, recommends capital and operating budget approval to the Board, monitors capital and operating budget implementation and management, and recommends proposed budgetary changes to the Board. The Committee recommends policies and programs for setting fares and fees and creating fare structures, oversees operation and development of fare media and fare collection mechanisms, and explores enhanced and expanded techniques for generating revenue. The development of guidance for administrative matters, including procurement/contracting issues and programs; human resources, compensation and benefits issues; civil rights programs; insurance coverages; and WMATA's business systems implementation also fall within the purview of this Committee.

The **AUDITS AND INVESTIGATIONS COMMITTEE** provides oversight of the quality and integrity of the Authority's internal controls, compliance systems and accounting, auditing, financial reporting processes, and investigation processes. The Committee receives and reviews significant audit and investigative findings and corrective actions; establishes criteria and mechanisms for forwarding those findings to the Board; reviews the reports of the external (financial statement) auditor; receives and reviews the recommendation of the Inspector General on the selection of the external auditor and recommends appropriate action to the Board. The Committee provides policy direction and guidance to the Inspector General. The Committee will meet no less than annually to review the annual audited financial statements of the Authority.

The **CUSTOMER SERVICE AND OPERATIONS COMMITTEE** shall ensure that WMATA operational activities and programs are designed to provide reliable, effective and clean transit service, responsive to customer needs. The Committee oversees transit system performance and service standards; the quality of operations programs and procedures; technology initiatives; and customer service, communication and outreach activities, including public and media relations.

The **PLANNING, PROGRAM DEVELOPMENT AND REAL ESTATE COMMITTEE** is responsible for capital program planning and oversight; regional corridor development and system expansion planning; coordination of regional planning issues through the Transportation Planning Board and other state, local and subregional agencies; regional transit service planning and coordination with other transportation service providers; project development; and transit access planning. The Committee is also responsible for coordinating the community development and smart growth aspects of the Authority's system and service development, and oversees the Joint Development Program, including the Transit Infrastructure Investment Fund (TIIF) and other Real Estate matters. The Committee specifically reviews and recommends to the Board actions on 1) Real Estate Acquisitions in the amount of \$250,000 or higher that have not been previously approved by the Board of Directors as part of a specific line

expansion or facility project; and 2) Real Estate Dispositions where the estimated fair market value exceeds \$100,000.

The **GOVERNANCE COMMITTEE** is responsible for maintaining all Board governing documents—Strategic Plan, Bylaws, Procedures and Standards of Conduct—in order to improve effective policymaking, oversight, communications and outcomes. The Committee shall develop revisions and enhancements to these documents using a process of open discussions with stakeholders and other interested parties, ensuring any recommended actions are consistent with Compact requirements. The Committee shall implement an orientation program to assist all Board Members in understanding the transit system and their individual and Board roles and responsibilities, while building cohesion among the Members. The Committee is also responsible for nominating candidates for Board Chair, Vice-Chair and, if applicable, Second Vice-Chair. The Committee shall ensure the timely and regular completion of Board member self-evaluation, and shall also oversee the hiring process and annual performance review of the CEO, Board Secretary, General Counsel and Inspector General.

C. Committee Attendance and Voting

Committee Chairs are responsible for convening Committee meetings at the scheduled time. All Committee meetings are open to all Board Members.

In recognition of the limited time that is available for the conduct of Committee business, Committee Chairs may limit debate. From time to time the Committee Chairs may invite jurisdictional staff members; consultants; members of the Accessibility Advisory Committee, Riders' Advisory Council, or Tri-State Oversight Committee; or other parties to make a presentation or comment on a particular issue.

## Article XIII PUBLIC HEARINGS

The Board authorizes the conduct of public hearings for major bus and rail service reductions, fare increases, and other WMATA activities as required by the WMATA Compact or deemed appropriate by the Board. The hearings will be advertised to the general public, and staff will coordinate with local officials and other interested parties in order to ensure adequate notice.

## Article XIV

### BOARD-ESTABLISHED ADVISORY BODIES

#### A. Accessibility Advisory Committee

The Accessibility Advisory Committee (AAC) was established to provide recommendations on accessibility related items. The AAC actively seeks input from a broad range of seniors and persons with disabilities and organizations with an expressed interest in public transportation for seniors and persons with disabilities on operational issues that affect the accessibility of Metrorail, Metrobus and MetroAccess services; advise the WMATA Board on ways to resolve such issues in order to improve these services; and promote WMATA responsiveness to riders who are seniors and persons with disabilities.

The AAC periodically makes reports and recommendations to the Board, based on public input, so that WMATA can effectively address the diverse concerns of seniors and persons with disabilities who use WMATA services.

#### B. Riders' Advisory Council

The Riders' Advisory Council (RAC) was established to actively seek input from a broad range of riders on operational and budgetary issues that affect Metrorail, Metrobus and MetroAccess riders and organizations with an expressed interest in public transit; advise the Board on ways to resolve such issues in order to improve Metrorail, Metrobus and MetroAccess; and recommend possible solutions to the Board and staff, based on public input, so that WMATA can effectively address the diverse concerns of the riding public.

The RAC provides monthly reports to the Board concerning its activities and recommendations.

## Article XV

### STANDARDS OF CONDUCT FOR MEMBERS OF THE BOARD

The Board will maintain and periodically update standards of conduct for its Members. The Standards of Conduct for Members of the WMATA Board of Directors, adopted by the Board of Directors are attached to and are incorporated by reference into these Bylaws.

## Article XVI BYLAW AMENDMENTS

A majority vote of the Board in a meeting, consistent with Compact § 8(a), can amend these Bylaws. The Board's intent is that these Bylaws remain as stable as possible to further the Board's mission and promote good working relationships with the CEO, the public and all other stakeholders. The Board shall also adopt, maintain and periodically update procedures to address more detailed and flexible matters of governance.

DRAFT

Annotated WMATA Governance Committee Work Plan as of April 28, 2011

Categories	Discussion Topics	Expected Action or Product	Original Target Completion Date	Status
Modernize Board Leadership	A. End Rotating Chair	Interim 2011 Procedures	Immediate	On January 27, 2011, the Board adopted Interim Procedures eliminating the annually rotating Chair requirement (Resolution 2011-07). Proposed Bylaw Article III further provides that the Chair, Vice-Chair and Second Vice-Chair "shall be elected without regard to jurisdiction of residence or representation."
	B. Increase Chair Term to 2 years	Possible but not required by Interim 2011 Procedures	Immediate	See above regarding Resolution 2011-07. Proposed Bylaw Article III follows Compact § 7 requirement to annually elect a Chair and Vice-Chair, without further requirements or limitations, thus permitting a Chair to serve more than a single one-year term.
	C1. Define the Roles and Responsibilities of Board Chair	Create Board Bylaws	May 2011	Proposed Bylaw Article III establishes that the Board Chair "is first among equals and is dedicated to facilitating the work of the Board, encouraging the creation of common ground and consensus that moves the Board's work forward in a manner that promotes and enhances WMATA's overall mission." Proposed Article III further details the Board Chair's roles and responsibilities in the categories of facilitating the work of the Board, establishing strong Board and CEO relationship and fostering Board communication with external stakeholders.
	C2. Define the Roles and Responsibilities of Board Members	Create Bylaws	May 2011	Proposed Bylaw Article II states that, "The Board is primarily responsible for policy, financial direction and WMATA's relationships with its customers, jurisdictional partners and signatories." Proposed Article II further details Board Member responsibilities in the areas of ensuring a safe and

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reliable system; exercising fiduciary responsibilities; overseeing planning, operations and customer service; exercising individual responsibilities as a Member of the Board; and evaluating the CEO, Board Secretary, General Counsel and Inspector General.

<p>Modernize Board Leadership (Continued)</p>	<p>D. Review Board Procedures to Assure Collective Board Action in Governing</p>	<p>Update Procedures</p>	<p>May 2011</p>	<p>The Governance Committee expects to propose revised Procedures in May. Proposed Bylaws Article II states, "Active healthy debate is encouraged; once a decision is made, the Board speaks with one voice." See also Board Chair's responsibility to encourage common ground and consensus and serve as the Board's primary spokesperson in Proposed Article III.</p>
<p>E. Limit Jurisdictional Veto</p>	<p>Board</p>	<p>Bylaws/Procedures</p>	<p>May 2011</p>	<p>Proposed Bylaws Article VIII, part H, establishes a means to resolve inter-signatory disputes without the use of the jurisdictional veto, and proposed Article III, part A.7, makes it the Chair's responsibility to facilitate this process. The Proposed Bylaws also seek to avoid situations in which the jurisdictional veto might be exercised by encouraging active communication and collegiality among Board Members, the setting of common goals and consensus building. A few examples are: Article II ("Board Members place the public interest of the Authority and the people of the region foremost..."); Article II.D.4 ("Help build good working relationships among Board Members..."); Article III ("The Chair is first among equals and is dedicated to facilitating the work of the Board, encouraging the creation of common ground and consensus that moves the</p>

Annotated WMATA Governance Committee Work Plan as of April 28, 2011

<p>Strengthen Governing Structure</p>	<p>Board's forward in a manner that promotes and enhances WMATA's overall mission."); and Article III.A.5 (the Chair "[b]uilds strong relationships among Board Members").</p> <p>The Governance Committee extensively discussed the roles of Alternate Members in Board and Committee meetings. Proposed Article VIII, part B, provides that in Board meetings alternates vote in the absence of a principle Board Member (per Compact § 5(a)).</p> <p>Proposed Bylaws Article XII eliminates standing subcommittees and establishes six revised committees and their responsibilities: Safety and Security; Finance and Administration; Audits and Investigations; Customer Service and Operations; Planning, Program Development and Real Estate; and Governance. Proposed Article XII also provides flexibility regarding composition—from five members to committees of the whole—and permits all Board Members to attend and participate in meetings.</p>
<p>Improve Board-CEO/GM Partnership</p>	<p>The Proposed Bylaws do not distinguish between federal and signatory Board Members, other than following WMATA Compact § 8, which precludes federal members from exercising a jurisdictional veto or from being needed to constitute a quorum.</p> <p>On January 27, 2011, the Board directed that the General Manager serves as the Chief Executive Officer. Resolution 2010-72. The Proposed Bylaws thus refer to the General Manager and Chief Executive Officer (CEO).</p>
	<p>F. Examine the Role of Alternate Members and Update as Appropriate</p> <p>Board Bylaws/Procedures</p> <p>May 2011</p>
	<p>G. Review and Update Committee Structure and Voting</p> <p>Board Bylaws/Procedures</p> <p>May 2011</p>
	<p>H. Define the Role of the Federal Government</p> <p>Board Bylaws/Procedures</p> <p>TBD</p>
	<p>I. Define GM as CEO</p> <p>Resolution &amp; Bylaws</p> <p>Complete</p>

**Annotated WMATA Governance Committee Work Plan as of April 28, 2011**

<p>J. Focus on Board Policy Development Functions Balanced by Effective Customer Service Procedures</p>	<p>Strategic Planning &amp; Board Bylaws</p>	<p>TBD</p>	<p>The Proposed Bylaws repeatedly emphasize that the Board's focus is on policy development and oversight, and aim to enhance customer service. Examples include: Article II ("The Board governs through policies and exercises oversight over policy compliance and results"); Article II.C.10 ("Adopt key performance and service standards to provide policy guidance regarding the quantity and quality of service"); Article IV ("The Board is primarily responsible for policy, financial direction and WMATA's relationships with its customers, jurisdictional partners and signatories"); and Article XII ("The Customer Service and Operations Committee shall ensure that WMATA operational activities and programs are designed to provide reliable, effective and clean transit service, responsive to customer needs"). Meanwhile, the CEO's province is "the overall administration and operations of WMATA," subject to policy direction and oversight from the Board. Proposed Article IV.</p>
<p>K. Integrate KPI Information with Strategic Planning to Assure Safe Reliable Service from High Performing Organization</p>	<p>Board Strategic Planning Session</p>	<p>Summer 2011</p>	<p>Reserved for review following the Board's Strategic Planning Sessions during the summer of 2011</p>
<p>L. Establish Annual GM/CEO Performance Goals</p>	<p>Board to work with GM/CEO</p>	<p>March 2011</p>	<p>Proposed Bylaws Article III, part B.2, makes it the Chair's responsibility to work with the CEO to develop CEO performance measurements, which the full Board reviews and agrees upon. Proposed</p>

**Annotated WMATA Governance Committee Work Plan as of April 28, 2011**

Enhance Internal Management	<p>Article III, part A.9, makes it the Chair’s responsibility to initiate the annual performance review of the CEO and other Board-appointed officers.</p> <p>At the Board’s direction, orientation briefings were conducted and materials are available to all new Board Members. In addition, Proposed Article XII.B requires the Governance Committee to “implement an orientation program to assist all Board Members in understanding the transit system and their individual and Board roles and responsibilities, while building cohesion among the Members.” Further, by Proposed Article III.A.6, the Chair “[f]acilitates self-evaluation of the Board,” which will be an opportunity to develop leadership skills and note areas for improvement, such as attendance.</p>
	<p>M. Develop Orientation and Leadership Activities for Board Members</p> <p>Scheduled</p> <p>February 2011</p>
	<p>N. Set High Attendance Standards</p> <p>Update Standards of Conduct</p> <p>May 2011</p> <p>Proposed Bylaw Article II, Part D, requires all Board members to exercise individual responsibility, including in part D.2 to, “Regularly attend and participate in Board and Committee meetings and Authority activities that build knowledge, awareness and support for WMATA.”</p>
	<p>O. Ride the System</p> <p>Update Standards of Conduct</p> <p>May 2011</p> <p>The Governance Committee expects to propose revised Standards of Conduct in June.</p>
Strengthen Public Communication	<p>P. Solicit Public Input</p> <p>Board Procedures</p> <p>May 2011</p> <p>Proposed Bylaws Article VII, “Communication with the Public,” highlights that, “The Board is committed to the broadest possible communication with customers, jurisdictional partners, signatories, the federal government, stakeholders, funding partners, transportation agencies, Board–established advisory bodies, other transportation service providers, and oversight agencies including the Tri-State Oversight</p>

Annotated WMATA Governance Committee Work Plan as of April 28, 2011

Committee, and will provide regular opportunities to receive and respond to comments." Further, Proposed Bylaws Article VIII.E, "Public Comment," establishes an opportunity for public comment at monthly Board meetings, in addition to presentations or comments from jurisdictions and a variety of advisory bodies at the invitation of the Chair. Other provisions in the Proposed Bylaws also encourage public input including Article II.B.3 ("Provide opportunities for customer and stakeholder input"), and Article II.D.5 ("Facilitate stakeholder input and feedback"). Finally, the Governance Committee expects to propose revised Procedures in May, which will further detail how the Board will solicit public input.

Q. Clarify Policies about Releasing Information

Strategic Planning

Summer 2011

Although there may be further changes, the Proposed Bylaws emphasize the principles of transparency and communication, such as in Article II.A.1 ("Develop Board policies and encourage Authority practices that ensure safety, transparency . . . regular communication"); Article II.B.2 ("Develop Board priorities and targets, and include them in an annual report to customers and stakeholders"); Article II.B.4 ("Assure transparency in reports on priorities and targets"); Article II.B.5 ("Maintain clear lines of communication between the Board, the CEO, the public and all stakeholders"); and Article III.C.1 (the Chair "[r]epresents the Board as the primary spokesperson to the media, customers and external stakeholders (on behalf of the Board not the Authority"). Further, the Proposed Bylaws

**Annotated WMATA Governance Committee Work Plan as of April 28, 2011**

emphasize public access to Board proceedings, such as in Article VII, "Board and Committee meetings (other than executive sessions) will be publicly broadcast to the extent technologically feasible." Currently, such meetings are streamed online.

The Governance Committee expects to propose revised Procedures in May, which will detail how customers have access to individual Board members and how the Board members may respond to customers.

The Governance Committee expects to propose revised Procedures in May, which will include public comment as an agenda item near the beginning of all Board meetings, and provide flexible procedures to maximize public participation.

R. Establish Procedures by which Customers Have Access to Individual Board Members and Respond to Customers

Board Bylaws/Procedures

May 2011

May 2011

Board Procedures

S. Start all Meetings with Public Comment

SUBJECT: OBTAINING PUBLIC COMMENT ON DRAFT BYLAWS

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors adopted Resolution #2010-72 to establish a Governance Committee, and directed that the Committee develop a proposed standing body of bylaws responsive to recent governance recommendations; and

WHEREAS, The Board of Directors adopted Resolution #2011-07 which in part, charged the Governance Committee with considering all governance recommendations, and which recognized that the Board of Directors is committed to a full and open discussion of all governance recommendations with its stakeholders and other interested parties; and

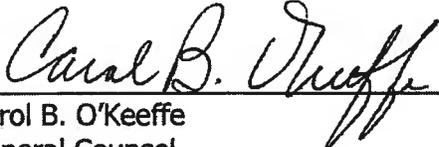
WHEREAS, The Governance Committee has met several times to draft proposed bylaws, and now recommends that the draft is sufficiently developed to seek public comment and that public comment is indispensable to completing the bylaws; now, therefore be it

*RESOLVED*, That the Board of Directors commends the Governance Committee on its development of the attached proposed Bylaws of the Washington Metropolitan Area Transit Authority Board of Directors ("Bylaws") and be it further

*RESOLVED*, That the Board of Directors directs the Governance Committee to seek comment on the Bylaws from the Authority's customers, the signatories (including the Governance Working Group of the state Secretaries of Transportation and the Director, District Department of Transportation), the jurisdictional partners, the Greater Washington Board of Trade, the Metropolitan Washington Council of Governments, the Government Accountability Office, the Board-established advisory bodies, the Jurisdictional Coordinating Committee, the Tri-State Oversight Committee and all other interested parties; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel

AGENDA ITEM # 8

**NVTC Motor Fuels Sales Tax Adjustment Summary**

	Period Posted	From						Total
		Fairfax City	Falls Church	Alexandria	Fairfax County	Arlington	Loudoun	
ADJ #2	11-10, received 1-11	(110,276.05)	(1,093.49)					(111,369.54)
ADJ #1	12-10, received 2-11	(170,435.39)	(42,087.14)	(104,038.35)	(22,069.72)			(338,630.60)
ADJ #3	2-11, received 4-11	(70,768.68)	(6,856.63)	(3,601.08)	(123,449.59)	(1,851.63)	(1,018.24)	(207,545.85)
ADJ #4	3-11, received 5-11	(51,342.46)		(108,726.85)				(160,069.31)
		<u>(402,822.58)</u>	<u>(50,037.26)</u>	<u>(216,366.28)</u>	<u>(145,519.31)</u>	<u>(1,851.63)</u>	<u>(1,018.24)</u>	<u>(817,615.30)</u>

	Period	To					Total	
		Alexandria	Falls Church	Loudoun	Fairfax County	Loudoun		PRTC
ADJ #2	11-10, received 1-11	11,948.00		29,077.00			70,344.54	111,369.54
ADJ #1	12-10, received 2-11				316,560.87	22,069.73		338,630.60
ADJ #3	2-11, received 4-11	6,843.00	67,729.89	49,748.02	83,224.94			207,545.85
ADJ #4	3-11, received 5-11				160,069.31			160,069.31
		<u>18,791.00</u>	<u>67,729.89</u>	<u>78,825.02</u>	<u>559,855.12</u>	<u>22,069.73</u>	<u>70,344.54</u>	<u>817,615.30</u>

AGENDA ITEM # 8

# COMMONWEALTH of VIRGINIA

Department of Taxation

May 4, 2011

Mr. Jay Fisette, Vice-Chairman  
Northern Virginia Transportation Commission  
2300 Wilson Boulevard, Suite 620  
Arlington, Virginia 22201

Dear Mr. Fisette:

Thank you for your letter regarding the Commission's approval of our recommendation to convert an administrative position to a senior auditor position. I appreciate your comments and I apologize for the delay in responding.

I can assure you we have endeavored to work with Northern Virginia Transportation Commission (NVTC) to resolve allocation issues and to complete audits of the distributors. Moreover, the Commissions' staffs have provided information and suggestions to help resolve several allocation issues. We are appreciative of the time they have taken to share their knowledge and for their input.

In conjunction with addressing suggestions from the Commissions' staff, we have also completed some audits of distributors and we have more audits scheduled over the next few months. Finally, the recruitment for the senior auditor position is well underway and a qualified individual should soon be onboard and dedicated to the program.

Again, thank you for your letter and please contact me at anytime with comments or questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig M. Burns".

Craig M. Burns  
Tax Commissioner

Cc: Mr. Richard K. Taube, Executive Director, NVTC  
Ms. Linda Foster, Deputy Commissioner, Virginia Department of Taxation  
Mr. Richard Dotson, Assistant Tax Commissioner, Compliance