Northern Virginia Transportation Commission

NVTC EXECUTIVE COMMITTEE MEETING

THURSDAY, NOVEMBER 3, 2011

MAIN FLOOR SMALL CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201

7:30 P.M.

1. Summary of October 29, 2011 Meeting.

2. Closed Session on Personnel Matters (Virginia Code Section 2.2-3.711 A.1)--Executive Director's Annual Performance Review.

3. Discussion of WMATA Board Representation.

4. Other Business.

Committee Members:

Honorable William Euille, Chairman
Honorable Jay Fisette, Vice-Chairman
Honorable Jeff McKay, Secretary-Treasurer
Honorable Cathy Hudgins, Immediate Past Chairman
Honorable Mary Hynes, WMATA Board
Honorable Mary Margaret Whipple, Virginia Senate

AWARD WINNER NVTC APTA 1996

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Northern Virginia Transportation Commission

NVTC COMMISSION MEETING

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

NOTE: NVTC's Executive Committee meets at 7:30 P.M. and dinner will also be available at 7:30 P.M. Commissioners are reminded that if they use paid underground parking for the meeting, their tickets will be validated by NVTC staff.

AGENDA

1. **Minutes of the NVTC Meeting of October 6, 2011.**

   Recommended Action: Approval.

   Information Item.

2. **WMATA Items.**

   A. Vital Signs Report.
   B. WMATA Board Members' Report.

3. **VRE Items.**

   The VRE Board did not meet in October. VRE's Deputy CEO will provide a performance update.

   Information Item.

4. **Virginia Vanpool Incentive Program.**

   NVTC obtained CMAQ funds for a study of a promotion program for vanpools. The study is nearly complete with a detailed business plan that should begin to yield several million dollars of net earnings after two to three years. Consultants will present their findings.

   Presentation Item.

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5. Legislative Items.

The possible impacts of pending federal and state legislative changes will be provided. Ideas for NVTC's Legislative Committee to consider in crafting a proposed 2012 legislative agenda will be requested.

Discussion Item.

6. NVTC Financial Items for September, 2011.

Information Item.

7. Closed Session (Section 2.2-3711 A.1 of the Virginia Code) to consider NVTC's Executive Director's annual performance review.

Northern Virginia Transportation Commission

AGENDA ITEM #2

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 27, 2011

SUBJECT: VRE Items

The VRE Board did not meet in October. Excerpts from the monthly performance report are attached. VRE's Deputy CEO will be present to highlight performance and respond to questions.

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October 14, 2011

Dear Board Members:

Although no meeting is scheduled for October 21st, I wanted to update you on the following items:

1. On-time performance: during September, systemwide OTP was 88.8%, with 90.0% on the Manassas Line and 87.5% on the Fredericksburg Line. While heavy rain caused many delays and a day of canceled service, we still achieved 7 days in September where all trains were on time.

2. Ridership: with an average daily ridership (ADR) of 19,029 for September, ridership is back to the high pre-summer levels that VRE had been experiencing this calendar year. We had about 1,570 more trips a day than September 2010.

3. Locomotives: the twentieth and final locomotive was delivered to VRE on September 28th. It was inspected on September 29th and 30th and completed a test run on October 1st. With all the locomotives delivered, VRE now enters a two year warranty period.

The CEO report for October is attached. I will see you in November with a full board agenda.

Sincerely,

Dale Zehner
Chief Executive Officer

Virginia Railway Express

CHIEF EXECUTIVE OFFICER'S REPORT

October 2011

MONTHLY DELAY SUMMARY

	June	July	August	September
System wide				
Total delays	30	45	49	67
Average length of delay (mins.)	19	27	44	19
Number over 30 minutes	4	9	19	3
Days with Heat Restrictions/Total days	4/22	5/20	3/23	0/20
On-Time Performance	95.5%	92.5%	92.9%	88.8%
Fredericksburg Line				
Total delays	20	21	32	35
Average length of delay (mins.)	18	15	45	14
Number over 30 minutes	3	0	12	0
On-Time Performance	93.5%	92.5%	90.1%	87.50%
Manassas Line				
Total delays	10	24	17	32
Average length of delay (mins.)	19	38	40	23
Number over 30 minutes	1	9	7	3
On-Time Performance	97.2%	92.5%	95.4%	90.0%

SYSTEM RIDERSHIP

With an average daily ridership (ADR) of 19,029 for September, ridership is back to the high pre-summer levels that VRE had been experiencing this calendar year. We had about 1,570 more trips a day than September 2010. The ADR is 9.0% higher than last September and similarly, the year-to-date ridership three months into the year is 8.9% higher than last year. While there were only two days of ridership over 20,000 on VRE trains, VRE riders on the Amtrak trains is included in the final monthly statistics. After several months, it appears that the efforts to move people over to the Amtrak trains by reducing the cost of the Step-Up fare has been successful.

September only had 2 days over 20,000 riders and October has had 3 days so far. The top ten days are below:

1	April 12, 2011	21,496
2	March 23, 2011	21,136
3	April 13, 2011	20,803
3	May 10, 2011	20,803
5	April 6, 2011	20,791
6	March 29, 2011	20,694
7	October 4, 2011	20,612
8	May 18, 2011	20,596
9	August 9, 2011	20,579
10	March 15, 2011	20,573

SYSTEM ON-TIME PERFORMANCE

System wide on-time performance (OTP) was 88.83% in September, with 87.50% on the Fredericksburg Line and 90.00% on the Manassas Line. Heavy rain caused many days with flash flood speed restrictions. Both lines experienced track bed washouts on September 8th. Service was cancelled on September 9th while railroads fixed the tracks. Sixty-six percent of the delays in September were related to the heavy rain. There were 7 days in September where all trains were on time.

MASTER AGREEMENT SURVEY

The Annual Master Agreement survey was conducted on Wednesday, October 5th. Staff and volunteers were at the stations and on-board all morning trains to collect the surveys and answer questions. This survey will determine jurisdictional subsidies for FY 2013. Results will be tallied in the coming months and presented as part of the budget process.

VALIDATION CAMPAIGN

A customer awareness campaign to heighten responsiveness toward ticket validation has been launched. The Woodbridge and Burke Centre stations are being used in a pilot program to gauge customer feedback before the program would be expanded to all stations next month. The goal is to educate riders about the necessity of validating and to reduce fare evasion.

GFOA AWARD

VRE has been awarded the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association (GFOA) for our 2010 financial report. This award is the highest form of recognition in governmental accounting and financial reporting. VRE has received this award for the last four consecutive years.

GAINESVILLE-HAYMARKET EXTENSION

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

CLIFTON DAY

Clifton Day 2011 was held on Sunday, October 9th . The annual non-profit event raised funds for a variety of local organizations. The festival included arts and crafts, antiques, demonstrations, live music, children's activities and lots of good food. VRE ran trains from the Manassas, Manassas Park, Rolling Road and Burke Centre stations to and from Clifton. The Clifton Betterment Association paid for the train service.

LOCOMOTIVE PROCUREMENT

The twentieth and final locomotive was delivered to VRE on September 28th. It was inspected on September 29th and 30th and completed a test run on Saturday October 1st. With all the locomotives delivered, VRE now enters a two year warranty period.

SUMMONS OVERVIEW

In September, there were 123 cases of fare evasion that were brought before the court, most of them written in previous months. Details are provided below:

Outcome	Occurrences	Fine	Court Costs
Continued	3		
Appealed	2		
Prepaid	35	$100	$81
Guilty	16	$100	$81
Guilty in absentia	22	$100	$116
Dismissed	16	0	0
Dismissed	3	0	$81
Dismissed due to conductor no longer in service	13	0	0
Waived due to TVM issue	0	0	0
Waived with Proof of Monthly Ticket	13		

WOODBRIDGE STATION KISS AND RIDE

The project will begin this month and take up to four months to complete. When finished, it will provide an access lane and pull-off area on the east side of Route 1 for commuters who wish to use the VRE station.

PRESIDENT OF THE EXECUTIVE BOARD FOR KEOLIS PAYS A VISIT

Michel Bleitrach, President of the Executive Board for Keolis, visited VRE on September 26th and 27th. He met with Chairman Bulova, rode VRE trains, and was introduced to the VRE staff. During the meetings, I emphasized the need for continuous improvement in the maintenance of equipment and delivering "world-class" customer service to our riders. Both the Chairman and I indicated that since Keolis has taken over the service, we have seen an improvement in on-time performance and customer service. Mr. Bleitrach committed to working with VRE to make the service even better.

MONTHLY PERFORMANCE MEASURES – September 2011

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
September Fredericksburg OTP Average	87.50%
September Manassas OTP Average	90.00%
VRE SEPTEMBER OVERALL OTP AVE.	88.83%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2012 Passenger Totals	1,190,053
VRE FY 2011 Passenger Totals	1,092,777
PERCENTAGE CHANGE	8.9%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
SEPTEMBER 2011	380,574
SEPTEMBER 2010	366,662
PERCENTAGE CHANGE	9.0% (NORMALIZED)
SERVICE DAYS (CURRENT/PRIOR)	20/21

Chief Executive Officer's Ridership Report

OCTOBER 2011

As Reported to the VRE Operations Board
October 21, 2011

Monthly Ridership Changes:
FY 2011 v. FY 2012

	MANASSAS			FREDERICKSBURG				
Current Month	Cumulative FY2011	Cumulative FY2012	% change	Cumulative FY2011	Cumulative FY2012	% change	Current Total	% change
July	177,199	174,866	-1.3%	183,554	203,162	10.7%	378,028	4.8%
August	356,554	379,224	6.4%	369,561	430,255	16.4%	809,479	11.5%
September	531,826	561,165	5.5%	560,951	628,888	12.1%	1,190,053	8.9%
October	687,461			749,050			0	
November	842,550			936,793			0	
December	992,422			1,119,345			0	
January	1,156,798			1,311,930			0	
February	1,321,505			1,503,871			0	
March	1,530,573			1,744,670			0	
April	1,721,462			1,959,234			0	
May	1,916,908			2,172,606			0	
June	2,118,380			2,398,986			0	

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

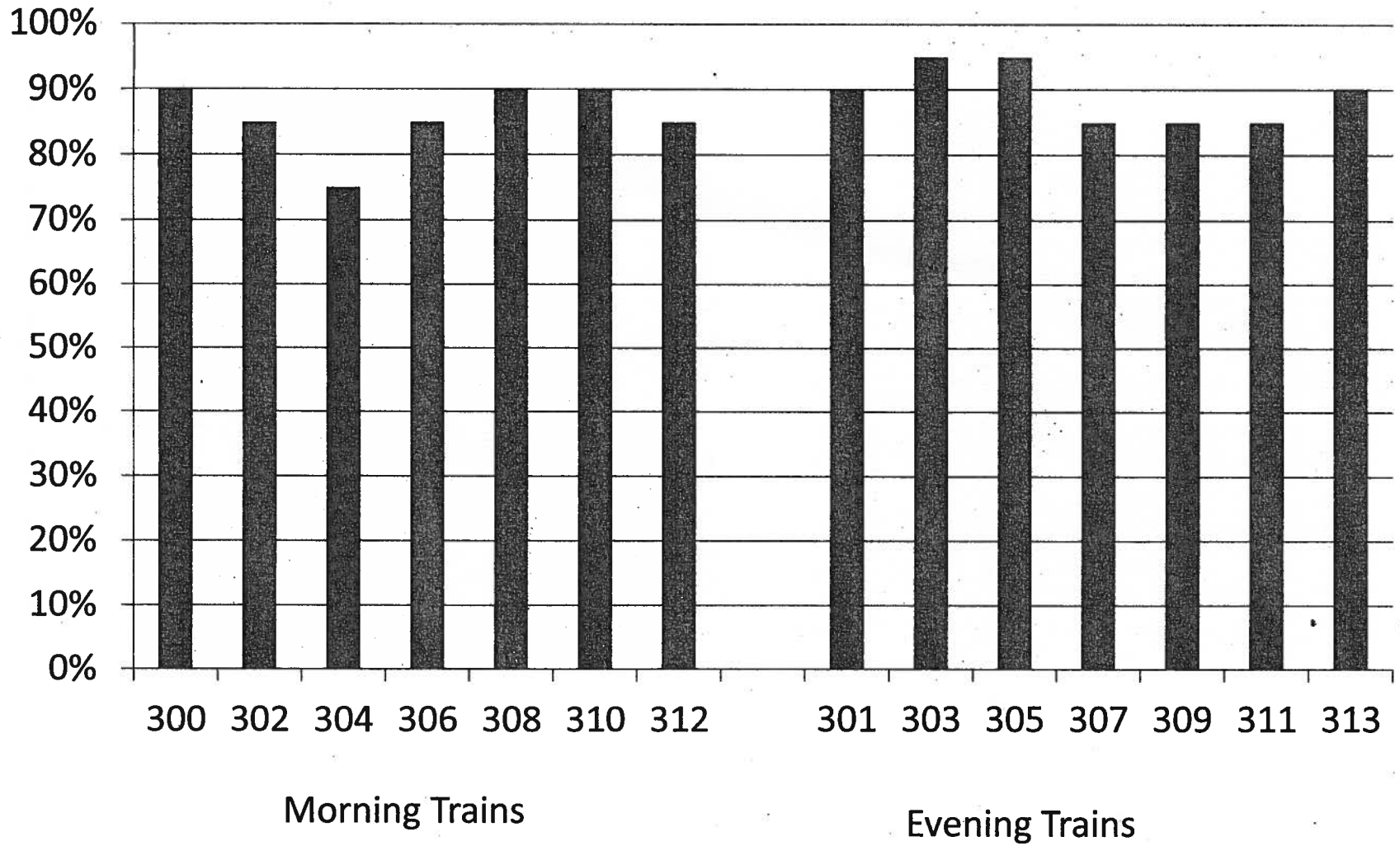
Monthly Ridership and OTP: September 2011

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	4,363	4,364	8,727	100%	5,004	4,945	9,949	64%	18,676	83%
2	3,294	3,285	6,579	94%	3,875	3,888	7,763	100%	14,342	97%
3										
4										
5										
6	4,762	4,484	9,246	88%	4,790	4,849	9,639	50%	18,885	70%
7	4,902	4,769	9,671	81%	5,256	5,183	10,439	93%	20,110	87%
8	4,812	4,608	9,420	50%	4,983	4,660	9,643	14%	19,063	33%
9										
10										
11										
12	4,583	4,282	8,865	44%	5,040	5,134	10,174	100%	19,039	70%
13	4,956	4,755	9,711	81%	5,094	4,889	9,983	79%	19,694	80%
14	4,985	4,836	9,821	100%	4,889	4,762	9,651	100%	19,472	100%
15	4,793	4,564	9,357	81%	5,030	4,984	10,014	79%	19,371	80%
16	4,220	3,838	8,058	94%	4,397	4,519	8,916	93%	16,974	93%
17										
18										
19	4,585	4,519	9,104	94%	4,862	4,652	9,514	100%	18,618	97%
20	4,760	4,767	9,527	100%	4,874	4,977	9,851	100%	19,378	100%
21	5,129	4,767	9,896	100%	5,045	4,912	9,957	93%	19,853	97%
22	5,036	4,891	9,927	100%	5,071	5,215	10,286	100%	20,213	100%
23	4,063	3,872	7,935	100%	4,364	4,753	9,117	93%	17,052	97%
24										
25										
26	4,567	4,438	9,005	100%	4,949	4,890	9,839	100%	18,844	100%
27	4,770	4,886	9,656	100%	5,243	4,895	10,138	100%	19,794	100%
28	4,865	4,538	9,403	100%	5,098	5,110	10,208	100%	19,611	100%
29	4,831	4,576	9,407	94%	4,856	5,351	10,207	93%	19,614	93%
30	4,260	4,045	8,305	100%	4,365	4,255	8,620	100%	16,925	100%
	92,536	89,084	181,620	90%	97,085	96,823	193,908	88%	375,528	89%
		Adjusted total:	181,941			Adjusted Total:	198,633	Adjusted Total:	380,574	

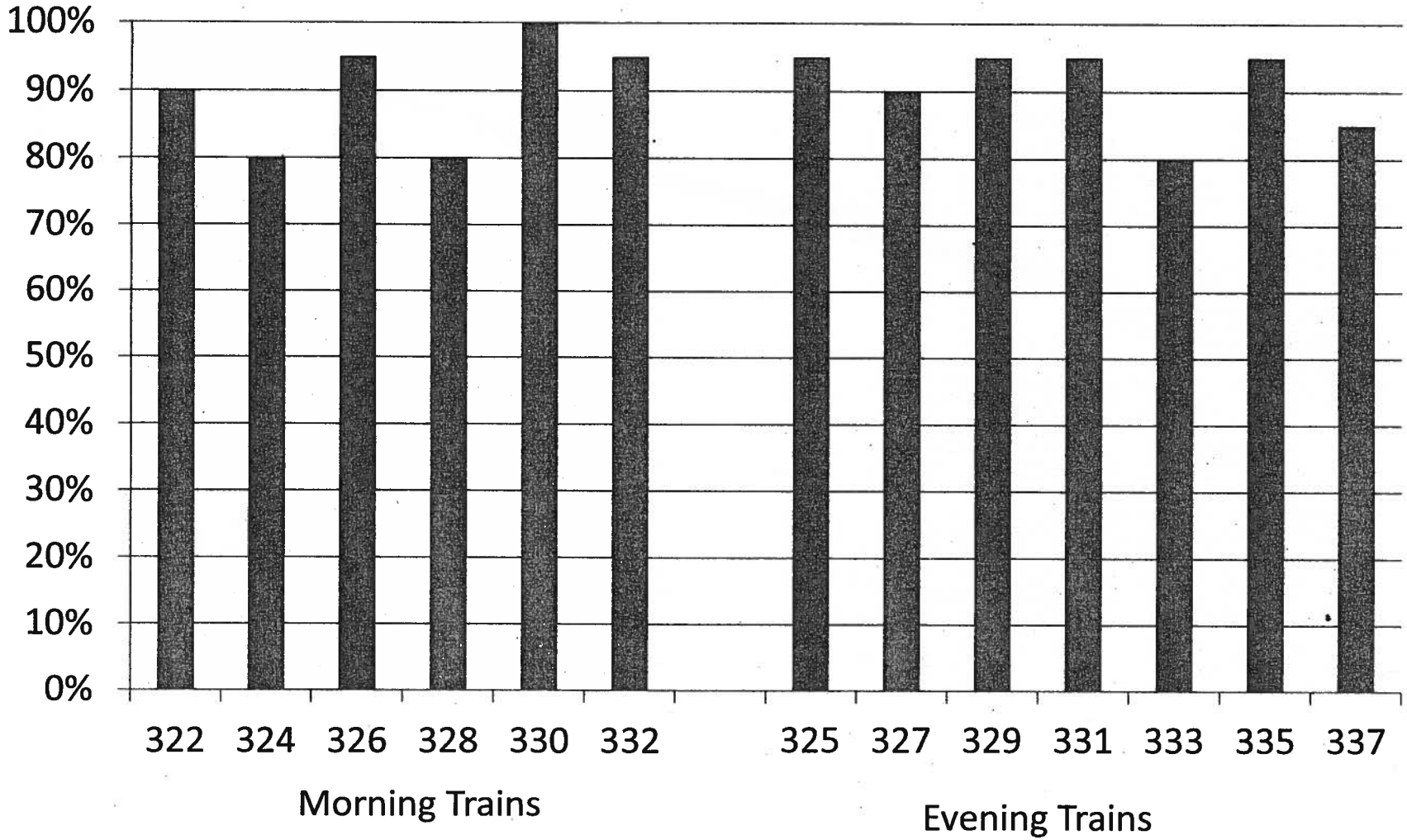
# of Service Days:	20			Total Trips This Month:	380,574	Adjusted Total: 380,574
Manassas Daily Avg. Trips:	9,081	Adjusted Avg.:	9097	Prior Total FY-2012:	809,479	
Fred'burg Daily Avg. Trips:	9,695	Adjusted Avg.:	9932	Total Trips FY-2012	1,190,053	
Total Avg. Daily Trips:	18,776	Adjusted Avg.:	19,029	Total Prior Years:	53,006,578	
				Grand Total:	54,196,631	

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

On-Time Performance By Train
Fredericksburg Line – September 2011

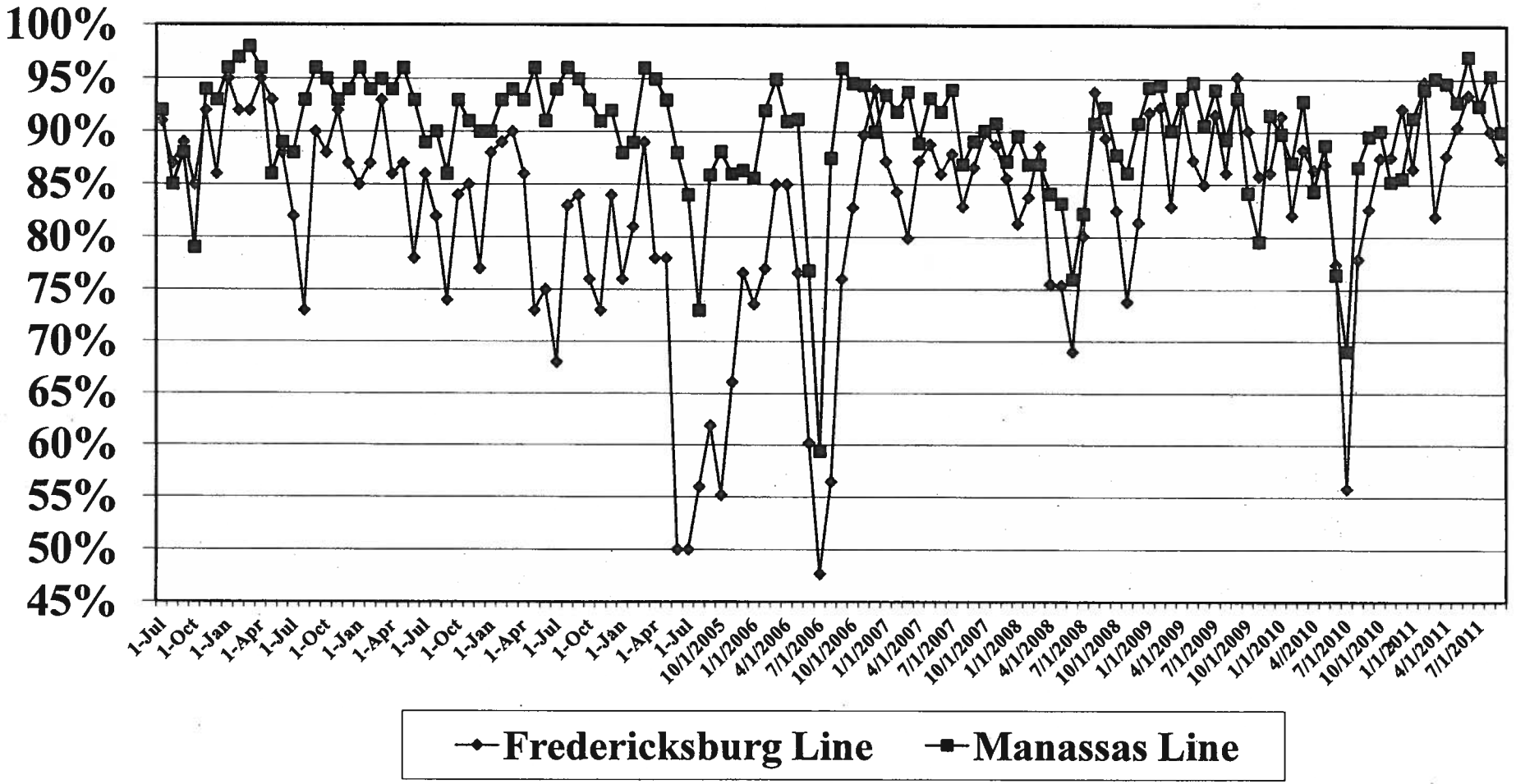


On-Time Performance By Train
Manassas Line – September 2011

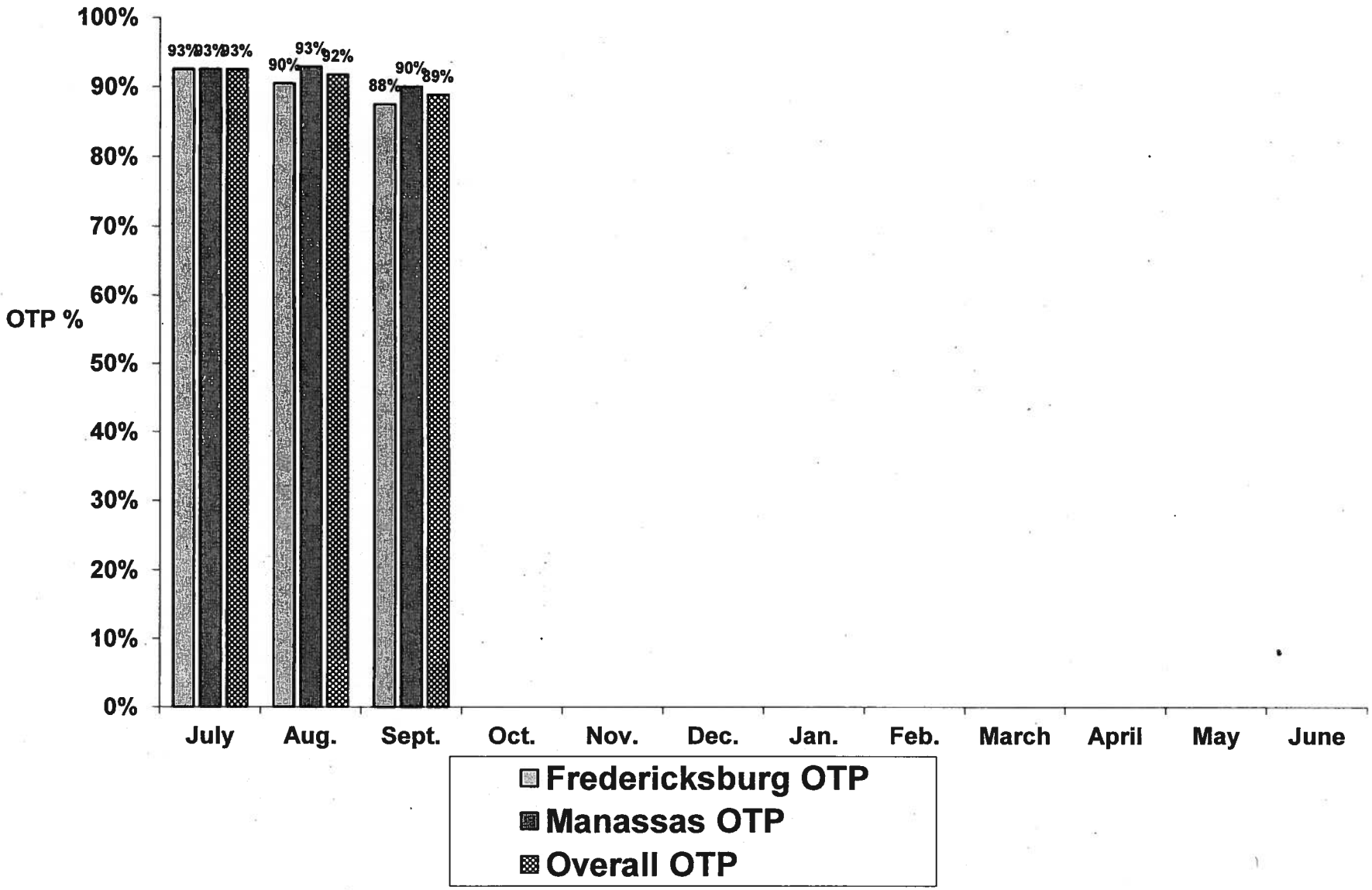


On-Time Performance

July 2001 – September 2011



Average On-Time Performance
FY-2012



Northern Virginia Transportation Commission

AGENDA ITEM #3

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 27, 2011

SUBJECT: WMATA Items.

A. Vital Signs Report.

The monthly report prepared by WMATA staff is provided for your information.

B. WMATA Board Member's Report.

NVTC's WMATA Board members will have the opportunity to bring relevant matters to the attention of the commission.

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Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)

Office of Performance

Chief Performance Officer

Published: August 2011

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Introduction to this report

The Vital Signs Report presents a monthly analysis of a few key performance indicators (KPI's) that monitor long term progress in the strategic areas of safety, security, service reliability and customer satisfaction. Each month the report is presented to our Board of Directors and posted online so the public can monitor Metro's performance.

As a regional transportation system, Metro's system-wide performance is captured in the Vital Signs Report. The report is not designed to measure the experience of individual customers using Metro's services. Instead, the Vital Signs Report communicates if the Metro system's performance is improving, deteriorating, or remaining steady.

Detailed performance analysis is presented in the Vital Signs Report through answers to two prime questions: Why did performance change? What actions are being taken to improve performance? Metro is focused on these two questions to continually push to improve.

The Vital Signs Report demonstrates Metro's commitment to be transparent and accountable to our Board of Directors, jurisdictional stakeholders and the public. The monthly report documents performance results, and strives to hold WMATA's management accountable for what is working, what is not working and why.

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For the most recent month of data available performance results have improved with eight measures being on target and only four worsening when compared to the prior month.

KEY PERFORMANCE INDICATOR:	Performance Is: On-Target	Improving	Worsening
Bus On-time Performance			✘
Bus Fleet Reliability			✘
Rail On-time Performance	✓		
Rail Fleet Reliability			✘
MetroAccess On-time Performance	✓		
Escalator Availability			✘
Elevator Availability	✓		
Customer Injury Rate	✓		
Employee Injury Rate	✓		
Crime Rate	✓		
Arrests, Citations, Summonses	not applicable		
Customer Complaint Rate	✓		
Customer Commendation Rate	✓		

Good Performance: Rail on-time performance continued a steady trend of being slightly better than target even though two separate incidents on June 30 required morning peak period single tracking. MetroAccess on-time performance again showed solid performance aided by declining ridership attributed in part to continued efforts to more efficiently manage service. Elevator reliability achieved its target for the first time this year as repairs were completed and units were returned to service. The customer injury rate reached its target this month due to fewer injuries of bus passengers and on escalators and in facilities. Metro staff also placed more prominent barriers around tripping hazards in facilities. A continued focus on reducing employee injuries due to straining was realized as a result of educating employees on back safety and proper lifting techniques.

Areas for improvement: Bus on-time performance continued to perform below its target this year but is consistently better than the prior year's actual performance. Bus fleet reliability has been declining but collectively for the first six months of the year it is better than target. The rail fleet reliability was negatively impacted by increased door failures due to a seasonal influx of new customers unfamiliar with how Metro train doors operate and air conditioning failures on very hot days. Escalator performance stabilized but remained below target as more preventive maintenance inspections resulted in additional repair needs. This results in short-term inconvenience for customers but improved reliability in the longer term.

Strategic Framework Overview

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

5 Goals

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

12 Objectives

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

*WMATA Board of Directors System Safety Policy states:

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

Metro Service Area

Size	1,500 sq. miles
Population	3.5 million

Ridership

Mode	FY 2010	Average Weekday
Bus	124 million	434,638 (June 2011)
Rail	217 million	793,515 (June 2011)
MetroAccess	2.4 million	7,156 (June 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*	1,492
Buses in Peak Service	1,244
Bus Fleet by Type*	Compressed Natural Gas (460), Electric Hybrid (401), Clean Diesel (117) and All Other (514)
Average Fleet Age*	7.5 years
Bus Garages	9 – 3 in DC, 3 in MD and 3 in VA

**As of December 2010.*

Metrorail General Information

Fiscal Year 2011 Operating Budget	$822 million
Highest Ridership Day	Obama Inauguration on Jan. 20, 2009 (1.1 million)
Busiest Station in 2010	Union Station (34,713 average weekday boardings in April)
Regular Fare (peak)	Minimum - $2.20 paper fare card, $1.95 SmarTrip® Maximum - $5.25 paper fare card, $5.00 SmarTrip®
Reduced Fare (non-peak)	Minimum - $1.85 paper fare card, $1.60 SmarTrip® Maximum - $3.00 paper fare card, $2.75 SmarTrip®
Peak-of-the-peak Surcharge	$.20 - weekdays 7:30 – 9 a.m. and 4:30 – 6 p.m., depending on starting time of trip
1st Segment Opening/Year	Farragut North-Rhode Island Avenue (1976)
Newest Stations/Year	Morgan Boulevard, New York Avenue, and Largo Town Center (2004)
Rail Cars in Revenue Service	1,104
Rail Cars in Peak Service	860
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 equivalent SmarTrip-based fare up to a $7 maximum
Paratransit Vehicle Fleet**	600
Average Fleet Age**	2.4 years
Paratransit Garages	7 (1 in DC, 4 in MD and 2 in VA)
Contract Provider	MV Transportation

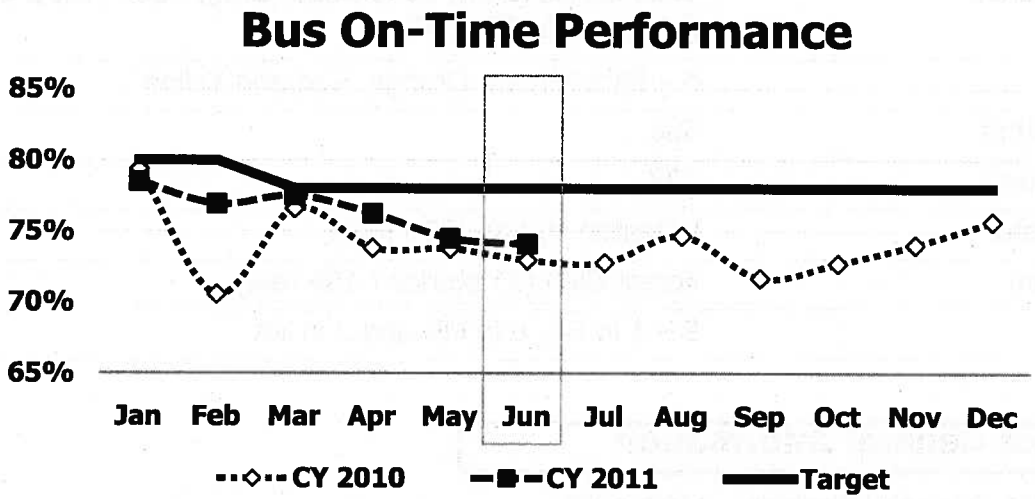
***As of July 2011.*

KPI: Bus On-Time Performance (June) **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 continued a favorable pattern of slightly, but consistently out-performing the same period last year. The strategic deployment of Service Operations Managers to monitor the most troubled on-time performance areas has worked well.
- The impacts of road construction, detours, and summer events negatively affect bus on-time performance during the spring and summer months.
- As the summer drew closer, there also appeared to be a larger number of special event participants when compared to the prior month, which further delayed service on some of the most challenging routes. For example, June events such as the 10th Annual Caribbean Carnival and the Susan G. Komen Race for the Cure affected the already congested streets of 14th Street, Georgia Avenue, and North Capitol.
- In addition to the increasing impact of special events, detours and delays associated with construction projects continue to affect on-time performance along some well traveled routes such as Pennsylvania Avenue.



Actions to Improve Performance

- Weekday schedules for routes 52, 53, and 54 (14th Street) were adjusted June 26 to reflect current traffic conditions and improve midday bus service frequency. On-time performance of these routes will be assessed and reported in the coming months.
- Minor schedule adjustments in Clinton, Oxonhill, Forestville, and Greenbelt will also be implemented to provide a better connection for customers.
- Metro will partner with Google to make schedules available on Google Maps to help customers plan their trips. While this does not directly affect Bus on-time performance, it potentially reduces the wait time of customers.

Conclusion: The seasonal impacts that affect on-time performance continued during the month of June. However on-time performance continued to slightly out-perform the prior year. As Metro implements detours in response to special events and road construction, efforts will be made to implement detours that have the least amount of inconvenience to its customers.

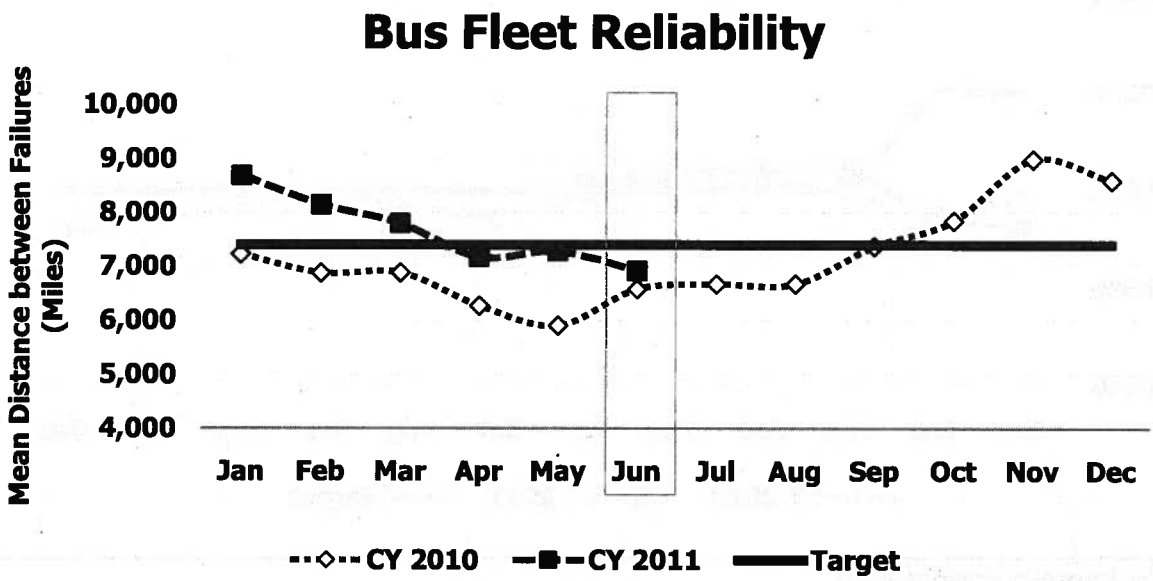
KPI: **Bus Fleet Reliability (June) (Mean Distance Between Failures)**

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 mechanical problems.

Why Did Performance Change?

- June's fleet reliability was better than the prior year's but declined slightly when compared to the previous month due to increased engine faults on the new Hybrids and an increasing number of interruptions on older fleets.
- During the warmer months, it is common for the older fleets to experience an increased occurrence of failed components such as overheated coolant systems which cause the engine to shut down.
- The overall reliability rate for the first six months of the year is 7,664 miles between failures which is better than the target of 7,400. This high reliability rate is a combined result of good maintenance practices and the arrival of new buses allowing for the retirement of older, less reliable buses. Metro has consistently funded the bus replacement program for a number of years and is now seeing the benefits from that investment.



Actions to Improve Performance

- Metro will continue to work with the Hybrid bus manufacturer to swiftly resolve cooling and emission control system failures. Metro conducts monthly meetings with engine manufacturers to address all issues.
- Continue to analyze the monitoring of fluids to avoid contaminants that cause premature hydraulic failures.
- Review preventive maintenance standards to ensure adherence to manufacturer recommendations and the implementation of best practices.

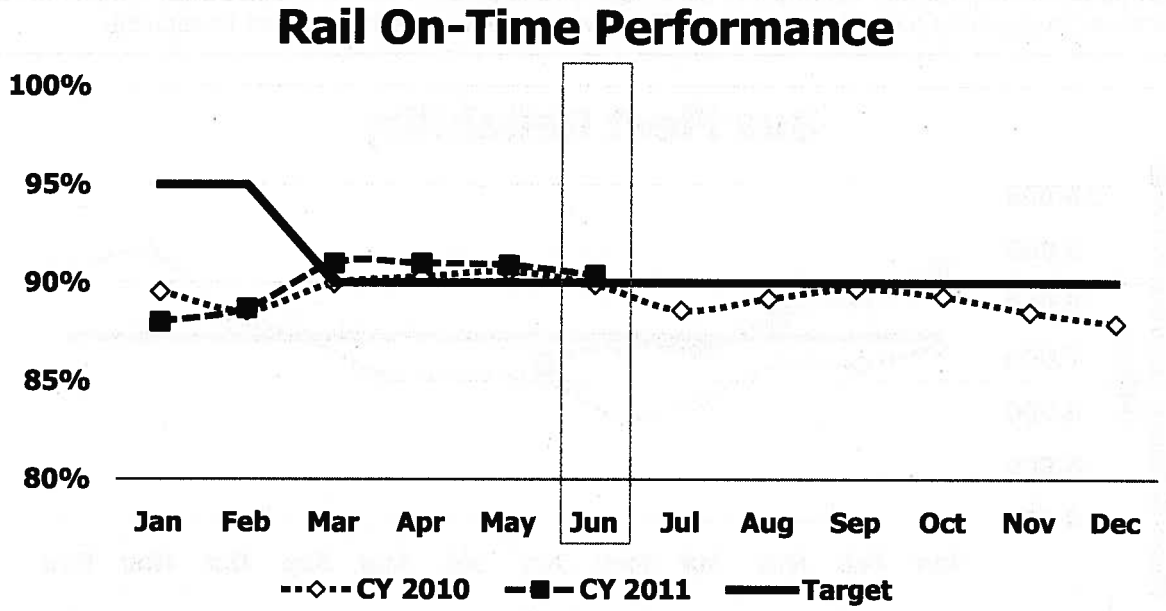
Conclusion: Bus maintenance staff continues to search for and implement activities that improve bus fleet reliability and the result for the first half of this year is that Metrobus fleet reliability has outperformed the target.

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

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

Why Did Performance Change?

- Metrorail on-time performance continued its reliable trend of being slightly better than target even though performance dipped slightly during June to 90.4%. Contributing to the very minor decrease were two separate incidents on June 30 that required single-tracking during the morning peak period and resulted in a drop in performance of 0.3% for the Red Line and 0.2% for the Green Line for the month.
- There were 64% more air conditioning failures than in May 2011 due to hot, humid weather; but 30% fewer failures compared to June 2010. Air conditioning system failures resulted in fewer railcars available for dispatch, leading to longer gaps between trains in service.
- The Orange and Yellow Lines had the highest on-time performance at 92.4% and the Blue Line showed improvement for the month with 88% on-time performance because of fewer delays impacting service.



Actions to Improve Performance

- Railcar Maintenance has assigned staff to work in the Operations Control Center on all shifts to improve communication directly with each yard about when and where cars will be available for service.
- Terminal Supervisors are now viewing real-time schedule performance information so they can monitor the system as a whole and adjust dispatching of trains to manage headways on their assigned lines.
- Rail Transportation will work with Car Maintenance to quickly make schedule adjustments to balance train spacing when railcar availability is impacted during hot days and minimize the operation of cars without working air conditioning systems. Rail Transportation employees will remain vigilant in minimizing the delays caused by door failures by communicating with customers about how the doors work, and addressing door failures before they result in service delays.

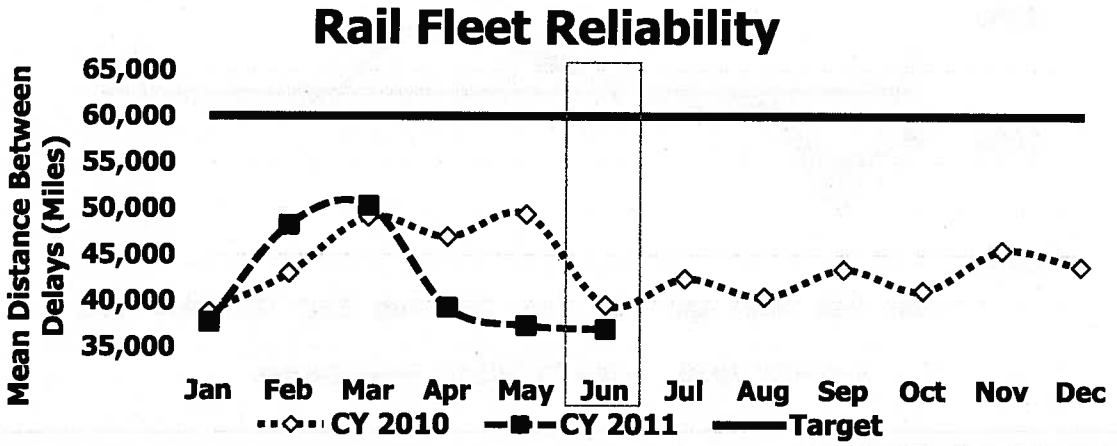
Conclusion: June on-time performance declined slightly due to a decrease in railcar availability because of an increase in air conditioning failures, resulting in longer times between trains.

KPI: **Rail Fleet Reliability (June) (Mean Distance Between Delays)** **Objective 2.1 Improve Service Reliability**

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

Why Did Performance Change?

- Overall fleet reliability stabilized in June with the same number of delays and slightly fewer miles operated compared to May. Door-related delays made up 41% of the total for all railcars, and the most frequent type of failure on the 2000-3000 Series (55% of total for this car type), and the 6000 Series (50% of the total for this car type). Also, door-related delays increased for the 1000, 4000 and 5000 Series railcars this month. During June, increased numbers of visitors and customers unfamiliar with Metro's door systems impacted performance of railcar doors throughout the system.
- The 6000 Series car reliability improved from May with fewer door failures resulting in delays, returning performance to the average of the last 12 months. The 6000 Series railcars outperformed the rest of the fleet average in miles between delays, but did not make up enough of the total fleet to raise the overall performance significantly.
- The 4000 Series railcars experienced 22 delays > 3 minutes, with four more brake and four more door-related delays, offsetting improvements in other fleets. The 4000 Series cars operated only 8% of the total railcar miles and accounted for 14% of the railcar related delays.
- The 5000 Series railcars experienced four more delays > 3 minutes due to the increase in door failures.



Actions to Improve Performance

- Railcar Maintenance continues to work with Procurement on improving its parts ordering process to make sure that component parts are available for repairs. Progress is being made but will take several months to show improvement in the railcar reliability measure.
- Car Maintenance and Rail Vehicle Engineering continue to work with IFE (manufacturer of the 2000-3000 and 6000 Series door systems) and Alstom to resolve reliability issues with the doors. Several modifications to improve the reliability and maintainability of the 6,504 passenger doors across these fleets are being reviewed and/or developed for testing over the next several months.
- Railcar Maintenance and Rail Vehicle Engineering continue in the design/test phase for replacement of the Low Voltage Power Supply system, which was identified as a root cause for some of the braking issues on the 1000 Series railcars.
- Railcar Maintenance will focus on HVAC systems during the remaining summer months to keep as many cars available for service as possible.

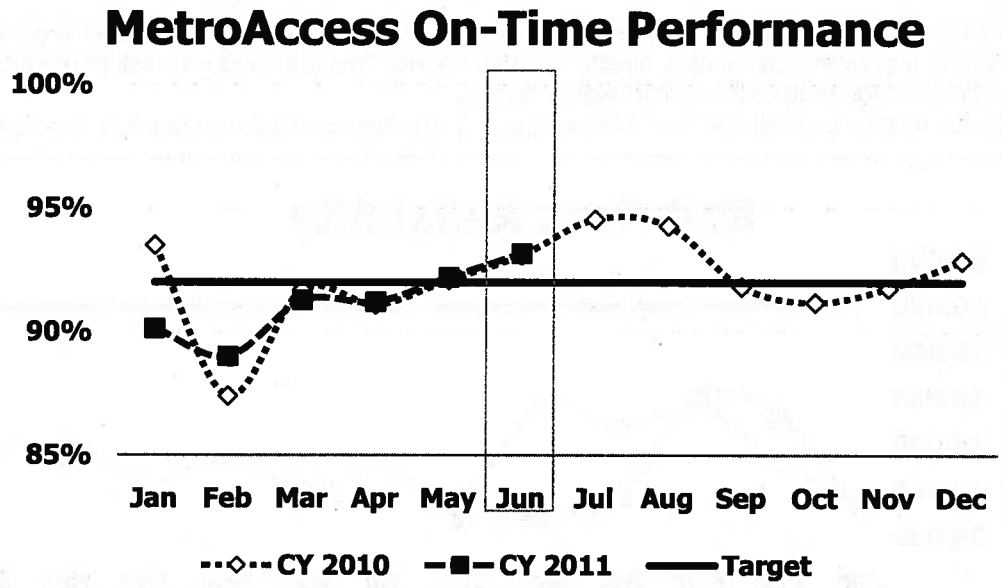
Conclusion: The mean distance between delays declined slightly (1%) in June due to lower performing 4000 and 5000 Series railcars.

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

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

Why Did Performance Change?

- MetroAccess on-time performance improved in June to above the target of 92% and equal with last year's performance.
- Staff continued its focused effort on improved schedule efficiency, service reliability and on-time performance. MetroAccess Service Monitors and Road Supervisors continued their practice of proactive monitoring of division pull-outs and service delivery to ensure adherence to schedules and improve on-time performance.



Actions to Improve Performance

- Access staff will continue to encourage use of bus and rail services for customers who are able to do so. The Department of Access Services is working in cooperation with Bus Planning and the jurisdictions to make bus stops and sidewalks more accessible to people with disabilities. Improving accessible pathways leading to and from bus stops throughout the region will allow customers to travel more freely using the fixed-route bus system and will reduce dependence on paratransit.
- MetroAccess will continue to adjust the level of service provided with the number of customer trips reserved to manage the level of resources used with the adopted standard for providing on-time service. As more customers are able to use the fixed route bus and rail system, there is a corresponding reduction in demand on the MetroAccess system.
- MetroAccess staff will continue to monitor service provision and improve efficiency by continuing to educate customers about the impact of customer-driven changes to the schedule like cancellations and no-shows.

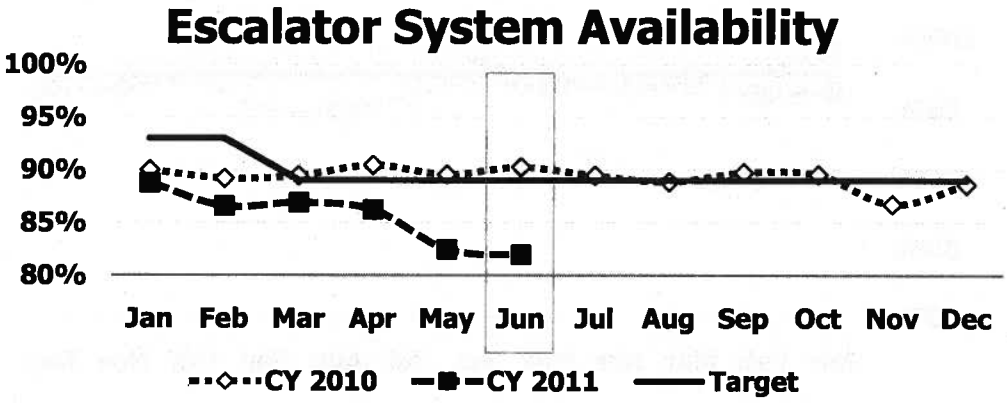
Conclusion: MetroAccess on-time performance improved in June. Staff continues to implement measures designed to reduce costs while closely monitoring efficiencies and maintaining reliable service for customers.

KPI: Escalator System Availability (June) **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?

- Availability stabilized in June. 482 out of 588 escalators were operating in June 2011 (based on hours of available service).
- Escalator preventive maintenance compliance improved 16% in June, resulting in a list of additional repairs for maintenance technicians. While a short-term inconvenience for our customers, this indicates that maintenance is moving toward a condition-based approach. By identifying repairs early, this minimizes the risk that an escalator will unexpectedly shutdown. Long-term, these repairs will keep escalators running longer.
- Maintenance staff brought escalators back into service more quickly in June, as hours for unscheduled service calls were down 15% despite the number of unscheduled calls increasing 6%.
- Metro is modernizing (aka overhauling) escalators at nine stations, reducing escalator availability in the short term. June 2011 escalator out-of-service hours for modernization are 16% higher than the same month in 2010. Modernization work accounted for fifteen percent of all escalator out-of-service hours in June 2011 (including corresponding "walker" units).



Actions to Improve Performance

- New supervisors will strategically plan intentional escalator downtime (e.g., inspection repairs and preventive maintenance repairs) so that repairs are prioritized for higher ridership stations and ensure that staffing and parts are available for timely return to service.
- A team of maintenance technicians will now focus exclusively on units with higher than average outages to identify the components causing the unscheduled outages and prevent the issues from reoccurring. While a more time-intensive approach today, this will keep the unit in service longer once resolved.
- An entirely new escalator will be put into service at Foggy Bottom, one of Metro's busiest stations. This fall two remaining entrance escalators will be replaced and a new staircase and canopy added to the entrance.
- Metro will add new MetroForward signage to barricaded escalators to improve communication with customers about the type of maintenance underway and the expected return to service date.

Conclusion: Escalator availability stopped its steep downward trend in June. Escalator performance reflects Metro's prioritization of preventive maintenance inspections. These inspections identify repairs early to minimize the risk that an escalator will unexpectedly shutdown in the future. Long-term, this proactive approach will keep escalators running longer.

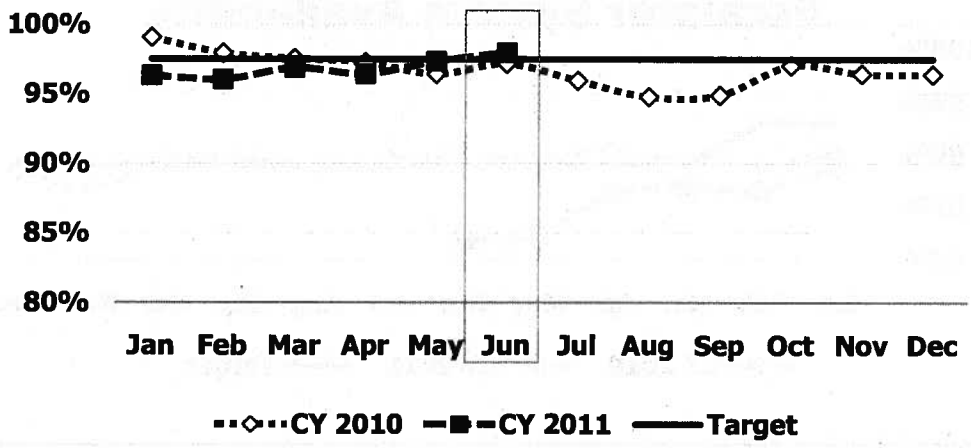
KPI: Elevator System Availability (June) **Objective 2.1 Improve Service Reliability**

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

Why Did Performance Change?

- For the first time this year, elevator system-wide availability rose above target to 97.9%. Elevator availability out-performed the same month last year, and was the highest it's been since February 2010.
- On average, 232 of 237 elevators were available for the month.
- Maintenance staff brought elevators back into service more quickly in June, as hours for unscheduled service work were down 19% despite the number of unscheduled calls increasing 21%.
- Elevator maintenance hours for repairs identified during inspections were down 89% and maintenance for communication and flooring repairs was down 54%.

Elevator System Availability



Actions to Improve Performance

- Metro is developing a mechanism to prioritize elevator maintenance work to reflect elevators most critical for system access, including Metro's transfer centers. This reflects a focus on keeping the maximum number of stations available to our customers.
- Beginning in July, Metro will have a dedicated team to address major repairs on Metro's elevators.

Conclusion: Elevator availability reached 97.9% in June, making it the best month since February 2010.

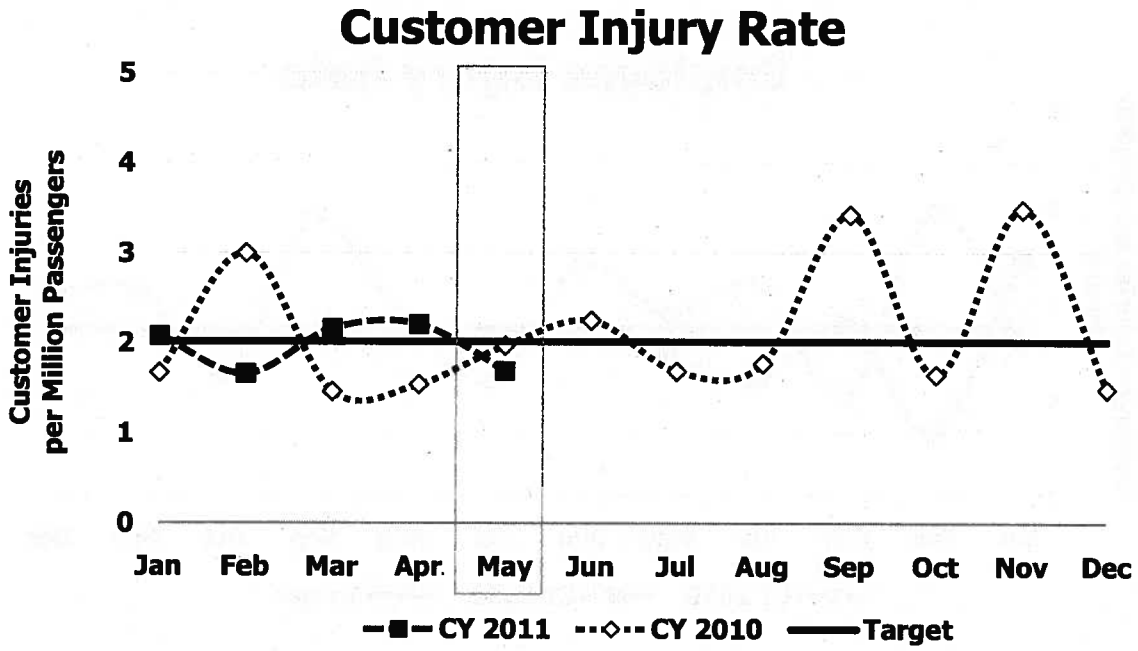
KPI: **Customer Injury Rate (May) Per Million Passengers**

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?

- May's customer injury rate is better than the previous two months of the calendar year. There were 17 fewer injuries in the month of May as a result of the decline of bus passenger injuries, escalator, and transit facility injuries.
- Barriers around escalators have become more prominent, causing customers to walk with added caution.
- There were also fewer passenger injuries caused by MetroAccess collisions.
- Fifty percent of the bus passenger injuries were the result of a collision. There were nine collisions during the month of May which caused passenger injuries. More than half of these collisions were non-preventable.



Actions to Improve Performance

- Continue to perform detailed (OSHA Type) safety inspections of rail stations, worn floors, platforms, and interior lighting.
- Continue to ensure proper barriers around escalators during preventive maintenance work and set up warning signs about wet floors where appropriate.
- Metro's escalator safety message will be expanded to Metro's website, in addition to working on a new public safety announcement regarding escalator safety.
- Continue to address the hotline safety complaints as reported by WMATA employees (as hotline is for employees only).

Conclusion: The customer injury rate improved as a result of a reduction in nearly every category of customer injuries. On-going assessments of system safety will continue throughout the organization as Metro strives to be the safest transit system in America.

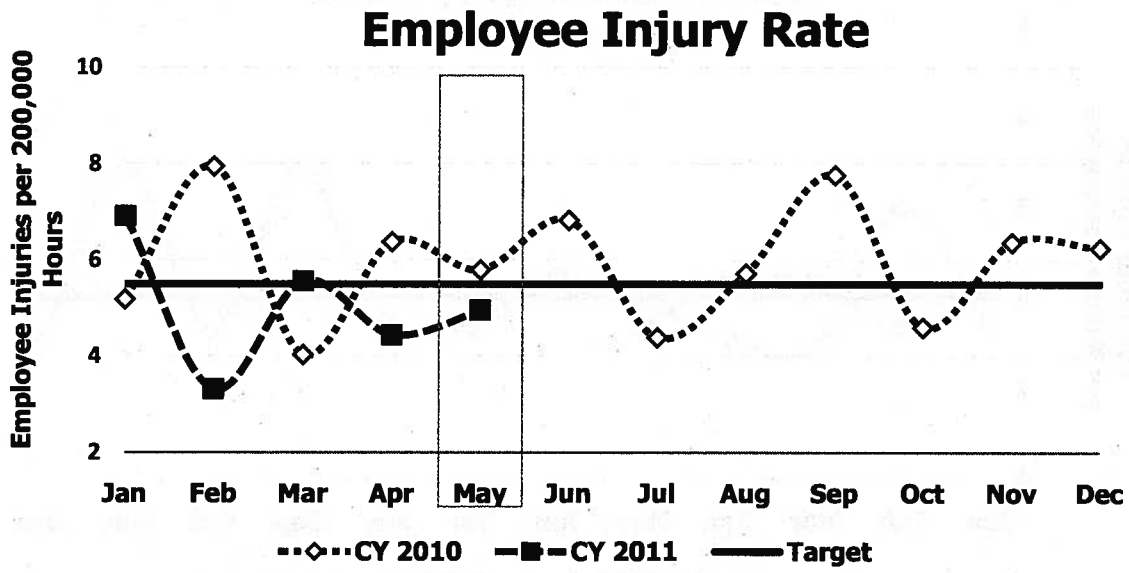
KPI: Employee Injury Rate (May)

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 employee injury rate continued to be better than the previous calendar year. The increase in the rate this month results from a large reduction in the reported number of hours worked and a small decrease in the number of employee injuries.
- Strains continued to be the number one cause of employee injuries. For two consecutive months the category striking/struck-by-an-object has replaced the slips/falls category as the second leading cause of injury. The struck-by-object pattern continued to be driven by stepping on objects, handling objects, and falling objects.
- Bus Services represents the largest portion of employee injuries; however, there has been a reduction in the number of bus employees considered to be at risk of filing a worker's comp claim.
- Rail Services employee injuries were related to strains caused by activity of bellying rail cars and slipping on uneven surfaces while walking on tracks.



Actions to Improve Performance

- Metro will continue to present the Back Safety & Proper Lifting training module during compliance training classes.
- Continue to provide incident and injury investigation training to supervisors. Quality investigations tend to have a positive effect on the reduction of employee injuries.
- Reiterate hydration safety tips during hot temperature warnings.
- Perform Bus Operator seat belt audits to ensure the safety of Metro Bus Operators.

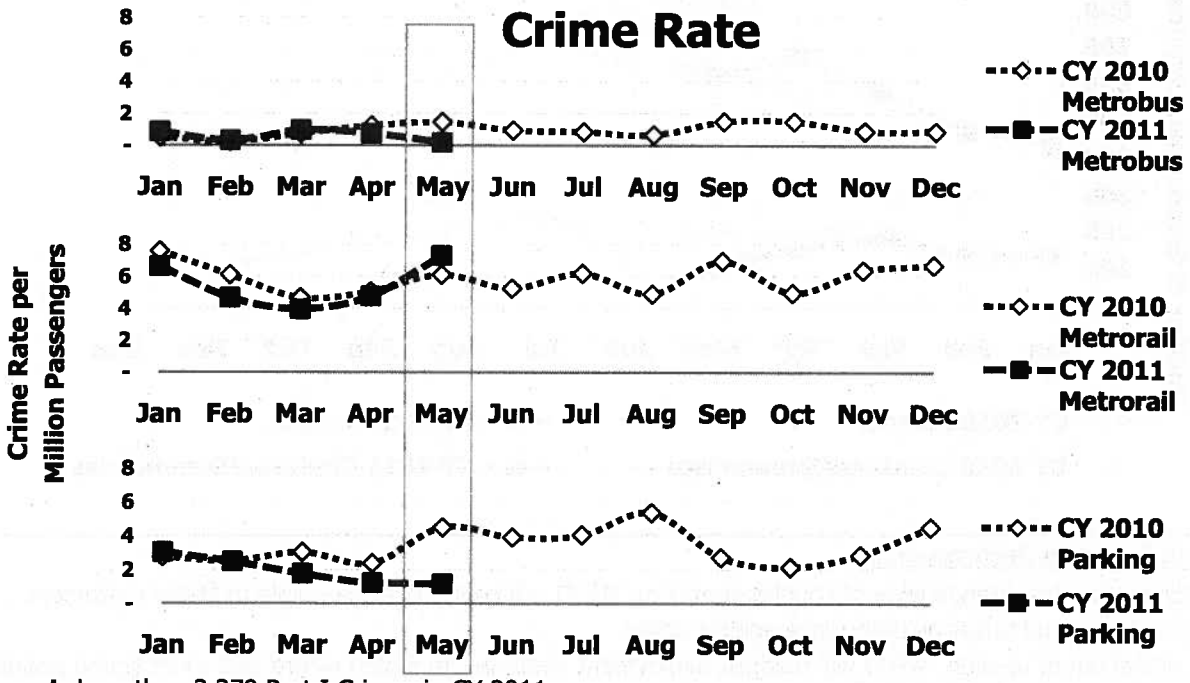
Conclusion: Although the employee injury rate worsened slightly due to a reduction in the reported number of hours worked there were actually three fewer reported injuries. Metro will continue to emphasis safe working habits to prevent not just straining (the number one cause of injuries) but all employee injuries.

KPI: **Crime Rate (May) 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?

- Overall, the number of crimes in the Metro system was 26% lower in May 2011 than May 2010.
- The Metrobus crime rate was at the lowest level in 10 years, down 76% from April 2011 to May 2011. Only two Part I crimes occurred on the entire Metrobus system in May as MTPD continued to check on the welfare of bus passengers and operators on routes.
- The parking crime rate remained virtually unchanged in May 2011 but was 74% lower than May 2010. Patrols were enhanced at the New Carrollton station as City of New Carrollton officers now have SmarTrip cards to access parking lots. At the Minnesota Avenue station, MTPD worked with grounds maintenance to improve officer's line of sight to the parking facility, enhancing security through landscaping improvements.
- The Metrorail crime rate increased to slightly over 7 crimes per million riders in May 2011. This was driven by an increase in bike thefts as bike usage at stations increases in warmer months. In May, MTPD removed any abandoned bikes as one of many tactics to discourage further thefts. Although the number remained small, there was an increase in aggravated assaults in May. To address this, MTPD enhanced intelligence sharing with local officials with a focus on the Orange and Blue lines east of Stadium Armory.



Target: Less than 2,279 Part I Crimes in CY 2011

Actions to Improve Performance

- In cooperation with Metro's Office of Long Range Planning, video cameras will be installed to monitor bike racks at five stations where bike thefts have occurred with increased frequency.
- MTPD will meet monthly with bus operators to gather information about security and identify strategies to reduce bus operator assaults.
- Officers are tracking regular visits to parking facilities in order to isolate the time of day that vehicle crimes occur, and redeploy resources as needed.

Conclusion: Overall, the number of crimes in the Metro system was 26% lower in May 2011 than May 2010, with significant reductions in Metrobus and parking facilities. Metrorail crime was up very slightly driven by a seasonal increase in theft of bicycles that were left parked near stations.

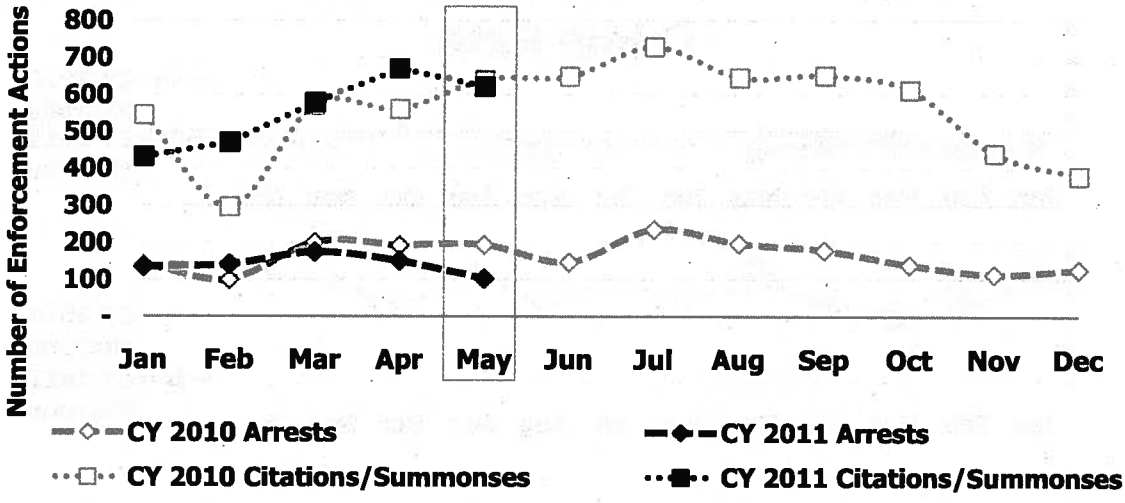
KPI: Arrests, Citations and Summonses (May) | **Objective 1.2 Strengthen Metro's Safety and Security Response**

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?

- Citations/summonses were down in May 2011 as MTPD shifted focus to increasing visible patrols in the rail system as a result of the death of Osama Bin Laden on May 2nd. This was done in light of concern about retaliation and transit systems being a potential target. MTPD's Anti-Terrorism Team conducted additional targeted train inspections in May to increase police visibility in the transit system.
- The number of arrests (103) in May 2011 decreased from the prior month. A number of arrests were made at the Rhode Island Avenue station following the robbery of a rider by a large group of juveniles. During one event, three suspects were stopped by MTPD, positively identified for robberies of cell phones and subsequently arrested.

Arrests, Citations and Summonses



Actions to Improve Performance

- In addition to a heightened level of counter-terrorism, MTPD will continue to be visible to Metro customers, riding on trains and buses as deterrence against crime.
- With school out of session, MTPD will readjust deployment strategies to match where and when young people travel during the summer months.

Conclusion: Arrests, citations and summonses were down in May 2011 as MTPD focused on system surveillance following the death of Osama Bin Laden.

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

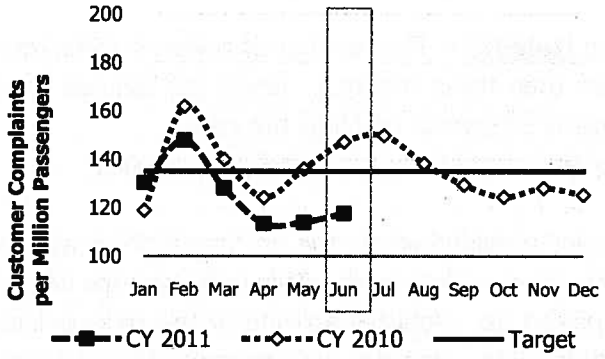
Objective 2.3 Maximize Rider Satisfaction

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.

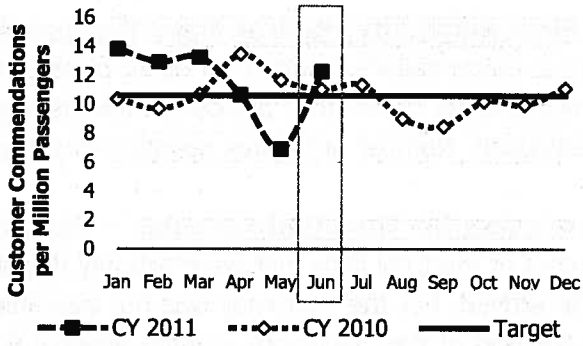
Why Did Performance Change?

- The notable increase in the customer commendation rate from May to June was largely a result of Metrorail staff processing a backlog, as well as increases in commendations for Metrobus and MetroAccess.
- The Customer Complaint rate increased slightly as complaints for bus and rail outpaced the decrease in MetroAccess complaints. However, compared to June last year, the rate of complaints improved 20%.
- Metrorail's complaint rate inched up slightly with a notable 58 complaints about requests for fare refunds as Metro's Treasury Department continued to address its processing backlog. Fare refund complaints have supplanted criminal activity complaints in the top five complaint categories for Metrorail. Metrorail complaints about on-time service and rude behavior also increased during the month of June, as ridership increased by 1.6 million riders.
- Metrobus experienced an increase in total complaints of 8%, with the largest increases in the categories of failure to service stop and no-shows, largely due to schedule adjustments implemented June 26 which included several route changes triggering a jump in calls from customers about the service changes.
- MetroAccess complaints dropped again in June with 99 fewer complaints for the month. Complaints about early and/or late trips dropped by 18% which correlates to the higher on-time performance shown in June.

Customer Complaint Rate



Customer Commendation Rate



Actions to Improve Performance

- Information about Metro's infrastructure improvements is available on Metro's website at http://metroforward.com. Through the Metro Forward campaign, Metro is working to improve communication with customers about these potential impacts to service by continually updating its website and by making real-time arrival information available so customers can better plan their trips.
- Metro's Treasury Department will continue to address refund processing time to speed up processing of refunds.
- Metrobus will continue to analyze schedules and service delivery to improve schedule reliability for customers. This process will take time to implement, as the routes are identified and schedule adjustments are made. Weekly service announcements are posted on Metro's website to notify customers about route changes due to special events and construction at http://www.wmata.com/bus/route_changes.cfm.
- MetroAccess will continue to work directly with customers to educate them about all of the services available, and to help each customer successfully travel using the Metro region.

Conclusion: Customer comments reflect a month of mixed service performance as service changes were implemented, ridership increased, and a backlog in commendations was resolved.

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. Operating hours = operating hours per unit * number of units.

Customer Injury Rate (per million passengers[1]) – Injury to any customer 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 Smartrip matters handled through the regional customer service center. A commendation is any form of complimentary information received regarding the delivery of Metro service.
Calculation: Number of complaints or commendations / (number of passengers / 1,000,000)

[1] *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.*

KPI: Bus On-Time Performance / Target = 78%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	79.4%	70.6%	76.6%	73.8%	73.8%	73.0%	72.8%	74.7%	71.7%	72.7%	74.0%	75.7%	74.5%
CY 2011	78.5%	76.9%	77.5%	76.3%	74.5%	74.1%							76.3%

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	7,223	6,878	6,882	6,270	5,902	6,578	6,670	6,673	7,366	7,842	8,982	8,587	6,622
CY 2011	8,681	8,144	7,794	7,171	7,277	6,916							7,664

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

Type (~ % of Fleet)	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Avg.
CNG (30%)	9,059	6,680	9,165	9,939	10,410	9,520	10,242	8,480	9,802	7,790	8,657	7,835	8,965
Hybrid (27%)	9,944	11,378	11,361	13,526	14,198	12,474	11,853	11,158	10,433	9,536	11,235	8,058	11,263
Clean Diesel (8%)	7,933	7,931	10,300	12,118	12,290	12,958	11,473	8,042	7,637	9,442	7,081	9,866	9,756
All Other (35%)	4,517	4,921	4,798	4,698	5,718	5,699	5,751	6,191	5,340	5,012	4,839	5,102	5,216

KPI: Rail On-Time Performance by Line / Target = 90%

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg.
Red Line	88.5%	88.3%	88.0%	88.3%	87.5%	87.9%	85.1%	87.2%	90.7%	90.7%	90.6%	89.8%	88.6%
Blue Line	86.0%	86.1%	88.3%	87.3%	87.9%	86.3%	88.0%	86.4%	88.9%	88.8%	87.7%	88.2%	87.5%
Orange Line	88.8%	90.5%	92.1%	91.6%	91.0%	90.0%	91.7%	91.4%	93.0%	93.3%	92.5%	92.4%	91.5%
Green Line	90.3%	91.9%	91.9%	91.0%	88.3%	86.5%	90.2%	90.1%	91.3%	91.2%	92.4%	91.1%	90.5%
Yellow Line	89.0%	91.4%	92.0%	90.7%	91.2%	91.0%	91.5%	92.4%	92.3%	92.6%	92.4%	92.4%	91.6%
Average (All Lines)	88.6%	89.2%	89.7%	89.3%	88.5%	87.9%	88.0%	88.7%	91.0%	91.0%	90.9%	90.4%	89.4%

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

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Avg.
1000 series railcars	32,258	46,370	43,908	40,517	45,595	45,557	54,137	46,302	43,866	29,118	28,997	29,206	40,486
2000/3000 series railcars	65,428	39,911	49,582	31,572	35,820	42,065	28,076	40,431	45,169	41,760	31,047	38,769	40,803
4000 series railcars	21,553	17,893	18,645	36,587	25,073	25,195	31,393	31,646	58,442	31,054	52,372	21,733	30,965
5000 series railcars	28,290	29,410	34,094	44,462	54,016	47,509	30,078	47,868	41,251	46,561	45,038	35,451	40,336
6000 series railcars	57,029	107,198	77,921	88,918	119,427	56,172	74,865	110,928	94,443	57,550	61,979	81,549	82,332
Fleet average	42,424	40,435	43,420	41,121	45,471	43,712	37,703	48,241	50,328	39,302	37,355	36,963	42,206

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru June
CY 2010	93.5%	87.4%	91.7%	91.1%	92.1%	93.1%	94.6%	94.3%	91.8%	91.2%	91.8%	92.9%	91.5%
CY 2011	90.1%	89.0%	91.3%	91.2%	92.2%	93.2%							91.2%

KPI: Escalator System Availability / Target = 89%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	90.0%	89.2%	89.5%	90.5%	89.6%	90.3%	89.5%	88.9%	89.7%	89.5%	86.7%	88.6%	89.8%
CY 2011	88.8%	86.6%	86.9%	86.2%	82.5%	82.0%							85.5%

KPI: Elevator System Availability / Target = 97.5%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	99.0%	97.9%	97.5%	97.3%	96.4%	97.2%	96.0%	94.8%	94.9%	97.0%	96.4%	96.4%	97.6%
CY 2011	96.3%	96.0%	96.9%	96.4%	97.4%	98.0%							96.8%

KPI: Customer Injury Rate (per million passengers)* / Target = ≤ 2.02 injuries per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
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	1.93
CY 2011	2.08	1.66	2.16	2.21	1.69								1.96

*Includes Metrobus, Metrorail, rail transit facilities (stations, escalators and parking facilities) and MetroAccess customer injuries

Bus Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
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	2.21
CY 2011	1.72	0.93	3.38	2.59	2.01								2.13

Rail Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
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	0.14
CY 2011	0.13	0.19	0.15	0.10	0.16								0.15

Rail Transit Facilities Occupant Injury Rate (per million passengers)*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
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	1.32
CY 2011	2.00	1.81	1.17	1.61	1.08								1.54

*Includes station, escalator and parking facility customer injuries.

KPI: MetroAccess Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
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	29.89
CY 2011	16.45	10.55	14.63	32.12	27.41								20.23

KPI: Employee Injury Rate (per 200,000 hours) / Target = ≤ 5.05 injuries per 200,000 hours

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
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	5.87
CY 2011	6.92	3.32	5.56	4.44	4.95								5.04

KPI: Crime Rate (per million passengers) / Target = ≤ 2,279 Part I Crimes in Calendar Year 2011

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
CY 2010 Metrobus	0.52	0.23	0.74	1.23	1.46	0.96	0.86	0.66	1.50	1.51	0.90	0.89	0.84
CY 2011 Metrobus	0.86	0.31	0.95	0.74	0.18								0.61
CY 2010 Metrorail	7.59	6.11	4.68	5.06	6.11	5.26	6.19	4.91	6.95	4.97	6.38	6.71	5.91
CY 2011 Metrorail	6.63	4.68	3.96	4.77	7.32								5.47
CY 2010 Parking	2.79	2.53	3.05	2.39	4.53	3.94	4.06	5.40	2.75	2.17	2.89	4.54	3.06
CY 2011 Parking	3.06	2.50	1.78	1.24	1.19								1.95

Crimes by Type

	June-10	July-10	Aug-10	Sept-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Avg.
Robbery	71	66	58	83	76	91	97	92	60	77	74	75	77
Larceny	111	131	111	91	50	58	67	44	40	41	47	70	72
Motor Vehicle Theft	13	10	18	9	17	13	10	15	5	6	4	5	10
Attempted Motor Vehicle Theft	5	10	6	9	3	3	3	6	5	1	2	0	4
Aggravated Assault	7	14	15	14	14	11	12	9	11	5	10	16	12
Rape	0	1	0	0	0	1	0	0	0	0	1	0	0
Burglary	0	0	0	1	1	1	0	0	0	0	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	-
Total	**207**	**232**	**208**	**207**	**161**	**178**	**189**	**166**	**121**	**130**	**138**	**166**	**176**

KPI: Metro Transit Police Arrests, Citations and Summonses

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru May
CY 2010 Arrests	142	100	201	193	193	146	234	196	178	139	113	126	166
CY 2011 Arrests	135	142	175	151	103								141
CY 2010 Citations/Summonses	543	295	572	559	639	647	727	644	650	611	440	379	522
CY 2011 Citations/Summonses	433	471	580	671	622								555

KPI: Customer Commendation Rate (per million passengers) / Target = ≥ 10.6 per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	10.3	9.7	10.7	13.4	11.7	11.0	11.3	9.0	8.5	10.2	10.0	11.1	11.1
CY 2011	13.8	12.9	13.2	10.6	6.9	12.3							11.6

KPI: Customer Complaint Rate (per million passengers) / Target = ≤ 135 complaints per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	119	162	140	124	136	147	150	138	129	125	128	125	138
CY 2011	130	148	128	113	114	118							125

Metrobus Ridership (millions of unlinked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	9.6	7.1	11.0	10.8	10.3	10.5	10.4	10.6	10.5	10.6	10.1	9.0	9.9
CY 2011	9.3	9.7	11.5	10.8	10.9	11.1							10.5

Metrorail Ridership (millions of linked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	16.5	13.4	20.3	20.8	18.3	20.3	20.2	18.5	17.8	18.9	16.6	15.7	18.3
CY 2011	16.0	16.0	19.7	19.3	18.4	20.0							18.2

MetroAccess Ridership (100,000s of completed trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Jun.
CY 2010	1.91	1.36	2.32	2.22	2.08	2.15	2.03	2.06	2.03	2.08	1.96	1.95	2.01
CY 2011	1.82	1.90	2.05	1.87	1.82	1.79							1.88

Note: Targets are re-evaluated annually and based on changing operating conditions and performance.

Northern Virginia Transportation Commission

AGENDA ITEM #4

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 27, 2011

SUBJECT: Virginia Vanpool Incentive Program

Frank Spielberg of VHB will present the findings of an extensive consulting study sponsored by NVTC, PRTC and the George Washington Regional Commission with project management assistance from DRPT.

Implementing the project to encourage more vanpooling while collecting and filing data would result in significant earnings of additional federal transit formula assistance.

As explained in the presentation, a few remaining issues must be resolved before the commissions are asked to formally endorse the program and authorize its implementation. Many regional and local staff members have been involved in the development of the proposed program and the most recent briefing for staff is set for November 1st.

The draft presentation is attached (which may be revised slightly based on feedback from staff on November 1st).

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VANPOOL INCENTIVE PROGRAM

Presentation to NVTC

November 3, 2011

Purpose of the Program

- Support existing vanpools in Northern Virginia
- Promote the growth of vanpooling
- Capture additional federal transit funds available to areas with vanpool programs

The Northern Virginia Vanpool Incentive Program will bring together the current private providers of vanpool service and the public sector's ridematching and demand management expertise and marketing to catalyze new growth in the vanpools market.

Federal Program as Now Constituted

- Federal Transit Act 5307 funds distributed to metropolitan areas based on transit revenue miles, passenger miles and other factors
- Vanpools in public program count as “transit”
- Over 50 areas are reporting vanpool data and getting additional funds

Estimated per Vanpool Revenue Generation

From	One-way mileage to Federal Triangle	Estimate of Monthly 5307 Revenue Generated
Fairfax City	19	$447
Dale City	27	$635
Manassas	31	$729
Warrenton	47	$1,105
Purcellville	49	$1,152
Fredericksburg	52	$1,223
Spotsylvania	63	$1,481

Estimated additional Section 5307 funds earned for Northern Virginia

- FY 2013 +3.4M
- FY 2014 +$5.0M
- FY 2015 +$5.5M
- FY 2016 +$6.0M
- FY 2017 +$6.7M

- Federal funds received 2+ years after data reported
- Other funding source required to cover first 2 to 2-1/2 years of operation

Allocation of Incremental 5307 Funds

1. Program operation and management

2. Allocation to WMATA, PRTC and GWRC in proportion to the participating vanpool revenue miles occurring in each area
   - WMATA – Revenue miles within the Transit Zone
   - PRTC – Revenue miles within Prince William County, Manassas, and Manassas Park
   - GWRC – Revenue miles within GWRC jurisdictions
   - System miles – Revenue miles generated by participating vanpools outside of the Transit Zone, greater PW County or the GWRC area; allocated in proportion to the vehicle-miles operated in each participating area.

3. Projected shares based on recent data:
   - WMATA – 50%; PRTC -25%; GWRC – 25%

Use of 5307 Funds

- Program management and operation (but probably not van financial support payments)
- Any transit "capital" expense
  - Vehicle purchase (buses, rail cars)
  - Capital maintenance (vehicles, facilities)
  - Capital construction (e.g. VRE facilities)
- Mobility management
- Some ability to "flex" 5307 to other transportation needs
- 20% local match required; 10% for ADA related items

Program Summary

- Scenario 1A: Federal employee SmartBenefits remain
  - Participating vans receive $200 per month for data collection
  - Non-subsidized participants receive $50/month to help induce others to use vanpools (passenger subsidy)
- Scenario 2A: Federal employee SmartBenefits ended
  - Participating vans receive $200 per month for data collection
  - No passenger subsidy
- Fate of SmartBenefits program should be known this year
- Program maintains vanpool database for prospective passengers
- Program may include other features, for example
  - Coordinated marketing
  - Gasoline or maintenance discounts

Program Administration

- Program to be run as joint project of NVTC, GWRC and PRTC
- Memoranda of agreement to be developed between parties
- Agreement to be reached with WMATA regarding allocation of 5307 increment
  - Preliminary discussions have been held
- PRTC to act as lead agency
  - Costs reimbursed by program
  - PRTC has NTD reporting number and experience with NTD data
  - New project staff to be PRTC employees
  - PRTC to contract for vendor support services (e.g. marketing, software)

Accrued Net 5307 Revenue

(millions of dollars)

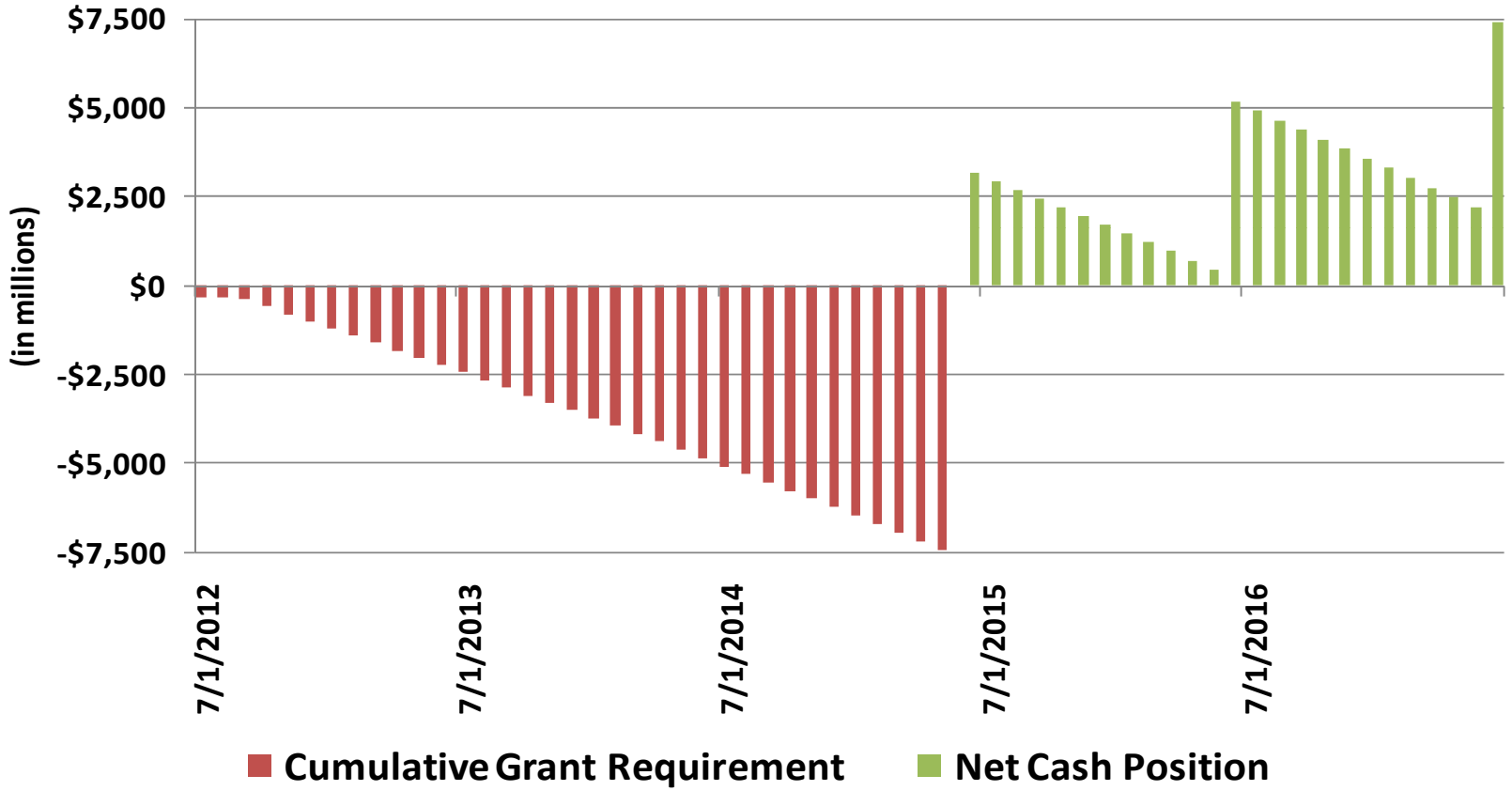
Based on: Federal Smart Benefit Program Continues;
$50 per month to van passengers not receiving SmartBenefit;
50% participation

	FY ’13	FY ’14	FY ’15	FY ’16	FY ’17
Total after program expenses	1.5	2.4	2.7	3.0	3.4
Amount to WMATA	0.8	1.2	1.4	1.6	1.8

FY ‘13 runs from July 2012 to June 2013
Revenue accrued in FY ’13 received about June 2015

Cumulative Cash Flow – Scenario 1A

Federal Employee SmartBenefits Remain
Passenger Subsidy $50/mo to those not receiving subsidy from employer



Total Cash Needed Prior to 5307 Fund Receipt: $7.42 million

Accrued Net 5307 Revenue

(millions of dollars)

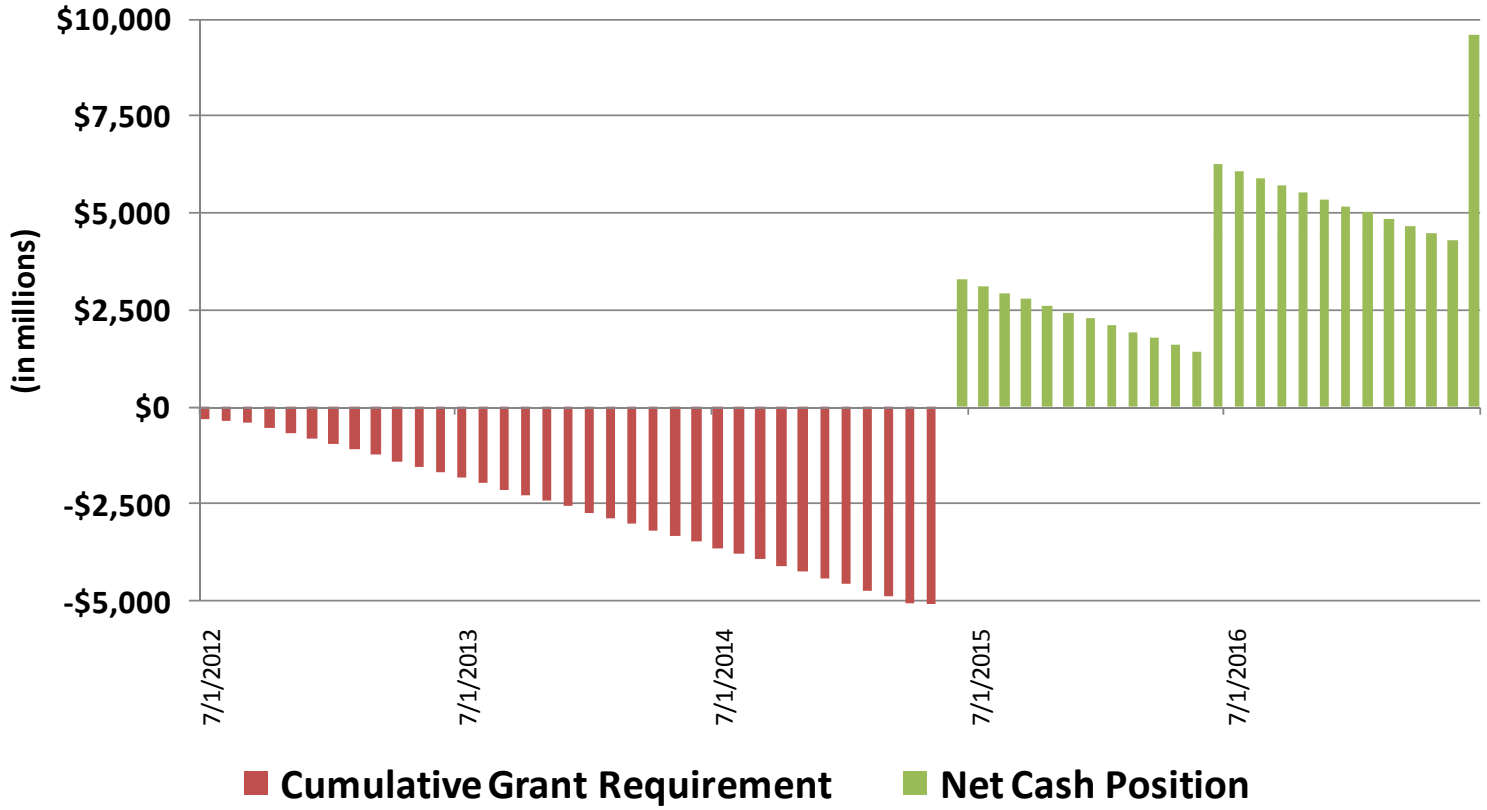
Based on: Federal Smart Benefit Program Ended;
No payment to van passengers
50% participation

	FY ’13	FY ’14	FY ’15	FY ’16	FY ’17
Total after program expenses	2.0	3.2	3.6	4.0	4.5
Amount to WMATA	1.0	1.6	1.8	2.0	2.2

FY ‘13 runs from July 2012 to June 2013
Revenue accrued in FY ’13 received about June 2015

Cumulative Cash Flow – Scenario 2A

Federal Employee SmartBenefits Ended
No Passenger Subsidy



Total Cash Needed Prior to 5307 Fund Receipt: $5.22 million

Uncertainties

- Federal SmartBenefits program
- Reauthorization of Federal Transportation Program

Program Options and SmartBenefits

- Scenario 1A: Federal employee SmartBenefits remain
  - Participating vans receive $200 per month for data collection
  - Non-subsidized participants receive $50/month to help induce others to use vanpools (passenger subsidy)
- Scenario 2A: Federal employee SmartBenefits ended
  - Participating vans receive $200 per month for data collection
  - No passenger subsidy
- Program cannot support passenger subsidy if SmartBenefits program terminates.
- Can continue if SmartBenefit reverts to $130 per month
- **Recommendation**
  - If SmartBenefit not resolved, start program with Scenario 2A.
  - Passenger subsidy can be added later if SmartBenefits retained
  - Difficult to eliminate subsidy once started

Reauthorization of Federal Programs

- Vanpool program is premised on continuation of current federal programs
- Congress is working on reauthorization
- This may or may not be achieved before 2013
- Likelihood that Sec. 5307 program will continue ***but*** there could be changes.

- *Suggestion: Proceed with program development but delay launch until resolution of federal transportation program is known*

Schedule

- Now through March 2012
  - Establish local agreements
  - Acquire start-up funding
  - Monitor Congressional action on transportation funding and SmartBenefits
- April through June 2012
  - Hire staff (program manager; one associate)
  - Select marketing contractor
  - Select firm for technology development
- July to December 2012
  - Implement marketing plan
  - Develop/refine data reporting procedures
  - Obtain/develop vanpool/prospective passenger matching software
  - Sign up vanpools
- January 1, 2013
  - Program in operation

Start up funding required

- Cover program costs until generated 5307 increment is received from FTA
- $300,000 for costs to 9/30/12 to set up program
- Bridge Funding until 5307 increment al funds received (June 2015)
  - Scenario 1A: Federal employee SmartBenefits remain; passenger subsidy
    - $7.4 million
  - Scenario 2A: Federal employee SmartBenefits ended
    - $5.2 million
- Possible sources
  - CMAQ (to set up program)
  - State grant
  - “Loans” from sponsoring agencies with subsequent adjustment derived from incremental 5307 revenues

Outstanding Issues Still Being Worked

1. Source(s) for program funding for period until FTA funds received (Oct. 2012 – June 2015)
2. How to pay for program expenses not eligible for Sec. 5307 funding
3. Local match (20%) for program expenses eligible for Sec. 5307 funds
4. The mechanics of net Sec. 5307 revenue sharing

Northern Virginia Transportation Commission

AGENDA ITEM #5

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 27, 2011

SUBJECT: Legislative Items

During the month of November, NVTC's Legislative Committee should meet to prepare a legislative agenda for 2012.

Members of the committee are currently:

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

Commissioners are asked to proposed legislative items for the consideration of the committee.

In addition to continuing to pursue many of the items from the 2011 NVTC Legislative Agenda, at least three new issues are likely to emerge. First, there may be proposals to amend the WMATA Compact to address remaining governance issues. NVTC's position would seem to be that changes to the composition of the WMATA Board should not diminish the role of NVTC's local governments.

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Second, the Governor's Reform Commission may adopt a proposal to switch administration of the NVTC/PRTC 2.1% motor fuels tax to the Department of Motor Vehicles from the Department of Taxation. Based on discussions with representatives of both departments, this change could save administrative costs and result in more accurate allocations of revenues among jurisdictions. Any such change should provide an adequate transition period of at least a year and continue to provide confidential access to the data by officers of the commissions. Further, financial incentives and/or disincentives could be included to address the need for accurate reporting of jurisdictions of sales, perhaps in the same manner as now exists for encouraging accurate reporting of total sales.

The third possible new issue involves DRPT's SJR 297 study of various allocation related issues and the need for more transit funding. NVTC staff understands that a request may be made for an extension of a few months to permit more detailed analysis of alternatives. Given the serious consequences of changes in the allocation formulas for DRPT's grant recipients, such a request deserves careful attention.

Northern Virginia Transportation Commission

AGENDA ITEM #6

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: October 27, 2011

SUBJECT: NVTC Financial Items for September, 2011

The financial report for September, 2011 is attached for your information.

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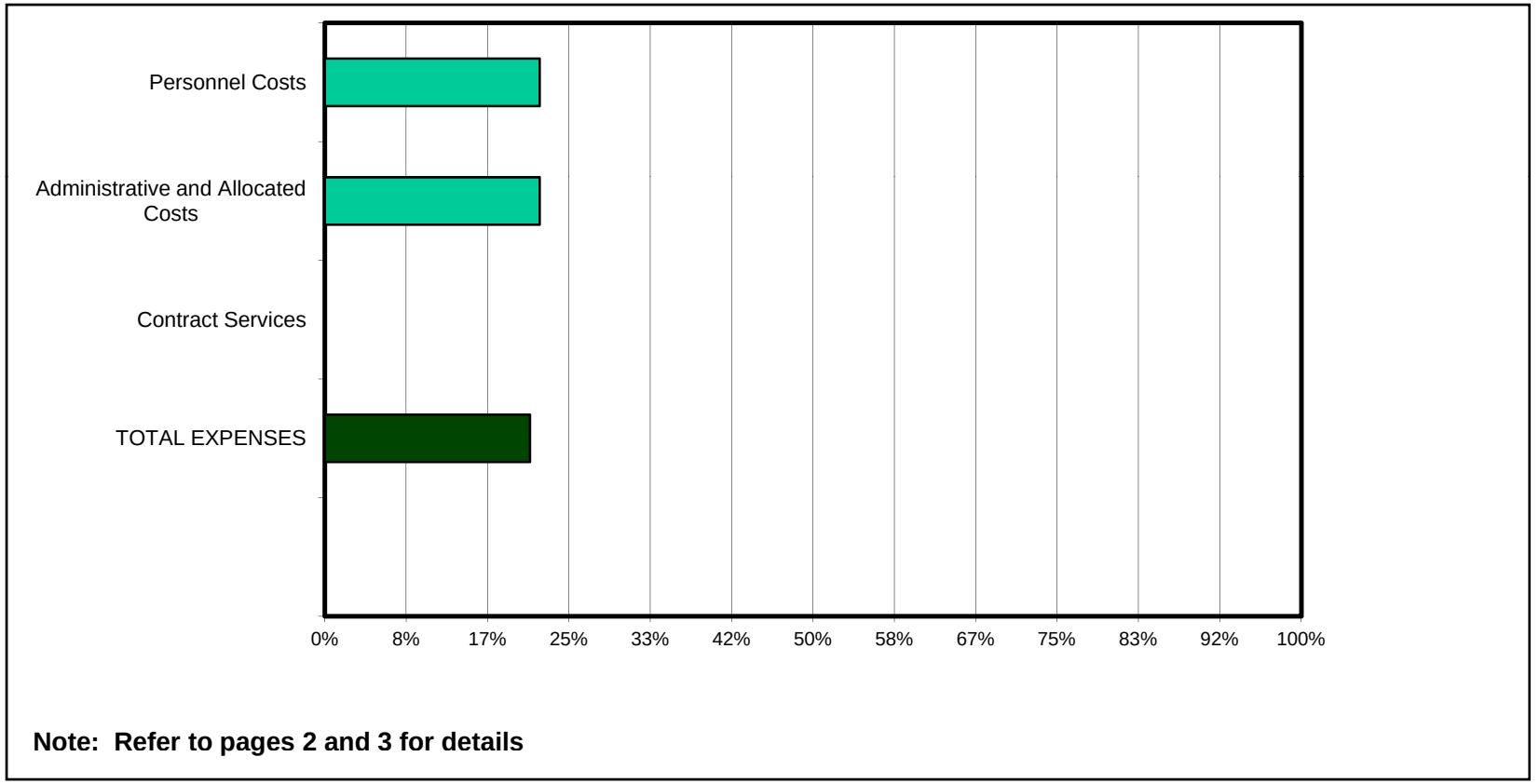
Northern Virginia Transportation Commission

Financial Reports

September, 2011

Percentage of FY 2012 NVTC Administrative Budget Used
September, 2011
(Target 25% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2011

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 44,590.75	$ 147,149.73	$ 693,150.00	$ 546,000.27	78.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	44,590.75	147,149.73	693,150.00	546,000.27	78.8%
Benefits					
Employer's Contributions:					
FICA	3,437.62	12,925.07	48,250.00	35,324.93	73.2%
Group Health Insurance	6,464.53	18,965.53	92,900.00	73,934.47	79.6%
Retirement	5,240.00	15,720.00	68,800.00	53,080.00	77.2%
Workmans & Unemployment Compensation	-	-	3,100.00	3,100.00	100.0%
Life Insurance	301.32	903.96	4,000.00	3,096.04	77.4%
Long Term Disability Insurance	252.81	758.43	3,650.00	2,891.57	79.2%
Total Benefit Costs	15,696.28	49,272.99	220,700.00	171,427.01	77.7%
Administrative Costs					
Commissioners Per Diem	450.00	1,650.00	16,850.00	15,200.00	90.2%
Rents:	*15,356.05*	*44,981.15*	*185,100.00*	*140,118.85*	*75.7%*
Office Rent	14,156.05	42,341.15	172,900.00	130,558.85	75.5%
Parking	1,200.00	2,640.00	12,200.00	9,560.00	78.4%
Insurance:	*420.00*	*1,060.00*	*5,600.00*	*4,540.00*	*81.1%*
Public Official Bonds	100.00	100.00	2,300.00	2,200.00	95.7%
Liability and Property	320.00	960.00	3,300.00	2,340.00	70.9%
Travel:	*96.33*	*96.33*	*5,800.00*	*5,703.67*	*98.3%*
Conference Registration	-	-	-	-	0.0%
Conference Travel	96.33	96.33	1,500.00	1,403.67	93.6%
Local Meetings & Related Expenses	-	-	4,000.00	4,000.00	100.0%
Training & Professional Development	-	-	300.00	300.00	100.0%
Communication:	*1,180.84*	*2,104.60*	*9,900.00*	*7,795.40*	*78.7%*
Postage	765.26	755.27	3,800.00	3,044.73	80.1%
Telecommunication	415.58	1,349.33	6,100.00	4,750.67	77.9%
Publications & Supplies	*466.28*	*1,585.50*	*15,100.00*	*13,514.50*	*89.5%*
Office Supplies	-	48.33	3,100.00	3,051.67	98.4%
Duplication	466.28	1,537.17	11,500.00	9,962.83	86.6%
Public Information	-	-	500.00	500.00	100.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September 2011

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*105.00*	*492.00*	*10,500.00*	*10,008.00*	*95.3%*
Furniture and Equipment	-	-	3,000.00	3,000.00	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	105.00	492.00	6,500.00	6,008.00	92.4%
Other General and Administrative	*507.71*	*1,706.24*	*5,350.00*	*3,643.76*	*68.1%*
Subscriptions	-	-	-	-	0.0%
Memberships	287.43	432.29	1,400.00	967.71	69.1%
Fees and Miscellaneous	220.28	658.95	2,950.00	2,291.05	77.7%
Advertising (Personnel/Procurement)	-	615.00	1,000.00	385.00	38.5%
Total Administrative Costs	18,582.21	53,675.82	254,200.00	200,524.18	78.9%
Contracting Services					
Auditing	-	-	27,360.00	27,360.00	100.0%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	-	-	27,360.00	27,360.00	100.0%
Total Gross G&A Expenses	$ 78,869.24	$ 250,098.54	$ 1,195,410.00	$ 945,311.46	79.1%

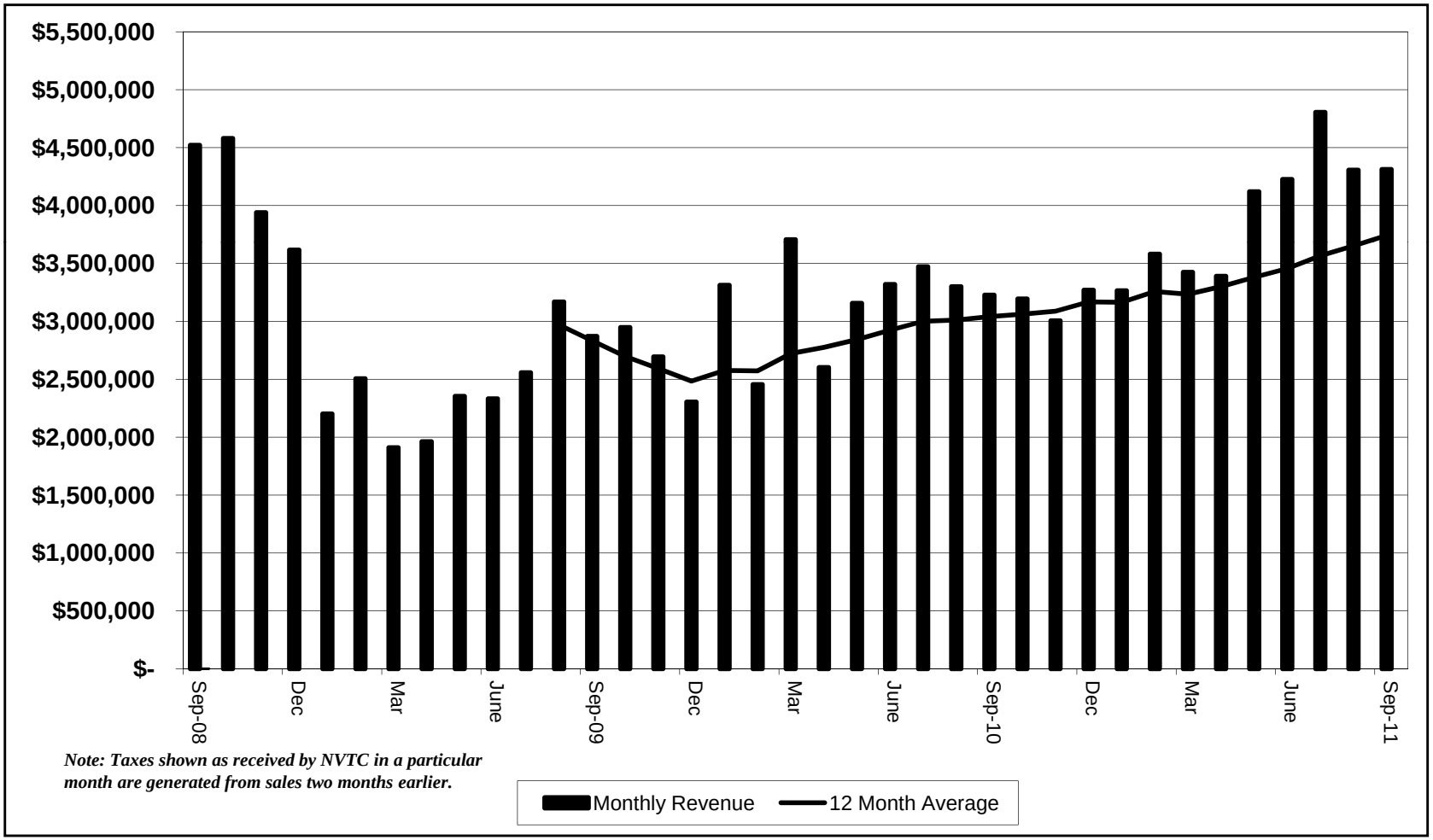
NVTC
RECEIPTS and DISBURSEMENTS
September, 2011

Date	Payer/ Payee	Purpose	Wells Fargo (Checking)	Wells Fargo (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
1	DRPT	NVTA update grant receipt			$ 18,048.00	
12	FTA	Vanpool grant receipt			5,985.00	
15	DRPT	Capital grant receipt				17,621.00
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				4,312,687.06
19	DRPT	Capital grant receipt				5,288,951.00
22	DRPT	Capital grant receipt				996,000.00
26	DRPT	Vanpool grant receipt			4,079.00	
26	VRE	Staff support		12,314.34		
26	Staff	Expense reimbursement		5.05		
27	FTA	Vanpool grant receipt			16,315.00	
28	DRPT	Capital grant receipt				1,498.00
30	DRPT	Capital grant receipt				128,000.00
30	Banks	Investment earnings		1.46	17.32	12,137.60
			-	12,320.85	44,444.32	10,756,894.66
	DISBURSEMENTS					
1-30	Various	G&A expenses	(76,414.57)			
2	Cambridge	Consulting - NVTA update project	(18,047.97)			
26	Stantec	Consulting - bus data project	(16,331.21)			
28	VHB	Consulting - van pool project	(20,394.15)			
30	Banks	Service fees	(32.49)	(25.24)		
			(131,220.39)	(25.24)	-	-
	TRANSFERS					
9	Transfer	Savings to checking	100,000.00	(100,000.00)		
23	Transfer	LGIP to LGIP - bus data project			16,331.21	(16,331.21)
27	Transfer	Savings to checking	50,000.00	(50,000.00)		
28	Transfer	LGIP to checking	70,000.00		(70,000.00)	
			220,000.00	(150,000.00)	(53,668.79)	(16,331.21)
	NET INCREASE (DECREASE) FOR MONTH		$ 88,779.61	$ (137,704.39)	$ (9,224.47)	$ 10,740,563.45

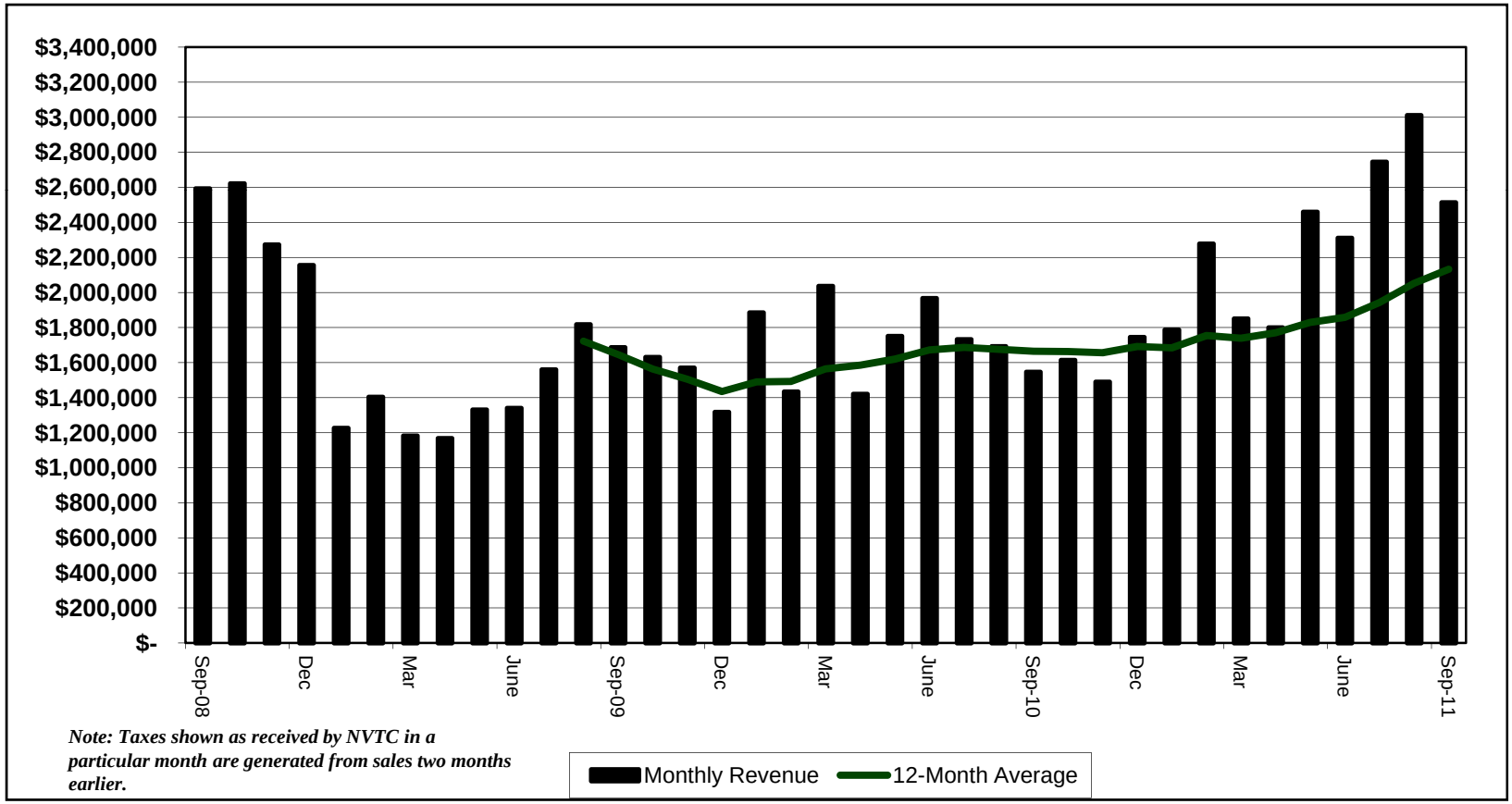
NVTC
INVESTMENT REPORT
September, 2011

Type	Rate	Balance 8/31/2011	Increase (Decrease)	Balance 9/30/2011	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wells Fargo: NVTC Checking	N/A	$ 31,703.49	$ 88,779.61	$ 120,483.10	$ 120,483.10	$ -	$ -
Wells Fargo: NVTC Savings	0.020%	167,020.81	(137,704.39)	29,316.42	29,316.42	-	-
Investments - State Pool							
Bank of America - LGIP	0.139%	101,697,268.77	10,731,338.98	112,428,607.75	121,793.50	95,243,736.93	17,063,077.32
		$ 101,895,993.07	$ 10,772,838.43	$ 112,578,407.27	$ 271,593.02	$ 95,243,736.93	$ 17,063,077.32

NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2009-2012

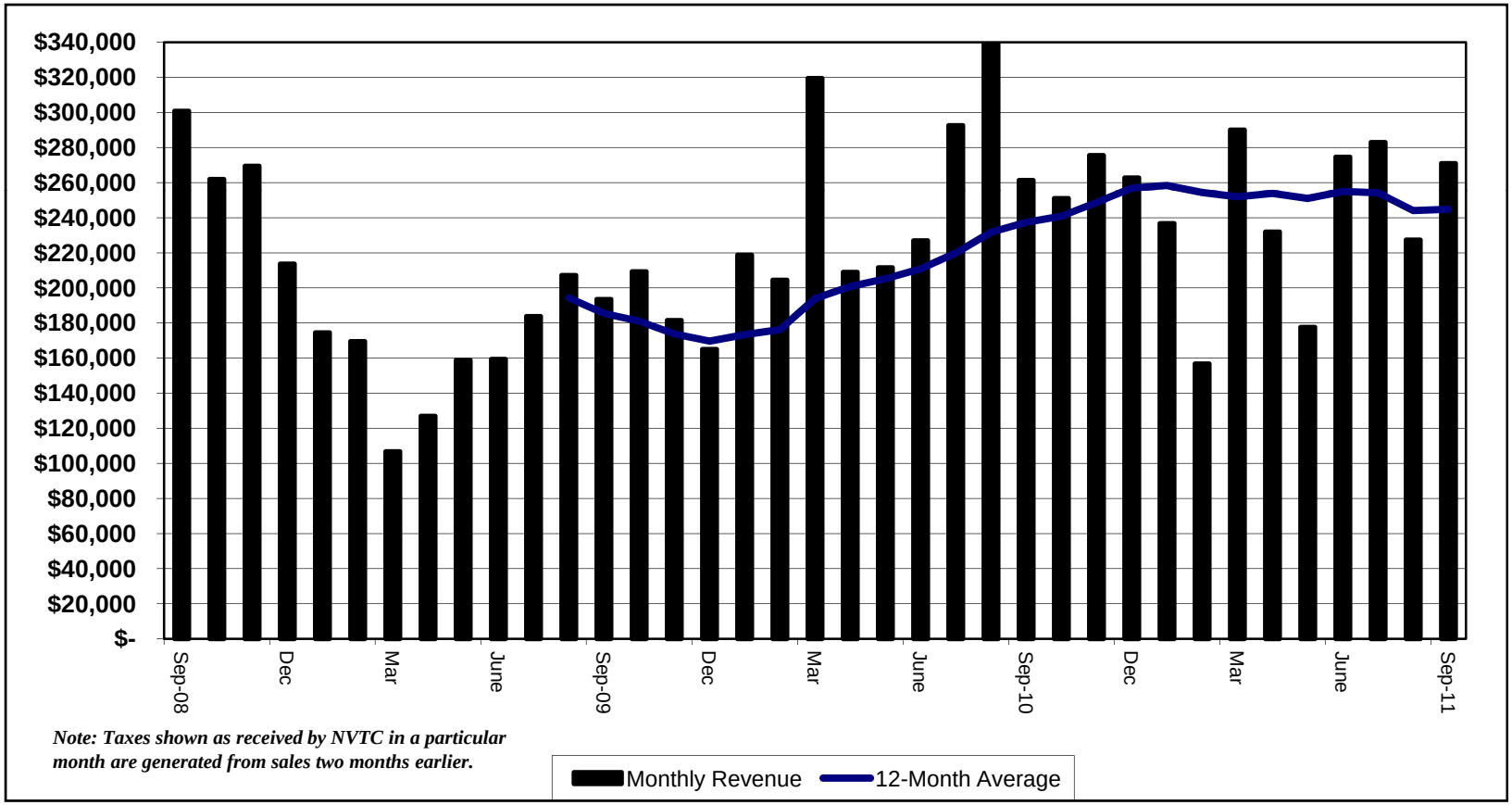


NVTC MONTHLY GAS TAX REVENUE
FAIRFAX COUNTY
FISCAL YEARS 2009-2012



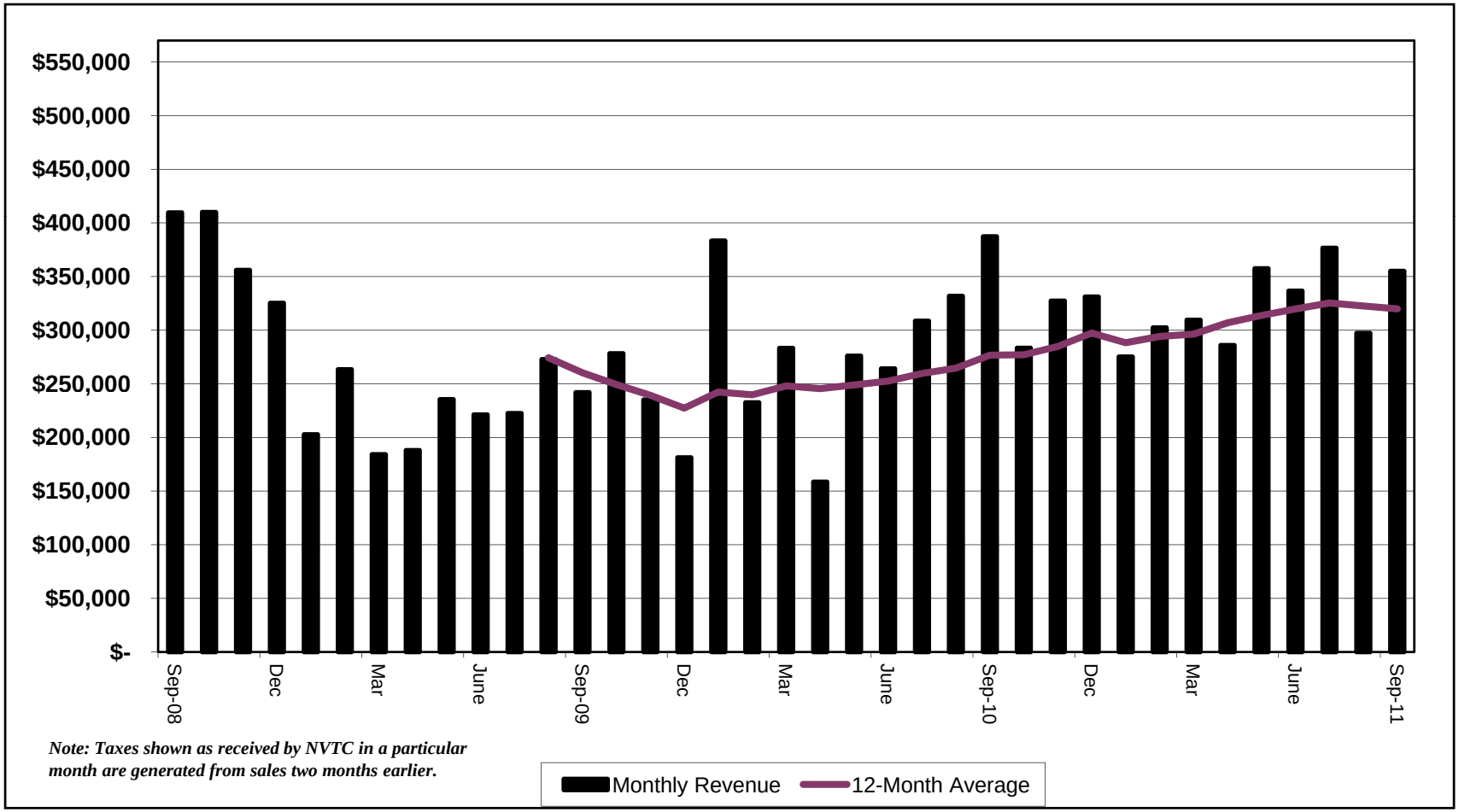
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2009-2012



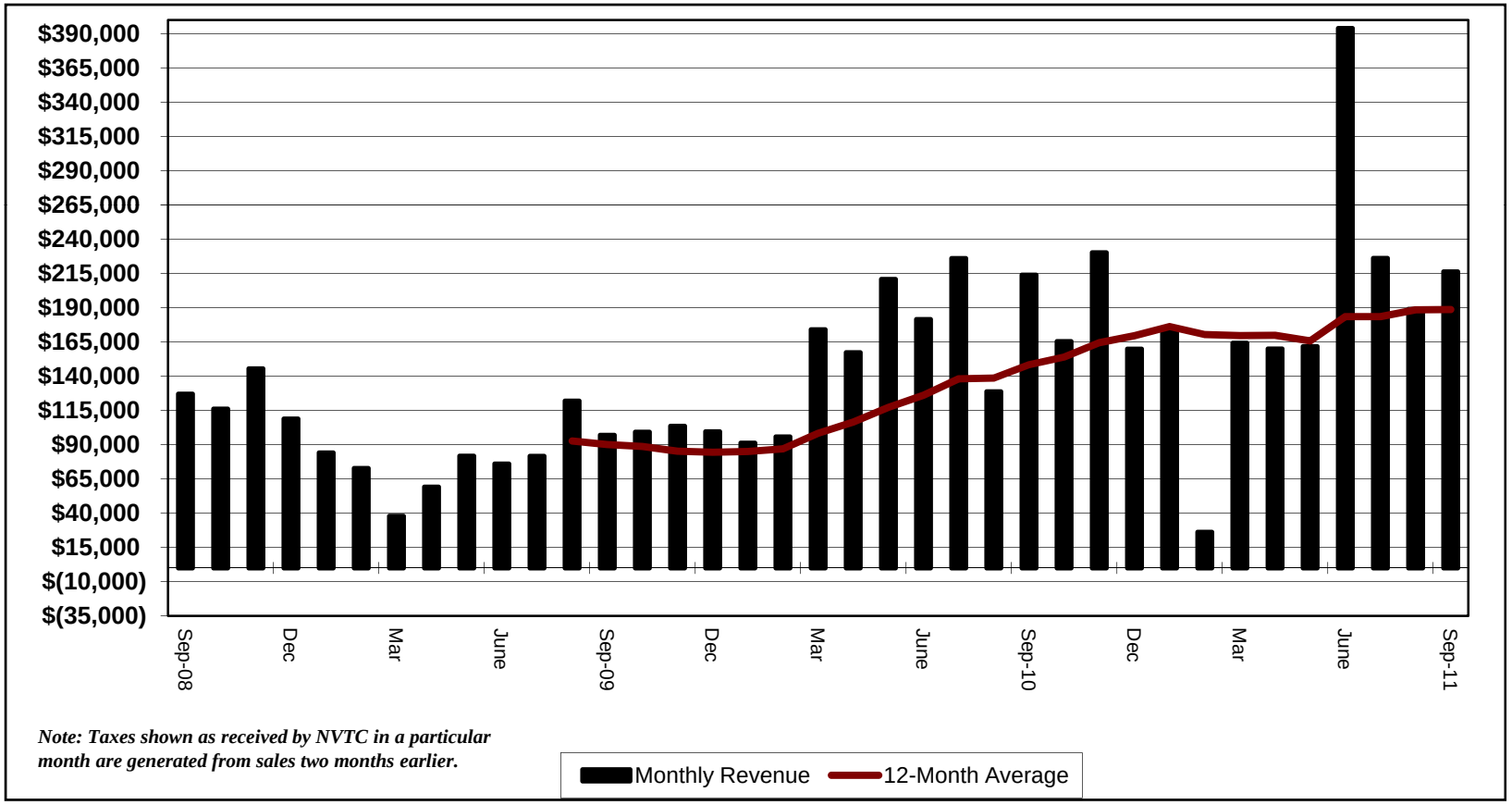
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE
ARLINGTON COUNTY
FISCAL YEARS 2009-2012



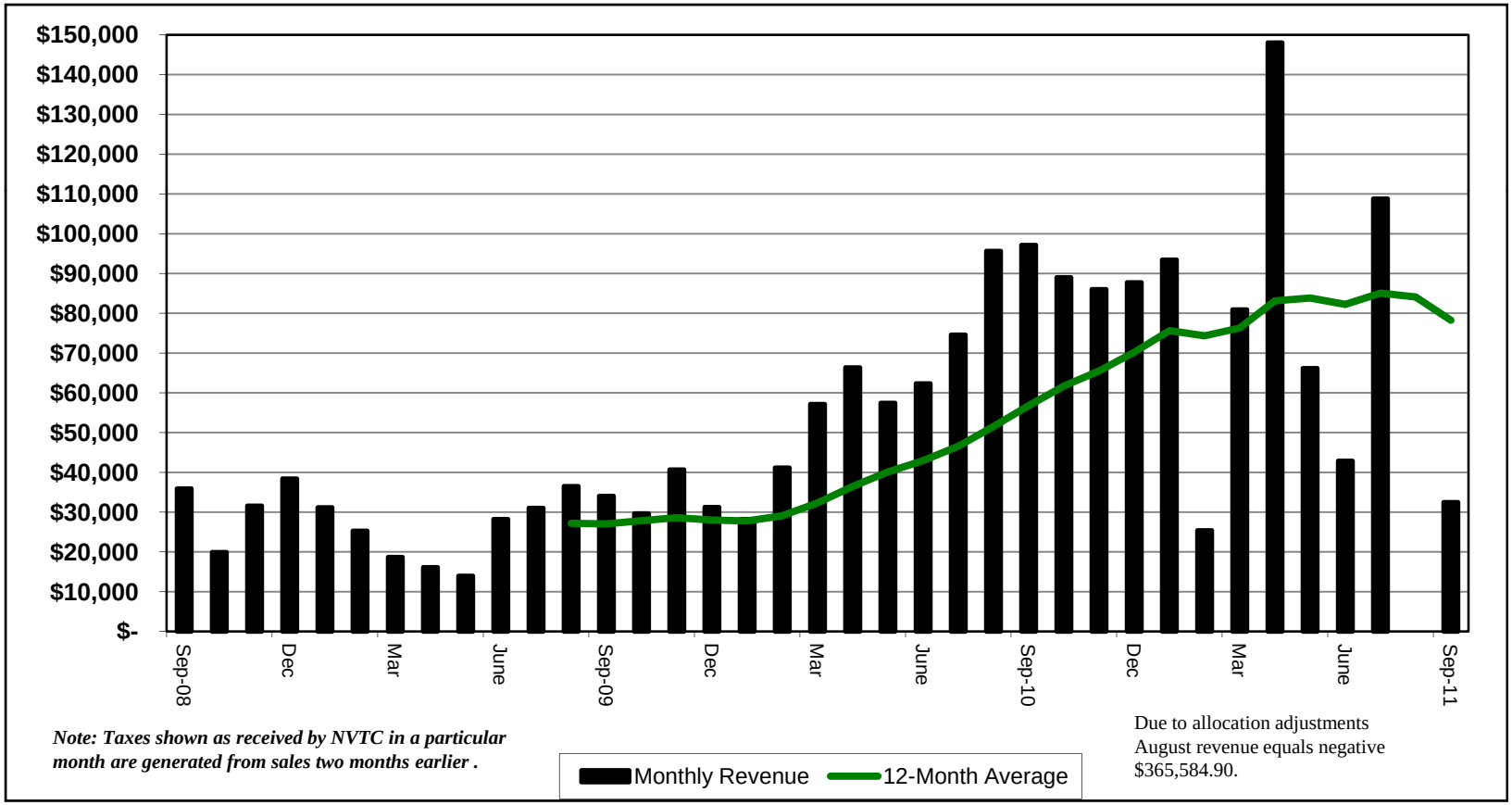
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2009-2012



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

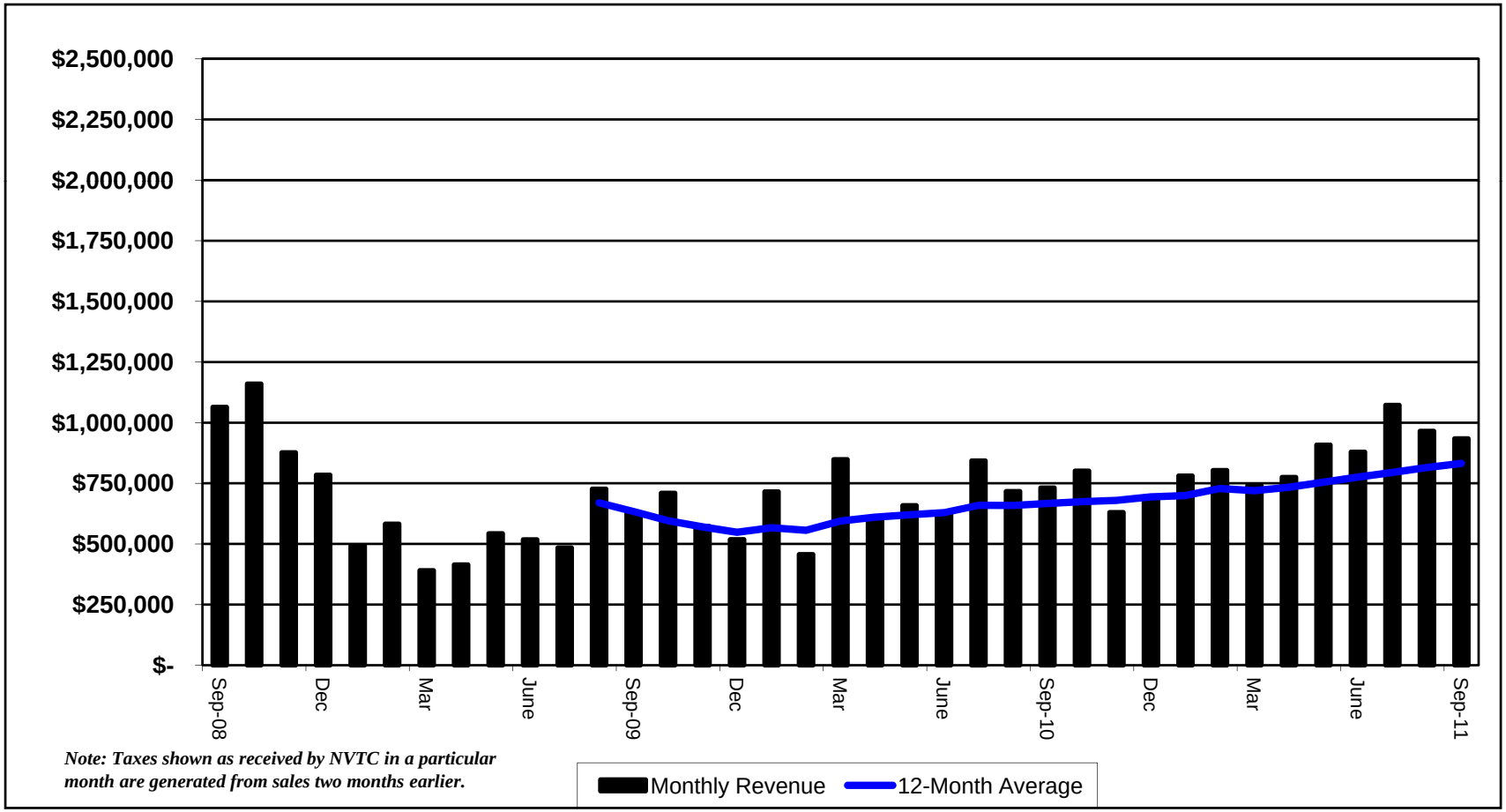
NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2009-2012



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

Due to allocation adjustments August revenue equals negative $365,584.90.

NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2009-2012



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

Northern Virginia Transportation Commission

AGENDA ITEM #7

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: October 27, 2011

SUBJECT: Closed Session

NVTC's Executive Committee is meeting again on October 28, 2011 to develop recommendations regarding the annual performance review of NVTC's Executive Director. That committee's members also have devoted considerable time and energy to considering the process by which the commission conducts these annual reviews.

I. To Convene a Closed Meeting

Make the following motion and take an affirmative recorded vote in an open meeting:

> I move that the Northern Virginia Transportation Commission convene a closed meeting, as authorized by Virginia Code sections 2.2-3711.A. 1, for the purpose of discussing a personnel matter regarding the annual performance review of NVTC's Executive Director.

II. To Reconvene in an Open Meeting

Make the following motion and take a roll call or other recorded vote immediately after the closed meeting, upon reconvening in an open meeting:

> I move that the members of the Northern Virginia Transportation Commission certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Commission.

AWARD WINNER NVTC APTA 1996

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Agenda Item #1
Blue

statements that they are not seeking an alternate seat but the previous language did not match up. Senator Whipple stated that she feels that NVTC and the commonwealth are close to resolving this issue.

Mr. Cook asked if the commonwealth accepts the WMATA Board appointment in January. Chairman Euille stated that the Governor has agreed to this. Mrs. Drake concurred. However, she stated that there is some wording in the resolution with which she is in disagreement. Mr. Cook stated that it is important that NVTC receives its funding and that it is not acting contrary to state law.

Mr. McKay associated himself with the comments made by Mr. Snyder. He has some real concerns for the WMATA Board that need to be resolved over the next few months. He stated that history matters. Over the last year NVTC has had to fight for funding it was entitled to from the commonwealth. First it was a threat of no PRIIA money and now they aren't giving money that is Northern Virginia money needed for transit. However, there is not a penny on the table from the state for the Dulles Rail Phase II Project. He stated that the commonwealth is generating a reputation in the region and it is not a good one. He will support the resolution, but he does not agree with it and the premise behind it is wrong. He believes that the Metro riders will be negatively affected by this. This will be the first time a Northern Virginia WMATA Board member will not have authority to appropriate funds. This brings up a lot of logistical concerns. For WMATA Board members, there has been no communication from the commonwealth on this issue for over a year. He can support the resolution because it gives three months to work out these issues, such as how to balance the budget with one person who does not have authority to appropriate. Mr. McKay suggested that references in the resolution be consistent and to change all references of "voting member" to "principal member."

Mrs. Drake stated that according to a Virginia Senate Finance Committee study Northern Virginia contributes 27 percent of the taxes and gets back 32 percent. She added that Northern Virginia receives 72% of DRPT's operating assistance and 89% of DRPT's capital funds. It is unfair that the state is characterized as never providing funding to the region. The commonwealth contributes $102.5 million and Northern Virginia taxpayers contribute $54.5 million of Northern Virginia's WMATA obligations, which Mrs. Drake stated is shown in NVTC's graph distributed at this meeting.

Deleted: DRPT pays 72 percent of operating costs for transit in Virginia.

Deleted: the

Mr. Fisette moved, with a second by Mrs. Bulova to approve Resolution #2175 as presented.

Mrs. Drake moved to amend the Resolution by striking the Now Therefore Be It Resolved paragraph on page 2. Delegate Rust seconded the motion.

Mrs. Bulova observed that this paragraph references the single WMATA Board seat. Mrs. Drake suggested deleting the wording up to that point. Mr. Fisette noted that there are some strong feelings about how this was done and it was a "hostage situation." He stated that most of the members at this table believe strongly that the funds should be released immediately. It is NVTC's hope that this will happen. Mrs. Drake responded that there needs to be a signed agreement before the funds will be released.

VANPOOL INCENTIVE PROGRAM

Presentation to NVTC

November 3, 2011

Purpose of the Program

- Support existing vanpools in Northern Virginia
- Promote the growth of vanpooling
- Capture additional federal transit funds available to areas with vanpool programs

The Northern Virginia Vanpool Incentive Program will bring together the current private providers of vanpool service and the public sector's ridematching and demand management expertise and marketing to catalyze new growth in the vanpools market.

Federal Program as Now Constituted

- Federal Transit Act 5307 funds distributed to metropolitan areas based on transit revenue miles, passenger miles and other factors
- Vanpools in public program count as “transit”
- Over 50 areas are reporting vanpool data and getting additional funds

Estimated per Vanpool Revenue Generation

From	One-way mileage to Federal Triangle	Estimate of Monthly 5307 Revenue Generated
Fairfax City	19	$447
Dale City	27	$635
Manassas	31	$729
Warrenton	47	$1,105
Purcellville	49	$1,152
Fredericksburg	52	$1,223
Spotsylvania	63	$1,481

Estimated additional Section 5307 funds earned for Northern Virginia

- FY 2013 +3.4M
- FY 2014 +$5.0M
- FY 2015 +$5.5M
- FY 2016 +$6.0M
- FY 2017 +$6.7M

- Federal funds received 2+ years after data reported
- Other funding source required to cover first 2 to 2-1/2 years of operation

Allocation of Incremental 5307 Funds

1. Program operation and management

2. Allocation to WMATA, PRTC and GWRC in proportion to the participating vanpool revenue miles occurring in each area
   - WMATA – Revenue miles within the Transit Zone
   - PRTC – Revenue miles within Prince William County, Manassas, and Manassas Park
   - GWRC – Revenue miles within GWRC jurisdictions
   - System miles – Revenue miles generated by participating vanpools outside of the Transit Zone, greater PW County or the GWRC area; allocated in proportion to the vehicle-miles operated in each participating area.

3. Projected shares based on recent data:
   - WMATA – 50%; PRTC -25%; GWRC – 25%

Use of 5307 Funds

- Program management and operation (but probably not van financial support payments)
- Any transit "capital" expense
  - Vehicle purchase (buses, rail cars)
  - Capital maintenance (vehicles, facilities)
  - Capital construction (e.g. VRE facilities)
- Mobility management
- Some ability to "flex" 5307 to other transportation needs
- 20% local match required; 10% for ADA related items

Program Summary

- Scenario 1A: Federal employee SmartBenefits remain
  - Participating vans receive $200 per month for data collection
  - Non-subsidized participants receive $50/month to help induce others to use vanpools (passenger subsidy)
- Scenario 2A: Federal employee SmartBenefits ended
  - Participating vans receive $200 per month for data collection
  - No passenger subsidy
- Fate of SmartBenefits program should be known this year
- Program maintains vanpool database for prospective passengers
- Program may include other features, for example
  - Coordinated marketing
  - Gasoline or maintenance discounts

Program Administration

- Program to be run as joint project of NVTC, GWRC and PRTC
- Memoranda of agreement to be developed between parties
- Agreement to be reached with WMATA regarding allocation of 5307 increment
  - Preliminary discussions have been held
- PRTC to act as lead agency
  - Costs reimbursed by program
  - PRTC has NTD reporting number and experience with NTD data
  - New project staff to be PRTC employees
  - PRTC to contract for vendor support services (e.g. marketing, software)

Accrued Net 5307 Revenue

(millions of dollars)

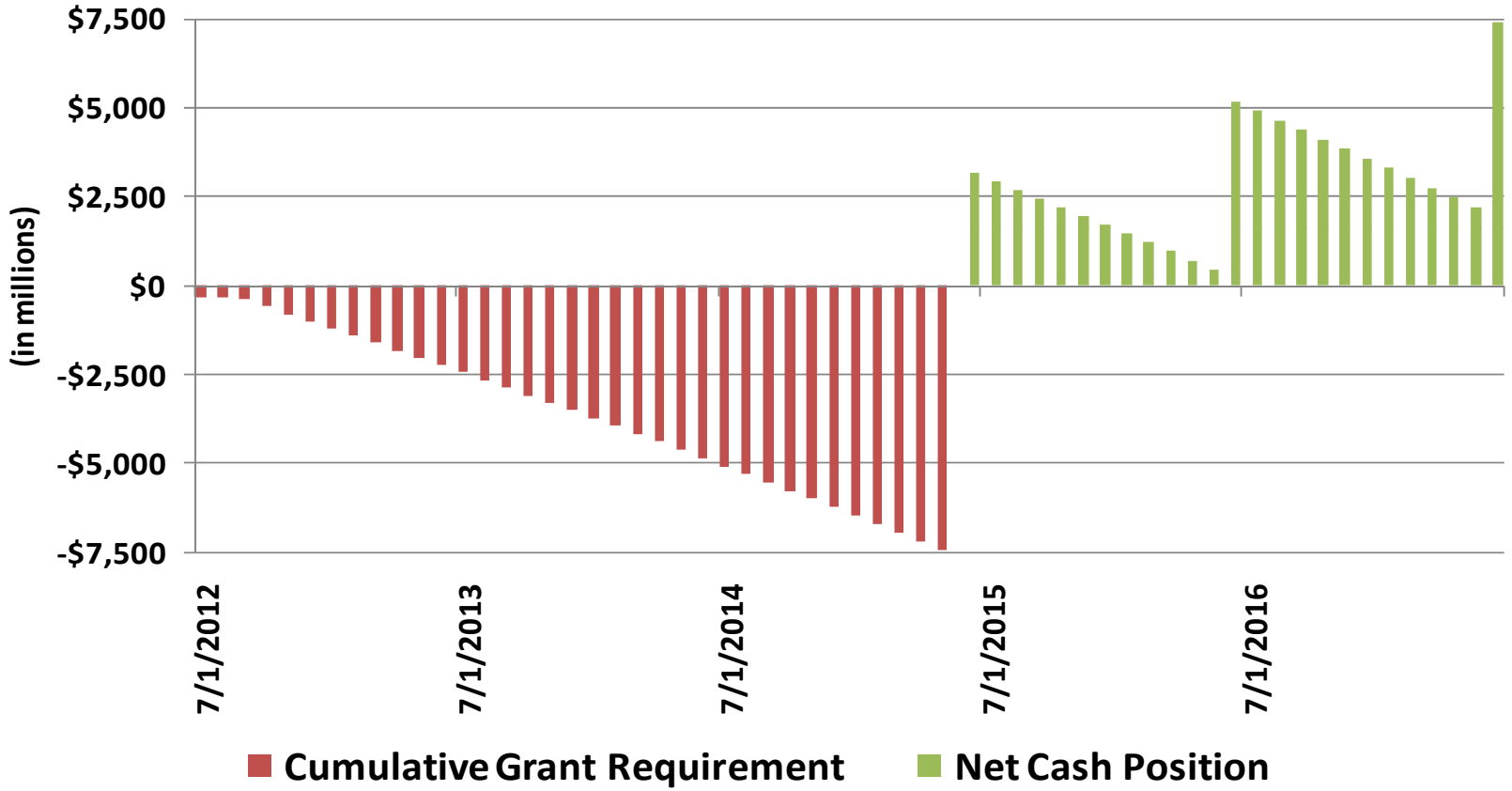
Based on: Federal Smart Benefit Program Continues;
$50 per month to van passengers not receiving SmartBenefit;
50% participation

	FY ’13	FY ’14	FY ’15	FY ’16	FY ’17
Total after program expenses	1.5	2.4	2.7	3.0	3.4
Amount to WMATA	0.8	1.2	1.4	1.6	1.8

FY ‘13 runs from July 2012 to June 2013
Revenue accrued in FY ’13 received about June 2015

Cumulative Cash Flow – Scenario 1A

Federal Employee SmartBenefits Remain
Passenger Subsidy $50/mo to those not receiving subsidy from employer



Total Cash Needed Prior to 5307 Fund Receipt: $7.42 million

Accrued Net 5307 Revenue

(millions of dollars)

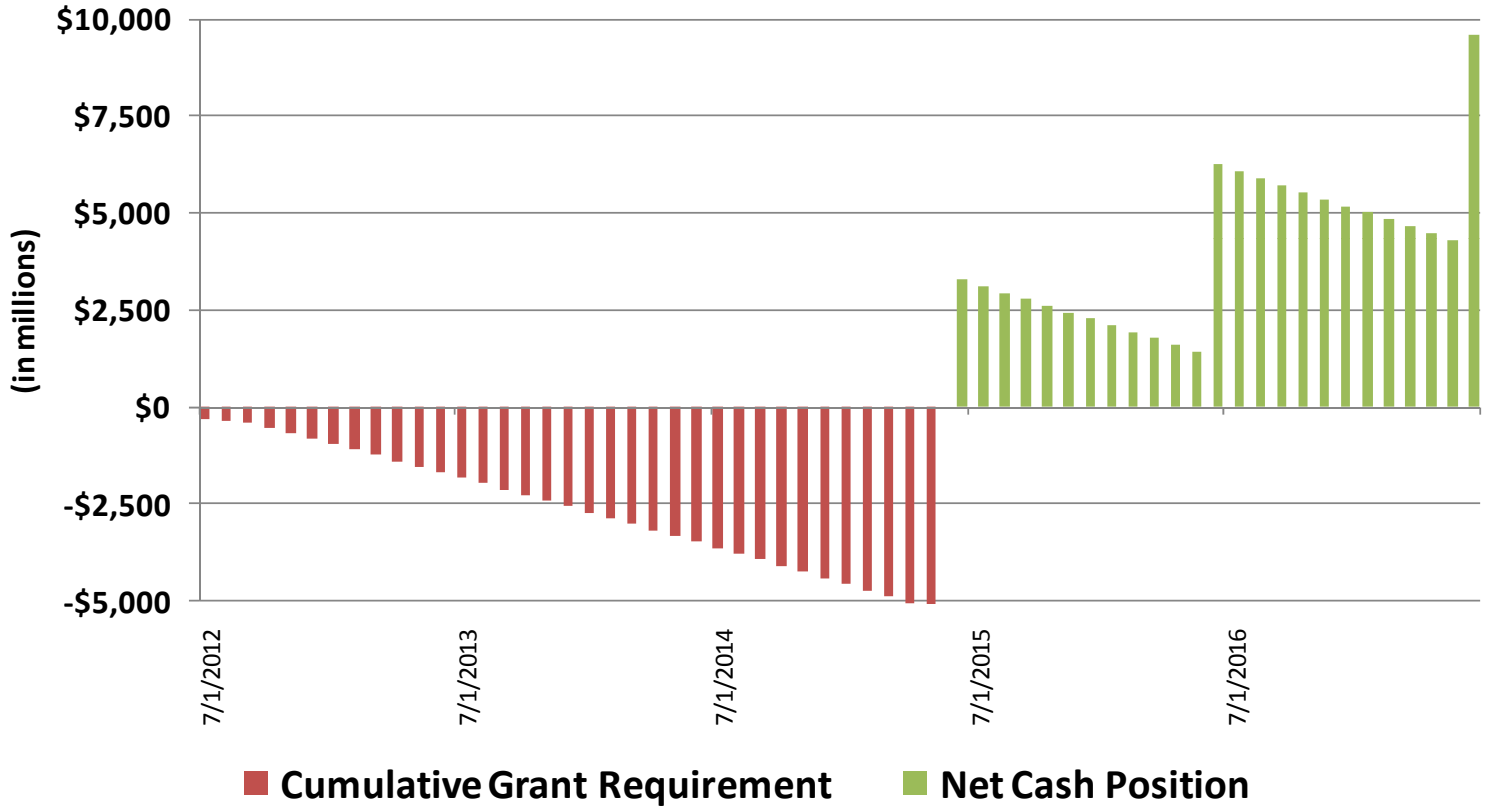
Based on: Federal Smart Benefit Program Ended;
No payment to van passengers
50% participation

	FY ’13	FY ’14	FY ’15	FY ’16	FY ’17
Total after program expenses	2.0	3.2	3.6	4.0	4.5
Amount to WMATA	1.0	1.6	1.8	2.0	2.2

FY ‘13 runs from July 2012 to June 2013
Revenue accrued in FY ’13 received about June 2015

Cumulative Cash Flow – Scenario 2A

Federal Employee SmartBenefits Ended
No Passenger Subsidy



Total Cash Needed Prior to 5307 Fund Receipt: $5.22 million

Uncertainties

- Federal SmartBenefits program
- Reauthorization of Federal Transportation Program

Program Options and SmartBenefits

- Scenario 1A: Federal employee SmartBenefits remain
  - Participating vans receive $200 per month for data collection
  - Non-subsidized participants receive $50/month to help induce others to use vanpools (passenger subsidy)
- Scenario 2A: Federal employee SmartBenefits ended
  - Participating vans receive $200 per month for data collection
  - No passenger subsidy
- Program cannot support passenger subsidy if SmartBenefits program terminates.
- Can continue if SmartBenefit reverts to $130 per month
- **Recommendation**
  - If SmartBenefit not resolved, start program with Scenario 2A.
  - Passenger subsidy can be added later if SmartBenefits retained
  - Difficult to eliminate subsidy once started

Reauthorization of Federal Programs

- Vanpool program is premised on continuation of current federal programs
- Congress is working on reauthorization
- This may or may not be achieved before 2013
- Likelihood that Sec. 5307 program will continue ***but*** there could be changes.

- *Suggestion: Proceed with program development but delay launch until resolution of federal transportation program is known*

Schedule

- Now through March 2012
  - Establish local agreements
  - Acquire start-up funding
  - Monitor Congressional action on transportation funding and SmartBenefits
- April through June 2012
  - Hire staff (program manager; one associate)
  - Select marketing contractor
  - Select firm for technology development
- July to December 2012
  - Implement marketing plan
  - Develop/refine data reporting procedures
  - Obtain/develop vanpool/prospective passenger matching software
  - Sign up vanpools
- January 1, 2013
  - Program in operation

Start up funding required

- Cover program costs until generated 5307 increment is received from FTA
- $300,000 for costs to 9/30/12 to set up program
- Bridge Funding until 5307 increment al funds received (June 2015)
  - Scenario 1A: Federal employee SmartBenefits remain; passenger subsidy
    - $7.4 million
  - Scenario 2A: Federal employee SmartBenefits ended
    - $5.2 million
- Possible sources
  - CMAQ (to set up program)
  - State grant
  - “Loans” from sponsoring agencies with subsequent adjustment derived from incremental 5307 revenues

Outstanding Issues Still Being Worked

1. Source(s) for program funding for period until FTA funds received (Oct. 2012 – June 2015)
2. How to pay for program expenses not eligible for Sec. 5307 funding
3. Local match (20%) for program expenses eligible for Sec. 5307 funds
4. The mechanics of net Sec. 5307 revenue sharing

Proposed WMATA Compact Amendment

The WMATA Compact should be changed to increase the number of voting members on the WMATA Board to 12 from 8 while retaining alternates for each voting member. Thus, Virginia, Maryland, D.C. and the federal government would each have three votes and three alternates.

In Virginia, NVTC would continue to select Virginia's WMATA Board members.

This Compact Amendment would allow Virginia's local governments to be fully represented since they each pay significant portions of WMATA's subsidies (unlike the other three partners in which contributions are controlled by single entities). Increased WMATA Board membership would have the benefit of expanding the expertise and creativity brought to the Board at the committee and full Board levels, while the number voting at the full Board would not be unwieldy.

NVTC's WMATA Board Representation for 2012 and Beyond

Assumptions:

1. The cities of Fairfax and Falls Church have never had representatives on the WMATA Board and each pays less than one percent of WMATA subsidies. Therefore, they should not be considered for Board membership (unless additional seats are provided through Compact amendments).

2. Loudoun County currently pays no WMATA subsidies so should not be considered for current Board membership. When Loudoun County begins to pay for Metrorail service, if Compact amendments create additional seats it could be considered for membership at that time.

3. The commonwealth would retain one voting seat by virtue of the Governor's budget amendment which is assumed to remain in force.

4. Fairfax County pays by far the largest subsidy of NVTC's five WMATA jurisdictions and should continue to have a voting member.

Alternative Configurations

Alternative #1: Fixed

Principals:	Alternates:
Fairfax County	Arlington
Commonwealth	Alexandria

Alternative #2: Rotating

Principals:	Alternates:				
	2012	2013	2014	2015	Etc.
Fairfax County	Arlington	Fairfax Co.	Fairfax Co.	Arlington	Fairfax Co.
Commonwealth	Alexandria	Arlington	Alexandria	Alexandria	Arlington

Considerations:

- In support of Alternative #1, Fairfax County has a permanent voting seat, so it may be considered unfair to exclude Arlington or Alexandria from any representation on the WMATA Board in one year out of every three.

- In support of Alternative #2, Fairfax County currently pays about 54.8% of WMATA subsidies versus 27.8% for Arlington and 15.2% for Alexandria. Accordingly, Fairfax County should have slightly more than half of the four seats over time (56.1%).