

NVTC COMMISSION MEETING

THURSDAY, MARCH 1, 2012
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201
8:00 PM

NOTE: NVTC's Executive Committee meets at 7:00 P.M. and dinner will be available for all commissioners at 7:30 P.M. New automated parking validation procedures will be in effect and are explained in Agenda Item #12 below.

AGENDA

1. Minutes of the NVTC Meeting of February 9, 2012.

Recommended Action: Approval.

- 2. VRE Items.
 - A. Report from the VRE Operations Board and Chief Executive Officer--Information Item.
 - B. Letter to FRA/FTA Regarding a \$75 Million Grant--Action Item.
- 3. Support for Loudoun County for Phase 2 of the Dulles Rail Project.

Loudoun County staff developed with staff of NVTC and its other jurisdictions a set of provisions to assist Loudoun County as it considers participating in Phase 2 of the Dulles Rail Project and begins to receive and pay for Metro service. NVTC's WMATA board members will be requested to assist in negotiations with the full WMATA Board to obtain WMATA's agreement.

Recommended Action: Approve Resolution #2187.



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

4. Disadvantaged Business Enterprise Policy, Program and Goal.

Federal regulations require NVTC to adopt a policy, program and goal for the next three years and to provide regular reports to the Federal Transit Administration on progress in meeting the goal.

<u>Recommended Action</u>: Approve the recommended policy, program and goal by adopting Resolution #2188.

5. NVTC By-Laws Amendments.

Procedures for amending NVTC's By-Laws require consideration of any changes at one meeting with action at a subsequent meeting. The proposed changes would clarify membership and procedures for NVTC's Executive Committee among other changes. An additional change is being proposed beyond those considered at NVTC's January 5, 2012 meeting. Accordingly, the entire package should be discussed at this meeting with action to occur at NVTC's April 5th meeting.

Discussion Item.

6. Legislative Items.

Staff and commissioners will review the status of state and federal items of interest.

<u>Recommended Action</u>: Advise staff of any new recommended actions to advocate NVTC's Legislative Agenda.

7. WMATA Items.

- A. NVTC's WMATA Board Members' Report.
- B. Making the Case for Transit.
- C. Silver Line Phase I Preparation.
- D. Vital Signs Summary Through December, 2011.

Discussion Item.

8. NVTC Communications Plan.

A draft plan will be presented for review and comment. The plan requires the active participation of NVTC's board members throughout the remainder of the year.

Discussion Item.

9. Regional Transportation Items.

- A. Super Nova Study.
- B. Virginia Evacuation Transportation Plan.
- C. VTrans 2035 Update.
- D. I-95/395 Integrated Corridor Management.
- E. Value Capture Opportunities in Northern Virginia.

<u>Information Item</u>.

10. NVTC's Public Outreach.

Each month NVTC staff will provide examples of the commission's public outreach activities.

Information Item.

11. NVTC's 2012 Handbook.

Each year NVTC staff updates the handbook. It is posted in its entirety on NVTC's website. The handbook contains a complete description of NVTC's history, accomplishments, current work program, legislative agenda, board member biographical sketches and other pertinent information. Excerpts are attached.

Information Item.

12. NVTC Financial Items for December, 2011 and January, 2012.

Information Item.

13. NVTC Parking Procedures and Other Administrative Items.

The parking garage under NVTC's building no longer has an attendant. Commissioners parking there should ask NVTC staff for a card to insert at the exit gate along with the entrance ticket. Other nearby parking locations are described. NVTC's conference room in #620 will soon have a wireless internet connection.

Information Item.



AGENDA ITEM #1

MINUTES NVTC/NVTA JOINT MEETING – FEBRUARY 9, 2012 GENERAL ASSEMBLY BUILDING – RICHMOND, VIRGINIA

NVTC Members Present

Sharon Bulova
Barbara Comstock
John Cook
James Dyke
William D. Euille
Jay Fisette
Mark R. Herring
Catherine Hudgins
Mary Hynes
Joe May
Jeffrey McKay
Ken Reid
Paul Smedberg
Lawrence Webb (alternate, Falls Church)
Christopher Zimmerman

NVTC Members Absent

John Foust Jeffrey Greenfield Thomas D. Rust David F. Snyder

NVTA Voting Members Present

Sharon Bulova
Kerry Donley
William D. Euille
Joe May
Martin Nohe
Jonathan Way (alternate, city of Manassas)
Lawrence Webb (alternate, Falls Church)
Christopher Zimmerman

Non-Voting Members Present

Garrett Moore Kevin Page (alternate, DRPT) Mayor Robert Lazaro

NVTA Members Absent

Thelma Drake
Robert F. Lederer
Harry J. "Hal" Parrish, II
Bryan Polk
Thomas D. Rust
David Snyder
Suzanne Volpe



NVTA Business

The meeting of the Northern Virginia Transportation Authority (NVTA) was called to order by NVTA Chairman Nohe at 5:30 P.M.

NVTA conducted its business, including a detailed presentation of pending legislation in the Virginia General Assembly by Noelle Dominguez, and concluded at 5:39 P.M.

NVTC Business

The meeting of the Northern Virginia Transportation Commission was called to order by NVTC Chairman Fisette at 5:39 P.M.

Minutes of the January 20, 2012 NVTC Meeting

Mr. Euille moved, with a second by Mrs. Bulova, to approve the minutes of the January 5, 2012 NVTC meeting. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Herring, Hudgins, Hynes, McKay, Reid, Smedberg, Webb and Zimmerman.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mr. Zehner reported that VRE on-time performance (OTP) for the month of January was 98.3 percent, which is the best on-time performance VRE has had in its entire history. VRE ran 600 trains during the month and only 10 were late by over five minutes at their destination stations. Ridership for January was 19,545 average daily trips and for 10 out of 20 days ridership reached over 20,000. Chairman Fisette observed that these are impressive statistics.

VRE Railcar Procurement. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2185, which would authorize VRE's CEO to award a contract to Sumitomo Corporation of America for \$21.2 million plus a \$1.9 million contingency for the purchase of eight new railcars. VRE has a plan to purchase 15 new railcars to replace 20 old railcars but at present has only enough funding to buy eight. The proposed contract has options to eventually purchase an additional 42 railcars.

On a motion by Mrs. Bulova and a second by Mr. Smedberg, the commission approved Resolution #2185 (copy attached). The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Herring, Hudgins, Hynes, McKay, Reid, Smedberg, Webb and Zimmerman.

Other VRE Business. Mrs. Bulova reported that Mr. Zehner has announced his retirement as of June 30, 2012. The VRE Operations Board will determine at its next meeting the process for searching for and selecting a new CEO.

NVTC's FY 2013 State Transit Assistance Application

Mr. Taube explained that Resolution #2186 would ratify the state transit assistance applications submitted by NVTC staff on February 1, 2012 to DRPT on behalf of NVTC's five WMATA jurisdictions for regional and local bus and Metrorail service and on behalf of VRE. For WMATA and local buses, capital funding requests for FY 2013 are down by \$17 million from FY 2012, but operating assistance requests are up \$20.7 million. For VRE, capital requests are down \$50.6 million and operating assistance requests are up \$0.2 million. Mr. Taube noted that there were some slight changes compared to what was mailed to commissioners.

Mr. Taube stated that NVTC has also applied for up to \$87,500 in matching funding from DRPT for the high-capacity transit study in the Route 7 corridor (Alexandria to Tysons Corner). PRTC is applying for significant start up funding for the Vanpool Incentive Program co-sponsored by NVTC, PRTC and the George Washington Regional Commission.

Mr. Smedberg moved, with a second by Mrs. Bulova, to approve Resolution #2186 (copy attached). The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Herring, Hudgins, Hynes, McKay, Reid, Smedberg, Webb and Zimmerman.

WMATA Items

NVTC's WMATA Board members gave a presentation on WMATA's updated vision, mission and strategic goals. Mrs. Hudgins reported that on-time performance is just below target on Metrorail and above target for Metrobus. Over the past year, WMATA has changed its governance structure, with 11 new board members; implemented an operational plan and a strategic planning process; developed a mission statement and vision statement; and adopted operational and governance goals. WMATA's mission is that Metro leads the region forward by providing for safe, equitable, reliable, cost-effective public transit. The vision is "Our Future Rides on Metro."

Mrs. Hynes reviewed the governance changes, which have focused on modernizing the WMATA Board of Directors; strengthening the governance framework (created By-Laws, revised Code of Ethics, Roles and Responsibilities, streamlined meetings, eliminated chair rotation, etc.); enhancing the oversight role; and strengthening communications to make WMATA more transparent. Mrs. Hynes reviewed the three WMATA Board strategic goals: 1) Improve mobility in the region; 2) Support development of complete communities; and 3) Ensure financial sustainability.

Mr. Euille reported that the WMATA Board determined that immediate priorities are safety, the overall capital infrastructure and customer service. WMATA is committed to changing the culture from top to bottom regarding safety, including such things as rebuilding the Safety Department; fulfilling NTSB recommendations; and implementing fatigue management. As a result, customer and employee injury rates are down. Capital accomplishments include \$1 billion in capital improvements since July 2010, including accelerated track work, 116 new hybrid electric buses, rehabilitation or replacement of 37

escalators and three elevators, and over 10 station platform rehabilitations. The Vital Signs Report has improved accountability and transparency and is a good way to measure and monitor the progress of strategic goals. It is showing that performance is improving.

Mr. Dyke stated that the Metro system carries over one million bus and rail trips each day, which is 40 percent of peak period trips to the core. Without Metro, the region would need 1,000 new lane-miles to maintain current speeds, which is equivalent to two Beltways. In the core, Metro's capacity is already strained and there is no new funding for expansion beyond the Silver Line. Mr. Dyke stated that WMATA endorses and will play a key role in helping to achieve Region Forward's goals and targets.

Mrs. Hudgins stated that WMATA does not have a dedicated funding source for operations. That means the jurisdictions need to come up with these funds and often needs have gone unmet. Annual operating costs are projected to rise at a faster rate than ridership. For the FY 2013 budget, WMATA is looking at an operating budget of \$1.6 billion, which represents a net increase of \$116 million over the FY 2012 budget. \$55 million of the increase provides for improvements in safety, security, reliability and the preparation of the Silver Line. Mrs. Hudgins recommended that NVTC request that the Commonwealth help with one-time funding for the Virginia portion of the needed \$20 million for the Silver Line. Mrs. Bulova asked if this additional funding has been requested during this General Assembly Session. Mrs. Hudgins responded that no legislation has been introduced.

Mr. Zimmerman observed that in the Vital Signs Report the reliability of service dropped during November, 2011, especially on the bus side. Mrs. Hynes stated that it could be partly due to increased construction on D.C. streets. Mrs. Hudgins offered to come back with the answer. Mr. Zimmerman noted that the numbers for the series 2,000, 3,000 and 4,000 Metrorail cars are not included in the report, which is a large portion of the fleet.

Senator Herring left the meeting at 6:00 P.M. and did not return.

Mr. Smedberg asked if all the major repair projects will be completed before the start of the budget. Mrs. Hudgins replied no since there are constant repairs to an older system that did not have the needed maintenance for so many years. However, the repairs are continuing at a rapid pace. Mr. Smedberg also asked about the morale of the WMATA employees. Mrs. Hudgins replied that the morale seems to be positive. The General Manager is very engaged with the employees.

Delegate May arrived at 6:05 P.M. at the same time Delegate Comstock was leaving.

In response to a question from Mr. Reid, Mrs. Hudgins explained that when the Silver Line is extended into Loudoun County, then the county will be part of the funding allocation unless there is a change. Every Virginia jurisdiction's share will go up because there will be a 25 percent increase in the system miles.

Delegate May asked about track maintenance and if there is any sort of automated track geometry or measurements being done on a recurring basis. Mr. Euille replied that

WMATA has a new \$14 million piece of equipment that will measure or sense damage or fatigue to the rails. Mrs. Hudgins offered to send Delegate May a video clip with all the data concerning this equipment.

Mr. Reid asked if there will be any change to the WMATA Compact regarding the costs of arbitration. Mrs. Hudgins stated that the WMATA Board will be working with the General Manager to look for improvements to the contract, which expires in June, 2012. Mr. Euille also noted that pension issues are being reviewed. Mrs. Hynes explained that the Compact requires binding arbitration. To make any changes to the Compact would require all four jurisdictions (Virginia, Maryland, the District of Columbia and the federal government) to pass identical legislation. It is unlikely that the Compact will be opened for arbitration issues.

Mrs. Hudgins stated that she will forward planning data on investment return to NVTC. Mrs. Hynes also stated that she will provide a report titled "Making the Case for Transit: WMATA Regional Benefits of Transit." Chairman Fisette directed staff to post this information on NVTC's website.

Legislative Items

Chairman Fisette recognized five members of the General Assembly who attended this meeting: Delegate Eileen Filler-Corn, Delegate Barbara Comstock, Delegate Joe May, Senator Mark Herring and Senator David Marsden.

Mr. Taube stated that federal legislation has been passed in the House committee that would result in transit no longer having a dedicated funding source. NVTC should monitor this closely.

Mrs. Bulova updated the commission on the proposed NVTC/NVTA consolidation legislation. NVTC opposes it, as well as Fairfax County. There are legal and financial implications to a consolidation. She reported that Delegate Albo introduced an alternate amendment tonight in the General Laws Committee that would direct NVTA to conduct a study of possible consolidation among different agencies, including the Northern Virginia Regional Commission, NVTA and NVTC. NVTA would report back to the General Assembly by December 1, 2012.

<u>Adjournment</u>

On a motion by Mr. Dyke and a second by Mrs. Bulova, the commission unanimously agreed to adjourn. Chairman Fisette adjourned the meeting at 6:30 P.M.

Approved this 1 st day of March, 2012.		
	Jay Fisette Chairman	
Paul C. Smedberg Secretary-Treasurer		



RESOLUTION #2186

SUBJECT: Approval of FY 2013 NVTC and VRE State Administrative/FTM, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal

Transit Administration and other Grant Agencies.

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT), for grants of public transportation assistance for the fiscal year 2013 commencing July 1, 2012 in the amount of \$193.0 million to defray the public transportation cost of NVTC and its members for administration, fuels, tires, lubricants and maintenance parts at a matching ratio of 95%; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to DRPT, for grants of public transportation assistance for FY 2013 for capital expenses in an amount that will not exceed \$92.6 million to defray up to 95 percent of the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.



- BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2012 VRE applications to DRPT and to seek up to \$14.0 million for FTM and administrative costs and up to \$12.4 million for capital; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.
- BE IT FURTHER RESOLVED that NVTC's executive director is authorized to apply for technical assistance funds from DRPT of up to \$87,500 to cover the non-federal costs of completing a high-capacity transit feasibility study in the Route 7 corridor (Alexandria to Tysons Corner).
- BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.
- BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, to furnish to TPB, CTB and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.
- **BE IT FURTHER RESOLVED** that NVTC's executive director is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 9th day of February, 2012.

Jay-Fisette Chairman

Paul C. Smedberg Secretary-Treasurer



AGENDA ITEM #2

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube

DATE: February 23, 2012

SUBJECT: VRE Items

A. Report from the VRE Operations Board and VRE Chief Executive Officer.

Copies of the minutes of the VRE Operations Board meeting of February 17, 2012 are attached for your information. Also attached is the report of VRE's Chief Executive Officer, monthly performance data and a schedule of public hearings to receive comments on VRE's proposed 3% fare increase for FY 2013.

B. Letter to FRA/FTA Regarding a \$75 Million Grant.

At the request of the Virginia Department of Rail and Public Transportation, the commission is asked to authorize NVTC Chairman Fisette to sign and send the attached letter to the administrators of the Federal Railroad Administration and Federal Transit Administration. The letter asks FRA to promptly obligate the \$75 million ARRA grant for construction of 11 miles of third track in the Quantico area. If FRA cannot obligate the grant funds within 60 days, the letter requests that the funds be transferred to FTA so the work can be completed as a transit project benefitting VRE.





CHIEF EXECUTIVE OFFICER'S REPORT

February 2012

MONTHLY DELAY SUMMARY

	October	November	December	January
System wide				
Total delays	11	27	21	10
Average length of delay (mins.)	15	28	15	15
Number over 30 minutes	1	5	1	1
Days with Heat Restrictions/Total days	0/20	0/20	0/21	0/20
On-Time Performance	98.2%	95.4%	96.5%	98.3%
Fredericksburg Line				
Total delays	6	12	10	7
Average length of delay (mins.)	19	14	17	15
Number over 30 minutes	1	1	1	1
On-Time Performance	97.9%	95.6%	96.5%	97.5%
Manassas Line				
Total delays	5	15	11	3
Average length of delay (mins.)	11	41	12	16
Number over 30 minutes	0	4	0	0
On-Time Performance	98.4%	95.2%	96.6%	99.1%

SYSTEM RIDERSHIP

The average daily ridership (ADR) for January was 19,545. We had almost 1,100 more trips per day than January 2011, putting this year's ADR 8.1% higher than last January. The year-to-date ridership seven months into the year is 10.0% higher than last year. There were also ten out of twenty days with ridership over 20,000 in January. The top ten days are below:

1	April 12, 2011	21,496
2	March 23, 2011	21,136
3	December 6, 2011	20,953
4	December 14, 2011	20,853
5	December 1, 2011	20,824
6	April 13, 2011	20,803
7	May 10, 2011	20,803
8	April 6, 2011	20,791
9	October 25, 2011	20,789
10	January 11, 2012	20,777

Ridership trends continue to show very positive numbers. We remain optimistic that federal cuts in the transit benefit, as well as reductions in federal and state funding, won't have a significant impact on VRE ridership.

ON-TIME PERFORMANCE

During the month of January, 600 trains were operated with only 10 delays. In addition, we achieved 15 days with 100% on-time performance (OTP). System wide OTP was 98.33% in January, which is a new system-wide record. The Fredericksburg line saw 97.50% OTP and the Manassas line saw 99.06% OTP (the previous Manassas line record was 98.2% in October).

CBS OUTDOOR NON-FARE REVENUE

VRE is not only increasing in ridership, but also in the generation of non-fare revenue. During calendar year 2011, platform and on-board advertising was \$84,312. The previous year only saw revenue of \$47,547. We are hopeful that this trend is an indicator of an improving economy.

KATO MODEL TRAIN SETS

VRE has partnered with Kato model trains to create an "N" scale model train of our new locomotive and railcars. The sets will be available for sale through local model train stores in March. VRE will also be offering one set, complete with a power pack and track, as a prize during the VRE 20-year anniversary celebration this summer.



GAINESVILLE-HAYMARKET

VRE counsel is reviewing the revised agreement for Gainesville-Haymarket. The award of the consultant contract for environmental review and preliminary engineering is pending the execution of this Addendum. VRE staff met with Prince William County staff to discuss the funding of the project last month.

SUMMONS OVERVIEW

In January, there were 93 cases of fare evasion that were brought before the court. Details are provided below:

Outcome	Occurrences	Fine	Court Costs
Continued	15		
Guilty with reduced fine	0	\$50	\$81
Appealed	0		
Prepaid	16	\$100	\$81
Guilty	9	\$100	\$81
Guilty in absentia	17	\$100	\$116
Guilty	1	\$500	\$81
Dismissed	11	0	0
Dismissed	9	0	\$81
Dismissed due to passenger	0	0	0
Is under 18 years of age			
Waived due to TVM issue	2	0	0
Waived with Proof of Monthly Ticket	13		

WOODBRIDGE KISS AND RIDE

After much anticipation, the Woodbridge VRE kiss and ride opened to the public on Monday, January 30, 2012. The project provides separated car and bus access from the northbound lanes of Route 1, as well as improved pedestrian access. Construction consisted of surface grading and pavement, adding a turning lane on northbound Route 1, curb and gutters, sidewalks, crosswalks, a bus shelter, lighting, and signage. Work has been ongoing for some time due to coordination with the proposed future development of the Route 123/Route 1 interchange.

MONTHLY PERFORMANCE MEASURES – JANUARY 2012

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
January Fredericksburg OTP Average	97.50%
January Manassas OTP Average	99.06%
VRE JANUARY OVERALL OTP AVE.	98.33%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2012 Passenger Totals	2,715,779
VRE FY 2011 Passenger Totals	2,468,728
PERCENTAGE CHANGE	10.0%

RIDERSHIP MONTH TO	MONTH COMPARISON						
DESCRIPTION	MONTHLY RIDERSHIP						
JANUARY 2012	385,786						
JANUARY 2011	356,961						
PERCENTAGE CHANGE	8.1%						
SERVICE DAYS (CURRENT/PRIOR)	20/20						

Monthly Ridership and OTP: January 2012

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Manassas PM T			4,934	4,770	4,920	3,772			4,770	4,998	5,157	4,990	4,378			A STATE OF THE STATE OF	4,921	4,811	5,039	3,793			3,489	5,060	4,901	4,728	4,109			4,240	4,846	92,626	Adjusted total:	# of Service Days:	Manassas Dally Avg. Trips:	Fred'burg Dally Avg. Trips:	Total Avg. Daily Trips:
Manassas AM		· 在 · · · · · · · · · · · · · · · · · ·	5,083	5,077	5,073	4,204			4,550	4,877	4,932	4,898	4,466				4,863	5,292	4,950	4,419			3,357	4,954	4,743	4,706	4,392			4,497	4,912	94,245		# of	Manassas D	Fred'burg D.	Total A
Date	近天	2	ဧ	4	ις	9	4	8	O	9	÷	12	13	14	15	91	17	18	19	20	21	22	23*	24	25	92	27	28	29	30	ङ						

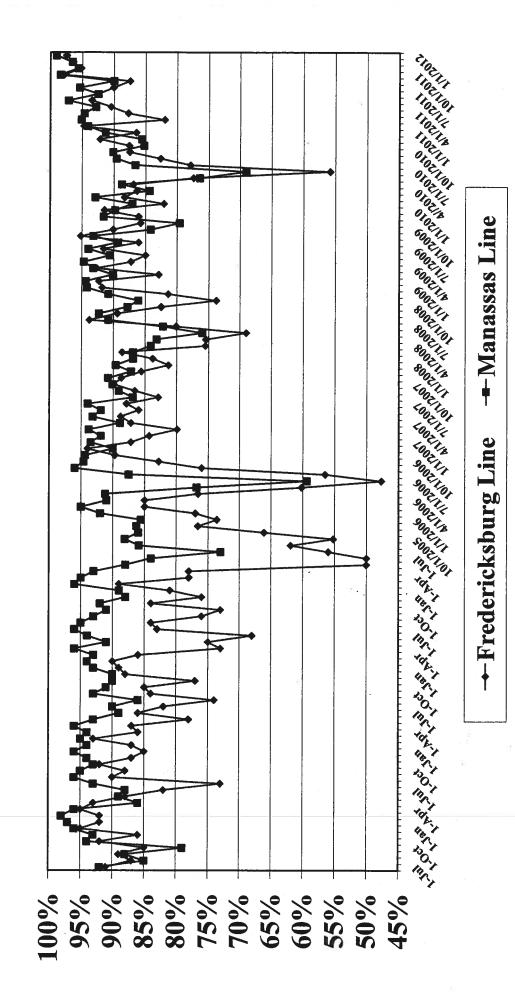
Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days. " designates outlier day when Federal Government opened late

Monthly Ridership Changes: FY 2011 v. FY 2012

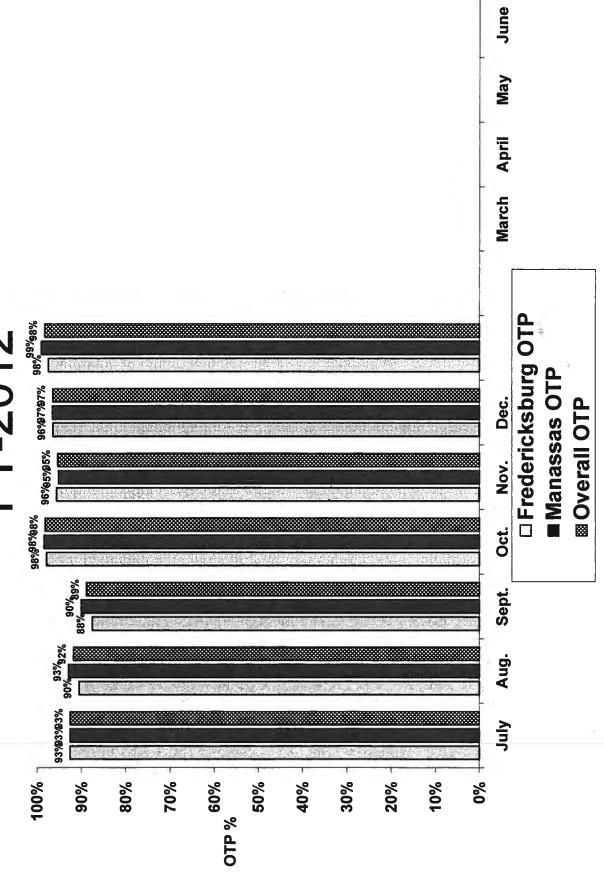
	A	MANASSAS		FREC	FREDERICKSBURG	3		
Guirent Month	Gümülətiye FYZQKII	Ginniletive. FY20F[2	98 darange	Cumulative FY2011	Cumulative FY2012	%change	©urfent Total	% change
July	177,199	174,866	-1.3%	183,554	203,162	10.7%	378,028	4.8%
August	356,554	379,224	6.4%	369,561	430,255	16.4%	809,479	11.5%
September	531,826	561,165	2.5%	560,951	628,888	12.1%	12.1% 1,190,053	8.9%
October	687,461	747,745	8.8%	749,050	833,524	11.3%	11.3% 1,581,269	10.1%
November	842,550	929,938	10.4%	936,793	1,032,918	10.3%	10.3% 1,962,856	10.3%
December	992,422	1,111,082	12.0%	1,119,345	1,218,911	8.9%	8.9% 2,329,993	10.3%
January	1,156,798	1,297,953	12.2%	1,311,930	1,417,826	8.1%	8.1% 2,715,779	10.0%
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.

On-Time Performance July 2001 – January 2012



Average On-Time Performance FY-2012



FINANCIAL STATISTICS FOR JANUARY 2012

A copy of the January 2012 Operating Budget Report is attached.

Fare income for the month of January 2012 was \$973 above the budget – a favorable variance of 0.04%. The cumulative variance for the year is 10.94% or \$2,084,746 above the adopted budget. Revenue in the first seven months of FY 2012 is up 15.0% over FY 2011. This positive variance is the result of higher than budgeted ridership and the discontinuation of WMATS's paper voucher program. Activity related to the WMATA's discontinuation at the end of November, along with the unknown impact of the decrease to the transit benefit in January has made it difficult to project fare revenue for the fiscal year.

A summary of the financial results (unaudited) as of January 2012 follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report. Figures represent the FY12 Amended Budget.

Measures		Goal	Actual
Operating Ratio		55%	66%
Budgeted Revenue	76,496,976		
Budgeted Revenue YTD	48,335,628		
Actual Revenue YTD	50,525,644		
Cumulative Variance	2,190,016		2,190,016
Percent Collected YTD		63.19%	66.05%
Budgeted Expenses	76,496,976	3	
Budgeted Expenses YTD	43,121,498	VIII	a =:
Operating Expenses YTD	42,687,115		
Cumulative Variance	434,383		434,383
Percent Expended YTD	·	56.37%	55.80%
Net Income (Loss) from Operations			2,624,399

These figures are preliminary and unaudited.

VIRGINIA RAILWAY EXPRESS FY 2012 Operating Budget Report January 31, 2012

		CURR. MO. ACTUAL	CURR. MO. Budget	YTD ACTUAL	YTD BUDGET	YTD VARIANCE	ж Ж	TOTAL FY12 BUDGET
OPERATING REVENUE	10							
Passenger Ticket Revenue Equipment Rental and Other	, ,	2,630,455	2,629,482	21,148,491	19,063,745	2,084,746	10.9%	33,000,000
Subtotal Operating Revenue	ne	2,648,8/1	2,639,522	21,269,563	19,136,534	2,133,029	71.1%	33,126,000
Jurisdictional Subsidy (1) Federal/State/Other Jurisdictional Subsidy Appropriation from Reserve Interest Income	stional Subsidy	2,336,151	2,394,767 - 4,861	14,568,197	14,079,017 14,484,838 - 35,239	83,359 - (26,372)	0.6% 0.0% -74.8%	28,387,823 243,136 61,000
Total Operating Revenue OPERATING EXPENSES	•	13,085,460	11,874,687	50,525,644	48,335,628	2,190,016	4.5%	76,496,976
Departmental Operating Expenses Debt Service Insurance	penses	4,623,979 581,672 -	4,812,415 581,862 -	32,051,163 6,953,732 3,619,260 62,960	32,547,362 6,954,875 3,619,260	496,199 1,143 -	1.5% 0.0% 0.0%	56,986,821 13,738,803 4,100,000
Total Operating Expenses		5,222,524	5,394,276	42,687,115	43,121,498	434,383	1.0%	76,496,976
NET INCOME (LOSS) FROM OPERATIONS	M OPERATIONS	7,862,936	6,480,411	7,838,529	5,214,131	2,624,399		

CALCULATED OPERATING RATIO

%99

(1) Total jurisdictional subsidy is \$15,943,917. Portion shown is attributed to Operating Fund only.

2/15/12 R:\Finance and Accounting\Accounting FY 2012\Financial Reports\07 - Jan 12\[Board Revenue and Expense Report Jan 12.xis]\[BoardReport

Public Hearing Times and Locations

DATE	LOCATION	TIME
March 13, 2012 Tuesday	Rappahannock Regional Library (Dale) Theatre Room 1201 Caroline Street Fredericksburg, VA 22401	7:00 P.M.
March 14, 2012 Wednesday	Holiday Inn [L 'Enfant] (Jen) Discovery 1 Ballroom 550 C. Street S.W. Washington, DC 20024	12:00 P.M.
March 15, 2012 Thursday	P.R.T.C. (Jen) Board Room, 2 nd Floor 14700 Potomac Mills Road Woodbridge, VA 22192	7:00 P.M.
March 22, 2012 Thursday	Manassas City Hall (Dale) City Council Chamber Room 9027 Center Street Manassas, VA 22110	7:00 P.M.
March 27, 2012 Tuesday	Crystal City Marriott (Jen) 1999 Jefferson Davis Highway Arlington, VA 22202	12:00 P.M.
March 28, 2012 Wednesday	Burke Centre Conservancy (Dale) "The Commons" Community Center 5701 Roberts Parkway Burke, VA 22015	7:00 P.M.
March 29, 2012 Thursday	Stafford County Government Center (Dale) Board Chambers 1300 Courthouse Road Stafford, VA 22554	7:00 P.M.



VIRGINIA RAILWAY EXPRESS

BOARD MEMBERS

WALLY COVINGTON CHAIRMAN

PAUL SMEDBERG VICE-CHAIRMAN

> JOHN COOK TREASURER

SUSAN STIMPSON SECRETARY

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

ALTERNATES

MARC AVENI
HARRY CRISP
BRAD ELLIS
JAY FISETTE
FRANK JONES
MICHAEL MAY
JEFF McKAY
MARTIN NOHE
KEVIN PAGE
BENJAMIN PITTS
BOB THOMAS

DALE ZEHNER CHIEF EXECUTIVE OFFICER

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

MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA FEBRUARY 17. 2012

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

MEMBERS ABSENT	JURISDICTION
Thelma Drake	DRPT

ALTERNATES PRESENT	JURISDICTION
Kevin Page	DRPT

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fisette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Michael C. May (PRTC)	Prince William County
Jeff McKay (NVTC)	Fairfax County
Martin E. Nohe (PRTC)	Prince William County
Benjamin T. Pitts (PRTC)	Spotsylvania County
Bob Thomas (PRTC)	Stafford County

STAFF AND GENERAL PUBLIC Gregg Baxter - Keolis Steve MacIsaac - VRE counsel Donna Boxer - VRE Jennifer Mouchantaf - VRE Rich Dalton - VRE Sirel Mouchantaf - VRE Patrick Durany - Prince William County Dick Peacock - citizen Anna Gotthardt - VRE Lynn Rivers - Arlington County Bill Replogle - Sparky's Garage Al Harf - PRTC staff Chris Henry - VRE Mark Roeber - VRE Christine Hoeffner - VRE Mike Schaller – citizen Bob Kehoe – eBrains Scott Shenk - Free Lance-Star Ann King - VRE Alex Sugatan - VRE Mike Lake - Fairfax County DOT Rick Taube - NVTC staff Mary Lewis - eBrains Amanda Vitko - VRE Betsy Massie - PRTC staff Dale Zehner - VRE Bob Leibbrandt - Prince William County

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

Chairman Covington called the meeting to order at 9:30 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Chairman Covington explained that a Closed Session is needed to discuss a personnel matter and to consult with legal counsel concerning an Equal Employment Opportunity Commission (EEOC) charge.

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

Approval of the Minutes of the January 20, 2012 Operations Board Meeting – 4

Ms. Bulova moved approval of the minutes. Mr. Milde seconded the motion. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg and Way. Ms. Stimpson abstained.

<u>Chairman's Comments – 5</u>

Chairman Covington reported that VRE had another great month for on-time performance and ridership. For the month of January, Fredericksburg had an average daily ridership of 10,070 trips, with the Manassas line at 9,475, for a total of 19,545. Ten out of 20 days in January exceeded 20,000 daily trips. VRE also reached a new system and Manassas line record with system on-time performance of 98.3 percent and Manassas line performance of 99.1 percent (the Fredericksburg line was at 97.5 percent). Chairman Covington observed that these are incredible statistics.

On behalf of VRE, Chairman Covington thanked those Board Members who went to Richmond for the General Assembly Day to advocate funding for VRE. Currently, legislation has been sponsored by Delegate May and Senator Colgan to include an earmark of \$20 million for VRE railcars. VRE will continue to monitor this legislation.

<u>Chief Executive Officer's Report – 6</u>

Mr. Zehner reported that on-time performance for the month of February (through the 15th) is at 96 percent (97 percent on the Fredericksburg line and 94 percent on the Manassas line). The delays have been mostly due to signal problems on the Norfolk Southern line and service delays, including interruptions caused by a presidential motorcade. However, there were no delays due to mechanical issues. Mr. Zehner also announced that Chris Henry has been promoted to Director of Rail Operations to replace April Maguigad, who left VRE last month to accept a position at CalTrains.

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

Mr. Zehner stated that VRE will submit a TIGER IV grant application due on March 19, 2012, for the purchase of seven additional railcars. VRE staff believes the project meets the grant requirements and is soliciting support from Senator Warner and Congressmen Connolly and Moran, as well as Secretary of Transportation Connaughton. In response to a question from Mr. Milde, Mr. Zehner explained that TIGER stands for Transportation Infrastructure Generating Economic Recovery.

In response to a question from Mr. Skinner, Mr. Zehner explained that VRE has partnered with Kato model trains to create an "N" scale model train of VRE's new locomotive and railcars. The sets will be available for sale through local model train stores in March. VRE will also be offering one set, complete with a power pack and track, as a prize during the VRE 20-year anniversary celebration this summer.

Operations Board Member's Time – 7

Mr. Page stated that the Arkendale Powell's Creek project is slated for development as a rail enhancement grant. DRPT wrote to FRA Administrator Zabo encouraging the advancement of the project within 60 days and asked that funds be flexed over to the FTA for the third track project at Cherry Hill. DRPT is asking the VRE Operations Board to send a letter to both the FRA and FTA administrations in support of this project. There were no objections.

Mr Page explained that DRPT is also trying to move forward on the third track for Fredericksburg/Spotsylvania so that the Spotsylvania station can be built. There have been discussions with CSXT and they have agreed to develop a Letter of Commitment that will provide matching funds from CSXT to help fully fund additional switches and crossovers in the 2.6 miles of the third track. Once completed it would raise the speed limit from 45 to 70 m.p.h.

In response to a question from Ms. Stimpson, Mr. Page stated that the third rail project is moving ahead with locating funds and getting CSXT as a partner to develop the project. However, it is not yet developed as a rail enhancement project. Ms. Stimpson asked what is the hold up? Mr. Page responded that the chevron crossovers plus some other switches need to be completed. Mr. Page stated that he has had discussions with VRE staff and they are agreeable to adding this project into the six-year program cycle. Ms. Stimpson asked if DRPT would approve the project if concrete ties are not used. Mr. Page explained that CSX standards require concrete ties at switches and crossovers. CSXT has agreed that the rest can be built with timber ties. Although DRPT would prefer it to be done entirely in concrete ties, there is a funding issue and an additional revenue source is unlikely. It would be a 5-10 percent increase in cost to do this. Mr. Mouchantaf stated that it could be as high as 15 percent depending on costs. Fifteen percent of a \$20 million project would be \$3 million.

[Mr. Zimmerman arrived at 9:45 A.M.]

In response to a question from Mr. Milde, Mr. Page explained that concrete ties are needed for high speed rail (up to 90 m.p.h.). Mr. Zehner stated that it would be unlikely for VRE to operate trains at 90 m.p.h. since it is a commuter rail system that makes frequent stops and its equipment is not designed to go that fast. Therefore, concrete ties do not benefit VRE. However, they are needed for high-speed rail.

Mr. Skinner stated that August 2013 is the goal to have the Spotsylvania County station completed. He is confident that the county will meet this deadline. Spotsylvania County has all of its funding in place. He would like to see an update on this station project in future CEO reports each month.

Mr. Howe stated that while a substantial amount has been spent to rehabilitate the Fredericksburg station, there is still a lot of work that needs to be done. Within 10 years the station will need to be updated so it is important to keep this project funded. VRE should include it as a tab in the budget.

Mr. MacIsaac stated that VRE is trying to craft an agreement, which is unprecedented, in which VRE will serve as the grantee and will funnel its federal funds to the railroads, which in turn the railroads will be required to meet all the federal grant requirements. He explained that VRE would be responsible for all federal funds, while CSXT would be responsible for the contracting and could subcontract out some of the work such as environmental and engineering work. VRE will have to serve a greater oversight role. Mr. Harf asked if the Quantico Bridge project set the precedent for railroads to abide by federal regulations and conditions. Mr. MacIsaac stated that it was a force account, which is different.

VRE Riders' and Public Comment – 8

Mr. Peacock stated that he is hopeful that CSXT will treat VRE right. VRE has put additional signage about validation on TVM machines, which is being proactive and hopefully will result in fewer summons. At Union Station, it can be confusing for new riders to locate the TVM machines and he suggested putting up additional location signs.

<u>Authorization to Issue a Request for Proposals for Disaster Management Services and Facility Needs – 9A</u>

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to issue a RFP for disaster management services. Resolution #9A-02-2012 would accomplish this. He explained that VRE currently contracts these services with a disaster management services contractor to provide victim support in the event of a train related disaster. NTSB, along with the railroad industry, recommends that each rail system have plans to mobilize victim support services following a rail disaster. For many years, this service was provided through VRE's contract with Amtrak for train operations. When the procurement for a new service provider was developed, VRE opted to remove this element of the contract so that the management of passenger

support in the event of an emergency would be overseen by VRE. The current contract will expire in June 2012.

Mr. Zehner stated that the RFP is structured as a one-year contract with two one-year options. Payment terms will include a fixed retainer fee to ensure availability of resources, plus a variable cost option that will be incurred based on the magnitude of the disaster. VRE staff will return to the Operations Board following the procurement process with a recommendation for award.

Mr. Jenkins moved, with a second by Ms. Bulova, to approve Resolution #9A-02-2012.

Mr. Way asked if this kind of service is transferable between successive enterprises or is there a natural economic bias toward the previous firm. Mr. Zehner replied that there is no transfer because VRE has not needed to use the services of the previous firm. The firm has only been on retainer.

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

Authorization to Conduct Public Hearings Related to a Proposed Fare Increase – 9B

Mr. Zehner stated that the VRE Operations Board is being asked to approve Resolution #9B-02-2012, which would authorize him to solicit comment through public hearings during March and April in Washington, DC, Crystal City, Burke, Woodbridge, Manassas, Stafford and Fredericksburg related to a proposed three percent fare increase and subsequent amendments to VRE's Tariff. He stated that staff will report back to the Board in May with a summary of comments and a recommendation for action.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #9B-02-2012.

Ms. Bulova stated that she assumes VRE will reach out electronically to riders. Mr. Zehner stated that VRE tends to get more comments electronically compared to the public hearings. Mr. Howe asked staff to provide the dates and places of the hearings so that Board Members can attend.

Mr. Way asked how VRE can reconcile a three percent fare increase while PRTC is not instituting any fare increase. Mr. Zehner responded that there is no connection to PRTC or any other transit system in regards to fare increases. In response to a question from Mr. Naddoni, Mr. Zehner stated that it is a proposed three percent increase for all ticket types. Ms. Stimpson also observed that the proposed budget includes a three percent jurisdictional subsidy increase as well.

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

Authorization to Award a Contract for Exterior Cleaning of VRE Rolling Stock Equipment – 9C

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to execute a contract with East Coast Power Washing, LLC for exterior cleaning of VRE rolling stock equipment in the amount of \$531,750, plus a 10 percent contingency of \$53,175, for a total amount not to exceed \$584,925 over a three year period. The contract will be for a base year, with two one-year options with the CEO exercising those option years at his discretion.

Mr. Skinner moved, with a second by Mr. Howe, to approve Resolution #9C-02-2012. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Naddoni, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

<u>Authorization to Amend the Contract with Scheidt & Bachmann for Fare Collection</u> System Enhancement – 9D

Mr. Zehner explained that Resolution #9D-02-2012 would authorize him to amend the Scheidt & Bachmann fare collection contract to add split payment functionality at a cost of \$137,960, plus a ten percent contingency of \$13,796, for a total amount not to exceed \$151,756.

Mr. Zehner stated that on January 1, 2012 the federal transit benefit decreased from \$235/month to \$125/month. As a result, the cost of a VRE monthly ticket now exceeds the amount of the benefit provided to many VRE riders, resulting in a need to supplement monthly benefits with personal funds to cover the full cost of a ticket. Additionally, many agencies are also now converting to prepaid debit/credit cards as a means of providing the transit benefit to their employees. The current fare collection system does not allow for multiple forms of payment per ticket. This amendment will authorize Scheidt & Bachmann to develop the software changes necessary to modify the VRE fare collection system so that passengers can pay for a portion of their ticket with a transit benefit and then pay the remaining amount with a personal debit/credit card. Work is expected to take six months from the notice to proceed. Mr. Zehner also noted that if there is a ten percent increase in the usage of the machines it will pay for itself.

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

<u>Authorization to Issue a Task Order for Engineering Oversight of New VRE Passenger Railcars – 9E</u>

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to issue a task order to STV, Incorporated for engineering oversight for the purchase of

eight new passenger railcars. The task order will be in the amount of \$1,250,000, plus a \$224,000 contingency, for a total amount not to exceed \$1,474,000. Resolution #9E-02-2012 would accomplish this.

Mr. Zehner reminded the Board that in February 2012, the Commissions authorized him to award a contract to Sumitomo Corporation of America for the purchase of eight new passenger railcars. Funding for the contract includes a mix of federal, state and local funds, which requires VRE to provide varied, yet specific, oversight functions. VRE needs consultant support for this work. This task order includes design reviews, first article inspections, in-plant inspections, on-site inspections, warranty administration, and acceptance of each car prior to them being put into service. The cost of this task order is based on a 48 month contract period, which includes the manufacturing process and warranty period. Funding for this task order is included in the total project cost for the purchase of the eight new railcars.

Mr. Milde moved, with a second by Ms. Bulova, to approve Resolution #9E-02-2012. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Naddoni, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

CEO Recruitment Process – 10A

Chairman Covington stated that Mr. Zehner has announced that he will retire June 30, 2012. As a result, VRE needs to put together a recruitment process to find a replacement. Mr. Zehner stated that Arlington County's Human Resources Department has offered to help manage the search. VRE could conduct its own search with a screening committee (three county executives, Mr. Taube and Mr. Harf) and make a recommendation to the Board. Another alternative would be to use a professional search firm. Arlington County has six firms under contract that VRE could choose from. The Board could also choose a hybrid approach.

Mr. Skinner stated that it is important to have at least a 30 day transition period so the new CEO and Mr. Zehner can overlap. Mr. Zimmerman agreed that it is a great advantage to having the new CEO in place before Mr. Zehner leaves. That can't always be controlled but he hopes that a candidate can be selected before the end of June. He also said that the parameters are important (time frame for recruitment, job description, method of evaluation, interview dates, decision date, etc.). He stated that if VRE hires a professional firm, he hopes they are knowledgeable about a rail hire because it is such a specialized field.

Mr. Smedberg stated that the firm of Ralph Anderson and Associates has expertise in hiring senior executive positions in specialized, non-traditional fields. He stated that it is important for the Operations Board to have a discussion of what the Board is looking for in a new CEO (qualifications and characteristics). He suspects that the pool of candidates will be fairly finite. The Operations Board also needs to consider how to deal with internal candidates.

Mr. Cook expressed his opinion that the most important thing is that VRE gets to the right person even if the process takes longer. He strongly believes that VRE should use a search firm and it should be a national search. He also stated that the search committee should be Operations Board Members and not outside people. He suggested that the Executive Committee could serve in this capacity. Mr. Milde agreed that it is important to conduct as broad a search as possible. Mr. Way agreed that using a search firm has value and benefit. It would cost approximately \$20,000 - \$30,000 but it will be well worth it.

Ms. Bulova stated that she could support doing it in-house or hiring a professional search firm. The rail industry is relatively small and a professional search team could broaden the search to reach more potential candidates. She suggested taking a hybrid approach to make sure VRE is including Mr. Taube and Mr Half and some jurisdictional staff in the process. Mr. Howe stated that he would like to see the Operations Board provide input into the development of a job description and search criteria. Mr. Zimmerman expressed his view that is important to throw the net as wide as possible, nationally or beyond, to attract as many candidates as possible. He stated that in his opinion it is important to hire someone with rail experience. He suggested empowering the Executive Committee or another committee of Board Members to make decisions, set up the process, and to move forward as quickly as possible. He agrees with Mr. Cook that it is important to make sure that VRE hires the right person. Mr. Naddoni stated that since the potential pool of candidates is small, he asked if there is interest in looking at candidates outside of the United States. He noted that Europe and Asia have sophisticated rail systems. Mr. Page expressed his opinion that the Operations Board will know more of what qualities and characteristics are needed for the next CEO to run this organization than anyone else. The new CEO will need to be a generalist in many fields, as well as an expert in rail. DRPT is willing to assist in any way.

[Ms. Caddigan left the meeting at 10:45 A.M.]

Mr. Cook suggested empowering the Executive Committee to hire the professional search firm so that the firm can be present at the next Board meeting to have a discussion about what kind of candidate the Board is seeking. In the interim, staff could put together a survey to gather input from the jurisdictions and riders of what type of person and skills VRE should be looking for in a new CEO. He agreed that it is a good idea to have Mr. Taube, Mr. Harf and DRPT staff involved as resources to work with the search firm to whittle down the resumes.

Mr. Jenkins stated that he prefers a professional search firm. Ms. Caddigan privately expressed the same opinion to Mr. Jenkins before she left the meeting. A search firm will be able to do things that the Operations Board cannot do, such as background searches.

Chairman Covington stated that it seems clear that the Board favors hiring a professional search firm. He suggested empowering the Executive Committee to (with the help of Mr. Zehner and Mr. Page) narrow it down to three firms with experience in the rail industry for the Board to choose from. The bigger issue is deciding priorities and

he asked if these decisions can wait until the March 16th meeting or should a special meeting be convened.

In response to a question from Mr. Smedberg, Mr. MacIsaac stated that the Operations Board could empower the Executive Committee (as well as any other member wishing to participate) to begin to develop the process and profile.

Mr. Milde moved, with a second by Mr. Howe, to empower the Executive Committee, as well as any other Board Member who wishes to participate, to begin to develop the process and profile for a new CEO search.

Mr. Smedberg stated that the Board needs to begin to discuss salary and benefits for the new CEO. He also suggested the Board have a discussion with Mr. Zehner about putting him on retainer as an option to allow for a transition period if it is needed.

Mr. Milde stated that he strongly prefers that a U.S. citizen be chosen to run the VRE organization. There is a complex grant writing process and funding complexities that need to be understood. Foreign rail systems operate differently. Mr. Way agreed that rail operations outside of the U.S. or Canada have an entirely different concept of financing and a different operational model. Mr. Way stated that time is important and whatever committee is put in place, they need to meet on a weekly basis. Mr. Skinner suggested asking Mr. Zehner to convey his opinion of what qualifications VRE needs in a new CEO to continue and succeed. Ms. Bulova suggested tasking the Executive Committee to develop a profile, narrow the search firms, produce a time line and bring all this information back to the Operations Board in March for further discussion. She also agreed that it is a good idea to have a discussion with Mr. Zehner about keeping him on retainer to allow for a transition period if needed. Mr. Milde amended his original motion to include Ms. Bulova's suggestion.

Mr. Zimmerman agreed with Mr. Way that it is important to expedite the process. He suggested updating existing documents from the last VRE CEO search or review CEO searches done by other rail systems. He suggested authorizing the Executive Committee to choose a professional search firm and the Operations Board could ratify the choice at the next meeting. Mr. Milde agreed to incorporate this into his motion. Chairman Covington stated that all Board Members are invited to any of these meetings. He suggested allocating at least an hour to next month's agenda to meet with the chosen search firm and have a detailed discussion instead of convening a special meeting.

Mr. Taube stated that if the Operations Board wishes to hire a new CEO by June, he suggested sending out a notice to the public transit industry to get the word out, such as "VRE has initiated a search for its next CEO and hopes to hire by June 1, 2012. If interested, full details will be available next month on VRE's website." There were no objections to doing this.

Mr. Cook suggested amending the motion to give the Executive Committee the authority to hire a search firm. Ms. Stimpson observed that most of the jurisdictions are represented by the members of the Executive Committee so the committee could go

ahead and select a firm. Mr. Skinner agreed. Ms. Bulova stated that if they are going to do this, then they could just inform Board Members beforehand so they have an opportunity to comment before action is taken.

Mr. Way stated that if the Board goes public as Mr. Taube suggested, then details such as salary and benefits would need to be identified. Chairman Covington stated that Mr. Taube was suggesting a "teaser" and specifics do not need to be included.

Mr. Zehner noted that Arlington County has six firms already under contract so VRE could move quickly if a firm is chosen from that group. Ms. Bulova mentioned the firm of Krauthamer & Associates was the firm WMATA used. Mr. Zehner explained that if the search firm is not already under contract with one of the jurisdictions, then VRE would be required to issue an RFP. In response to a question from Mr. Zimmerman, Mr. MacIsaac stated that as CEO, Mr. Zehner already has contract authority to select a firm in this price range and it would not require subsequent Board approval.

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

Club VRE – 10B

Mr. Zehner reported that VRE staff has developed a new marketing campaign entitled Club VRE, which is a rider reward program that would provide customer service incentives. It could potentially be a future source of non-fare revenue. Tiered sponsorships would be sold to local vendors and they would provide club members exclusive discounts to area restaurants, shops and other amenities.

[Mr. Milde left the meeting at 11:05 A.M.]

Mr. Way asked what would make this program unique and special compared to other discounts. Mr. Zehner stated that sponsors would pay to participate and then receive access to the riders through the website and email. It would give them advertising access and name recognition to VRE's passengers resulting in increased business. Riders would sign up to become members and there would be no cost to them. They would just need to show their VRE ticket to gain the reward.

Ms. Stimpson expressed her opinion that this initiative is creative and VRE should proceed with it. Chairman Covington stated that it seems to enhance VRE's brand. There were no objections. Chairman Covington asked staff to keep the Board informed on the program's progress.

VRE Fare Evasion Policy – 10C

Ms. Stimpson moved, with a second by Mr. Zimmerman, to defer this item to next month's meeting. The vote in favor was cast by Board Members Bulova, Cook, Covington, Howe, Jenkins, Naddoni, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Closed Session – 11

Chairman Covington moved, with a second by Ms. Bulova, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) and (7) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of discussion of one personnel matter and one matter requiring consultation with legal counsel concerning EEOC Charge No. 570-2012-00045.

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

The Board entered into Closed Session at 11:11 A.M. and when they returned to Open Session at 11:58 A.M., Ms. Bulova moved, with a second by Mr. Smedberg, the following certification:

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

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

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

<u>Adjournment</u>

Mr. Cook moved, with a second by Mr. Skinner to adjourn. The vote in favor was unanimous. Chairman Covington adjourned the meeting at 11:59 A.M.

Approved this 17th day of February, 2012.

Wally Covington Chairman

Susan Stimpson Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the February 17, 2012 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Romanda Silconest

Rhonda Gilchrest



Northern Virginia Transportation Commission

March 1, 2012

Chairman Hon. Jay Fisette

Vice Chairman Hon. Jeffrey McKay

Secretary/Treasurer Hon. Paul C. Smedberg

Commissioners:

City of Alexandria
Hon. William D. Euille
Hon. Paul C. Smedberg

Arlington County
Hon. Jay Fisette
Hon. Mary Hynes

Hon. Christopher Zimmerman

Fairfax County

Hon. Sharon Bulova Hon. John Cook Hon. John Foust Hon. Catherine M. Hudgins Hon. Jeffrey McKay

City of Fairfax Hon. Jeffrey C. Greenfield

City of Falls Church Hon. David Snyder

Loudoun County Hon. Kenneth Reid

Commonwealth of Virginia Hon. James Dyke

Virginia General Assembly Sen. Mark R. Herring Del. Barbara J. Comstock Del. Joe T. May Del. Thomas D. Rust

Executive Director Richard K. Taube Mr. Joseph Szabo, Administrator Federal Railroad Administration U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

Mr. Peter Rogoff, Administrator Federal Transit Administration U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

RE: Arkendale to Powell's Creek Third Track; ARRA Grant HSR20090000082

Dear Administrators Szabo and Rogoff:

The Northern Virginia Transportation Commission co-owns the very successful Virginia Railway Express commuter rail system, which is experiencing record ridership resulting from strong on-time performance. That performance is, in turn, the result of strategic investments made in the facilities of the host railroad aided by funding from your agencies as well as the Commonwealth of Virginia and our local governments.

As you are aware our Virginia localities also enjoy inter-city passenger rail service into the Northeast Corridor (NEC). We are fortunate to have regional AMTRAK service from Richmond and Newport News, Virginia; as well as the recently introduced AMTRAK Virginia service which is state sponsored conventional passenger rail service from Lynchburg, Virginia and from Richmond. Also, in December 2012 service will begin to Norfolk, Virginia. The CSX corridor through Virginia is extremely busy with approximately 30 freight trains and 50 passenger trains per day.

NVTC was extremely pleased when Virginia was awarded a \$75M ARRA award for the construction of 11 miles of third track in the Quantico, Virginia area, a project known as Arkendale to Powell'sCreek. This area is a choke point on the system and has long been identified as a critical improvement area. But it is very disappointing that two years later this shovel ready

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

project is still delayed and the funds have not been obligated to Virginia. This improvement is a major project to relieve congestion on this rail corridor.

It is our hope that FRA will obligate these funds and advance this project during the next 60 days as the Virginia Department of Rail and Public Transportation has requested. If FRA is unable to do so, we respectfully request that these funds be transferred to FTA so that this project can progress as a transit project to benefit VRE, which is an FTA-funded commuter rail system.

This project will maximize the efficiency of the Virginia rail transportation network and will produce far reaching benefits for all rail users. Thank you for your consideration. We look forward to your response.

Sincerely,

Jay Fisette Chairman

cc: Hon. John D. Porcari, Deputy Secretary, U.S. DOT Hon. Thelma Drake, Director DRPT



Virginia Railway Express Operations Board

1500 King Street • Suite 202 • Alexandria, Virginia 22314-2730 • (703) 684-1001 • FAX (703) 684-1313
Web Site: http://www.vre.org • E-Mail: gotrains@vre.org

February 17, 2012

Mr. Joseph Szabo, Administrator Federal Railroad Administration U.S. Department of Transportation 1200 New Jersey Avenue, SW Washington, DC 20590

Mr. Peter Rogoff, Administrator Federal Transit Administration U.S. Department of Transportation 1200 New Jersey Avenue, SW Washington, DC 20590

RE: Arkendale to Powell's Creek Third Track Project (ARRA Grant HSR2009000082)

Dear Administrators Szabo and Rogoff:

I am writing to support a request recently made to you by Thelma Drake, Director of the Virginia Department of Rail and Public Transportation. In her letter of February 3, 2012, Director Drake sought assistance in moving forward the Arkendale to Powell's Creek Third Track project. This project received a \$75 million ARRA grant on January 28, 2010. Unfortunately, issues related to the railroad service outcome agreement have stalled progress on this very important project, which has been shovel ready for two years.

Director Drake requested that if the Federal Railroad Administration could not reach agreement to advance this project within 60 days, that the project be flexed to the Federal Transit Administration for allocation to the Commonwealth or the Virginia Railway Express. Through their designated recipient, the Potomac and Rappahannock Transportation Commission, the Virginia Railway Express has received and administered ARRA grants successfully in the past and is prepared to do so again. Approaching the project through this avenue will allow this extremely important project to move forward.

Sincerely,

Wally Covington

Chairman

cc: Thelma Drake, DRPT

Northern Virginia Transportation Commission 2300 Wilson Blvd., Suite 620 Arlington, Virginia 22201 (703) 524-3322

- A Transportation Partnership -

Potomac and Rappahannock Transportation Commission 14700 Potomac Mills Road Woodbridge, Virginia 22192 (703) 583-7782



Agenda Item #3

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube

DATE: February 23, 2012

SUBJECT: Support for Loudoun County for Phase 2 of the Dulles Rail Project

Loudoun County staff and staff from NVTC and its other jurisdictions have worked over several months to craft an agreement stating the terms that Loudoun County will receive from NVTC when Metrorail service reaches the County. Also, consistent with the terms of the Memorandum of Understanding between Loudoun County and NVTC when the County joined NVTC in 1990, NVTC will be asked to assist the County as it goes to the WMATA Board to define the terms by which the County will begin to pay for WMATA service if the County decides to proceed with the project.

A copy of the resolution reflecting the staff recommendations that was passed by the Loudoun County Board of Supervisors is attached for discussion. The Loudoun County Board has formally forwarded a request to NVTC to approve the resolution. That resolution is attached as #2187.

If NVTC approves the resolution, NVTC's WMATA Board members would be asked to work with Loudoun County and regional staff to accomplish the terms of the resolution through agreement with the WMATA Board. The terms of this resolution have been discussed with WMATA staff but it will be a decision of the WMATA Board whether to accept the proposed terms.

Several items providing more background are attached, including the 1990 MOU.





NVTC RESOLUTION #2187

- **SUBJECT:** NVTC Agreement on Loudoun County's Participation in the Washington Metropolitan Area Transit Authority with the Extension of Metrorail into Loudoun County.
- **WHEREAS:** The WMATA Compact requires recipients of Metro transit service to be included in the Transit Zone which requires membership in NVTC;
- WHEREAS: When Loudoun County joined NVTC in 1990 both parties signed an agreement regarding the terms and conditions of its entry into NVTC and the WMATA Transit Zone:
- WHEREAS: As part of that 1990 agreement, Loudoun County agreed to inform NVTC prior to its application to use or contract with WMATA for transit service or facilities so that NVTC may consider a unified proposal to the WMATA Board regarding the appropriate terms and conditions under which Loudoun County would use or contract WMATA transit service or facilities;
- WHEREAS: The 1990 agreement between NVTC and Loudoun County recognizes that in accordance with WMATA's July 6, 1989 Resolution enlarging the NVTC geographical area that Loudoun County will not owe any duty or responsibility to WMATA at that time or until it applies for permission to use or contract with WMATA for transit services or facilities;
- **WHEREAS:** NVTC staff has facilitated discussion among staff of its jurisdictions in which Loudoun County staff has proposed several conditions for which it seeks the support of other NVTC jurisdictions;
- **WHEREAS**: Discussions have also occurred with WMATA staff regarding the terms by which Loudoun County would begin to receive Metrorail and possibly other WMATA transit services:
- WHEREAS: By resolution Loudoun County has not participated in the NVTC subsidy allocation model (SAM) through which jurisdictions contracting with WMATA for transit services or facilities share state transit aid and gas tax revenues;
- WHEREAS: Staff examined together projections of future transit expenditures and subsidies and the resulting allocations of state aid through NVTC's SAM to Loudoun County and NVTC's other jurisdictions, compared to the scenario in which Loudoun County would receive state aid directly;



WHEREAS: Under the most current transit projections, Loudoun County will receive less state aid initially through SAM than if the County applied directly for state aid:

WHEREAS: Staff of NVTC and its jurisdictions believe that the loss of state aid would be mitigated if Loudoun County were allowed to continue to apply directly for state aid for Loudoun County Transit, as it does currently, and for any other non-WMATA local transit services (e.g., feeder bus routes and ADA Paratransit services), with only Loudoun County's WMATA-related expenses included in NVTC's SAM;

WHEREAS: Staff recognizes that the most recent ridership survey results (2007) show that about 0.65 percent of Metrorail riders reside in Loudoun County and that in accordance with the 1990 Agreement, the County has not previously shared in the subsidies of those riders;

WHEREAS: Accordingly, staff is recommending that when Loudoun County begins contracting with WMATA for transit use or facilities, the County should participate in NVTC's SAM on the same terms as NVTC's other members, with the exception that only Loudoun's WMATA-related expenditures and subsidies will be included in SAM:

WHEREAS: With respect to the desired terms by which Loudoun County would contract with WMATA for the operating costs of Metrorail and other WMATA transit services, staff of NVTC and its jurisdictions agree that Loudoun County should be a full participant in WMATA's Metrorail operating formula when rail service to the county begins; should not be a participant in the bus operating subsidy allocation formula until/unless Loudoun County contracts with WMATA for Metrobus service and such service becomes operational; and should not be a participant in WMATA's paratransit operating funding allocations until/unless WMATA provides federally required paratransit services directly or under contract to Loudoun County;

WHEREAS: With respect to the desired terms by which Loudoun County would contract with WMATA for the future capital costs of Metrorail and other WMATA transit services operational in Loudoun County, staff of NVTC and its jurisdictions agree that Loudoun County should be a full participant with all privileges and rights accorded to other NVTC jurisdictions in negotiations for WMATA's next multi-year capital funding agreement covering FY 2016 and beyond; should begin to pay an equitable share of the future Metrorail projects included in that capital funding agreement beginning in the year in which Metrorail becomes operational in the County (now expected in FY 2018), and should not participate in the Metrobus-only components of the capital funding agreement unless/until Loudoun County contracts with WMATA for Metrobus service; and

WHEREAS: WMATA staff recognizes that no precedent exists for including a Metrorail-only jurisdiction in the Capital Funding Agreement formulas designed to allocate costs for future mixed Metrorail-Metrobus-Paratransit capital projects, or other future capital projects with system-wide benefits; further discussion is needed of various methods through which Loudoun would contribute an equitable share to these future projects based on its receipt of Metrorail-only services.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission confirms the following:

- 1) Loudoun County is eligible immediately to appoint an alternate member to NVTC from the elected members of its County Board of Supervisors;
- 2) When Loudoun County "opts" into the Dulles Metrorail Project the County will be eligible to vote at NVTC on Metro-related items;
- 3) NVTC supports representation on the WMATA Board for Loudoun County, but not at the expense of the other NVTC jurisdictions;
- 4) When Loudoun County contracts with WMATA for Metrorail service and such services become operational in Loudoun County, the County will use the services of NVTC to submit the County's WMATA-related operating and capital reimbursal requests to DRPT (as do all other NVTC jurisdictions);
- 5) NVTC agrees to exclude from its Subsidy Allocation Model (SAM) the expenses and subsidies for Loudoun County Transit and any other non-WMATA local transit service in the County (e.g. feeder buses and ADA Paratransit service). Loudoun County has previously been a direct applicant for and recipient of Virginia Department of Rail and Public Transportation state assistance for transit services;
- 6) With the exception of #5 above, Loudoun County will be a full participant in NVTC's SAM when the County begins contracting with WMATA for transit use or facilities.

BE IT FURTHER RESOLVED that the objective of this action is to perpetuate an effective regional transit partnership within NVTC's district.

BE IT FURTHER RESOLVED that the members of NVTC agree to exercise their best efforts to seek WMATA Board approval of the following terms by which Loudoun County would begin to contract with WMATA and pay WMATA for transit services:

- Loudoun County should be a full participant in WMATA's Metrorail operating subsidy allocation formula, when service becomes operational to Route 772 in the County;
- Loudoun County should not be a participant in WMATA's bus operating subsidy allocation formula until/unless the County contracts with WMATA for Metrobus service, and such service becomes operational;
- 3) Loudoun County should not be a participant in WMATA's paratransit operating funding allocations until/unless WMATA provides such federally required ADA paratransit services directly or under contract to Loudoun County;
- 4) Loudoun County should be a full participant with all privileges and rights accorded to other NVTC jurisdictions in negotiations for WMATA's next multi-year capital funding agreement covering FY 2016 and beyond. Subsequent to the time that Loudoun County contracts with WMATA for services and such services become operational in the County, Loudoun County should be a full funding participant in the Metrorail-only components of that capital funding agreement. Loudoun County would not pay for the Metrobus-only components of WMATA's capital funding agreement. Loudoun County would not pay for the ADA Paratransit components of WMATA's capital funding agreement until/unless WMATA provides such federally required services directly or under contract to the County;
- 5) NVTC members will continue to encourage WMATA to discuss equitable methods to integrate a jurisdiction contracting for Metrorail-only services into WMATA's current funding formulas and practices (since those formulas and practices currently assume all jurisdictions contract for and receive the full-range of WMATA transit services).

BE IT FURTHER RESOLVED that the terms and conditions of the resolution apply unless the Loudoun County Board of Supervisors opts out of the Dulles Rail Project.

Approved this 1 st day of March, 2012.		
	Jay Fisette	
	Chairman	
Paul C. Smedberg Secretary-Treasurer		



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator 1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000 Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Tuesday, January 17, 2012 at 5:00 p.m.

IN RE: LOUDOUN COUNTY MEMBERSHIP AGREEMENT WITH THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

Mr. York moved that the Board of Supervisors support the Northern Virginia Transportation Commission (NVTC) Resolution substantially in the form as shown on Attachment 1, for the purpose of initiating negotiations on the terms and conditions of Metrorail service to Route 772 in Loudoun County and subject to future decisions of the Board of Supervisors on whether to continue to participate in the project under the terms of the July 19, 2007, funding agreement with Metropolitan Washington Airports Authority (MWAA) and Fairfax County.

Mr. York further moved that the Board request the Northern Virginia Transportation Commission (NVTC) and the Washington Metropolitan Area Transit Authority (WMATA) to provide sufficient information on the terms and conditions of Metrorail service to Loudoun County within 30 days after the completion of preliminary engineering (100% P.E.) for Phase II of the Dulles Corridor Metrorail Project.

Seconded by Mrs. Volpe.

Voting on the Motion: Supervisors Buona, Clarke, Letourneau, Reid, Volpe, Williams and York - Yes; Supervisors Delgaudio and Higgins - No.

A COPY TESTE:

DEPUTY CLERK FOR THE LOUDOUN COUNTY BOARD OF SUPERVISORS

Attachment 1

NVTC RESOLUTION #____

- SUBJECT: NVTC Agreement on Loudoun County's Participation in the Washington Metropolitan Area Transit Authority with the Extension of Metrorail into Loudoun County.
- WHEREAS: The WMATA Compact requires recipients of Metro transit service to be included in the Transit Zone which requires membership in NVTC;
- WHEREAS: When Loudoun County joined NVTC in 1990 both parties signed an agreement regarding the terms and conditions of its entry into NVTC and the WMATA Transit Zone;
- WHEREAS: As part of that 1990 agreement, Loudoun County agreed to inform NVTC prior to its application to use or contract with WMATA for transit service or facilities so that NVTC may consider a unified proposal to the WMATA Board regarding the appropriate terms and conditions under which Loudoun County would use or contract WMATA transit service or facilities;
- WHEREAS: The 1990 agreement between NVTC and Loudoun County recognizes that In accordance with WMATA's July 6, 1989 Resolution enlarging the NVTC geographical area that Loudoun County will not owe any duty or responsibility to WMATA at that time or until it applies for permission to use or contract with WMATA for transit services or facilities;
- WHEREAS: NVTC staff has facilitated discussion among staff of its jurisdictions in which Loudoun County staff has proposed several conditions for which it seeks the support of other NVTC jurisdictions;
- WHEREAS: Discussions have also occurred with WMATA staff regarding the terms by which Loudoun County would begin to receive Metrorail and possibly other WMATA transit services;
- WHEREAS: By resolution Loudoun County has not participated in the NVTC subsidy allocation model (SAM) through which jurisdictions contracting with WMATA for transit services or facilities share state transit aid and gas tax revenues;
- WHEREAS: Staff examined together projections of future transit expenditures and subsidies and the resulting aliocations of state aid through NVTC's SAM to Loudoun County and NVTC's other jurisdictions, compared to the scenario in which Loudoun County would receive state aid directly;

WHEREAS: Under the most current transit projections, Loudoun County will receive less state aid initially through SAM than if the County applied directly for state aid;

WHEREAS: Staff of NVTC and its jurisdictions believe that the loss of state aid would be mitigated if Loudoun County were allowed to continue to apply directly for state aid for Loudoun County Transit, as it does currently, and for any other non-WMATA local transit services (e.g., feeder bus routes and ADA Paratransit services), with only Loudoun County's WMATA-related expenses included in NVTC's SAM;

WHEREAS: Staff recognizes that the most recent ridership survey results (2007) show that about 0.65 percent of Metrorail riders reside in Loudoun County and that in accordance with the 1990 Agreement, the County has not previously shared in the subsidies of those riders;

WHEREAS: Accordingly, staff is recommending that when Loudoun County begins contracting with WMATA for transit use or facilities, the County should participate in NVTC's SAM on the same terms as NVTC's other members, with the exception that only Loudoun's WMATA-related expenditures and subsidies will be included in SAM; and

WHEREAS: With respect to the desired terms by which Loudoun County would contract with WMATA for the operating costs of Metrorail and other WMATA transit services, staff of NVTC and its jurisdictions agree that Loudoun County should be a full participant in WMATA's Metrorail operating formula when rail service to the county begins; should not be a participant in the bus operating subsidy allocation formula until/unless Loudoun County contracts with WMATA for Metrobus service and such service becomes operational; and should not be a participant in WMATA's paratransit operating funding allocations until/unless WMATA provides federally required paratransit services directly or under contract to Loudoun County;

WHEREAS: With respect to the desired terms by which Loudoun County would contract with WMATA for the future capital costs of Metrorail and other WMATA transit services operational in Loudoun County, staff of NVTC and its jurisdictions agree that Loudoun County should be a full participant with all privileges and rights accorded to other NVTC jurisdictions in negotiations for WMATA's next multi-year capital funding agreement covering FY 2016 and beyond; should begin to pay an equitable share of the future Metrorall projects included in that capital funding agreement

beginning In the year in which Metrorail becomes operational In the County (now expected in FY 2018), and should not participate In the Metrobus-only components of the capital funding agreement unless/until Loudoun County contracts with WMATA for Metrobus service.

WHEREAS: WMATA staff recognizes that no precedent exists for Including a Metrorail-only jurisdiction in the Capital Funding Agreement formulas designed to allocate costs for future mixed Metrorail-Metrobus-Paratransit capital projects, or other future capital projects with system-wide benefits; further discussion is needed of various methods through which Loudoun would contribute an equitable share to these future projects based on its receipt of Metrorail-only services.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission confirms the following:

- 1) Loudoun County is eligible immediately to appoint an alternate member to NVTC from the elected members of its County Board of Supervisors;
- 2) When Loudoun County "opts" into the Dulles Metrorali Project the County will be eligible to vote at NVTC on Metro-related items;
- NVTC supports representation on the WMATA Board for Loudoun County, but not at the expense of the other NVTC jurisdictions;
- 4) When Loudoun County contracts with WMATA for Metrorall service and such services become operational in Loudoun County, the County will use the services of NVTC to submit the County's WMATA-related operating and capital reimbursal requests to DRPT (as do all other NVTC jurisdictions);
- 5) NVTC agrees to exclude from its Subsidy Allocation Model (SAM) the expenses and subsidies for Loudoun County Transit and any other non-WMATA local transit service in the County (e.g. feeder buses and ADA Paratransit service). Loudoun County has previously been a direct applicant for and recipient of Virginia Department of Rail and Public Transportation state assistance for transit services;
- 6) With the exception of #5 above, Loudoun County will be a full participant in NVTC's SAM when the County begins contracting with WMATA for transit use or facilities.

BE IT FURTHER RESOLVED that the objective of this action is to perpetuate an effective regional transit partnership within NVTC's district.

BE IT FURTHER RESOLVED that the members of NVTC agree to exercise their best efforts to seek WMATA Board approval of the following terms by which Loudoun County would begin to contract with WMATA and pay WMATA for transit services:

- Loudoun County should be a full participant in WMATA's Metrorail operating subsidy allocation formula, when service becomes operational to Route 772 in the County;
- Loudoun County should not be a participant in WMATA's bus operating subsidy allocation formula until/unless the County contracts with WMATA for Metrobus service, and such service becomes operational;
- Loudoun County should not be a participant in WMATA's paratransit operating funding allocations until/unless WMATA provides such federally required ADA paratransit services directly or under contract to Loudoun County;
- 4) Loudoun County should be a full participant with all privileges and rights accorded to other NVTC jurisdictions in negotiations for WMATA's next multi-year capital funding agreement covering FY 2016 and beyond. Subsequent to the time that Loudoun County contracts with WMATA for services and such services become operational in the County, Loudoun County should be a full funding participant in the Metrorail-only components of that capital funding agreement. Loudoun County would not pay for the Metrobus-only components of WMATA's capital funding agreement. Loudoun County would not pay for the ADA Paratransit components of WMATA's capital funding agreement until/unless WMATA provides such federally required services directly or under contract to the County;
- 5) NVTC members will continue to encourage WMATA to discuss equitable methods to integrate a jurisdiction contracting for Metrorail-only services Into WMATA's current funding formulas and practices (since those formulas and practices currently assume all jurisdictions contract for and receive the full-range of WMATA transit services).

BE IT FURTHER RESOLVED that the terms and conditions of the resolution apply unless the Loudoun County Board of Supervisors opts out of the Dulles Rail Project.

RESOLUTION #		5
Approved this	day of	
		William D. Euille Chairman
Jeffrey McKay Secretary-Treasu	rer	



Philip A. Bolen County Administrator

LOUDOUN COUNTY, VIRGINIA Office of the County Administrator

18 North King Street, Leesburg, Virginia 22078-2891 Metro 478-1850 or (703) 777-0200

At a public hearing of the Board of Supervisors of Londoun County, Virginia, held in the Board of Supervisors' Meeting Room, 18 North King Street, Leesburg, Virginia, on Monday, December 11, 1989 at 7:30 p.m.

PRESENT:

Betty W. Tatum, Chairman Charles A. Bos, Vice Chairman Betsey J. S. Brown

James F. Brownell (Absent for the Vote)

Thomas S. Dodson Ann B. Kavanagh

Steve W. Stockman (Absent for the Vote)

ABSENT: Howard P. Smith

IN RE: MORTHERN VIRGINIA TRANSPORTATION DISTRICT/AGREEMENT AND ORDINANCE TO JOIN

Mrs. Kavanagh moved that the Board suspend the rules to vote on this item at the public hearing.

Seconded by Mrs. Brown.

. Voting on the Motion: Supervisors Tetus, Bos, Brown and Kavanagh - Yes; Dodson - No; Mr. Brownell and Mr. Stookman - Absent for the Vote; Mr. Smith - Absent.

Mr. Bos moved that the Board adopt the attached "ORDINANCE TO ENLARGE THE MORTHERN VIRGINIA TRANSPORTATION DISTRICT TO INCLUDE LOUDOUN COUNTY AND TO DISSOLVE THE LOUDOUN COUNTY TRANSPORTATION DISTRICT" and authorise the Chairman to execute the attached

December 11, 1989
Northern Virginia Transportation
District/Agreement and Ordinance to Join

Page 2 of 2

"AGRESMENT BETWEEN THE NORTHERN VIRGINIA TRANSPORTATION COUNTS, VIRGINIA REGARDING EXPANSION OF THE NORTHERN VIRGINIA TRANSPORTATION DISTRICT TO INCLUDE LOUDOUN

Seconded Mrs. Kavanagh.

Voting on the Motion: Supervisors Tatum, Bos, Brown, Dodson and Kavanagh - Yes; None - No; Nr. Brownell and Mr. Stockman - Absent for the Vote and Mr. Smith - Absent.

A COPY TESTE:

COUNTY ADMINISTRATOR FOR THE LOUDOUN COUNTY BOARD OF SUPERVISORS

PLM: 12/11/89A

ORDINANCE TO ENLARGE THE NORTHERN VIRGINIA TRANSPORTATION DISTRICT TO INCLUDE LOUDOUN COUNTY AND TO DISSOLVE THE LOUDOUN COUNTY TRANSPORTATION DISTRICT

Section 1. Purpose

The Board of Supervisors of Loudoun County hereby finds that the orderly growth and development of Loudoun County and the comfort, convenience and safety of its citizens require an improved transportation system composed of transit facilities, public highways and other modes of transport. The Board of Supervisors of Loudoun County further finds that joint action through the Northern Virginia Transportation District, by Loudoun County and the other jurisdictions included in that district, will facilitate the planning and development of the needed transportation system.

Section 2. Enlargement of the Morthern Virginia Transportation District to Include Loudoun County

The Northern Virginia Transportation District is hereby enlarged to include the territorial limits of Loudoun County.

Section 3. Agreement with Horthern Virginia Transportation Commission on Terms and Conditions

Contemporaneous with the adoption of this ordinance, Loudoun County has authorized to be executed an agreement specifying the terms and conditions of admittance to the Northern Virginia Transportation District, which agreement is incorporated herein by reference.

Section 4. Dissolution of the Loudoum County Transportation District

Upon the enlargement of the Northern Virginia Transportation District to include Loudoun County, Loudoun County withdraws from and thereby dissolves the Loudoun County Transportation District.

All funds of the Loudoun County Transportation District held or receivable at the time of dissolution shall be held in trust by the Treasurer of Loudoun County for disbursal in accordance with the appropriations previously made by the Loudoun County Transportation District Commission. The balance of those funds shall be transferred to the Northern Virginia Transportation District to be held in trust for Loudoun County and to be disbursed in accordance with the agreement entered into between Loudoun County and the Northern Virginia Transportation Commission.

Section 5. Effective Date

The provisions of this ordinance shall become effective upon the entry in the minutes of the Board of Supervisors of Loudoun County of the certification of this ordinance by the Secretary of the Commonwealth, as provided in Va. Code § 15.1-1367.

AGREEMENT BETWEEN THE NORTHERN VIRGINIA TRANSPORTATION COUNTSSION AND LOUDOWN COUNTY, VIRGINIA REGARDING EXPANSION OF THE NORTHERN VIRGINIA TRANSPORTATION DISTRICT TO INCLUDE LOUDOWN COUNTY

1. Purpose

This agreement sets forth the terms and conditions by which the Northern Virginia Transportation Commission (NVTC) will admit Loudoun County to membership in NVTC, by which Loudoun County agrees to join NVTC, and by which the geographic area of the Northern Virginia Transportation District will be expanded to include Loudoun County (Va. Code §§ 15.1-1345 (2) and 1367).

2. Term

This agreement is effective on the date on which, by ordinance, Loudoun County Joins MVTC and dissolves the Loudoun County Transportation District, and shall remain in effect until dissolution of MVTC or withdrawal of Loudoun County from MVTC or termination of the agreement otherwise in a manner consistent with applicable laws of the Commonwealth (including Va. Code § 15.1-1368).

3. Pledge of Mutual Cooperation

Broadening NVTC to encompass Loudoun County offers a great opportunity to cooperate in planning, financing and implementing improved transportation throughout Northern Virginia. The parties to this agreement pledge their best efforts to work effectively together to accomplish such improvements within the specified powers of the Transportation District Act of 1964 as amended (Va. Code 5§ 15.1-1342 at seg.).

4. Hembership

Loudoun County is eligible to appoint one member of NVTC. That member must be appointed by the Loudoun County Board from its elected and duly qualified

members, for a term to be determined by the Board (Chapter 630, 1964 Acts of Assembly as amended by 1989 Senate Bill 592 and Va. Code § 15.1-1348).

5. Allocation of Revenues

The proceeds of the two percent motor fuels tax assessed in Loudoun County shall be received by NVTC from the Commonwealth and held in trust by NVTC for Loudoun County. Interest shall accrue separately on those funds for the benefit of Loudoun County. Upon proper request to NVTC by Loudoun County, these proceeds may be expended by Loudoun County for any lawful transportation purpose that is consistent with its adopted transportation plan (Va. Code § 58.1-1724).

Additional revenues received by NVTC on behalf of Loudoun County will also be held in trust by NVTC for Loudoun County. Home of these funds will be apportioned using the revenue allocation formula that applies to NVTC's five original member jurisdictions, unless such formula apportionment is mutually agreed upon by Loudoun County and a majority of NVTC's members (using voting procedures defined in Section 28 of NVTC's By-Laws).

Before any of Loudoun County's funds on account with NVTC are released, NVTC's Executive Director, acting as Trustee, must receive a written request from Loudoun County authorizing the disbursement.

6. Loudoun County's Transportation Plan

For Loudoun County to expend its funds held in trust by NVTC, the County must certify that such expenditures are consistent with the County's adopted transportation plan (Va. Code § 15.1-1357 (b) (6)). The transportation plan adopted by the Loudoun County Transportation District Commission on September 11, 1989, along with the funding priority guidelines adopted on November 1, 1989, are recognized by NVTC as Loudoun County's transportation plan for purposes of

this agreement. The Board of Supervisors of Loudoun County may amend or revise that transportation plan from time to time, provided, however, that it first submits the amendments or revisions to NVTC for discussion. Loudoun County agrees to consider any comments that NVTC and NVTC's jurisdictions may have regarding the proposed amendments or revisions prior to action. NVTC will keep the current adopted plan on file. Loudoun County agrees to provide in a timely manner the appropriate written documentation to NVTC's Executive Director as to eligible purposes with any request to spend funds held in trust for Loudoun County by NVTC.

7. Allocation of Administrative Expenses of the Commission

Loudoun County agrees to share in NVTC's administrative expenses on the same terms as apply to all Commission members. Each jurisdiction pays NVTC's administrative expenses on the basis of the relative shares of state and federal transit aids allocated by NVTC among its component governments (Va. Code § 15.1-1357(6) (c)).

8. Special Voting Procedures

The Loudoun County member of NYTC may vote on any matter brought before NYTC, subject to the following exceptions:

a) The member may not vote on formulas allocating NVTC revenues among member jurisdictions when Loudoun County is not included in the group receiving revenues. For example, Loudoun County would not vote on an NVTC formula apportioning the regional two percent motor fuels tax among NVTC's five original jurisdictions while Loudoun County's tax is to be accounted for independently. On the other hand, Loudoun County may vote on apportionment of NVTC's state aid revenues if Loudoun County transportation projects have been included in NVTC's grant request.

b) The member may not vote on matters pertaining directly to the governance of the Washington Metropolitan Area Transit Authority (MMATA) that are outside of the rights and responsibilities delineated in the MMATA Board Resolution admitting Loudoun County to the Transit Zone.

If a dispute arises over the Loudoun County member's right to vote, NVTC's Chairman shall decide. That decision may be appealed to NVTC's Executive Committee by any member of NVTC. The decision of the Executive Committee is final.

9. Hambership in the MMATA Transit Zone

After joining NVTC, Loudoun County will be encompassed in the NMATA Transit Zone. In accordance with MMATA's July 6, 1989 Resolution and July 11, 1989 letter, Loudoun County will not one any duty or responsibility to MMATA at the time it joins NVTC. At such time as Loudoun County applies for permission to use or contract with MMATA for transit service or facilities, terms and conditions will be established as appropriate. Before Loudoun County applies for such permission, the County agrees to inform NVTC so that NVTC may consider a unified proposal to the MMATA Board, agreed to by Loudoun County and by a majority of NVTC's members, regarding the appropriate terms and conditions. MVTC agrees to exercise its best efforts to seek MMATA Board approval of that unified proposal.

10. Amendments to HVTC's By-Laws

MYTC agrees to adopt amendments to its By-Laws setting forth such changes necessary to implement this agreement.

11. Dissolving the Loudoup County Transportation District Commission

Coincident with the effective date of this agreement, Loudoun County agrees to dissolve the Loudoun County Transportation District Commission (LCTDC) and to inform appropriate officials of the Commonwealth of such dissolution and Loudoun County's membership in NVTC. (Va. Code § 15.1-1368-9).

Loudoun County shall not be subject to any liabilities of, debts of, or claims against NVTC outstanding at the time Loudoun County joins NVTC or as a result of matters in which Loudoun County is not eligible to vote pursuant to this agreement.

The Treasurer of Loudoun County and Loudoun County Director of Financial Services have been authorized by the LCTDC and Loudoun County to hold, invest and account for LCTDC funds. Subject to the direction of the Board of Supervisors and/or the LCTDC, at the time of dissolution all LCTDC funds shall be held in trust for the purposes identified in the transportation plan. If requested, NVTC agrees to hold all or a portion of those funds in trust for Loudoun County for disbursal pursuant to paragraph five and subject to prior appropriations by LCTDC for specific projects or purposes.

12. Withdraw from NVTC

In the event Loudoun County withdraws from NVTC, NVTC shall disburse any remaining funds held in trust for Loudoun County in conformance with paragraph five.

13. Additional Requirements

All applicable laws and regulations of the Commonwealth will apply.

14. Effective Date

This agreement shall become effective upon entry in the minutes of the Board of Supervisors of Loudoun County of the certification of the Secretary of the Commonwealth, as required by Va. Code § 15.1-1367.

the Commonwealth, as required by Va. Code § 1	15.1-1367.
Betty V. Tatala, Chairmin Loudoun County Board of Supervisors	12-14-89 Date
COUNTY OF ARLIMSTON STATE OF VIRBINIA, to-wit:	
and County aforesaid, do hereby certify that the in my said jurisdiction, <u>Betty W. Tatum</u> County Board of Supervisors, whose name is significant.	lotary Public in and for the State is day personally appeared before to the affixed Agreement.
Given under my hand this14th day of _	Oecember , 1989.
- Mary	Rothry Public
My Commission Expires: July 18, 1992 Silla Richards [111a Richards, Chairman, MVTC	18 - 14 - 89 Date
COUNTY OF ARLINGTON STATE OF VIRGINIA, to-wit:	W
I, Mary E. Fisher , a limited and County aforesaid, do hereby certify that this is in my said jurisdiction, Lilla Richards , whose name is significant.	ed to the affixed Agreement.
Given under my hand this 14th day of	December , 1989.
-May	Motary Public
y Commission Expires: July 18, 1992	MOTATY PUBLIC



Washington Metropolitan Area Transit Authority

600 Fifth Street, N.W., Weshington, D.C., 20001 (202) 662-1234 January 26, 1990



Mr. Richard K. Taube Executive Director Northern Virginia Transportation Commission 2009 North 14th Street, Suite 300 Arlington, VA 22201

Dear Mr. Taube:

Thank you for your letter of January 4, informing me that Loudoun County had joined NVTC. Pursuant to the NMATA Compact, our Board of Directors has adopted a Resolution which establishes the terms governing Loudoun County's admittance to the Transit Zone.

Enclosed is a copy of Resolution No. 90-1, reflecting the Board's action.

Sincerely.

Carmen E. Turner General Manager

Enclosure

#90-1 RESOLUTION OF THE BOARD OF DIRECTORS OF THE NASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

MHEREAS, Section 83(a) of the MMATA Compact provides as follows:

"Mhen advised in writing by the Northern Virginia Transportation Commission (NVTC) or the Hashington Suburban Transit Commission that the geographical area embraced therein has been enlarged, the Board, upon such terms and conditions as it may deem appropriate, shall by resolution enlarge the Zone to embrace the additional area"; and

MHEREAS, the Board has been advised that Loudoun County has joined the NVTC: and

MHEREAS, Loudoun County is not currently served by Metrobus and no Metrorail stations (existing or planned) are located in the County; and

NHEREAS, acceleration of the effective date of this resolution is required for the proper and timely performance of the Board's functions,

NON, THEREFORE, BE IT RESOLVED by the Board of Directors of the Hashington Metropolitan Area Transit Authority, that the HMATA Transit Zone shall be enlarged to include Loudoun County and the political subdivisions of the Commonwealth of Virginia located within the County; and

- BE IT FURTHER RESOLVED, that neither Loudoun County nor the Authority shall be entitled to receive any benefit or privilege from, nor shall either owe any duty or responsibility to, the other which would otherwise accrue to or be due from the Authority and a jurisdiction encompassed within the Transit Zone, until such time as Loudoun County applies for permission to use or contract with the Authority for transit service or facilities. At such time or times as Loudoun County requests service or facilities use from the Authority, the Board shall set such additional terms and conditions, from time to time, consistent with the Compact, as it deems appropriate; and it deems appropriate; and

BE IT FURTHER RESOLVED that this resolution be effective immediately.

Reviewed as to form and legal sufficiency.

General Counsel

Motion by Mr. Alexander, seconded by Mrs. Mason, and unanimously approved. Ayes: 6 - Mrs. Whipple, Mrs. Mason, Mr. Bernett, Mr. Alexander, Mr. Castaldi, and Mr. Watson



Agenda Item #4

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube and Mariela Garcia-Colberg

DATE: February 23, 2012

SUBJECT: Disadvantaged Business Enterprise Policy, Program and Goal

Federal regulations require NVTC to adopt a DBE policy, program and goal for the next three years and to provide regular reports to the Federal Transit Administration (FTA) on progress in meeting the goal. The commission is asked to approve the attached Resolution #2188.

Commissioners will recall that the draft policy, program and goal were discussed at NVTC's January 5, 2012 meeting. Since then, public comments have been requested via notices published in newspapers and posted on NVTC's website. No comments have been received to date.





RESOLUTION #2188

SUBJECT: NVTC's Disadvantaged Business Enterprise Policy, Program and Goal.

WHEREAS: The Federal Transit Administration (FTA) requires recipients of federal transit assistance to adopt a three-year program, policy and goal for procurements from Disadvantaged Business Enterprises (DBE's) and to report regularly to FTA on progress in meeting the goal;

WHEREAS: Previously the Potomac and Rappahannock Transportation Commission adopted DBE goals and reported to FTA on behalf of itself, the Virginia Railway Express and the Northern Virginia Transportation Commission;

WHEREAS: FTA now is requiring NVTC to separately adopt a three-year policy, program and goal by March 1, 2012 and to regularly report to FTA on progress in meeting the goal; and

WHEREAS: NVTC considered its draft DBE policy, program and goal at its January 5, 2012 meeting and directed staff to seek public comments through published newspaper notices and posting on NVTC's website.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission, with due regard for the comments of the public, hereby adopts the DBE policy, program and goal for a three-year period as described in the NVTC document dated March 1, 2012, and directs its staff to regularly report to FTA on progress in meeting the goal.

Approved this 1st day of March, 2012.

Jay Fisette Chairman

Paul C. Smedberg Secretary-Treasurer





DISADVANTAGED BUSINESS ENTERPRISE POLICY, PROGRAM AND GOAL

March 1, 2012

Policy Statement

The Northern Virginia Transportation Commission (NVTC) (hereinafter called the commission) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. The commission has received federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the commission has signed assurances that they will comply with 49 CFR Part 26.

It is the policy of the commission to ensure that DBE's, as defined in §26.5, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also NVTC's policy:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts;
- ◆ To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- ♦ To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's;
- ♦ To help remove barriers to the participation of DBE's in DOT assisted contracts; and
- ♦ To assist the development of firms that can compete successfully in the market place outside the DBE Program.

Mariela Garcia-Colberg, NVTC's Transportation Projects and Grants Specialist, has been delegated as the DBE Liaison Officer. In that capacity, she is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the commission in its financial assistance agreements with the Department of Transportation.

NVTC's staff has disseminated this policy statement to their Commissioners and all the components of their organization. Staff has distributed and will continue to distribute this statement to DBE and non-DBE business communities that perform work for NVTC on DOT-assisted contracts.

Objectives

- Appoint a DBE liaison officer, who shall have direct, independent access to NVTC's Executive Director concerning DBE program matters. The liaison officer shall be responsible for implementing all aspects of NVTC's DBE program. NVTC's DBE liaison officer is Mariela Garcia-Colberg.
- 2. Thoroughly investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in NVTC's community and make reasonable efforts to use these institutions. NVTC will also encourage its prime contractors to use such institutions.
- 3. The DBE liaison officer, together with NVTC's director of finance, will create and establish prompt payment mechanisms for all contractors and subcontractors and provide appropriate means to enforce the requirements of these mechanisms. These shall be included in all of NVTC's Requests for Proposals, Invitations for Bid and resulting project contracts.
- 4. NVTC's DBE program will include a monitoring and enforcement mechanism to ensure that work committed to DBEs at contract award or subsequently (e.g., as the result of modification to the contract) is actually performed by the DBEs to which the work was committed. This mechanism will include a written certification that NVTC has reviewed

- contracting records and monitored work sites in its district for this purpose. This monitoring will be conducted as part of the close-out reviews for a contract.
- 5. The monitoring and enforcement mechanism will provide for a running tally of actual DBE attainments (*i.e.*, payments actually made to DBE firms), including a means of comparing these attainments to commitments.
- 6. In order to foster small business participation, NVTC will include an element to structure contracting requirements to facilitate competition by small business concerns, taking all reasonable steps to eliminate obstacles to their participation, including unnecessary and unjustified bundling of contract requirements that may preclude small business participation in procurements as prime contractors or subcontractors.
- 7. NVTC will incorporate all of the DBE program objectives in its agreements with subrecipients. NVTC will monitor the performance of these subrecipients and will implement appropriate mechanisms to ensure compliance with the DBE program requirements.
- 8. In the event that a subrecipient fails to comply with DBE program requirements, NVTC may terminate the subrecipient's agreement for default. Termination shall be effective by serving a notice of termination on the subrecipient setting forth the manner in which the subrecipient is in default.

Definitions of Terms

The terms used in this program have the meanings defined in 49 CFR §26.5.

Goal

As calculated below in Section 12, NVTC's goal is 5.6 percent of the value of the commission's federally funded contracts, or \$280,000 of an anticipated \$5 million in contract value during 2012 through 2014.

Executive Director's Commitment to the Disadvantaged Business Enterprise Policy, Program and Goal

I, Richard K. Taube, Executive Director of the Northern Virginia Transportation Commission, will take Affirmative Action to ensure that Disadvantaged Business Enterprises shall have maximum practical opportunity to participate in the performance of the contracts financed in whole or in part with funds derived from the Federal Transit Administration.

I will direct the NVTC staff to provide for the maximum utilization of Disadvantaged Business Enterprises including financial institutions, and to use all practical means to ensure that Disadvantaged Business Enterprises have the maximum practical opportunity to compete for contract and subcontract work let by the commission.

In keeping with this commitment it is my pledge to work toward achieving the following DBE goals for the award of FTA-assisted contracts, excluding vehicle procurements. The goal for utilization of the DBE's shall be **5.6%** of the construction, supply and consultant contract dollar amounts.

	Date
Richard K. Taube, Executive Director	_

Program

1. Nondiscrimination

The commission will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, gender, national origin or ethnicity.

In administering its DBE program, the commission will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, gender, national origin or ethnicity.

2. <u>DBE Program Updates</u>

The commission will continue to carry out this program until all funds from DOT financial assistance have been expended. The commission will provide to DOT updates representing significant changes in the program.

3. Quotas

The commission does not and shall not use quotas in any way in the administration of this DBE program.

4. DBE Liaison Officer (DBELO) and Reconsideration Official

The commission has designated the following individual as its DBE Liaison Officer:

Mariela Garcia-Colberg NVTC 2300 Wilson Boulevard, Suite 620 Arlington, VA 22201 (703) 524-3322 mariela@nvtdc.org

In that capacity, Ms. Garcia-Colberg is responsible for implementing all aspects of the DBE program and ensuring that the commission will comply with all provisions of 49 CFR Part 26. Ms. Garcia-Colberg has direct, independent access to the Executive Director concerning DBE program matters.

Ms. Garcia-Colberg is responsible for developing, implementing and monitoring the DBE program, in coordination with other appropriate officials. Duties and responsibilities include the following:

- Gathers and reports statistical data and other information as required by DOT.
- Reviews third party contracts and purchase requisitions for compliance with this program.
- Ensures that bid notices and requests for proposals are available to DBE's in a timely manner.
- ♦ Identifies contracts and procurements so that DBE goals are included in solicitations (both race-neutral methods and contract specific goals) and monitors results.
- Analyzes the commission's progress toward goal attainment and identifies ways to improve progress.
- Participates in pre-bid meetings as needed.
- Advises the Executive Director on DBE matters and achievement.
- Participates with the legal counsel and project managers to determine contractor compliance with good faith efforts.

- Provides DBE's with information and assistance in preparing bids, obtaining bonding and insurance.
- Plans and participates in DBE training seminars.
- Provides outreach to DBE's and community organizations to advise them of opportunities.

Reconsideration Official

The commission's reconsideration official will be Mr. Rick Taube, Executive Director of the Northern Virginia Transportation Commission (NVTC). Mr. Taube will abide by the requirements for reconsideration as stated in §26.53(d).

5. Federal Financial Assistance Agreement Assurance

The commission has signed the following assurance, applicable to all DOT-assisted contracts and their administration:

The commission shall not discriminate on the basis of race, color, sex, gender, national origin or ethnicity in the award and performance of any DOT-assisted contract or in the administration of its DBE Program or the requirements of 49 CFR Part 26. The commission shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The commission's DBE Program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the commission of its failure to carry out its approved program, the Department may impose sanctions as provided for under §26.101 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

OBE Financial Institutions -Investigation of Opportunities for the Use of Banks owned and controlled by minorities or women.

The commission has a practice of reviewing its banking needs periodically and making specific inquiries every two or three years. Because of the nature of its business, and extent of its banking needs, there are a limited number of financial institutions that can fulfill all of the commission's service requirements. It has also been determined that by using one institution at a time for such service, the commission has greater control, and productivity and economic gain are enhanced. At the present time, there is no minority or female owned and controlled financial institutions with which the commission does business.

7. <u>Directory</u>

The commission does not certify firms as DBE's but utilizes the Department of Transportation of the Commonwealth Virginia (VDOT) and the Virginia Department of Minority Business Enterprises (VDMBE) Certified DBE Vendor lists to determine which firms may be counted as DBE's. The directories list the firm's name, address, and phone number and the type of work the firm has been certified to perform as a DBE.

These directories are revised periodically. Because of the size of VDOT's directory, copies are not appended; however, these directories are available online at VDOT's website (www.virginiadot.org). Likewise, VDMBE's list can be found online (www.dmbe.state.va.us).

8. <u>Contract Assurance</u>

The commission will ensure that the following clause is placed in every DOT-assisted contract and subcontract:

The contractor or subcontractor shall not discriminate on the basis of race, color, sex, gender, national origin or ethnicity in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Commission deems appropriate.

9. Prompt Payment

The commission will include the following clause in each DOT-assisted prime contract:

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contractor receives from the commission. The prime contractor agrees further to return retainage payments to each subcontractor within 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time period may occur only for good cause following written approval of the commission. This clause applies to both DBE and non-DBE subcontractors. Work may be credited toward goals only when payments are actually made to DBE's.

10. <u>Monitoring and Enforcement Mechanisms</u>

The commission will bring to the attention of the Department of Transportation any fraudulent or dishonest conduct in connection with the program, so that DOT can take the steps provided in §26.107. NVTC also will consider similar action under its legal authorities, including responsibility determinations in future contracts.

The commission has implemented appropriate mechanisms to ensure compliance with this requirement by all program participants (e.g., applying legal and contract remedies available under federal, state and local law).

11. Fostering Small Business Participation

In order to promote small business participation, and eliminate any obstacles that these firms may encounter in the solicitation process, the commission will do the following:

- For design-build or large contracts, require bidders to specify elements of the contract or specific subcontracts that a small business, including DBE, can perform.
- For contracts that do not have DBE goals, require the subcontractor to provide subcontracting opportunities.
- Identify other ways for small businesses, including DBEs, to compete for and to perform prime contracts.
- In order to meet the portion of the overall race neutral goals, ensure that small businesses, including DBE's, can perform on a reasonable number of prime contracts.

12. Overall Goals

The commission's overall goal for 2012-2014 is the following:

5.6% of the federal financial assistance the commission will expend in DOT-assisted contracts (exclusive of FTA funds to be used for the purchase of transit vehicles).

Given the amount of DOT-assisted contracts the commission expects to get during FY 12-14 period which is estimated to be \$5,000,000, a goal of \$280,000 in contract awards to DBE's has been established.

Method

NVTC's overall goal must be based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate in NVTC's USDOT-assisted contracts.

There are several steps that need to be completed in order to establish DBE goals. The first step in establishing an overall goal for DBE participation is to establish a base figure for the relative availability of DBE vendors within NVTC's service area (Northern Virginia and Washington, DC). In order to determine NVTC's base figure, NVTC will use the goal already set by PRTC, which is another USDOT recipient in the same market, and has already set its overall goal in compliance with federal regulations. PRTC has set its FY10-12 goal at 5.6% which also applies to the Virginia Railway Express (VRE). PRTC and NVTC co-own VRE, so that it is sensible to retain continuity among NVTC, PRTC and VRE.

After calculating NVTC's base figure, the second step is to adjust for differences between PRTC and NVTC's contracting program, if any. After studying PRTC's contracting program and comparing it to that of NVTC, NVTC believes the two are comparable and utilize the same types of firms. NVTC's USDOT assisted projects expected to be initiated during the federal fiscal periods 2012-2014 include construction of a Falls Church intermodal transit facility; preliminary design of Alexandria Potomac Yard transit improvements including final design and construction of entrances; design of an intermodal station on Eisenhower Avenue; design, construction and project management of King Street Metrorail access improvements; and design and construction of improvements for Alexandria Transit. Firms that will be utilized include general management, planning services, engineering services, and construction.

Then, the federal DBE regulations require that the base goal should be adjusted using past participation rates of DBEs on USDOT-funded projects. Past participation percentages are derived from **actual commitments** to DBE certified firms by the prime contractor for the past three completed federal fiscal year reporting periods. In NVTC's case, that would be FY, '09, '10 and '11. The adjusted goal is then calculated by adding the base goal percentage to the median percentage, from the previous three years, and then diving by two.

Past Participation of NVTC for Completed Federally Funded Projects:

Year	FFY 2011	FFY 2010	FFY 2009
Percent of total dollars to DBE	0	0	0

Median = 0%

Using 0% as the median percentage for past participation resulted in the following formula used to calculate the adjusted base goal:

Adjusted Goal	Formula
%	=([base]5.6%+[median] 0%) / 2

Calculated Goal 2.8%

However, NVTC wishes to maintain the same goal as PRTC and VRE, which is 5.6%

13. Transit Vehicle Manufacturers

If the commission ever procured transit vehicles, it will require each transit vehicle manufacturer (TVM), as a condition of being authorized to bid or propose on FTA-assisted transit vehicle procurements, to certify that it has complied with the requirements of this section. Alternatively, the commission may, at its discretion and with FTA approval, establish project-specific goals for DBE participation in the procurement of transit vehicles in lieu of the TVM complying with this element of the program.

14. Process

An important part of setting the DBE goal is public participation. NVTC must consult with minority, women's and general contractor groups, community organizations and others which could be expected to have information about DBEs.

Once staff set the proposed NVTC DBE goals and gained commissioners' provisional approval in January, 2012, the commission published a notice in a Northern Virginia newspaper and available minority—focused media informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the commission's principal office for 30 days following the date of the notice, and informing the public that the commission will accept comments on the goals for 45 days from the date of the notice. If public comments are received, the goal must be reconsidered and reviewed by the commissioners; if not, the commissioners can adopt the goal. The commission's overall goal submission to DOT will include a summary of information and comments received during this public participation process and NVTC's responses.

The commission will submit its overall goal to DOT no later than March 2, 2012.

The commission will begin using its overall goal right away, unless it receives other instructions from DOT.

15. <u>Breakout of Estimated Race-Neutral and Race-Conscious Participation</u>

The commission will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The commission uses the following race-neutral means to increase DBE participation, including but not limited to:

• Give priority to race-neutral means (including gender neutrality).

- Use outreach, technical assistance and procurement process modifications to increase opportunities for all small businesses, not just DBE's, and do not set specific goals for the use of DBE's on individual contracts.
- ♦ The commission estimates that, in meeting its overall goal of **5.6%**, it will obtain **5.6%** from race-neutral participation.

16. Contract Goals

The commission will use contract goals to meet any portion of the overall goal that the commission does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the overall goal that is not projected to be met through the use of race-neutral means.

The commission will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. The commission needs not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work)

The commission will express its contract goals as a percentage of the federal share of a DOT-assisted contract.

17. Good Faith Efforts

The commission treats bidder/offerors' compliance with good faith effort requirements as a matter of responsiveness. Each solicitation for which a contract goal has been established will require the bidders/offerors to submit the following information under sealed bid procedures, as a matter of responsiveness, or with initial proposals, under contract negotiation procedures:

- The names and addresses of DBE firms that will participate in the contract;
- A description of the work that each DBE will perform.
- The dollar amount of the participation of each DBE firm's participation.
- Written and signed documentation of commitment to use a DBE subcontractor whose participation it submits to meet a contract goal.
- Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment; and
- If the contract goal is not met, evidence of good faith efforts.

18. <u>Demonstration of Good Faith Efforts</u>

The obligation of the bidder/offeror is to make good faith efforts. The bidder/offeror can demonstrate that it has done so either by meeting the contract goal or documenting good faith efforts.

The Contract Officer is responsible for determining whether a bidder/offeror who has not met the contract goal has documented sufficient good faith efforts to be regarded as responsive pertaining to the contract.

The commission will ensure that all information is complete and accurate and adequately documents the bidder/offeror's good faith efforts before NVTC commits to the performance of the contract by the bidder/offeror.

19. <u>Administrative Reconsideration</u>

Within 30 days of being informed by the commission that a bidder/offeror is not responsive because it has not documented sufficient good faith efforts, a bidder/offeror may request administrative reconsideration. Bidder/offerors should make this request in writing to the appropriate reconsideration official at the address provided below.

Executive Director NVTC 2300 Wilson Boulevard, Suite 620 Arlington, VA 22201 703-524-3322 nvtc@nvtdc.org

The reconsideration official will not have played any role in the original determination that the bidder/offeror did not document sufficient good faith efforts.

As part of this reconsideration, the bidder/offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The bidder/offeror will have the opportunity to meet in person with NVTC's reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do. The commission will send the bidder/offeror a written decision on reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process may not be appealed to the Department of Transportation.

20. Good Faith Efforts when a DBE is Replaced on a Contract

The commission will require a contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete its work on a contract with another certified DBE, to the extent needed to meet the contract goal. The commission will require the prime contractor to notify the DBE Liaison Officer immediately of the DBE's inability or unwillingness to perform and provide reasonable documentation.

In this situation, the commission will require the prime contractor to obtain NVTC's prior approval of the substitute DBE and to provide copies of new or amended subcontracts, or documentation of good faith efforts. If the contractor fails or refuses to comply in the time specified, NVTC's contracting officer will issue an order stopping all or part of payment/work until satisfactory action has been taken. If the contractor still fails to comply, the contracting officer may issue a termination for default proceeding.

21. Counting DBE Participation

The commission will count DBE participation toward overall and contract goals as provided in 49 CFR §26.55.

22. <u>Certification</u>

The commission does not certify DBE's; however, the commission does recognize certification by the Virginia or Maryland Department of Transportation, WMATA, Amtrak or any other transportation or transit agency receiving federal DOT funds.

23. <u>Information Gathering and Reporting</u>

Bidders List

The commission will create a bidders list, consisting of information about all DBE and non-DBE firms that bid or quote on DOT-assisted contracts. The purpose of this requirement is to allow use of the bidders list approach to calculating overall goals. The bidders list will include the name, address, DBE/non-DBE status, age and annual gross receipts of firms. The Transportation Project Manager will maintain this information on site.

Monitoring Payments to DBE's

NVTC will require prime contractors to maintain records and documents of payments to DBE's for three years following the performance of the contract. Any authorized representative of the commission or DOT will make these records available for inspection upon request. This reporting requirement also extends to any certified DBE subcontractor.

NVTC will keep a running tally of actual payments to DBE firms for work committed to them at the time of contract award.

NVTC will perform interim audits of contract payments to DBE's. The audit will review payments to DBE subcontractors to ensure that the actual amount paid to DBE subcontractors equals or exceeds the dollar amounts stated in the schedule of DBE participation.

24. Reporting to DOT

The commission will report DBE participation on a semi-annual basis, using the form entitled "Uniform DBE Awards or Commitments and Payments."

Attachment 1: Proof of Goal Advertisement

.eadquarters
2519 North Charles St.
Baltimore, MD 21218
410-554-8200



Washington Office 1917 Benning Road, NE Washington, DC 20002 202-332-0080

www.afro.com

District of Columbia, To Wit

Personally appeared before me a Notary Public

Who being duly sworn according to the law, on oath says he/she is duly authorized as an agent of the "Afro-American Company", publisher of "The Afro-American Newspapers", a newspaper published in the District of Columbia afore said are the advertisements of which the annexed is a true copy and was published in the regular edition of the said newspaper 01/28/2012

Amount Due: \$74.61

Agent: Shari Fickling

Subscribed to and sworn before me This 30th Day of January 2012

otary Public Signature

NVTC is seeking public comment on its proposed 2012-2014 DBE program and its goal of 5.6%. The program and goal are available for the next 30 days at www.thinkoutsidethecar.org or by visiting NVTC at 2300 Wilson Boulevard, Suite 620, Arlington, VA 22201. Public comments will be accepted for the next 45 days. Send comments to: Mariela Garcia-Colberg.

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THE WASHINGTON POST

By

Nicole McKinney BILLING MANAGER

REQUEST FOR PUBLIC COMMENT NVTC's Disadvantaged Business Enterprise Policy and Goal NVTC is seeking

public comment on its proposed 2012-2014 DBE program and its goal of 5.6%. The program and goal

available for the next 30 days at www.thinkoutsidethecar.org or by visiting NVTC at 2300 Wilson Boulevard, Suite 620, Arlington, VA 22201. Public comments will be accepted for the next 45 days. Send comments to: Mariela Garcia-Colberg



AGENDA ITEM #5

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube

DATE: February 23, 2012

SUBJECT: NVTC By-Laws Amendments

During its consideration of 2012 performance goals, NVTC's board members expressed an interest in clarifying certain procedures set forth in NVTC's By-Laws. The attached proposed changes are meant to accomplish such clarification. For example, in order to strengthen the capability of the Executive Committee to recommend policy actions to the full board of NVTC, it is recommended that the Chairman of the Fairfax County Board be a permanent member of the Executive Committee (if that person serves on NVTC) as well as all of NVTC's WMATA Board members.

The current By-Laws require action at two meetings of NVTC before any changes are adopted. The commission considered the proposed By-Law changes at its meeting of January 5, 2012. However, since then one change has been added and on the advice of legal counsel, the commission is being asked to consider this new language at its March 1st meeting and to approve the entire package of changes at its April 5th meeting.

The change is proposed because HB 480 in the current General Assembly session would amend Virginia's Freedom of Information Act to clarify that a member of a public body is eligible to attend and observe a closed session of a committee or subcommittee of that body, so NVTC's By-Laws would be made consistent with that legislation. The previous language considered by NVTC in January would have given NVTC's Chairman the discretion to decide who is permitted to attend such closed meetings.







Proposed Amendments to the NVTC BY-LAWS

--March 1, 2012--

NORTHERN VIRGINIA TRANSPORTATION COMMISSION BY-LAWS

Adopted 3 Mar. 66
Revised 4 Aug. 66
Revised 9 Jan. 69
Revised 5 Jun. 75
Revised 6 May. 81
Revised 11 Jul. 85
Revised 3 Oct. 85
Revised 3 Jan. 90
Revised 1 Mar. 90
Revised 1 Jul. 04
Revised 1 Mar. 12

1. PURPOSE

The Northern Virginia Transportation Commission (NVTC) was created by the Virginia General Assembly in 1964. NVTC's mission is to serve the public by providing a forum for elected officials, focusing primarily on public transit, to develop strategies, identify funding sources, advocate for additional funding, prioritize funding allocations, oversee transit systems such as VRE and WMATA, and pursue new transit programs and innovations. NVTC works to improve mobility, safety, and transit customer service; reduce traffic congestion; protect the environment; and stimulate the regional economy; all by increasing the use of transit and ridesharing. The duties and powers of the commission are set forth in Sections 15.2-4500 through 15.2-4534 of the Virginia Code.

2. PARTICIPATING GOVERNMENTS

- A. The following local governments, comprising the Northern Virginia Transportation District (Section 15.2-4503.1 of the Virginia Code) are eligible to participate in the Northern Virginia Transportation Commission, with representatives as noted:
 - (1) Fairfax County -- Five members
 - (2) Arlington County --Three members
 - (3) City of Alexandria -- Two members
 - (4) City of Fairfax____--One member
 - (5) City of Falls Church --One member
 - (6) Loudoun County* --One member
- B. In addition, the chairman of the Commonwealth Transportation Board designates one <u>ex officio</u> member of the commission.
- C. The General Assembly of Virginia is represented by two senators and four delegates.
- D. Additional counties and cities may be added to the transportation district and shall appoint one representative.
- E. <u>Local governments may appoint alternates to vote in the absence of their principal members.</u>

^{*} Loudoun County's membership is governed by the terms of an agreement dated December 14, 1989 between NVTC and the county.

3. MEETINGS Deleted: 2

A. Regular Public Meetings

Regular public meetings will be held on the first Thursday night of each month unless two thirds of the members shall consent to an alternate date. If the meeting night occurs on a holiday, the commission shall designate a substitute night as a matter of business during a prior meeting.

B. Quorum and Action by Commission

Section 15.2-4512 of the Virginia <u>Code</u> stipulates the requirements of a quorum and action by the commission. A quorum requires eleven members including individuals representing four jurisdictions. However, while the General Assembly is in session, NVTC's General Assembly members shall not be counted in determining a quorum. General Assembly members on the commission represent the Commonwealth of Virginia and not the jurisdictions from which they are elected. The presence of a quorum and a vote of the majority of the members necessary to constitute a quorum of all the members appointed to the commission, including an affirmative vote from at least one commissioner from a majority of the jurisdictions represented at the meeting, shall be necessary to take any action.

Notwithstanding the provisions of Section 2.2-3708, members of the General Assembly may participate in the meetings of the commission through electronic communications while the General Assembly is in session.

4. RULES OF PROCEDURE

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Robert's Rules, as amended shall apply.

5. OFFICERS

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- A. The officers of the commission shall be elected from the membership of the commission and shall serve terms of one year, or until their successors are elected, and may succeed themselves.
- B. The officers and their duties shall be as follows:
 - (1) Chairman: The chairman presides at meetings of the commission, represents the commission before the United States Congress, the Virginia Assembly, and other commissions, and is the commission's spokesman in matters of policy.
 - (2) Vice Chairman: The vice chairman shall, in the absence or disability of the chairman, perform the duties and exercise the powers of the chairman.
 - (3) Secretary-Treasurer: The secretary-treasurer shall monitor the financial administration of the commission including the investment of funds and securities of the commission and monitor financial records and the issuance of such reports as required by law, i.e., annual audit and other financial statements as determined by the commission. He or she shall direct staff to present monthly reports of the financial condition of the commission, giving the status and basis for all

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Deleted: At least quarterly

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investments and of all money and other valuable effects in the name or in the credit of the commission.

C. Election of the officers shall take place annually at the January meeting of the commission, and the officers shall serve until their successors are duly elected. Notice of meeting must state that election of officers will be a matter of business at the meeting.

EMPLOYEES

A. The <u>commission</u> shall employ an executive director who shall hire and direct such other employees as may be necessary to perform the functions of the commission.

B. The duties, qualifications, terms, compensation and related benefits of employees shall be prescribed in NVTC's Administrative Regulations as Deleted: Personnel Policies adopted and amended from time to time by the commission and/or executive director.

ACCOUNTS AND RECORDS **Z**._

A. The Virginia Code stipulates the types of records to be maintained by the commission.

- B. The annual report of the commission shall be for the fiscal year period.
- C. The official minutes of the commission shall be in the custody of the executive director of the commission who shall certify copies and abstracts of the minutes when required.

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8. BONDING OF COMMISSIONERS AND EMPLOYEES

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- A. The commission shall secure a public official bond for the faithful performance of duties in the amount of:
 - (1) \$5,000 for each member of the commission except the secretary-treasurer:
 - (2) \$25,000 for the secretary treasurer.

The bonds shall be filed with and preserved by the Comptroller of the Commonwealth.

- B. The commission shall secure a fidelity bond for the faithful performance of duties in the amount of:
 - (1) \$1,000,000 for the executive director; and
 - (2) As directed for other members of the commission staff and officers as appropriate. The executive director's and staff bonds will be held by the commission.

9. FINANCES

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A. Fiscal Year

The fiscal year shall begin the first day of July in each year.

B. Budget

(1) The executive director shall submit a proposed budget for the succeeding fiscal year prior to the month of January.

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- (2) The budget approved by the executive committee shall be submitted to the commission at its <u>January meeting</u>. The notice of this meeting must state that the budget for the coming fiscal year is to be a matter of business at the meeting.
- (3) The administrative expenses of the commission, to the extent funds for such expenses are not provided from other sources, shall be allocated among the component governments on the basis of the relative shares of state and federal transit aids allocated by the commission among its component governments, as stated in the Virginia Code (Section 15.2-4515D).

C. Audit

The books of the commission shall be audited by a certified public accountant or accountants, and the audit report shall be included in the annual report.

10. COMMITTEES

A. Executive Committee

(1) Membership: There shall be an executive committee consisting of the chairman, the immediate past chairman if still a member of the commission, the vice chairman, the secretary-treasurer, the commission's members of the WMATA Board, the chairman of the Fairfax County Board of Supervisors (if serving on NVTC) and one Deleted: February

Deleted: 9

Deleted: both of the commission's WMATA representatives

member of the General Assembly. The legislative commissioner on the executive committee shall be appointed by the senior member of the legislative commissioners in Length of service in the General Assembly.

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- (2) Duties: The executive committee shall:
 - (a) Review the work program of the commission and advise the executive director on activities within policies set by the commission.
 - (b) Identify and present to the commission policy issues related to transportation improvements and the administration of NVTC.
 - (c) Review the current administration of the commission including the expenditure and investment of commission funds.
 - (d) Consider and make recommendations to the commission on the substantive program areas for commission activity and for the establishment and disestablishment of subcommittees required for each activity.
 - (e) Regularly report its deliberations to the commission.
 - (f) Regularly review the performance of the executive director<u>at</u>

 <u>least annually, including establishing performance goals and</u>

 <u>recommending any changes in compensation to the full</u>

 commission.

Deleted: Information on these matters shall continue to be provided at least quarterly to the commission.

reports, responding to recommendations from NVTC's auditors and meeting with those auditors as needed.

(3) Meetings:

- (a) Each January the commission shall establish a meeting schedule for the executive committee.
- (b) Quorums, notices, minutes and other open meeting

 requirements contained in the Virginia Code shall be adhered

 to.

B. Other Committees

The commission shall, at its <u>January annual</u> organizational meeting, or thereafter, establish such committees as it deems appropriate. Such committees shall continue throughout the calendar year unless dissolved. The chairman of the commission shall designate the chairman and membership of each such committee. These committees shall adhere to all open meeting requirements contained in the Virginia Code. All members of NVTC are eligible to attend meetings of all NVTC's committees and subcommittees and in the case of closed meetings to attend and observe.

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11. AMENDMENT TO BY-LAWS

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- A. The By-Laws may be altered or amended by the presentation of such proposed alterations or amendments at one meeting with explanations of the proposed changes. Action on the proposed changes shall be taken at the following or subsequent meetings. Notice of proposed action to amend the By-Laws shall be included in the meeting notice.
- B. The enactment of a change of the By-Laws requires a majority vote of the full commission.



AGENDA ITEM #6

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: February 23, 2012

SUBJECT: Legislative Items

The attachments show progress in the Virginia General Assembly relevant to NVTC's legislative agenda for 2012. Additional materials address the status of surface transportation program reauthorization and FY 2013 transit appropriations in the U.S. Congress.



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Composite view

Bills	Committee	Last action	Date
HB 2 - Marshall, R.G Dulles Corridor Metrorail Project; prohibits use of state funds for Phase II of Project, etc.	(H) Committee on General Laws	(H) Left in General Laws	02/14/12
HB 7 - Edmunds - Bicycles; riders approaching intersection controlled by traffic lights need not to wait two minutes.	(H) Committee on Transportation	(H) Passed by indefinitely in Transportation	01/24/12
HB 11 - Cole - Transportation; bonds for specific project on northbound and southbound lanes of Interstate 95.	(H) Committee on Appropriations	(H) Left in Appropriations	02/20/12
HB 23 - Cole - Transportation Trust Fund; increases amount of sales and use tax revenue dedicated to Fund.	(H) Committee on Appropriations	(H) Left in Appropriations	02/20/12
HB 30 - Putney - Budget Bill.	(H) Committee on Appropriations	(H) Passed by for the day	02/22/12
HB 33 - Comstock - Public procurement; state agency agreements with labor organizations.	(H) Committee on General Laws	(S) Constitutional reading dispensed (39-Y 0-N)	02/22/12
	(S) Committee on General Laws and Technology		
HB 52 - Albo - Tax information; reports/information provided by Attorney General	(H) Committee on Finance	(S) Referred to Committee on Finance	02/03/12
to tobacco products manufacturer.	(S) Committee on Finance		
HB 85 - Greason - HOV lanes; extends sunset provision on use by vehicles with clean special fuel	(H) Committee on Transportation	(S) Reported from Transportation with substitute	02/22/12
license plates.	(S) Committee on Transportation	(13-Y 0-N)	
HB 92 - Marshall, R.G Urban development areas; incorporation of areas optional rather than mandatory, etc.	(H) Committee on Counties, Cities and Towns	(H) Left in Counties, Cities and Towns	02/14/12
HB 211 - Miller - Forward energy pricing; authorizes any public body to use mechanisms for	(H) Committee on General Laws	(S) Referred to Committee on General Laws and	02/15/12
budget risk reduction.	(S) Committee on General Laws and Technology	Technology	
HB 256 - Stolle - HOV lanes; extends sunset clause in Northern Virginia and in Hampton Roads.	(H) Committee on Transportation	(H) Passed by indefinitely in Transportation	02/09/12
HB 262 - Peace - Transportation Board; adds arban and rural at-large members.	(H) Committee on Transportation	(S) Failed to report (defeated) in Transportation	02/22/12
	(S) Committee on Transportation	(6-Y 6-N)	
HB 393 - Howell, A.T Motor fuels tax; dedicates additional revenue to operation, etc., of ransportation system.	(H) Committee on Finance	(H) Left in Finance	02/14/12
1B 407 - Torian - Prince William County Metrorail Improvement District; created.	(H) Committee on Transportation	(H) Continued to 2013 in Transportation	01/24/12

Bill Tracking - 2012 session

funding by imposing and increasing certain taxes.	Finance	(п) сек и гимпсе	UZ/14/12
HB 480 - Albo - FOIA; attendance by certain members in a closed meeting.	(H) Committee on General Laws	(S) Referred to Committee on General Laws and	02/15/12
	(S) Committee on General Laws and Technology	Technology	
HB 599 - LeMunyon - Northern Virginia Transportation District; responsibility of VDOT, et	(H) Committee on Transportation	(S) Reported from Transportation with substitute	02/22/12
al., for long-range planning.	(S) Committee on Transportation	(13-Y 0-N)	
HB 600 - LeMunyon - Transportation Board; changes composition.	(H) Committee on Transportation	(H) Left in Transportation	02/14/12
HB 601 - LeMunyon - Washington Metropolitan Area Transit Authority; board membership.	(H) Committee on Transportation	(S) Reported from Transportation (9-Y 4-N)	02/22/12
	(S) Committee on Transportation		,
HB 625 - LeMunyon - Transportation planning; proposed comprehensive plans in Northern Virginia.	(H) Committee on Counties, Cities and Towns	(S) Referred to Committee on Local Government	02/09/12
	(S) Committee on Local Government		
HB 627 - LeMunyon - Dulles Corridor Metrorail Project; use of state funds.	(H) Committee on General Laws	(H) Left in General Laws	02/14/12
HB 659 - Surovell - Transportation Board; increases number of members.	(H) Committee on Transportation	(H) Left in Transportation	02/14/12
HB 693 - Plum - HOV lanes; extends sunset provision on use by vehicles with clean special fixel license plates.	(H) Committee on Transportation	(H) Left in Transportation	02/14/12
HB 706 - Filler-Corn - Pedestrians; requires vehicle drivers to stop at marked crosswalks, etc.	(H) Committee on Transportation	(H) Left in Transportation	02/14/12
HB 723 - Yancey - Transportation; funding and administration in various construction districts.	(H) Committee on Appropriations	(H) Left in Appropriations	02/20/12
HB 802 - May - Virginia Pump Toll; established.	(H) Committee on Finance	(H) Left in Finance	02/14/12
HB 827 - Marshall, R.G Transportation districts; repeals allocation of funds.	(H) Committee on Transportation	(H) Tabled in Transportation	02/07/12
HB 864 - Rust - Transportation Board; changes composition, Governor shall appoint or remove	(H) Committee on Transportation	(S) Continued to 2013 in Transportation (15-Y 0-N)	02/15/12
members, etc.	(S) Committee on Transportation		
HB 876 - Rust - Motor vehicle fuels sales tax; ransfer administration and collection to DMV.	(H) Committee on Finance	(H) Bill text as passed House and Senate (HB876ER)	02/21/12
	(S) Committee on Finance		
18 892 - Alexander - Highway Construction Projects Trust Fund; established.	(H) Committee on Finance	(H) Left in Finance	02/14/12
1B 898 - Albo - Highway Maintenance and Operating Fund; for transportation funding.	(H) Committee on Appropriations	(H) Left in Appropriations	02/20/12
HB 899 - Albo - Retail Sales and Use Tax and notor fuels tax; funds for transportation.	(H) Committee on Finance	(H) Left in Finance	02/14/12
IB 983 - Scott, J.M Motor fuels tax rate; converts rate from cents per gallon to a percentage	(H) Committee on Finance	(H) Left in Finance	02/14/12

HB 1027 - Englin - Motor fuels tax; permits two or more localities to impose.	(H) Committee on Finance	(H) Passed by indefinitely in Finance	02/06/12
HB 1039 - Keam - Highway maintenance payments; increased by Commisioner where traffic volumes exceed certain average.	(H) Committee on Transportation	(H) Left in Transportation	02/14/12
HB 1068 - Hugo - Real estate tax; commercial and industrial property in localities in Northern	(H) Committee on Finance	(S) Referred to Committee on Finance	02/10/12
Virginia.	(S) Committee on Finance		
HB 1239 - Putney - Retail Sales and Use Tax; increased from four percent to five percent, and distribution of revenues.	(H) Committee on Finance	(H) Left in Finance	02/14/12
HB 1241 - Purkey - Motor fuels tax; required to be indexed starting on January 1, 2014.	(H) Committee on Finance	(H) Left in Finance	02/14/12
HB 1248 - Lingamfelter - Transportation; assignment of general fund revenue, report.	(H) Committee on Appropriations	(S) Rereferred to Finance	02/22/12
	(S) Committee on Finance		
HB 1291 - Gilbert - Governor's reorganization of executive branch of state government.	(H) Committee on General Laws	(S) Referred to Committee on General Laws and	02/15/12
	(S) Committee on General Laws and Technology	Technology	
HJ 49 - Gilbert - Governor's Executive Reorganization Plan; approval by each house of	(H) Committee on Rules	(S) Senators: Vogel, Martin, Black, McDougle	02/17/12
General Assembly.	(S) Committee on General Laws and Technology		
HJ 71 - Watts - Constitutional amendment; Transportation Funds.	(H) Committee on Privileges and Elections	(H) Left in Privileges and Elections	02/14/12
HJ 90 - Comstock - Constitutional amendment; Transportation Funds (first reference).	(H) Committee on Privileges and Elections	(H) Left in Privileges and Elections	02/14/12
HJ 146 - Herring - High capacity transit; Transportation Board to make priority for funding by State.	(H) Committee on Appropriations	(H) Left in Appropriations	02/20/12
SB 3 - Black - Dulles Corridor Metrorail Project; prohibits use of state funds for Phase II of Project, etc.	(S) Committee on Finance	(S) Read third time and defeated by Senate (19-Y 20-N 1-A)	02/14/12
SB 40 - Reeves - Retail Sales and Use Tax; exemption on certain tangible personal property.	(H) Committee on Finance	(H) VOTE: BLOCK VOTE PASSAGE (96-Y 0-N)	02/22/12
	(S) Committee on Finance	,	
SB 138 - Puller - Motor vehicle fuels sales tax; transfers administration and collection to DMV.	(S) Committee on Finance	(S) Incorporated by Finance (SB503-Saslaw) (15-Y 0-N)	02/07/12
SB 161 - Petersen - Transportation Board; increases number of membership.	(S) Committee on Transportation	(S) Continued to 2013 in Transportation (15-Y 0-N)	01/25/12
SB 162 - Petersen - Fuels taxes; indexing of tax rates.	(S) Committee on Finance	(S) Incorporated by Finance (SB631-Watkins) (15-Y 0-N)	02/08/12
SB 209 - Barker - HOV lanes; extends sunset provision on use by vehicles with clean special fuel	(H) Committee on Transportation	(H) Subcommittee recommends reporting with	02/21/12
license plates.	(S) Committee on Transportation	amendment(s) (6-Y 0-N)	

Bill Tracking - 2	012 session		
SB 212 - Barker - High occupancy toll (HOT) lanes; construction contracts.	(S) Committee on Transportation	(S) Passed by indefinitely in Transportation (15-Y 0-N)	01/25/12
SB 503 - Saslaw - Motor vehicle fuels sales tax; transfers administration and collection to DMV.	(H) Committee on Finance	(H) VOTE: BLOCK VOTE PASSAGE (96-Y 0-N)	02/22/12
	(S) Committee on Finance	*	
SB 531 - Marsden - Northern Virginia Transportation District; establishes responsibilities	(H) Committee on Transportation	(H) Subcommittee recommends reporting with	02/20/12
for various entities.	(S) Committee on	amendment(s) (6-Y 0-N)	
SB 539 - Puller - Forward energy pricing; authorizes any public body to use mechanisms for	Transportation (H) Committee on General Laws	(H) VOTE: PASSAGE (98- Y 1-N 1-A)	02/21/12
budget risk reduction.	(S) Committee on General Laws and Technology		
SB 631 - Watkins - Motor fuels tax; required to be indexed starting January 1 of year preceeding affected year.	(S) Committee on Finance	(S) Stricken from Senate calendar (38-Y 0-N)	02/14/12
SB 639 - Wagner - Transportation; contributions to toll road construction, etc., by localities,	(H) Committee on Finance	(H) VOTE: PASSAGE (67- Y 32-N)	02/22/12
revenue-sharing funds.	(S) Committee on Finance		
SB 678 - McDougle - Governor's reorganization of executive branch of state government.	(H) Committee on General Laws	(H) VOTE: PASSAGE (76- Y 22-N)	02/22/12
	(S) Committee on General Laws and Technology		
SJ 2 - Obenshain - Constitutional amendment; Transportation Funds (first reference).	(S) Committee on Privileges and Elections	(S) Continued to 2013 in Privileges and Elections (15- Y 0-N)	01/17/12
SJ 6 - Black - Constitutional amendment; Transportation Funds (first reference).	(S) Committee on Privileges and Elections	(S) Continued to 2013 in Privileges and Elections (15- Y 0-N)	01/17/12
SJ 52 - Ebbin - High capacity transit; Transportation Board to make priority for funding by State.	(S) Committee on Rules	(S) Passed by indefinitely in Rules	02/03/12

More...

Email complete list (include message below, if desired): kala@nvtdc.org

submit

Rick Taube

From: Sent: Linda Mcminimy [Imcminimy@MCM1.net] Monday, February 20, 2012 4:34 PM

To:

Jamie Crawford; Patricia Villa (VTA)

Subject: Attachments: Virginia Transit Association Legislative Update VTA Legislative Update 2-20-12.doc

Virginia Transit Association members and friends,

Yesterday the Virginia House and Senate money committees passed their budgets, a summary is below. Significantly they both agreed that transit should share in surplus transportation funds and they both dedicated 9.9M in new funds to the Mass Transit Fund. This was a VTA initiated amendment that will benefit all transit systems. The differences in House and Senate budgets will be negotiated in a conference committee.

Also attached is an updated bill chart of related legislation

Senate Finance and House Appropriations Transit/Rail Related Amendments to the Governor's Introduced

Budget

Senate Budget

HB 29- FY12

- 9.9M to the Mass Transit Fund in FY11 surplus funds. Sponsored by Senator Saslaw at the request of VTA.
 This is the same as the House amendment- It redirects 14.7% (the transit TTF share) of FY11 surplus to
 transportation that the Governor proposed go to the Transportation Infrastructure Bank in the Introduced
 budget. This will benefit every transit provider.
- Redirects \$57.4M in FY11 surplus funds from the Transportation Infrastructure bank to a one time capitalization
 of the Intercity Passenger Rail Operating and Capital Fund established by the 2011 General Assembly.
- Modifies language regarding the average dwell time of hazardous material shipment related to CSX in Fredericksburg or Spotsylvania County

House Budget

HB29 FY12

- 9.9M to the Mass Transit Fund Sponsored by Delegate Jim Scott. The same as the Senate amendment
- No mandatory Project Labor Agreements be undertaken by CTB funded or state funded projects [related to Dulles Rail Phase II]
- Modifies language regarding the average dwell time of hazardous material shipment related to CSX in Fredericksburg or Spotsylvania County

Senate Budget

HB 30- FY13 and FY14

- Eliminates earmark of the Mass Transit Fund for funding TDM and rides lots as part of the I-95 HOT lanes and transfers funding responsibility to the Transportation Opportunity Fund.
- 468,000 in FY13 and 468,000 in FY14 from the Mass Transit Fund to continue GRTC (Richmond) Service
 contingent the pledge of local matching fund of a one to one ration.
 - o 68,000 annually for Route 81 from Chesterfield Town Center to downtown Richmond
 - o 200,000 annually for Route 82 western Hull St. Rd, Chesterfield County to downtown Richmond.
 - o 200,000 annually for Route 95 from Petersburg to downtown Richmond.

- 200,000 in FY13 and FY14 from amounts DRPT ground transportation planning and research funds to plan and develop a Hampton Roads Fast Ferry demonstration project in the Hampton Roads region with intermodal service to Virginia properties HRT facilities.
- \$ 150,000 from the Rail Fund to continue the Rail bus bridge between Roanoke and Lynchburg. Funding is contingent on Valley Metro establishing AMTRAK reservation capabilities for the daily service
- Requires CTB funded transportation projects to purchase American manufactured construction fabrics to the
 extent possible and not prohibited by federal law or regulation.
- 1.5M for Virginia Commercial Space Flight Authority from the TTF

House Budget HB 30- FY13, FY14

- Approves up to 15M off the top of the Transportation Trust Fund for the Virginia Commercial Space Flight
 Authority (HB813). This would reduce TTF funding for transit and other modes. The Senate funded a similar bill
 from Economic Development General Funds
- Limits to two years DRPT's ability to fund certain new or expanded routes at higher than the formula-driven
 rate, to ensure that funds are equitably distributed among transit systems and each route is supported by the
 same level of local support
- Secretary of Transportation to convene a workgroup prior to 2013 Session to examine the feasibility of creating a separate Northern Virginia MPO. Findings to be presented to House Appropriations and Senate Finance committees in Oct. 2012
- No mandatory Project Labor Agreements be undertaken by CTB funded or state funded projects [related to Dulles Rail Phase II]
- Secretary of Transportation to convene a workgroup before 2013 Session to review potential options for devolution of the secondary roads in large jurisdictions

Linda McMinimy
Executive Director
Virginia Transit Association
1108 E. Main St., Suite 1108
Richmond, VA. 23219
Phone: 804.643.1166

Phone: 804,643,1166 Fax: 804,643,1155

E-mail: lmcminimy@mcm1.net

VTA Update on Transit Related Legislation: 2012

TRANSIT

- Commission of the Commission	INAINSII	
Bill Number Patron	Bill Number Bill Summary Patron	Status
HB 211 Miller SB 539 Puller	Procurement; forward energy pricing. As passed the House (HB211) and Senate(SB539): Authorizes, subject to available appropriation, any public body to use forward pricing mechanisms for budget risk reduction. Forward pricing mechanisms are contracts or financial instruments that obligate the public body to buy or sell a specified quantity of energy at a future date at a set price or provide the option to buy or sell the contract or financial instrument. Forward pricing mechanism transactions may be made only if (i) the quantity of energy affected by the mechanism does not exceed the estimated energy use for the public body for the same period, (ii) the period of the mechanism does not exceed 48 months, (iii) a separate account is established for operational energy of the public body, (iv) the public body develops written policies and procedures, and (v) the public body establishes an oversight process.	House: Passed amended 83-14. Senate: Senate: Passed amended 38-0. House: General Laws reported 20-1. On 2 nd reading.
HB 601 LeMunyon	WMATA; board membership. Provides that in appointing Virginia members of the Board of Directors of WMATA, the NOVA Transportation Commission shall include the Secretary of Transportation or his designee as a principal member on the WMATA Board of Directors. Other requirements for appointment and removal from the board are also specified.	House: Passed 71-26. Senate: Local Government
HB 959 Bell SB 40 Reeves	Sales and use tax; public transportation companies. Clarifies that the sales and use tax is not applicable to any company that is owned, operated, or controlled by any county, city, or town and provides public transportation services. Bill inaccurate- amendment to clarify this applies only to transit companies. Requested by JAUNT	House: Passed amended 98-0. Senate: Reported from Finance 15-0. On 3 rd reading.
HJ 146 Herring	apacity transit a priority for funding by	House: Finance sub 1 House: Appropriations sub on Transportation recommends tabling
<u>HB 1245</u> May Governor's Plan	Metropolitan Washington Airports Authority. Changes the composition of the Authority.	House: Passed 97-0. Senate: Local Government
HJ 49 Gilbert SJ 66 McDougle	Governor's Executive Reorganization Plan. Sets out the Governor's executive reorganization plan dated November 25, 2011, for approval by each house of the General Assembly. The resolution sets out the pertinent details of the plan. Item 44 merges NVTC into NVTA. VTA is opposed to that item. It has been taken out in the Senate, but not the House. There will likely be specific bills introduced on each item. Bill has gone to Conference. Conferees are: Delegates Gilbert, Jones and James Senators Vogel, Martin, Black and McDougle	House: Agreed to amended 69-27 Senate: Agreed to amended 23-15 Conference: Senate: Agreed to 22-17 with amendments House: General Laws reported substitute 19-3. On 2 nd reading.

RELATED BILLS OF INTEREST

		THE REAL PROPERTY AND ADDRESS OF THE PARTY AND
R/ QL	VA Disability Commission; powers and duties; work groups; sunset. The VA Disability Commission shall establish work	House: Passed 100-0
Orrock	groups to assist the Commission in carrying out its powers and duties. Such work groups shall include work groups focused on	Senate: Rules
	issues related to (i) housing and transportation, (ii) education and employment, and (iii) publicly funded services, and may include	
	such other work groups as the Commission deems necessary.	

	House: Passed substitute 77-22.	Senate:	Senate: Passed substitute 23-117.	House: Courts	
ı		access and now to determine the amount of just compensation, which includes lost profits and lost access resulting from the	taking, that must be paid for property taken by eminent domain. The bill has a contingent effective date of January 1, 2013.	Obenshain provided that the voters approve an amendment to the Constitution of Virginia at the 2012 November election. Incorporates HB	
HB 1035	2	Joannou	SB 437	Opensh	

TRANSPORTATION FUNDING

HB 1248 Lingamfelter Governor's Plan	Transportation construction, operation and maintenance, and funding. As passed the House: Provides for the construction, maintenance and funding of transportation by (i) increasing the dedicated transportation allocation of the sales and use tax from 0.5% to 0.75%, phased in over 7 years, with the additional revenue dedicated for highway maintenance and operation, (ii) increasing transportation's share of year-end surpluses to 75%, and (iii) allowing the Governor to provide appropriations each year to transportation from a portion of revenue growth. Also authorizes the CTB to name highways, bridges, interchanges, and other transportation facilities for private entities if an	House: Passed substitute 63-35. Senate:
	annual naming rights fee is paid, with the revenue dedicated to highway maintenance and operation. Charges the CTB with greater responsibilities involving integration of land use and transportation planning and authorizes the CTB to withhold federal and state funds for certain local or regional capital improvement projects if those projects are inconsistent with the Statewide Transportation Plan or the Six-Year Improvement Program. Provision is made for use of "revenue-sharing" funds for secondary highway system maintenance projects carried out by local governments. Provides for special allocations by the CTB for bridge reconstruction, high priority highway projects, and reconstruction of highways with particularly deteriorated pavements. It also provides for the performance of maintenance projects directly by VDOT when it can be demonstrated to the Commissioner or the CTB that VDOT can do it at lesser cost than an outside contractor.	
SB 639 Wagner Governor's Plan	end g for ocal	Senate: Passed substitute 40-0.
HB 23 Cole		House: Appropriations sub on Transportation recommends tabling.
HB /23 Yancey		House: Appropriations sub on Transportation recommends tabling.
HB 876 Rust	certain	House: Passed 100-0. Senate: Finance reported 15-0. On 3 [™] reading.
Albo		House: Appropriations sub on Transportation
Saslaw Support	Motor vehicle fuels sales tax. As passed the Senate: Transfers the administration and collection of the motor vehicle fuels sales Se tax imposed in certain transportation districts from the Department of Taxation to DMV, effective July 1, 2013. This bill incorporates SB 138.	Senate: Passed substitute 40-0. House: Finance sub 3

7 Q I		
	Constitution an enterior and an enterior and separate. Provides for a referendum at the November 6, House: Passed amended 83-14.	House: Passed amended 83-14.
	ZUIZ, election to approve of reject an amendment eliminating the General Assembly's authority to define a public use for which	Senate:
SB 240		
Obenshain		Senate: Passed amended 24-6.
OPPOSE	taken or damaged. The bill is identical to SB 240. (Obenshain).	House: P & E sub on Constitutional
5		Amenaments
2	Constitutional amendment (2 resolution); eminent domain. Revises the prohibition on the enactment by the General	House Passed 80-18
Bell	100	Sonoto: Do
	define what constitutes a vibilization is removed. The proposed amountaining the General Assembly to	שני דמר
0.0	common the state of the state o	
200		
Obenshain		
		Senate: Passed substitute 23-17.
	domain for muhlic use when such contributions of the property	House: P & E sub on Constitutional
	thorized provision of utility, common carrier, or railroad services. In all other	mondmente
No.	cases, a taking or damaging of private property is not for public use if the primary use is for private gain private henefit private	
	enterprise, increasing jobs, increasing tax revenue, or economic development except for the elimination of a military management.	
	existing on the property. The condemnor bears the hunden of proof that the rise is public without a procuration that it is condemnor bears the hunden of proof that the rise is public without a procuration that it is condemned to the condemnor that it is condemned to the condemn	
	enhetitute incompando C 167 (McDanala) and C 147 (Manala) and C 147 (M	
	Substitute Incorporates 53 of (incoougle) and 53 117 (Deeds). Significant Impacts for transportation projects in all modes.	

CTB/TRANSPORTATION DISTRICTS

	House: Passed substitute 64-36. Senate:	Senate: Passed substitute 40-0. House: Transportation	House: Passed substitute 91-6.	Senate: Local Government		
TOWN T.	NOVA I ransportation District; long-range planning. Establishes responsibilities for various entities for long-range transportation planning for the NOVA Transportation District.		Transportation planning; comprehensive plan. Provides that when a locality in Planning District 8 (Northern Virginia) submits House: Passed substitute 91-6.	a proposed comprehensive plan or amendment to the Department of Transportation for review, the Department will determine the Senate: Local Government	extent to which the proposal will increase traffic congestion or reduce the mobility of citizens in the event of a homeland security	emergency and shall include such information as part of its comments on the proposed plan as amendment.
202	LeMunyon SB 531	Marsden	HB 625	Leiviuiyori	-	

HIGHWAYS/TRANSIT

HB 85	HOV lanes; use by vehicle with clean special fuel license plates. As passed the House:	19:00 10 10 10 10 10 10 10 10 10 10 10 10 1
Ë	9	Senate:
	high traffic volume has resulted in a degraded condition as identified by federal law. This report is to be used by the Chairmen as	
	the basis for recommendations for further restrictions or use of HOV facilities by clean special fuel vehicles	
Sp 200	MOV James in the first of the state of the s	
SD 203		Senate: Passed 32-8.
Barker		House: Transportation

CARRIED OVER UNTIL 2013 (in bill number order)

SB 161	Composition of the CTB. Increases the number of members of the CTB to 18 and changes the areas of representation to the congressional districts. The bill also
Petersen	assigns the at-large members to specific transportation areas.
	SB 392 (Marsden) also carried over. Carried over in Senate Transportation.
SB 199	Pedestrians. Requires vehicle drivers to stop for pedestrians crossing at marked crosswalks or at intersections not controlled by traffic signals.
Marsden	Transportation.
SJ 2	Constitutional amendment; Transportation Funds. Requires the General Assembly to maintain permanent and separate Transportation Funds to include the
Obenshain	Obenshain CTF, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All regions of the control
S16	Transportation Funds on 1/1/13, by general law, other than a general appropriation law shall be denosited to the Transportation and in large law other than a general appropriation as shall be denosited to the Transportation and in large law other forms.
Black	by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. Carried over in Senate P & E.

DEFEATED (in bill number order)

10 000	
May	metropolitan Washington Airports Authority. Changes the composition of the Authority. House: defeated 77-29 (requires 4/5 majority).
HB 256 Stolle	High-occupancy vehicle lanes; sunset clause. Extends the sunset clause on HOV lanes in Northem Virginia to 2013 and in Hampton Roads to 2017. House: PBI in Transportation.
HB 393 Howell,AT	Motor fuels tax; rate increase. Increases the motor fuels tax rate by \$0.10 per gallon and dedicates the additional revenue to the operation, maintenance, improvement, and expansion of VA's transportation system. Doesn't appear funds come to transit. House: Left in Finance
HB 422 Watts	Transportation funding and administration. Provides additional funding for transportation by imposing a motor fuels sales tax, increasing the state sales tax in NOVA, and adding an additional recordation tax in NOVA. House: Lett in Finance
HB 600 LeMunyon	CTB; composition. Changes the composition of the CTB. One member will be appointed from each of Virginia's congressional districts (as they exist on 7/1/12) and three more will be at-large. The three ex officio members remain unchanged. House: Left in Transportation.
HB 627 LeMunyon	Dulles Metrorail Project. Makes use of state funds for Phase II of the Dulles Metrorail Project subject to certain conditions. House: Left in General Laws.
HB 659 Surovel	Composition of the CTB. Increases the number of members of the CTB to 18 and changes the areas of representation to the congressional districts. Also assigns the at-large members to specific transportation areas. House: Left in Transportation. Senate companion bills carried over.
HB 693 Plum	HOV lanes; use by vehicle with clean special fuel license plates. Extends until July 1, 2013, the sunset on use of high-occupancy vehicle (HOV) lanes by vehicles bearing clean special fuel license plates, regardless of the number of occupants. House: Left in Transportation
HB 706 Filler-Corn	Pedestrians. Requires vehicle drivers to stop for pedestrians crossing at marked crosswalks or at intersections not controlled by traffic signals. House: Left in Transportation. Companion Senate Bill carried over by Senate.
HB 802 May	Transportation funding and administration; VA Pump Toll. Imposes the FareShare taxes on certain motor fuels, to be used for highway maintenance and operation in the highway construction district in which the motor fuel is sold. House: Left in Finance
HB 827 Marshall	Transportation districts. Repeals the allocation of funds to transportation districts. House: Tabled in Transportation
HB 892 Alexander	Taxes on fuels; issuance of bonds. Makes the retail sale of gasoline, diesel fuel and other fuels subject to the general 5% retail sales & use tax and reduces the fuels tax on such fuels by \$0.05 per gallon. Net revenues to be deposited into the Highway Maintenance and Operating Fund and into the Highway Construction Projects Trust Fund. <i>House: Left in Finance</i>
HB 899 Albo	Transportation funding; motor fuels tax and sales and use tax revenue. Provides funds for statewide transportation by indexing the motor fuels tax rate to the National Highway Construction Cost Index House: Left in Finance.
HB 909 Minchew	Highway maintenance and construction. Prohibits allocation by the CTB of any funds in the Transportation Trust Fund for highway maintenance purposes. House:
HB 983	Motor fuels tax rate. Converts the rate of taxation on motor fuels from cents per gallon to a percentage rate. House: Left in Finance

Scott	
HB 1027 Englin	Local motor fuels tax. Allows 2 or more localities that are constructing or operating high capacity transit systems to impose a local motor fuels tax at the rate of 2.1% of the wholesale price of fuels sold to retailers. House: PBI in Finance.
HB 1239 Putney Governor's Plan	Retail sales and use tax increase. Increases the state retail sales and use tax subject to a statewide referendum. One-half would be deposited into a new special fund, the Supplemental Highway Construction and Maintenance Fund, and one-half would be used in accordance with the general appropriation act for the provision of mental health services, public K through 12 education, and public higher education. Goes only to highway operating funds. House: Lett in Finance
HB 1241 Purkey	Motor fuels tax; indexed. Requires that the motor fuels tax rate be indexed each year to the percentage change in the U.S. Dept. of Labor's Producer Price Index for Other Nonresidential Construction from January 1 through December 31 of the year immediately preceding the affected year. House: Left in Finance.
HB 1297 Alexander	Tolls; use to fund other facility. Prohibits tolls imposed for use of one transportation facility to be used in connection with another facility. House: Left in Transportation
HJ 90 Comstock	Constitutional amendment; Transportation Funds. Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. House: Left in P & E. Companion Senate Bills Carried over by Senate.
SB 212 Barker	HOT lane construction contracts. Requires that High Occupancy Toll lane construction contracts contain requirements for minimum average speed for vehicles using the facility. Senate: PBI in Transportation 15-0
SB 631 Watkins	Motor fuels tax; indexed. Requires that the motor fuels tax rate be indexed each year to the percentage change in the U.S. Dept. of Labor's Producer Price Index for Other Nonresidential Construction from January 1 through December 31 of the year immediately preceding the affected year. Senate Finance substitute incorporates SB 162 (Petersen). Senate: Stricken from the calendar
SJ 52 Ebbin	High capacity transit. Requests the Commonwealth Transportation Board to make high capacity transit a priority for funding by the Commonwealth. Senate: PBI in Rules
SJ 68 McWaters	VDOT; study and report. Directs JLARC to study and report on the efficiency of the VDOT. Senate: Rules: Stricken at patron's request

Additional information on legislation can be obtained from: <u>Legislative Information</u>

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February 16, 2012

House Delays Consideration of Transportation Bill; Vote on Dedicated Funding for Transit Remains in Question

As announced yesterday, leaders in the U.S. House of Representatives have decided to delay consideration of the transportation and tax titles of the surface transportation authorization bill, until Congress returns from the President's Day district work period on February 27. In delaying consideration of these parts of the bill, the leadership also cancelled the Rules Committee meeting previously scheduled for yesterday, where the Rules Committee planned to decide which amendments – including those on dedicated funding for transit and other transit issues – would be considered on the House Floor. The House is currently debating the parts of the bill that would raise revenues through expanded oil exploration, and it could also debate parts of the bill related to changing federal pensions to offset transportation spending authorized in the bill.

Separately, the House is also expected to vote on the conference agreement to extend the payroll tax holiday, extend unemployment insurance, and address payments under Medicaid.

APTA members need to continue to urge their Representatives to support a rule that allows consideration of the Nadler-LaTourette-Blumenauer-Gibson-Crowley-Turner-Rangle-Grimm-Lewis-Fitzpatrick-Norton-Hayworth-Lipinski-Dold Amendment on the House Floor and to support the amendment to restore dedicated transit funding when it is offered.

ACTION ALERT - U.S. HOUSE OF REPRESENTATIVES

- APTA urges members to ask for a meeting with your Member of Congress next week during the President's Day district work period;
- If a meeting is not possible, APTA urges members to call your Representatives in the House and ask them to urge
 the House Rules Committee to allow a vote on the bipartisan Nadler-LaTourette—Blumenauer-Gibson-CrowleyTurner-Rangle-Grimm-Lewis-Fitzpatrick-Norton-Hayworth-Lipinski-Dold amendment;
- Urge your Representatives to vote for this amendment when it is considered;
- To find your Representative, click here.

Senate Transportation Bill Also Stalled Over Non-Transportation Issues

Meanwhile, in the U.S. Senate, leaders are trying to begin consideration of its version of the surface transportation authorization, which is being blocked by Senators who want an opportunity to offer amendments on issues such as cutting off U.S. foreign aid to Egypt, the Keystone XL pipeline, and several other issues unrelated to transportation. Debate and amendments on the transportation portions of the bill is not expected to occur in the Senate until after Congress returns from its recess on February 27. Like the House, the Senate is expected to act on conference agreement on the Payroll Tax bill before it leaves for the week.

ACTION ALERT - U.S. SENATE

- APTA urges members to call their Senators and thank them for the bipartisan effort to enact a multi-year surface transportation authorization bill;
- Urge Senators to do everything possible to advance the bill and avoid delays caused by issues unrelated to the surface transportation legislation.

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For questions on these issues, please contact Brian btynan@apta.com.	n Tynan of APTA's Government Affairs	Department at (202) 496-4897, or

American Public Transportation Association Unsubscribe here

1666 K St., NW. Washington, DC 20006 (202) 496-4800 | www.apta.com

Statement of Congressman Gerald E. Connolly 11th District of Virginia February 14, 2012

Re: H.R. 7

Mr. Speaker,

The residents of Northern Virginia endure one of the worst commutes in the nation. Some of them make what has been called the "longest commute in America" from Bristow to Washington. They spend countless hours stuck in traffic, at a cost to the average commuter of nearly \$1,500 in lost productivity and fuel consumption. They are understandably fed up with traffic and they want to see improvements being made. They want to be able to get to work without having to leave in the middle of the night to get there on time. They want to be able to attend their child's school activities or go to a doctor's appointment without having to take half the day off of work.

The unmet needs in Northern Virginia alone top \$600 million a year. Across the Commonwealth of Virginia those unmet needs exceed \$100 billion over the next 25 years. My constituents and I are ready for a robust transportation bill that will repair our roads and bridges and expand commuting options. Sadly H.R. 7 is not the solution, and it is laughable for House Republicans to claim it is a transportation bill. Their plan will cut investment in our nation's crumbling transportation network, and it will cut, not create, jobs.

In highway funding alone, Virginia stands to lose \$361 million under this proposal compared to current funding. Only five states will receive more highway dollars over the next 5 years. H.R. 7 completely eliminates bus and bus facility funding for the Washington-area Metro system and the nation's other major transit authorities. In addition, this bill eliminates ALL dedicated user-fee funding for transit, prompting even the conservative Chamber of Commerce to urge Congress to "reject" the proposal. Nationally, this bill will cut \$16 billion and result in the loss of more than 550,000 jobs, which will serve as an abrupt speed bump for our economy just as it is starting to pick up steam.

Mr. Speaker, that is unacceptable. We can and must do better.

Twenty-six business leaders in my community – including the Prince William and Fairfax chambers of commerce, realtors, builders and contractors – recently signed a resolution which said, "new transportation infrastructure is an investment, not a cost" and "failure to invest in transportation will result in economic decline." They have witnessed firsthand the consequences of not making significant, new, dedicated and reliable investments in transportation. Due to the lack of infrastructure investment at the state level, federal revenues are now the single largest source of transportation funding in the Commonwealth. That is why \$500 million in state dollars are diverted annually from new construction to maintenance as more and more roadways deteriorate and along with them our competitiveness for attracting new employers and families.

But it is just not roads. My community supports a multi-modal transportation network that includes buses, van pools, commuter rail and mass transit. We have the third highest transit ridership in the nation. Yet our success at getting people out of their cars and off the roads is now in jeopardy because this bill eliminates the dedicated funding for mass transit, breaking the 30-year commitment we have made to supporting multi-modal options for commuters. Under this proposal, money that had been dedicated to transit will now go to highways, and a one-time general fund transfer of \$40 billion is supposed to somehow support transit and other alternative modes of transportation into the foreseeable future.

And to further salt the wound for my constituents, in particular, House Republicans are proposing to pay for that one-time General Fund transfer by gutting the retirement benefits of federal employees. As a result of a two-year pay freeze, federal employees already have contributed \$60 billion to our deficit reduction efforts. This new proposal would pile on by increasing out-of-pocket retirement costs by at least three times, while reducing their overall benefit by 40 percent. Once again House Republicans are using our dedicated federal workforce as a political punching bag and discouraging today's young people from even considering a career in public service.

So let me get this straight, Mr. Speaker, the Republican bill actually reduces spending on transportation and ends the reliable user-fee funding system which has been in place since 1956, shifting the burden onto the backs of federal employees? That's not progress by any stretch of the imagination. In fact, it will just make congestion worse while hollowing out the civil service. Our commuters

demand and deserve better. I urge my colleagues to reject H.R. 7 in favor of a substantive, bipartisan plan to reinvest in transportation infrastructure and get our economy moving again.

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AGENDA ITEM #7

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube and Claire Gron

DATE: February 23, 2012

SUBJECT: WMATA Items.

A. WMATA Board Members' Report.

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

At the request of NVTC's WMATA Board members, NVTC and DRPT staff are working together to determine how additional state funding could be obtained in FY 2013 and beyond for start up costs associated with the extension of Metrorail service in the Dulles Corridor.

B. Making the Case for Transit.

Attached for your information is a highlighted copy of a report documenting Metro's value to the region. A copy of the full technical report is also attached for your information.

C. Silver Line Phase I Preparation.

The attachments show estimates of required activities and budgeted costs and revenues to begin operations of Metrorail in the Dulles Corridor by the middle of FY 2014.

D. Vital Signs Summary through December, 2011.

The summary is provided for your information. Also attached is an explanation of why the rail and bus reliability dropped significantly in November as was noted at NVTC's meeting of February 9th.



Executive Summary

With Metro, the region works. Without Metro, the region would be less wealthy, harder to get around, and have less economic activity. Families would spend more getting around.

Without Metro, the Capital Region could not easily serve constituents from across the country, and would not function as the world-class capital that the United States needs and deserves. Metro provides local, regional, and national benefits that extend beyond traditional measures of mobility.

This report details Metro's critical role in the Capital Region: the benefits Metro brings to the region's economy and to its ability to function smoothly as the capital of the United States. This report details the benefits that Metro delivers to the Capital Region. This Executive Summary summarizes the findings. The body of the report details the methodologies used and discusses the results in more detail.

I. Metro is an outstanding investment of public funds and is vital to the Capital region's economy

- 1. Metro boosts property values—adding 6.8% more value to residential, 9.4% to multi-family, and 8.9% to commercial office properties within a half-mile of a rail station. 1 Property becomes significantly more valuable as a property gets closer to Metrorail stations.
- 2. The demand for locations near Metrorail stations produces approximately \$133M (¼ mile) to \$224M (½ mile) in additional revenues from property taxes due to the premium associated with properties located near rail stations. ²

The real estate located within ½ mile and ¼ mile of Metrorail stations generated approximately \$3.1B and \$1.8B in property tax revenues for the Compact area3 in 2010, respectively.4

Within a ½ mile of Metrorail stations: D.C. collected \$2.26B, Virginia collected \$470M, and Maryland collected \$355M. While within a ¼ mile of Metrorail stations, D.C. collected \$1.37B, Virginia collected \$290M, and Maryland collected \$124M.

- ¹ Based on a series of hedonic regressions of data compiled from GIS shapefiles obtained from either the real estate assessor's office or department of tax administration.
- 2 Estimate based on premium analysis of parcel assessment data from Compact area jurisdictions, property tax rates for the local jurisdictions, Business Improvement Districts, and federal government payments to the District for courts, defender services, and offender supervision. Additionally, the ½ mile revenues include the ¼ mile revenues.
- ³ The WMATA Compact area includes the District of Columbia, the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington, Fairfax, and Loudoun and political subdivisions of the Commonwealth of Virginia located within those counties, and the counties of Montgomery and Prince George's in the State of Maryland and political subdivisions of the State of Maryland located in these counties.
- ⁴ Estimate based on GIS analysis of parcel assessment data from Compact area jurisdictions, property tax rates for the local jurisdictions, Business Improvement Districts, and federal government payments to the District for courts, defender services, and offender supervision. The ½ mile revenues include the ¼ mile revenues.

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The value of real estate located within a ½ mile of Metrorail stations represents 27.9% of the Compact area's tax base on 4% of its land, including 68.1% for D.C., 15.3% for Virginia, and 9.9% for Maryland. 5

New Metro(rail) station produces new jobs and private investment

"Prior to the addition of the New York Avenue Metro(rail) Station, the Washington, D.C., Metro system bypassed an urban, economically underdeveloped neighborhood known as NoMa, for its location north of Massachusetts Avenue. NoMa enjoyed good regional location and road access, but lacked good rail access. The opening of the Metro(rail) station dramatically changed the area.

Assessed valuation of the 35-block area increased from \$535 million in 2001 to \$2.3 billion in 2007. Over 15,000 jobs have been created since 1998 with \$1.1 billion in private investment. This increase in property values (300 percent between 2001 and 2007) has attracted further real estate development and residents."

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3. Metro supports businesses, so businesses locate near Metro.

Economic activity tied to Metro's presence is critical to the economic success of the region. Businesses locate near Metrorail stations because it expands their pool of employees and their pool of customers. Metro knits the region into a whole, enabling employment, shopping, and entertainment across communities, which would be impossible with roads alone.

"We have come a long, long way from the bad old days of a deserted, dilapidated and dangerous downtown during the evening hours and few destination retail and entertainment neighborhoods. The establishment and growth of vibrant areas such as Penn Quarter, Ballston, U/14th Street Corridors are directly attributable to transportation access for patrons, visitors and employees."

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4. Metro saves families \$342 million per year in car operating expenses.

Even as property values increase near Metro, Metro reduces total household expenses by reducing transportation costs. Annual savings from lower car operation costs to families living near Metrorail stations and/or bus corridors is \$342 million (\$2010) annually. 8

- 5 GIS analysis of parcel assessment data and total jurisdiction assessment values
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II. Metro serves people from across the country and is vital to a Capital Region that works

Metro carries millions visiting their representatives, their government, and their history. Thanks to Metro, Americans from around the country can easily visit Congressional offices, visit the Monumental Core, and move in and out of town without a car.

Metro benefits the nation by supporting a Capital Region that works. The region's remarkable density of public and private offices, close to Congress and the White House, is made possible by Metro. In the absence of Metro, the parking necessary to accommodate federal workers alone would cover downtown. Similarly, the roads necessary to accommodate those who use Metro would have fundamentally changed the character and look of the region.

Without additional roads, congestion in the region would be significantly higher, discouraging investment, sapping budgets, and interfering with the efficient functioning of all parts of the government.

One in 10 Metrorail trips begins or ends at a station adjacent to the U.S. Capitol or the Pentagon.9

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Every year, Metro transports more than 8 million Americans visiting the nation's capital.10

Metro's highest ridership days are days on which special events occur on the National Mall. Rail ridership on the day of President Reagan's memorial service in 2004 was over 850,000.11 On Inauguration Day 2009, Metro provided 1,120,000 rail trips, 423,000 bus trips, and 1,721 MetroAccess trips for a total of

1,544,721 trips.₁₂

Special events in the area relied on Metrorail alone for over 3.5 million passenger trips during 2010. A few of the major events relying on Metrorail in 2010:13

Annual Cherry Blossom Festival, drawing visitors from around the world: 300,000 to 500,000 trips July 4th celebration: over 580,000 trips

October Marine Corps Marathon: over 60,000 trips

Sporting events all year for the Nationals, Redskins, Capitals, Wizards, Mystics, and D.C. United: almost 1.5 million trips.

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13WMATA estimation of ridership from special events.

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2010 was typical; however, Metro also enables a wide variety of events that would otherwise be difficult or impossible to serve. Further, Metro enables the region to host more than one large event at a time, as befits its role as a world-class city. For example, on July 11, 2008, Metrorail carried 854,638 people, the day of the Women of Faith Conference and a Nationals baseball game.

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35% of the weekday trips on Metrorail are made by federal employees: 249,087 trips. 14 Building parking to accommodate those employees would cost the taxpayers approximately \$2.4 billion for below ground parking (\$2010).15

The federal government is the largest employer in the region. Almost one half of peak period riders are commuting to or from federal jobs, and, at other times of the day, federal employees use Metro to take care of government business.₁₆

Metro is a critical recruitment and retention tool for federal employers. Approximately 170,000 federal employees use the SmartBenefits federal transit benefit program₁₇; this is 45% of the region's 375,000 federal workers.

7. Metro makes room for the historic and productive parts of the region

Without regional transit (not just Metro), the region would need to add over 1,000 lane-miles of arterials and highways to maintain current travel speeds, assuming people kept choosing the same destinations—this length is equivalent to adding more than 15 lanes to the entire circumference of the Capital Beltway.

18 Many bridges would require 2 or 3 additional lanes in each direction.

710 of those miles would be necessary to directly replace Metro service. Estimated capital cost of those new lanes: \$4.7 billion (\$2010).19 The other 300 miles of new highway would be needed to replace other regional transit—transit whose ridership would almost certainly drop significantly without Metro. For example, MARC service to Union Station would lose substantial ridership without Metro, so that even if MARC existed without Metro, many current MARC riders would be on the road.

Those new cars would require parking spaces: roughly double the number of current spaces in the D.C. and Arlington cores. 20 Capital cost of additional parking is \$2.9 billion for below-ground parking (\$2010).21

15 Assumes 327 SF per parking space (the average for all WMATA parking facilities, including parking, curves, ramps, etc. and uses average SF construction costs for underground parking garages from RS Means (2007). In addition, it is important to note

^{14 2007} Metrorail Passenger Survey

that not all spaces would have to be built because some portion could be accommodated by excess capacity at existing garages or lots. However, the occupancy rates of current parking facilities in the D.C. and Arlington Cores is unknown.

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Since the core is essentially built out, new parking would require razing buildings—removing tax base and employment.

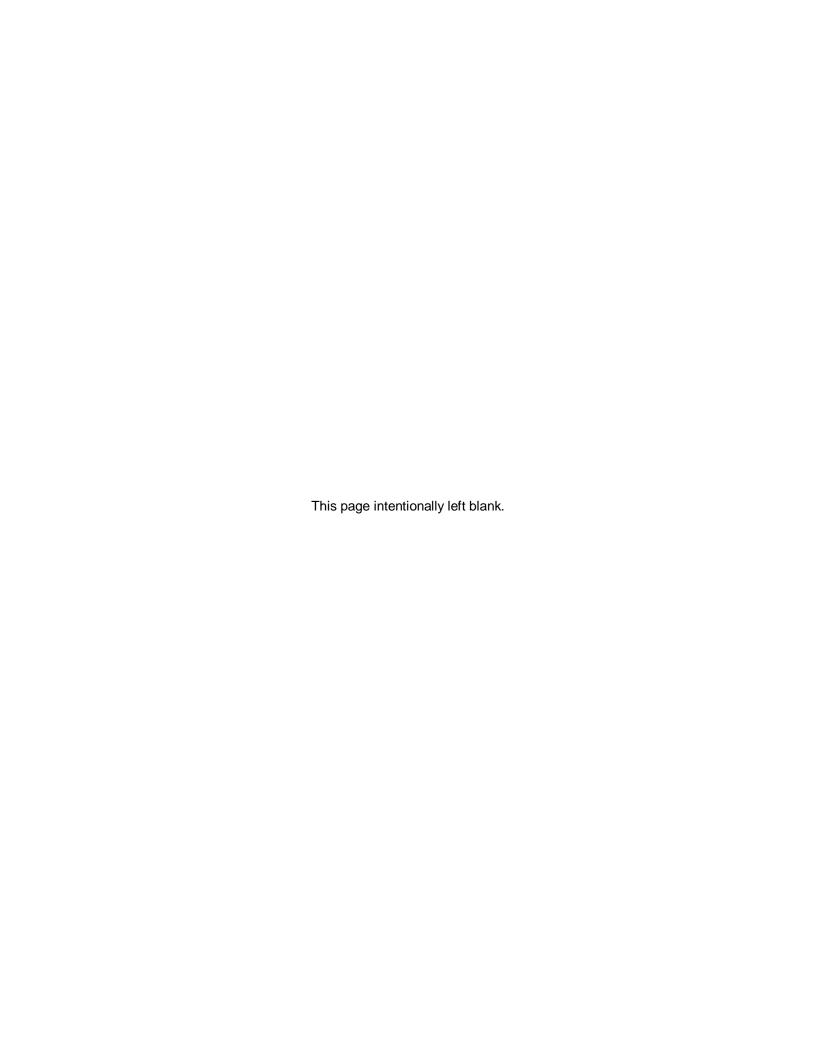
The region's economic and population growth potential is constrained by its ability to move people and goods. As the area has limited space available in which to expand roads, future growth will depend on continued capacity growth in the Metro system.

Making the Case for Transit: WMATA Regional Benefits of Transit

Technical Report



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Lead Agency:



Washington Metropolitan Area Transit Authority

Office of Long Range Planning 600 5th Street NW Washington, D.C. 20001

Project Manager: Justin Antos Office of Long Range Planning Prepared By:



AECOM

2101 Wilson Boulevard Suite 800 Arlington, VA 22201



Smart Growth America

1707 L Street NW Suite 1050 Washington, D.C. 20036



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Introduction

Purpose

This purpose of this Technical Report is to assess the benefits associated with the transit services currently provided by the Washington Metropolitan Area Transit Authority (WMATA/Metro) and all transit agencies within the Washington, D.C. metropolitan area. These benefits include avoidance of additional road capacity and parking costs, travel time savings, travel cost savings, accident reduction savings, emissions reduction savings, and land value premium impacts. The study was designed to answer Metro's question, "What are all the types of benefits generated by WMATA's operation in the region, and how can we measure them?"

In response, this report was developed to identify, and where possible estimate, the value of Metro and all transit services in the region in a number of different ways—from avoided auto parking, to property value impacts—to appeal to a range of stakeholders. The report is not a cost-benefit analysis on the existence of Metro, nor should its results be construed as such. Instead, it is designed to give multiple audiences a sense of transit's role in the region using a variety of metrics by simply describing the variety of ways Metro and all transit services have impacted the metropolitan region.

One primary way this report measures the value of public transportation is by predicting the effects of removing all transit services for the region. One of the best ways to understand the value of something is to take it away. This is, of course, a hypothetical situation. Without transit, the Washington region probably would look very different than it does today, and land use patterns would be substantially altered. However, that is exactly the effect that this report tries to measure. By imagining the region without transit, it is possible to understand the role and value in the economy of the Washington metropolitan area.

Background

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

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

Given the magnitude of the Washington region's usage and investment in transit, it is worth contemplating transit's broader impacts on the regional economy and transportation network. The funding needs to maintain and expand the transit system are substantial, and should be viewed in the context of the benefits they provide. Against a backdrop of funding needs, a crucial unanswered question is, "how is the region impacted from continued funding of Metro and the public transit system?"



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

- Internally, Metro is analyzing different scenarios of expansion in its Regional Transit System
 Plan. Additionally, the Authority's CNI identifies over \$11 billion in investment need by 2020 to
 replace rail cars, rebuild infrastructure, and reinvest to maintain a state of good repair and meet
 customer demand. The benefits of transit will help put results and recommendations from both of
 these efforts into context, so decision makers can make informed choices.
- Regionally, the Region Forward plan prepared by the Greater Washington 2050 Coalition, outlines desires to create a more sustainable community through transit investment. It forms a planning guide to help measure regional progress toward a more livable future and outlines specific goals, targets and indicators that should be directly correlated to the efforts of this study.
- On the federal side, the partnership on livability between HUD, DOT and EPA has created a
 guiding set of livability principles that identify specific goals for strengthening federal efforts to
 ensure that infrastructure investments will protect the environment and develop livable
 communities. Many federal grant programs use livability and economic impacts in their grant
 award criteria, and Metro sought enhanced understanding of the different ways to measure the
 benefits of current and future transit services.

Steering Committee

Metro convened a group of outside experts and stakeholders to oversee and guide the study. The Committee held three meetings over the course of the study to suggest benefits metrics and methodologies, define and select benefits metrics, review and provide feedback to the study, and disseminate the results. The Steering Committee reviewed the work of the study but did not formally approve it. The Committee was comprised of regional stakeholders, federal liaisons, and outside experts, including the following organizations:

- Federal Transit Administration (U.S. Department of Transportation)
- Greater Washington Board of Trade
- Maryland Department of Transportation
- Northern Virginia Transportation Commission
- District of Columbia Office of Planning
- Center for Clean Air Policy
- Brookings Institution
- Urban Land Institute
- Downtown D.C. Business Improvement District
- D.C. Business Improvement District Council
- Restaurant Association of Metropolitan Washington

Literature Review and Background Research

To help establish a wide range of different indicators of benefits, Metro reviewed existing nationwide literature on economic and other metrics. The review focused both on traditional economic benefits analyses, as well as newer literature and methodologies. Metro reviewed a number of Authority, regional and federal initiatives for a policy-level understanding of how national and regional policy is viewing transit investments. The review highlighted the following sources as a summary of current thinking on the economic and other benefits of transit:



- Federal HUD-DOT-EPA Partnership for Sustainable Communities, and FTA Livable and Sustainable Communities program
- Inventory of Commercial Space Proximate to Metro Stations, WMATA, 2005
- 30 Years of Smart Growth: Arlington County's Experience with Transit Oriented Development in the Rosslyn-Ballston Metro Corridor, Arlington County, 2008
- Fiscal Impact of Metrorail On The Commonwealth of Virginia, NVTC 1994
- The Economic Impact of Transit Investment: A National Survey, Canadian Urban Transportation, 2010
- Traffic Impact Analysis: Effects Of The Absence Of Bart Service On Major East Bay Corridors, Jorge Laval, Michael Cassidy and Juan-Carlos Herrera, Institute of Transportation Studies, UC Berkeley, 2004

These sources helped establish a range of benefit metrics, from which Metro and the Steering Committee narrowed down to a smaller subset of metrics to quantify. The full literature review can be found in the Appendix of this report.

Initial Economic Benefits Metrics

At the midpoint of the study, the initial list of economic benefits metrics included the following:

Lane miles of additional road infrastructure averted due to current Metro bus and rail
service, and corresponding capital and maintenance costs saved
Number of parking spaces avoided and corresponding acres of land available for other
uses in the Washington region due to the Metro bus and rail system
Commercial and residential property value differentials with proximity to Metrorail stations.
Total value of development near stations, and the differential near/not-near stations.
Average per-acre property tax revenues generated within ½ mile of Metrorail station and
1/4 mile of Metrobus compared to jurisdictional per-acre average, and compared to within X
proximity to highways
Direct and indirect jobs created by Metro (number, wages, job types: opportunities for low-
income workers, manufacturing, construction, and construction suppliers, etc.)
Overall number and variety of businesses (or sf of retail) within 1/2 mile of Metrorail
stations and ¼ mile of bus corridors.
Average per-acre sales tax revenues generated within a 1/2 mile of a Metrorail stations
compared to jurisdictional per-acre average
Job Accessibility. Effect of transit on employer access to labor or employee access to jobs.
Amount of land where employers can locate and reach XX employees by transit.
Annual passenger miles/trips taken on Metro and avoided annual VMT.
Additional annual hours that would be lost to higher levels of traffic congestion if Metro
service were discontinued and corresponding dollar value
Same as (12), for truck congestion cost, based on delay and commodity value (combine
with # 12)
Number of transit-dependent riders in the region relying on Metro – elderly, disabled,
lower-income (includes Metro rail and bus riders and paratransit riders)
Number of annual work and non-work trips taken on Metro bus and rail, and break down of
what those trips are for (e.g., work commute, shopping, errands, school, entertainment, etc.)



Gallons of gasoline/barrels of oil saved from X% of mode shift from SOV to Metro, and
corresponding dollar value (oil per \$GDP)
Tons of greenhouse gases saved by X% mode shift to Metro and/or by X% reduction in
traffic congestion, and corresponding dollar value (if possible)
Net tons of air pollutants saved (PM, CO, NO _x , SO ₂), and dollar value of the savings
Water runoff measured as the net acreage of impermeable surfaces from parking lots and
roads that would be needed to accommodate uptick without Metro service
Death, injury, and accident risk for a driver versus a Metro rider in the Washington region.
Number of deaths, injuries, and accidents averted due to Metro (from reduced cars traffic)
and corresponding dollar value.
Public Safety and emergency preparedness, transit's role in evacuation
Annual household savings from lower car ownership and operation costs to families living
near Metro service (housing + transport HH costs; tax reduction for infrastructure)
Annual Metro bus and rail trips taken by the following groups: senior citizens, low-income
households, non-drivers, and persons with disabilities. Projected number of transit-
dependent seniors in the Washington region by 20XX. Number/percent of seniors and
non-drivers confined to the home due to lack of transportation options.
Number of music/cultural venues, restaurants, cafes, bars, parks, etc. near Metro (hipness
factor; also as a percentage of X% of venues, Y% of land near Metro)
Numbers of people served by Metro bus and rail service (living within ½ mile of rail
stations and bus corridors
Number of people moved annually for special regional events (e.g., sporting events,
marathons, festivals, major concerts, national rallies, etc.)
Number and percentage of federal employees who use Metro (enrolled in SmarTrip)
Annual number of tourists using Metro rail and bus to visit the region

Report Organization

The Technical Report is organized as follows. The Executive Summary provides an overview of the Regional Benefits of Transit Study. Section 1 summarizes the travel scenarios used to develop the study. It is followed by a discussion in Section 2 of the technical approach developed and travel demand modeling tool employed to estimate and quantify the mobility benefits of transit in the region. The results of this modeling approach are summarized in Section 3 with operating statistics, such as travel time saved, vehicle miles traveled (VMT) reduced, and construction of additional roadway capacity avoided. Section 4 describes the methodology used to monetize the transportation mobility benefits offered by Washington, D.C.'s transit services, and Section 5 summarizes the capital expenditures that would be required to provide the additional roadway lane miles needed to keep the level of service the same in the absence of transit. Section 6 addresses the land value premium analysis data, estimation, and results. Section 7 provides a summary table of the monetized transportation and mobility benefits offered by transit in the Washington, D.C. metropolitan area. Lastly, Section 8 provides a list of benefit outcomes by type that were identified during the Regional Benefits of Transit Study. A literature review is provided in the Appendix.



Executive Summary

With Metro, the region works. Without Metro, the region would be less wealthy, harder to get around, and have less economic activity. Families would spend more getting around.

Without Metro, the Capital Region could not easily serve constituents from across the country, and would not function as the world-class capital that the United States needs and deserves. Metro provides local, regional, and national benefits that extend beyond traditional measures of mobility.

This report details Metro's critical role in the Capital Region: the benefits Metro brings to the region's economy and to its ability to function smoothly as the capital of the United States. This report details the benefits that Metro delivers to the Capital Region. This Executive Summary summarizes the findings. The body of the report details the methodologies used and discusses the results in more detail.

I. Metro is an outstanding investment of public funds and is vital to the Capital region's economy

- 1. Metro boosts property values—adding 6.8% more value to residential, 9.4% to multi-family, and 8.9% to commercial office properties within a half-mile of a rail station. Property becomes significantly more valuable as a property gets closer to Metrorail stations.
- 2. The demand for locations near Metrorail stations produces approximately \$133M (¼ mile) to \$224M (½ mile) in additional revenues from property taxes due to the premium associated with properties located near rail stations. ²

The real estate located within ½ mile and ¼ mile of Metrorail stations generated approximately \$3.1B and \$1.8B in property tax revenues for the Compact area³ in 2010, respectively.⁴

Within a ½ mile of Metrorail stations: D.C. collected \$2.26B, Virginia collected \$470M, and Maryland collected \$355M. While within a ¼ mile of Metrorail stations, D.C. collected \$1.37B, Virginia collected \$290M, and Maryland collected \$124M.

¹ Based on a series of hedonic regressions of data compiled from GIS shapefiles obtained from either the real estate assessor's office or department of tax administration.

² Estimate based on premium analysis of parcel assessment data from Compact area jurisdictions, property tax rates for the local jurisdictions, Business Improvement Districts, and federal government payments to the District for courts, defender services, and offender supervision. Additionally, the ½ mile revenues include the ¼ mile revenues.

³ The WMATA Compact area includes the District of Columbia, the cities of Alexandria, Falls Church, and Fairfax and the counties of Arlington, Fairfax, and Loudoun and political subdivisions of the Commonwealth of Virginia located within those counties, and the counties of Montgomery and Prince George's in the State of Maryland and political subdivisions of the State of Maryland located in these counties.

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- Sporting events all year for the Nationals, Redskins, Capitals, Wizards, Mystics, and D.C. United: almost 1.5 million trips.

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¹⁴ 2007 Metrorail Passenger Survey

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Since the core is essentially built out, new parking would require razing buildings—removing tax base and employment.

The region's economic and population growth potential is constrained by its ability to move people and goods. As the area has limited space available in which to expand roads, future growth will depend on continued capacity growth in the Metro system.

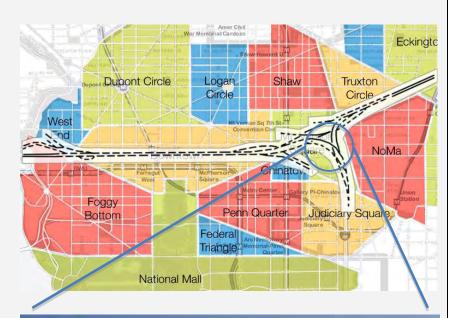
²¹ Assumes 327 SF per parking space (the average for all WMATA parking facilities, including parking, curves, ramps, etc. and uses average SF construction costs for underground parking garages from RS Means (2007). This cost of additional parking includes the parking costs associated with federal employees reported earlier. It is not in addition to the federal parking costs. In addition, it is important to note that not all spaces would have to be built because some portion could be accommodated by excess capacity at existing garages or lots. However, the occupancy rates of current parking facilities in the D.C. and Arlington Cores is unknown.



Building Metro allowed and produced economic development

Plans in the 1970s to improve access to the core included building interstates directly through the city. The region chose to use Metro to provide that access rather than take land for highways. Where there would have been highways, thriving neighborhoods now exist.

Without Metro: access with highways puts an interchange in Mount Vernon Square.





With Metro: Live, work, play.

In particular, much of the Mount Vernon Square neighborhood would have been lost to a large interchange. At the time, the interchange would have displaced 845 dwelling units and 97 commercial and industrial firms employing 980 people.

As the area has developed, north of New York Avenue, we now have a neighborhood of row houses, small apartment buildings, and churches. The sidewalks are brick and shadowed by tall trees. On New York Avenue, we have several restaurants, bars, and a car mechanic.



The City Vista block (east of 5th, between L and M) would have been parking above the freeway. Thanks to Metro, we instead have a vibrant development: apartments, condominiums, a large Safeway, a mobile phone store, a bank, a hardware store, a variety of restaurants (some with outdoor seating), a gym, and a Starbucks. A farmer's market has opened up a block away. It is a half to three-quarters of a mile to three subway stations, and only a mile to a fourth: Union Station where you can also connect to the Amtrak lines going all up the east coast.

In short, this is a great neighborhood with lots of variety and everything its residents need. Had the region chosen the freeway instead of Metro, we would have lost this neighborhood and its contributions to employment, taxes, and quality of life.

Sources: Map and description of displacement adapted from "District of Columbia Interstate System 1971," November 1971, De Leuw, Cather Associates and Harry Weese & Associates, Ltd. City Vista photo: Sean Robertson.

8. Transit saves the Capital region almost 148,000 hours/day from being lost to traffic congestion. 22

If the more than 1 million daily regional transit trips switched to driving, and roadways were not expanded, the region would initially experience at least a 25% increase in congestion during rush hours.

Over time, people would respond to the congestion by shifting to destinations closer to home. Individuals would make fewer trips from town to town as households selected different locations in which to work, live, and play.

The regional economy would fragment, losing some of the benefits of its size. Opportunities for each resident, and each employer, would shrink, damaging residents' opportunities and employers' labor pools. The region overall would become far less competitive with other regions; in effect, rather than the entire region competing with, say, Boston, Fairfax would compete with Boston.

III. Metro provides numerous other benefits

Public safety and emergency preparedness

Metro provides an indispensable part of the Capital Region's emergency preparedness. On September 11, 2001, Metro facilitated the safe evacuation of hundreds of thousands of people; moving such numbers of people would not be possible without Metro.

²² Estimated by the MWCOG Version 2.3.17 Regional Travel Demand Model with 8.0 Land Use



Jobs and access to jobs

14,900 direct and indirect jobs supported by Metro operations.

"All of my 30 staff members depend on the Metro system to get to and from work." "During snow storms, when Metro was closed, both guests and especially staff had a problem getting to the restaurants. My staff counts on Metro to get to work and to get home at the end of the night." – Restaurant Association Metropolitan Washington (RAMW) Member survey

2.0 million jobs (or 54% of all regional jobs) are accessible within a ½ mile of Metrorail stations. 300,000 more jobs are accessible within 1 mile of Metrorail stations.²⁴

Mobility

- Metrorail carried 217 million trips in 2010, and Metrobus, 123 million trips.²⁵
- About 20% of Metrorail riders and 53% of Metrobus riders are from zero-car households.²⁶
- o Metrobus serves a diverse population

4% of riders are Asian; 59%, Black/African American; 10%, Hispanic; 1%, Native American; 19%, White; and 2%, multi-racial.²⁷

Household incomes vary widely: 19% of riders have an annual household income under 10,000; 11%, 10-20,000; 23%, 20-40,000; 14%, 40-60,000; 12%, 60-100,000, and 9% over 100,000.

Metro carries people for many purposes.

For Metrorail passengers, 83% of trips are to work/home, 4% are job-related, 5% are personal, 2% are school, 3% are shopping/meals, and 2% are sightseeing or recreational trips.²⁹

For Metrobus, 73% of trips are to work/home, 3% are job-related, 12% are personal, 5% are school, 4% are shopping/meals, and 3% are sightseeing or recreational trips.³⁰

²³ Direct jobs reported in WMATA's Proposed Fiscal 2012 Annual Budget, total jobs (direct+indirect+induced) estimated using RIMS II direct effect multipliers for the Transit and ground passenger transportation industry in the Washington, D.C. MSA (2002/2007)

²⁴ Employment data is based on Round 8.0 co-operative forecasts for 2007 and WMATA service based on MWCOG version 2.3 model for 2007.

²⁵ WMATA 2010 Metro Facts, http://www.wmata.com/about_metro/docs/metrofacts.pdf

²⁶ 2007 Metrorail Passenger Survey

²⁷ 2008 Regional Bus Survey.

²⁸ 2008 Regional Bus Survey.

²⁹ Trip purpose from 2007 Metrorail Passenger Survey

³⁰ Trip purpose from 2008 Regional Bus Survey, for WMATA Routes only



Fuel Savings

Travel by Metro instead of auto saves 40.5 million gallons of fuel annually.

Cleaner air

About 260 tons VOC, 22 tons PM, and 0.5 million tons of CO2 are avoided in the region due to reduced auto use associated with all transit services in the region.³¹ Taking into account the emissions associated with WMATA's services, the estimated monetary value of environmental savings is \$9.5 million (\$2010) annually. 32

³¹ Estimate based on estimated VMT avoided from the MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use and emissions rates from WMCOG Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program and the Sightline Institute.

32 Calculation based on the 2007 WMATA Metrorail Passenger Survey



1.0 Study Scenarios

The following scenarios were developed in order to measure WMATA's contribution to the Washington regional economy. Two scenarios were developed. The first scenario estimates the volume of roadway capacity that would be required to maintain current levels of service if WMATA and other regional transit services were unavailable. The second scenario is constructed to examine how mobility in the region would change if WMATA and other regional transit services were not available to the region's travelers. A key difference between Scenarios 1 and 2 is the treatment of travel patterns. They are fixed in Scenario 1 in order to generate an estimate of road costs. By contrast, travel patterns are allowed to adjust in Scenario 2 as travelers adapt to rising congestion. The outcomes of Scenarios 1 and 2 are not additive.

Base Case:

- o Basis for comparing conditions in the absence of transit
- Represents current travel patterns and level of service on highway and transit
- Scenario 1: Lane miles of additional road infrastructure averted due to transit
 - Removes all transit service from the Base Case
 - Maintains the Base Case travel patterns
 - Adds highway capacity to return to the Base Case level of service
- Scenario 2: No additional investment in infrastructure
 - Removes all transit service from the Base Case
 - Regional travel patterns allowed to change

The three scenarios described above are modeled for current conditions (year 2007) using the latest release of the MWCOG Version 2.3.17 travel demand model. The Version 2.3 model is calibrated to the most recent household travel survey and transit on-board surveys (2007/2008). This version of the model also utilizes the most current (Round 8.0) land use information and features a detailed mode choice model which permitted the stratification of transit trips by WMATA and non-WMATA riders.

2.0 Travel Demand Technical Approach and Methodology

2.1 Base Case

The Base Case scenario serves as the basis for comparing Scenarios 1 and 2. The Base Case scenario model run is done with off-the-shelf transit and highway inputs, for year 2007, provided by MWCOG and is run with a full speed feedback loop. The person trip tables, mode choice results, highway and transit assignment results obtained at the end of fourth and final iteration speed feedback loop are considered the final outputs. representing the current travel patterns and level of service on highway and transit. The loaded highway networks output at the end of the fourth iteration speed feedback loop prior to the speed-



volume averaging step are used as the basis for comparing the highway performance of Scenarios 1 and 2 (described below).

For Scenarios 1 and 2 specified above, the transit network input files are modified to remove all existing transit service from the region. The initial attempt at removing just the WMATA operated rail and bus service resulted in over-utilization of remaining transit service as the model is not transit capacity constrained, e.g. over 200,000 trips were assigned to Commuter rail. In order to keep the modeling part relatively simple, it was decided to remove all transit service from the region. To apportion the benefits related to WMATA service, factors were developed based on the WMATA share of the total transit passenger miles traveled on an average weekday.

2.2 Scenario 1

The objective of this scenario is to quantify the total lane miles of additional roadway infrastructure avoided throughout the region due to the use of transit. In order to determine this, it is assumed that the total person trips and their distribution remain unchanged—the same as the Base Case. The mode choice model is run with no transit paths to develop a set of auto person trip tables. Additional capacity is added to the highway segments to absorb the additional vehicles (relative to the Base Case) such that the level of service (volume over capacity – v/c ratio and loaded speeds) are returned to the Base Case conditions. This is achieved by using the final trip distribution output of the Base Case and iteratively running the model steps from mode choice to highway assignment (iteration 4's Mode_Choice.bat, Auto Driver.bat, Time-of-Day.bat, and Highway Assignment.bat).

Additional lanes (1, 2, or 3) are added to the segments of the base highway system (Freeways, Expressway and Major Arterials) that are already above v/c ratio of 1.0 in the Base Case. It is assumed that minor arterials and collectors have sufficient reserve capacity to handle the additional traffic volumes added to the system due to absence of transit. For freeways, the decision to add a lane for a segment is made if the additional volume requires at least half (0.5) a lane; two lanes are added if additional volume requires at least 1.5 lanes and three lanes are added if additional volume requires at least 2.5 lanes. For arterials, the decision to add additional 1, 2, or 3 lanes is triggered if additional volumes require at least 0.75, or 1.75, or 2.75 lanes respectively.

The analysis is done for both AM and PM peak period assignments. The total number of lanes added to each direction is computed by taking the maximum of AM and PM peak period assignment results. At the end of each iteration of converged highway assignment (AM and PM peak), the volume to capacity ratio is computed and compared to the Base Case to determine if the level of service is similar to the Base Case or not. The v/c ratio is compared before the speed volume averaging step is applied. This is necessary as the scenario assumes a fixed trip table between the Base Case and the scenario.

Finally, manual adjustments are applied to the additional lanes (plus or minus) requirement to avoid abrupt increase or decrease in number of lanes along the facility so that each segment/corridor is treated like a project.

Figures 1a and 1b show the segments of highway that require additional lanes to absorb the increase in auto traffic demand in the absence of transit. The width of the color line represents the number of lanes and the color of line distinguishes between freeway and arterials.



Figure 1a: Additional lanes required to handle traffic volumes diverted by transit

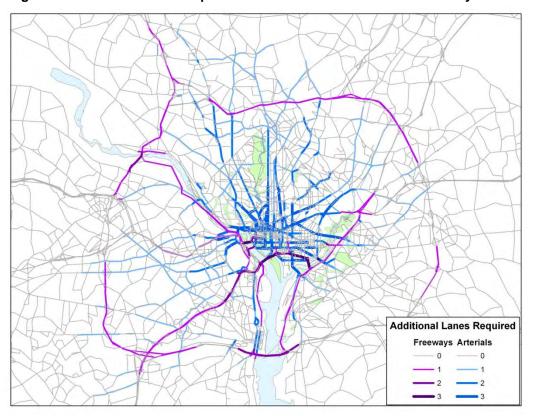
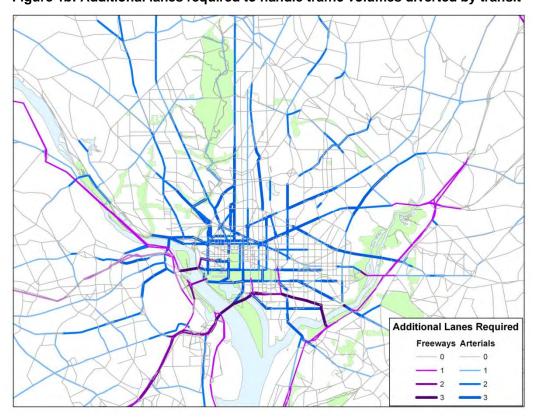


Figure 1b: Additional lanes required to handle traffic volumes diverted by transit





2.3 Scenario 2

The objective of this scenario is to measure the increase in travel time experienced by travelers if no additional improvements are made to the highway system and all transit service is removed from the region. Without any additional investment in infrastructure, it is expected that the travel patterns in the region will change. In order to model this scenario, the input transit networks are modified to remove all transit service from the region and a full run of the MWCOG model with four speed feedback loops is done. Since the trip distribution model uses composite impedance (includes transit and highway time), the gravity model is informed with a new set of impedances which affects the regional trip distribution. The output person trip tables are different from the Base Case.

The total motorized person trips at the end of final speed feedback loop are slightly higher than the Base Case even though the land use and trip-rates are kept un-changed. This difference is most likely due to the difference in non-motorized person trips between the two scenarios. It is our understanding that the non-motorized trip making uses transit accessibility as a measure of walking/biking and in the absence of transit, this measure makes it harder to walk/bike. Although this result is counter-intuitive, the difference in total peak trips is small enough to not affect the current analysis.

3.0 Travel Demand Results

Table 1 summarizes the key model statistics for the Base Case and two transit free scenarios described above. These results are for base year 2007 conditions. The preliminary key initial findings are summarized below for each scenario.

Please note that the two scenarios modeled are not complementary scenarios. The outcomes of these scenarios cannot be mixed and matched; instead the two scenarios help with measuring benefits of transit using different metrics. Also note that the land use assumptions are identical for all scenarios.

3.1 Scenario 1

Initial analysis shows that in order to maintain existing conditions in the absence of transit, that is existing travel patterns and travel speeds, significant improvements will be required to the freeways, expressway and arterials throughout the WMATA Compact region.

- Over 925,000 additional weekday one-way auto trips
- Over 1,000 lane miles of additional highway required to accommodate additional auto trips
- Various river crossings require 2 to 3 additional lanes per direction

3.2 Scenario 2

Initial analysis shows that average travel time increases by one quarter during the peak travel. It is also observed that increased congestion forces households to change travel patterns and choose different work and activity locations resulting in a more fragmented region. The travel patterns show that fewer inter-jurisdiction trips are made and an increase in intra-jurisdictional travel activity is observed (refer to Table 2).



Table 1: Year 2007 Average Weekday Statistics-Benefits of Transit Service in Washington Metro

Table 1: Year	· 2007 Average Wee	kday Statist	ics-Benefits of	Transit Service	<u>n \</u>	Vashington Me	ro
						% Different w	r.t. Base Case
		2007 Base Case	Scenario 1 (Additional highway infrastructure added to sustain current level of service) - 2007	Scenario 2 (No additional investment in infrastructure) - 2007		Scenario 1 (Additional highway infrastructure added to sustain current level of service) - 2007	Scenario 2 (No additional investment in infrastructure) - 2007
	Total Person Trips	17,296,062	17,296,062	17,480,869		0%	1%
Mada Okaina	Total Transit Trips	1,085,060	0	0		-100%	-100%
Mode Choice	Total Auto Trips	16,211,003	17,296,062	17,480,869		7%	8%
	Total Vehicle Trips	15,318,021	16,244,215	16,380,181		6%	7%
	D.C.	4,151,871	5,566,808	5,097,270		34%	23%
Peak Vehicle	MD Compact	20,244,453	22,024,936	21,660,599		9%	7%
Miles Traveled	VA Compact	15,367,585	16,912,336	16,334,957		10%	6%
Traveleu	Compact Total	39,763,909	44,504,081	43,092,826		12%	8%
-	D.C.	8,785,253	11,339,887	10,542,166		29%	20%
Total Vehicle	MD Compact	43,092,942	46,066,603	45,473,936		7%	6%
Miles Traveled	VA Compact	32,564,111	35,231,537	34,217,286		8%	5%
Traveleu	Compact Total	84,442,307	92,638,028	90,233,387		10%	7%
	D.C.	231,159	272,842	524,643		18%	127%
Peak Vehicle	MD Compact	778,625	858,711	993,917		10%	28%
Hours Traveled	VA Compact	645,307	699,731	856,461		8%	33%
Traveleu	Compact Total	1,655,092	1,831,283	2,375,021		11%	43%
	D.C.	391,156	454,829	760,591		16%	94%
Total Vehicle	MD Compact	1,387,164	1,492,221	1,661,086		8%	20%
Hours Traveled	VA Compact	1,107,836	1,178,224	1,362,724		6%	23%
Traveleu	Compact Total	2,886,156	3,125,274	3,784,401		8%	31%
-	Peak	11.3	11.2	11.0		-1%	-3%
Avg. Trip	Off-Peak	9.5	9.5	9.3		0%	-2%
Length (Mi)	Daily	10.3	10.3	10.1		-1%	-2%
Avg. Speed	Peak	24	24	18		1%	-24%
(MPH) -	Off-Peak	36	37	33		2%	-8%
Compact Jur.	Daily	29	30	24		1%	-19%
- Cur.	D.C.	20	51	2.7		170	1070
Added Lane	MD Compact		71				
Miles	VA Compact		107				
(Freeway)	Region wide		230				
	D.C.		390				
Added Lane	MD Compact		202				
Miles (Arterial)	VA Compact		189				
(Arterial)	Region wide		781				
	D.C.		441				
Added Lane	MD Compact		274				
Miles (Total)	VA Compact		296				
()	•						
	Region wide		1,011				

Source: Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use



Table 2: District to District Person trip flows (Base Case vs. No Additional Infrastructure Scenario) 2007 Base Case: Total Motorized Person Trips

	D.C.	MD Compact	VA Compact	Rest of MD	Rest of VA	Total
D.C.	874,463	256,857	165,071	16,893	6,284	1,319,568
MD Compact	657,606	3,733,611	213,594	190,729	11,647	4,807,187
VA Compact	391,472	127,166	3,404,949	11,495	172,720	4,107,802
Rest of MD	132,978	296,811	90,233	3,663,626	25,760	4,209,408
Rest of VA	68,698	42,491	415,119	22,675	2,303,114	2,852,097
Total	2,125,217	4,456,936	4,288,966	3,905,418	2,519,525	17,296,062

2007 Scenario 2 (No additional investment in infrastructure): Total Motorized Person Trips*

	, , , , , , , , , , , , , , , , , , , ,						
	D.C.	MD Compact	VA Compact	Rest of MD	Rest of VA	Total	
D.C.	926,696	254,033	161,374	17,433	6,559	1,366,095	
MD Compact	624,463	3,791,541	187,821	208,831	11,116	4,823,772	
VA Compact	347,466	103,058	3,460,675	10,437	178,699	4,100,336	
Rest of MD	151,596	276,614	75,893	3,651,274	24,537	4,179,915	
Rest of VA	74,035	33,654	400,622	20,548	2,297,084	2,825,944	
Total	2,124,256	4,458,900	4,286,386	3,908,524	2,517,995	17,296,062	

Difference: Total Motorized Person Trips (Scenario 2 minus Base Case)

	D.C.	MD Compact	VA Compact	Rest of MD	Rest of VA	Total
D.C.	52,233	-2,824	-3,697	540	275	46,527
MD Compact	-33,143	57,930	-25,773	18,102	-531	16,585
VA Compact	-44,006	-24,108	55,726	-1,058	5,979	-7,466
Rest of MD	18,618	-20,197	-14,340	-12,352	-1,223	-29,493
Rest of VA	5,337	-8,837	-14,497	-2,127	-6,030	-26,153
Total	-961	1,964	-2,580	3,106	-1,530	0

% Difference: Total Motorized Person Trips (Scenario 2 vs. Base Case)

	D.C.	MD Compact	VA Compact	Rest of MD	Rest of VA	Total
D.C.	6%	-1%	-2%	3%	4%	4%
MD Compact	-5%	2%	-12%	9%	-5%	0%
VA Compact	-11%	-19%	2%	-9%	3%	0%
Rest of MD	14%	-7%	-16%	0%	-5%	-1%
Rest of VA	8%	-21%	-3%	-9%	0%	-1%
Total	0%	0%	0%	0%	0%	0%

^{*} Scenario 2 Person Trip Tables Normalized to Match Base Case Total Source: Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use

4.0 Monetization of Operational Benefits

Transit in the Washington, D.C. metropolitan area provides transportation benefits to users in terms of travel time, travel cost, accident reduction, and emissions reduction savings that result from increases in mobility and reduced congestion and VMT in the region. These benefits are monetized using outputs from the MWCOG travel demand model, values of time, operating costs associated with auto and transit travel, and economic values of accidents and emissions.



The benefits in this section are estimated for Scenario 2 because this scenario represents a more accurate picture of transit's impacts today. If transit were not available, travelers would have to switch to auto travel, and the additional infrastructure needed to support this increase in demand would take decades to arrive. As a result, people would face severe congestion and gridlock that would force many to alter their trip origins or destinations in order to reduce their trips lengths and travel times.

4.1 Travel Time Savings

With Scenario 2 current transit users would be forced to switch to auto trips. As a result there would be a significant increase in travel time for all travelers because there is no additional highway infrastructure available to meet this increase in demand. This translates into a degradation in the network's level of service that affects where people choose to work and make trips. As a result, in Scenario 2 people choose work and activity locations closer to their homes, resulting in fewer inter-jurisdiction trips. While travel times are likely to increase in this scenario, the amount of the increase is tempered by the reduction in inter-jurisdiction trips.

The travel demand model estimates the changes in auto (vehicle travel time multiplied by average auto occupancy to get *auto person hours*) and transit travel time (*transit person hours*) separately, and therefore, the auto and transit travel time savings must be monetized separately. For example, the changes in auto travel time for Scenario 2 do not account for any previous time spent traveling on transit under the Base Case. However, for an estimate of total travel time saved with transit, the analysis should only consider the additional time spent traveling by auto (i.e. the time over and above the previous transit trips). Therefore, the previous time spent in transit travel must be netted out from the auto travel time analysis. Additionally, transit travel times from the travel demand model include out-of-vehicle time (i.e. wait times, transfer times, etc.), while the auto travel time only accounts for in-vehicle time. As a result, an out of vehicle auto time of 5 minutes per person-trip was added to the auto person hour estimates provided by the travel demand model results.

The travel demand model results indicate that the average weekday travel time savings associated with all regional transit service in 2007 is 56,587 hours for home-based work trips and 91,259 hours for non-work trips for Scenario 2. Of the total regional savings, 70 percent is associated with WMATA transit services, based on the percentage of regional transit passenger miles on WMATA. These time savings estimates represent a sum of auto and transit time savings. Auto time savings are based on the conversion of vehicle hours traveled to person hours using average auto occupancy for each scenario. Transit time savings are reported in person hours.

Both auto and transit time savings are further allocated to work and non-work trips based on the percentage of peak and off-peak trips that are home-based work. The travel demand model indicates that 35 percent of peak trips are home-based work and 16 percent of off-peak trips are home-based work. The average weekday travel time savings are then annualized using a factor of 300³⁴ and

³³ The percentages come from the travel demand model for auto trips. The transit portion of the model is a 24-hour period model that assumes all work related trips occur in the peak and all non-work trips occur in the off-peak. This assumption is a simplification of the model that over states the amount of work trips that occur in the peak. As a result, the analysis applies the auto work trips percentages that occur in the peak and non-peak to the transit trips to better reflect the number of work trips occurring in the peak and off-peak.

³⁴ Annualization factor is from NTD.



monetized using the average hourly wage for the Washington, D.C. Metropolitan Statistical Area (MSA).³⁵ Using US DOT guidance, work based trips are valued at the full average hourly wage, while leisure (nonwork based) trips are valued at 50 percent of the average hourly wage.³⁶

Table 3 summarizes the annual travel time savings associated with Baseline in comparison to Scenario 2 for all regional transit services as well as for WMATA transit services in 2007. Scenario 2 yields a decline in roadway level of service—indicating there is an additional travel time cost or penalty (as opposed to savings) for the region that is associated with Scenario 2 compared to the Baseline.

Table 3: Travel Time Savings Associated with Regional Transit Service in 2007 (millions of 2010\$)

		Auto				Tran	sit	,	Annual	Annual
		71410				Trui			Value of	Value of
					Annual				Total	Total
	Additional				Time				Travel	Travel
	Travel Time			Annual	Savings			Annual	Time	Time
	Savings Per	Average		Value of	Per	Average		Value of	Savings	Savings
	Person	Annual	Value	Time	Person	Annual	Value	Time	Assoc.	Assoc. with
	(millions of	Wage	of	Saved	(millions	Wage	of	Saved	with All	WMATA
	hours)	per Hour	Time	(millions)	of hours)	per Hour	Time	(millions)	Transit	(millions)
Scenario 2										
Work - Compact Area	98.771	\$ 32.86	100%	\$ 3,245.2	(81.795)	\$ 32.86	100%	\$ (2,687)	\$ 557.8	\$ 390.4
Peak	87.008	\$ 32.86	100%	\$ 2,858.7	(68.809)	\$ 32.86	100%	\$ (2,261)		
Off Peak	11.764	\$ 32.86	100%	\$ 386.5	(12.987)	\$ 32.86	100%	\$ (427)		
Non-Work Compact Area	223.346	\$ 32.86	50%	\$ 3,669.1	(195.968)	\$ 32.86	50%	\$ (3,219)	\$ 449.8	\$ 314.8
Peak	161.585	\$ 32.86	50%	\$ 2,654.5	(127.787)	\$ 32.86	50%	\$ (2,099)		
Off Peak	61.761	\$ 32.86	50%	\$ 1,014.6	(68.181)	\$ 32.86	50%	\$ (1,120)		
Total for the Compact Area				\$ 6,914.3				\$(5,906.8)	\$ 1,007.5	\$ 705.3

Notes:

Source: AECOM

4.2 Travel Cost Savings

Under Scenario 2 current transit users would have to switch to auto trips, which would increase the VMT traveled in the Washington, D.C. metropolitan area and vehicle operating costs for travelers. In 2007, there were just over 1.08 million average weekday transit trips in the region. Scenario 2 would increase average weekday VMT by 5.79 million, which translates into a significant decline in the level of service because it assumes that no additional highway capacity is added. With this decline in the highway network's level of service, travelers choose work and activity locations closer to their homes, resulting in fewer inter-jurisdictional trips and a lower average trip length than is experienced today; however, these

⁽¹⁾ Travel Time Saved for peak and off-peak travel is from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.

⁽²⁾ Additional out of vehicle travel time of 5 minutes per person trip was added to auto travel to better reflect total auto travel time.

Transit times already include out of vehicle travel time.

^{(3) 35} percent of peak trips are work trips and 16 percent of off-peak trips are work trips. All other trips in the peak and off-peak are classified as non-work trips.

⁽⁴⁾ Average annual wage is escalated to 2010 dollars based on the CPI increase for Washington, D.C. MSA between 2009 and 2010.

⁽⁵⁾ Average annual wage per hour assumes that the wage reflects 2,000 hours worked.

⁽⁶⁾ Value of time is base on US DOT, OST guidance.

³⁵ The average hourly wage for the Washington, D.C. MSA was estimated by dividing the average annual wage for the MSA (provided by the Bureau of Economic Analysis, Summary Table CA34) by 2000 hours (typical hours worked in one year).

³⁶ US DOT guidance, *Revised Departmental Guidance: Valuation of Travel Time in Economic Analysis*, Table 1, 2011. Accessed at: http://ostpxweb.dot.gov/policy/reports/vot_guidance_092811.pdf



travel pattern changes are not significant enough to offset the increase in VMT due to the absence of transit. Consequently, the VMT for Scenario 2 increases as there would be more users of the highway network.

Similar to the travel time savings analysis, the travel demand model estimates the changes in *auto VMT* and *transit trips* separately, and therefore, the auto and transit travel cost savings are monetized separately. For example, the changes in auto costs for Scenario 2 do not account for any previous money spent on transit trips under the Base Case. However, for an estimate of total travel cost saved for the scenarios, the analysis should only consider the additional money spent traveling by auto (i.e. the cost over and above the previous transit trips). Therefore, the previous transit costs must be netted out from the auto travel cost analysis.

The increase in daily VMT associated with each scenario is annualized using a factor of 300.³⁷ The increase in personal vehicle trips in the region adds 1.74 billion VMT annually for Scenario 2.³⁸ Of the total regional increase in VMT, 70 percent is associated with the loss of WMATA transit services, based on the percentage of regional transit passenger miles on WMATA. For these new drivers, this translates into a reduced transit trip cost (both parking and fare)³⁹, but an increase in parking costs, tolls, and personal variable vehicle operating costs in terms of fuel, maintenance, tires, and a portion of the depreciation.⁴⁰ These vehicle operating costs vary by the size of the vehicle; however, the average auto operating cost per mile for these components is 28.5 cents (for all sedans), according to AAA's 2010 Edition of "Your Driving Costs."⁴¹ This vehicle operating cost assumption is conservative because at least some portion of these miles will be made in cars that would have to be purchased due to the removal of transit from the transportation network. However, the travel demand model does not provide an estimate of the number of additional cars required in the region to accommodate the Scenario 2 travel needs.

In addition to vehicle operating costs, new drivers will also have an increase in auto parking and toll expenses, which were estimated by the travel demand model. Scenario 2 parking expenses would increase by \$2.8 million daily⁴², and toll expenses⁴³ would increase by \$13,364 daily in comparison to the Base Case Scenario. The increases in parking expenses associated with these scenarios are for the entire region (not just the WMATA Compact area). However, since parking generally is free or significantly less expensive in the counties not located within the WMATA Compact area, it is assumed that most of these parking expenses do in fact occur within the Compact area. Additionally, it is also important to note that the average parking cost assumptions do not change in the model for Scenario 2. This assumption likely understates the additional parking costs associated with Scenario 2 in comparison to the Base Case because the sharp increase in demand and limited change in supply would likely drive up the average daily peak parking costs in the region.

³⁷ Annualization factor is from NTD.

³⁸ Annual change in VMT and transit riders is from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.

³⁹ Reduced transit trips costs are estimated by the Year 2007 MWCOG Version 2.3.17 Regional travel Demand Model with Round 8.0 Land Use.

 $^{^{40}}$ This analysis assumes that half of the depreciation impacts are due to mileage or wear and tear on the vehicle.

⁴¹The AAA per mile operating cost is the composite average for small, medium, and large sedans. This average is conservative because it excludes higher cost vehicles (e.g. SUVs and minivans); however, it also does not include other lower cost vehicles (e.g. motorcycles). http://www.aaaexchange.com/Assets/Files/201048935480.Driving%20Costs%202010.pdf

⁴² This translates into an average peak parking cost per day of \$9.04 for D.C. and \$6.11 for Arlington (in 2007\$).

⁴³ The toll revenues are for all toll roads in the region.



The increase in daily auto parking and toll expenses associated with Scenario 2 is annualized using a factor of 300.⁴⁴ The increase in parking and toll expenses in the region adds \$836.2 million annually for Scenario 2.⁴⁵ Of the total regional increase in auto parking and toll expenses, 70 percent is associated with the loss of WMATA transit services, based on the percentage of regional transit passenger miles on WMATA.

The travel cost savings is monetized by multiplying the annual change in VMT by the average auto operating cost per mile, adding the additional toll and parking expenses, and subtracting the average cost (including parking and fare expenses) of the transit trips multiplied by the annual reduction in transit trips. Table 4 below summarizes the annual travel cost savings associated with all regional transit services as well as for WMATA transit services in comparison to Scenario 2.

Table 4: Travel Cost Savings Associated with Regional Transit Service in 2007 (millions of 2010\$)

		(+ /						
			Auto				Transit		Annual	Annual
				Annual				Annual	Value of	Value of
			Annual	Value of			Average	Value of	Total Travel	Total Travel
			Value of	Auto	Annual	Annual	Transit	Transit	Cost	Cost
	Auto		Auto	Parking	Value of	Change in	&	Travel	Savings	Savings
	Annual	Operating	Travel Cost	Cost	Toll Cost	Transit	Parking	Cost	Assoc. with	Assoc. with
	VMT Saved	Costper	Savings	Savings	Savings	Riders	Fare Per	Savings	All Transit	WMATA
	(millions)	Mile	(millions)	(millions)	(millions)	(millions)	Trip	(millions)	(millions)	(millions)
Scenario 2	1,737.324	\$ 0.285	\$ 495.8	\$ 831.3	\$ 4.9	(325.5)	\$ (2.6)	\$ (843.5)	\$ 488.5	\$ 342.0

Notes:

Source: AECOM

4.3 Auto Accidents Avoided Savings

Scenario 2 would increase the VMT traveled in the Washington, D.C. metropolitan area by diverting annual transit trips to the highway network. This increase in personal vehicle trips in the region adds 1.74 billion VMT annually for Scenario 2—as described in Section 4.2: Travel Cost Savings.⁴⁷ This increase in VMT escalates the likelihood of vehicle crash occurrences involving fatalities, injuries, and property damage as the crash rate for autos is higher than the crash rate for transit vehicles. From 2003 to 2008 transit bus travel resulted in 0.05 deaths per 100 million passenger miles, compared to 1.42 deaths for motor vehicles. The fatality rate for rail transit was even lower, 0.02, over the same period according to data from APTA's 2011 Public Transportation Fact Book.⁴⁸ Data are not available for accidents of lesser

http://www.apta.com/resources/statistics/Documents/FactBook/APTA_2011_Fact_Book.pdf

⁽¹⁾ Annual change in VMT and transit riders from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.

⁽²⁾ Average fare and parking costs for transit trips provided by 2007 MWCOG travel demand model in 2007\$. Escalated to 2010 using Washington, D.C. MSA CPI for all items.

⁽³⁾ Average auto operating cost is from AAA's "Your Driving Costs" 2010 for variable operating costs only.

⁽⁴⁾ Auto parking cost and toll savings includes parking and toll costs for the entire region, not just the WMATA Compact area

⁴⁴ Annualization factor is from NTD.

⁴⁵ Annual change in parking and toll expenses are modeled using the Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.

⁴⁶ The transit average fare and parking assumptions were provided by the Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model. The costs were provided in 2007 dollars and escalated to 2010 dollars: \$2.33.

⁴⁷ Annual change in VMT and transit riders is from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.

⁴⁸ APTA's 2011 Public Transportation Fact Book, p.20,



severity; the working assumption here is that the same trend prevails. Because data for transit accidents is not available for all types of accidents, and recognizing that the propensity for transit accidents is very low—nearly zero in the case of fatalities, the value of accidents avoided through the use of transit is estimated on the VMT avoided and auto accident rates only. The value of transit accidents is not netted against the auto value. While this overstates the safety benefit, the data are not available to remedy this. Moreover, the APTA data cited above suggest that the overstatement is slight.

To estimate the increase in these accidents by severity, the VMT saved with transit services is multiplied by fatal, injury, and property damage only crash rates developed by the US DOT Bureau of Transportation Statistics (BTS).⁴⁹ These accident types are further disaggregated into Maximum Abbreviated Injury Scale (MAIS) using the NHTSA KABCO-AIS Conversion Table for Injury – Severity Unknown and No Injury accidents.⁵⁰ The auto accidents avoided savings is estimated by applying the value of a statistical life as published by the US DOT Office of the Secretary.⁵¹ This methodology is consistent with the benefit-cost analysis guidance provided by the US DOT in the TIGER III Final Notice of Funding Availability.⁵² Table 5 summarizes the annual accidents avoided savings associated with the each scenario for all regional transit services as well as for WMATA transit services in 2007.

Table 5: Auto Accidents Avoided Savings Associated with Regional Transit Service in 2007 (millions of 2010\$)

	2010φ)									
				#	of Accider	nts			Annual	Annual
									Value of	Value of
									Total	Total
									Accident	Accident
	Annual		Annual	Annual	Annual	Annual	Annual	Annual	Savings	Savings
	VMT		MAIS 5	MAIS 4	MAIS 3	MAIS 2	MAIS 1	MAIS 0	Assoc.	Assoc.
	Saved	Annual	Critical	Severe	Serious	Moderate	Minor	No	with All	with
	(millions)	Fatalities	Injuries	Injuries	Injuries	Injuries	Injuries	Injuries	Transit	WMATA
Scenario 2	1,737.3	23.5	14.9	6.3	55.4	155.4	1,146.7	3,504.0	\$ 321.0	\$ 224.7

Notes:

Source: AECOM

⁽¹⁾ Annual change in VMT and transit riders from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use

⁽²⁾ Accident rates from 2011 BTS Motor Vehicle Safety Data Table 2-17, Preliminary data for 2009 http://www.bts.gov/publications/national_transportation_statistics/#chapter_2

⁽³⁾ Value of accidents from USDOT Value of a Statistical Life (http://ostpxweb.dot.gov/policy/reports/vsl_guidance_072911.pdf) Values updated to 2010 using GDP Deflator.

⁴⁹ 2011 BTS Motor Vehicle Safety Data Table 2-17, Preliminary data for 2009, http://www.bts.gov/publications/national_transportation_statistics/#chapter_2

⁵⁰ USDOT, TIGER III Final Notice of Funding Availability, Federal Register, Vol 76, No 156, p. 50308, http://edocket.access.gpo.gov/2011/pdf/2011-20577.pdf

⁵¹ USDOT Office of the Secretary, "Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2011 Interim Adjustment," July 29, 2011 Memorandum: http://ostpxweb.dot.gov/policy/reports/vsl_guidance_072911.pdf

⁵² USDOT, TIGER III Final Notice of Funding Availability, Federal Register, Vol 76, No 156, p. 50308, http://edocket.access.gpo.gov/2011/pdf/2011-20577.pdf



4.4 Emissions Savings

Scenario 2 would increase the VMT traveled in the Washington, D.C. metropolitan area by diverting annual transit trips to the highway network. This increase in personal vehicle trips in the region adds 1.74 billion VMT annually for Scenario 2—as described in Section 4.2: Travel Time Savings. This additional VMT in turn increases the amount of Nitrogen Oxide (NOx), Volatile Organic Compounds (VOC), and Particulate Matter (PM) emissions from autos in the region. The emissions rates for the Washington, D.C. metropolitan area were taken from Appendix G of MWCOG's *Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program.* The rates used are for running vehicles only and conservatively exclude the impacts from cold starts and hot soaks. It also is important to note that this report did not include emissions rates for Carbon Monoxide (CO); therefore, these emissions potentially represent an additional impact that could not be quantified at this time.

For transit's existing VOC and NOx emissions, Appendix H of the MWCOG Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program was used. This report modeled the annual tons of VOC and NOx associated with bus transit in the entire Washington, D.C. metro area based on fleet composition and the MOBILE v6.2 model.

To estimate Greenhouse Gases (GHG or Carbon Dioxide) from auto, bus, and rail travel, passenger miles are used based on the emissions factors from the Sightline Institute. Therefore, for auto travel, the VMT avoided must be multiplied by the average auto occupancy for each scenario. For transit (both bus and rail), passenger miles for 2007 were collected from the National Transit Database profiles for the transit providers in the region, including:

- WMATA
- Maryland Transit Administration (including 10 percent of bus passenger miles and 70 percent of commuter rail passenger miles since the data reflects all services throughout Maryland)
- Howard Transit
- Ride-On Montgomery County Transit
- · City of Fairfax CUE Bus
- Fairfax Connector Bus System
- Potomac and Rappahannock Transportation Commission
- City of Alexandria Alexandria Transit Company
- Transit Services of Frederick County
- Loudoun County Commuter Bus Service
- Prince George's County Transit
- Arlington Transit Arlington County (NTD data only available for 2009)
- Martz Group, National Coach Works of Virginia (NTD data only available for 2009)
- VRE

⁵³ Annual change in VMT and transit riders is from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.

http://www.mwcog.org/store/item.asp?PUBLICATION_ID=395 The rate used were for Running-Arterials as these emissions rates tended to be the lowest. As a result, they provide a conservative estimate of the potential emissions associated with each scenario.



All transit services in the region (not just the Compact area) were used to estimate GHG impacts because the service providers that reside outside the Compact area primarily are destined for the Compact area. The passenger miles for each mode are then multiplied by the appropriate CO2 emissions factors from the Sightline Institute, including 0.5 pounds per passenger mile for bus (between ½ and ¾ full), 0.225 for rail with 50 passengers per car, and 0.9 for auto (between Prius/carpool and single rider). ⁵⁵

The emissions savings is estimated by applying the economic cost of air emissions, specified by the National Highway Traffic Safety Administration (NHTSA), to the changes in NOx, VOC, PM, and CO2 associated with auto, bus, and rail travel in each scenario. Table 6 summarizes the annual emissions savings associated with Scenario 2 for all regional transit services as well as for WMATA transit services in 2007. While, Table 7 summarizes the Greenhouse Gas annual emissions savings for all regional transit services as well as for WMATA transit services in 2007.

Table 6: Emissions Savings Associated with Regional Transit Service in 2007 (millions of 2010\$)

							Tons of				Annual	Annual			
							Rail				Value of	Value of			
		Tons of Auto Emissions			Tons of Auto Emissions			Tons of Bus	Emissions	Emissions	Value o	f Emissions	Savings	Total	Total
											Emissions	Emissions			
											Savings	Savings			
											Assoc.	Assoc.			
	Annual Auto		Annual		Annual	Annual	Annual	Annual	Annual		with All	with			
	VMT Saved	Annual VOC	NOx	Annual PM	NOx	VOC	NOx	VOC	NOx	Annual PM	Transit	WMATA			
	(millions)	(tons)	(tons)	(tons)	(tons)	(tons)	(tons)	(millions)	(millions)	(millions)	(millions)	(millions)			
Scenario 2	1,737.324	317.5	649.2	21.8	(1,119.2)	(56.6)	(306.0)	\$ 0.4	\$ (4.3)	\$ 6.6	\$ 2.7	\$ 1.9			

Notes:

- (1) Annual change in VMT from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use.
- (2) Emissions rates (grams per mile) from MWCOG, Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program for the Washington Metropolitan Region, Appendix G (Nov 2010)
- (3) Emissions for bus come from MWCOG, Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program for the Washington Metropolitan Region, Appendix H (Nov 2010).
- (4) Value of emissions per ton from, "Final Regulatory Impact Analysis, Corporate Average Fuel Economy for MY 2012-MY 2016 Passenger Cars and Light Trucks http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/CAFE_2012-2016_FRIA_04012010.pdf

Source: AECOM

Table 7: GHG Savings Associated with Regional Transit Service in 2007 (millions of 2010\$)

		Auto		Bus			Rail			Annual	Annual
										Value GHG	Value of
	Annual			Annual		Value of	Annual		Value of	Emissions	GHG
	Passenger	CO2	Value of	Passenger	CO2	CO2	Passenger	CO2	CO2	Savings	Emissions
	Miles	Pounds	CO2	Miles	Pounds	(per	Miles	Pounds	(per	Assoc. with	Savings
	Saved	per Auto	(per metric	Saved	per Bus	metric	Saved	per Rail	metric	All Transit	Assoc. with
	(millions)	Pax Mile	ton)	(millions)	Pax Mile	ton)	(millions)	Pax Mile	ton)	(millions)	WMATA
Scenario 2	2,079.5	0.9	\$ 21.93	(717.2)	0.5	\$ 21.93	(1,853.4)	0.225	\$ 21.93	\$ 10.9	\$ 7.6

Notes:

⁽¹⁾ Annual change in auto passenger miles from Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use. Auto VMT is multiplied by Average Auto Occupancy to get Auto Passenger Miles.

⁽²⁾ Annual transit passenger miles from NTD 2007 transit profile for regional transit agencies.

⁵⁵ http://www.sightline.org/maps/charts/climate-CO2byMode

The economic costs of air emissions are taken from the Final Regulatory Impact Analysis of the National Highway Traffic Safety Administration's rulemaking on Corporate Average Fuel Economy for MY 2012-MY 2016 Passenger Cars and Light Trucks. http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/CAFE_2012-2016_FRIA_04012010.pdf



(3) Emissions rates per passenger mile from Sightline Institute.

(4) Value of emissions per ton from, "Final Regulatory Impact Analysis, Corporate Average Fuel Economy for MY 2012-MY 2016 Passenger Cars and Light Trucks http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/CAFE_2012-2016_FRIA_04012010.pdf

Source: AECOM

5.0 Monetization of Capital Benefits

If transit service were not available in the Washington, D.C. region, (as assumed in Scenario 1 and 2), additional infrastructure costs would be required in order to support the additional cars on the roadways and the resulting increase in demand for parking in the D.C. and Arlington Cores—the central business districts of the Washington, D.C. region. For Scenario 1, these additional costs would include the additional road and bridge infrastructure required to maintain the 2007 roadway network's level of service as well as additional parking garages/spaces. For Scenario 2, which assumes no additional roadway and bridge infrastructure is built, these additional costs would only include the additional parking infrastructure to accommodate the increased number of cars parking in the D.C. and Arlington Cores.

Similarly, for both Scenarios 1 and 2, the costs associated with the transit system in the Base Case would not be present. As a result, the capital investment required to support the transit system would not be necessary, resulting in a savings for the region in comparison to the Base Case.

5.1 Highway Investment

Scenario 1 assumes that additional road infrastructure would be built in order to accommodate the 2007 transit users and keep the same level of service on the highway network as in the Base Case. This additional infrastructure would include roadway lanes miles as well as bridge lane miles for both freeways and arterials. The additional lane miles by roadway types required (road/bridge and freeway/arterial) for Scenario 1 were estimated by the travel demand model. The capital costs associated with this new roadway investment represent a benefit of transit in the Washington, D.C. MSA because these investments would be required only if the transit system did not exist. In other words, with transit these roadway and bridge investments would not be needed and represent a savings for the region. This section summarizes the methodology used to estimate the capital cost savings associated with the additional lane miles.

5.1.1 Methodology

Using engineering cost standards and professional experience estimating highway and bridge project costs in the Washington, D.C. metropolitan area, an AECOM highway cost engineer developed average per lane mile costs for highway and bridge projects in the region (excluding right-of-way expenses). These average costs represent industry starting points for capital projects in the region, and would go up or down depending on the nature of the project, including factors such as number of interchanges, wetlands, drainage, mitigation costs, and other similar factors. The estimates for highway/road and bridge per lane mile costs were developed as described below:



Highway/Road costs (excluding ROW):

o General cost per SF: \$70

o Incidental cost per SF (35%): \$25

o Total per SF: \$95

o Cost per lane mile: \$6.1 million (2011 dollars)

\$6.02 million (2010 dollars, deflated using GDP deflator for Direct Capital Non-Defense outlays from the US 2012 Budget⁵⁷)

Bridge costs (excluding ROW):

o General cost per SF: \$250

o Incidental cost per SF (30%): \$75

Total per SF: \$325

o Cost per lane mile: \$20.5 million

\$20.23 million (2010 dollars, deflated using GDP deflators for Direct Capital Non-Defense outlays from the US 2012 Budget⁵⁸)

These per lane mile costs are similar to those provided by the Maryland State Highway Administration's (SHA) 2009 Capital Cost Manual for Maryland's roadway construction (\$6 million per lane mile) and bridges over water (\$280 per SF, or approximately \$18 million per lane mile).

5.1.2 Reasonableness of Methodology

In order to further verify the reasonableness of the construction costs per lane mile for both bridge and road capacity projects in the Washington, D.C. MSA, websites for the Federal Highway Administration (FHWA) and Departments of Transportation (DOTs) of the District, Virginia, and Maryland were searched to identify recent construction projects involving entire bridge replacements or increasing lane capacity. These projects provide a range of costs for the new construction of roadway and bridge lane miles in the region. The VDOT, DDOT, and MDOT websites include details on completed and current projects, including their budgeted or final costs, locations, and project scope. Because the travel demand model results include additional lane miles required for freeways or arterials (including road or bridge), the projects from the DOT websites were also organized by roadway type. Interstate projects fell under freeway, while arterials accounted for all other roads and bridges.

If a project qualified as a complete bridge reconstruction or a road-widening/replacement, it was entered into a table as the total project cost. The project costs were reported in terms of dollars for the year listed —either the start of construction or the year of the most recent estimate. The base year chosen for this analysis is 2010, so all projects not listed as 2010 were converted into 2010 dollars using the highway construction cost factors from the FHWA website. The indices used were reported quarterly starting in 2003, so an average over each year was used. Because some projects were constructed or estimated outside of the 2003-2010 window, the GDP direct capital deflator from the US Office of Management and Budget's FY 2012 Budget of the United States was used for these projects.

For project descriptions that did not define the number of lanes and length of roadway explicitly (yellow rows in Table 8 below), Google Maps was used to find the project location and map the approximate alignment. Multiplying the number of miles from Google Maps by the number of total lanes in the cross-section yields the number of lane miles. Dividing the total 2010 project cost by the number of lane miles produces the cost per lane mile for the project.

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⁵⁷ http://www.qpoaccess.gov/usbudget/fy12/xls/BUDGET-2012-TAB-10-1.xls

⁵⁸ Ibid.



In Table 8 below, the projects are labeled by the state or district in which they were constructed, and also are classified further by arterial-road, arterial-bridge, freeway-road, and freeway-bridge for ease of comparison. The costs per lane mile for each category were averaged in order to estimate the lane mile costs for each region and project type. Two major projects were not included in the analysis: the 9th Street Bridge and 11th Street Bridge in Washington, D.C. These bridge and the associated roadway and intersection projects were not included because there was no way to isolate how much of their costs were used for bridge or road lane miles. Consequently, these projects were not included in the analysis to avoid skewing the per lane mile costs for road and/or bridge capacity projects in the region.

Table 8: Sample Per Lane-Mile Construction Costs for Road and Bridge Capacity Projects in the Washington, D.C. MSA (2010\$)

Washington, D.C. MSA (2010\$)						
				\$/Lar	e Mile	
		Length	Free	way	Art	erial
Project	Year	(lane miles)	Road	Bridge	Road	Bridge
	Maryland					
MD 5, Branch Ave.	2009	2.1400			\$ 4,192,275	
I-70 (includes a bridge)	2010	3.1400	\$15,635,350			
Woodrow Wilson Bridge	2009	90.0000	\$17,447,482	\$55,765,580		
MDSHA McMullen Highway	2010	1.0000				\$ 13,171,000
MD 0404 Queen Anne's Highway	2005	22.6000	\$ 334,623			
MD 287, Sandtown Road	2005	0.2000				\$ 33,201,433
I-97 Bridge Replacement	2000	1.2000				\$ 12,014,167
I-695 at Jones Fall Expy Bridges	2000	4.0000		\$ 5,126,929		
I-495 at MD 187	2000	0.4545		\$16,116,827		
I-83 over RR and Little Falls	2006	0.3409		\$26,258,494		
		District of C	Columbia			
O and P Streets rehab	2009	2.2591			\$ 4,764,500	
Benning Road	2011	1.2000			\$ 2,590,166	
New York Ave. Bridge	2011	2.4000				\$ 16,036,717
Adams Morgan Streetscape	2011	2.0000			\$ 3,217,212	
Sherman Avenue	2010	3.2000			\$ 4,062,500	
		Virgii	nia			
Pacific Blvd widening	2010	0.8000			\$ 6,250,000	
Rt 28 and Wellington Rd overpass	2010	1.6000				\$ 27,500,000
Centreville Road Widening	2008	1.6000			\$ 2,234,402	
I-66 widening in Gainesville	2010	10.0000	\$ 9,000,000			
I-95 widening	2008	12.0000	\$ 8,426,015			
I-495 HOT lanes	2010	56.0000	\$25,000,000			
MD-DC-VA Average			\$11,430,020	\$25,816,958	\$ 3,901,579	\$ 20,384,663
MD-DC-VA Average (excluding high	value)		\$10,168,694	\$15,834,083	\$ 3,510,176	\$ 17,180,471
MD-DC-VA Average without distinct		eway/arterial			\$ 7,665,799	\$ 22,799,016
	MD-DC-VA Average without distinction for freeway/arterial (excluding high value)				\$ 6,512,877	\$ 18,678,196
The policy of th						

Notes

Source: AECOM assembled data from VDOT, DDOT, MDOT, and FHWA websites as well as Google Maps

⁽¹⁾ Green highlighted projects represent projects were all data (cost and lane miles) were provided from project sites. Projects highlighted in yellow indicate that the lane miles were estimated using Google Maps.

⁽²⁾ The Woodrow Wilson Bridge Project is shown in Maryland to avoid double counting, but it was a joint project for Maryland and Virginia.



Table 8 demonstrates that the per lane mile costs of road and bridge project can vary significantly from project to project based on the various circumstances and needs of each project. Road projects ranged from less than \$500,000 per lane mile to \$25 million per lane mile. Similarly, bridge projects ranged from \$5 million per lane mile to more than \$55 million per lane mile. However, the average per lane mile costs of the sample road (\$6.5-7.7 million) and bridge projects (\$18.7-\$22.8 million) in the region are remarkably similar to those provided by the cost engineer to estimate the cost of the infrastructure needs associated with Scenario 1.

5.1.3 Results

The total capital costs (excluding ROW or land) required to construct the additional roadway and bridge lane miles necessary to accommodate Scenario 1 were estimated by multiplying the standard cost per lane mile developed using standard cost estimating procedures for the region by the number of lane miles estimated by the travel demand model. These results are shown in Table 9 below by road type.

Table 9: Total Highway/Bridge Capital Costs Avoided (excluding ROW or land) in the WMATA

Compact Region for Scenario 1 (millions of 2010\$)

		Total	
		Capital	Total Capital
	Average	Cost Assoc.	Cost Assoc.
Additional	Cost Per	with All	with
Lane	Lane Mile	Transit	WMATA
Miles	(millions)	(millions)	(millions)
207	\$ 6.0	\$ 1,248.8	\$ 874.2
763	\$ 6.0	\$ 4,591.8	\$ 3,214.3
23	\$ 20.2	\$ 461.3	\$ 322.9
20	\$ 20.2	\$ 413.1	\$ 289.2
1,013		\$ 6,715.0	\$ 4,700.5
	Lane Miles 207 763 23 20	Additional Lane Mile Lane Miles (millions) 207 \$ 6.0 763 \$ 6.0 23 \$ 20.2 20 \$ 20.2	Additional Average Cost Assoc. Additional Lane Cost Per With All Transit (millions) (millions) 207 \$ 6.0 \$ 1,248.8 763 \$ 6.0 \$ 4,591.8 23 \$ 20.2 \$ 461.3 20 \$ 20.2 \$ 413.1

Source: AECOM calculation using Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use (Lane Miles) and standard per mile costs used by cost engineers for road and bridge projects in the region.

The total capital costs shown in Table 9 are one-time capital costs for the construction of additional road and bridge capacity required for Scenario 1 to maintain the same highway level of service as the 2007 Base Case. It is important to note that the costs shown in Table 9 exclude the cost of ROW or land purchases that could be required. These costs are not annual costs; however, they likely would be spent over a multi-year construction period.

5.2 Parking Investment

Scenarios 1 and 2 result in an increase in the number of automobiles used during the peak period, primarily in the form of home-based work trips. In order to accommodate these vehicles at their work destinations, additional parking infrastructure would be required for these scenarios, particularly in the D.C. and Arlington Cores⁵⁹ where available parking is more constrained than the rest of the region. The capital costs associated with this new parking investment represents a benefit of transit in the Washington, D.C. MSA because these investments would be required only if the transit system did not

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⁵⁹ The D.C. and Arlington Cores include the District CBD and the CBDs of Rosslyn, Courthouse, Pentagon, and Pentagon City/Crystal City.



exist. This section summarizes the methodology used to estimate the capital costs associated with the additional parking infrastructure required in the Core due to the removal of transit from the region.

5.2.1 Methodology

The estimate of parking infrastructure needs for Scenarios 1 and 2 begins with the number of new vehicles traveling in the D.C. and Arlington Cores that will require parking spaces. Off-peak trips are not included in this analysis, as it is assumed that the greatest demand for parking will occur during the peak periods and will be sufficient to accommodate any off-peak parking demand.

The travel demand model estimated the additional vehicles destined for the D.C. and Arlington Cores for both Scenarios 1 and 2; however, it is important to note that these estimates are vehicle counts and represent an increase in demand for parking spaces, not actual new parking spaces required⁶⁰. As a result, the travel demand model forecasts are also discussed in terms of percentage increases in parking spaces over the 2007 Base Case:

- Scenario 1 would increase parking demand by just under 200,000 cars/spaces, or a 127 percent increase over the Base Case for the D.C. and Arlington Cores.
- Scenario 2 would increase parking demand by just over 201,000 cars/spaces, or a 129 percent increase over the Base Case for the D.C. and Arlington Cores.

Once the parking demand was established, the demand was turned into an estimated square feet (SF) of parking garage space need in the D.C. and Arlington Cores. The analysis assumes that all parking infrastructure is composed of underground parking garages due to the density of development in these areas of the region. The average square footage required per parking space for WMATA's parking garages is 327. This square footage includes space for the actual parking space, as well as ramps, corners, and other necessary common areas. The costs per SF for underground garages in the Washington, D.C. MSA were taken from RS Means *Square Foot Costs* (2007). The costs were escalated to 2010 dollars using the GDP direct capital deflator from the US Office of Management and Budget's FY 2012 Budget of the United States.

5.2.2 Results

The total capital costs required to construct the additional parking necessary to accommodate Scenarios 1 and 2 were estimated by multiplying the RS Means costs per SF for an underground garage by the total SF of parking need to accommodate weekday peak vehicles in the D.C. and Arlington Cores as estimated by the travel demand model. These results are shown in Table 10 below for each scenario. Please note that the costs shown in Table 10 exclude the cost of ROW or land purchases that could be required. It is also important to note that the capital costs shown in Table 10 reflect the costs associated with the entire increase in demand for parking (not just the spaces in excess of current parking capacity).

⁶⁰ Unless all parking in the D.C. and Arlington Core is fully occupied, at least some of these vehicles will park in existing spaces. As a result, some of the increase in parking demand is likely to be met with existing parking inventory.



Table 10: Total Parking Capital Costs Avoided in the D.C. and Arlington Cores for Scenarios 1 and 2 (in millions of 2010\$)

<u> </u>							
				Tot	al Capital		
				Co	st Assoc.	Tot	al Capital
				٧	vith All	Co	st Assoc.
	Additional	A۷	erage	-	Γransit	wit	h WMATA
	Parking SF	Cos	t per SF	(n	nillions)	(r	millions)
Scenario 1	65,177,640						
Below ground garage		\$	62.57	\$	4,077.9	\$	2,854.53
Scenario 2	65,881,344						
Below ground garage		\$	62.57	\$	4,121.9	\$	2,885.3

Note: Assumes 327 SF per parking space (WMATA's average SF per space for its existing facilities).

Sources:

- (1) Year 2007 MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use (parking spaces)
- (2) RS Means Square Foot Costs, 2007 (parking SF costs), escalated to 2010 dollars using GDP deflator for Non-Capital Defense outlays

The majority of the increase in parking demand would come from federal employees. The federal government is the largest employer in the region. Almost one half of peak period riders are commuting to or from federal jobs, and, at other times of the day, federal employees use Metro to take care of government business. As a result, 35 percent of the weekday trips on Metrorail are made by federal employees, or 249,087 trips. Using the methodology described above, building parking to accommodate these employees would cost \$2.4 billion for below ground parking (\$2010).

6.0 Property Impacts

The presence of rail transit, particularly Metrorail, has had a significant impact on development, its location, and property values in the Washington, D.C. region. This section examines the share of property values within a ½ and ¼ mile buffer of Metrorail stations, the rail transit premium percentage associated with commercial and residential properties, and the tax revenues generated by these properties.

6.1 Share of Property Values Located Near Metrorail Stations

A GIS analysis of total assessed property values within the WMATA Compact area was performed to determine the percentage of this value that is located within a ½ mile and ¼ mile buffer of Metrorail station. The parcel-level assessed value for all the jurisdictions were compiled from GIS shapefiles obtained from either the real estate assessor's office or the department of tax administration. To avoid double counting, properties that fell within the buffers for multiple stations were assigned to the closest Metrorail station and were not included in the analysis of any other station. Similarly, the values located within a ¼ mile of stations are also included in the ½ mile buffer analysis. As a result, the values of the two buffers are not additive.

Of the more than \$800 billion in assessed property values located within the WMATA Compact area, almost 15 percent is located within a ¼ mile buffer of Metrorail stations, and 28 percent is located within a



½ mile buffer. Table 11 below summarizes the property values within a ¼ mile and ½ mile of Metrorail stations for the Compact area jurisdictions.

Table 11: Percentage of Property Values within a ¼ and ½ mile of Metrorail Stations

		2011 Share Within	
	Total Value	1/4 Mile Buffer	1/2 Mile Buffer
Virginia	\$ 292,196,731,524	9.3%	15.3%
City of Alexandria	\$ 29,146,727,430	12.3%	27.5%
Arlington County	\$ 64,613,483,800	35.0%	52.1%
Fairfax County	\$ 195,090,350,694	0.5%	1.3%
City of Falls Church	\$ 3,346,169,600	0.0%	8.6%
District of Columbia	\$ 234,273,194,260	39.3%	68.1%
Maryland	\$ 316,612,225,903	3.3%	9.9%
Montgomery County	\$ 204,115,714,935	4.4%	12.1%
Prince George's County	\$ 112,496,510,968	1.3%	5.8%
Total Compact Area	\$ 843,082,151,686	15.4%	27.9%

Sources: Parcel data from individual counties for 2010. Values adjusted to 2011 dollars.

Of this total, residential properties (single family) make up \$44.4 billion of the real estate within ½ mile of Metrorail stations and \$13.4 billion within a ¼ mile. Similarly, commercial properties (multi-family, office, retail, and other) make up \$188.6 billion of the real estate within a ½ mile of Metrorail stations, of which \$115.9 billion is located within a ¼ mile. Government-owned and other non-taxable properties, on the other hand, represent \$2.4 billion of real estate within a ½ mile and \$0.5 billion within a ¼ mile of Metrorail stations.

6.2 Premium Value Associated with Proximity to Rail Transit

A series of hedonic regressions were estimated in order to determine whether the market places a value on proximity to rail transit, and if so, to estimate the value of proximity to rail transit in the Washington, D.C. metro area. Hedonic regression is a method used to determine the value of a good (a property in this instance) by breaking it down into its component parts. The value of each component is then estimated through regression analysis. For example, the value of an office building can be determined by separating the different aspects of the parcel – proximity to transit, class of the office building, amount of space in the building - and using regression analysis to determine the value of each variable.

6.2.1 Data

Obtaining and understanding data on the assessed property values in the Washington, D.C. metro region was very critical for the regression analysis. The parcel-level assessed value for all the jurisdictions were compiled from GIS shapefiles obtained from either the real estate assessor's office or the department of tax administration. In order to understand the relationship between assessed property values and actualized market values, data on "assessment ratio" was studied. The "assessment ratio" is a measure reported by the jurisdictions in the Washington, D.C. metro area and is a ratio of Property Assessed Value to the Property Sale Price. It was observed that the assessment ratios were in general close to one, indicating that the assessed value could be used as a proxy for the property market value in the D.C. metro area. Furthermore, the assessed values were observed to be generally lower than the market values. Hence, as a conservative approach, the assessed property value was set as the dependent variable for the regression analysis. Table 12 shows the 2009 assessment ratios reported by jurisdiction.



Table 12: Assessment Ratio by Jurisdiction for 2009

Jurisdiction	Median Assessment Ratio (2009)			
Julisalction	Residential Properties	Commercial Properties		
District of Columbia	97.2%	88.9%		
Montgomery County	94.6%	99.1%		
Prince George's County	96.0%	97.9%		
Fairfax County	96.1%	95.8%		
Arlington County	97.6%	87.8%		
City of Alexandria	99.0%	100.2%		
City of Falls Church	96.9%	-		
City of Fairfax	100.5%	-		

The hedonic analysis started with 1.2M parcels/properties across all property types and all jurisdictions. The actual number of parcels used in a particular analysis was a subset of this universe, one that varied with: type of property examined, match with CoStar records, the quality of the actual coding (some records did not make sense), and outliers that were not representative of the building stock and would skew the property premium analysis—extremely expensive residences and historic buildings for example. The following sub-sections describe the details on the data compilation efforts relevant to major property classes – office, multi-family and single-family/residential.

6.2.1.1 Office and Multi-family

For the office and multi-family class, the property level attributes of the buildings within a parcel were compiled from the CoStar database on commercial properties. The data to support the analysis was constructed by combining the assessor's records from each of the Compact area jurisdictions having rail transit service, and matching these records to data from the CoStar database. In the process of combining the two datasets, about 6 percent of the records were lost as the parcel IDs between the two databases could not be matched. Thus, the combined database yielded a large dataset with the assessed value of each parcel; the type of use (office, multifamily, residential, other); attributes about the building such as size/area, location, available parking, number of stories, condition/class of the building. The information about a property's location permitted the computation of its proximity to a rail station – a critical variable in the analysis.

The aggregation of data from so many different sources posed some challenges in reconciling differences in data fields, coding, as well as individual attributes of parcels. A number of assumptions were made in cleaning up the data. Chief among these are the following:

- If a parcel contained multiple properties that had more than one type of use indicated, for example ground floor retail in a large office building, the parcel was coded to the dominant use based on the property's size/area.
- If a parcel contained multiple buildings with different classes of office space, the parcel was coded to the class that represented the majority of the space.
- If a parcel contained multiple buildings, the rentable area was summed to a single value.
- If a parcel contained multiple buildings with different parking ratios, a single parking ratio was constructed from the weighted average (weighted by rentable area) of the parking ratios.
- If a parcel contained multiple buildings with different percent leased values, a single value was constructed from the weighted average (weighted by rentable area) of the percent leased.



- A distance to transit variable was constructed as a class variable based on incremental changes in distance. Similar class variables were constructed for condition and building class.
- The data for assessed property values were available for different years across the jurisdictions. While assessment data for properties in D.C., Falls Church and Fairfax were available for 2011, data for Prince George's, Montgomery and Arlington counties corresponded to 2009. Assessment data for Alexandria was available for 2010. In an effort to minimize inconsistencies within the data, the assessment values were adjusted to a common 2011 value for all jurisdictions. Thus, for counties with assessment years 2009 and 2010, factors were applied to estimate the 2011 property value. MOODYs/REAL Commercial Property Price Index (CPPI) was used to derive the relevant factors. Table 13 shows the factors used during this conversion process.

The selection of a base year for the property analysis represents a compromise solution. The year-to-year change in records reflects both physical changes to parcels as well as the assessed values. Thus, using a 2011 base was the best solution for the property analysis component of the work because 1) three of the jurisdictions are already in 2011 and 2) it is the most recent year and represents the best match with the CoStar data to which it is being matched. Where necessary the values were adjusted using real estate price indices—the peak values for the region were in 2007. Prices fell sharply through the end of 2009, with modest rebounds beginning in 2010 and extending into 2011 as the D.C. region weathered the recession much better than other parts of the country, anchored by the federal government. Thus, although it is surprising, the valuation adjustments show increases—these are increases from the trough and still represent a decline from 2007 peak values.

The remaining question was whether to further adjust the values to 2010 to match exactly the other benefits (mobility, capital costs, etc.) reported in the study. The appropriate deflators to adjust these other non-property benefits to a comparable 2011 value are not published on the same schedule as the real estate deflators—they lag—and thus they were not available; 2010 was the most recent value available. The margin of error is small, recognizing that the deflators are themselves estimates, and that the assessment ratios reported in Table 12 indicate that the assessed values were underreporting market value; deflating to an estimated 2010 value would compound this bias. As the estimated values are not being summed, the 2011 estimates are reported as the best estimate available.

Table 13: Factors used to estimate 2011 Assessed Value for Commercial Properties

Jurisdiction	Assessment	Office: Factor for	Multi-Family: Factor for
Jurisdiction	Year	Assessment Year - 2011	Assessment Year - 2011
Prince George's County	2009	1.051	1.129
Montgomery County	2009	1.051	1.129
Arlington County	2009	1.051	1.129
City of Alexandria	2010	0.993	1.061

Data points with a property value less than \$10/sq-ft were eliminated from the database for both
office and multi-family. Similarly data points with a property value greater than \$5,000/sq-ft for
office and data points with a property value greater than \$2,000/sq-ft for multi-family were
eliminated. This was done as the properties were either misreported or not representative of the
majority of building stock in the metro area.



To investigate any prevalent pattern between percent leased and transit proximity, the hypothesis that the share of leased space would be higher for building locations near a rail transit station and lower for those building locations that are more distance, further aggregation of data was performed to calculate a single percent leased value for all office spaces within a certain distance from the rail station. This aggregation was based on the weighted average of percent leased, weighted by the rentable building area. Table 14 shows the percent leased for each of the six transit proximity classes defined. The data do not support a correlation between the share of leased space and distance to transit.

Table 14: Percent Leased by Property's proximity to Rail Station

Transit Proximity	Percent Leased (Weighted by Rentable Area)
0 ~ 0.25 mi	81.64
0.251 ~ 0.5 mi	72.36
0.51 ~ 1 mi	86.86
1.01 ~ 2 mi	84.11
2.01 ~ 3 mi	85.00
> 3 mi	84.35

6.2.1.2 Single-Family/Residential

For the single-family/residential, the relevant property level attributes were compiled from the GIS shapefiles obtained from the real-estate assessor's office. This data was available only for D.C., Arlington, Prince George's and Montgomery counties. Hence, the aforementioned jurisdictions alone were included in the analysis for residential property out of necessity. While this omits some jurisdictions, the vast majority of the rail system's stations are located in those jurisdictions for which data could be obtained. Thus, the results from the hedonic equations are representative of the region.

Residential property data for the region was compiled from multiple jurisdictions; on reviewing the aggregated data, it was observed that the types of attributes reported were not consistent across the jurisdictions. For example, while D.C. and Arlington reported information on number of bedrooms in a residential building, this attribute was not reported for jurisdictions of Prince George's and Montgomery counties. Thus, only attributes that were commonly available across the four jurisdictions were included in the analysis. These attributes include proximity to transit, number of bathrooms, building condition and building size/area.

Similar to the exercise carried out for the office and multi-family, when a parcel consisted of multiple properties/buildings, data was aggregated to represent building attributes at the parcel level. Some of the assumptions made during the aggregation and cleanup process are:

- A class variable was constructed for the building condition. If a parcel contained multiple buildings
 with different classes for building condition, the parcel was coded to the class that represented
 the majority of the residential space.
- If a parcel contained multiple buildings, the building area was summed to a single value.
- If a parcel contained multiple buildings, the number of full-baths was summed to a single value and the number of half-baths was summed to a single value. Based on these two quantities,



number of bathrooms for each parcel was calculated as the sum of full-baths and half-baths. During this calculation two half-baths were assumed to translate as one full-bath.

- A distance to transit variable was constructed as a class variable based on incremental changes in distance.
- The data for assessed property values were available for different years across the jurisdictions. While 2011 assessment data was available for D.C., data for Prince George's, Montgomery and Arlington counties corresponded to 2009. To be consistent, the data were adjusted to a common 2011 year for all jurisdictions. Thus, for counties with assessment year 2009 factors were applied to estimate the 2011 property value. S&P/Case-Shiller Home Price Indices were used to derive the relevant conversion factors. Table 15 shows the factors used during this conversion process.

Table 15: Factors used to estimate 2011 Assessed Value for Residential Property

Jurisdiction	Assessment Year	Residential: Factor for Assessment Year - 2011
Prince George's County	2009	1.074
Montgomery County	2009	1.074
Arlington County	2009	1.074

- Data points with a property value less than \$20/sq-ft were eliminated from the database. Similarly
 data points with a property value greater than \$1,300/sq-ft were eliminated. This was done as the
 properties were either misreported or not representative of the majority of building stock in the
 metro area.
- Residential structures older than 200 years were excluded from the estimation as their historic
 quality seemed to make them outliers relative to the overall stock of houses in the metro area.

6.2.2 Estimation

A series of regression equations were estimated for each major class of property: office, residential, multifamily. An equation for retail could not be fitted because in some cases it was combined with office (a small share of the overall property). Furthermore, as a grouping, retail was too heterogeneous to provide a good model—there are too many varieties of retail establishments to capture a general trend with a regression model. Equations were estimated in log-log form.

A large variety of variables and specifications were examined as part of the estimation process. This was done to determine both the best way of using the available data and to ensure that the reported results were robust. Some of the variables that were examined but excluded included distance to White House and other focal or central points in the District, age, number of floors, and number of parking spaces.

In all regressions, the dependent variable was the property value (in dollars). A series of binary (0-1) variables were constructed as a proxy for the larger county attributes. For example, the Arlington County variable is coded 1 if the property was in Arlington County, 0 otherwise.

Similarly, a series of class variables were constructed to capture building attributes. The coding is summarized as follows.

 Proximity to Rail Station - Class: Six classes (1~6) were defined based on the location of transit station from the Property

Class 1 -- < 0.25 mi



Class 2 -- $0.251 \sim 0.5$ mi Class 3 -- $0.51 \sim 1.0$ mi Class 4 -- $1.01 \sim 2.0$ mi Class 5 -- $2.01 \sim 3.0$ mi Class 6 -- > 3.0 mi

Building Class: Four Classes were defined

Class 1 -- Class A Class 2 -- Class B Class 3 -- Class C Class 4 -- Other

• Building Condition: Eight Classes were defined

Class1 -- Excellent
Class 2 -- Very Good
Class 3 -- Good
Class 4 -- Average
Class 5 -- Fair
Class 6 -- Poor
Class 7 -- Very Poor
Class 8 -- Default, Null

6.2.3 Results

This section summarizes the estimation results for office, residential, and multi-family. The models predict about 60 percent of the variation for residential and office and about 50 percent for multi-family. This is a good fit based on other hedonic results in the literature⁶¹.

While the inclusion of additional variables would likely improve the R-squared statistic, the transit variable is significant in all regressions and the results were stable across a variety of specifications tested. Moreover, the sign is negative, indicating that property value falls as distance to rail transit increases. Thus, the conclusions based on the beta estimate for this variable are considered representative of the larger market. The county variables are proxy variables that capture a variety of market characteristics. The negative sign on the Prince Georges, Montgomery, Fairfax, Alexandria, and Falls Church variables in Table 16 for example, is simply an indication that the office market in these suburban counties is less attractive on average than the office market in the D.C. core and nearby Arlington. The coefficients capture broad trends—selected locations such as Tysons Corner can still be very favorable submarkets, but their size is not sufficient to change the sign on the suburban markets.

Table 16 summarizes the regression results for the office property. The analysis shows that Metrorail boosts property values, adding 8.9 percent more value (on an average) to office properties within the Metro Compact area.

⁶¹ Bilal Farooq, Eric J. Miller, and Murtaza Haider obtain Adjusted R-squares that range from 0.43 to 0.45 (multiple specifications) for their analysis of the office market as reported in "Hedonic Analysis of Office Space Rent," Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 118–127.



Table 16: Office Equation Results

Office		
Independent Variable	Beta	t-statistic
Proximity to Rail Station - Class	-1623869.8	-5.56
Building Class-Category	-6582682.1	-12.34
Parking Ratio	-100184.3	-0.39
Rentable Building Area (SF)	195.8	79.84
Percent Leased	63133.9	4.37
Prince George's County ¹	-3797471.0	-2.59
Montgomery County ¹	-6895884.2	-5.94
Arlington County ¹	4390832.8	2.43
Fairfax County ¹	-7532580.1	-5.07
Falls Church County ¹	-7397721.9	-2.38
Alexandria County ¹	-7089888.5	-5.46
District of Columbia ¹	-	-
Constant	23150000.0	11.21

R-Square	0.603
N	6,313
Premium Percentage	8.9%

¹County included as a Binary Variable

Source: AECOM Analysis

Table 17 and Table 18 summarize the regression results for multi-family and residential respectively. Metrorail boosts property values, adding 9.4 percent more value to multi-family and 6.8 percent to residential properties.

These percentages are consistent with the findings from other studies in other cities⁶².

⁶² Jeffery J. Smith and Thomas A. Gihring with Todd Litman. 2011. Financing Transit Systems Through Value Capture: An Annotated Bibliography. American Journal of Economics and Sociology, Volume 65, Issue 3, July 2006, p. 751. A longer version was also developed as a white paper.



Table 17: Multi-Family Equation Results

Multi Family				
Independent Variable	Beta	t-statistic		
Proximity to Rail Station - Class	-867305.8	-3.223		
Number of Stories	2029532.0	15.965		
Rentable Building Area (SF)	59.8	22.215		
Number of Parking Spaces	21922.5	7.329		
Prince George's County ¹	-2213004.5	-1.559		
Montgomery County ¹	-1091486.5	-1.186		
Arlington County ¹	8698892.9	8.091		
Fairfax County ¹	6846877.3	3.959		
Falls Church County ¹	1396159.1	0.426		
Alexandria County ¹	3915840.9	2.818		
District of Columbia ¹	-	-		
Constant	-2375403.0	-2.50		

R-Square	0.506
N	3,089
Premium Percentage	9.4%

County included as a Binary Variable

Source: AECOM Analysis



Table 18: Residential Equation Results

Residential								
Independent Variable	Beta	t-statistic						
Proximity to Rail Station - Class	-33343.9	-116.52						
Number of Bathrooms	31590.1	65.59						
Building Condition - Class	-112125.5	-184.32						
Building Area (SF)	200.4	462.32						
Montgomery County ¹	3997.7	3.86						
District of Columbia ¹	-265826.5	-198.62						
Arlington County ¹	17298.9	10.86						
Prince George's County ¹	-	-						
Constant	631922.4	177.64						

R-Square	0.591
N	524,147
Premium Percentage	6.8%

¹County included as a Binary Variable

Source: AECOM Analysis

6.3 Property Tax Revenue Impacts

To estimate the value of property tax revenues generated within ½ mile and ¼ mile of Metrorail stations, the base county and city property tax rates in 2011 were applied to the property values identified during the GIS analysis as being within the ½ and ¼ mile buffers (see Section 6.1). The base county and city property tax rates were collected from the city and county websites of the Compact area jurisdictions and are presented in Table 19 below. It is important to note that these base tax rates include special taxes assessed at the sub-county or sub-municipal level (i.e. those taxes that are not levied on all properties within the county or city). For example, Montgomery and Prince Georges County levies a variety of special taxes in the station areas. The tax rate shown for Montgomery is the average of rates for station locations: Silver Spring, Bethesda, and Rockville. The tax rate shown for Prince Georges County is the average of rates for station locations: Largo, Capitol Heights, College Park, Greenbelt, Hyattsville, Landover, New Carrollton. Fairfax County's reported rate includes the base rate plus leaf, stormwater, pest, and other additional rates for commercial and other sub county programs.



Table 19: Base 2011 Property Tax Rates for Compact Area Jurisdictions

	2011 Tax Rates	
	(per \$1 of	
	Assessed Value)	Commercial
Virginia		
City of Alexandria	0.00998	
Arlington County	0.00958	0.010996
Fairfax County	0.01101	0.01211
City of Falls Church	0.0127	
District of Columbia		
Residential	0.0085	
Commercial (1st \$3M)	0.0165	
Commercial (>\$3M)	0.0185	
Maryland		
Montgomery County	0.0116	
Prince George's County	0.0131	

Sources: City and County websites for each jurisdiction

The real estate located within ½ mile and ¼ mile of Metrorail stations generated approximately \$3.1B and \$1.8B in property tax revenues for the Compact area in 2010, respectively. 63

Within a ½ mile of Metrorail stations: D.C. collected \$2.26B, Virginia collected \$470M, and Maryland collected \$355M. While within a ¼ mile of Metrorail stations, D.C. collected \$1.37B, Virginia collected \$290M, and Maryland collected \$124M.

Additional explanation is required for the District of Columbia estimates provided below. The District's status as the nation's capital imposes a fiscal hardship in that the city's largest employer and landowner, the federal government, uses city services but does not pay property taxes. For many years the District received a payment from the federal government in lieu of taxes—the payment was based on the assessed value of government property as well as estimates of sales tax foregone. In 1997, however, the federal government phased out the payments in lieu of taxes and instead assumed the cost for the District's courts and the incarceration of the District's convicted felons to help offset the lost revenue associated with the federal government's exempt status for property and other taxes.

Because federal land ownership in the District is so large, to exclude this property type would understate Metro's impact on property values and collections by a significant margin—particularly as the District receives payments in other ways to compensate for this revenue loss. Moreover, the value of the government's property assets is more valuable because of Metro service. In order to estimate this portion of the District's revenue stream, the study team collected information on current federal government payments to the District and included a share of these as a placeholder for the District's tax revenues

⁶³ Estimate based on GIS analysis of parcel assessment data from Compact area jurisdictions, property tax rates for the local jurisdictions, Business Improvement Districts, and federal government payments to the District for courts, defender services, and offender supervision. The ½ mile revenues include the ¼ mile revenues.



associated with federal government properties. The share includes \$258.4M for courts, \$55M for defender services, \$217.8M for court services and offender supervision.⁶⁴

Additionally, the District tax revenue share includes Business Improvement District (BID) revenues). The estimate of BID revenues is based on the District Budget. ⁶⁵

Table 20: Estimated 2011 Total Property Tax Revenues Collected by Compact Area Jurisdictions for Properties Located Near Metrorail Stations

		2011 Tax F	enues	
	1/4 Mile Buffer		1.	/2 Mile Buffer
City of Alexandria	\$	31,461,396	\$	72,368,015
Arlington County	\$	247,187,782	\$	364,180,287
Fairfax County	\$	11,273,366	\$	29,843,041
City of Falls Church	\$	1,807	\$	3,672,140
District of Columbia	\$	1,365,893,642	\$	2,262,695,708
Residential	\$	67,168,558	\$	204,240,494
Commercial	\$	949,109,644	\$	1,504,321,214
BID	\$	14,511,211	\$	23,000,000
Federal Gov't Payment	\$	335,104,230	\$	531,134,000
Montgomery County	\$	105,352,891	\$	269,762,879
Prince George's County	\$	18,866,569	\$	85,568,835
Total for Compact Area	\$	1,780,037,454	\$	3,088,090,907

Source: AECOM calculation

An additional analysis was conducted to estimate the additional property tax revenues generated for the Compact area jurisdictions due to the premium associated with properties located near rail stations. The premium percentages for residential (6.8 percent), office (8.9 percent), and multi-family (9.4 percent) were estimated in the previous section were applied to the properties by type located within a $\frac{1}{2}$ and $\frac{1}{4}$ mile of Metrorail stations to estimate the assessed values associated with this premium. The base county and city property tax rates then applied to these assessed values to determine the additional property tax revenues generated in 2011. 66

The demand for locations near Metrorail stations produces \$133 million (½ mile) to \$224 million (½ mile) in additional revenues from property taxes due to the premium associated with properties located near Metrorail stations. The results are presented in Table 21 below.

⁶⁴ Senate Bill 3677, 2011

⁶⁵ Budget is available at http://budget.dc.gov/

⁶⁶ The base property tax rates applied are shown in Table 19. It is important to note that these base tax rates do not include special taxes assessed at the sub-county or sub-municipal level (i.e. those taxes that are not levied on all properties within the county or city).



Table 21: Estimated 2011 Additional Property Tax Revenues Collected Associated with the Premium Identified for Properties Located Near Metrorail Stations

	2011 Tax Revenues Associated with					
	1/4 Mile Buffer		1/	/2 Mile Buffer		
City of Alexandria	\$	645,613	\$	1,973,333		
Arlington County	\$	12,179,189	\$	19,092,091		
Fairfax County	\$	887,563	\$	1,876,331		
City of Falls Church	\$	123	\$	251,331		
District of Columbia	\$	111,475,103	\$	178,056,279		
Residential		4,567,462	\$	13,888,354		
Commercial	\$	75,791,867	\$	118,449,999		
BID	\$	1,291,498	\$	2,047,000		
Federal Gov't Payment	\$	29,824,276	\$	43,670,926		
Montgomery County	\$	7,966,865	\$	18,913,471		
Prince George's County	\$	621,354	\$	4,329,705		
Total for Compact Area	\$	133,775,810	\$	224,492,542		

Notes

- (1) Assumes 6.8 percent premium for residential, 9.4 percent for multi-family, and 8.9 percent for office.
- (2) Excludes retail and other property impacts because premiums could not be established for these properties.

Source: AECOM Calculation

7.0 Summary

This purpose of this Technical Report is to assess the regional transportation and mobility benefits associated with the transit services currently provided by WMATA and all transit agencies within the Washington, D.C. metropolitan area. To do this, an analysis was undertaken to see what happens to the travel patterns, VMT, parking costs, toll costs, and lane miles required when transit is removed from the region. The analysis considered the following scenarios:

Base Case (2007):

- o Basis for comparing conditions in the absence of transit
- o Represents current travel patterns and level of service on highway and transit
- Scenario 1: Lane miles of additional road infrastructure averted due to transit
 - o Removes all transit service from the Base Case
 - Maintains the Base Case travel patterns
 - Adds highway capacity to return to the Base Case level of service
- Scenario 2: No additional investment in infrastructure
 - Removes all transit service from the Base Case
 - Regional travel patterns allowed to change



The benefits in this section are estimated for Scenario 2 because this scenario represents a more realistic picture of transit's impacts today. If transit were not available, travelers would have to switch to auto travel and the additional infrastructure needed to support this increase in demand would take decades to arrive. As a result, people would face severe congestion and gridlock that would force many to alter their trip origins or destinations in order to reduce their trips lengths and travel times.

The results of the analysis indicate that Base Case offers reduced travel times and VMT in comparison to Scenario 2—generating savings for the region. These reduced travel times and VMT associated with transit service provide the region with significant annual travel time, travel cost, accident reduction, and emissions savings as shown in Table 22. In other words, if transit service did not exist in the D.C. region (as assumed in Scenario 2), residents and employees would have to travel more miles in their cars, have longer commutes, and spend more money on transportation.

Table 22: Annual Transportation Savings Associated with the Scenarios (in millions of 2010\$)

	All Transit		WMATA On		
	Scenario 2		Sc	enario 2	
Travel Time Savings	\$	1,007.5	\$	705.3	
Travel Cost Savings	\$	488.5	\$	342.0	
Accident Cost Savings	\$	321.0	\$	224.7	
Emissions Cost Savings	\$	13.6	\$	9.5	
Total Annual Transporation Savings	\$	1,830.6	\$	1,281.4	

Note: Of the total regional savings, 70 percent is associated with WMATA transit services, based on the percentage of regional transit passenger miles on WMATA.

Source: AECOM Calculation

Transit service in the Washington, D.C. metropolitan area also provides an infrastructure benefit for Scenarios 1 and 2, because additional infrastructure would be required to support the additional cars on the roadways and the resulting increase in demand for parking in the D.C. and Arlington Cores, the central business districts of the region. Scenario 1 assumes that lane miles are added to the highway network in order to keep the highway level of service for the scenario the same as the 2007 Base Case level and additional parking structures are added to meet the resulting increase in demand for parking in the region's core. Scenario 2, on other hand, assumes no additional lane miles are added, but additional parking structures are needed to accommodate the new vehicles destined for the D.C. and Arlington Cores. The additional lane miles required for Scenario 1 and the additional parking structures needed for both scenarios have a capital cost impact on the region. These one-time capital costs were estimated using an average cost per lane mile for freeway and arterial roads and bridges based on road and bridge capacity projects in Maryland, D.C., and Virginia as well as SF capital costs for garages. These additional costs are summarized in Table 23 and since they are not a savings for the scenarios these numbers are negative.



Table 23: Total One-time Capital Costs Associated with the Scenarios (millions of 2010\$)⁶⁷

	All Transit			WMATA Only				
	Scenario 1		Scenario 2		Scenario 1		Sc	enario 2
Highway Capital Cost Savings	\$	(6,715.0)	\$	-	\$	(4,700.5)	\$	-
Parking Capital Cost Savings	\$	(1,278.9)	\$	(2,042.1)	\$	(895.2)	\$	(1,429.4)

Notes:

- (1) Scenario 2 assumes that no additional highway infrastructure is added to the current network.
- (2) Of the total regional savings, 70 percent is associated with WMATA transit services, based on the percentage of regional transit passenger miles on WMATA.

Source: AECOM Calculation

8.0 List of Benefit Outcomes

Infrastructure Costs Avoided

- Over 1,000 lane miles of additional road infrastructure averted due to the availability of the current regional transit network (all providers, not just WMATA).⁶⁸ Several river crossings require 2-3 additional lanes in each direction.
 - The share of road infrastructure investment avoided specifically due to WMATA services is about 710 lane miles with an estimated capital cost of \$4.7B (\$2010)⁶⁹, which is the equivalent of adding 11 lanes to the entire circumference of the Capital Beltway.
- Over 125% more parking spaces would be needed in the D.C. and Arlington Cores if all current transit riders shifted back onto the roads.⁷⁰ This translates into an increase in demand for more than 200,000 parking spaces in the D.C. and Arlington Cores, and the square footage associated with these spaces is the equivalent of 10 Pentagons.⁷¹ The estimated capital cost to accommodate this parking demand ranges associated with WMATA services is \$2.9B for below ground parking (\$2010).⁷²

⁶⁷ Except for the Transit Investments, which are shown in year of expenditure dollars.

⁶⁸ Estimated by the MWCOG Version 2.3.17 Regional Travel Demand Model with 8.0 Land Use

⁶⁹ Uses average road and bridge construction costs per mile for the region. These costs do not include right-of-way purchases or the purchase of vehicles that would be required for some zero-car households.

⁷⁰ Estimated by the MWCOG Version 2.3.17 Regional Travel Demand Model with 8.0 Land Use

⁷¹ Total parking square footage for all transit (not just WMATA) is more than 65 million square feet. The Pentagon contains 6.5 million square feet.

⁷² Assumes 327 SF per parking space (the average for all WMATA parking facilities, including parking, curves, ramps, etc. and uses average SF construction costs from RS Means (2007) for underground garages. This cost of additional parking includes the parking costs associated with federal employees reported. It is not in addition to the federal parking costs. In addition, it is important to note that not all spaces would have to be built because some portion could be accommodated by excess capacity at existing garages or lots. However, the occupancy rates of current parking facilities in the D.C. and Arlington Cores is unknown.



Commercial Development and Employment

- More than \$235.4B (\$2010) of real estate is located within a ½ mile of Metrorail stations, and of this, \$129.8B (\$2010) is located within a ¼ mile of Metrorail stations. ⁷³ Approximately 80% of the value within a ½ mile is associated with commercial properties, and more than 89% of the value within a ¼ mile is commercial.
 - Residential properties (single family) make up \$44.4B of the real estate within ½ mile and \$13.4B within a ¼ mile of Metrorail stations.
 - Commercial properties (multi-family, office, retail, government, and other) make up \$191.0B of the real estate within a ½ mile and \$116.4B within a ¼ mile of Metrorail stations.
 - Washington, D.C. and Arlington County make up \$193.2B (or 82%) of the total real estate located within a ½ mile of Metrorail stations and \$114.7B (or 88%) of the real estate located within a ¼ mile of the stations.
- Additionally, the value of real estate located within a ½ mile of Metrorail stations represents 27.9% of the Compact area's tax base, including 68.1% for D.C., 15.3% for Virginia, and 9.9% for Maryland.⁷⁴
- The real estate located within ½ mile and ¼ mile of Metrorail stations generated approximately \$3.1B and \$1.8B in property tax revenues for the Compact area in 2010, respectively.⁷⁵
 - Within a ½ mile of Metrorail stations: D.C. collected \$2.26B, Virginia collected \$470M, and Maryland collected \$355M.
 - Within a ¼ mile of Metrorail stations, D.C. collected \$1.37B, Virginia collected \$290M, and Maryland collected \$124M.
- Metrorail boosts property values, adding 6.8% more value to residential, 9.4% to multi-family, and 8.9% to commercial office properties within a half-mile of a Metrorail station.
 - The demand for locations near Metrorail stations produces approximately \$133M (¼ mile) to \$224M (½ mile) in additional revenues from property taxes due to the premium associated with properties located near rail stations.
- Metro supports over 10,970 jobs directly. ⁷⁸ Adding in induced and indirect employment associated with WMATA operations, this total rises to over 14,900 jobs associated with Metro operations. ⁷⁹

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⁷³ Based on GIS analysis of parcel assessment data from Compact area jurisdictions

⁷⁴ GIS analysis of parcel assessment data and total jurisdiction assessment values

⁷⁵ Estimate based on GIS analysis of parcel assessment data from Compact area jurisdictions, property tax rates for the local jurisdictions, Business Improvement Districts, and federal government payments to the District for court, defender services, and offender supervision. The ½ mile revenues include the ¼ mile revenues.

⁷⁶ Based on a series of hedonic regressions of data compiled from GIS shapefiles obtained from either the real estate assessor's office or department of tax administration.

Estimate based on GIS analysis of parcel assessment data from Compact area jurisdictions, property tax rates for the local jurisdictions, Business Improvement Districts, and federal government payments to the District for court, defender services, and offender supervision. The ½ mile revenues include the ¼ mile revenues.



- Similarly, for every \$1 million of in capital expenditures in \$2007, Metro supports 14.3762 total jobs in the Washington, D.C. MSA, including 8.3983 direct jobs.
- 2.0 million jobs (or 54% of all regional jobs) are accessible within a ½ mile of Metrorail stations. 300,000 more jobs are accessible within 1 mile of Metrorail stations.

Mobility

- Metrorail carried 217.2 million trips in 2010. Metrobus carried 123.7 million trips in 2010.
- If all transit services were not available to the region's travelers, average travel times would increase by 25% during the peak travel period. Congestion would lead households to change their travel patterns and choose different work and activity locations. *The travel patterns would shift so that fewer inter-jurisdictional trips are made, with an increase in intra-jurisdictional travel activity.* The metropolitan economy becomes more fragmented and loses some of the benefits of its size. As a result, Washington, D.C. functions less like a large integrated metropolitan area and more like a grouping of several smaller physically proximate urban economies.
 - o WMATA generated \$705 million (\$2010) in travel time savings in 2007.⁸² This is an annually recurring benefit to the region.
- Transit-dependent populations (low income, senior, zero-car, disabled) make up a significant portion of Metrobus and Metrorail passengers. An estimated 61 million trips (rail and bus) are taken by low-income travelers annually.⁸³ Another 37 million rail trips are made by residents of zero-car households. Just under 8 million trips annually are taken by senior using the system (rail only, no data for bus) and about 500,000 bus trips are made by disabled passengers. MetroAccess also provides an additional 2.4 million trips for disabled passengers.

Public Safety and Emergency Preparedness

- Metro provides an indispensible part of the Capital Region's emergency preparedness. Regional
 evacuation plans rely heavily on Metro. On September 11, 2001, Metro facilitated the safe
 evacuation of hundreds of thousands of people; moving such numbers of people would not be
 possible without Metro.
- Additionally, on Inauguration Day 2009, Metro provided 1,120,000 rail trips, 423,000 bus trips, and 1,721 MetroAccess trips for a total of 1,544,721 trips.⁸⁴

⁷⁸ 2011 figure reported in WMATA's Proposed Fiscal 2012 Annual Budget

⁷⁹ Using RIMS II Direct Effect Multipliers for the Transit and Ground Passenger Transportation industry in the Washington, D.C. MSA (2002/2007).

⁸⁰ RIMS II Final Demand Multipliers for the Construction industry in the Washington, D.C. MSA (2002/2007)

⁸¹ WMATA Facts

⁸² Travel time saved is estimated by the MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use. This time is valued using the average wage for the Washington, D.C. region and US DOT guidance on values of travel time for work and non-work trips.

⁸³ Data in this bullet are from the Metrorail and Metrobus survey summary data. The numbers reported cannot be summed because the population groups may over lap. For example, a person can be part of a zero-car household and low-income or senior and low-income.

⁸⁴ Metro, "Metrorail sets new record for highest ridership day of all time", press release, January 20, 2009. http://www.wmata.com/about_metro/news/PressReleaseDetail.cfm?ReleaseID=2439



Environment

- About 260 tons VOC, 22 tons PM, and 0.5 million tons of CO2 avoided in the region due to the reduced auto use associate with all transit services in the region.⁸⁵ Taking into account the emissions associated with WMATA's services, the estimated monetary value of environmental savings is \$9.5 million (\$2010) annually.⁸⁶
- The diversion of auto travel to Metro services saves about 40.5 million gallons of fuel annually at a value of about \$142 million (at \$3.50/gallon).

Livability

- The annual household savings from lower car operation costs to families living near Metrorail stations and/or Metrobus corridors is \$342M annually.⁸⁷
- Metrorail and Metrobus provide more than 365,000 weekday trips to zero-car households.⁸⁸
- Qualitative statement that cultural venues, restaurants, cafes, bars and parks are numerous near Metro rail stations and Metrobus corridors.

Regional Identify and Federal Workforce

- Special events in the area relied on Metrorail alone for over 3.5 million passenger trips during 2010. A few of the major events relying on Metrorail in 2010:⁸⁹
 - Annual Cherry Blossom Festival, drawing visitors from around the world: 300,000 to 500,000 trips
 - o July 4th celebration: over 580,000 trips
 - October Marine Corps Marathon: over 60,000 trips
 - Sporting events all year for the Nationals, Redskins, Capitals, Wizards, Mystics, and D.C. United: almost 1.5 million trips.

⁸⁵ Based on estimated VMT avoided from the MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use and emissions rates from WMCOG Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program and the Sightline Institute

⁸⁶ Emissions rates for autos and buses were estimated from WMCOG Air Quality Conformity Determination of the 2010 Constrained Long Range Plan and the FY 2011-2016 Transportation Improvement Program, while emissions rates for rail are based on data from the Transportation Energy Data Book. The GHG emissions rates are based on data by mode from Sightline.org. Social costs of emissions are from the Final Regulatory Impact Analysis, Corporate Average Fuel Economy for MY 2012-MY2016 Passenger Cars and Light Trucks.

⁸⁷ Based on estimated VMT avoided from the MWCOG Version 2.3.17 Regional Travel Demand Model with Round 8.0 Land Use and variable per mile costs of auto use from AAA's Your Driving Costs, 2010. These savings do not include vehicle that would have to be purchased by zero-car households.

⁸⁸ From the Metrorail and Metrobus survey summary data.

⁸⁹ WMATA estimation of ridership from special events.



- About 35% of the weekday trips on Metrorail are made by federal employees: 249,087 trips.
 - o This translates into an estimated need for 117,500 parking spaces.
- Every year, Metro provides more than 8 million trips for visitors to the nation's capital.91

⁹⁰ WMATA, 2007 Metrorail Passenger Survey adjusted to average weekday May 2011.
91 Calculation based on the 2007 WMATA Metrorail Passenger Survey





To: Justin Antos & Metro team

From: Will Schroeer & SGA/AECOM team

Re: "Benefits of Public Transit in the Washington Metropolitan Region,"

Task 1.1, Literature Review

Task 1.1 calls for the Consultant Team to "collect and review existing nationwide literature on quantifying the benefits of public transportation investment and service for both bus and rail modes." The Scope of Work does not call for a formal deliverable from Task 1.1. Nonetheless, we summarize here our review of the literature, with two goals:

- 1. Describe to Metro what the literature shows is (a) possible, and (b) common in assessing the benefits of public transportation.
- 2. Describe to Metro which direction those findings suggest that we take in Task 1.2, and get Metro's input on defining the categories, measures, and metrics required by Task 1.2.

We look forward to discussing this review with you and getting your feedback.

Goals of review

Many previous studies have calculated costs and benefits of public transportation. Litman, 2010, cites well over 200 such studies. Our goals in this literature review were:

- 1. To take advantage of previous work in order to help choose the right categories of benefits, measures, and metrics for the rest of this project; and
- 2. To locate sources of existing methodologies as a foundation for Task 1.2.

Methodology of review

Rather than review all 200+ studies, we reviewed samples of the research in three types of work: ¹⁾ guidebooks to benefits analysis, ²⁾ project reports, and ³⁾ academic articles/research papers that focused explicitly on the benefits of public transportation or compared public transportation to auto transportation.

We also reviewed the D.C.-region-specific studies named in the Scope. These will be very helpful in future Tasks, particularly when assembling data. We do not summarize them here as we determined it to be more important to provide Metro with a summary of the relevant research on metrics. The research summarized here will be critical to determining which metrics Metro would like to pursue.

We have included a brief summary of the TIGER II regulations, as those regulations provide information as to some of the information required for federal applications, and we will rely on them heavily in preparing our final methodologies and report.

Technical Report Appendix: Literature Review



Results

The following table summarizes the metrics and methodologies covered in the literature reviewed, and shows how that literature categorizes the metrics. We discuss the implications of this summary following the table. The memo concludes with individual reviews/summaries of the literature in the table.

Table A-1:. Metrics: categorization and frequency

	GUIDEBOOKS		PF	ROJECT	REPOR	TS	RESEARCH PAPERS			
	Litman 2009	camoriage Systematics (2006)	Litman (2010)	Keeler & Small(1975)	Nelson, et al. (2006)	Goldsmith, et al. (2006)	CUTA (2010)	NZTA (2009)	Litman (2010a)	Cambridge Syst. (2008)
1. Economic Benefits*										
Vehicle Ownership and Operations	✓	✓	✓	✓		✓	✓	✓	✓	
Transit Costs (Subsidies, Capital Costs, Fares, Operating Costs)	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Parking Costs (Internal and External)	✓	✓	✓	✓	✓	✓		✓	✓	
Transportation Service Costs: policing, emergency services, etc.	✓	✓		✓		✓		✓	✓	
Transportation infrastructure costs	✓	✓	✓			✓		✓	✓	
Land Consumption Avoided			\					✓		
Public Infrastructure savings: sewers, power lines, etc	✓									
2. Ecc	nomi	Devel	opmer	nt Bene	efits*					
Direct Employment by transit Agency/s and contractors	✓		✓			✓	✓			
Jobs and Businesses due to metro	✓						✓			
Increase in Property Value	✓		✓							✓
Land Uses around Metro - libraries, hospitals, etc	✓						✓			
	3. N	/lobility	Benef	its*	•					
Travel Time Savings	✓		✓	✓	✓	✓	✓	✓	✓	
Congestion	✓		✓	✓		✓	✓		✓	
Parking Search time savings	√				✓					
Mobility for non drivers	✓		✓			✓				
Mobility for non-car owners	✓					✓				
Service Availability		✓								
Service Quality		✓								
Service Reliability		✓								
Avoided Chauffeuring	✓	✓	✓			✓				
Barrier Effect	✓	✓	✓							
Levels of Use	✓	✓	✓					✓	✓	
Intermodal connectivity										



4. Environmental Benefits*									
Fuel Savings	✓	✓	✓		✓		✓	✓	
GHG Savings	✓				✓	✓	✓	✓	
Air Pollution	✓	✓	✓	✓	✓	✓	✓	✓	
Water Pollution	✓	✓	✓				✓	✓	
Waste Disposal	✓	✓	✓				✓	✓	
Noise	✓		✓		✓		✓	✓	
Natural resources conserved		✓	✓				✓		
5. Safety & Health Benefits									
Crash Cost (Internal & External)*	✓	✓	✓		✓	✓	✓		
Reduced Lung diseases - medical	./		./			1	./		
expense	•		•			•	•		
Increased Physical activity	✓	✓				✓	√		

^{*} Items marked with asterisks have specific criteria that must be followed in applying for federal grants, as outlined in the guidelines in TIGER II. The criteria used for various programs may vary somewhat.

Relationship to TIGER II

The regulations for TIGER II require quantified, monetized valuation of the costs and benefits of transportation projects seeking grant funding from the federal government. The Primary Selection Criteria are divided into Long-Term Outcomes and Job Creation and Economic Stimulus. The Long-Term Outcomes that must be addressed in an application are: (i) State of Good Repair; (ii) Economic Competitiveness; (iii) Livability; (iv) Environmental Sustainability; and (v) Safety. Secondary Selection Criteria require demonstrations of Innovation and of Partnership.

The regulations explain what types of benefits will cause a project to receive priority in receiving funding. Our analysis will address each of these benefits. The regulations also describe preferred methods and methods which will disqualify a project from consideration. Each methodology our analysis uses will comply with these requirements.

The appendix to the regulation will be especially helpful in framing the baselines and alternatives, the affected population, the appropriate discount rates, and the appropriate forecasts of usage levels. It will also provide guidance on calculating benefits to livability, economic competitiveness, safety, and environmental sustainability. It highlights particular areas where double-counting risks arise and where we will need to net out apparent benefits against related costs.

Implications for this project

Literature supports desired direction

Metro gave two pieces of guidance for metrics developed for this project:

- 1. Have no more than five general categories, and
- 2. Develop three metrics in particular:
 - Value of development around rail stations,



- Greenhouse gases reduced, and
- Size and cost of avoided roadway and parking infrastructure.

The literature review supports both pieces of guidance: the metrics fall easily into five categories, and two of the three metrics of particular interest are commonly calculated. The value of development around rail stations is less frequently calculated. As originally anticipated, we may need to put more time into developing that metric. As you can see from Table 1, many of the other metrics have several sources that can guide us in forming a methodology. To remain within what is feasible given the project's scope of time and budget, we would recommend selecting only one or two of the rarely quantified metrics for inclusion in the final report.

A possible model for one of the project's products

We also found and reviewed a project report from Montreal that (while not included in the table above because it takes such a different approach) we believe offers a useful model for one of the final reports from this project: "Public transit: a powerful economic-development engine for the metropolitan Montreal region", Secor Consulting for the Board of Trade of Metropolitan Montreal. (www.ccmm.qc.ca/documents/memoires/2004_2005/BTMM_PublicTransit_study.pdf)

The Scope is clear that Metro desires a comprehensive list of metrics from which to choose, and not only economic metrics. On the other hand, the Scope also highlights the need for a "business case" for investment in Metro. A key early decision for Metro will be selecting the format of the report and the target audience. Two examples are provided below to illustrate alternative approaches.

- 1. A comprehensive benefits report, technical in nature, that covers all selected indicators, including environmental, etc., attempting to monetize as we are able; and
- 2. An economic development-focused report, more glossy and polished--much like the one from Montreal, which highlights only the economic and fiscal impacts of Metro.

We will be looking for your feedback on this issue in particular.

Summaries of selected reviewed materials

1. Measuring and Valuing Transit Benefits and Disbenefits. Cambridge Systematics.

This guidebook lists metrics related to cost benefit analysis, and briefly describes how these can be measured or quantified. The following metrics are tabulated from their report.

Category	Basis for Analysis				
Mobility and Accessibility Impacts					
Levels of Use	Transit Ridership, modal split, ratios of use to seats capacity				
Travel Time Savings	Transit travel times and speeds, transit service frequency, auto				
	travel times and speeds				
Service Availability	Transit system configuration and frequency				
Service Quality	Comfort and convenience				

Technical Report

Appendix: Literature Review



Service Reliability	Transit system performance, auto use characteristics
Highway System Impacts	Congestion reduction
Economic Impacts	<u> </u>
Demand on Public Resources	Year-to-year revenue base
Cost-Effectiveness of Service	Return on investment
Cost Avoidance	User cost savings and government cost savings
Affordability for Users	Absolute and comparative trip costs
Jobs and Income Generation	Direct, indirect, and induced employment; disposable income to individuals; and revenue to business
Economic Growth	Business sales and income, company growth rates
Development and Land Use	Enhanced property values
Energy and Environmental Imp	acts
Reduced Fuel Consumption	Auto consumption and transit consumption rates
Emissions	Auto emission rates and transit emission rates
Noise	Decibel levels of auto and transit modes
Ecology	Sites and acreage affected (NEPA studies)
Land Consumption	Acreage requirements
Personal Safety and Security In	npacts
Rider Safety and Health	Accident rates, severity costs, psychological effects
Transit Employee Safety	Accident rates, severity costs
Non-rider safety	Accident rates, severity costs
Rider Security	Incident frequency and severity
Neighborhood Integrity	Resident attitudes, perceptions, activity levels
Barrier Effects	Operational characteristics of facilities
Equity Impacts	
Level of Service	Transit service with respect to target population
Utilization	Ridership characteristics by population groups
Cost Incidence	Costs with respect to incomes
Service Availability	System configuration with respect to target population
Access to Opportunities and	Existence and extent of transit service by type
Destinations	

2. Transportation Cost and Benefit Analysis -Techniques, Estimates and Implications [Second Edition] Litman (2009)

This guidebook lists many metrics (which served as the basis for Table 1), explains how each metric is measured and quantified in monetary terms, and gives standard rates for the USA and Canada. Chapters elaborate on different data sources, methodologies, and illustrations for measuring and quantifying costs and benefits. The following metrics have entire chapters devoted to their quantification: vehicle costs, travel time, safety and health, parking, congestion, roadway facilities, roadway land value, traffic services, transportation diversity, air pollution, noise, resource consumption, barrier effect, land use impacts, water pollution and hydrologic impacts, and waste disposal. Each chapter includes sections quantifying submetrics (for example: vehicle costs include capital costs, operation and maintenance costs, insurance, registration costs, etc).

Later chapters summarize net value calculation, results, criticisms of this kind of analysis, some case studies, and conclusions.



3. Raise My Taxes Please! – Evaluating Household Savings from High Quality Public Transit Service; Todd Litman (2010a)

The research compares the fifty largest U.S. cities for transit fares, subsidies, capital costs, and operating costs; and auto transportation infrastructure costs, capital costs, and operational costs for the years 1998, 2003, and 2008. It evaluates incremental costs and benefits to users from high quality transit service. The study quantifies the costs and benefits from a comparison of vehicle costs and transit fares, and it also measures other benefits such as congestion reduction, increased traffic safety, pollution reductions, improved mobility for non-drivers, and improved fitness and health. The study further shows that ridership and household savings are higher in cities with high quality transit service.

4. Evaluating Public Transit Benefits and Costs – Best Practices Guidebook. Todd Litman (2010)

This guidebook describes how to create a comprehensive framework for evaluating the full impacts (benefits and costs) of a particular transit system or a system improvement. It draws from national and international trends, the statistics about travel trends, transportation problems such as congestion, parking, accidents, etc. in different countries. The paper points to different models for transit cost benefit analyses used, types of data used, breaks down analyses by types of buses, types of rail, other modes such as walking and biking. It then enumerates best practices applied in different places for each of the transportation problems such as congestion, pollution. And quantifies how it is beneficial to apply these best practices.

In subsequent chapters it provides guidelines for cost benefit analysis for a comprehensive list of categories, and for comparison between auto and transit transportation systems.

5. The Full costs of Transport Part III: Automobile Costs and Final Intermodal Cost Comparisons. Keeler and Small (1975)

This report developed cost estimates for the major urban transportation modes for intermodal cost comparisons: rail, bus, and automobile. The costs are analyzed for four scenarios: the system with (i) bus transit and auto travel, (ii) rail and auto travel, (iii) auto transport alone, and (iv) bus, rail, and auto travel modes.

The project includes operating and maintenance costs, time costs, and pollution costs. It further elaborates the sensitivities of measuring travel time costs and interest rates assumed since they depend on a number factors not included in the study.



6. Traffic Impact Analysis: Effect of the absence of BART service on the Major East Bay Corridors. Laval, Cassidy, Herrera (2004)

This research evaluates delays in travel times that could be caused on major corridors, if BART services were to be closed. The study suggests that traffic would come to a halt at the junctions and on these corridors for a couple hours due to a bottleneck effect. The study does not however consider downstream congestion due to absence of BART.

7. Relative costs and benefits of modal transport solutions. Smith, Veryard, Kilvington NZTA (2009)

The first half of this report analyzes costs and benefits of transportation modes: walk, bicycle, car, taxi, bus, light rail, and heavy rail as costs for the user, the community, and the government. The metrics included were (i) for the users: vehicle costs, parking costs, travel time costs, health costs, accident and crime risk costs; (ii) for the community: accident costs, air pollution, noise pollution, greenhouse gas emissions, severance, health impacts, congestion impacts, and place-making costs and benefits; and (iii) for the government: whole of life construction cost, land cost, maintenance costs, and parking requirement costs.

The second half of the research elaborated four case studies: three from the New Zealand and one from the United Kingdom. The case studies are success stories where best practices were applied for solving transportation problems such as congestion, safety, etc. The major best practices included provision of bike path network in Hawke's Bay, New Zealand; improving quality of bus transit service in Christchurch, New Zealand; cost-effective provision of bus rapid transit to solve congestion problems in Auckland, New Zealand; and subsidies rendered unnecessary by 97% of transit agencies due to profits as a result of improved transit service in Nottingham, United Kingdom.

8. Peter Nelson, Andrew Baglino, Winston Harrington, Elena Safirova and Abram Lipman, *Transit in Washington, D.C.: Current Benefits and Optimal Level of Provision*, Resources for the Future (2006)

This report attempted to measure the benefits of congestion relief and transportation choices resulting from public transportation in the D.C. region, by assuming that transit was reduced to zero. The report determined that the benefit of the system was equal to the resulting decrease in travelers' welfare minus the savings in operating costs. The report found "rail transit generates congestion-reduction benefits that exceed rail subsidies," and "the combined benefits of rail and bus transit easily exceed local transit subsidies generally." Additionally, time savings (congestion and parking search costs) to motorists alone exceeded operating subsidies. "[A]nnual net benefits of the system [were] more than \$1.7 billion for the year 2000, or \$6 per transit trip."

The report used "START," a Strategic and Regional Transport modeling suite developed by MVA Consultancy, which has been used to evaluate different urban areas in the United Kingdom. Although this



program does not appear to be readily available online, it may be worth looking into contacting MVA Consultancy to see if we could use their model.

This report included an unexpected amount and variety of metrics in calculating its "Transit Trip Cost Calculation." Their calculation included the transit fare; the value of the time of transit riders; wait time, including the probability of missing a bus and having to wait longer; psychological perceptions in time increases due to overcrowding; travel time, including time involved in transferring; and the costs associated with using the park-and-ride facilities. The above list shows that Metro can go into great depth when calculating its benefits, and a feasible list of factors will need to be developed to ensure that the report remains within its scope, allotted time, and budget.

The report discusses that its results differ great from the results from a 2005 report by Winston and Maheshri who found negative net benefits in 2000. The authors explain that the difference occurs because of their more realistic figures for transit agency deficit, their calculation of benefits to drivers, and the addition of commuter rail (such as MARC). They found that "[d]rivers save about 45.9 million hours per year in travel time thanks to the existence of a transit system." We may want to find the Winston and Maheshri report to evaluate their methodology.

9. Scott Goldsmith, Mary Killorin and Eric Larson, *The Economic Benefits of Public Transportation in Anchorage*, Institute of Social and Economic Research, University of Alaska Anchorage, for the Public Transportation Department, Municipality of Anchorage (2006)

This study of the Anchorage community found annual benefits of \$14.155 million, with a benefit-cost ratio of 1.71. This study broke the benefits down into three categories: (1) users' benefits from using transit instead of driving their own car or taking a cab; (2) access/social benefits for residents for whom transit is the only alternative; and (3) community benefits measuring how the whole community shares in savings achieved from reducing the number of cars on the roads.

Under user benefits, the study calculated: reduced vehicle-operating and ownership costs; reduced taxi fares; reduced costs of providing rides to others; parking costs, including land costs, construction, operations, and maintenance; reduced likelihood of a traffic accident; and cost of time.

For access/social benefits, the study looked at access to jobs, benefits to employers, and benefits to tax payers. The value of job access was calculated to be a \$1.454 million value, according to a willingness-to-pay calculation. Employers' benefits were described using anecdotal evidence from several employers employing large numbers of transit riders. Taxpayer benefits were calculated by looking at savings in unemployment insurance payments, reductions in food stamps, and reductions in public assistance. Other benefits were described by trip quantity without assigning a price per trip cost to them: access to health care, education, shopping, and tourist areas by visitors.

Community benefits included quantified items and items which were not quantified. The report quantified cost savings resulting from reductions in parking costs, traffic services, congestion, barriers to movement,



traffic accidents, air pollution, and noise pollution. The report described benefits to public health, reductions in energy consumptions, more efficient land use patterns, quality of life improvements, and water pollution.

The report also was able to calculate the benefits of jobs and income created by operating the public transportation system. They looked at local spending by transit system employees for goods and services; and spending by the system for fuel, vehicle parts, bus stop materials, and services. The report calculated that the economic effect of the Anchorage system was 354 jobs and \$15.6 million of payroll in 2004.

10. CUTA, *The Economic Impact of Transit Investment: A National Survey*, Canadian Urban Transportation (2010)

This report of the national Canadian transit systems calculated the total economic benefit to be over \$10 billion annually. They also calculated the value of:

- (i) reduced vehicle operating costs for households;
- (ii) reduced costs related to accidents;
- (iii) savings to the health care system from reductions in hospital admissions;
- (iv) direct and indirect employment of the transit industry; and
- (v) capital investment in transit and the related jobs and economic output.

In organizing the inputs for their calculations, the study authors created "accounts" to which costs and benefits could be added or deducted. The Direct Project and Transportation Account included capital costs, operating and maintenance costs, operating revenues, net operating costs (operating revenues netted out against operating costs per passenger), employment generated, output generated, and taxes generated. The Direct Transportation User Benefits Account included travel time (time saved, value of time); travel speed in congestion conditions; vehicle operating costs per VMT, including fixed ownership costs; and accident costs. Then there was an environmental account, a land use/economic development account, and a social and community benefit account. They also had a set of ridership and traffic metrics that would be used in calculating the values in each account: mode distribution, passenger volumes, VMT, percentage dependent on transit, average occupancy, and peak period traffic.

The report referenced several studies quantifying the congestion costs to cities, and we should determine whether a similar study has been done for the D.C. area. The report also contains a literature review subdivided into different categories of benefits with a review of common methodologies and sources. This will be a good reference when selecting our methodologies. Specifically, they reference a 2009 study by Li and Newcomb showing that asthma-related hospital visits by children in Dallas were strongly correlated to auto-traffic density.

The report highlights pitfalls of conducting these economic analyses, including: the difficulty of attaching accurate values to non-monetary concepts; the risk of double counting (e.g., calculation of time travel



savings overlaps with the increase land value because the land is more valuable due to reduced travel times); and the difficulty of isolating the relevant variables.

11. Cambridge Systematics, Inc., *Measuring the Economic Development Benefits of Transit Projects: Proceedings of an Expert Panel Workshop*, U.S. Department of Transportation Federal Transit Administration (2008)

The purpose of this report was to make recommendations to FTA regarding methods for forecasting the economic development of new transit projects, but the panel's discussions and recommendations would also be applicable to existing projects. Economic development was defined to be the impact transit has on land use patterns and the benefits associated with those impacts. It includes land use changes that generate economic value.

To be exact under economic theory, economic development valuation would need to add the changes in consumer surplus to the changes in producer surplus and tax revenue, but calculating all these changes is not really feasible. Therefore, they recommend other methods for simplifying the equation. Most of the panelists believed that changes in land values would be the closest approximation. Land values must be distinguished from improvement values – the value of the buildings on the land. Property values usually include the value of both the land and the improvements upon it.

The report gives arguments for and against the following methods: (1) integrated transportation/land use modeling approach; (2) historical analysis of transit investment, development and land values using econometric methods; (3) regional economic simulation modeling; (4) project-specific market assessments; and (5) a qualitative approach.

The second approach, a historical analysis of transit investment, development and land values using econometric methods appears to be the most appropriate method for our purposes. The model should look at measuring property values with hedonic price models, which look at the sales price or rent of properties while controlling for variables such as size, characteristics of the available buildings, zoning, and any other non-transit variables affecting the valuation. Hedonic modeling would take its data from actual sales of real estate and/or appraisals based on full market data. Residential information is maintained by the Multiple Listing Service, and their "excellent" datasets should be available to public agency or for research purposes. Commercial transaction data will be more difficult to find.

Development at station areas might not reflect a net addition of development region-wide because the development might be leaving another area to come to the station area. Therefore, to provide a more accurate measurement, we would need to look at changes in land values in other areas also. The panelists did not think it would be feasible to do this on a regional scale and concluded that any decreases in land value away from stations were likely to be too small to affect the outcome of the valuation.



12. TCRP J-11 (7) – Economic Impact of Public Transportation, APTA. Glen Weisbrod, Arlee Reno (2009)

This report comprehensively analyzes economic impacts of public transit in the US. It quantifies costs and benefits in monetary terms for some of its components, but it quantifies in respective units for most of the categories. The report does not quantify the impacts of environmental and societal benefits because it specifically focuses on economic benefits. It presents a methodology, which is derived from a study of the existing research in this area. The report is organized in two main parts, which could be called direct and indirect impacts or immediate and long-term impacts.

First, the immediate impacts include the impact of public transit on direct employment creation such as construction-related jobs and operation and maintenance jobs. The analysis indicates that capital investment on public transportation produces nearly 24,000 jobs per year, per billion dollars of spending on public transportation capital; and about 41,000 jobs for each billion dollars of annual spending on public transportation operations in the US, or a combined 36,000 jobs per billion dollars invested in public transportation. The report further quantifies how this employment spurs more benefits in sales and businesses, increases federal and state revenues through taxes, and creates savings to the government from paying unemployment costs, and finally how much it add the national GDP. The following is a summary table from the report:

Economic Impact	Per \$ Billion of Capital Spending	Per \$ Billion of Operations Spending	Per \$ Billion of Average Spending ^B
Jobs (Employment. thousands)	23.8	41.1	36.1
Output (Business Sales, \$ billions)	\$ 3.0	\$ 3.8	\$ 3.6
GDP (Value Added, \$ billions)	\$ 1.5	\$ 2.0	\$ 1.8
Labor Income (\$ billions)	\$ 1.1	\$ 1.8	\$ 1.6
Tax Revenue (\$ millions, rounded)	\$ 350	\$ 530	\$ 490

The second part of the report analyzes mobility and economic development benefits of public transit, which are seen as long-term benefits (2010 -2030). Travel and vehicle ownership cost savings for public transportation passengers and those switching from automobiles, lead to shifts in consumer spending; reduced traffic congestion for those traveling by automobile and truck, leads to further direct travel cost savings for businesses and households; businesses save on operating costs associated with worker wage and reliability resulting congestion reductions; business productivity gains from access to broader labor markets with more diverse skills, enabled by reduced traffic congestion and expanded transit service areas; and additional regional business growth is enabled by indirect impacts of business growth on supplies and induced impacts on spending of worker wages. At a national level, cost savings and other productivity impacts can affect competitiveness in international markets.

The results show that, per \$1 billion of annual investment, public transportation investment can lead to more than \$1.7 billion of net annual additional GDP due to cost savings. This is in addition to the \$1.8 billion of GDP supported by the pattern of public transportation spending. Thus, the total impact can be \$3.5 billion of GDP generated per year per \$1 billion of investment in public transportation.



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Silver Line Phase I - Preparation

FY2013

Hiring / Training

FY2014

- Q1/Q2 Operations training
- Q3 Begin Revenue Service

FY2015

Full Operation

- FY13 and FY14 expenses include recruitment and training for daily operations
 - Rail Operators, Station Managers, Car Maintenance, Escalators,
 System Maintenance, Track and Structure, MTPD Police, Human
 Resources, Information Technology and Communications



Silver Line Phase I - Preparation

(\$ in Millions)	FY2013	FY2014	FY2015
Operating Expenses	\$20	\$43	\$44
Propulsion		2	3
Estimated Revenue		(16)	(31)
Gross Total	\$20	\$29	\$16
Silver Line Cost Recovery		35%	66%
Rail - Farebox Recovery (System-wide)	70%	70%	71%

• 6 Months of revenue service in FY2014



Silver Line Phase I – Revenue Estimates

Estimated number of passenger trips *

Total Trips	7.2		14.4
Current passengers who adjust their travel route	2.7	\$0.75	5.4
New Passengers Trips	4.5	\$3.00	9
	Estimate	<u>Fare</u>	<u>Annual</u>
(Trips in Millions)	FY2014	Average	

^{*} Passenger trips and revenue based on prior census, 2010 urbanized area population census data available 2013

NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance Through December, 2011

System-wide Ridership Data (millions of one-way passenger trips)							
	Oct	Nov	Dec		Oct	Nov	Dec
CY 2011 Metrorail	18.50	17.20	16.40	CY 2011 Metrobus	10.90	10.60	10.40
CY 2010 Metrorail	18.90	16.60	15.70	CY 2010 Metrobus	10.60	10.10	9.00
Source: WMATA Vital Signs Reports							

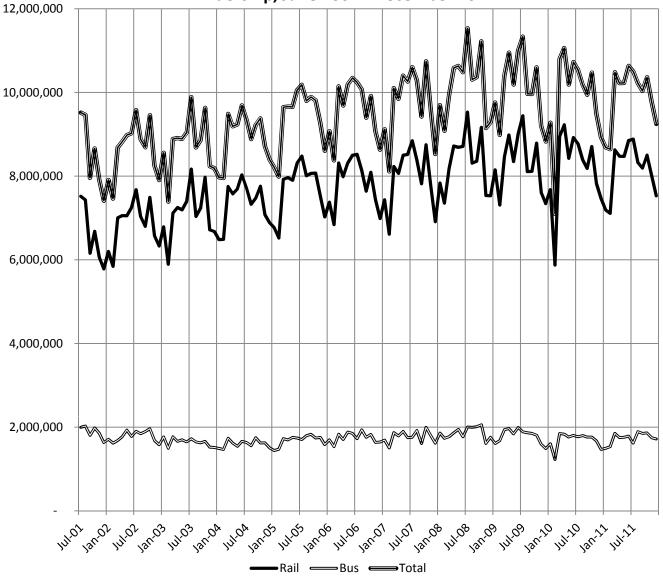
Operating Budget							
Q	Quarterly Budget Variance (\$ Millions)						
•	Q2 FY11	Q2 FY12	Q2 FY12	,			
	Actual	Actual	Budget	Variance			
Revenue	\$191.0	\$191.0	\$193.0	-1%			
Expense	\$356.0	\$346.0	\$365.0	-5%			
Subsidy	\$165.0	\$155.0	\$172.0	-10%			
Cost Rec.	54%	55%	53%				
Fiscal Year	r-To-Date B	udget Varia	ınce (\$ Milli	ons)			
	Dec-10	Dec-11	Dec-11				
	Actual	Actual	Budget	Variance			
Revenue	\$395.0	\$397.0	\$401.0	-1%			
Expense	\$714.0	\$711.0	\$731.0	-3%			
Subsidy	\$319.0	\$314.0	\$330.0	-5%			
Cost Rec.	55%	56%	55%	1%			
Source: WMAT	TA Monthly Fina	ncial Reports					

On-Time					
Bus On-Time Perfo	rmance	CY 2010	CY 2011		
	Dec	75.7%	75.2%		
	Nov	74.0%	73.7%		
Target = 78%	Oct	72.7%	72.6%		
	Sep	71.7%	72.2%		
	Aug	74.7%	76.4%		
	Jul	72.8%	75.5%		
Rail On-Time Perfo	rmance	CY 2010	CY 2011		
	Dec	87.9%	90.3%		
	Nov	88.5%	89.3%		
Target = 90%	Oct	89.3%	90.0%		
	Sep	89.7%	90.8%		
	Aug	89.2%	91.4%		
	Jul	88.6%	88.6%		
Source: WMATA Vital Signs I	Reports				

	Safety						
		-Preventab	-	•			
Passenger	•	••	n passengers)*				
		Oct	Nov				
CY 2011	1.67	1.46	2.08				
CY 2010	3.43	1.65	3.49				
* Includes Metr	orail, rail facilit	ies, Metrobus, a	nd Metroaccess				
Crime Rate	e (per milli	on passenge	ers)				
	Sep-11	Oct-11	Nov-11				
Bus	0.80	0.37	0.57				
Rail	4.16	5.41	9.03				
Parking	2.66	1.57	1.57				
				,			
Customer	Complaint	Rate (per m	nillion passenge	ers)			
	Oct	Nov	Dec				
CY 2011	133	121	126				
CY 2010	125	128	125				
Source: WMA	ΓA Vital Signs R	eports					

	Reliability							
	•							
Bus Fleet	Reliability	by Fuel Typ	e					
Miles Witl	hout Servic	e Interrupt	tion					
	CNG	Hybrid	Clean D.	Other				
Dec-11	8,246	12,249	6,852	5,066				
Dec-10	9,520	12,474	12,958	5,699				
Rail Fleet	Reliability	by Series (7	Target = 60	,000)				
Miles Witl	hout Servic	e Interrupt	tion					
	Fleet Avg.							
Dec-11	39,356							
Dec-10	43,712							
Escalator A	Availability	, Ele	vator Avai	lability				
(Target =	89%)	(T	arget = 97.	.5%)				
Dec-11	88.6%		Dec-11	96.4%				
Dec-10	88.6%		Dec-10	96.4%				
Source: WMATA Vital Signs Reports								

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



Northern Virginia Ridership Data (thousands of one-way passenger trips)							
	Jul	Aug	Sep	Oct	Nov	Dec	
Metrorail CY 2011	8,883.5	8,325.0	8,188.3	8,499.1	8,015.3	7,529.7	
Metrorail CY 2010	8,773.0	8,388.2	8,181.8	8,707.7	7,823.9	7,463.6	
Metrorail 5 yr. Avg.	9,021.3	8,263.6	8,021.3	8,700.2	7,637.3	7,246.2	
Metrobus CY 2011	1,615.8	1,893.7	1,848.7	1,861.3	1,747.9	1,718.0	
Metrobus CY 2010	1,769.6	1,796.7	1,763.3	1,763.8	1,670.2	1,466.6	
Metrobus 5 yr. Avg.	1,828.2	1,902.6	1,797.4	1,889.1	1,661.9	1,618.4	

Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)

2011 4th Quarter Results



Chief Performance Officer

Published: February 2012

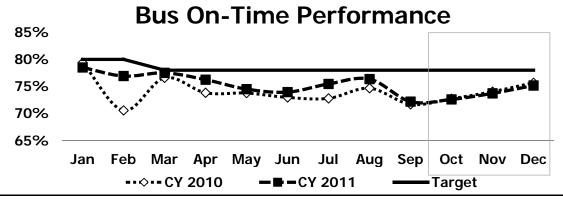
KPI: Bus On-Time Performance (October - December)

Objective 2.1 Improve Service Reliability

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Bus on-time performance improved for three months in a row during the fourth quarter; however, Q4 on-time performance was challenged with continued street construction, overall general congestion, extensive challenges in areas of shopping during the holiday season, and some buses arriving early.
- Over the fourth quarter, performance continually improved due to fewer buses running late; however, this
 improvement was offset by more buses running early in each month of the quarter. Initiatives implemented to
 improve performance included: changing select routes to run every 15 minutes during peak periods to deliver
 more predictable service to customers; releasing 14 manager trainees into the field to provide increased street
 oversight; Bus Operators are beginning to use phones installed at facilities to provide direct input to the
 Scheduling department regarding service and run time issues.
- October's on-time performance began to recover from the seasonal decline due to increased traffic congestion during the month of September as summer vacations end and schools and congressional sessions begin.
- November on-time performance was impacted by the reduction of late performance from Montgomery,
 Northern, and Western garages (routes which have had lower on-time performance) as a result of increased supervision.
- Looking across the quarter, buses departing from Landover, Four Mile Run, Royal Street, Southern Avenue, and West Ox had a 77% on-time performance result nearly meeting the target of 78%.



Actions to Improve Performance

- Metro will continually assess the changing operating environment and realign Service Operation Managers to better address areas of poor on-time performance.
- Continue to encourage increased decision making on the street allowing Service Operation Managers to address real time challenges (e.g. bus bunching) when appropriate.
- Continue to evaluate service recommendations and seek input from the community, such as routes which travel along U Street and Pennsylvania Avenue.
- Encourage Bus Operators to recommend service improvements to management team. Bus Operators know firsthand what is realistically required to provide reliable service.
- Continue to emphasize the importance of not running early to Bus Operators.
- Staff has proposed funding in the FY 2013 budget to address running time and schedule adjustments that would assist in increasing on-time performance.

<u>Conclusion</u>: Bus on-time performance improved for three straight months in the fourth quarter due to reduction in late buses, but fell slightly below last year's fourth quarter results.

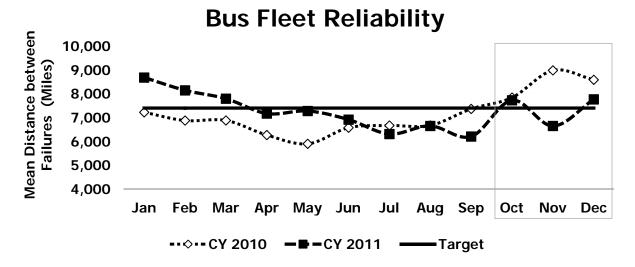
KPI: Bus Fleet Reliability (October - December) (Mean Distance Between Failures)

Objective 2.1 Improve Service Reliability

<u>Reason to Track</u>: 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 is better.

Why Did Performance Change?

- Putting bus fleet reliability results into context, full year over year bus fleet reliability was 7% better in CY2011 than in CY 2010 and has averaged a 3% improvement each year since 2007.
- Bus fleet reliability in the most recent quarter improved by 16% or 991 miles when compared to the prior quarter, but is not up to the level of performance achieved in the final quarter of last year.
- A series of "campaigns" have been undertaken and are progressing satisfactorily to resolve problems with remanufactured engines (75% of the engine campaign has been completed), electrical issues and smaller efforts that have impacted bus fleet reliability.
- Additionally, by November 2010 a number of older less reliable diesel buses were retired and replaced with newer Hybrid buses.
- During the month of December the reliability of the Hybrid fleet improved by 47% or 3,903 miles as result of the engine campaign.



Actions to Improve Performance

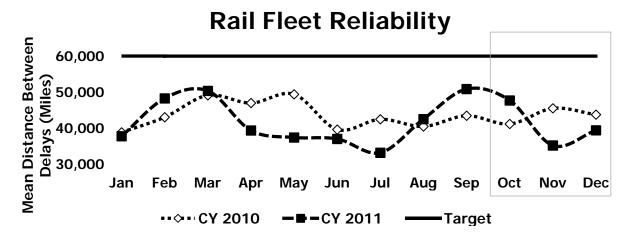
- Continue to resolve engine cooling and emission troubles.
- Initiate the procurement of new buses that will enable Metro to decrease the share of older diesel buses from 30% to 20% by June 2012.
- Reducing cooling system breakdowns on the clean diesel fleet is the leading corrective action. Bus
 maintenance staff is also looking at electrical systems and probing cable maintenance. Metro will continue to
 send hoses out for evaluation.
- Continue to audit preventative maintenance procedures to ensure that the latest best practices are being utilized.
- Convert all batteries to absorbed glass mat gel type battery to provide a longer life.

<u>Conclusion</u>: Bus fleet reliability in the fourth quarter of 2011 improved by 16% or 991 miles when compared to the third quarter of 2011 as engine problems were addressed.

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Railcar reliability decreased 3% during the 4th quarter of 2011, as compared to the 3rd quarter.
- The decrease was largely due to the persistent door problems that have been experienced on the 2-3K and 6K series railcars, which has resulted in increasing numbers of delays. On a positive note, maintenance staff has gained the expertise needed to troubleshoot door delays and keep the average length of these types of delays steady at 5 minutes. The railcar maintenance work performed in the fall to clean and flash the contacts in the door relays did not yield the expected results.
- Door failures were highly correlated with the number of customers in the rail system. Customers holding railcar
 doors resulted in delays and offloads on every line in the Metrorail system this quarter. The operator has
 limited attempts to cycle and clear the doors before they fail, resulting in a mechanic having to respond by
 cutting out the failed door and removing the train from service. This has been the most frequent type of delay
 in the Metrorail system this year.
- Marked improvement in the 1K series railcars, which improved 46% from the prior quarter, was the result of
 ongoing improvement in brake system performance. Delays due to brakes declined 29% from the 3rd quarter's
 performance. This improvement contributed to offsetting the drop in performance due to doors.
- The 5K series railcars also exhibited strong performance throughout the 4th quarter with only 11% of all delays in the system while delivering 15% of the overall quantity of rail service resulting in above average performance for the quarter.



Actions to Improve Performance

- The first shipment of hermetically sealed door relays is expected in the 1st Quarter of 2012 and will be installed on 2-3K and 6K railcars by summer, which should contribute to an overall reduction in door failures. Testing of a long-term solution to reduce failures of the door control mechanism is expected to be completed in late 2012.
- Continue to assign railcar mechanics to be ready to respond in areas and at times where the most customers are traveling. This speeds response when delays occur and minimizes the amount of time customers must wait for problems to be resolved.
- Continue to prioritize maintenance work on the 1K railcars to address brake failures. While improvement has been shown over the last few months, vigilance is needed to maintain that progress and reduce the average time of delay that results from these failures.
- Communicate with customers and employees about the impact of blocking railcar doors. This is the most important thing that can be done to reduce the number of delays and time of delays in the Metrorail system, and can have a positive impact on customers' experience.

<u>Conclusion</u>: Railcar reliability declined slightly in the 4th quarter of 2011 compared to the 3rd quarter due to increased door failures on the 2-3K railcars which was offset by improved performance of the 1K and 5K railcars.

NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance Through November, 2011

System-wide Ridership Data (millions of one-way passenger trips)							
	Sep	Oct	Nov		Sep	Oct	Nov
CY 2011 Metrorail	18.00	18.50	17.20	CY 2011 Metrobus	11.20	10.90	10.60
CY 2010 Metrorail	17.80	18.90	16.60	CY 2010 Metrobus	10.50	10.60	10.10
Source: WMATA Vital Signs Reports							

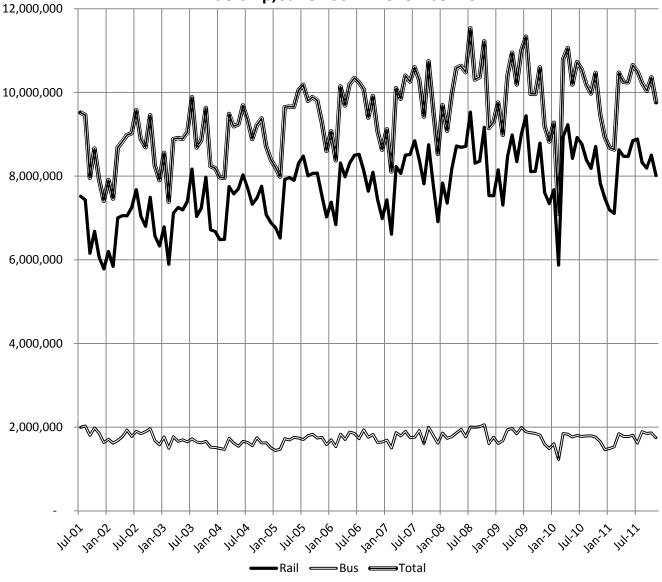
Operating Budget							
			/A	,			
Month-to-	-Month Bu	dget Varian	ice (\$ Millio	ns)			
	Nov-10	Nov-11	Nov-11				
	Actual	Actual	Budget	Variance			
Revenue	\$61.8	\$63.0	\$63.9	-1%			
Expense	\$116.2	\$107.6	\$120.6	-11%			
Subsidy	\$54.4	\$44.6	\$56.6	-21%			
Cost Rec.	53%	59%	53%				
Fiscal Yea	r-To-Date E	Budget Vari	ance (\$ Mil	lions)			
	Nov-10	Nov-11	Nov-11				
	Actual	Actual	Budget	Variance			
Revenue	\$335.4	\$336.1	\$341.1	-1%			
Expense	\$592.2	\$592.0	\$607.1	-2%			
Subsidy	\$256.8	\$255.9	\$266.0	-4%			
Cost Rec.	57%	57%	56%	1%			
Source: WMA	Source: WMATA Monthly Financial Reports						

	On-Tim	e	
Bus On-Time Perfo	ormance	CY 2010	CY 2011
	Nov	74.0%	73.7%
	Oct	72.7%	72.6%
Target = 78%	Sep	71.7%	72.2%
	Aug	74.7%	76.4%
	Jul	72.8%	75.5%
	Jun	73.0%	74.1%
Rail On-Time Perfo	rmance	CY 2010	CY 2011
	Nov	88.5%	89.3%
	Oct	89.3%	90.0%
Target = 90%	Sep	89.7%	90.8%
	Aug	89.2%	91.4%
	Jul	88.6%	88.6%
	Jun	89.9%	90.4%
Source: WMATA Vital Signs	Reports		

Safety						
		n-Preventab e (per millio	ole on passengers) *		
	Aug	Sep	Oct	,		
CY 2011	•	1.67	1.46			
CY 2010	1.78	3.43	1.65			
* Includes Metr	orail, rail facili	ties, Metrobus,	and Metroaccess			
Crime Rate	e (per milli	on passeng	ers)			
	Aug-11	Sep-11	Oct-11			
Bus	0.79	0.80	0.37			
Rail	4.02	4.16	5.41			
Parking	3.15	2.66	1.57			
Customer	Complaint	Rate (per r	nillion passen	gers)		
	Sep	Oct	Nov			
CY 2011	136	133	121			
CY 2010	129	125	128			
Source: WMA	TA Vital Signs I	Reports				

Reliability											
Bus Fleet I	Reliability b	y Fuel Typ	e								
Miles Witl	hout Servic	e Interrupt	tion								
CNG Hybrid Clean D. Other											
Nov-11	7,625	8,346	5,872	4,834							
Nov-10	10,410	14,198	12,290	5,718							
Rail Fleet	Reliability l	y Series (7	arget = 60	0,000)							
Miles Witl	hout Servic	e Interrupt	tion								
	Fleet Avg.										
Nov-11	35,135										
Nov-10	45,471										
Escalator A	Availability	Ele	vator Avai	lability							
(Target =	89%)	(T	arget = 97	.5%)							
Nov-11	90.1%		Nov-11	96.7%							
Nov-10	86.7%		Nov-10	96.4%							
Source: WMA	TA Vital Signs R	eports									

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



Northern Virginia Ridership Data (thousands of one-way passenger trips)										
	Jun	Jul	Aug	Sep	Oct	Nov				
Metrorail CY 2011	8,847.3	8,883.5	8,325.0	8,188.3	8,499.1	8,015.3				
Metrorail CY 2010	8,922.3	8,773.0	8,388.2	8,181.8	8,707.7	7,823.9				
Metrorail 5 yr. Avg.	8,731.2	9,021.3	8,263.6	8,021.3	8,700.2	7,637.3				
Metrobus CY 2011	1,802.5	1,615.8	1,893.7	1,848.7	1,861.3	1,747.9				
Metrobus CY 2010	1,799.8	1,776.7	1,790.7	1,792.0	1,757.9	1,650.5				
Metrobus 5 yr. Avg.	1,831.9	1,829.6	1,901.4	1,803.1	1,887.9	1,658.0				

NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance Through December, 2011

System-wide Ridership Data (millions of one-way passenger trips)										
	Oct	Nov	Dec		Oct	Nov	Dec			
CY 2011 Metrorail	18.50	17.20	16.40	CY 2011 Metrobus	10.90	10.60	10.40			
CY 2010 Metrorail	18.90	16.60	15.70	CY 2010 Metrobus	10.60	10.10	9.00			
Source: WMATA Vital Signs Reports										

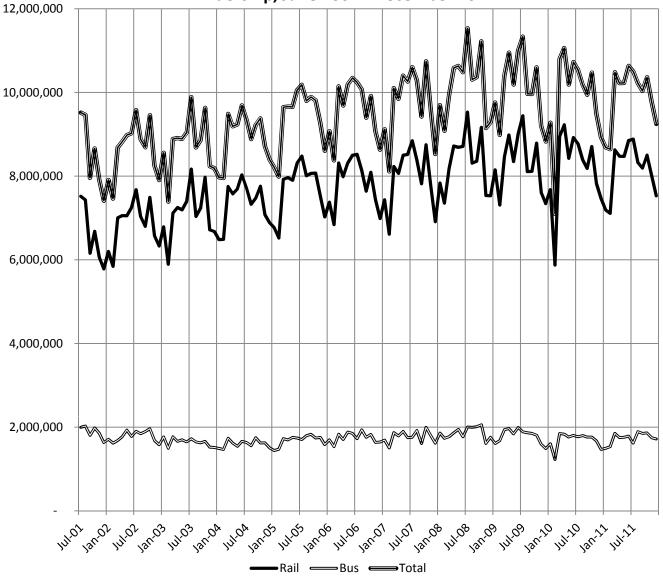
Operating Budget										
Quarterly Budget Variance (\$ Millions)										
Q2 FY11 Q2 FY12 Q2 FY12										
	Actual	Actual	Budget	Variance						
Revenue	\$191.0	\$191.0	\$193.0	-1%						
Expense	\$356.0	\$346.0	\$365.0	-5%						
Subsidy	\$165.0	\$155.0	\$172.0	-10%						
Cost Rec.	54%	55%	53%							
Fiscal Year	r-To-Date B	udget Varia	ınce (\$ Milli	ons)						
	Dec-10	Dec-11	Dec-11							
	Actual	Actual	Budget	Variance						
Revenue	\$395.0	\$397.0	\$401.0	-1%						
Expense	\$714.0	\$711.0	\$731.0	-3%						
Subsidy	\$319.0	\$314.0	\$330.0	-5%						
Cost Rec.	55%	56%	55%	1%						
Source: WMAT	TA Monthly Fina	ncial Reports								

On-Time										
Bus On-Time Perfo	Bus On-Time Performance									
	Dec		75.2%							
	Nov	74.0%	73.7%							
Target = 78%	Oct	72.7%	72.6%							
	Sep	71.7%	72.2%							
	Aug	74.7%	76.4%							
	Jul	72.8%	75.5%							
Rail On-Time Perfo	rmance	CY 2010	CY 2011							
	Dec	87.9%	90.3%							
	Nov	88.5%	89.3%							
Target = 90%	Oct	89.3%	90.0%							
	Sep	89.7%	90.8%							
	Aug	89.2%	91.4%							
	Jul	88.6%	88.6%							
Source: WMATA Vital Signs I	Reports									

Safety									
Preventable and Non-Preventable									
Passenger Injury Rate (per million passengers)*									
		Oct	Nov						
CY 2011	1.67	1.46	2.08						
CY 2010	3.43	1.65	3.49						
* Includes Metr	orail, rail facilit	ies, Metrobus, a	nd Metroaccess						
Crime Rate	e (per milli	on passenge	ers)						
	Sep-11	Oct-11	Nov-11						
Bus	0.80	0.37	0.57						
Rail	4.16	5.41	9.03						
Parking	2.66	1.57	1.57						
				,					
Customer	Complaint	Rate (per m	nillion passenge	ers)					
	Oct	Nov	Dec						
CY 2011	133	121	126						
CY 2010	125	128	125						
Source: WMA	ΓA Vital Signs R	eports							

		Reliabilit	У							
Bus Fleet Reliability by Fuel Type										
Miles Without Service Interruption										
CNG Hybrid Clean D. Other										
Dec-11	8,246	12,249	6,852	5,066						
Dec-10	9,520	12,474	12,958	5,699						
Rail Fleet	Reliability	by Series (7	Target = 60	,000)						
Miles Witl	hout Servic	e Interrupt	tion							
	Fleet Avg.									
Dec-11	39,356									
Dec-10	43,712									
Escalator A	Availability	, Ele	vator Avai	lability						
(Target =	89%)	(T	arget = 97.	.5%)						
Dec-11	88.6%		Dec-11	96.4%						
Dec-10	88.6%		Dec-10	96.4%						
Source: WMA	TA Vital Signs F	Reports								

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



Northern Virginia Ridership Data (thousands of one-way passenger trips)										
	Jul	Aug	Sep	Oct	Nov	Dec				
Metrorail CY 2011	8,883.5	8,325.0	8,188.3	8,499.1	8,015.3	7,529.7				
Metrorail CY 2010	8,773.0	8,388.2	8,181.8	8,707.7	7,823.9	7,463.6				
Metrorail 5 yr. Avg.	9,021.3	8,263.6	8,021.3	8,700.2	7,637.3	7,246.2				
Metrobus CY 2011	1,615.8	1,893.7	1,848.7	1,861.3	1,747.9	1,718.0				
Metrobus CY 2010	1,769.6	1,796.7	1,763.3	1,763.8	1,670.2	1,466.6				
Metrobus 5 yr. Avg.	1,828.2	1,902.6	1,797.4	1,889.1	1,661.9	1,618.4				

Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)

2011 4th Quarter Results



Chief Performance Officer

Published: February 2012

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Introduction to this report

As a regional transportation system, Metro's system-wide performance is captured in the Vital Signs Report. The Vital Signs Report provides analysis of a small number of key performance indicators (KPI's) that monitor long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.

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, worsening 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 drive improvement.

The Vital Signs Report demonstrates Metro's commitment to be transparent and accountable to our Board of Directors, jurisdictional stakeholders and the public. This 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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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 has 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.



Goals 1. Create a Safer Organization

- 2. Deliver Quality Service
- 3. <u>Use</u> Every Resource Wisely
- 4. Retain, Attract and Reward the Best and Brightest
- 5. Maintain and Enhance Metro's Image

Goal Objective	
1.1 <u>Improve</u> customer and employee safety and s	security ("prevention")*
1 1.2 <u>Strengthen</u> Metro's safety and security respon	nse ("reaction")
2.1 <u>Improve</u> service reliability	
2.2 <u>Increase</u> service and capacity to relieve overce future demand	rowding and meet
2 2.3 <u>Maximize</u> rider satisfaction through convenient and facilities that are in good condition and each	•
2.4 <u>Enhance</u> mobility by improving access to and transportation options	linkages between
3.1 <u>Manage</u> resources efficiently	
3 3.2 <u>Target</u> investments that reduce cost or increa	se revenue
4.1 <u>Support</u> diverse workforce development throu training and provision of state of the art facility and equipment	
5.1 <u>Enhance</u> communication with customers, empleadership, Board, media and other stakehold	•
5 5.2 <u>Promote</u> the region's economy and livable cor	nmunities
5.3 <u>Use</u> natural resources efficiently and reduce e	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.

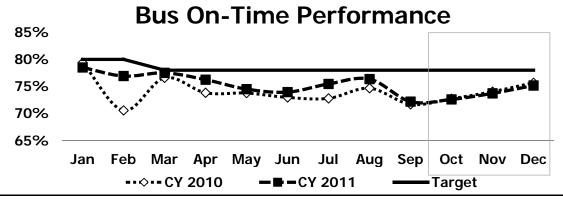
KPI: Bus On-Time Performance (October - December)

Objective 2.1 Improve Service Reliability

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Bus on-time performance improved for three months in a row during the fourth quarter; however, Q4 on-time performance was challenged with continued street construction, overall general congestion, extensive challenges in areas of shopping during the holiday season, and some buses arriving early.
- Over the fourth quarter, performance continually improved due to fewer buses running late; however, this
 improvement was offset by more buses running early in each month of the quarter. Initiatives implemented to
 improve performance included: changing select routes to run every 15 minutes during peak periods to deliver
 more predictable service to customers; releasing 14 manager trainees into the field to provide increased street
 oversight; Bus Operators are beginning to use phones installed at facilities to provide direct input to the
 Scheduling department regarding service and run time issues.
- October's on-time performance began to recover from the seasonal decline due to increased traffic congestion during the month of September as summer vacations end and schools and congressional sessions begin.
- November on-time performance was impacted by the reduction of late performance from Montgomery,
 Northern, and Western garages (routes which have had lower on-time performance) as a result of increased supervision.
- Looking across the quarter, buses departing from Landover, Four Mile Run, Royal Street, Southern Avenue, and West Ox had a 77% on-time performance result nearly meeting the target of 78%.



Actions to Improve Performance

- Metro will continually assess the changing operating environment and realign Service Operation Managers to better address areas of poor on-time performance.
- Continue to encourage increased decision making on the street allowing Service Operation Managers to address real time challenges (e.g. bus bunching) when appropriate.
- Continue to evaluate service recommendations and seek input from the community, such as routes which travel along U Street and Pennsylvania Avenue.
- Encourage Bus Operators to recommend service improvements to management team. Bus Operators know firsthand what is realistically required to provide reliable service.
- Continue to emphasize the importance of not running early to Bus Operators.
- Staff has proposed funding in the FY 2013 budget to address running time and schedule adjustments that would assist in increasing on-time performance.

<u>Conclusion</u>: Bus on-time performance improved for three straight months in the fourth quarter due to reduction in late buses, but fell slightly below last year's fourth quarter results.

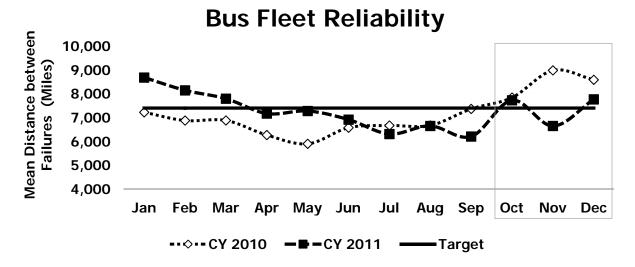
KPI: Bus Fleet Reliability (October - December) (Mean Distance Between Failures)

Objective 2.1 Improve Service Reliability

<u>Reason to Track</u>: 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 is better.

Why Did Performance Change?

- Putting bus fleet reliability results into context, full year over year bus fleet reliability was 7% better in CY2011 than in CY 2010 and has averaged a 3% improvement each year since 2007.
- Bus fleet reliability in the most recent quarter improved by 16% or 991 miles when compared to the prior quarter, but is not up to the level of performance achieved in the final quarter of last year.
- A series of "campaigns" have been undertaken and are progressing satisfactorily to resolve problems with remanufactured engines (75% of the engine campaign has been completed), electrical issues and smaller efforts that have impacted bus fleet reliability.
- Additionally, by November 2010 a number of older less reliable diesel buses were retired and replaced with newer Hybrid buses.
- During the month of December the reliability of the Hybrid fleet improved by 47% or 3,903 miles as result of the engine campaign.



Actions to Improve Performance

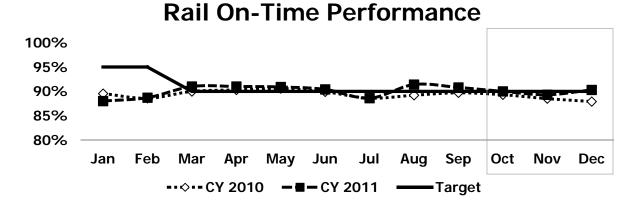
- Continue to resolve engine cooling and emission troubles.
- Initiate the procurement of new buses that will enable Metro to decrease the share of older diesel buses from 30% to 20% by June 2012.
- Reducing cooling system breakdowns on the clean diesel fleet is the leading corrective action. Bus
 maintenance staff is also looking at electrical systems and probing cable maintenance. Metro will continue to
 send hoses out for evaluation.
- Continue to audit preventative maintenance procedures to ensure that the latest best practices are being utilized.
- Convert all batteries to absorbed glass mat gel type battery to provide a longer life.

<u>Conclusion</u>: Bus fleet reliability in the fourth quarter of 2011 improved by 16% or 991 miles when compared to the third quarter of 2011 as engine problems were addressed.

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Rail on-time performance for the last three months of 2011 was down slightly from the previous three months. Reductions were due to track work, new operators learning to maintain schedules and expected seasonal delays that require slower operations of trains. Despite these challenges, OTP improved more than 1% compared with the same time period of 2010.
- Track work caused delays for passengers as trains single tracked around work zones. In November, mid-day single tracking for track work on the Blue and Yellow lines contributed to notable reductions in OTP (Blue down 2.7% and Yellow down 2.1% compared to October).
- OTP improved 1% in December 2011 compared to November for all lines except the Red Line. Red Line OTP reduced most significantly in the evenings during December (down 10% from November) as early evening track work impacted service from Van Ness to Medical Center. Track work was suspended in late December to keep the system as available as possible to accommodate holiday travel by our customers.
- A new class of operators began service in November. New operators are more likely than experienced operators to have trouble maintaining schedules while they build up their skill with experience. As a result, the number of delays for schedule adjustments (e.g., holding at a platform, expressing trains) increased in order to keep the system running on-time.
- Seasonal delays (e.g. wet leaves on rails and deer that occasionally get onto the track bed) peaked in November, negatively impacting OTP.



Actions to Improve Performance

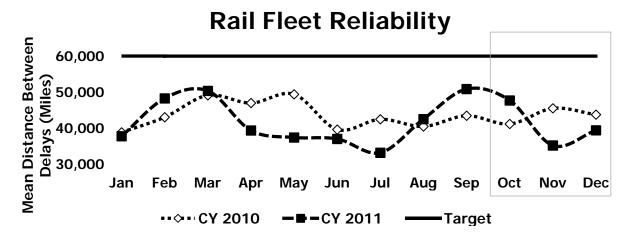
- Continue to conduct track work on all lines in January. Long-term, this will improve safety and reliability for our customers. In the short-term, on-time performance will be reduced due to single tracking around the work zones. OTP is reduced more when track work occurs in segments with frequent service (e.g., downtown core) and where trains are interlined (e.g., Blue/Orange, Yellow/Green lines).
- In response to the increase of mid-day track work that requires special single tracking schedules, rail operations, the scheduling staff and OCC are working collaboratively to ensure that operators and cars are positioned appropriately to begin peak service.
- Review headway adherence following every rush hour to determine when trains operating with the widest headways occurred. Determine the cause and identify solutions to improve headway adherence (e.g., improve terminal dispatch, provide training to operators, monitor service en route).

<u>Conclusion</u>: On-time performance for the last three months of 2011 was down slightly from the previous three months. Despite reductions due to track work, new operators learning to maintain schedules and expected seasonal delays that require slower operations of trains, overall OTP during 2011 improved more than 1% compared with 2010.

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Railcar reliability decreased 3% during the 4th quarter of 2011, as compared to the 3rd quarter.
- The decrease was largely due to the persistent door problems that have been experienced on the 2-3K and 6K series railcars, which has resulted in increasing numbers of delays. On a positive note, maintenance staff has gained the expertise needed to troubleshoot door delays and keep the average length of these types of delays steady at 5 minutes. The railcar maintenance work performed in the fall to clean and flash the contacts in the door relays did not yield the expected results.
- Door failures were highly correlated with the number of customers in the rail system. Customers holding railcar
 doors resulted in delays and offloads on every line in the Metrorail system this quarter. The operator has
 limited attempts to cycle and clear the doors before they fail, resulting in a mechanic having to respond by
 cutting out the failed door and removing the train from service. This has been the most frequent type of delay
 in the Metrorail system this year.
- Marked improvement in the 1K series railcars, which improved 46% from the prior quarter, was the result of
 ongoing improvement in brake system performance. Delays due to brakes declined 29% from the 3rd quarter's
 performance. This improvement contributed to offsetting the drop in performance due to doors.
- The 5K series railcars also exhibited strong performance throughout the 4th quarter with only 11% of all delays in the system while delivering 15% of the overall quantity of rail service resulting in above average performance for the quarter.



Actions to Improve Performance

- The first shipment of hermetically sealed door relays is expected in the 1st Quarter of 2012 and will be installed on 2-3K and 6K railcars by summer, which should contribute to an overall reduction in door failures. Testing of a long-term solution to reduce failures of the door control mechanism is expected to be completed in late 2012.
- Continue to assign railcar mechanics to be ready to respond in areas and at times where the most customers are traveling. This speeds response when delays occur and minimizes the amount of time customers must wait for problems to be resolved.
- Continue to prioritize maintenance work on the 1K railcars to address brake failures. While improvement has been shown over the last few months, vigilance is needed to maintain that progress and reduce the average time of delay that results from these failures.
- Communicate with customers and employees about the impact of blocking railcar doors. This is the most important thing that can be done to reduce the number of delays and time of delays in the Metrorail system, and can have a positive impact on customers' experience.

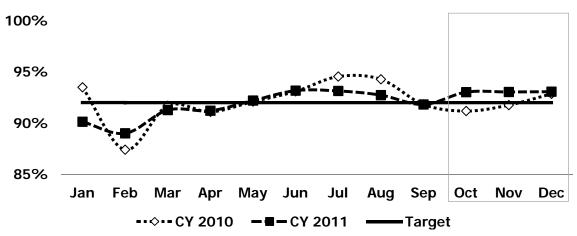
<u>Conclusion</u>: Railcar reliability declined slightly in the 4th quarter of 2011 compared to the 3rd quarter due to increased door failures on the 2-3K railcars which was offset by improved performance of the 1K and 5K railcars.

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. For this measure higher is better.

Why Did Performance Change?

- MetroAccess on-time performance remained steady at 93% throughout the fourth quarter of 2011, due to continued vigilance in managing MetroAccess call center activities.
- Ridership continued to trend downward throughout the fourth quarter of 2011 due to seasonal patterns and the continued effects of the implementation of the in-person eligibility process. The average monthly ridership for the quarter was down 14% from the same period in 2010, compared to a 15% decrease in the third quarter 2011 as compared with 2010.
- The continued decrease in demand has enabled MetroAccess staff to smooth allocation of staff to improve management of on-street operations and improve call center responsiveness to avoid potential late trips.

MetroAccess On-Time Performance



Actions to Improve Performance

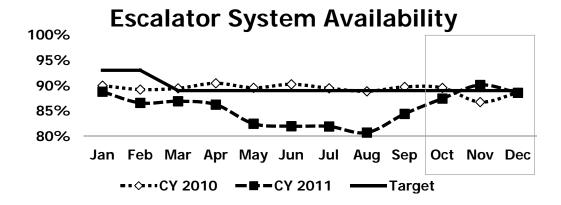
- Continue efforts to manage ridership by working with Metrobus and Metrorail to ensure that customers with
 disabilities are given maximum access to the bus and rail facilities. This includes clearing areas around stations
 and stops including sidewalks, bus shelters, elevators and escalators, as well as the pathways leading to our
 system. This effort enables more customers to be able to reliably use the fixed-route system, relying less on
 MetroAccess.
- Continue to communicate through the Accessibility Advisory Committee (AAC) as a means of reporting actions to customers and stakeholders, improving accessibility in the region through raising awareness of accessible transportation needs and impacts throughout the region. The AAC is the formal means of communication between MetroAccess stakeholders and the Metro Board of Directors.

<u>Conclusion</u>: MetroAccess maintained steady on-time performance throughout the 4th quarter, up slightly from the 3rd quarter and prior year levels as ridership demand stabilized and service monitoring continued to be vigilant.

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. For this measure higher is better.

Why Did Performance Change?

- Improving the quality of escalator maintenance began to demonstrate results in the last three months of 2011.
 Some of the more complex repairs have been addressed, so repairs are becoming less time-intensive. Escalator system-wide availability improved significantly, up 6% compared with the previous three months and slightly higher than last year.
- Unscheduled service call out-of-service hours improved 28% and inspection repair out-out-service hours improved 58% compared to July September 2011. This indicates that better preventive maintenance practices are improving reliability as technicians proactively identify and address repairs.
- Mean Time to Repair improved 38% compared with July September 2011 due to less time-intensive repairs and more efficient organization of maintenance teams.
- Escalator availability reached its highest level in November 2011 (exceeding 90%), the best performance since June 2010. This improvement was assisted by a larger force of mechanics available to address outages from overtime work (Metro returned to regular staffing levels in December).
- Metro continued to modernize (aka overhaul) more escalators than the previous year. In October December 2011, 25% of out-of-service hours were due to modernization. This critical work took an average of 20 units out of service at 9 stations. New and modernized escalators were completed at Foggy Bottom and Union Station, (two of Metro's busiest stations).



Actions to Improve Performance

- To improve the reliability of escalators, place greater emphasis on escalator replacement in the Capital Improvement Program (CIP). Upcoming replacements include the Dupont Circle Station (South Entrance) and Pentagon Station. The proposed FY13-18 CIP includes replacement of 94 escalators, rehabilitation of 98 escalators and rehabilitation of 18 elevators.
- In January 2012, begin escalator rehabilitations at three additional stations on the Orange/Blue Line: Rosslyn, Eastern Market and Potomac Avenue. This will take these units out of service for many months, significantly reducing system-wide availability. However, long-term, escalator reliability will improve as a direct result of these rehabilitations.
- Review Requests for Proposals for contracted maintenance of elevators and escalators at Orange Line stations (Rosslyn to Vienna). Contractors will supplement Metro's in house-team as maintenance technicians working at these stations will be redeployed in other areas of the system.

<u>Conclusion</u>: Escalator system-wide availability improved notably in the last three months of 2011 (up 6% from previous three months), as the focus on quality escalator maintenance began to demonstrate results. Some of the more complex repairs have been addressed, so repairs are becoming less time-intensive.

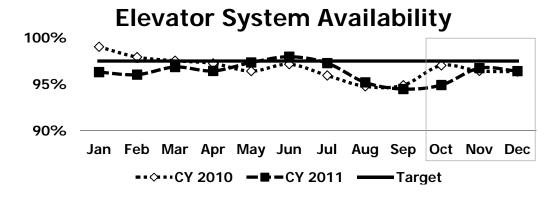
KPI: Elevator System Availability (October - December)

Objective 2.1 Improve Service Reliability

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Elevator system-wide availability improved in October and November 2011. Overall, performance in the last three months of 2011 was consistent with last year.
- The number of unscheduled elevator service calls improved (down 12% compared to July September 2011) reducing the out-of-service hours for these calls by 26%. In November, this improvement was assisted by a larger force of mechanics available to address outages by doing extra work on overtime (Metro returned to regular staffing levels in December).
- Inspection repair out-out-service hours improved 45% from July September 2011. The repairs identified by inspectors were less time intensive than repairs identified in previous months, allowing units to return to service more quickly. This indicates that better preventive maintenance is improving reliability as technicians proactively identify and address repairs.
- These improvements were off-set by two elevators that went out of service for an extended period of time: an elevator cab replacement at Congress Heights (damaged by a customer) and a modernization at Metro Center (the first elevator modernization initiated in 2011). In December, this reduced elevator availability by 1%).
- In November 2011, two new elevators began operations with the opening of the new Rhode Island Avenue parking garage, bringing the total number of elevators to 239 (in stations and parking garages).



Actions to Improve Performance

- To increase accountability, Metro will deploy elevator maintenance teams into geographic regions. This
 corresponds with successful changes that created east and west escalator preventive maintenance and service
 call teams. This change is not expected to improve availability as overall staffing levels will remain the same. At
 any one time there is a maximum of only 5 mechanics to maintain Metro's 277 elevators (239 in stations and
 parking garages and 38 in maintenance facilities), compared to a maximum of 43 mechanics for Metro's 588
 escalators. That is a ratio of 1 mechanic assigned to cover 55 elevators versus 1 per 14 for escalator
 maintenance.
- Begin modernization of elevators at Cleveland Park, Capitol South (2 units) and Bethesda. This will take these
 units out of service for many months. This will significantly reduce system-wide elevator availability compared
 to 2011 when only one modernization (aka overhaul) was initiated, and no elevator modernizations were
 completed. Long-term, elevator reliability will improve due to these modernization projects.
- Continue elevator cab replacement at Congress Heights (unit significantly damaged by a customer in late September) and modernization at Metro Center.

<u>Conclusion</u>: Elevator system-wide availability improved in October and November. Improvements from fewer unscheduled service calls and less time-intensive repairs were largely offset by two units out of service for an extended period (a modernization and repairs to an elevator damaged by a customer).

KPI: Customer Injury Rate (September - November) Per Million Passengers

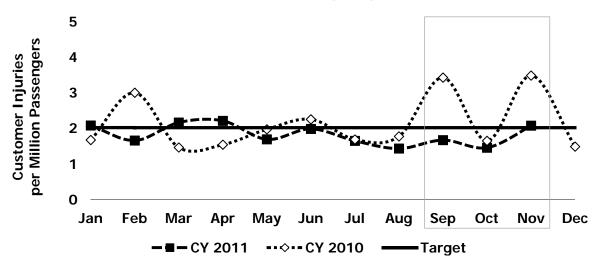
Objective 1.1 Improve Customer and Employee Safety and Security

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. For this measure lower is better.

Why Did Performance Change?

- Although the total number of customer injuries declined in the past quarter, a decline in ridership resulted in a
 higher customer injury rate. The decline in customer injuries was most notable in rail transit facilities and
 MetroAccess. Bus injuries increased over the past quarter but remained well below 2010 levels.
- The Q4 customer injury rate is 39% better than the same quarter of the prior calendar year primarily due to the reduction in bus customer injuries; however, every category (e.g. bus, rail and MetroAccess) of customer injuries improved this quarter compared to the same quarter of the prior year. In 2010, there were six bus accidents in which a total of 75 customers were injured (49 in September, 26 in November). Injuries of that magnitude have been avoided since then.
- The customer injury rate maintained the pattern of performing at or better than the target during the months of September through November due to the reduction of slips/trips/falls in rail transit facilities.
- There was an average of four MetroAccess customer injuries, a 20% improvement from the prior quarter (June–August).

Customer Injury Rate



Actions to Improve Performance

- Continue to focus on bus and train operator behavior improvements during Local Safety Committee meetings by underscoring situational awareness. Operator behavior improvements promote the frontline employee's ability to better identify potential or existing hazards that contribute to customer injuries.
- Continue to perform new operator 90 day probationary performance skill audits.
- Continue rail station safety inspections to ensure safety concerns are addressed.
- Conduct safety community outreach initiatives in an effort to educate customers about safe practices when using public transportation as well as promote safe public transportation.

<u>Conclusion</u>: The decline in customer injuries was most notable in rail transit facilities and MetroAccess this past quarter. Bus injuries increased but remained well below 2010.

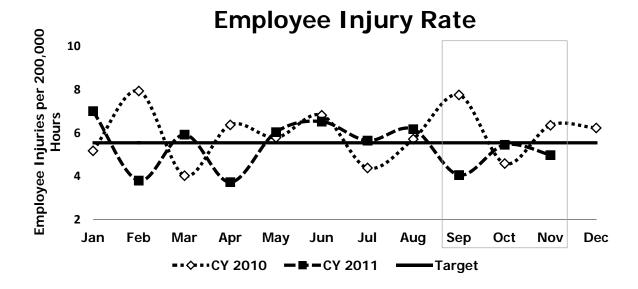
KPI: Employee Injury Rate (September - November)

Objective 1.1 Improve Customer and Employee Safety and Security

<u>Reason to Track</u>: Worker's compensation claims are a key indicator of how safe employees are in the workplace. For this measure lower is better.

Why Did Performance Change?

- The employee injury rate outperformed the target this quarter, last quarter results and 2010 results. There were an average of five employee injuries for every 200,000 hours worked compared to the prior quarter's six employee injuries, a 21% improvement. The employee injuries are the result of four major factors: straining, slip/trip/fall, struck by object, and collisions.
- Safety staff conducted various initiatives this quarter to sustain the decline in employee injuries: aggressively
 resolved hotline calls, conducted safety training and provided guidance on how to better report information to
 support root cause analysis.
- Unlike September of the prior year, large occurrences of straining injuries were avoided this September. The Safety Department conducted various formal and impromptu campaigns emphasizing and demonstrating proper techniques to lift. Employee injuries caused by straining are the leading cause of injury.
- Although employee injuries were still better than the target during the month of October, there was an uptick in employee injuries that month caused by straining; followed by injuries caused by collisions and slips/falls.
- The November employee injury rate improved by 9% compared to the prior month of October; fewer hours were worked and fewer injuries occurred during the month of November.



Actions to Improve Performance

- One hundred and one bus operator shields will be installed on buses/routes with the largest occurrence of physical assaults (51). The pilot program will assess the effectiveness of the safety shields to reduce criminal assaults on operators thereby increasing safe bus operations.
- Purchase Class 2 Safety Vests which are designed for greater visibility where traffic exceeds 25mph.
- Institute a 14 hour work limit for the rail mode of transportation by the end of 2012, and partner with the American Public Transportation Association and National Safety Council to establish standards and regulations.
- Continue to refine training modules to better address injury trends, such as slips/falls, back safety, materials handling, and housekeeping.

<u>Conclusion</u>: The employee injury rate outperformed the target during this quarter, last quarter results, and 2010 results as safety initiatives were implemented and the number of straining injuries declined.

Crime Rate (September - November) Per Million Passengers

Objective 1.1 Improve Customer and Employee Safety and Security

<u>Reason to Track</u>: 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. For this measure lower is better.

Why Did Performance Change?

KPI:

- Overall, the number of serious crimes was down 8% for the three-month period (September November 2011) compared to the previous three months and down 10% from the same period in 2010.
- The parking crime rate experienced the largest decline (26%) in September November from the previous three months, due to an 86% reduction in theft of motor vehicles accessories (e.g., radios, hubcaps) and a 24% reduction in motor vehicle thefts/attempts. These declines followed the seasonal trend after peaking during the summer months.
- The bus crime rate in September November continued to be less than 1 crime per million riders, a level consistent with the previous three months and down 56% from the same period of 2010. To address bus crime, MTPD conducted 38 targeted enforcement events during Sep–Nov on routes south and southeast of the Capitol.
- The rail crime rate was up to 6.20 per million riders, 2% above the same period last year. The increase followed previous trends as robberies peaked as the holidays approach. To address this, MTPD instituted high visibility patrols (uniform and casual clothes) near shopping districts close to transit. Proactive policing by MTPD resulted in a larger number of robberies observed, with offenders subsequently arrested (47 robbery arrests were made in November, up from 13 in October).



Actions to Improve Performance

- Institute a program to deter crime in Metro parking facilities (*Parking Watch*). Employees from throughout Metro will be joined by MTPD officers to identify suspicious behavior while riding in enclosed golf carts (Gators).
- Promote adoption of the FY13 Proposed Operating Budget that includes additional officers to patrol Metrobus routes who are needed to increase the safety of Metrobus operators and passengers.
- Construct Metro's first Bike and Ride Facility at College Park Station to provide secure storage for 120 bikes. Construction is expected to be completed by early 2012.

<u>Conclusion</u>: The number of serious crimes was down 8% for the most recent three-month period when compared to the previous three months, down 10% from the same period in 2010. Bus crime stayed consistent, and parking crime was down significantly. Metrorail crime increased, with robberies peaking as the holidays approached.

KPI: Customer Comment Rate (October - December) Per Million Passengers

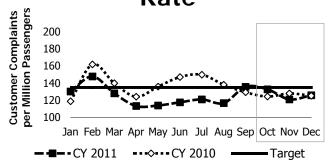
Objective 2.3 Maximize Rider Satisfaction

<u>Reason to Track</u>: 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. For the Customer Complaint Rate lower is better. For the Customer Commendation Rate higher is better.

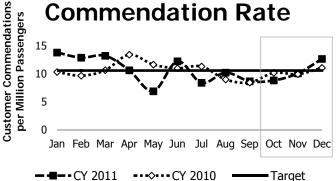
Why Did Performance Change?

- The commendation rate for the 4th quarter of 2011 was higher than the prior quarter and 2010 results as the number of commendations increased across all modes. Although the total number of complaints were down 4% compared to last quarter, the overall complaint rate increased by 1% because of declining total ridership.
- MetroAccess complaint rate continued to improve throughout the 4th quarter of 2011. As MetroAccess staff
 increased vigilant monitoring of the call center activity, complaints shifted from no-shows to concerns about
 operating policies and how no-shows and late cancelations were recorded during the 4th quarter.
- The Metrobus commendation rate trended upward during the 4th quarter following a slight downward trend in the prior quarter. Commendations for the most recent period reflect improved operator performance and customer assistance as well as better on-time performance.
- Complaints about bus delay/late and no-show remained 7% higher than in the 3rd quarter. The highest complaint rates occurred during September and October which also had the lowest on-time performance for the year. The most significant difference from the same quarter a year ago is the increase in "failure to service stop" complaints which are up 78% from the 4th quarter 2010.
- The Metrorail complaint rate declined 4% in the 4th quarter as compared to the 3rd quarter, and was 13% lower than the same quarter in 2010, in spite of additional track work impacting service during non-peak hours.
- Metrorail commendations increased 12% during the 4th quarter, resulting in a 20% increase in the commendation rate for the quarter and 10% increase from last year. Commendations reflect employees going above and beyond to assist customers with wayfinding, fare machines and having positive attitudes.

Customer Complaint Rate



Customer Commendation Rate



Actions to Improve Performance

- Inform customers about track work and station maintenance work through the Metro Forward campaign. Customers benefit and can make better transportation plans when they have better information about when delays will be occurring, and where equipment will be out of service.
- Gather information about customer experiences through the Mystery Rider program, to ensure that Metro remains abreast of what customers are experiencing on Metrorail and Metrobus systems. Communicate the results of this research to help learn from best practices and address concerns where problems are noted.
- Use Metrobus complaint data to communicate with supervisors who can implement actions to improve performance. The types of complaints received reflect the experience of customers directly, and can be used to shape future actions to improve that experience.

<u>Conclusion</u>: For the most recent three month period the commendation rate increased for all modes and the complaint rate was consistently better than target and by the end of 2011 the commendation rate was better than target.

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.

<u>Bus Fleet Reliability (Bus Mean Distance between Failures)</u> – 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: Total Bus Revenue Miles / Number of failures.

<u>Rail On-Time Performance by Line</u> – 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.

<u>Rail Fleet Reliability (Railcar Mean Distance between Delays)</u> – 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: Total railcar revenue miles / number of failures resulting in delays greater than three minutes.

<u>MetroAccess On-Time Performance</u> – 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: Number of vehicle arrivals at the pick-up location within the 30-minute on-time window / the total number of trips delivered.

<u>Elevator and Escalator System Availability</u> – 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.

<u>Customer Injury Rate (per million passengers¹)</u> – 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).

<u>Employee Injury Rate (per 200,000 hours)</u> – 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).

<u>Crime Rate (per million passengers¹)</u> – Part I crimes reported to Metro Transit Police Department for Metrobus (on buses), Metrorail (on trains and in rail stations), or at Metro parking lots 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).

<u>Customer Comment Rate (per million passengers¹)</u> – 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:

o 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.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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%	74.1%
CY 2011	78.5%	76.9%	77.5%	76.3%	74.5%	74.1%	75.5%	76.4%	72.2%	72.6%	73.7%	75.2%	75.3%

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 Dec.
CY 2010	7,223	6,878	6,882	6,270	5,902	6,578	6,670	6,673	7,366	7,8 4 2	8,982	8,587	7,154
CY 2011	8,681	8,144	7,794	7,171	7,277	6,916	6,312	6,651	6,206	7,727	6,6 4 9	7,766	7,275

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

Type (~ % of Fleet)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg.
CNG (30%)	10,242	8,480	9,802	7,790	8,657	7,835	7,875	7,392	6,946	8,066	7,625	8,246	8,246
Hybrid (27%)	11,853	11,158	10,433	9,536	11,235	8,058	7,321	8,731	8,900	8,792	8,346	12,249	9,718
Clean Diesel (8%)	11,473	8,042	7,637	9,442	7,081	9,866	9,151	6,380	6,021	10,168	5,872	6,852	8,165
All Other (35%)	5,751	6,191	5,3 4 0	5,012	4,839	5,102	4,423	4,899	4,300	6,066	4,834	5,066	5,152

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg.
Red Line	85.1%	87.2%	90.7%	90.7%	90.6%	89.8%	87.8%	91.0%	90.5%	89.6%	89.9%	89.2%	89.3%
Blue Line	88.0%	86.4%	88.9%	88.8%	87.7%	88.2%	85.9%	89.1%	89.2%	87.8%	85.1%	89.8%	87.9%
Orange Line	91.7%	91.4%	93.0%	93.3%	92.5%	92.4%	91.3%	93.2%	93.4%	92.1%	91.7%	93.3%	92.4%
Green Line	90.2%	90.1%	91.3%	91.2%	92.4%	91.1%	90.1%	92.3%	90.5%	90.9%	89.6%	90.4%	90.8%
Yellow Line	91.5%	92.4%	92.3%	92.6%	92.4%	92.4%	87.9%	91.9%	91.3%	90.1%	88.0%	91.6%	91.2%
Average (All Lines)	88.0%	88.7%	91.0%	91.0%	90.9%	90.4%	88.6%	91.4%	90.8%	90.0%	89.3%	90.3%	90.0%

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg.
1000 series railcars	54,137	46,302	43,866	29,118	28,997	29,206	26,680	35,194	37,775	56,142	32,581	62,224	40,185
2000/3000 series railcars	28,076	40,431	45,169	41,760	31,047	38,769	36,041	44,908	44,777	37,194	27,023	26,800	36,833
4000 series railcars	31,393	31,6 4 6	58,442	31,054	52,372	21,733	17,248	22,381	68,341	30,147	26,240	21,426	34,369
5000 series railcars	30,078	47,868	41,251	46,561	45,038	35,451	37,320	38,170	47,304	75,724	58,799	56,294	46,655
6000 series railcars	74,865	110,928	94,443	57,550	61,979	81,549	56,000	110,735	112,619	68,429	60,631	74,084	80,318
Fleet average	37,703	48,241	50,328	39,302	37,355	36,963	33,112	42,475	50,829	47,654	35,135	39,356	41,538

KPI: MetroAccess On-time Performance -- Target = 92%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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%	92.1%
CY 2011	90.1%	89.0%	91.3%	91.2%	92.2%	93.2%	93.1%	92.7%	91.8%	93.0%	93.0%	93.1%	92.0%

KPI: Escalator System Availability -- Target = 89%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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%	89.3%
CY 2011	88.8%	86.6%	86.9%	86.2%	82.5%	82.0%	81.9%	80.7%	84.4%	87.4%	90.1%	88.6%	85.5%

KPI: Elevator System Availability -- Target = 97.5%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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%	96.7%
CY 2011	96.3%	96.0%	96.9%	96.4%	97.4%	98.0%	97.3%	95.2%	94.5%	94.9%	96.7%	96.4%	96.3%

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 Nov.
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	2.18
CY 2011	2.08	1.66	2.16	2.21	1.69	1.99	1.65	1.43	1.67	1.46	2.08		1.83

^{*}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 Nov.
CY 2010	2.08	3.66	1.73	1.77	1.84	3.33	2. 4 0	1.61	6.92	1.98	5.91	1.78	3.02
CY 2011	1.72	0.93	3.38	2.59	2.01	3.34	1.88	1.32	2.69	1.75	3.02		2.24

Rail Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Nov.
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		0.15	0.10	0.16	0.20	0.05	0.05	0.00	0.11	0.23		0.13

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Nov.
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	1.24
CY 2011	2.00	1.81	1.17	1.61	1.08	0.90	1.03	1.25	0.94	0.87	1%		1.15

^{*}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 Nov.
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	30.35
CY 2011	16.45	10.55	14.63	32.12	27.41	16.72	53.96	22.53	11.65	34.54	17.60		23.47

KPI: Employee Injury Rate (per 200,000 hours) -- Target = ≤ 5.55 injuries per 200,000 hours

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Nov.
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	5.91
CY 2011	7.01	3.81	5.93	3.74	5.80	6.53	5.65	6.18	4.06	5.46	4.98		5.38

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

													Avg. Thru
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Nov.
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	0.96
CY 2011 Metrobus	0.86	0.31	0.95	0.65	0.18	0.45	0.47	0.79	0.80	0.37	0.57		0.58
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	5.84
CY 2011 Metrorail	6.63	4.68	3.96	4.72	7.32	5.16	6.06	4.02	4.16	5.41	9.03		5.56
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	3.32
CY 2011 Parking	3.06	2.50	1.78	1.24	1.19	3.50	3.39	3.15	2.66	1.57	1.57		2.33

Crimes by Type

ormios by Typo												1	
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Avg.
Robbery	97	92	60	77	74	75	71	73	39	53	68	115	75
Larceny	67	44	40	41	47	70	87	105	92	69	69	66	66
Motor Vehicle Theft	10	15	5	6	4	5	10	11	4	10	4	5	7
Attempted Motor Vehicle Theft	3	6	5	1	2	0	8	2	3	8	2	0	3
Aggravated Assault	12	9	11	5	10	16	8	10	9	6	3	10	9
Rape	0	0	0	0	0	0	0	0	0	0	0	0	-
Burglary	0	0	0	0	0	0	0	1	0	0	1	0	0
Homicide	0	0	0	0	0	0	0	0	0	0	0*	0	-
Arson	0	0	0	0	0	0	0	0	0	0	0	0	-
Total	189	166	121	130	137	166	184	202	147	146	147	196	161

^{*}In October 2011, a homicide occurred on a Metrobus. Per DC law, the crime will be reported to the FBI by the DC Police Department. As such, the crime is not included in Metro's crime report.

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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	10.6
CY 2011	13.8	12.9	13.2	10.6	6.9	12.3	8.4	10.2	8.7	8.8	10.1	12.7	10.7

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
CY 2010	119	162	140	124	136	147	150	138	129	125	128	125	135
CY 2011	130	148	128	113	114	118	121	117	136	133	121	126	125

Metrobus Ridership (millions of unlinked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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	10.0
CY 2011	9.3	9.7	11.5	10.8	10.9	11.1	10.6	11.4	11.2	10.9	10.6	10.4	10.7

Metrorail Ridership (millions of linked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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	18.1
CY 2011	16.0	16.0	19.7	19.3	18.4	20.0	19.5	18.4	18.0	18.5	17.2	16.4	18.1

MetroAccess Ridership (100,000s of completed trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec.
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	1.67	1.78	1.72	1.74	1.70	1.69	1.80

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

Metro	Service	Area

Size	1,500 sq. miles
Population	5 million

Ridership

Mode	FY 2011	Average Weekday
Bus	125 million	411,784 (December 2011)
Rail	217 million	674,729 (December 2011)
MetroAccess	2 million	6,599 (December 2011)
Total	344 million	

Fiscal Year 2012 Budget

Operating	\$1.5 billion
Capital	\$1.1 billion
Total	\$2.6 billion

Metrobus General Information

Size	11,490 bus stops and 2,398 shelters
Routes*	323
Fiscal Year 2012 Operating Budget	\$535 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 (485), Clean Diesel (117) and All Other (430)
Average Fleet Age*	7.5 years
Bus Garages	9 – 3 in DC, 3 in MD and 3 in VA

^{*}As of August 2011.

Metrorail General Information

Fiscal Year 2012 Operating Budget	\$813 million
Highest Ridership Day	Obama Inauguration on Jan. 20, 2009 (1.1 million)
Busiest Station in 2011	Union Station (760,000 entries in November 2011)
Regular Fare (peak)	Minimum - \$2.20 paper fare card, \$1.95 SmarTrip® Maximum - \$5.25 paper fare card, \$5.00 SmarTrip®
Reduced Fare (non-peak)	Minimum - \$1.85 paper fare card, \$1.60 SmarTrip® Maximum - \$3.00 paper fare card, \$2.75 SmarTrip®
Peak-of-the-peak Surcharge	\$.20 - weekdays 7:30 - 9 a.m. and 4:30 - 6 p.m., depending on starting time of trip
1 st 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 – Red, Blue, Orange, Green, and Yellow
Station Escalators	588
Station Elevators	239
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 2012 Operating Budget	\$116 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**	2.8 years
Paratransit Garages	7 (1 in DC, 4 in MD and 2 in VA)
Contract Provider	MV Transportation
ilida CD L 2011	

^{**}As of December 2011.



Silver Line Phase I - Preparation

FY2013

Hiring / Training

FY2014

- Q1/Q2 Operations training
- Q3 Begin Revenue Service

FY2015

Full Operation

- FY13 and FY14 expenses include recruitment and training for daily operations
 - Rail Operators, Station Managers, Car Maintenance, Escalators,
 System Maintenance, Track and Structure, MTPD Police, Human
 Resources, Information Technology and Communications



Silver Line Phase I - Preparation

(\$ in Millions)	FY2013	FY2014	FY2015
Operating Expenses	\$20	\$43	\$44
Propulsion		2	3
Estimated Revenue		(16)	(31)
Gross Total	\$20	\$29	\$16
Silver Line Cost Recovery		35%	66%
Rail - Farebox Recovery (System-wide)	70%	70%	71%

• 6 Months of revenue service in FY2014



Silver Line Phase I – Revenue Estimates

Estimated number of passenger trips *

Total Trips	7.2		14.4
Current passengers who adjust their travel route	2.7	\$0.75	5.4
New Passengers Trips	4.5	\$3.00	9
	Estimate	<u>Fare</u>	<u>Annual</u>
(Trips in Millions)	FY2014	Average	

^{*} Passenger trips and revenue based on prior census, 2010 urbanized area population census data available 2013

NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance Through December, 2011

System-wide Ridership Data (millions of one-way passenger trips)							
	Oct	Nov	Dec		Oct	Nov	Dec
CY 2011 Metrorail	18.50	17.20	16.40	CY 2011 Metrobus	10.90	10.60	10.40
CY 2010 Metrorail	18.90	16.60	15.70	CY 2010 Metrobus	10.60	10.10	9.00
Source: WMATA Vital Signs Reports							

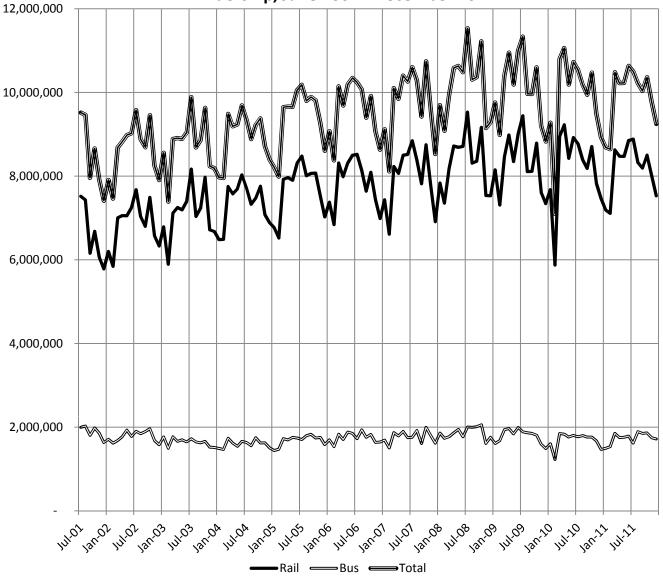
Operating Budget					
Quarterly Budget Variance (\$ Millions)					
•	Q2 FY11 Q2 FY12 Q2 FY12				
	Actual	Actual	Budget	Variance	
Revenue	\$191.0	\$191.0	\$193.0	-1%	
Expense	\$356.0	\$346.0	\$365.0	-5%	
Subsidy	\$165.0	\$155.0	\$172.0	-10%	
Cost Rec.	54%	55%	53%		
Fiscal Year	r-To-Date B	udget Varia	ınce (\$ Milli	ons)	
	Dec-10	Dec-11	Dec-11		
	Actual	Actual	Budget	Variance	
Revenue	\$395.0	\$397.0	\$401.0	-1%	
Expense	\$714.0	\$711.0	\$731.0	-3%	
Subsidy	\$319.0	\$314.0	\$330.0	-5%	
Cost Rec.	55%	56%	55%	1%	
Source: WMATA Monthly Financial Reports					

On-Time				
Bus On-Time Perfo	rmance	CY 2010	CY 2011	
	Dec	75.7%	75.2%	
	Nov	74.0%	73.7%	
Target = 78%	Oct	72.7%	72.6%	
	Sep	71.7%	72.2%	
	Aug	74.7%	76.4%	
	Jul	72.8%	75.5%	
Rail On-Time Perfo	Rail On-Time Performance		CY 2011	
	Dec	87.9%	90.3%	
	Nov	88.5%	89.3%	
Target = 90%	Oct	89.3%	90.0%	
	Sep	89.7%	90.8%	
	Aug	89.2%	91.4%	
	Jul	88.6%	88.6%	
Source: WMATA Vital Signs Reports				

		Safety		
		-Preventab	-	•
Passenger	•	••	n passengers)*	
	-	Oct	Nov	
CY 2011	1.67	1.46	2.08	
CY 2010	3.43	1.65	3.49	
* Includes Metr	orail, rail facilit	ies, Metrobus, a	nd Metroaccess	
Crime Rate	e (per milli	on passenge	ers)	
	Sep-11	Oct-11	Nov-11	
Bus	0.80	0.37	0.57	
Rail	4.16	5.41	9.03	
Parking	2.66	1.57	1.57	
				,
Customer	Complaint	Rate (per m	nillion passenge	ers)
	Oct	Nov	Dec	
CY 2011	133	121	126	
CY 2010	125	128	125	
Source: WMA	ΓA Vital Signs R	eports		

		Reliabilit	У	
Bus Fleet	Reliability	by Fuel Typ	e	
Miles Witl	hout Servic	e Interrupt	tion	
	CNG	Hybrid	Clean D.	Other
Dec-11	8,246	12,249	6,852	5,066
Dec-10	9,520	12,474	12,958	5,699
Rail Fleet	Reliability	by Series (7	Target = 60	,000)
Miles Witl	hout Servic	e Interrupt	tion	
	Fleet Avg.			
Dec-11	39,356			
Dec-10	43,712			
Escalator A	Availability	, Ele	vator Avai	lability
(Target =	89%)	(T	arget = 97.	.5%)
Dec-11	88.6%		Dec-11	96.4%
Dec-10	88.6%		Dec-10	96.4%
Source: WMA	TA Vital Signs F	Reports		

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



Northern Virgini	ia Ridership Dat	a (thousand	ds of one-w	ay passeng	er trips)	
	Jul	Aug	Sep	Oct	Nov	Dec
Metrorail CY 2011	8,883.5	8,325.0	8,188.3	8,499.1	8,015.3	7,529.7
Metrorail CY 2010	8,773.0	8,388.2	8,181.8	8,707.7	7,823.9	7,463.6
Metrorail 5 yr. Avg.	9,021.3	8,263.6	8,021.3	8,700.2	7,637.3	7,246.2
Metrobus CY 2011	1,615.8	1,893.7	1,848.7	1,861.3	1,747.9	1,718.0
Metrobus CY 2010	1,769.6	1,796.7	1,763.3	1,763.8	1,670.2	1,466.6
Metrobus 5 yr. Avg.	1,828.2	1,902.6	1,797.4	1,889.1	1,661.9	1,618.4

Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)

2011 4th Quarter Results



Chief Performance Officer

Published: February 2012

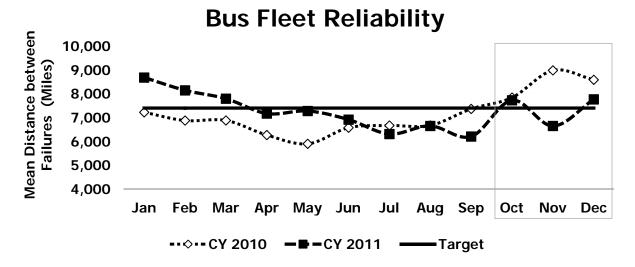
KPI: Bus Fleet Reliability (October - December) (Mean Distance Between Failures)

Objective 2.1 Improve Service Reliability

<u>Reason to Track</u>: 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 is better.

Why Did Performance Change?

- Putting bus fleet reliability results into context, full year over year bus fleet reliability was 7% better in CY2011 than in CY 2010 and has averaged a 3% improvement each year since 2007.
- Bus fleet reliability in the most recent quarter improved by 16% or 991 miles when compared to the prior quarter, but is not up to the level of performance achieved in the final quarter of last year.
- A series of "campaigns" have been undertaken and are progressing satisfactorily to resolve problems with remanufactured engines (75% of the engine campaign has been completed), electrical issues and smaller efforts that have impacted bus fleet reliability.
- Additionally, by November 2010 a number of older less reliable diesel buses were retired and replaced with newer Hybrid buses.
- During the month of December the reliability of the Hybrid fleet improved by 47% or 3,903 miles as result of the engine campaign.



Actions to Improve Performance

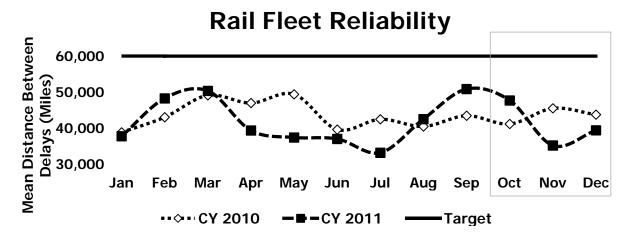
- Continue to resolve engine cooling and emission troubles.
- Initiate the procurement of new buses that will enable Metro to decrease the share of older diesel buses from 30% to 20% by June 2012.
- Reducing cooling system breakdowns on the clean diesel fleet is the leading corrective action. Bus
 maintenance staff is also looking at electrical systems and probing cable maintenance. Metro will continue to
 send hoses out for evaluation.
- Continue to audit preventative maintenance procedures to ensure that the latest best practices are being utilized.
- Convert all batteries to absorbed glass mat gel type battery to provide a longer life.

<u>Conclusion</u>: Bus fleet reliability in the fourth quarter of 2011 improved by 16% or 991 miles when compared to the third quarter of 2011 as engine problems were addressed.

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- Railcar reliability decreased 3% during the 4th quarter of 2011, as compared to the 3rd quarter.
- The decrease was largely due to the persistent door problems that have been experienced on the 2-3K and 6K series railcars, which has resulted in increasing numbers of delays. On a positive note, maintenance staff has gained the expertise needed to troubleshoot door delays and keep the average length of these types of delays steady at 5 minutes. The railcar maintenance work performed in the fall to clean and flash the contacts in the door relays did not yield the expected results.
- Door failures were highly correlated with the number of customers in the rail system. Customers holding railcar
 doors resulted in delays and offloads on every line in the Metrorail system this quarter. The operator has
 limited attempts to cycle and clear the doors before they fail, resulting in a mechanic having to respond by
 cutting out the failed door and removing the train from service. This has been the most frequent type of delay
 in the Metrorail system this year.
- Marked improvement in the 1K series railcars, which improved 46% from the prior quarter, was the result of
 ongoing improvement in brake system performance. Delays due to brakes declined 29% from the 3rd quarter's
 performance. This improvement contributed to offsetting the drop in performance due to doors.
- The 5K series railcars also exhibited strong performance throughout the 4th quarter with only 11% of all delays in the system while delivering 15% of the overall quantity of rail service resulting in above average performance for the quarter.



Actions to Improve Performance

- The first shipment of hermetically sealed door relays is expected in the 1st Quarter of 2012 and will be installed on 2-3K and 6K railcars by summer, which should contribute to an overall reduction in door failures. Testing of a long-term solution to reduce failures of the door control mechanism is expected to be completed in late 2012.
- Continue to assign railcar mechanics to be ready to respond in areas and at times where the most customers are traveling. This speeds response when delays occur and minimizes the amount of time customers must wait for problems to be resolved.
- Continue to prioritize maintenance work on the 1K railcars to address brake failures. While improvement has been shown over the last few months, vigilance is needed to maintain that progress and reduce the average time of delay that results from these failures.
- Communicate with customers and employees about the impact of blocking railcar doors. This is the most important thing that can be done to reduce the number of delays and time of delays in the Metrorail system, and can have a positive impact on customers' experience.

<u>Conclusion</u>: Railcar reliability declined slightly in the 4th quarter of 2011 compared to the 3rd quarter due to increased door failures on the 2-3K railcars which was offset by improved performance of the 1K and 5K railcars.

NVTC Monthly Summary of Systemwide Metrorail and Metrobus Performance Through November, 2011

	System-w	ide Rider	ship Data (m	nillions of one-way passo	enger trip	s)	
	Sep	Oct	Nov		Sep	Oct	Nov
CY 2011 Metrorail	18.00	18.50	17.20	CY 2011 Metrobus	11.20	10.90	10.60
CY 2010 Metrorail	17.80	18.90	16.60	CY 2010 Metrobus	10.50	10.60	10.10
Source: WMATA Vital Signs I	Reports						

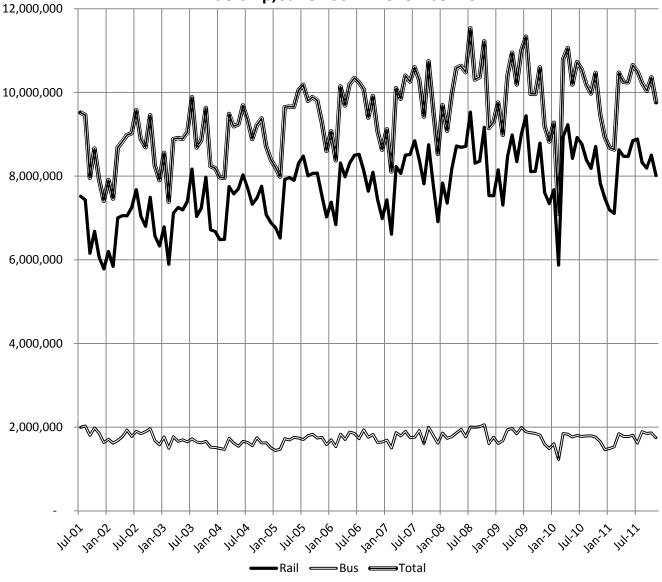
	Ope	rating Bu	ıdget	
			/A	,
Month-to-	-Month Bu	dget Varian	ice (\$ Millio	ns)
	Nov-10	Nov-11	Nov-11	
	Actual	Actual	Budget	Variance
Revenue	\$61.8	\$63.0	\$63.9	-1%
Expense	\$116.2	\$107.6	\$120.6	-11%
Subsidy	\$54.4	\$44.6	\$56.6	-21%
Cost Rec.	53%	59%	53%	
Fiscal Yea	r-To-Date E	Budget Vari	ance (\$ Mil	lions)
	Nov-10	Nov-11	Nov-11	
	Actual	Actual	Budget	Variance
Revenue	\$335.4	\$336.1	\$341.1	-1%
Expense	\$592.2	\$592.0	\$607.1	-2%
Subsidy	\$256.8	\$255.9	\$266.0	-4%
Cost Rec.	57%	57%	56%	1%
Source: WMA	TA Monthly Fin	ancial Reports		

	On-Tim	e	
Bus On-Time Perfo	ormance	CY 2010	CY 2011
	Nov	74.0%	73.7%
	Oct	72.7%	72.6%
Target = 78%	Sep	71.7%	72.2%
	Aug	74.7%	76.4%
	Jul	72.8%	75.5%
	Jun	73.0%	74.1%
Rail On-Time Perfo	rmance	CY 2010	CY 2011
	Nov	88.5%	89.3%
	Oct	89.3%	90.0%
Target = 90%	Sep	89.7%	90.8%
	Aug	89.2%	91.4%
	Jul	88.6%	88.6%
	Jun	89.9%	90.4%
Source: WMATA Vital Signs	Reports		

		Safety		
		n-Preventab e (per millio	ole on passengers) *
	Aug	Sep	Oct	,
CY 2011	•	1.67	1.46	
CY 2010	1.78	3.43	1.65	
* Includes Metr	orail, rail facili	ties, Metrobus,	and Metroaccess	
Crime Rate	e (per milli	on passeng	ers)	
	Aug-11	Sep-11	Oct-11	
Bus	0.79	0.80	0.37	
Rail	4.02	4.16	5.41	
Parking	3.15	2.66	1.57	
Customer	Complaint	Rate (per r	nillion passen	gers)
	Sep	Oct	Nov	
CY 2011	136	133	121	
CY 2010	129	125	128	
Source: WMA	TA Vital Signs I	Reports		

		Reliabilit	y	
Bus Fleet I	Reliability b	y Fuel Typ	e	
Miles Witl	hout Servic	e Interrupt	tion	
	CNG	Hybrid	Clean D.	Other
Nov-11	7,625	8,346	5,872	4,834
Nov-10	10,410	14,198	12,290	5,718
Rail Fleet	Reliability l	y Series (7	arget = 60	0,000)
Miles Witl	hout Servic	e Interrupt	tion	
	Fleet Avg.			
Nov-11	35,135			
Nov-10	45,471			
Escalator A	Availability	Ele	vator Avai	lability
(Target =	89%)	(T	arget = 97	.5%)
Nov-11	90.1%		Nov-11	96.7%
Nov-10	86.7%		Nov-10	96.4%
Source: WMA	TA Vital Signs R	eports		

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



Northern Virg	inia Ridership Dat	a (thousan	ds of one-w	ay passeng	er trips)	
	Jun	Jul	Aug	Sep	Oct	Nov
Metrorail CY 2011	8,847.3	8,883.5	8,325.0	8,188.3	8,499.1	8,015.3
Metrorail CY 2010	8,922.3	8,773.0	8,388.2	8,181.8	8,707.7	7,823.9
Metrorail 5 yr. Avg.	8,731.2	9,021.3	8,263.6	8,021.3	8,700.2	7,637.3
Metrobus CY 2011	1,802.5	1,615.8	1,893.7	1,848.7	1,861.3	1,747.9
Metrobus CY 2010	1,799.8	1,776.7	1,790.7	1,792.0	1,757.9	1,650.5
Metrobus 5 yr. Avg.	1,831.9	1,829.6	1,901.4	1,803.1	1,887.9	1,658.0

Vital Signs Report

A Scorecard of Metro's

Key Performance Indicators (KPI)



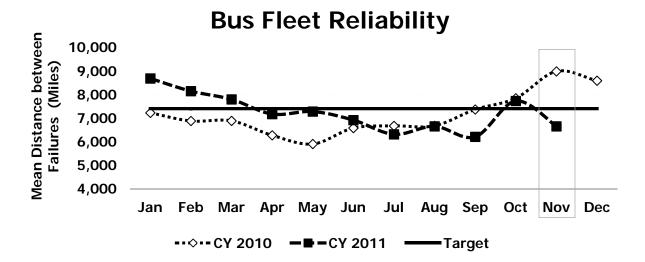
Chief Performance Officer

Published: January 2012

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 is better.

Why Did Performance Change?

- November's bus fleet reliability declined by 14% when compared to the prior month of October; the average miles driven before a bus encountered a mechanical breakdown was down to 6,649 miles. Putting these results in context, calendar year to date reliability is 15% above the five calendar year to date average.
- The top six causes of breakdown in order of frequency for the month: engine shutoffs, warning lights, electrical defects, brakes, air systems, and transmissions.
- On a fleet by fleet basis the largest decline in reliability occurred in the Clean Diesel fleet which experienced a 42% reduction in reliability. This fleet experienced a high number of engine shutoffs because of cooling system leaks.
- The second largest quantity of breakdowns occurred in the older diesel fleet (20% reliability decline) due to engine shutoffs caused by cooling system, wiring problems, and wear and tear of suspension components. Because the older diesel fleet delivers about 30% of bus service, the declining performance of this fleet had a notable impact on Metro's fleet-wide reliability results.
- The Hybrid fleet reliability declined 5% when compared to the prior month of October. As a result of efforts to improve the performance of cooling system and emissions components, three quarters of the campaign to replace cooling and emission components are complete (262 out of 351 buses).



Actions to Improve Performance

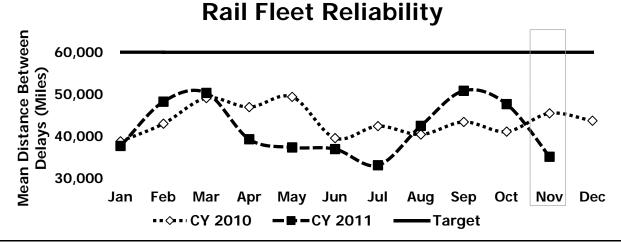
- Reducing cooling system Clean Diesel breakdowns is the leading corrective action. Bus maintenance staff is looking at electrical systems and probing cable maintenance. Metro will continue to send hoses out for evaluation.
- Continue to work with Hybrid engine manufacturer to resolve cooling and emission challenges.
- Continue ongoing midlife overhaul of CNG fleet. Twenty three of the engines slated for replacement during the overhaul process are complete and 14 are in progress.
- Initiate the procurement of new buses that will enable Metro to decrease the share of older diesel buses from 30% to 20% by June 2012.

<u>Conclusion</u>: November's bus fleet reliability declined by 14% when compared to the prior month of October, due to poor performance by clean diesel and older diesel buses.

<u>Reason to Track</u>: 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. For this measure higher is better.

Why Did Performance Change?

- In November, railcar reliability decreased across all railcar series resulting in a fleet-wide decline of 26% to levels experienced in July 2011.
- The decrease in Mean Distance Between Delay was driven by a 64% increase in the number of door delays on the 2-3K railcars to the highest amount of delay minutes of any month this year. However, the average time of delay remains consistent at 5 minutes per delay incident, indicating that troubleshooting and recovery processes are handled consistently. These problems are persisting following the cleaning and testing of the contacts in the door relays that were completed this fall.
- The 1K railcars also saw a dramatic (67%) increase in total delays, with the largest increases due to brakes and power system troubles. The minutes of delays increased due to the type of brake repairs needed. This type of maintenance problem nearly always results in an offload of customers, but there was never a situation where safety was compromised.
- Interaction with customers was a cause of door systems problems on all types of railcars. The longest door delay of the month occurred when a customer broke the door mechanism by trying to hold open the closing door. This resulted in the entire train being taken out of service and all customers were delayed.



Actions to Improve Performance

- Prioritize maintenance work on the 1K railcars which pose a significant maintenance challenge due to their hydraulic brake system. When these brake systems sense a problem there is a higher likelihood that the train will have to be offloaded and removed from service even if there is no problem because the railcars cannot be quickly restarted. Since these railcars are in use in the bellies of many trains, they impact more trains than their 26% of the fleet would imply.
- Continue to pursue long-term solutions to improve the functionality of the door closing systems on the 2-3K and 6K railcars through work with engineering and machine shops. Maintenance teams continue to be frustrated by the inability to come up with a short-term solution to the prevent door problems, but continue to improve in their ability to quickly repair problems once they occur.
- Emphasize communication with customers and employees to avoid closing doors with customers in the doorway. Encourage operators to be vigilant in their announcements and doing their best to make sure the doors are clear when closing them.

<u>Conclusion</u>: Railcar reliability declined in November mainly due to lower mean distance between delays on the 2-3K railcars and 1K railcars.



AGENDA ITEM #8

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: February 23, 2012

SUBJECT: NVTC Communications Plan

NVTC added an ambitious communications plan to its work program for 2013. The purpose is to involve NVTC's board members and staff in an active effort to improve NVTC's internal and external communications. In order to accomplish this important new activity, staff has prepared the attached outline which functions as a scope of work. As can be seen, NVTC's board members will play an important role in shaping its content as the plan is developed and implemented over the next several months.

Specifically, the plan will guide the commission as it takes the initiative and exerts leadership to assure that NVTC is viewed across the Commonwealth as a "go-to" organization for transit strategy and innovation related to relieving congestion and accomplishing transit's many other benefits.

Commissioners are asked to review and comment on the attached outline and schedule, with particular attention to ensuring that time spent by board members on the plan yields the best possible outcomes.





NVTC Strategic Communication Plan Outline

DRAFT: January 30, 2012



NVTC Strategic Communication Plan Outline

I. Background/Situation Overview

The Northern Virginia Transportation Commission has adopted a set of performance objectives for 2012 and included specific actions in its approved work program to accomplish those objectives. In order to strengthen NVTC as an organization, NVTC intends to improve internal and external communications. Specifically, the commission intends to take the initiative and exert leadership to assure that NVTC is viewed across the commonwealth as a "go-to organization" for transit strategy and innovation related to relieving congestion, including producing a communications plan and budget to improve internal and external communications. This outline describes the process and timetable for creating and implementing such a plan with immediate and long term elements.

II. Process: The steps necessary to develop and implement the new NVTC communications plan are as follows:

a.	Task Complete detailed outline of communication plan	<u>Due Date</u> February 1, 2012
b.	Discuss outline with MAC, including Sections I-IV below	February 21
C.	Discuss outline and Sections I-IV below with NVTC Executive Committee and NVTC Board	March 1
d.	Revise outline based on feedback	March 8
e.	Present detailed data/research(Section V) and draft messages (Section VI) to MAC	March 20
f.	NVTC Executive Committee and NVTC Board approve outline including Sections I-IV and discuss draft data/research (Section V) and draft messages (Section VI)	April 5
g.	Further consideration of data, research and messages by MAC	April 17
h.	Approval of prioritized messages by NVTC's Executive Committee and NVTC's Board	May 3
i.	Consideration by MAC of tactics (Section VII) to convey messages, including staffing (Section VIII) and budget (Section IX)	May 15
j.	Discussion with NVTC's Executive Committee and NVTC's Board of tactics, including staffing and budgets	June 7
k.	Discussion of performance measures (Section X) with MAC	June 19
l.	Discussion of performance measures with NVTC's Executive	July 5

Committee and NVTC's Board

m. Consideration of draft final communication plan with MAC August 21

n. Discussion with NVTC's Executive Committee and approval by September 6 NVTC's Board of final communications plan, including tactics, staffing, budget and performance

o. Monthly progress reports to MAC and NVTC Board ongoing

III. Goals

- a. Improve NVTC's internal and external communication to strengthen NVTC as an organization
 - i. Increase profile of NVTC by educating the public about NVTC's leadership role in regional transit planning, funding, coordination and advocacy.
 - ii. Increase awareness of NVTC as a leader in transit-oriented technological innovations.
 - iii. Promote NVTC as a regional forum for determining effective policies for transit and transportation demand management
- b. Deliver cost effective public information, marketing and customer service
 - Keep transit customers, taxpayers, elected officials and media informed about transit related issues, policies and programs
 - ii. Provide timely promotion of transit events and services
- c. Increase public awareness of NVTC's role as the primary "data agency" for transit in Northern Virginia
- d. Increase awareness of the benefits of transit investments and expansion of transportation options throughout the region
- e. Advocate effectively with the public, legislators and members of Congress for adequate, long-term, dedicated and sustainable funding for transit in Northern Virginia
- f. Keep NVTC Board members and jurisdiction staffs informed and actively involved in crafting and implementing NVTC's entire work program
- g. Involve persons and organizations that may not fully understand and/or agree with NVTC's mission in implementing the communications plan to enhance mutual understanding and reduce the likelihood of unexpected distractions that detract from achieving NVTC's mission

IV. Target Audiences

- a. Internal: NVTC Commissioners and staff
- b. External:
 - i. Stakeholders
 - (1) NVTC member jurisdictions' elected officials and staff
 - (2) WMATA Board, CEO/GM and staff
 - (3) PRTC elected officials and staff
 - (4) VRE elected officials and staff
 - (5) NVTC jurisdictional transit and TDM agencies: ART, Connector, DASH, CUE, LCT, ATP, TAGS, etc.
 - (6) DRPT staff
 - (7) VDOT Northern Virginia District staff
 - (8) Federal Transit Administration staff
 - ii. Other Regional Agencies
 - (1) NVTA (Authority) elected officials
 - (2) MWCOG/TPB elected officials and staff
 - (3) NVRC elected officials and staff
 - iii. Other federal state and local elected officials and staff, including Virginia, Maryland and D.C. governors and mayor and secretaries of transportation.
 - iv. Interest Groups
 - (1) Sierra Club
 - (2) Coalition for Smarter Growth
 - (3) NVTA (Alliance)
 - (4) VTA and its individual members
 - (5) Slugs
 - (6) WABA (Bicycling community)
 - (7) Virginia Municipal League and Virginia Association of Counties
 - (8) Local and regional chambers of commerce
 - (9) APTA
 - (10) General Public in Virginia and Washington Metropolitan Area
- V. Data on Transit Benefits and Costs: Assemble detailed current data and research to support transit so that it can be used to craft effective messages.
 - a. How transit/TDM is organized in Northern Virginia
 - b. Transit/TDM coordination
 - c. Transit/TDM performance

d. Transit/TDM benefits

- i. Demographics of transit customers
- ii. Jobs
- iii. Economic development
- iv. Congestion
- v. Mobility and accessibility
- vi. Service for seniors/persons with disabilities
- vii. Safety, security and emergency response
- viii. Quality of life
- ix. Energy savings
- x. Environmental protection
- e. Costs of providing effective transit/TDM versus other alternatives
 - i. Operating
 - ii. Capital
- f. How transit/TDM is funded in Northern Virginia
 - i. Local/state/federal shares
 - ii. Northern Virginia's significant local level of effort
- VI. Messages: Engage NVTC Board members and jurisdiction staff in a process to identify and prioritize key messages such as:
 - a. Importance, urgency and magnitude of the transit/TDM funding and congestion crisis
 - b. Relevance of transit/TDM to economics, health, safety and quality of life
 - c. The "face" of transit (e.g. businesses, commuters, families, transit employees)
 - d. Values, beliefs and interests in expanding transit service regionally
 - e. Understanding of what motivates stakeholders, public interest groups, etc. to think, feel and act on issues related to transit
 - f. Cultural relevance and sensitivities to transit related initiatives

- VII. Tactics: Based on the messages chosen, evaluate the role of each of the following with consideration for benefits versus costs and utilizing NVTC's relative strengths (e.g. regional forum, repository of data).
 - a. NVTC website and links to others
 - b. E-alert/E-mail notification subscription service (e.g. GovDeliver, Convio or Constant Contact) to deliver timely messages
 - c. Paid and unpaid media (TV, radio, blogs and other print coverage of issues and events related to NVTC and transit)
 - d. Electronic fact sheets, brochures and interactive maps and smart phone apps developed in cooperation with the private sector
 - e. Coordination/active membership in local and statewide transit, business and communications organizations
 - i. VML/VACo
 - ii. NVTA (Alliance)
 - iii. Chambers of commerce, etc.
 - iv. APTA
 - v. VTA
 - vi. Public Relations Society of America
 - f. Leverage stakeholder initiatives (e.g. insert NVTC messages in media campaigns purchased by others)
 - a. Events
 - i. Media events with partners and stakeholders (issue specific and timely)
 - ii. Transit Tours for legislators and decision makers (periodic/as needed)
 - h. Social media
 - i. Facebook
 - ii. Twitter
 - iii. You-Tube
 - Conduct regular surveys (online or telephone) of the general public on transit related issues
 - i. Gather "hard" data on opinions of transit/TDM
 - ii. Determine how much the public is willing to support expanded transit initiatives

- j. Enhance data collection to support key messages (e.g. resume periodic mode share screenline counts in major commuting corridors)
- k. Involve critics of NVTC in the communications efforts to enhance mutual understanding, including public debates and point/counterpoint op-ed pieces

VIII. Staffing

- a. Existing full-time NVTC Director of Communications with support from NVTC's entire eight-person staff and 20 board members
- b. Option of additional NVTC staff versus cooperative arrangements with jurisdictions/other regional agencies
- IX. Budget: Depending on the messages, tactics and overall level of effort, budget options will be prepared that may incorporate elements such as:
 - a. Email alerts: \$150-\$1,200 (annually, pre-pay, non-profit rate- depends on the number of subscribers)
 - b. Communications Specialist with web, design and tech skills: \$50-65K starting
 - c. Web site hosting: \$1,500 annually
 - d. Surveys up to \$100,000 annually
 - e. Events
 - i. Tours: \$15,000-\$20,000 (depending on number of people and scope-can be sponsored by private sector)
 - ii. Media events: \$500 each (minimum)
 - f. Memberships: \$2,500 annually
 - g. Ongoing education and training for staff: \$2,500 annually
- X. Performance Evaluation: Techniques for measuring success in achieving the goals listed in section I. above will be developed.
- XI. Final Communications Plan: Commissioners and staff will evaluate options developed in the sections above and agree on:
 - a. 2012-2013 Communications Action Plan
 - b. 2014 Ongoing Communications Plan



AGENDA ITEM #9

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube

DATE: February 23, 2012

SUBJECT: Regional Transportation Items.

A. <u>Super Nova Transit/Transit Demand Management Vision Plan</u>.

On January 18, 2012, the Virginia Department of Rail and Public Transportation conducted a very well attended stakeholders' meeting at VDOT's MegaProjects office (and another the next day in Front Royal). DRPT's contractors for the \$1 million study are Atkins, Kimley-Horn, Connetics Transportation Group and Cordell & Crumley (for public outreach). A website for the project is available at www.supernovatransitvision.com.

At the meeting, Amy Inman of DRPT and Mike Harris of Kimley-Horn explained the study area (see map), project approach, schedule (conclusion by November, 2012), vision, mission ("visioning mobility beyond borders"), and public involvement plan (including four rounds of stakeholder meetings).

To date the consultants have compiled an extensive list of existing and ongoing plans and studies in the region; population growth forecasts; primary origins and destinations; travel patterns; existing transit, commuter rail and Amtrak services; park and ride lots; proposed new regional transit projects; regional and local TDM services; and transportation management plans for the Beltway Express Lanes, Dulles Corridor and BRAC.

During discussion, the stakeholders group examined what works and what doesn't in today's system. In response to the statements of stakeholders that the costs of proposed alternatives are relevant, DRPT staff responded that sources of funding are not included in the study. The exclusion of sources of funding gives rise to a fear that, like the results of DRPT's recent I-95 HOT Lanes Transit/TDM Study, DRPT will choose to place recommended Super Nova improvements into the six-year program without additional sources of funding, thereby diluting the funds available for operating existing transit/TDM services.



As one stakeholder stated, if local governments must pay for the improvements, it is impossible to ignore boundaries as is the stated mission of the study.

Public meetings were held at several locations in February, including February 13th in Leesburg and February 14th in Crystal City.

Please refer to several attachments for further information.

B. Virginia Evacuation Transportation Plan.

On January 19, 2012, VDOT and the Virginia Department of Emergency Management conducted a meeting with transit agencies at Alexandria DASH's headquarters to review the part of the plan addressing traffic management support functions. The goal of this project is primarily to help commuters return home in a "no-notice evacuation of the District of Columbia and surrounding areas." The emphasis is on identifying traffic control devices and necessary personnel to serve the evacuation routes and highest priority traffic control points.

A concept of operations for walk-out and transit support features transfer points at which evacuees would stage for a period of time up to 24 hours as they are served by rail, transit buses and school buses. Fourteen potential local transfer points have been designated at Metrorail and VRE stations.

During discussion, several issues were brought to the attention of the consultants, including the availability of NVTC's earlier key station emergency response plans for several Metrorail stations and the existence of regional bus subcommittees at MWCOG and MATOC which provide venues for meeting with transit representatives to work out details. Also, in an emergency, transit and school bus drivers have their own safety and family considerations so carefully devised plans to stage buses in an emergency may fail in practice. Also, Metrorail and VRE riders may be unwilling to disembark only at selected stations if to do so takes them initially further from their homes. Existing bus routes were not considered in devising the evacuation routes or traffic control points. There is no budget for implementing the plan (e.g. purchase of signs, electronic devices such as counters, cameras, sensors, signals and message signs, training).

One immediate benefit of the work is that VDOT is trying to reduce the current two-hour period required to reverse the I-95/395 HOV lanes.

Given the complexity of the undertaking, it was suggested that more effort should be devoted to more practical planning for less catastrophic episodes such as hazardous materials spills.

This part of the evacuation plan is to be concluded by May, with exercises planned for July 24 and 26, 2012, followed by a September 12, 2012 workshop.

C. VTRANS 2035 Update.

This is Virginia's multi-modal transportation plan. Consultants to Virginia's Office of Intermodal Planning and Investment are conducting meetings for stakeholders and requesting comments on the update. Legislation passed last year requires a simplified interim update, prior to the next full update in 2015 and every four years thereafter.

Materials describing the update are available at www.vtrans.org. A forum broadcast via WebEx from Richmond connected several VDOT district offices on December 14, 2011. NVTC staff participated along with representatives of several other Northern Virginia agencies (WMATA, PRTC, NVRC, Alexandria, etc.). A summary of comments at this regional forum indicates that participants stressed the need to clarify the role of VTrans 2035 within the complex array of other regional and local transportation plans, especially regarding the investment priorities for the VTrans "Corridors of Statewide Significance." The need for more certainty in long-term funding was also emphasized.

An interesting outcome of the exercise among the participants in the December 14th forum was the strong association of transit, commuter and high-speed rail investments with many of the stated goals of the plan. An exception was the Dulles Rail project which participants in other parts of the Commonwealth did not perceive as of much value to the entire state. Highway investments were viewed as being less strongly linked to the goals.

Other comments included the need for dedicated funding for transit and the need to specify which "smart systems" the commonwealth should purchase and with what funding sources. BRAC congestion and devolution were particularly hot topics among the Northern Virginia participants.

The plan update will attempt to create a "performance based plan," with evaluation measures for investment priorities. A second set of regional forums will be held later this winter and the final report is anticipated by fall of 2012.

D. <u>I-95/395 Integrated Corridor Management</u>.

On February 3, 2012 NVTC hosted a table top exercise for transit operators conducted by VDOT and its consulting team, with participation from representatives of USDOT and DRPT, among others. Project leader Chris Francis of VDOT explained the status of the project, which is to create a concept of operations by later in the year that will integrate traffic management tools and agencies using the latest technology and facilitate interoperability. The ICM plan

should take into account the physical infrastructure as well as management and operating agencies.

Such techniques as real-time multi-modal traveler information, incident management, parking availability, adaptive ramp metering and travel times by alternative modes are all included. The information would be provided via web links, mobile phones and IVR (phone) access as well as variable electronic message signs. Several attachments provide more details.

In addition to briefing the transit system representatives on goals and progress, each transit system had the opportunity to describe their own technological innovations so that the VDOT project could include them in the concept of operations.

VDOT and its partners went on to conduct a similar session for Transit Demand Management staff on February 7, 2012.

E. Value Capture Opportunities in Northern Virginia.

On February 10, 2012 Stewart Schwartz of the Coalition for Smarter Growth convened a forum at the Arlington Economic Development office on value capture opportunities for funding transit, primarily in Northern Virginia. Chris Zimmerman and Rob Krupicka addressed several projects in Arlington and Alexandria and guided the contributions of experts and practitioners such as Mark Jinks (Alexandria), Chris Leinberger (developer) and Shyan Kannan (consultant). Staff from Arlington, Alexandria, WMATA, NVTC and Fairfax County also participated.

Value capture, as explained in the attached article, encompasses several techniques to utilize rising real estate values that accompany certain transit investments as a means to pay for those transit projects and, with excess revenues, additional transit projects or even affordable housing. Four main approaches to value capture include: 1) special assessment districts; 2) joint development; 3) tax-increment financing districts; and 4) development fees.

At the forum there was particular interest in identifying how to involve the Commonwealth and to encourage the General Assembly to provide incentives to local governments to use value capture techniques to fund transit.

It was noted that NVTC's study of the value of Metrorail to the Commonwealth done in 1985 helped win increased state transit assistance in the 1986 special session of the Virginia General Assembly and NVTC's follow up study in 1994 forecast an annual internal rate of return for the Commonwealth on its Metrorail investments of 20%. Participants suggested that NVTC should consider updating its earlier studies, perhaps in cooperation with Hampton Roads. To that end, WMATA's recent work on the business case for Metrorail

identified \$235 billion of real estate value within half a mile of Metrorail stations (half of that within a quarter mile) and compiled data on the assessed value of the parcelable real estate in those areas.

Among the techniques used to initiate plans for a new \$240 million Metrorail station in Alexandria's Potomac Yard are developer fees (\$10 per square foot), assessment districts (20-cents per \$1000 commercial and 10-cents for residential) and anticipated property tax revenues from future development. The station is currently scheduled to open at the end of 2016. Including debt service and capitalized interest costs, almost \$500 million in financing is needed. In the Beauregard Corridor of Alexandria the developer charge is \$1 to \$2 per square foot for affordable housing.

Chris Leinberger stated that developers prefer to share their returns from the mid-to-long-term portion of project earnings, rather than make up front contributions at greater risk. They don't want to share more than a third of earnings and want their obligation to end when the initial investment is paid off. Governments should consider taking equity positions in such projects (e.g. 10 percent), perhaps as a limited partner via a non-profit organization.

Shyan Kannan reported on his research that shows a strong correlation between urban rail transit investments and high-wage jobs. He did not find a similar result for Bus Rapid Transit investments, but BRT may help aggregate service sector jobs. Uses valued at \$70 per square foot or higher are generally necessary in order to serve as a magnet for high-paying jobs.

Contacts

Virginia Department of Rail and Public Manager of Transit Planning Amy Inman, M.S.

600 East Main Street, **Transportation**

Suite 2102

Richmond, VA 23219

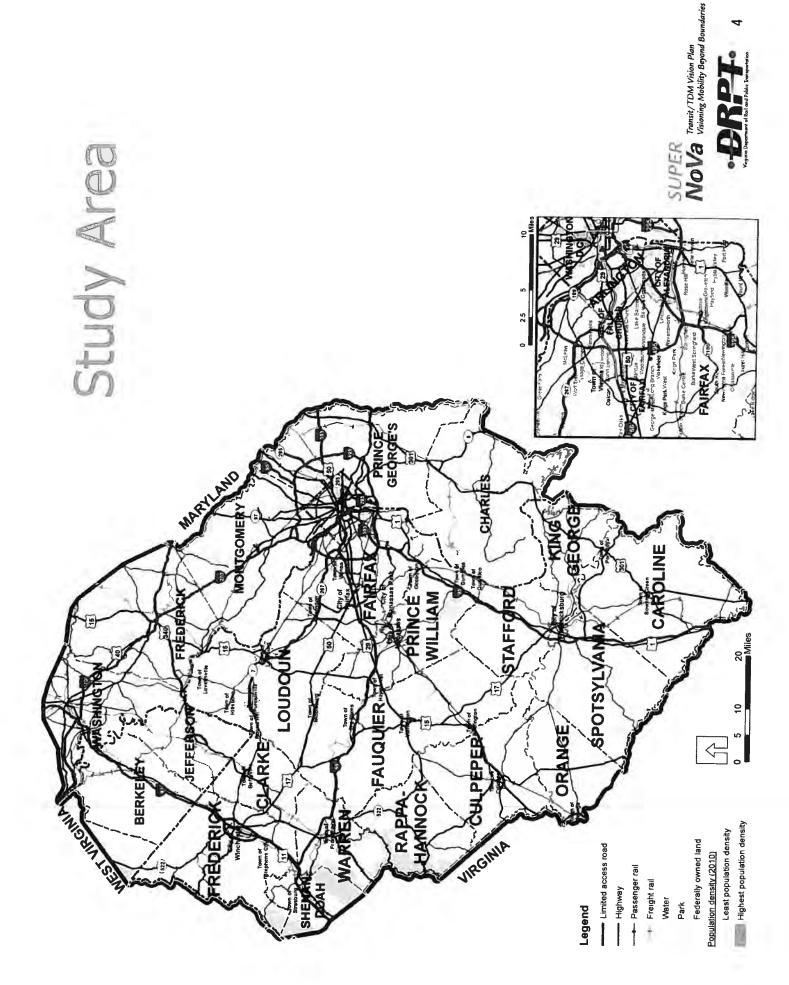
(804) 225-3207

amy.inman@drpt.virginia.gov

mike.harris@kimley-horn.com 11400 Commerce Park Drive Kimley Horn and Associates Reston, VA 20191 (703) 674-1318 Mike Harris Suite 400



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Stakeholders

Town of Culnanar	Town of Dumbhoo	LOWING DURINGS	own of Front Royal	I own of Hamilton	 Town of Haymarket 	 Town of Herndon 	Town of Hillshorn	Town of Leasthire	Towns of Louisian B	I OWN OF LOVERSYINE	Town of Middleburg	Town of Occoquan	Town of Orange	Town of Orange Transit System	Town of Purcellyille	Town of Ouantico	Town of Round Hill		•			• Warran Comby	* Rido Cmart	- Bortoley County	Ser Keley County	City or maransburg	Jefferson County		•	 Eastern Panhandle Transit Authority (PANTRAN) 																				
TYTRAN - Tysons Transportation Association	Fauguier County	Frederick County Virginia	VDOT Eradorickshira Director	VOOT FINANCIAL STATE OF THE STA	VDO 1 Predeficksburg District	FAMPO	GWRC	GW Ride Connect	Frederickshurg Regional Transit (EDED)	King George County	wing decide county	Loudoun County	Loudoun County Transit/Commuter Services	Northern Virginia Regional Commission	Metropolitan Washington Airports Authority	VDOT Northern Virginia District	VDOT Northern Virginia District Planning	VDOT Northern Virginia District Multimodal Liaison	Dulles Corridor Metrorail Project (MWAA)	Northern Virginia Transportation Commission (NVTC)	Northern Virginia Transportation Authority (NVTA)	Virginia Railway Express	Virginia Regional Transit	Orange County	The Bus	Prince William County	Omei Bide	Cities Ride	Potomac Kappahannock Transportation Commission (PRTC)	Rannahannork County	Rappahannock-Rapidan Regional Commission	VDOT Culpepper District	VDOT Culpepper District Planning	Rappahannock-Rapidan Commuter Services	Shenandoah County	Northern Shenandoah Valley Regional Commission	Win-Fred MPO	VDOT Staunton District	VDOT Staunton District Planning	Valley Connector	Spotsylvania County	Transportation Association of Greater Soripofield	Stafford County	Station County	MAKIZ	Quick's	Federal Highways Administration	Town of Berryville		Town of Bowling Green
Ride On	Bethesda Transportation Solutions	Friendship Heights Transportation Management District •	North Bethesda Transportation Center	Maryland National Capital Bark and Discounting	Driver County Capital Fair and Flaiming Colli.	Frince George's County	Silver Spring Transportation Management District	Tri-County Council for Southern Maryland	Commuter Choice Maryland (MTA)	Maryland Rideshare (MTA)	Mandand Transit Administration (But a MAD)	Machinetes Cont.	wasnington County	County Commuter	Tri-County Council for Western Maryland	Arlington County Planning	Arlington County Transit	Arlington County Transportation	Commuter Assistance Program	Commuter Assistance Program TDM	Arlington Transit (ART)	Star (paratransit)	Caroline County	City of Alexandria	Local Motion	Alexandria Transit Company (DASH)	City of Alexandria/DASH	DOT (naratraneit)	FAST - Full Access Transportation Solutions	City of Fairfax	City of Fairfax Transit (CUF)	City Wheels (paratransit)	City of Falls Church	Fare Wheels (paratransit)	City of Fredericksburg	City of Manassas	City of Manassas Park	City of Winchester	Winchester Transit	Clarke County .	Culpeper County	Fairfax County Transportation	Fairfax County Planning	Carrier County rightling	rairiax County Kidesources	Reston Limousine	Fairfax Connector	Fastran (paratransit)		DATA - Dulles Area Transportation Association
Metropolitan Washington Council of Governments	- Amtrak	Federal Transit Administration	Federal Transit Administration - Region 3	FHWA Eastern Federal Lands Highway Division	Office of Economic Adjustment 115 Department of	Defense		Commuter Connections	washington metropolitan Area Transit Authority	Washington Metropolitan Area Transit Authority -	Metrobus	WMATA MetroAccess (paratransit)	Defense Access Roads Program	Fort A.P. Hill Military Reservation	Fort Belvoir	BRAC	Joint Bace Myer-Henderson Hall	Marine Come Race Organico	Joint Force Headquistant National Capital	Interagency Coordination	Joint Force Headquarters National Capital Region	Joint Force Headquarters National Canital Region	Andrews/Bowling Air Force Base	Marine Corps National Capital Begins	Washington Headquarters Sonitzo Deform Conlisting	Washington headquarters bervice, berense radilities Directorate	· OC DOI	TO DO	DC DOT - Confinuter buses OC DOT - Policy Dispuise and Suchainability	DC DOT - Department of Transportation Control	Administration	DC DOT - Advisor to WMATA and Regional Planning	DC DOT - Transportation Policy & Planning	Administration	Bladensburg	Charles County	Keller	VanGo	Frederick	TransIT	Eyre .	Gaithersburg .	Rockville	Takoma Park	Frederick County Management	Mandand Mandand Mandand	Maryland National Capital Park and Planning	Modeston	Montgomery County	· ·



Plans Considered

Fransportation Master Plan (Alexandria, VA) Adopted 1992 Master Plan (Alexandria, VA)

Comprehensive Plan, City of Fairfax, Virginia (Fairfax, VA)

Fask Force for a More Livable (Fairfax, VA)

City of Falls Church, Virginia Comprehensive Plan (Falls Church,

Fredericksburg Comprehensive Plan (Fredericksburg, VA)

Manassas Next: 2030 Comprehensive Plan (Manassas, VA)

City of Manassas Park, Virginia Comprehensive Plan (Manassas

City of Winchester Comprehensive Plan 2011 (Winchester, VA)

General Land Use Plan (Arlington, VA)

Berkeley County Comprehensive Plan Update (Berkeley, WV) Master Transportation Plan (Arlington, VA)

Caroline County 2030 Comprehensive Plan (Caroline, VA)

Charles County Comprehensive Plan (Charles, MD)

2007 Clarke County Comprehensive Plan (Clarke, VA)

Culpeper County 2030 Comprehensive Plan (Culpeper, VA)

The Comprehensive Plan for Fairfax County Virginia (Fairfax, VA) Fauquier County Comprehensive Plan (Fauquier, VA)

Frederick County Master Transportation Plan (Frederick, MD) Fauquier County Connections Plan (Fauquier, VA)

Frederick County's Future: Many Places, One Community The 2030 Comprehensive Plan (Frederick, VA) (Frederick, MD)

Jefferson County, West Virginia Comprehensive Plan (Jefferson,

King George County Comprehensive Plan (King George, VA)

General Plan Refinement of the Goals & Objectives for 2010 County Wide Transportation Plan (Loudoun, VA) Loudoun County General Plan (Loudoun, VA)

Countywide Master Plan of Transportation (Prince George's, MD) Montgomery County (Montgomery, MD)

2008 Comprehensive Plan (Prince William, VA) Approved General Plan (Prince George's, MD)

Spotsylvania County Comprehensive Plan (Spotsylvania, VA) Rappahannock Comprehensive Plan (Rappahannock, VA) Comprehensive Plan 2010-2030 (Stafford, VA)

Comprehensive Plan for the County (Washington, MD) Warren County Comprehensive Plan (Warren, VA)

Seorge Washington Regional Long Range Transportation Plan

Your Vision, Our Future: The George Washington regional Scenario Planning Study (FAMPO) Transportation Improvement Program (FY 2012-2015) (FAMPO) Direction 2035: A regional framework for a safe and efficient multimodal transportation network (HEPMPO)

Transportation Improvement Program (FY 2010-2013) (HEPMPO) What if (the Washington Region Grew Differently) (MWCOG)

Priorities for a Growing Region (MWCOG)

Transportation Improvement Program (FY 2011-2016) (MWCOG) Fiscally Constrained Long Range Transportation Plan (MWCOG)

Vorthern Shenandoah Valley Regional Commission 2035 LRTP Region Forward (MWCOG)

ransAction 2030: Transportation for Today and Tomorrow

NVTA Six Year Plan Projects (NVTA)

Rappahannock-Rapidan Regional Commission 2035 LRTP (RRRC) RRRC Congestion Management Plan (RRRC)

A Study of the Transportation and Land-Use Planning Connection in the Rappahannock-Rapidan Region (RRRC)

Comprehensive Plan Bowling Green, Virginia (Bowling Green, VA) * The Town of Clifton, Virginia Comprehensive Plan 2009 (Clifton,

Fown of Dumfries Comprehensive Plan 2011 (Dumfries, VA) Town of Culpeper Comprehensive Plan (Culpeper, VA) Comprehensive Plan (Haymarket, VA)

Town of Herndon 2030 Comprehensive Plan (Herndon, VA) Leesburg Town Plan (Leesburg, VA)

Fown of Lovettsville 2011 Comprehensive Plan (Lovettsville, VA) Fown of Middleburg Comprehensive Plan (Middleburg, VA)

Purcellville, Virginia 2025 Comprehensive Plan (Purcellville, VA) Town of Orange Comprehensive Plan 2006-2026 (Orange, VA) Purcellville Townwide Transportation Plan (Purcellville, VA) Fown of Round Hill Comprehensive Plan (Round Hill, VA)

Comprehensive Plan for the Town of Strasburg (Strasburg, VA) Fown of Warrenton Comprehensive Plan Update: 2000-2025 Fown of Vienna, Virginia Comprehensive Plan (Vienna, VA) (Stephens City, VA)

own of Stephens City, Virginia Comprehensive Plan 2005-2025

(Warrenton, VA)

The Town of Washington, Virginia Comprehensive Plan 2006 (Washington, VA)

Comprehensive Plan for the National Capital (Federal Elements)

Comprehensive Plan for the National Capital (District Elements) (Washington, DC)

Win-Fred Metropolitan Planning Organization 2030 Transportation Plan (Win-Fred, VA)

Comprehensive Master Plan (Rockville, MD)

Southern Maryland Transportation Strategy (Tri -Council for Southern Maryland, MD)

Virginia Forest Highway Long Range Transportation Plan (FHWA -ELHO, FED)

Vtrans2035: Virginia's Long-Range Multimodal Transportation Plan (VDOT, VA)

2025 State Highway Plan - Technical Report (VDOT, VA) Takoma Park Master Plan (Takoma Park, MD)

City of Frederick 2010 Comprehensive Plan Update (Frederick,

Comprehensive Plan City of Martinsburg (Martinsburg, WV) City of Gaithersburg 2009 Master Plan (Gaithersburg, MD) 2008 Comprehensive Plan (Hagerstown, MD)



DRPT Super NOVA Draft Schedule	2011	1	2012									
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PUBLIC MEETINGS SCHEDULED

Help Us Envision Mobility Beyond Boundaries.

As travelers in this "Super" region, it is important that we hear your ideas on bus and rail travel, carpooling, vanpooling, and more. Join the Virginia Department of Rail and Public Transportation (DRPT), along with key partners, to help develop









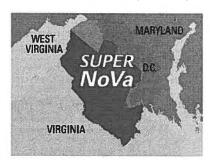
the Super NoVa Transit/ Transportation Demand Management (TDM) Vision Plan. The purpose of this plan is to identify travel needs, evaluate current gaps

in transit, rail and TDM programs, and identify a vision for improved mobility. When completed in fall 2012, the vision plan will lay out strategies for enhancing mobility for the super region.

We welcome you to join us at a meeting and to connect with us online to develop a vision for mobility beyond boundaries that eases your commute and helps us travel seamlessly throughout the region.

Stay connected and join the dialogue online

- Learn more about the study, join our email list and take a brief survey: Website: www.SuperNoVaTransitVision.com
- Facebook: www.facebook.com/SuperNoVaTransitTDM
- Twitter: www.twitter.com/SNoVaTransitTDM



"To address congestion in Northern Virginia, we have to take a broader view of what constitutes the region and the commuting patterns of its workforce." – Governor Bob McDonnell

Save the Date. Join us at any one of the identical, open-house meetings below. Presentations will be offered at 7 p.m. and 8 p.m. at the evening meetings on Feb. 13, 15, and 16.

Feb. 13, 2012 – 6:30 to 8:30 p.m. Ida Lee Recreation Center, 60 Ida Lee Dr. Leesburg, VA 20175
*Snow date: 2/20/12

Feb. 14, 2012 - 11:30 a.m. to 1:30 p.m.
Shops at 1750 Crystal Drive (Underground, near Rite Aid/Metro)

1671 Crystal Square Arcade
Arlington, VA 22202

*Snow date: 2/21/12

Feb. 15, 2012 – 6:30 to 8:30 p.m.
Warrenton Community Center, 430 E. Shirley Ave.
Warrenton, VA 20186

*Snow date: 2/22/12

Feb. 16, 2012 - 6:30 to 8:30 p.m.

Spotswood Baptist Church, 4009 Lafayette Blvd. Fredericksburg, VA 22408

*Snow date: 2/23/12

*Cancellation policy: In the event of inclement weather, please check our website for meeting updates.

Can't make a meeting? We still want to hear from you.

Stay connected to the vision plan online and send us your thoughts and comments by March 1, 2012:

- Online: www.SuperNoVaTransitVision.com
- By mail: Super NoVa Transit/TDM Vision Plan, 11400 Commerce Park Drive, Suite 400, Reston, VA 20191

Need Assistance to Participate?

For special assistance or information, call 1-804-786-4440 or TDD 711 at least 48 hours in advance of the meeting. DRPT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964.

Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@kimley-horn.com

Log on to learn more: www.SuperNoVaTransitVision.com





Transit/TDM Vision Plan
Visioning Mobility Beyond Boundaries

Invited Transportation Agencies and Organizations

Organizations and agencies that will be part of this vision plan include:

Transit Agencies:

Alexandria Transit Company (DASH)

Arlington Transit (ART)

Alexandria DOT

City of Fairfax Transit (CUE)

City Wheels

Eastern Panhandle Transit Authority

(PANTRAN)

Eyre

Fairfax Connector

Fare Wheels

Fastran

Fredericksburg Regional Transit

(FRED)

Keller

Loudoun County Transit/Commuter

Services

MARTZ

Maryland Transit Administration (Bus

& MARC)

Northern Virginia Transportation

Commission (NVTC)

Potomac Rappanhannock

Transportation Commission (PRTC)

Quick's

Reston Limousine

Ride On

Star

The Bus

Town of Orange Transit System

Valley Connector

VanGo

Virginia Railway Express

Virginia Regional Transit

Washington County Commuter

Washington Metropolitan Area Transit

Authority - Metrobus and

MetroAccess

Winchester Transit

Transportation Demand Management Organizations & Transportation

Management Associations:

Bethesda Transportation Solutions

Commuter Assistance Program

Commuter Choice Maryland (MTA)

Commuter Connections

DATA - Dulles Area Transportation

Association

Fairfax County RideSources

FAST - Full Access Transportation

Solutions

Friendship Heights Transportation

Management District

GW Ride Connect

LINK - Reston Town Center

Association

Local Motion

Maryland Rideshare (MTA)

Montgomery County Commuter

Services Section (CSS)

North Bethesda Transportation Center

Omni Ride

Rappahannock-Rapidan Commuter

Services

RideSmart

Silver Spring Transportation

Management District

TransIT

Transportation Association of Greater

Springfield

TYTRAN - Tysons Transportation

Association

Study Schedule

During this approximately one year study, three rounds of public meetings will be held. Opportunities to attend a meeting will be offered at multiple locations. Throughout the study, you may learn more by visiting the study website and completing brief surveys to help the team.





Transit/TDM Vision Plan Visioning Mobility Beyond Boundaries





RELEASE: Contact:

IMMEDIATE
Kimberly Kovac

804-225-3748

Kimberly.Kovac@drpt.virginia.gov

DRPT Kicks Off Super NoVa Transit/TDM Vision Plan

Richmond, Va., January 31, 2012 – The Virginia Department of Rail and Public Transportation (DRPT) today announced public meetings to kick off the Super NoVa Transit/Transportation Demand Management (TDM) Vision Plan. The plan will outline a regionally coordinated and comprehensive transit and TDM vision that will support increased mobility and greater transportation choices in the region. The Super NoVa region not only includes the northern part of Virginia, it considers an even broader view by also examining the needs of commuters to the region from Washington D.C., Maryland and West Virginia.

Citizens are invited to learn more about the study by attending any one of the following meetings.

Monday, February 13, 2012 6:30 p.m. to 8:30 p.m. Ida Lee Recreation Center 60 Ida Lee Drive Leesburg, VA 20175 Snow date: 2/20/12

Tuesday, February 14, 2012
11:30 a.m. to 1:30 p.m.
Shops at 1750 Crystal Drive
1671 Crystal Square Arcade (Underground, near Rite Aid)
Arlington, VA 22202
Snow date: 2/21/12
(No presentation at this location)

Wednesday, February 15, 2012 6:30 p.m. to 8:30 p.m. Warrenton Community Center 430 E. Shirley Avenue Warrenton, VA 20186 Snow date: 2/22/12

Thursday, February 16, 2012 6:30 p.m. to 8:30 p.m. Spotswood Baptist Church 4009 Lafayette Boulevard Fredericksburg, VA 22408 Snow date: 2/23/12 Presentations will be offered during the evening meetings at 7 p.m. and 8 p.m.

Public and stakeholder involvement will be a significant component of the study. The Super NoVa study is scheduled to be complete by October 2012. Citizens are encouraged to participate by attending these meetings and future meetings and by offering input to the team. Individuals who cannot make the meeting can visit the study website for more details and to provide their insight to DRPT by completing a brief survey online. Written comments also may be sent to: Attn: Super NoVa Transit/TDM Vision Plan, 11400 Commerce Park Drive, Suite 400, Reston, VA 20191. Comments need to be received by March 1, 2012 to be included in the official record.

DRPT ensures nondiscrimination in all programs, services and activities in accordance with Title VI of the Civil Rights Act of 1964. For special assistance or information, call 804-786-4440 or TDD 711 at least 48 hours in advance of the meeting date.

Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@kimley-horn.com

Background: In response to the rapid increase in congestion in Northern Virginia, DRPT has initiated a study of current and projected commuter patterns throughout the region. The Super NoVa Transit/TDM Vision Plan will recommend transit/TDM enhancements and seek to increase the number of transportation choices.

Website: www.supernovatransitvision.com

Facebook: www.facebook.com/SuperNoVaTransitTDM

Twitter: www.twitter.com/SNoVaTransitTDM





Meeting Summary

Northern Virginia Evacuation Transportation Planning Project

Transit Agencies Coordination Meeting

Meeting Date:

January 19th, 2012

Time:

10:00 a.m. to 12:00 noon

Location:

Alexandria Transit Offices Board Room

3000 Business Center Drive, Alexandria, VA 22314

Date of Summary: January 30th, 2011

Meeting Attendees (Listed by Agency):

NAME	TITLE	AGENCY	E-MAIL			
Dawood, Andrea	Safety-DASH	Alexandria DASH	Andrea.dawood@alexandriava.gov			
Putzier, Brad	AGM	Alexandria DASH	brad.putzier@alexandriava.gov			
Miller, Brian	NIMS Officer	Alexandria FD/OEM	Brian.miller@alexandria.gov			
Driskill, Jeffrey	Exercise and Training Officer	Alexandria OEM	Jeffrey.driskill@alexandriava.gov			
Henderson, Joe	Deputy EM Coordinator	Alexandria OEM	Joe.henderson@alexandria.gov			
Penn, Mark	Emergency Mgmt Coordinator	Alexandria OEM	mark.penn@alexandriava.gov			
Scaffido, Paul	Regional EM Planner	Alexandria OEM	paul.scaffido@alexandriava.gov			
Brown, Wendy	Interim Asst. Director H&S	Alexandria City Public Schools	Wendy.brown@acps.k12.va.us			
Rose, David	Director of Transportation	Alexandria City Public Schools	david.rose@acps.k12.va.us			
Angulo, Steve	Loudoun County OTS	Loudoun County	Steven.angulo@loudoun.gov			
Miller, Mark	Operations EM Coordinator	WMATA	Mmiller1@wmata.com			
LaPorte, Peter	OEM Director	WMATA	plaporte@wmata.com			
Taube, Rick	Executive Director	NoVA Transp. Commission	rick@nvtdc.org			
Marx, Eric	Director	PRTC	emarx@omniride.com			
Li, Ling	Operations Engineering Manager	VDOT	ling.li@vdot.virginia.gov			
Brown, Beth	Regional Planner	VDEM	beth.brown@vdem.virginia.gov			
Gray, Virgil	Region VII Coordinator	VDEM	virgil.gray@vdem.virginia.gov			
Bui, Tina	Consultant	IBI Group	anh.bui@ibigroup.com			
Natarajan, Suha	Consultant	IBI Group	suhasini.natarajan@ibigroup.com			
Tran, Tom*	Consultant	IBI Group	tom.tran@ibigroup.com			
Yang, Ning	Consultant	IBI Group	ning.yang@ibigroup.com			

^{*} Please contact Tom Tran if you have any questions or comments on this Meeting Summary.

Summary

1. Virgil Gray provided a summary of three upcoming statewide exercises in July (July 24 and July 26) and September. The July exercises will check out some elements of the traffic management support functions developed in this project (e.g., control measures, traffic control points, assembly areas, rail station transfer points, and state transfer points). The next phase of this project is to

Meeting Summary

coordinate the operations on the bridges linking Northern Virginia with Washington, D.C., define pedestrian routes and assembly areas to support walk-out evacuees. The primary objective is to come up with a strategic framework coordinated among local, state and federal agencies.

- 2. Tom Tran provided a brief background and scope of the project. He introduced the traffic management support functions developed in this project and highlighted the following key points:
 - The vehicular traffic management strategies and the setup of traffic control points developed for each jurisdiction (counties and independent cities) in Northern Virginia region, the vehicular traffic control measures, especially the road closures and detours, may affect bus operations.
 - The transit support functions for 14 mass transit stations (Metrorail and VRE) have been
 developed to help manage a large volume of people arriving at these stations.
 Feedbacks and comments from transit agencies would be quite helpful to improve the
 station-specific plans. Coordination between transit agencies and transportation agencies
 is needed to deploy resources, manage vehicular traffic and pedestrian evacuees.
 - The walk-out pedestrian management support functions have been developed for the following three bridges connecting Northern Virginia and Washington, D.C.: Francis Scott Key Bridge, Theodore Roosevelt Memorial Bridge, and Rochambeau Bridge. The objective of this support function is to help manage large numbers of pedestrian evacuees from the District to Virginia. Transit service is needed to help evacuate a portion of the pedestrian evacuees.
 - The VSP plan, USPP plan, Northern Virginia Evacuation Plan, and DC walk-out plan that were developed a few years ago have been reviewed to provide background information for the development of the pedestrian management support functions.
 - Comments and feedback about the plans developed for transit stations and pedestrian management support were requested.
- 3. There was a suggestion to identify the most critical areas where gates, barriers or other automated devices could be installed to minimize the number of personnel required. Such locations may be identified based on the traffic control locations documented in this project. There have been similar suggestions to use gates on the Maryland Eastern Shore to manage hurricane evacuation traffic (a preliminary gate design was conducted, but no implementation to date).
- 4. A few years ago, the Northern Virginia Transportation Commission worked with local transit providers and developed emergency response plans for various transit stations. These plans identified bus staging areas, signage at the stations, and bus bridge plans. It was recommended that the project team compare these plans with the transit support functions developed in this project.
- 5. If the Metro Rail system is not threatened or damaged, WMATA would want to maintain normal operations to minimize congestion in other parts of the system and to help evacuees to follow the same routes to go home.
- 6. Limited personnel resources to support the evacuation operation would be a major issue. There is a concern that many bus drivers would report to work in case of a catastrophe. This should be a consideration by local agencies in developing their emergency response plan (using the support functions developed in this project).
- School buses, tour buses, and DC Circulators may be supplemental resources. School buses
 are usually available after 4:30 p.m. But, only 10-20% drivers may be available to work due to
 potential issues with insurance policies.
- 8. It was recommended that the project team meet with the Transit Operators at the MWCOG's Regional Bus Operations Sub-committee to obtain feedback about potential issues to be considered and addressed for developing the transit support functions. This is IBI's action item.
- 9. Information on the draft evacuation bus support functions may be downloaded from: ftp://20438-20dK:yw5rs8gn@ftp.ibigroup.com/index.htm



ORIGINAL INVITATION

A Meeting on Value Capture to Fund Northern Virginia Transit Projects

Despite widespread support for expanding transit routes and service, including Metrorail, Light Rail and Bus Rapid Transit, funding new transit remains a significant challenge. The Coalition for Smarter Growth is aware of significant interest from local jurisdictions in the potential for using value capture approaches to tap the economic value created by transit in order to help fund critical transit projects. For example: Fairfax is using a special tax district to fund Dulles Rail, Alexandria Councilmember Rob Krupicka has a proposal for using value capture tools to fund Alexandria's transit needs, and Mark Jinks of Alexandria created a value capture approach for a Potomac Yard Metro station. The DC Bid sponsored a study of value capture for streetcars.

In order to increase sharing of information about how to structure and advance value capture approaches, we would like to convene a meeting of local government, academic, non-profit and private sector stakeholders and experts. Hopefully, this will result in helping jurisdictions to structure such approaches within the VA legal context. We will also convene separate meetings in Maryland and DC because of the level of interest in those jurisdictions as well.

Live smaller, work closer Alley houses take off

Sprawl repair prototypes unveiled 1/1

CITIES TOWNS

The decision maker's bridge to stronger, greener communities

FORMERLY NEW URBAN NEWS JANUARY-FEBRUARY 2012

Capturing rising real estate values key to transit implementation

As money to build rail lines and transit-oriented development falls short, advocates search for new revenue sources.

PHILIP LANGDON

ince 2004, a number of regions, including Denver, Salt Lake City, Seattle, Los Angeles, Minneapolis-St. Paul, Portland, Oregon, and Charlotte, North Carolina, have been planning to expand their transit systems more rapidly than in decades past. The combination of a depressed economy and reduced government revenue, however, has become a major hindrance.

Despite the Obama administration's enthusiasm for rail and streetcar lines, federal agencies lack the funds to support more than a fraction of projects being envisioned.

How large is the shortfall? The Center for Transit-Oriented Development (CTOD) gathered information last year on 413 planned or proposed fixed-guideway transit projects that were seeking federal New Starts funds. CTOD found that at the current rate of New Starts grants (\$1.6 billion a year), it would take 73 years for all those projects to receive the money they need.

The mismatch between demand and revenue is a chief reason why the advocates of transit and transit-oriented development (TOD) are increasingly turning to "value capture" mechanisms. Value capture enables transit projects to extract sizable revenues from properties whose value goes up because of proximity to transit.

Essentially, a public entity lays claim to part of the rise in property values along a transit line, and uses it to help finance transit or other public investments.

In the US, four main methods of value capture have gained favor. They are:

CONTINUED ON PAGE 7

A new house on a back lane in Vancouver, British Columbia. There have been 450 built, and as many as 60,000 allowed under the codes. See article on page 12.



Social network assists downtown rebirth

Bristol Rising in Connecticut is one of the most comprehensive small city redevelopment plans in the US.

ROBERT STEUTEVILLE

his past August in Bristol, Connecticut, 15,000 people attended a "pop-up piazza" — a festival on the site of a planned downtown public space. Across the street, a new café and art gallery more recently opened, followed by a pool hall. An alehouse is planned.

This spurt of energy and excitement is unusual in a Connecticut city with a once-thriving downtown now marred by vacant buildings and too many parking lots. Bristol was the victim of a devastating 1955 flood, even more damaging urban renewal, and a changing economy. But residents are gung-ho about revitalizing the core of this suburban city, population 61,000 — the home of ESPN. In October, city council approved a revitalization plan to build as many as 3,500 new housing units downtown along with substantial retail and office development.

The development, on scattered underutilized sites around the 400-acre city center, could bring an estimated 2,200 construction jobs, 2,400 permanent jobs, \$103 million in annual income, and \$17 million in annual city revenues.

The Bristol Rising plan focuses on eight districts and 30 sites with significant development potential. Bolstered by market studies, developer Renaissance Downtowns is starting with rental units and focusing primarily on mixeduse loft construction to attract the upand-coming "millennial" generation and downsizing Baby Boomers.

Renaissance Downtowns of Plainview, New York, cuts deals with small

CONTINUED ON PAGE 4

BETTER! CITIES & TOWNS

Value capture

FROM PAGE 1

SPECIAL ASSESSMENT DISTRICTS

A notable example is the special assessment district that provided crucial financial support for the South Lake Union Streetcar in Seattle. Since opening in December 2007, the 1.3-mile line has connected the redeveloping South Lake Union district to the adjacent downtown—helping Paul Allen's Vulcan Real Estate, the major investor in South Lake Union, turn a drab warehouse area into a hotbed of mixed-use development.

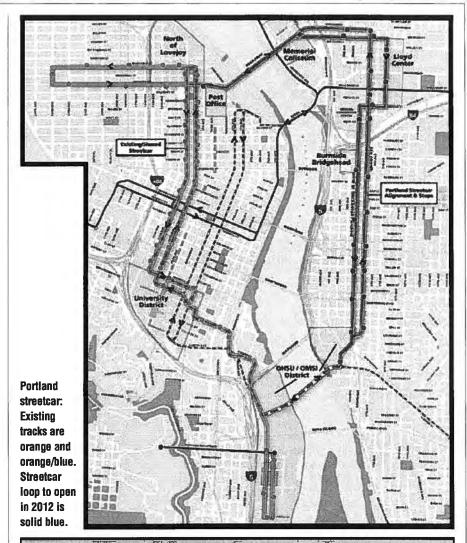
Office, housing, and restaurant development has thrived — just as Vulcan sensed it would once streetcars provided quick, convenient access. Vulcan has built 7,500 housing units and more than 2 million square feet of commercial, biotech, and mixed-use projects, including the headquarters of Amazon.

More than 2,400 riders a day use the streetcars, which usually operate at 15-minute intervals. In 2011, nearby medical institutions underwrote an additional streetcar, reducing headways to 10 minutes during peak commuting hours.

"Streetcars are [the transit mode] where people have been most successful at value capture," says Nadine Fogarty, principal in Strategic Economics of Berkeley, California, which has studied South Lake Union and other transit-served urban developments. "Streetcars are basically a walk accelerator; they expand the size of a retail or office district," bringing additional customers, tenants, and residents to properties along their routes.

Owners who expect to benefit are often willing to vote to establish assessment districts, which levy a special tax on properties within the district. Approval comes easiest when properties subject to the tax are owned by just a few parties. That was the case in South Lake Union, where Vulcan had bought 60 acres, aiming to remake the area. In some states, a district can be established only with the approval of a supermajority, such as two-thirds of the property owners. The names of these districts vary - from "local improvement district" in Washington State to "transit benefit district" in Washington, DC.

Less commonly, such districts have been established along portions of lightrail or heavy-rail lines. These lines tend



Inspiration from Portland

nstallation of streetcars, and the use of special assessment districts to support them, have been inspired by the phenomenal success of the Portland Streetcar and redevelopment of the Pearl District north of downtown Portland, Oregon.

A local improvement district, as the special assessment district is called in Portland, was approved in the 1990s by property owners along what is now a 3.9-mile route. The special tax raised \$9.6 million of the \$57 million needed to build the line. Other sources, predominantly local, included \$28.5 million in bonds backed by revenues from city-owned parking garages.

The investment has paid off handsomely. The consulting firm Strategic Economics reports that along 10th and 11th Avenues, retail has increased dramatically since the streetcar began running in 2001. Prior to the start of streetcar route construction in 1997, buildings on the blocks adjacent to the route filled an average of only 34 percent of their allowable floor area ratio (FAR). Between 1997 and 2004, new development became nearly three times as dense, averaging 90 percent of the maximum FAR.

Ridership reached 12,000 per week-day by 2010, and a 3.3-mile loop connecting to areas east of the Willamette River is to open this year. By 2008, \$3.5 billion of new development had been built adjacent to the streetcar service. Since 1995, the Pearl Business Association has grown from eight members to around 450, according to Strategic Economics. Ninety percent of the stores are said to be locally owned.

BETTER! CITIES & TOWNS

to cross municipal borders and cover long distances, with large differences in volume of development from one stations but less development around others. Those factors make it harder to win property owners' approval for special assessment district on light- or heavy-rail lines.

But it does happen. In Fairfax County, Virginia, for example, property owners established the Dulles Rail Transit Improvement District, which is providing some of the money needed to extend Metro's Silver Line to Dulles Airport and beyond. A November 2008 CTOD report, "Capturing the Value of Transit," says the Dulles improvement district is intended to generate \$400 million from commercial, industrial, and multifamily investment properties — about 15 percent of the Metro extension's cost. The assessment — much of it on properties in office- and retail-rich Tysons Corner — serves as the county's portion of the local match required for federal funding of the project.

The boundaries of the Dulles assessment district were drawn to include property owners who viewed transit as a worthwhile investment and to exclude owners who would have voted against the district. A section of adjoining Loudoun County was dropped from the district because of inadequate support there.

Another section of the Metro rail network where a special assessment district has been established is the District of Columbia near New York Avenue, where a small number of owners controlled most of the properties and were eager to develop them. They voted to establish a special assessment district that would provide \$25 million — 28 percent of the cost of building an infill station on the existing Red Line.

JOINT DEVELOPMENT

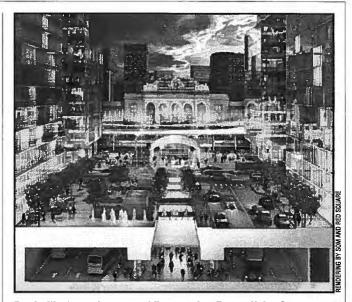
Some of the largest transit operators in the nation — especially those in Los Angeles, Atlanta, and the nation's capital — have become adept at teaming up with private developers to erect buildings above stations or on property nearby that has been under transit agency ownership.

A Government Accountability Office (GAO) study in July 2010 found that many of these projects convert parking lots into a mix of structured parking and other development — mainly housing, offices, or retail. The revenue generated for a transit system each year by joint development "is generally small when compared with an agency's annual operating expenses," GAO concluded.

But there's certainly potential for bigger endeavors. "Atlanta's Lindbergh City Center will eventually encompass 47 acres of mixed-use development "near a MARTA station, GAO pointed out. A joint development agreement may include a cost-sharing agreement (usually to pay for infrastructure that integrates transit into the surrounding development) or a revenue-sharing agreement (which distributes the revenues from development among the partners) or a combination of the two.

One of the most impressive joint development projects in the nation — a nearly \$500 million endeavor with complicated financial underpinnings — is being carried out in Denver, where public agencies, including the Regional Transportation District, the City and County of Denver, the Colorado Department of Transportation, and the Denver Regional Council of Governments, have teamed up with developers Continuum Partners and East West Partners.

The partner agencies, along with the developers, created a not-for-profit entity called the Denver Union Station Project



Bus facility beneath street and linear park at Denver Union Station.

Authority (DUSPA) to finance and construct a multimodal transportation hub at the city's historic Union Station. Using a combination of local, state, and federal funds, plus two federal loans, DUSPA is producing a hub that will be abutted by millions of square feet of mixed-use development.

The transportation and infrastructure program includes a three-track light-rail facility, a 22-bay underground bus facility, an eight-track commuter rail depot, and nearly 10 acres of new public space, all situated within the emerging Union Station Neighborhood. Light rail is open and operating, the bus facility is more than half completed, and construction has begun for commuter rail.

Private development is considered critical to the transportation hub's success. "On Union Station's original 19 acres there will be upwards of 1.5 million square feet of space," says Frank Cannon, president of the Union Station Neighborhood Company, an entity formed by Continuum and East West serve as the project's master developer.

Groundbreaking for the first 120,000 square feet of private development — a five-story mixed-use development adjoining the historic station — is to take place in March, with the second building to follow later this spring. On the remaining 20-plus acres of the development within the Union Station Neighborhood, most of it controlled by East West or Continuum, "there will be another 3 to 4 million square feet of development," Cannon says.

"It's a significant addition to Denver," says Cannon. "We're creating an entirely new transit district — a 12-block area — with nearly 10 acres of new public space."

TAX-INCREMENT FINANCE (TIF) DISTRICTS

• Tax-increment Finance (TIF) districts. In TIF districts that are organized to make transit-related projects feasible, the increase in property tax revenue from development and higher real estate values is most commonly used to pay for station infrastructure such as parking garages, roads, and pedestrian improvements. Though the rules vary from state to state, the

BETTER! CITIES & TOWNS

tax increment is frequently devoted to environmental cleanup and land assembly as well as infrastructure. "In some cases TIF can even be used to directly subsidize private development," CTOD says.

In the Denver project, both property and sales tax increment are being used to retire the federal loans that DUSPA obtained to build the transit infrastructure improvements. (No TIF revenues are being used to subsidize the private development by the Neighborhood Company.)

TIFs typically allow jurisdictions to borrow against the anticipated growth in tax revenue, but they usually do not impose new taxes or higher rates. However, in the Union Station project, the City, the Regional Transportation District, and the Neighborhood Company established additional special taxing districts to increase the amount of TIF revenue generated. "We created a series of Metropolitan Districts where we essentially tax ourselves," Cannon says of the master developer.

For 30 years, property owners will pay an extra 20 mills of property tax to retire debt on the infrastructure and another 10 mills to operate and maintain the public realm. Given the current tax level in Denver, "this is about a 45 percent increase in property taxes on ourselves," he says.

DEVELOPMENT IMPACT FEES

• Development impact fees. Several Florida jurisdictions, including Broward County, have experimented with impact fees to pay for transit. In 2005, Broward initiated a Transit Oriented Concurrency (TOD) system to help pay for transit improvements and operations. Within each of eight TOC districts, a five-year Transit Development Plan identifies needed transit improvements. The total cost is charged as a fee on all new development, the Center for Transit-Oriented Development reports. Costs are allocated to individual projects through a formula based on expected trip generation.

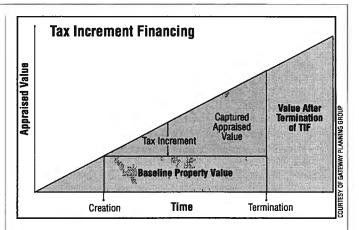
San Francisco introduced a Transit Impact Development Fee in 1981 to offset the increased costs of providing additional service to the downtown. The fee, which is based on buildings' square footage, was later extended to a broad range of commercial uses and applied citywide. Revenues average about \$10 million a year.

CTOD says that as a means of paying for transit improvements, impact fees are "only likely to be successful in an area with a strong real estate market and a significant amount of new development."

THE FUTURE

"I expected interest in value capture as it is traditionally defined — a mechanism that captures the value of rising property values — to wane with the weak real estate market," says Fogarty, "but that has definitely not been the case." Many transit or TOD projects envision using one or, more often, multiple value-capture methods.

- The City of Atlanta authorized a tax allocation district similar to a TIF district to pay for a majority of the costs of the proposed 22-mile Atlanta Beltline transit loop, which is to run on existing underused rail corridors. The funds it generates would pay for transit and other project components, including 1,300 acres of new parks and green space and 33 miles of trails.
- The Regional Plan Association in greater New York has been working with civic groups "to advance value capture as



part of a comprehensive package for TOD" in Connecticut, says RPA's David Kooris. That could be especially helpful for preparing the way for mixed-use development along stations of a \$1 billion commuter rail line that's planned to serve a corridor running from New Haven to Hartford to Springfield, Massachusetts. Benefits from government investment in transit "should not accrue solely to the private sector," Kooris says; they should support beneficial community development.

TEXAS-SIZED DREAMS

Most ambitiously, the North Central Texas Council of Governments and the Regional Transportation Council have proposed an Innovative Finance Initiative that would make it possible to establish a Cotton Belt Corridor passenger rail line extending 62 miles across the Dallas-Fort Worth region.

The Cotton Belt proposal — a Phase 1 report was released in December — argues that "land development opportunities and associated property value increases created along the Cotton Belt Corridor can ... be harnessed to help finance, design, build, operate, and maintain new passenger rail service."

Figures exist that support that argument. A study by the University of North Texas attributed \$4.26 billion of development between 1999 and 2007 to the presence of Dallas Area Rapid Transit. Numerous studies across the country have documented a "value premium" for properties near transit.

"Revenue streams identified for the Cotton Belt could generate a net present value estimated at \$2.1 billion to \$3.0 billion," according to the Phase 1 report. Forty percent of that sum could come from property value capture. The report says areas adjacent to the rail route could "attract and absorb 2.11 percent of the region's total population growth and 1.75 percent of its employment growth over the next 40 years."

"Traditional infrastructure funding sources are evaporating," says the report, in which Scott Polikov of Gateway Planning Group was involved. For continued prosperity, the Dallas-Fort Worth region requires improved transportation options, and the rail line is seen as serving that aim while also encouraging "quality growth" — particularly if intelligent planning and zoning, including form-based codes, are part of the program.

Polikov says the Cotton Belt — the proposal envisions the rail service being designed, built, and operated by a major private investor — would use TIF districts, joint development, and special assessment districts to generate needed revenues. If all goes as he hopes, the Cotton Belt would show America the way to a future that unites transit and sound placemaking principles. •





I-95/I-395 Integrated Corridor Management Project Development Virginia Department of Transportation

Table Top Exercise for Transit

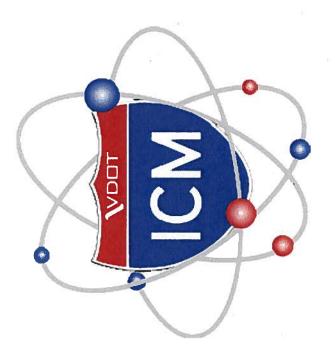
February 3, 2012, 10:30 am – 2 pm

NVTC Office

2300 Wilson Blvd., Suite # 620, Arlington, VA 22201

AGENDA

10:30-10:40 AM	Welcome and Introductions (Kala Quintana, NVTC)
10:40-10:50 AM	ICM Initiative - Status Update (Chris Francis, VDOT)
10:50-11:00 AM	Super NoVa Transit/TDM Vision Plan (Amy Inman/Anthony Foster, DRPT)
11:00-11:15 AM	Integrated Corridor Management – Transit (Bob Sheehan/FHWA and Steve
	Mortensen/FTA)
11:15-11:30 AM	ICM Technology Applications (Glenn Havinoviski, Iteris)
11:30 -12 Noon	Discussion of Information Needs for Integrated Operations for Transit
	 Identify specific goals of each agency or service represented at meeting Identify customers, their information needs, types of information currently available for customers and other agencies
12-12:15 PM	Lunch Served
12:15-1:45 PM	Discussion of Transit Technologies / Asset Requirements to Support ICM
	 Types of technologies currently available to support information needs Asset requirements beyond existing to support ICM Planned operational/technical/service improvements
1:45-2:00 PM	Wrap-up /Next Steps (Chris Francis, VDOT)



1-95 / 1-395 Integrated Corridor Management **Technology Summary**

February 2012





Potential for an ICM System

- Physical Infrastructure
 - I-95 and I-395 general purpose lanes
 - I-95 HOV/HOT expansion
 - I-395 HOV lanes
 - Expanded Seminary Road interchange
 - Parallel US 1
 - VRE Rail
 - WMATA Rail
 - Numerous bus transit services
 - 40,000+ parking spaces

- Management and Operations
 - PSTOC (VDOT, FCPD, VSP, FC Rescue)
 - HOT Ops Center
 - I-95/395 TMS
 - VRE AVL System
 - WMATA, FFx Connector, other bus AVL and dispatch



ICM Tool Kit



- Three "trays"
 - Systemic solutions
 - Solutions addressing operation of overall system and coordination with other partners (Police, transit, etc.)
 - Tactical solutions
 - Solutions addressing specific hot spot locations and corridor segments
 - Supporting technologies
 - Devices providing data or monitoring capabilities in support of the above solutions



Systemic ICM Solutions



• Corridor multi-modal traveler information



 Corridor-wide multi-modal decision support system



Multi-county incident management coordination with VDOT (TMS-CAD links)



Dynamic Mobility Applications (DMA)



Corridor multi-modal traveler information

- FUNCTIONS:
 - Expand 511 capabilities specific to corridor
 - Provide real-time delay and incident data
 - Provide comparative travel time data for GP, HOT, arterial routes and parallel transit services
 - Provide next-bus and next-train info throughout corridor for all carriers
 - Support web, mobile and IVR (phone) services
 - Provide public displays (rest areas, Mark Ctr, Pentagon, other trip generators)





Corridor multi-modal traveler information

- ENABLING TECHNOLOGIES / SYSTEMS
 - Vehicle tracking systems (transit carriers)
 - Integrate multiple transit data feeds into one transit information database
 - Integrate travel time system data (Inrix and Bluetooth probe data)
 - Build on current 511 / data distribution improvements
 - Use Internet to access users / subscribers
 - Interface to rideshare / vanpool / carpool resources

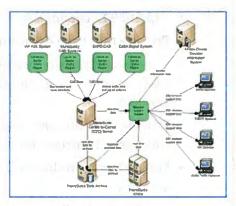




Corridor-wide multi-modal decision support system

FUNCTIONS

- System would manage traffic and travel information strategies bases on traffic, transit, weather, incident conditions, etc.
- Obtain transit and parking status data
- Control or override local displays
- Could determine predictive travel time information and adjust displays and propose alternative strategies (alternate route, alternate mode displays)



Example



Corridor-wide multi-modal decision support system

- ENABLING TECHNOLOGIES / SYSTEMS
 - Interface with PSTOC TMS
 - Interface with Field Components ("Tactical" tray)
 - Obtain real-time data (support components)
 - Develop / utilize data warehouse (traffic, transit, parking)
 - Feed to / from multi-modal traveler information systems
 - Dynamic modeling / simulation techniques support particular information and management strategies, currently under test in San Diego and Dallas

Model Type	Minneapolis	Dallas	San Diego		
Regional Travel Demand Model	Metro model in TP+	NTCOG model, TransCAD	TransCAD		
Mesoscopic Simulation	DynusT - supported by U	DIRECT - supported by			
Model	of Arizona	SMU	100000		
Microscopic Simulation Model			TransModeler Micro		
ONLINE MODEL	N= 7"	DIRECT - supported by SMU	Proprietary based on IBM algorithms		





Tactical ICM Solutions

- Multi-modal en-route information
 - Comparative travel time information (multiple modes, routes)
 - Parking information
 - Next bus / next train information
- · Real-time corridor traffic signal system enhancement



- Integration with ramp traffic operations
- Adaptive signal system operations
- Bus priority



- Dynamic traffic management
 - Queue warning upstream of ramps / bottlenecks
 - Hard shoulder running during congested periods
 - Dynamic lane management (incident, work zone, etc)



- Adaptive corridor ramp metering
 - ALINEA or other advanced algorithm



Tactical ICM Solutions



- Parking management and guidance system
 - Guide to lot with available parking (if multiple lots)
 - In/out detection and monitoring
 - Guide to space within lot (optional)
 - Advance parking reservation (tie to rideshare?)



- · Real-time bus / train arrival signage
 - Stop / station electronic "next bus/train" signs
 - Tied to schedule, exception-based override based on vehicle location information



Multi-Modal En-Route Information

SIGN EXAMPLES



TYPICAL LOCATION CRITERIA

Locate 3/4 mile ahead of decision point (on approach routes to I-95)

Locate 1 1/4 mile ahead of decision point (on I-95)



Locate on I-95

34 mile ahead of decision point (rail and parking)



Locate on I-95 % mile ahead of decision point (parking) (see also parking management and guidance systems)



Parking Management and Guidance System

- Consider parking reservation system
 - Also promote in conjunction with rideshare
- Existing parking mgmt system at Franconia-Springfield that can be connected to ICM





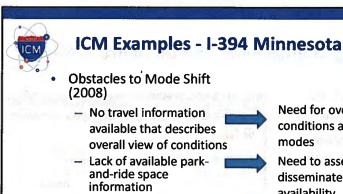
Real-time bus / train arrival signage

- Tied to rail/bus tracking systems
- Need connectivity to multi-modal freeway/arterial signage (next train / bus) or PSTOC (if centralized option used)
- WMATA uses on Metro Rail
- WMATA has NextBus signs at Pentagon and select other locations, plus signs for dial-up info
- Apply technologies to all carriers, but consider standardizing signage and services









Need for overall view of conditions along routes and modes

Need to assemble and disseminate park-and-ride availability

 Travelers do not consider transit a viable option in their daily travel

n →

Need to present modal and route options to travelers

Need for 'Transit Advantage

Travelers are not fully utilizing transitTravelers do not have

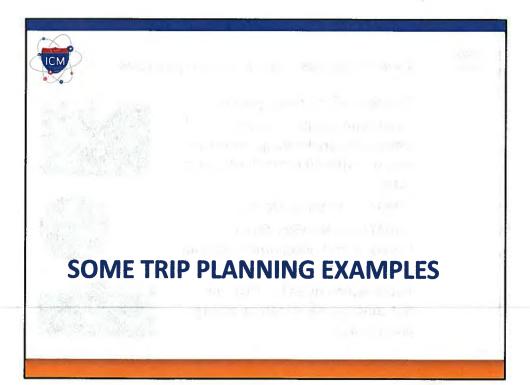
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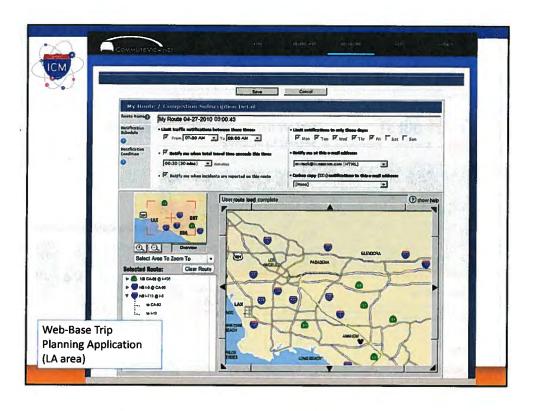
Need for 'Transit Advantages', incentives to transit rides

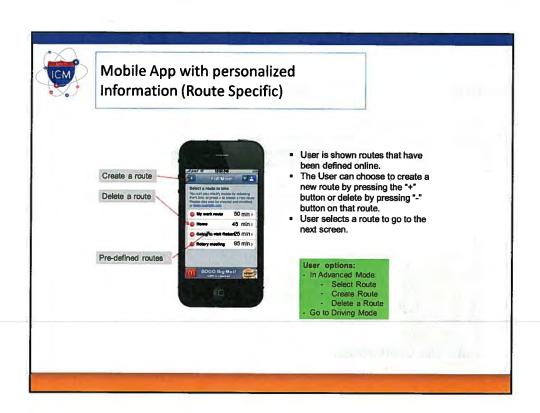
Iravelers do not have information on which routes and modes have excess capacity

 \Rightarrow

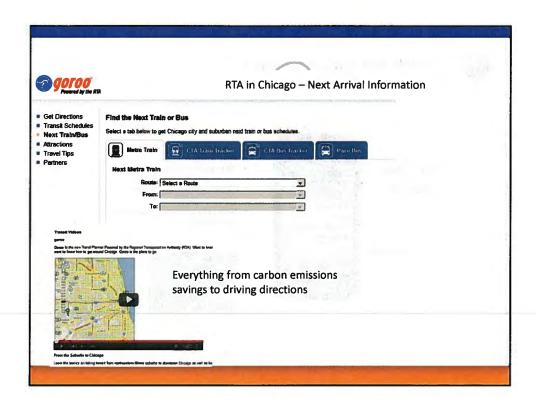
Need for dissemination of corridor wide traveler information

















Video Incident Detection Systems

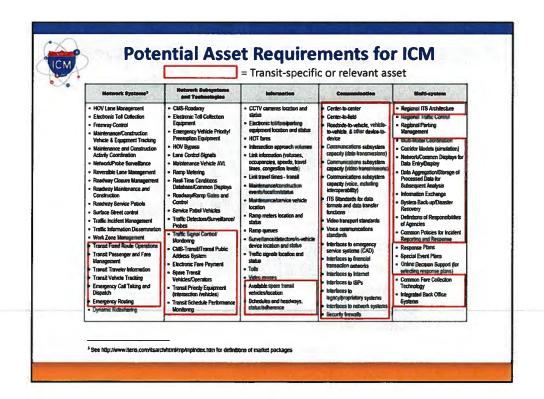
Full-Matrix DMS

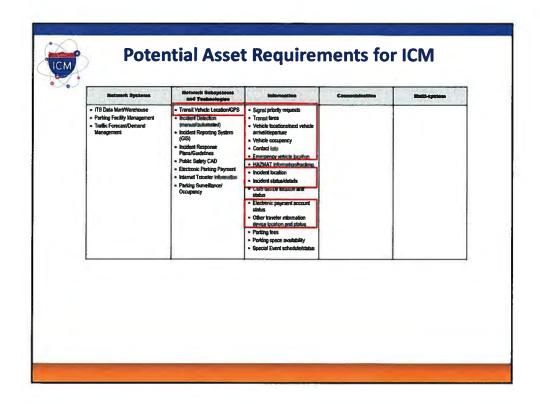
Fiber Optics Communications

High-Speed Wireless Communications

Roadside Wireless Networks

Bluetooth Probe Readers

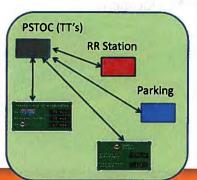






Multi-Modal En-Route Information

- Tie to travel time info at PSTOC (also HOT-OC travel time info for HOT lanes)
- <u>Centralized</u> connectivity to corridor-wide multimodal decision support system at PSTOC (tied to all systems)





Real-time corridor traffic signal enhancement

- Adaptive control to address reroutes during incidents
- For signals at diamond interchanges, use queue data from ramps and right lane of mainline freeway to reduce queue delays

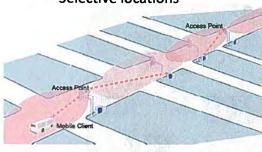


- Transit priority at designated locations
 - Arterial segments, park-and-ride to I-95
 - Express bus corridors (build on REX activities)



Real-time corridor traffic signal enhancement

- Signal priority technology
 - Trend is away from on-board infrared (Opticom) and toward wireless connectivity (WMATA regionwide approach)
 - Selective locations



Bus-to-intersection Wireless communications

Several vendors and Installations in US



Parking Management and Guidance System

- Tie to multi-modal information signs
- More detailed signs at parking entry points
- Detection at ingress/egress points
- Consider detection of spaces for internal lot guidance
 - Ultrasonic or infrared with status displays above space (green=open, red=filled)
 - Sensys or similar "wireless puck"
 - Aisle status signage (number of spaces)







www.its.dot.gov

U.S. DOT ICM Demonstration Goals:

- Show the corridor performance benefits ICM brings using realistic and useful metrics,
- Transfer ICM concepts from successful ICM deployments to other ICM adopters across the country

For more information on the ICM KTT or the U.S. DOT ICM Initative, please contact:

Brian Cronin

U.S. DOT/Research and Innovative Technology Administration 202-366-8841 brian.cronin@dot.gov

Steven Mortensen

U.S. DOT/Federal Transit Administration 202-493-0459 steven.mortensen@dot.gov

Robert Sheehan

U.S. DOT/Federal Highway Administration 202-366-6817 robert sheehan@dot.gov

FOR MORE INFORMATION
ON THE U.S. DOT'S ICM INITIATIVE,
PLEASE VISIT

www.its.dot.gov/icms/index.htm

Integrated Corridor Management (ICM) Demonstration Sites

"Living Laboratories" Create Safer and Smoother Corridor Travel

The United States Department of Transportation (U.S. DOT) selected Dallas, TX and San Diego, CA to demonstrate their Integrated Corridor Management Systems (ICMS) as part of its ICM Initiative. These sites will become "living laboratories" in the fight against congestion to show that bumper-to-bumper traffic doesn't have to be the status quo.

"These communities are leading the way by using state-of-the-art technologies to create a commute that is safer, less congested, and more convenient. America can't simply build our way to a more modern and efficient transportation infrastructure," says Ray LaHood, Secretary U.S. DOT. The vision of ICM is that metropolitan areas will realize significant improvements in the efficient movement of people and goods through aggressive and proactive integration and management of major transportation corridors. ICM will result in reduced travel times, delays, fuel consumption, and emissions, as well as increased travel reliability and predictability. During the demonstration the U.S. DOT will conduct an independent evaluation of each site's ICM to determine if the system delivers the expected benefits. The evaluation will be completed by the end of 2014.

The ICM demonstration will consist of two phases: 1) design and deployment, and 2) operations and maintenance. The San Diego and Dallas ICMS demonstration will "go live" in 2012. San Diego will implement ICM on its I-15 Corridor; Dallas will implement ICM on its US-75 Corridor.



Dallas Area Rapid Transit (DART)



San Diego Association of Governments (SANDAG)

ICM Hypotheses - ICM will...

- Improve Situational Awareness
- Enhance Response and Control
- Better Inform Travelers
- Improve Corridor Performance



U.S. Department of Transportation Research and Innovative Technology Administration

The Dallas (TX) ICM Vision for US-75

ICM will integrate the regional systems and operations along the US-75 corridor using a decentralized approach. Travelers will have access to real-time information about traffic and travel times, public transit, and parking availability through wireless and web-based alerts as well as dynamic message signs on the roads to help them plan their routes, and make adjustments as needed in response to changing conditions. The ICMS will also support improved incident management along the corridor.

How ICM will accomplish this?

Detectors will collect information on the current travel conditions on freeways, frontage roads, arterial streets, light-rail Red Line, Red Line park-and-ride lots, and High-Occupancy Vehicle (HOV) lanes in the corridor. A decision support system (DSS) will help operators select the appropriate combination of ICM strategies to apply to different operational conditions. A DSS allows transportation managers to evaluate the optimum operational strategies and determine when and how to implement them. Operating agencies will share incident, construction, and special event information with each other through a common web interface. Transportation managers will be able to dynamically change traffic signal timing on arterials and frontage roads as well as direct travelers to faster roadways or transit facilities.

Who's involved?

The US-75 ICM Demonstration is a collaborative effort led by Dallas Area Rapid Transit (DART) in collaboration with the U.S. DOT, City of Dallas, Town of Highland Park, North Central Texas Council of Governments (NCTCOG), North Texas Tollway Authority (NTTA), City of Plano, City of Richardson, Texas Department of Transportation (TxDOT), and the City of University Park.

Dallas, TX: US-75

- ICM Corridor covers a 28-mile segment of US-75 and is the primary connector between Dallas and northern suburbs.
- Serves commuter, commercial, and regional trips.
- Weekday mainline traffic volumes reach 250,000 vehicles with 30,000 on frontage roads.
- 167 miles of arterial roadways
- High Occupancy Vehicle (HOV) lanes, Light Rail Transit (LRT), Bus Service, and Park-and-Ride lots.

For more information about the Dallas, TX, Demonstration Site contact:

Koorosh Olyai

Dallas Area Rapid Transit (DART) olyai@dart.org

San Diego, CA: I-15

- ICM Corridor covers a 21-mile segment of I-15 and runs from SR-78 in the north to SR-163 interchange in the south.
- Serves commuter, goods, and services movement from northern San Diego to the downtown area.
- Weekday traffic volumes range from 170,000 to 290,000 vehicles on general purpose lanes.
- Managed Lanes and Bus Rapid Transit (BRT) that will operate in the Managed Lanes.
- Dynamic variable pricing in the managed Lanes will help manage traffic flow

For more information about the San Diego, CA, Demonstration Site contact:

Alex Estrella

San Diego Association of Governments aes@sandag.org

The San Diego (CA) ICM Vision for I-15

San Diego's ICMS aims to proactively and collaboratively manage the I-15 corridor to maximize transportation system performance and enable travelers the opportunity to make convenient shifts among modes and routes. Improved mobility for people, goods, and services will be achieved by improving current levels of system integration and through continued collaboration among the corridor's institutional partners and their native functional environments or systems. With ICM, actions taken by individual agencies or networks will be made based on the condition of and the impact on the entire corridor.

How ICM will accomplish this?

All corridor operations will be coordinated through the ICMS where corridor networks and agencies will share data and information and make changes for the benefit of the corridor's operations. For example, operations personnel will adjust traffic signals and ramp meters to direct travelers to High-Occupancy Toll (HOT) lanes, bus rapid transit and other operations tools as needed. The DSS will forecast corridor performance problems and recommend response plans allowing proactive courses of action.

Who's involved?

The I-15 ICM Demonstration is a collaborative effort led by the San Diego Association of Governments (SANDAG) in collaboration with the U.S. DOT, California Department of Transportation (Caltrans), the Metropolitan Transit System, the North County Transit District, and the cities of San Diego, Poway, and Escondido.



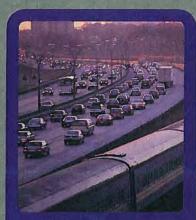
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The Eight ICM Pioneer Sites Selected to Partner with USDOT in its ICM Initiative:

- Dallas, Texas

- Oakland, California

For more information on the USDOT's ICM Initiative, please

Pioneer Sites Leaders, Innovators in Congestion Management

Integrated Corridor Management (ICM)

Traffic congestion continues to rank as a top transportation concern among businesses and the general public in urban areas across the country. In a USA Today article, the Chamber of Commerce of one major metropolitan area described traffic congestion as "the greatest threat to our region's continued economic prosperity." 1 Integrated Corridor Management (ICM) is an approach that offers promise in addressing the growing challenge of managing congestion in urban areas. ICM aims to optimize the transportation corridor infrastructure through the proactive, integrated and multimodal management and operation of existing assets by transportation agencies.

The U.S. Department of Transportation's (USDOT) ICM Initiative is designed to advance the state of the practice in transportation management and operations. The USDOT ICM Initiative is providing the institutional guidance, operational capabilities and Intelligent Transportation Systems (ITS) technology and technical methods needed for effective ICM implementation.

As part of this initiative, the USDOT has selected eight "Pioneer Sites" to act as critical partners in the development, deployment and evaluation of ICM concepts in some of our nation's busiest urban corridors. These Pioneer Sites are developing multimodal ICM strategies that apply new institutional and operational approaches and advanced technologies to existing infrastructure to help to increase travel time reliability, manage congestion and empower travelers.

All eight Pioneer Sites are recognized leaders in the area of congestion management. Their efforts under this initiative are contributing to more efficient, faster moving and safer corridors for the future. The Pioneer Sites' innovations in the development of ICM approaches are blazing new trails in congestion management.

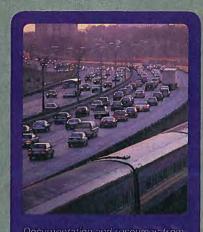
ICM Pioneer Sites



1 http://www.usatoday.com/news/nation/2002-10-17-traffic_x htm. Accessed January 2007.



U.S. Department of Transportation
Research and innovative Technology Administration



each of the ICM developmental stages will be made available to practitioners across the country through the Knowledgebase (www.its.dot.gov/icms/knowledgebase.htm). Bookmark the Knowledgebase and subscribe to the RSS feed to be notified as new resources are added!

For more information on the ICM Pioneer Sites or the USDOT ICM Initiative, please visit:

http://www.its.dot.gov/itsweb/icms/ index.htm

Brian Cronin

USDOT/Research and Innovative Technology Administration 202-366-8841 brian cronin@dot gov

Steve Mortensen

USDOT/Federal Highway Administration 202-493-0459 steven moutensen@dot.go

Bob Sheehan

USDOT/Federal Highway Administration 202-366-6817 robert sheeban@dot.gov

Dale Thompson

USDOT/Federal Highway Administration 202-493-3420 dale thompson@dot.gov The corridors of each Pioneer Site include configurations and characteristics that the USDOT believes represent many other corridors across the nation. All possess infrastructure assets that can enable ICM. For example, all have implemented real-time signal control on their arterials. Many have implemented high-occupancy vehicle (HOV) and value pricing strategies, while others have advanced bus operations that include express bus and bus rapid transit services. The following table provides a snapshot of the eight USDOT ICM Pioneer Sites and the existing infrastructure assets they will seek to integrate through ICM.

	Corridor Assets To Be Integrated with I								СМ		
		Freeway		у	Artenal		Bus		Rail		
Pioneer Site Location	HOV	Tolling	Value Prici.	Real-time C	Fixed Route	Express R	Bus Ranid T	Commuter	Light Rail	Subway/Heav.	
Dallas, Texas	٠	•	, u	•	•	•			•		
Houston, Texas	•	•				•	•	P. S.	147	Unis	
Minneapolis, Minnesota	•	•	•	•	•	•	•	9	1		
Montgomery County, Maryland	•		W/L	•	•	•		•	E I	•	
Oakland, California	•	•		•	•	•	•	•		•	
San Antonio, Texas	No.		(Address)		•				1.35		
San Diego, California	•	•	•	•	•	•	•	M		150	
Seattle, Washington	•	(Third					1	•		. 10	

Bolded sites have been selected for analysis, modeling and simulation of proposed ICM systems and strategies "Selected as ICM Demonstration site."

Three Stages of ICM Development with the Pioneer Sites

The USDOT's partnership with the Pioneer Sites is divided into three stages:

Stage 1—Concept Development (FY07/08). All eight sites are developing site-specific concepts of operations and requirements documents. Each site will also provide sample data for evaluation.

Stage 2—Modeling (FY09/FY10). USDOT selected three sites—Dallas, TX; Minneapolis, MN; and San Diego, CA—to analyze and model their proposed ICM systems and specific ICM strategies using USDOT-provided resources, methodologies and tools and working closely with USDOT. Pioneer site modeling results will shed further light on optimum ICM strategies and analysis, modeling and simulation (AMS) methodologies and approaches that others can apply to their corridors. Visit the ICM Knowledgebase (www.its.dot.gov/icms/knowledgebase.htm) to review the concepts of operations and requirements documentation for these (and all Pioneer Sites) as well as AMS documentation including experimental plans and analysis reports from these sites.

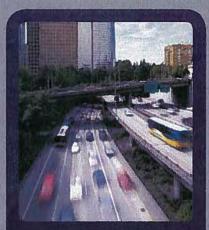
Stage 3—Demonstration and Evaluation (FY10/FY12). Dallas, TX, and San Diego, CA have been chosen to demonstrate ICM concepts that may have applicability to a broad range of corridors around the country.

Please visit www.its.dot.gov/icms/pioneer.htm for more information about the Pioneer Sites.

safety

mobility

productivity



ICM:

- Is the next logical step in congestion management.
- Optimizes existing transportation infrastructure along a corridor, making transportation investments do farther.
- Enables travelers to make informed travel decisions and dynamically shift modes during a trip.
- Reduces travel time, delays, fuel consumption, emissions and incidents
- Increases travel time reliability and predictability

For more information on the USDOT's ICM Initiative, please visit:

www.its.dot.gov/cms/index.htm

Managing Congestion with Integrated Corridor Management (ICM)

Manage Traffic Congestion • Increase Travel Time Reliability • Empower Travelers

In March 2007, the Secretary of the U.S. Department of Transportation (USDOT) affirmed the department's commitment to a national initiative to manage highway, freight and aviation congestion, calling congestion one of the greatest threats to the nation's economy. The Secretary noted that businesses lose an estimated \$200 billion per year due to freight bottlenecks; and drivers waste nearly 4 billion hours of time, and more than 2 billion gallons of fuel, in traffic jams each year. The greatest concentration of congestion is often along critical transportation corridors that link residential areas with business centers, sports arenas and shopping areas. New road construction alone will not solve the growing problem of congestion—travel demand on our nation's roadways is outpacing new freeway capacity by a factor of five.

Integrated Corridor Management (ICM) is a promising tool in the congestion management toolbox that seeks to optimize the use of existing infrastructure assets and leverage unused capacity along our nation's urban corridors. With ICM, transportation professionals manage the transportation corridor as a multimodal system—rather than taking the more traditional approach of managing individual assets.

What Is ICM?

Transportation corridors often contain unused capacity in the form of parallel routes, the nonpeak direction on freeways and arterials, single-occupant vehicles and transit services that could be leveraged to help manage congestion. Traffic information today is often fragmented, outdated or not completely useful.

In an ICM corridor, because of proactive multimodal management of infrastructure assets, travelers and shippers could receive information that encompasses the entire transportation network. Travelers could then dynamically shift to alternative transportation options—even during a trip—in response to changing traffic conditions. For example, while driving in a future ICM corridor, a traveler could be informed in advance of congestion ahead on that route and be informed of alternative transportation options such as a nearby transit facility's location, timing and parking availability.

The USDOT's ICM Initiative

The USDOT is partnering with eight "Pioneer Sites" in an initiative to develop, deploy and evaluate ICM concepts in eight of our nation's busiest corridors. The USDOT ICM Initiative aims to advance the state of the practice in transportation corridor operations to manage congestion. This initiative is providing the institutional guidance, operational capabilities, Intelligent Transportation Systems (ITS) technology and technical methods needed to develop, implement and maintain effective ICM systems.

The USDOT ICM Initiative Has the Following Objectives:

- Demonstrate how operations strategies and ITS technologies can be used to efficiently and proactively manage the movement of people and goods in major transportation corridors through integration of the management of all transportation networks in a corridor.
- Develop a toolbox of operational policies, cross-network operational strategies, integration requirements and methods, and analysis methodologies needed to implement effective ICM systems.



AGENDA ITEM #10

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: February 23, 2012

SUBJECT: NVTC Public Outreach

Each month NVTC staff will provide examples of communications with the media, the public, transit allies and others that comprise NVTC's public outreach work program.

December, 2012

NVTC staff arranged on very short notice a staging area near the Franconia/Springfield Metrorail station for PRTC buses.

As shown in the attached photo, staff assisted VRE in its very popular annual Santa Trains activity on December 10th, serving as "Mrs. Claus."

A media response was prepared on short notice regarding the Governor's transportation plan.

Several media representatives were briefed on the unintended consequences of the Governor's proposal to consolidate NVTC and NVTA. A concise discussion paper on the subject was prepared and circulated.

Finally, staff updated its PowerPoint "How Public Transportation is Organized in Northern Virginia." This document is being used in NVTC's ongoing efforts to educate the public about the effectiveness of transit in this region and its need for more funding.



January, 2012

Staff visited Arlington's Mobility Lab to view their current projects and discuss partnering on a DRPT grant application to expand open source data and transit schedule displays throughout the region. Staff viewed the Mobility Lab's new transit information demonstration project and provided support for a media interview.

Staff continued to coordinate with legislators, elected officials, stakeholders and regional partners on legislative initiatives and legislation pertaining to the proposed merger of NVTC with NVTA.

Staff attended Chairman Bulova's New Year's reception at the Fairfax County government center.

Staff represented NVTC at a meeting with Senator Warner's office to discuss federal transit legislation and the impacts of pending legislation on the region's proposed Vanpool Initiative.

Staff coordinated with the Arlington PIO on a media response to Arlington's loss of a principal WMATA board seat (article attached).

Following up on the visit to the Mobility Lab, staff conducted survey of local transit systems to determine their plans for utilizing the General Transit Feed System (GTFS) formats for their transit schedules and their timeline for making this information available to the public. The goal is to create an open source data environment for developers to create transit applications which can provide more tools for transit systems and commuters.

Staff attended the VTA reception in Richmond. The reception was well attended by legislators, elected officials, the McDonnell administration and representatives from DRPT.

Staff continues to attend NVTA's JACC meeting as well as various planning and coordination meetings for TransAction 2040. Staff continues to work with Cambridge Systematics to coordinate public information materials and develop an outreach plan for the study and the upcoming "Open House" event scheduled for April 18, 2012.

Staff participated in VDOT's Integrated Corridor Management (ICM) TDM exercise and advocated to ensure that transit was well represented in the initiative.

Staff drafted a proposed outline of NVTC's strategic communications plan. This included researching e-mail marketing and outreach tools that could be integrated into a communications plan.

February, 2012

On very short notice, staff arranged a tabletop exercise for NVTC's transit partners on the Governor's proposed Integrated Corridor Management (ICM) Initiative. Almost every transit system in Northern Virginia's planning district 8 was represented.

Staff continues to attend TAGS meeting and to serve as Vice President of Legislative Affairs. Staff provided an update to the TAGS board regarding legislative matters that could have an impact on the Greater Springfield area, the TAGS circulator system, as well as Northern Virginia transportation funding as a whole.

Staff attended the joint FTA/FHWA conference on Advanced TDM (ATDM) in Washington, D.C. along with federal and state transportation representatives from across the United States. The workshop focused on the full integration of transportation technologies and how the information gathered can be used to predict and respond to disruptions in the transportation network. Attendees participated in tabletop exercises and discussed challenges for their existing networks. Staff was a strong advocate for transit as an integral part of relieving congestion in existing networks without increase lane miles.

Staff coordinated the joint NVTA/NVTC meeting in Richmond along with a legislative meeting on behalf of Delegate May. With local legislative liaisons an amendment was drafted that resulted in the consolidation of NVTC into NVTA in HB 1291 being transformed into a more favorable approach.

Staff continues to coordinate with elected officials, stakeholders and strategic partners on legislative developments and initiatives.

Staff attended the TransAction 2040 subcommittee meeting and continues to plan and coordinate with stakeholders on the upcoming April 18, 2012 "Open House." Staff continues to work with the contractor to create information products for the elected officials and the public to view.

Staff attended the monthly NVTA JACC meeting and coordinated a presentation of the Regional Vanpool Initiative with Al Harf (PRTC) and Lloyd Robinson (GWRC). This presentation served to keep local partners and stakeholders informed of the project's progress and to address concerns previously raised by the NVTA member jurisdictions.

Staff attended a FEMA Office of National Capital Region Coordination (NCRC) and Office of Personnel Management (OPM) workshop for a discussion of "Transportation Coordination for the National Capital Region."

Richmond Times-Dispatch



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McDonnell wants to increase portion of sales tax going to roads

Posted: 12/09/2011 12:00 AM



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Gov. Bob McDonnell wants to incrementally increase the portion of the state sales tax that is dedicated to transportation to 0.75 percent from 0.5 percent over the next eight years, raising it first to 0.55 percent for the coming two-year budget.

McDonnell's office estimated that the increase to 0.55 percent could generate an estimated \$110 million over the two years.

It's among a group of proposals that McDonnell unveiled Thursday as part of his transportation plan for the 2012 General Assembly session. He spoke before about 700 industry professionals gathered for the 2011 Governor's Transportation Conference in Norfolk.

He also wants to increase to 75 percent the share of year-end surpluses diverted to transportation after constitutional requirements are met, dedicate to roads the first 1 percent in revenue growth over 5 percent each year, and shift portions of tax revenue growth attributable to state-funded transportation infrastructure projects back to transportation.

"There's a clear nexus between building these assets and economic development," he said.

Virginians pay a 5 percent sales tax, of which 0.5 percent currently goes to transportation. The rest either goes to the general fund — which pays for services such as education, health care and law enforcement — or to localities.

A bill introduced in 2010 that would have obligated to roads a 75 percent share of the surplus after constitutional mandates are satisfied passed the House and died in the Senate Finance Committee. Currently, two-thirds of the unencumbered surplus goes to transportation.

Alexandria Mayor William Euille, chairman of the Northern Virginia Transportation Commission, applauded McDonnell's attention to transportation but continued a push for new revenues that are "stable, reliable, proven and permanent."

"We don't want funding today and then it's not sustainable, it's not there in future years," he said. "We applaud the governor's efforts, but certainly it hasn't gone far enough."

The Northern Virginia Transportation Alliance called McDonnell's proposals insufficient. It said, for instance, that at the end of eight years the proposed increase in sales-tax revenue for transportation would produce upward of \$300 million per year for maintenance, "but still falls short of the \$500-\$600/million/year needed to completely stop the drain."

McDonnell also will seek to expand the Transportation Department's revenue-sharing program to include maintenance. As of now, the state matches local money dollar-for-dollar on capital improvements.

State Transportation Secretary Sean T. Connaughton has said Virginia is expected to run out of state money to build new roads by about 2017.

Road maintenance is the first priority for funding in Virginia, but the recession has sapped funding for the state's aging transportation system by billions of dollars, and money intended for new construction has been used to cover maintenance.

In Norfolk, McDonnell was interrupted at the onset of his remarks by protesters who appeared to represent a local Occupy movement. McDonnell responded to the protesters, telling the audience that everyone should have a voice in our democracy and be heard.

Tucker Martin, McDonnell's spokesman, said about a half-dozen people were escorted out and the program continued.

The governor plans to announce additional proposals and more details of his transportation package in the next month. He presents his budget to the legislature's money committees on Dec. 19.

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Northern Virginia leaders push for road dollars

By: Liz Essley | 12/03/11 8:05 PM

Examiner Staff Writer

Northern Virginia leaders are invoking a "transportation funding crisis" to clamor for more dollars from the General Assembly in 2012, saying the Governor's \$3 billion transportation plan last year wasn't enough to ease congestion in the economic hub of the state.

A group of 26 businesses and advocacy groups banned together this week to sign a resolution calling on Gov. Bob McDonnell and state lawmakers to find \$400 million per year in funds dedicated for transportation.

"Transportation is not a cost; it's an investment. Investment in transportation creates jobs, creates economic investment, broadens your tax base, holds other taxes down for the general population," said Bob Chase, who signed the resolution for the Northern Virginia Transportation Alliance.

The top 10 bottlenecks for the region, according to the newly released National Capital Region Transportation Planning Board's 2011 Aerial Congestion Survey:

1. Northbound Interstate 395 (from Washington Boulevard to Jefferson Davis Highway)

From 8:30 to 9:30 a.m., average speed is 5 mph.

2. (tie) Inner Loop Interstate 495 (from Georgetown Pike to George Washington Memorial Parkway)

From 5:30 to 6:30 p.m., average speed is 5-10 mph.

2. (tie) Southbound F395/Southwest Freeway (from 4th Street to 12th Street)

From 6 to 7 p.m., average speed is 5-10 mph.

4. Eastbound Interstate 66 (from Leesburg Pike to the Dulles Access Road)

From 6 to 7 p.m., average speed is 7-12 mph.

5. (tie) Inner Loop F495 (from Maryland Route 355/Interstate 270 to Maryland Route 185/Connecticut Avenue)

From 4:30 to 5:30 p.m., average speed is 10-15 mph. 5. (tie) Outer Loop I-495 (from Dulles Toll Road to

Chain Bridge Road)
From 5:30 to 6:30 p.m., average speed is 10-15 mph.

7. (tie) Outer Loop I-495 (from Interstate 95 to New Hampshire Avenue)

From 8 to 9 a.m., average speed is 12-20 mph.

7. (tie) Inner Loop F495 (from Gallow's Road to Arlington Boulevard)

From 8 to 9 a.m., average speed is 12-20 mph. 9. (tie) Eastbound I-66 (from Virginia Route 234

Bypass to Sudley Road)

From 7 to 8 a.m., average speed is 15-25 mph.

9. (tie) Westbound 11th Street Bridge (from Interstate 295 to Southeast Freeway)

From 7:30 to 8:30 a.m., average speed is 15-25 mph.

A separate group of local leaders, called the Northern Virginia Transportation Commission, have also decried a "transit funding crisis," calling on Richmond to pass "major new revenue sources," including a higher gas tax, for trains and buses.

"Judging from the decline with the service in Metro and the deterioration on our highways, the state has not done an adequate job funding Northern Virginia's transportation needs for some time," said Dave Snyder, a member of the Commission and vice mayor of Falls Church.

Local leaders blamed the state for funneling dollars to projects in southern Virginia while ignoring the desperate claims of congested northern Virginians. They also criticized the McDonnell administration for only finding one-time sources of funding instead of annual taxes.

But others said Virginia should be cautious about how it finds and spends its transportation dollars.

"We shouldn't just throw money at the problem. No successful business would do that. They really need to be watch-dogging how that administration is spending the \$3.3 billion they were given by the legislature this year," said Stewart Schwartz, executive director of the Coalition for Smarter Growth.

Secretary of Transportation Sean Connaughton did not return requests for comment.

lessley@washingtonexaminer.com

URL: http://washingtonexaminer.com/local/virginia/2011/12/northern-va-leaders-push-road-dollars/1970431

Statement of Bill Euille on the Governors proposal for transportation funding plan:

"On behalf of my colleagues and all Northern Virginians, we are pleased that Governor McDonnell recognizes the transportation funding crisis.

While Governor McDonnell is seeking to earmark a portion of future General Fund tax revenues that may become available to the Commonwealth through economic recovery, NVTC is on record as favoring immediate new revenues for transit that are stable, reliable, proven and permanent. Accordingly, we would like to see the Governor proposing new, dedicated revenue sources that do not reduce the state's General Fund or local government's property tax base.

We also note the absence of any mention of funds for public transit. We trust the Governor will provide further details soon spelling out how public transit will benefit.

Finally, the Governor's mention of tax increment financing for state-funded projects deserves further elaboration, since local governments now derive benefits from transit-induced economic development. We trust that the Governor does not intend to shift existing property tax revenues used by local governments for essential local services such as transit, police, fire and schools to go instead to the state.

Our local governments, business leaders and transportation advocacy groups all agree that simply shuffling monies from one pot to another is not adequate to maintaining Virginia's status as the best place to do business in the United States. We have \$700 million in unmet transportation needs in Northern Virginia alone.

The DC Metro area is #1 for congestion in the country and that's not going to change until NEW, LONG-TERM, SUSTAINABLE funding is identified, approved and implemented."

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UPDATE: Regional transportation lobbying proposal fades

Thursday, Jan. 5, 2012 by Trevor Baratko | 7 comments | Email this story

4

The Northern Virginia Transportation Commission (NVTC) lobbying proposal was not introduced Thursday during the board meeting, according to Del. Tom Rust (R-86th). Rust, an NVTC commissioner, said the consistent negative feedback from the various NVTC jurisdictions essentially killed the \$250,000 proposal for "legislative advocacy and public outreach."

The Loudoun County Board of Supervisors are formally opposing a Northern Virginia Transportation Commission lobbying program proposal, despite the fact that Loudoun wouldn't be asked to contribute funds toward the project, according to Richard Taube, executive director for the NVTC.

Taube said Thursday the \$250,000 "legislative advocacy and public outreach program" proposal would come at "no cost" to Loudoun County. Rather, the expense would be divvied between the other five governments - Fairfax and Arlington counties, and the cities of Alexandria, Fairfax and Falls Church - based on their allotment from commonwealth transportation funds.

Loudoun County Board of Supervisors Chairman Scott York (R-At Large), in a letter to NVTC commission members Wednesday, expressed "significant concern" regarding the commission's lobbying proposal, which he says would be paid out by member contributions, including Loudoun County.

Taube said he's aware of York and the Board of Supervisors' stance, but he believes they "may not have been aware" Loudoun wouldn't have to contribute funds.

York wrote, "To the extent that [certain] positions [may] conflict with those of Loudoun County, we will strongly object to our transportation dollars being diverted to fund an NVTC lobbying

"...as 85 percent of the funds for NVTC are allocated by the Commonwealth of Virginia, it is our opinion that the use of State grant funds for lobbying purposes places our precious transportation funds further at risk," York continues.

The lobbying program would entail increasing public communication, better identifying performance goals, and potentially lead to the hiring of additional NVTC staff, Taube says. Public citizens will have a chance to comment on the NVTC's proposal tonight during the organization's 8 p.m. meeting at 2300 Wilson Blvd., Arlington.

Taube predicted the NVTC board won't accept the proposal Thursday night, saying he believes the organization will try to enhance its communication with the public without increasing revenues.

The NVTC allocates approximately \$200 million in state, regional and federal transit assistance each year among the member jurisdictions.

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Arlington Retains Voice at Metro

January 14, 2012

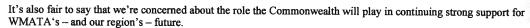
- Arlington demoted from "principal" to "alternate" on WMATA Board; retains active voting membership on WMATA committees.
- NVTC resolution stresses local & state collaboration on governance and funding.
- · Arlington Chair Hynes calls for long-term, dedicated funding for Metro.

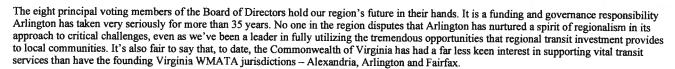
Until recently, Arlington County Chair Mary Hughes Hynes was a principal member of the Washington Metropolitan Transit Authority (WMATA) Board. Last week, driven by a request of the Governor and action by the General Assembly, Arlington's participation was changed and Mrs. Hynes is now an "alternate" member of the WMATA Board. She released the following statement:

For the first time since Metro was formed in the 1960s, Arlington does not have a principal voting seat on the Board of Directors for the Washington Metropolitan Transit Authority (WMATA). The seat that was previously Arlington's is now filled by a Commonwealth of Virginia representative.

Of course we're disappointed.

Arlington does still have a voice at Metro. As an alternate WMATA Board member, I continue to serve as a voting member of all Metro committees, where, under WMATA Board rules, all of the Board's important work is performed. While the exact composition of the committees -- Governance, Finance & Administration, Customer Service and Operations, Safety and Security, Planning, and Audits -- has yet to be determined, the WMATA Board has agreed that all Board members will continue to be welcome at all Committee meetings. I pledge to you that I will continue to vigorously represent Arlington's interests and ensure that our viewpoints are heard.





This month, the Northern Virginia Transportation Commission – the body which appoints WMATA Board members -- unanimously passed a resolution I co-authored that calls on WMATA Board members to actively work together for the good of the agency, our local jurisdictions and our region. I am heartened by this agreement. The resolution also called on the Commonwealth to "provide sustainable and dedicated revenues to support WMATA, in order to ensure the safety and reliability of the Metro system and the economic sustainability of our region."

Clearly, Metro is an invaluable asset in the region. And Arlington will continue to invest in Metro. Our Metro system is the largest urban transit system in the United States without dedicated funding. We will continue to advocate for long-term, dedicated funding for the system, which is essential to ensure the long-term sustainability of WMATA. It is our hope that, as the Commonwealth assumes 50% of Virginia's voting power on WMATA, the Governor and General Assembly will rise to meet the enormous, unavoidable challenge of vigorously supporting transit so that Northern Virginia can remain one of the Commonwealth's strong economic engines — a role it has played for many decades.

Note to reporters: if you wish to contact Chair Hynes over the holiday weekend, send an email to Diana Sun.

###

Arlington, Va., is a world-class residential, business and tourist location that was originally part of the "10 miles square" parcel of land surveyed in 1791 to be the Nation's Capital. It is the geographically smallest self-governing county in the United States, occupying slightly less than 26 square miles. Arlington maintains a rich variety of stable neighborhoods, quality schools and enlightened land use, and received the Environmental Protection Agency's highest award for "Smart Growth" in 2002. Home to some of the most influential organizations in the world - including the Pentagon - Arlington stands out as one of America's preeminent places to live, visit and do business.

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The Washington Post

Back to previous page

Fairfax County loses a seat on Metro board

By Dana Hedgpeth and Anita Kumar,

Fairfax County will lose a seat on Metro's board of directors, and Arlington County's representative will lose voting power to make way for an appointee by Virginia Gov. Robert F. McDonnell.

The changes follow a push by McDonnell for the state to have more representation on the board.

Last fall, <u>McDonnell appointed Jim Dyke</u>, a Northern Virginia lawyer and business leader, to the Northern Virginia Transportation Commission (NVTC), which appoints four representatives to the 16-member Metro board.

Dyke is expected to join the Metro board Thursday, just as it begins discussing <u>next year's budget</u>. He will become a principal, voting member of the board, taking the seat of Mary Hynes, chair of the Arlington County Board.

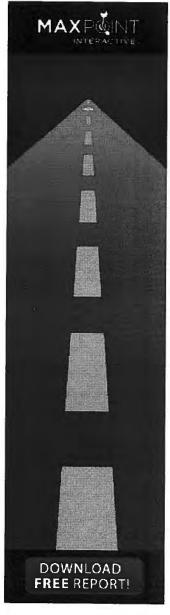
Hynes, who has been on the Metro board since January 2011, will assume one of the board's eight non-voting alternate seats, which is currently held by Jeff McKay, a member of the Fairfax County Board of Supervisors.

McKay, who has served on the Metro board since January 2008, will step down. Cathy Hudgins, the chairman of the Metro board who is a supervisor in Fairfax County, will remain on the Metro board.

Hynes on Friday said the change will be a difficult one. The concern, she said, is that Dyke represents Virginia and that the state "has a different priority on funding transit than we do in Arlington. . . . Transit is crucial for us. If it doesn't work, our community shuts down."

McKay said his stepping down is a disservice to riders. "It is clearly a political power play by the governor," he said. "It is a big mistake for the transit agency because this has to do with who can run a transit agency better: local government or the state? It is clearly local government."

Sean Connaughton, Virginia's secretary of transportation, encouraged McKay to remain involved. He



said McDonnell plans to meet with D.C. Mayor Vincent Gray and Maryland Gov. Martin O'Malley next week to discuss Metro governance and safety.

"The commonwealth is committed to working with the localities and all the stakeholders to address the current challenges facing Metro," he said.

Metro's board and its organizational structure underwent harsh criticism after the 2009 Red Line crash that killed nine people and injured dozens. The 16-member board has tried to revamp how it governs while also dealing with turnover. Dyke will be the tenth new member to join the board since last January.

Local transportation groups along with officials from the counties, the District, Virginia and Maryland select 12 board members. The General Services Administration selects four members.

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Fisette Tapped to Head N.Va. Transportation Commission

Posted: Sunday, January 8, 2012 8:57 am

County Board member Jay Fisette has been tapped to serve as chairman of the Northern Virginia Transportation Commission for 2012.

He succeeds Alexandria Mayor William Euille.

The commission funds and promotes public transit in Arlington, Fairfax and Loudoun counties and the cities of Alexandria, Fairfax and Falls Church. Its board of directors includes local and state elected officials and a representative of the Virginia Secretary of Transportation.

Arlington's Position Demoted on Metro Board, at Least for Now

by SCOTT McCAFFREY, Staff Writer | Posted: Monday, January 9, 2012 7:37 am

It came as no surprise, but the Northern Virginia Transportation Commission made it official on Jan. 5, bumping Arlington to second-class status on the board of directors of the Washington Metropolitan Area Transit Authority (WMATA).

Commission members voted to designate Fairfax County Supervisor Catherine Hudgins (D-Hunter Mill) and state-government representative James Dyke as Virginia's voting members of the WMATA board.

In so doing, the commission moved County Board Chairman Mary Hynes to alternate status, marking what could be the first time in the history of the Metro system that Arlington has not had voting representation on the board.

Alexandria Mayor William Euille will remain as the second alternate representing Virginia on the WMATA board. Fairfax Supervisor Jeff McKay (D-Lee) was bumped as an alternate to make way for Hynes.

Dyke in late 2011 was tapped by Virginia Secretary of Transportation Sean Connaughton to represent the state government's interests on the Metro board. State officials refused to provide additional funding for the public-transit agency unless they gained voting representation.

Members of the Northern Virginia Transportation Commission board criticized the move, but acquiesced to it. And in the end, they opted to demote Hynes rather than Hudgins.

What remains unclear is whether Fairfax will retain the voting seat in perpetuity, or whether that designation will rotate among Northern Virginia jurisdictions.

The 14-member WMATA board has eight voting positions and six alternates, spread among the Virginia, Maryland, the District of Columbia and federal governments.

Statement of Bill Euille on the Governors proposal for transportation funding plan:

"On behalf of my colleagues and all Northern Virginians, we are pleased that Governor McDonnell recognizes the transportation funding crisis.

While Governor McDonnell is seeking to earmark a portion of future General Fund tax revenues that may become available to the Commonwealth through economic recovery, NVTC is on record as favoring immediate new revenues for transit that are stable, reliable, proven and permanent. Accordingly, we would like to see the Governor proposing new, dedicated revenue sources that do not reduce the state's General Fund or local government's property tax base.

We also note the absence of any mention of funds for public transit. We trust the Governor will provide further details soon spelling out how public transit will benefit.

Finally, the Governor's mention of tax increment financing for state-funded projects deserves further elaboration, since local governments now derive benefits from transit-induced economic development. We trust that the Governor does not intend to shift existing property tax revenues used by local governments for essential local services such as transit, police, fire and schools to go instead to the state.

Our local governments, business leaders and transportation advocacy groups all agree that simply shuffling monies from one pot to another is not adequate to maintaining Virginia's status as the best place to do business in the United States. We have \$700 million in unmet transportation needs in Northern Virginia alone.

The DC Metro area is #1 for congestion in the country and that's not going to change until NEW, LONG-TERM, SUSTAINABLE funding is identified, approved and implemented."

Discussion of Governor McDonnell's Proposal to Consolidate NVTC and NVTA

Proposal

Governor McDonnell has proposed consolidating the Northern Virginia Transportation Commission (NVTC) and the Northern Virginia Transportation Authority (NVTA):

"The Northern Virginia Transportation Commission (NVTC) would be consolidated with the Northern Virginia Transportation Authority (NVTA) so that the NVTA would assume all powers and responsibilities of the NVTC. The merger would create a singular, unified group to represent Northern Virginia's localities on transportation issues."

"Under the consolidation, the powers and duties of the NVTC would be assumed by the NVTA, except that the NVTC would remain as a subsidiary solely for the purposes of appointing Virginia's representation to the WMATA Board of Directors."

The consolidation proposal purports to "provide for more direct funding of transit, consolidate duplicative organizations, and create one unified organization for improving transportation in Northern Virginia."

The Governor has not provided an explanation of how his proposal achieves any of these goals. As explained below, instead it appears to create further complications for transportation planning, coordination and implementation for the region.

The proposed consolidation does not recognize significant complications of NVTC's co-ownership of the Virginia Railway Express (VRE). It also overlooks the fact that there is no overlap in operations and expertise between NVTC and NVTA. NVTA has no staff or budget and therefore no financial savings will occur from consolidation.

Overview of Organizations

Each organization was created at a different time in order to address unique transportation issues that were locality specific.

- NVTC was established in 1964. It includes six jurisdictions. Its responsibilities include appointing
 Virginia's members of the Washington Metropolitan Area Transit Authority (WMATA) Board, managing
 Northern Virginia gas tax revenues, managing transit projects and grants for its jurisdictions,
 coordinating transit services, conducting transportation research and initiating innovations for local
 transit systems.
- VRE, Northern Virginia's commuter rail service, began service in 1992 and is jointly owned by NVTC
 and the Potomac Rappahannock Transportation Commission (PRTC), so that the effects on PRTC and
 its member jurisdictions must be considered in the proposed consolidation, including NVTC- issued
 bonds for VRE and a complex multi-jurisdiction Master Agreement executed by NVTC.
- NVTA, created in 2002, includes nine jurisdictions plus a representative of several towns. It was tasked
 with long-range transportation planning, programming highway and other transportation funds, and
 advocating for Northern Virginia's transportation needs. NVTA has no staff, no official offices (only a
 mailbox and phone number), and minimal funding of \$50,000 annually provided by VDOT to cover
 incidental mailbox, telephone and meeting expenses (which NVTA is not spending given volunteer
 efforts of staff of its member jurisdictions).

While a combined transportation agency could be developed, consolidation would require significant effort, detract from each agency's current mission, and almost certainly function no more effectively than the separate agencies, given their unique missions. Many unanticipated consequences would result.

Agency Funding and Governance

	NVTA	NVTC
Total Staff	0	6 FT; 2 PT
Total Budget in FY2012	\$0	\$1.2 Million
Financial Assets	\$116,000	\$148 Million held for member jurisdictions. Co-ownership of \$378 million of VRE assets
Support from State General Fund	\$0	\$0
Lease Agreements	\$0	\$2 Million for 10-year Office Lease
Bonds	\$0	\$25 Million in outstanding bonds for VRE
Board Meetings in FY2011	3	9
Total Board Members (Excluding Alternates)	17	20

Conclusion:

NVTC is an active organization with a small staff and significant financial resources and commitments. NVTA has not received anticipated funding and has no staff.

Agency Responsibilities

	NVTA	NVTC
Coordinates Local and Regional Transit Services		Х
Co-owns VRE (Commuter Rail)		Х
Appoints Virginia's Members of the WMATA Board		Х
Receives 2.1% Motor Vehicle Tax Which Funds Member Jurisdictions' WMATA and other Transportation Expenses		Х
Issued Bonds and Manages Trust Funds For Member Jurisdictions		Х
Allocates CMAQ/RSTP Federal Funds and Other Funds That May Be Made Available By the General Assembly or Federal Government	Х	
Prioritizes Transportation Projects and Agrees on Project Funding	Х	
Agrees on Unified Virginia Positions On Issues to be Acted On By the Regional Metropolitan Planning Organization	Х	
Prepares Unconstrained Long-Range Regional Surface Transportation Plan	Х	
Demonstrates New Transit Technology		Χ
Advocates for Public Transit in General		Χ
Compiles Transit Performance Data and Educates the Public		Χ
Serves as Trustee for State Transit Assistance	-	X

Conclusion: No overlapping responsibilities.

Rationale for Consolidation, Per the Governor's Recommendation

Rationale 1: "Provide more direct funding of transit"

- The member jurisdictions of NVTC, NVTA and VRE have adopted different and complex approaches to allocating revenue and shares of their administrative budgets, either statutorily or through other agreements, that best meet the region's objectives. None of these jurisdictions is seeking a change in funding allocations.
- In Northern Virginia, transportation spending priorities are developed in a collaborative manner, transit services are effectively and closely coordinated, and no territorial conflicts exist between the agencies.
- No state general funds are used for the agencies' administrative budgets.

Rationale 2: "Consolidate duplicative organizations"

- Currently the two agencies serve different territories. Consolidating these agencies could result in jurisdictions voting on issues outside their boundaries/interests.
- To ensure that all issues are properly addressed, the consolidated agency would likely have to include subcommittees to address specific areas, thereby creating further bureaucratic layers.

Rationale 3: "Create one unified organization for improving transportation in Northern Virginia."

In 2008, the Transportation Planning Board (TPB) reconfirmed a cooperative planning approach that
avoids overlapping and competing planning responsibilities in an agreement executed by TPB, VDOT,
DRPT, WMATA, NVTC, NVRC and others. If the region were failing to meet these federally mandated
requirements, federal transportation funds would be withheld.

Conclusion: The Governor has not provided evidence that his proposal achieves any of his stated objectives.

Additional Adverse Consequences from the Proposal

Governance

- Currently NVTA and NVTC have 37 combined board members, primarily local elected officials, General
 Assembly members and the Governor's appointees. Methods for appointments for the new
 consolidated agency would have to be resolved. Additionally, decisions would have to be made
 regarding whether representation would be allocated based on population, financial contribution, or
 other criteria. Such criteria may upset the current balance of decision-making authority in the two
 organizations that is currently producing effective outcomes.
- Given NVTC's current role in selecting Virginia's WMATA board members, it is likely that reshuffling the
 organization will affect the way those selections are made, creating winners and losers. For example,
 NVTA's board includes DRPT's Director, the Administrator of the Northern Virginia District of VDOT,
 two citizen members appointed by the Governor, the mayor of a town and three General Assembly
 members that may not all be from NVTC's WMATA jurisdictions.

Legal Issues

• Issues related to bonds, leases, and other legal documents must be reviewed and resolved. For example, in contrast to NVTA, NVTC has liability protection tailored to its ownership of VRE and also has negotiated labor agreements supporting millions of dollars in federal transit grants that would have to be unwound if NVTC ceases to be an active and free-standing organization.

- NVTC is cited specifically in the WMATA Compact, which can only be amended with identical actions
 by the Virginia, Maryland and D.C. legislative bodies and the U.S. Congress. Creating NVTC as a
 subsidiary of NVTA solely for the purposes of appointing the WMATA representatives would be
 problematic if conflicts with the Compact resulted.
- Unforeseen consequences may occur due to widespread technical amendments to the Virginia Code
 that would be required for this undertaking. For example, would Northern Virginia's local governments
 need to be excluded from the opportunities available to the rest of the state in the Transportation
 District Act? As competing interests become involved, amendments may become even more complex
 and create still further unintended consequences.

Funding

NVTC is a transit organization and receives 75% of its administrative budget from state transit funds.
 Subsuming NVTC within NVTA (a non-transit organization) would result in loss of that state funding source and require local General Funds to be used. Some NVTA members would also have to begin to pay the costs of two transportation agencies (PRTC and NVTA) where today they only pay for one (PRTC). Accordingly, the proposal is another unfunded state mandate.

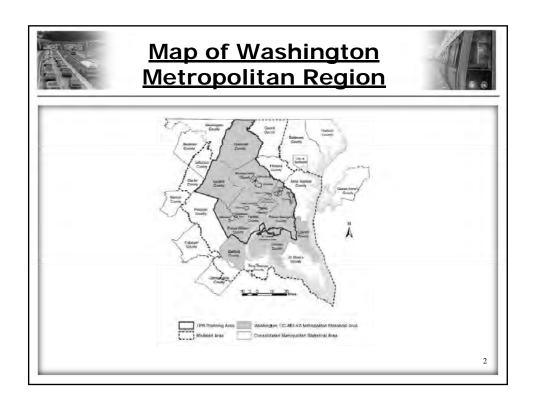
Conclusions

- 1. No evidence exists that the consolidation proposal achieves the stated goals.
- 2. NVTC is already results oriented, is a good steward of taxpayer dollars, has been recognized nationally as an outstanding public agency, consistently ensures sound investments in transit and has done so since 1964.
- 3. There is significant local opposition to the proposal because there is deep skepticism that consolidation would serve any constructive purpose. Consolidation has been previously proposed, evaluated, and rejected by the local governments and regional agencies that are directly affected because the disadvantages far outweighed any perceived advantages.
- 4. In considering previous proposals to do away with NVTC, some have expressed serious concerns that NVTC's carefully negotiated sharing agreement for transit funds will be overturned and the new organization will tilt the balance of funding toward more roads and less transit.
- 5. It took at least two years for the General Assembly to create NVTA alone. Consolidation of NVTC and NVTA, with repercussions for VRE and PRTC, would require even more evaluation and planning to accomplish. This, tied with the negotiation of acceptable terms for all parties needed to overcome complex funding, governance, and legal issues, would be costly and time consuming. It is a distraction when time, funding and other limited resources could be better spent addressing the individual agencies' missions and the region's critical transportation needs.
- 6. If, despite an absence of any factual basis for supporting consolidation of NVTA and NVTC, the General Assembly wishes to proceed, it would be less disruptive to absorb NVTA into NVTC than to attempt the opposite as the Governor has proposed. NVTC has staff, offices and funding and meets monthly. Given the legislative complexity of such a merger, the 2012 General Assembly could call for the requested consolidation to be completed in at least two stages, with a detailed study of alternatives and suggested legislation slated for completion in 2012 with enactment of the preferred alternative occurring in the 2013 General Assembly.



HOW PUBLIC TRANSPORTATION IS ORGANIZED IN NORTHERN VIRGINIA

NOVEMBER, 2011





Summary

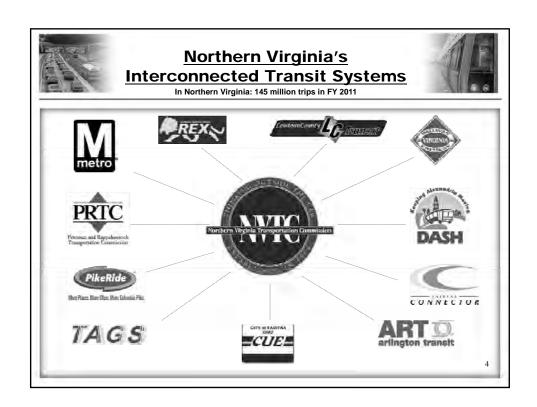


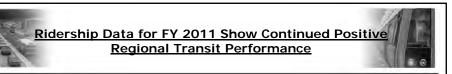
- Public transit in Northern Virginia is coordinated and performs exceptionally well.
- Routes do not overlap, services are not duplicated, and systems do not compete.
- The institutions providing, planning and funding transit in Northern Virginia are many and their interrelationships are complex, but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











Strong transit performance in Northern Virginia:

- FY 2011 results show 145 million trips, up 5 percent compared to FY 2007.
- 22% ridership growth here since 2001.
- For example, the Virginia Railway Express (VRE) is experiencing all-time high ridership now exceeding 20,000 daily riders. All of its top 10 ridership days have occurred in 2011.
- 76% of Virginia's transit ridership is in Northern Virginia.
- Northern Virginia's 2.2 million residents took 65 transit trips per capita in FY 2011, while in NVTC's WMATA jurisdictions residents took 96 (transit trips per capita, statewide, excluding Northern Virginia, was 8).
- Transit and ridesharing carry as much as twothirds of commuters in our major corridors in peak periods.



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Total Transit Ridership Growth NoVA FY 2007-2011

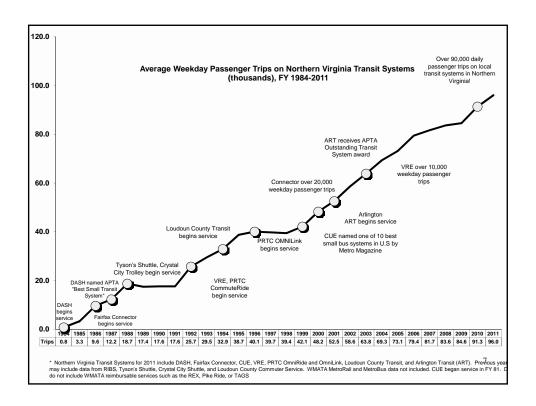


Transit Provider	FY 2007 Passenger Trips	FY 2008 Passenger Trips	FY 2009 Passenger Trips	FY 2010 Passenger Trips	FY 2011 Passer Trips
Metrorail (Northern Virginia)	94,161,091	97,985,696	101,183,949	98,463,817	98,053,08
Metrobus (Northern Virginia)	21,011,434	21,574,431	22,125,429	20,556,094	20,401,58
Fairfax Connector	9,717,392	9,810,228	9,576,635	9,643,793	10,283,31
Alexandria DASH Bus	3,743,449	3,978,773	4,006,825	3,805,551	3,750,73
Virginia Railway Express (VRE)	3,453,561	3,583,534	3,868,035	4,106,589	4,645,59
PRTC OMNI Ride Bus	1,738,556	1,840,616	2,146,441	2,176,322	2,297,42
City of Fairfax CUE Bus	1,135,758	1,047,346	1,031,659	932,055	910,54
Arlington Transit	1,060,441	1,225,427	1,428,827	1,990,402	2,261,12
PRTC OMNI Link Bus	944,917	1,008,568	1,025,633	1,000,027	1,029,27
Loudoun County Transit	652,347	777,273	890,011	967,957	1,210,54
Total	137,618,946	142,831,892	147,283,444	143,642,607	144,843,23

Annual Transit Ridership in NoVA has Increased 5% since 2007.

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*Preliminary



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Iorthern Virginia	Local Transit System	IS					
FY	DASH	Connector	CUE	VRE	PRTC	ART	LCT
1991	5,100	8,550	2,780				
1992	5,456	8,550	3,400				
1993	6,900	9,610	3,100	5,597	2,730		
1994	7,604	10,605	3,305	7,170	2,864		
1995	7,604	16,465	3,552	7,361	2,964		
1996	7,815	16,700	3,380	7,670	3,174		
1997	7,751	17,000	3,191	7,150	3,671		
1998	7,963	17,499	3,131	6,081	3,695		
1999	8,354	17,636	3,100	7,078	3,857	420	648
2000	8,689	20,494	3,435	8,414	5,350	714	710
2001	9,172	22,537	3,423	9,877	5,083	588	730
2002	9,330	24,765	3,250	11,467	6,153	837	838
2003	10,235	27,765	3,282	13,291	7,186	976	1,152
2004	10,864	28,590	3,438	14,540	7,635	2,640	1,642
2005	11,288	29,775	3,739	15,115	8,076	2,992	2,189
2006	12,178	33,154	3,831	14,785	9,611	3,528	2,449
2007	12,785	33,877	3,988	13,982	10,610	3,812	2,606
2008	13,657	33,901	3,713	14,662	11,218	4,243	3,156
2009	14,033	30,278	3,651	15,754	12,638	4,926	3,614
2010	13,544	34,356	3,331	16,673	12,303	7,109	3,997 8
2011	12,933	35,883	3,180	18,377	12,685	8,056	4,897



Costs of Operation



- All of Northern Virginia's transit systems have held their inflation-adjusted operating costs relatively steady over the past few years.
- Bus systems serving short passenger trips have lower costs per trip than bus and rail systems serving primarily long distance trips.
- Conversely, bus and rail systems with long distance customers have lower costs per passenger mile.
- Similarly, operating costs recovered from passenger fares vary with type of service offered. Short-haul feeder routes to rail stations recover much lower percentages than express bus routes and rail services. For example, VRE recovers over 50% and Metrorail over 70% while Metrobus recovers 33%.

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Local Level of Effort



- It now costs over \$882 million dollars annually to operate, maintain and invest in public transit in Northern Virginia.
- Local sources (fares, 2.1% gas tax, local subsidies) provide about 60%.
- The latest available data show that, NVTC's jurisdictions had a local level of effort of \$269 per person. The next largest effort was in the Richmond District at \$26.17 per person.







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

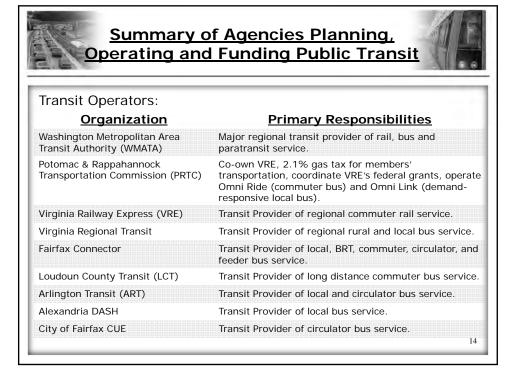
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Summary of Agencies Planning, Operating and Funding Public Transit



Primary Responsibilities
Federal formula and discretionary funding and safety regulation.
Flexible federal funding available for transit.
Federal loans and grants for passenger rail systems and safety regulation.
State transit formula and discretionary grants, statewide planning, technical assistance.
State funding and in Northern Virginia- planning, technical assistance and ITS architecture.

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



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



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

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



- Because local government funds and customer fares cover over 60% of Northern Virginia's transit capital and operating costs, not only are locally controlled transit systems responsive to the needs of customers, but they also maintain tight controls on spending.
- In fact, Northern Virginia has by far the greatest per capita transit ridership, per capita local funding effort and overall transit efficiency of any district in Virginia. Northern Virginia recognizes transit's importance and therefore focuses on effective coordination.
- In general, regional agencies (TPB, WMATA, NVTA, NVTC, PRTC) help coordinate these local services to be certain their combined operations offer an integrated system.

Why Do Most Northern Virginia Localities Operate Separate Transit Systems?



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

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Why Do Most Northern Virginia Localities Operate Separate Transit Systems?



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

metrobus

Why Do Most Northern Virginia Localities Operate Separate Transit Systems?



 When NVTC wished to initiate new commuter rail service, local governments within and outside NVTC considered the relative benefits of expanding NVTC and chose instead to create a contiguous district (known as the Potomac and Rappahannock Transportation Commission). This allowed the new 2% motor fuels tax (now 2.1%) to be used for VRE and other transportation in the new district while retaining NVTC's focus on WMATA. NVTC and PRTC have never voted differently on significant VRE issues and VRE is achieving unprecedented ridership gains.

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Examples of Effective Regional Transit Coordination



Route Planning and Service Integration:

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

Examples of Effective Regional Transit Coordination



Route Planning and Service Integration:

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

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<u>Examples of Effective Regional</u> <u>Transit Coordination</u>



Performance Measurement:

 For the past several years, MWCOG staff (using VDOT funds) performed traffic studies in major commuting corridors for NVTC. The studies measure the performance of various commuting modes (transit and ridesharing provide up to three-quarters of peak period trips in major corridors).



 NVTC provides consulting assistance to its local bus systems to complete annual National Transit Database reports, thereby earning an additional \$6 million annually in federal funds for WMATA.

Examples of Effective Regional Transit Coordination



Agency Cooperation:

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

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Examples of Effective Regional Transit Coordination



Fare Integration:

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



Examples of Effective Regional Transit Coordination



Emergency Response:

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

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More Examples of Effective Regional Transit Coordination

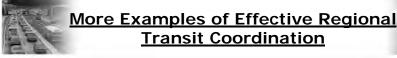


Cooperative Customer Service:

 Customers using WMATA's trip planning tools (on-line or by telephone), VRE's real-time train monitoring system and NVTC's e-schedules receive upto-date information on local bus systems as well as Metrorail and Metrobus.



 Most jurisdictions operate transit stores at which fare media of Northern Virginia's transit systems are available together with schedules and other information.





Technologies:

- NVTC initiated a demonstration of hybrid and other clean-fuel alternatives that led to the creation of the Falls Church GEORGE bus system.
- NVTC developed two new real-time bus arrival information systems. One, successfully tested on Falls Church's GEORGE, is a low-cost, non-proprietary system. Customers call a telephone number with their bus stop location and are told the arrival time of the next bus. In an open source format, it is available for improvements being developed by university classes and others. The second system is more sophisticated and was developed for Alexandria's DASH.
- WMATA is testing a single log-in by drivers using Smartcards that will integrate access on each Metrobus to SmartTrip fareboxes; Clever Devices maintenance monitoring, voice annunciators and automatic passenger counters; GE digital video cameras; Motorola radios; Orbital GPS devices; and Luminator destination signs.

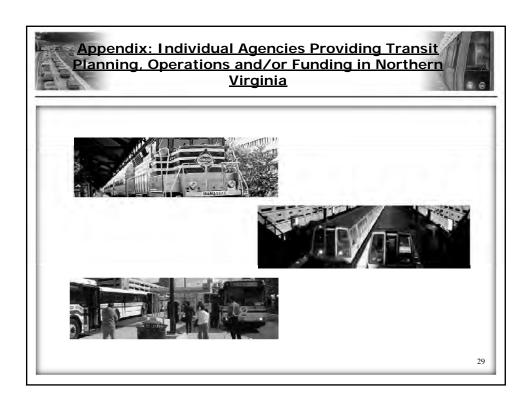
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Conclusions



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





Federal Transit Administration



Role:

- Administers federal formula and discretionary grants for transit through a regional office in Philadelphia and headquarters in Washington D.C.
- For FY 2011, NVTC identified about \$161 million in federal funds, or 19% of the total \$840 million spent on transit operations and capital in Northern Virginia.
- Enforces and audits extensive rules on planning, labor protection, procurement, U.S. manufacturing of transit vehicles, charters, safety and grant requirements.

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Federal Highway Administration



Role:

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

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Federal Railroad Administration



Role:

- Administers limited grant programs and more extensive loans for passenger rail service (utilized by VRE to purchase railcars).
- Requires adherence to safety programs and regulations by freight and passenger rail operators.

Federal Railroad Administration

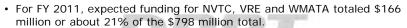


Virginia Department of Rail and Public Transportation



Role:

- Created July 1, 1992 (formerly a division of VDOT).
- Provides formula and discretionary funding for transit through Richmond and Northern Virginia offices.



- Audits compliance and performance of transit systems, developing an online asset management system, requires six-year capital improvement programs from each transit system.
- Conducts corridor transit studies such as Route 29, BRT (SJR 122) and I-95/495 HOT lanes.
- Member of TPB, NVTA, NVTC, PRTC and VRE boards.
- Member of Commonwealth Transportation Board (which allocates funds available from the state).

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Northern Virginia District of Virginia Department of Transportation



Pola-

 Provides funding for regional planning efforts through MWCOG and has its own modeling staff emphasizing multi-modal involvement.



- Funded annual mode share corridor studies including transit.
- · Maintains regional ITS architecture.
- With headquarters office maintains Northern Virginia's TIP and statewide STIP (necessary to qualify for federal funding).
- Manages HOV lanes used by transit systems and compiles performance data.
- Serves as a member of CTB, TPB and NVTA.



Metropolitan Washington Airports Authority



Role:

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

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Metropolitan Washington Council of Governments



Role:

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

Transportation Planning Board of the National Capital Region



Role

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

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Northern Virginia Regional Commission



Role:

- One of Virginia's planning district commissions, it is responsible for state planning reviews (A-95) with coordinated comments on federally funded projects.
- Provides a forum for resolution of land use and environmental issues.
- A 1971 contract with MWCOG recognizes TPB's official transportation responsibilities and avoids duplication of effort with other regional bodies.
- Lead agency in responding to traffic congestion issues resulting from the Defense Base Closure and Realignment (BRAC) Commission's recommendations.



Northern Virginia Transportation Authority



Role

- Created by Virginia General Assembly in 2001 and consists of 16 members, including one local government official from each of its nine localities.
- Completes and updates Northern Virginia's unconstrained multi-modal transportation plan, the most recent through 2030, with the 2040 update due for completion in 2012.
- Sets priorities for Northern Virginia's desired transportation projects and regional funding (e.g. CMAQ). Forwards Virginia's portion of each year's TIP to TPB for approval.
- · Legislative advocacy.
- · Implementation of projects.
- Currently no external funding and staff. It relies entirely on volunteer work by its member jurisdictions.

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Northern Virginia Transportation Commission



Role:

- Created in 1964 by Virginia's General Assembly.
- 20-member board of state and local elected officials.
- Allocates up to \$200 million annually of transit assistance to member jurisdictions (covering 1,000 square miles with a population of 1.8 million).
- Collects and manages regional 2.1% gas tax dedicated to WMATA.
- Serves as a forum for resolving transit issues and coordinating services.
- · Co-owner of VRE and issues bonds for VRE.
- Appoints two voting and two alternate members of WMATA's Board of Directors and four voting members plus four alternates to VRE's Board.
- · Conducts transit demonstration projects.
- Manages state and federal grant-funded projects.
- · Coordinates transit services.



Washington Metropolitan Area Transit Authority



Governance:

 Created in 1968 by interstate compact. Amendments to the compact require identical language by Maryland's Legislature, District of Columbia's Council, Virginia's General Assembly and the U.S. Congress. Metro's board has eight voting members, two from each of Maryland, D.C., Virginia and the federal government.



- No action passes the board without at least one affirmative vote from each of the three "state" jurisdictions.
- In Virginia, NVTC's original five members are compact signatories (Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church). Loudoun County, as a member of NVTC in 1990, is also part of the transit zone but isn't required to fund Metro as it currently is not served.
- Metro operates subway and regional bus service with 10,000 employees and an operating budget of about \$1.5 billion annually.

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Washington Metropolitan Area Transit Authority



Performance:

Metrorail

- -286.5 million trips as of FY 2011, of which 98 million were in Virginia.
- -Second largest rail transit system in the U.S.
- -Cost recovery of about 70%.

Metrobus

- -124.9 million trips as of FY 2011, of which 21 million were in Virginia.
- -Sixth largest bus transit system in the U.S.
- -Cost recovery of over 24% (since many routes feed Metrorail)

Metro Access

-2.2 million trips as of 2011 system-wide, up 292% from _0.5 in 2001.



Washington Metropolitan Area Transit Authority



Funding:

In FY 2011, system-wide budget of \$1.471 billion for operations and \$712 million for capital. Within Virginia, NVTC's WMATA jurisdictions used \$82.6 million of local funds to meet a total bill of \$530.1 million. Other sources were ---- (\$227.9 million), NVTC's 2.1% gas tax (\$30 million), federal aid (\$86 million) and NVTC allocated state aid (\$103.6 million). Thus, combined local sources (local, 2.1% gas tax and fares) met 64% of the total Virginia bill. The funding information for WMATA, VRE and the local bus systems to follow is projected by NVTC using budgeted DRPT and regional gas tax data.

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

Governance:

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

Performance:

- As of FY 1993, provided 2,730 average weekday trips. By FY 2011, the total is ___.
- Annual totals for FY 2011: Omni Ride= 2,297,425; Omni Link= 1,029,274. Funding:
- In FY 2011, PRTC budgeted about \$31.8 million for operations and capital, consisting of \$19.7 million of local contributions and fares (__%), \$5.2 million of state aid (__%), \$6.8 million of federal aid (__%), and \$__ million from other sources including carryover funding (__%).



Virginia Railway Express



Governance:

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

Performance:

 As of FY 1993, provided 5,597 average weekday trips and 1.404,961 annually. By FY 2011, the weekday average was 18,377, and the annual total was 4,465,591.

Funding:

 In FY 2011, VRE had available new funds of about \$97.6 million for operations and capital, consisting of \$43 million of local contributions and fares (44%), \$14.1 million of state aid (14%) and \$40.5 million of federal aid (42%).

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Virginia Regional Transit



Governance:

 A 501(c)(3) non-profit organization headquartered in Purcellville (Loudoun County). Began service in Augus 1990. Serves 17 jurisdictions in 10 Virginia counties. Each jurisdiction names the services (e.g. Front Royal Area Transit, Town of Orange Transit). Operates several routes in the Town of Leesburg and within Loudoun County.

Performance (Northern Virginia):

- FY 2005= 54,690 trips.
- FY 2011= 735,843 trips.

Funding:

• FY 2011 operating budget of \$4.0 million, of which \$1.9 million is federal, \$0.6 million state, \$1.5 million local and the remainder from private sources.



Alexandria DASH



Governance:

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

Performance:

- FY 1984 ridership= 753 average weekday.
- FY 2011 ridership= 12,933 average weekday.
- FY 2011 annual ridership= 3,750,737.

Funding:

 In FY 2011, Alexandria provided \$15.7 million from local funds and another \$2.8 million in gas tax funds for WMATA (out of \$33.8 million, including an allocated portion of federal funding going directly to WMATA). For DASH, \$6.1 million of local funds were used out of a total bill of \$10.3 million.



Arlington Transit (ART)



Governance:

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



Performance:

- As of FY 1999, ART provided 420 passenger trips on an average weekday.
- By FY 2011, ART carried 8,056 on an average weekday.
- FY 2011 annual ridership= 2,261,129.

Funding:

 In FY 2011, Arlington provided \$26.5 million from local funds and another \$3.3 million from regional gas tax for WMATA (out of a total of \$60 million including an allocated portion of federal funding going directly to WMATA.) For ART, Arlington used \$9.8 million of local funds to help meet a \$15.9 million bill.



City of Fairfax CUE



Governance:

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



Performance:

- As of FY 1986 carried 1,450 average weekday trips. By FY 2011, that measure increased to 3,180.
- FY 2011 annual ridership= 910,549.

Funding:

• In FY 2011, the city used \$1.7 million of regional gas tax proceeds for WMATA (out of a total of \$2.0 million including an allocated portion of federal funding going directly to WMATA.) For CUE, the city spent \$1.3 million of local funds to help meet a \$2.0 million total bill.

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Fairfax Connector



Governance:

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



Performance:

- FY 1986 average weekday ridership= 3,550.
- FY 2011 average weekday ridership= 35,883.
- FY 2011 annual ridership= 10,283,313.

Funding:

• In FY 2011, the county used \$40.8 million of local funds and another \$21 million of regional gas tax for WMATA (out of a total of \$115.2 million including an allocated portion of federal funding going directly to WMATA.) For the Connector, \$46.6 million of local funds were used for bills of \$69.6 million.



Loudoun County Transit



Governance:

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

Performance:

- FY 1999 average weekday ridership=648.
- FY 2011 average weekday ridership= 4,897.
- FY 2011 annual ridership= 1,210,542.

Funding:

• Net transit payments for FY 2011 were \$12.8 million.

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Other Branded Services



REX:

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

TAGS:

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

PikeRide:

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



For More Information



Go to: www.thinkoutsidethecar.org

Northern Virginia Transportation Commission 2300 Wilson Boulevard, #620 Arlington, VA 22201

703-524-3322





Agenda Item #11

TO: Chairman Fisette and NVTC Executive Committee

FROM: Rick Taube, Rhonda Gilchrest, Scott Kalkwarf and Claire Gron

DATE: February 23, 2012

SUBJECT: NVTC's 2012 Handbook

Excerpts are attached from the updated handbook. A complete version is available on NVTC's website: www.thinkoutsidethecar.org

The handbook provides a detailed description of NVTC's history, statutory responsibilities, accomplishments, work program, legislative agenda, subsidy allocation model, by-laws, and board member biographical sketches, among other pertinent topics.



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Figure 6
Statutory References for NVTC Functions

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

Figure 8

MEMBERS OF NVTC'S MANAGEMENT ADVISORY COMMITTEE*

Alexandria	Fairfax County
Jim Maslanka Chief of Transit Services	Todd Wigglesworth Acting Chief, Coordination & Funding Div
Pierre Holloman Urban Planner	Noelle Dominguez Legislative Liaison
Oldan i lanner	Ray Johnson Transportation Planner
Arlington County	Falls Church
Lynn Rivers Metrobus Service Coordinator	Wendy Block Sanford Senior Planner/Transportation Planner
Jason Friess Financial Analyst	Melissa Ryman Deputy Director of Finance
City of Fairfax	Loudoun County
Alex Verzosa Transportation Director	Nancy Gourley Division Manager Transit Operations

Many additional staff attend MAC meetings as needed, depending on the agenda, including representatives of WMATA and DRPT.

Figure 10

Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2010 – FY 2011

L				
System	Average Weekday Passenger Trips FY 2010	Average Weekday Passenger Trips FY 2011	Annual Passenger Trips FY 2010	Annual Passenger Trips FY 2011
Metrorail Virginia	327,304	328,088	98,463,817	98,053,085
Metrobus Virginia	72,079	69,810	20,556,094	20,401,587
Fairfax Connector	34,356	35,883	9,643,793	10,283,313
VRE	16,673	18,377	4,106,589	4,645,591
DASH	13,544	12,933	3,805,551	3,750,737
PRTC OmniRide	8,602	8,939	2,176,322	2,297,425
PRTC OmniLink	3,701	3,746	1,000,027	1,029,274
CUE	3,331	3,180	932,055	910,549
ART	7,109	8,056	1,990,402	2,261,129
Loudoun County Transit	3,997	4,897	967,957	1,210,542
Total	490,696	493,909	143,642,607	144,843,232

^{*} Note: Ridership on WMATA reimbursable services such as REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

Figure 11

Person (Carrying C	Person Carrying Capacity Co	Imparison for HOV and Conventional Lanes, SPRING 2010	V and Conven	ional Lanes, S	PRING 20	0
HOV Facility	Persons	Direction	Restricted Hours	A.M. HOV Lane Person Movement*	A.M. Conventional Lane Person Movement	A.M. Persons Per HOV Lane, Per Peak Hour*	A.M. Persons Per Conventional Lane, Per Peak Hour
I-395 North of Glebe Road	HOV-3	Northbound	6:00 A.M 9:00 A.M.	30,800 (2 LANES)	24,200 (4 LANES)	5,100	2,000
I-95 North of Newington	НОУ-3	Northbound	6:00 A.M 9:00 A.M.	24,200 (2 LANES)	17,000 (4 LANES)	4,000	1,400
I-66 - Inside Beltway East of I-495; Road only for HOV use	HOV-2	Eastbound	6:30 A.M 9:00 A.M.	15,800 (2 LANES)	N/A	3,200	N/A
I-66- Outside Beltway West of I-495	HOV-2	Eastbound	5:30 A.M 9:30 A.M.	10,400 (1 LANE)	20,100 (3 LANES)	2,600	1,700
I-267- Dulles Toll Road West of Rt. 7	HOV-2	Southbound	6:30 A.M 9:00 A.M.	10,200 (1LANE)	12,800 (3 LANES)	4,100	1,700

Counts are from the National Capital Region Transportation Planning Board, 2010 Performance of High-Occupancy Vehicle Facilities on Freeways in the Washington Region Study performed in Spring 2010. Source:

"Includes automobiles, vanpools, motorcycles, and buses during the restricted period. Also includes violators, law enforcement and

Other vehicles with clean fuel registration plates. Bus counts are based on factors calculated from latest ridership data provided by the operators on these facilities. Figure 13

Operating/Capital	AMONG JURISDICTIONS	Customunida	1
Costs & Subsidies	Formula Factors	Systemwide FY 2012 Estimates (a)	Virginia Shares
Metrobus Operating Subsidy	For regional routes, subsidies assigned using population/population density, average weekday riders and route miles	\$311,163,600	25.5% regional but
	and hours, with weights of 25%, 15%, 35% and 25% respectively. For non-regional routes, subsidies are assigned in proportion	\$71,594,900	14.4% non-regiona
	to the platform hours and the passenger revenues in accordance with data from the registering farebox system, minus route revenues.	\$382,758,500	23.5% total
Metrorail Operating Subsidy	Aggregate subsidy assigned on a three- factor formula giving equal weight to stations, population and ridership by jurisdiction.	\$129,070,100	29.0%
Paratransit Operating Subsidy	Costs allocated on actual trip basis systemwide. Virginia jurisdiction subsidies further allocated on an average time per trip basis.	\$110,152,700	13.6%
Metro Revenue Bond Debt Service	1970 Four-Factor Formula: Construction cost 40%, service cost 30%, ridership 15% and population 15% all as estimated for the 103-mile system. Within Virginia each factor is given equal weight.	\$27,484,200	27.0%
	TOTAL OPERATING	\$649,465,500	23.0%
State and Local Match to Federal Formula Grants	FY 2012 subsidy calculated by grouping projects into bus, rail bus/rail, and access categories and distributing costs based on FY 2010 operating subsidy percentage.	\$63,300,000	25.9%
State and Local Additional Funds	FY 2012 subsidy calculated by grouping projects into bus, rail bus/rail, and access categories and distributing costs based on FY 2010 operating subsidy percentage.	\$158,900,000	25.9%
State and Local Match to Federal Dedicated Funds	FY 2012 proposed budget does not allocate by jurisdiction. Assumed equal shares for this table.	\$167,200,000	33.0%
Reimbursable Capital Projects	Each jurisdiction contributes to the \$3 million funding level and approves the program priorities.	\$3,000,000	27.5%
	TOTAL CAPITAL	\$392,400,000	29.0%
	GRAND TOTAL	\$1,041,865,500	25.2%

Figure 14

City of

Fairfax

Falls

NORTHERN VIRGINIA TRANSPORTATION COMMISSION SUBSIDY ALLOCATION MODEL - FY 2012 FINAL SUMMARY OF SUBSIDIES AND ASSISTANCE

Prepare	d 10/11	V5 FI	NAI

	<u>Alexandria</u>	<u>Arlington</u>	<u>Fairfax</u>	County	Church	<u>Totals</u>
LOCAL JURISDICTION SUBSIDIES FOR FY 2012						
Metro Bus Regional Subsidy (includes FY10 audit ad				\$ 37,256,211	\$ 1,303,736	\$ 76,026,209
Metro Bus Non Regional Subsidy (includes FY10 aud		1,128,910		8,317,528		10,327,552
Metro Paratransit Program (includes FY10 audit adj.)		1,269,797				16,539,661
Metro Rail Operations (includes FY10 audit adj.)	6,641,304	13,337,092		22,365,706	,	43,259,168
Metro Debt Service	1,417,810	2,739,447		3,168,029		7,410,462
Metro CIP Agreement - FY12	7,024,000	13,106,000	441,000			44,234,000
Metro CIP Agreement - Carryover from Previous FY		3,028,000	102,000	5,411,000		8,647,000
Metro Matters Debt Service (Local Opt-out & WMAT)	•	1,603,393		8,305,876	,	10,732,073
Metro Capital - Program Development	133,000	261,000	6,000	417,000	•	825,000
Local Operations	9,998,329	8,414,881	2,272,310	64,386,952		85,072,472
Local Capital	4,400,000	4,240,000	73,750	32,274,000		40,987,750
Amortized Local Capital/Debt Service			-	900,000		900,000
Total Jurisdiction Subsidies	46,442,976	71,900,762	4,437,978	219,673,067	2,506,564	344,961,347
HOLD HARMLESS (REVENUE) COST						
Small Jurisdiction Hold Harmless (Gas Tax)	66,642	87,823	39,293	486,243	(680,000)	5 <u> </u>
Large Jurisdiction Hold Harmless (FY12 State Aid)	(332,666)			.00,210	(000,000)	(1,229,504)
Total Hold Harmless (Revenue) Cost	(266,024)	(809,015)		486,243	(680,000)	(1,229,504)
		E			((1,111111111111111111111111111111111111
ALLOCATION OF NVTC AID FOR FY 2011						
State Aid Revenue - Capital Assistance (FY 12)	(5,825,310)	(9,934,611)	(668,389)	(27,274,182)	(335,578)	(44,038,069)
State Aid Revenue - Operating Assistance	(9,781,179)	(16,681,037)	(1,122,281)			
Gas Tax Revenue (Estimated for FY 12)	(3,179,320)	(3,797,737)	(2,249,201)	(23,072,820)		
State Aid Revenue - Dedicated for Debt Service	(1,346,920)	(2,602,475)	(44,353)	(3,009,628)		(7,039,939)
Gas Tax Revenue - Dedicated for Debt Service	(70,891)	(136,972)	(2,334)	(158,401)	(1,924)	(370,523)
State Aid Revenue - Other		3 5		-	_	` H = -
Total NVTC Aid	(20,203,618)	(33,152,832)	(4,086,558)	(99,310,649)	(1,567,828)	(158,321,485)
Net Local Transit Burden	\$ 25,973,333	\$ 37,938,915	\$ 390,713	\$ 120,848,661	\$ 258,736	\$ 185,410,359
Total FY12 Revenue Earnings (excluding Debt Serv.)	\$ (19,051,833)	\$ (31,222,400)	\$ (4,000,578)	\$ (95,656,377)	\$ (2,209,339)	\$ (152,140,527)
ASSISTANCE CARRIED FORWARD (at state %) (not	e A)					
FY11 State Aid - WMATA Capital	1,229,796	2,097,321	141,105	5,757,921	70,845	9,296,988
FY11 State Aid - Local Capital	1,304,889	2,225,387	149,721	6,109,511	75,171	9,296,988 9,864,679
FY10 State Aid - Local Capital	964,487	1,644,858	110,664	4,515,743	55,561	7,291,313
FY09 State Aid - Local Capital	1,532,934	2,614,300	175,887	7,177,221	88,308	11,588,650
FY08 State Aid - Local Capital	40,949	69,835	4,698	191,723	2,359	309,565
FY07 State Aid - Local Capital	173.885	296,548	19,951	814,133	10,017	1,314,534
Total Prior Years Carried Forward	\$ 5,246,941	\$ 8,948,249		\$ 24,566,252	\$ 302,260	\$ 39,665,729
Total Filor Teals Carried Forward						

ALLOCATION PERCENTAGES FOR FY 2012						
Formula ("SAM") (for FTM/Admin, Capital)	13.2279%	22.5591%	1.5178%	61.9332%	0.7620%	100.0000%
Gas Tax POS	9.6550%	11.5330%	6.8304%	70.0676%	1.9141%	100.0000%

⁽A) Prior year assistance contracted with DRPT, yet not invoiced. These amounts are available for the current fiscal year and are not reflected in the revenue shown above. When the revenue is received it will be allocated among the jurisdictions by the SAM percentages currently in effect. Note that the FY11 State Aid for WMATA WILL be received in FY12.

Figure 15

			OF FUND	S RECEIVED			
		ATA AND N		RGINIA (\$ Mill	ions) FY	FOR VRE	T
Fiscal	State Transit Assistance for NVTC	State Bonds	Regional Motor	NVTC Federal Section 9		State Transit	TOTAL
Year	Jurisdictions	for WMATA	Fuels Tax	Operating ¹	Subtotal	Assistance ²	
2012 ³	127.8	-	\$47.0	-	\$174.8	\$22.9	\$197.7
2011	100.5	-	43.8	-	144.3	14.1	158.4
2010	111.1		36.1	-	147.2	17.9	165.1
2009 ⁴	166.0	-	35.6	-	201.6	16.8	218.4
2008	103.4	-	42.3	-	145.7	15.1	160.8
2007	75.6	-	38.2		113.8	10.3	124.1
2006	99.7	-	37.5	-	137.2	30.8	168.0
2005	68.0	- · ·	27.5		95.5	10.2	105.7
2004	61.3	· -	23.2		83.8	10.7	94.5
2003	65.0	<u>-</u>	20.9	<u>-</u>	85.9	14.7	100.6
2002	62.2	16.0	18.3		96.5	8.8	105.3
2001	71.1	-	21.0	-	92.1	21.8	113.9
2000	63.5	13.3	17.9	-	94.7	8.9	103.6
1999	59.6	-	13.2	-	72.9	7.2	80.1
1998	54.3	-	14.0	-	68.3	6.5	74.8
1997	56.6	20.3	15.5	1.5	89.6	6.6	100.5
1996	53.5	-	13.6	2.7	89.8	9.7	79.5
1995	52.4	19.7	13.3	4.2	89.6	5.2	94.8
1994	45.0	45.0	12.5	4.2	106.7	6.4	113.1
1993	43.1	-	12.4	4.2	59.7	6.7	66.4
1992	51.9	- 1	12.9	4.2	69.0	4.7	73.7
1991	42.2	-	12.1	4.2	63.5	3.3	66.8
1990	50.2	-	12.2	4.2	66.6	2.1	68.7
1989	43.7	-	10.8	4.2	58.7	-	-
1988	51.1	- 1	9.4	4.6	65.1	-	-
1987	28.8	-	8.2	4.6	41.6	-	-
1986	20.9	-	9.8	4.8	35.5	- ,	
1985	20.4	-	9.8	4.8	35.0	-	_
1984	20.9	-	9.7	4.8	33.4	-	.
1983	20.6	-	9.1	4.8	34.5	-	-
1982	17.1	-	9.5	6.0	32.6	-	- '
1981	5.5	-	8.7	6.1	17.3	-	-
1980	14.5	- 1	-	6.1	20.6	-	_
1979	4.8	-	-	5.4	10.2	-	-
1978	15.0	-	- '	4.0	19.0	-	-
1977	3.6	-	-	4.0	7.6	-	-
1976	13.0	-	-	2.6	15.6	-	<u>-</u>
1975	6.0	-		1.5	7.5	_	_
1974	10.6	-		-	10.6	_	- İ
1973	4.4		- 1	-	4.4	_	_

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

³ Estimated.

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

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

Figure 16

Fiscal Year 2012 Northern Virginia Transportation Commission Projected Funding Sources for NVTC Jurisdictions' Transit Systems, WMATA and VRE (Dollars in millions) (See accompanying notes)

			ii.				V	MATA	OP	ERATIN	G A	ND CA	PIT	AL				
				NVT	CA	<u>id</u>		Direct		Total								
<u>Jurisdiction</u>		Local Funds	,	gional s Tax	. ;	State <u>Aid</u>		State <u>Aid</u>		State <u>Aid</u>		ederal <u>Aid</u>	ļ	Total F <u>unds</u>	% Local Funds	% Regional Funds	% State Funds	% Fed <u>Funds</u>
Alexandria	\$	14.7	\$	3.5	\$	11.8	\$	-	\$	11.8	\$	5.1	\$	35.1	41.9%	10.0%	33.6%	14.5%
Arlington	1	28.6		4.3		22.9		-		22.9		12.4		68.2	41.9%	6.3%	33.6%	18.2%
City of Fairfax		(1.5)		2.5		0.9		-		0.9		0.4		2.3	-65.2%	108.7%	39.1%	17.4%
Fairfax County		46.0		25.3		44.1				44.1		26.5		141.9	32.4%	17.8%	31.1%	18.7%
Falls Church		-		1.4		1.0		. -		1.0		0.4		2.8	0.0%	50.0%	35.7%	14.3%
Loudoun County				-		•		-		-		-		-	0.0%	0.0%	0.0%	0.0%
		87.8		37.0		80.7		-		80.7		44.8		250.3	35.1%	14.8%	32.2%	17.9%
Fare & Other Revenue	_	226.9		-				49.9		49.9		49.9		326.7	69.5%	0.0%	15.3%	15.3%
	\$	314.7	\$	37.0	\$	80.7	\$	49.9	\$	130.6	\$	94.7	\$	577.0	54.5%	6.4%	22.6%	16.4%

,						LC	OC/	L TRAN	ISIT	OPER	ATII	NG ANI	O C	APITAL	-			
	1		_	NVT	C A	id		Direct		Total				•				
		Local	Re	gional	;	State		State		State	F	ederal		Total	% Local	% Regional	% State	% Fed
<u>Jurisdiction</u>		Funds	<u>G</u> a	as Tax		<u>Aid</u>		<u>Aid</u>		<u>Aid</u>		<u>Aid</u>	1	-unds	<u>Funds</u>	<u>Funds</u>	<u>Funds</u>	<u>Funds</u>
Alexandria	\$	7.5	\$	<u>-</u>	\$	5.7	\$	-	\$	5.7	\$		\$	13.2	56.8%	0.0%	43.2%	0.0%
Arlington		5.2		٠-		7.5		-		7.5				12.7	40.9%	0.0%	59.1%	0.0%
City of Fairfax		1.3				1.0		-		1.0		•		2.3	56.5%	0.0%	43.5%	0.0%
Fairfax County		63.8		-		32.9		-		32.9		-		96.7	66.0%	0.0%	34.0%	0.0%
Falls Church		-		- '		-		-		-		٠.		-	0.0%	0.0%	0.0%	0.0%
Loudoun County		(2.3)		10.0				7.6		7.6		-		15.3	-15.0%	65.4%	49.7%	0.0%
		75.5		10.0		47.1		7.6		54.7		-		140.2	53.9%	7.1%	39.0%	0.0%
Fare & Other Revenue		26.4		-		<u> </u>				-		-		26.4	100.0%	0.0%	0.0%	0.0%
	\$	101.9	\$	10.0	\$	47.1	\$	7.6	\$	54.7	\$	-	\$	166.6	61.2%	6.0%	32.8%	0.0%

	l						VRE O	PEF	RATING	AN	D CAPI	TAL	_				
			NVT	CA	id	_ '	Direct		Total				-				
Jurisdiction		Local Funds*	egional as Tax	ı,	State <u>Aid</u>		State <u>Aid</u>	;	State <u>Aid</u>	F	ederal <u>Aid</u>		Total Funds	% Local <u>Funds</u>	% Regional Funds	% State Funds	% Fed Funds
NVTC/PRTC Jurisdictions	\$	15.1	\$ -	\$	٠ .	\$	22.9	\$	22.9	\$	41.5	\$	79.5	19.0%		28.8%	52.2%
		15.1					22.9		22,9		41.5		79.5	0.0% 19.0%		0.0% 28.8%	0.09 52.29
Fare & Other Revenue		30.8	 		-		-				-		30.8	100.0%		0.0%	0.0%
	\$	45.9	\$ -	\$	-	\$	22.9	\$	22.9	\$	41.5	\$	110.3	41.6%	0.0%	20.8%	37.69

*includes PRTC regional gas tax.

			 			OPE		G A	ND CAP	PIT/	AL				
<u>Jurisdiction</u>	Local <u>Funds</u>	NVT egional as Tax	 State <u>Aid</u>	S	irect State <u>Aid</u>	,	Total State <u>Aid</u>	F	ederal <u>Aid</u>]	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds
Alexandria	\$ 22.2	\$ 3.5	\$ 17.5	\$	-	\$	17.5	\$	5.1	\$	48.3	46.0%	7.2%	36.2%	10.6%
Arlington	33.8	4.3	30.4		· -		30.4		12.4		80.9	41.8%	5.3%	37.6%	15.3%
City of Fairfax	 (0.2)	2.5	1.9				1.9		0.4		4.6	-4.3%	54.3%	41.3%	8.7%
Fairfax County	109.8	25.3	77.0		-		77.0		26.5		238.6	46.0%	10.6%	32.3%	11.1%
Falls Church	-	1.4	1.0		-		1.0		0.4		2.8	0.0%	50.0%	35.7%	14.3%
Loudoun County	(2.3)	10.0	_		7.6		7.6		-		15.3	-15.0%	65.4%	49.7%	0.0%
NVTC/PRTC Jurisdictions	 15.1	- 9	-		22.9		22.9		41.5		79.5	19.0%	0.0%	28.8%	52.2%
	178.4	47.0	 127.8		30.5		158.3		86.3		470.0	38.0%	10.0%	33.7%	18.4%
Fare & Other Revenue	284.1	 -	-		49.9		49.9		49.9		383.9	74.0%	0.0%	13.0%	13.0%
	\$ 462.5	\$ 47.0	\$ 127.8	\$	80.4	\$	208.2	\$	136.2	\$	853.9	54.2%	5.5%	24.4%	16.0%

Figure 16 (continued)

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

- The schedule shows how the operating and capital needs of the local transit systems, Virginia's share of WMATA, and VRE are projected to be funded.
- State operating and capital assistance is allocated among the jurisdictions using NVTC's SAM factors in place for each fiscal year.
- State operating assistance is the actual amount contracted for the fiscal year.
- State operating assistance is allocated between WMATA and local systems
 using the percentage of the WMATA operating subsidies and local system
 deficits to the total operating requirements.
- State capital assistance for WMATA is the amount projected to be invoiced and collected during the fiscal year. State capital assistance for local needs is the amount contracted for the fiscal year.
- Regional gas tax is the projected Motor Vehicle Fuels Sales tax for the fiscal year. For all jurisdictions except Loudoun County, the revenue is allocated using the gas tax percentages from NVTC's SAM in place for the fiscal year. For Loudoun County the revenue is recognized by point of sale.
- The regional gas tax for Loudoun County is shown as a source of funds for their local systems, however the revenue may be used for any transportation purposes. For the other jurisdictions, regional gas tax may be used only for WMATA subsidies.
- Direct state aid is assistance not allocated by NVTC's SAM formula and not received by NVTC, but rather directly by the jurisdictions, WMATA and VRE. Direct state assistance for the local transit systems is the amount contracted or budgeted for the fiscal year.
- Special appropriations for WMATA and VRE are recognized when budgeted to be expended, not when appropriated.
- Federal aid is assistance budgeted to be received directly by the jurisdictions, WMATA and VRE, and includes federal funds administered by the state.
- WMATA capital and operating expenses are the subsidies actually billed during the fiscal year, plus the jurisdictions' respective share of federal assistance budgeted by WMATA. Local system deficits are based upon the fiscal year budgeted activities.
- Funding sources and the capital and operating expenses of VRE are those budgeted for the state assistance applications.

Figure 17

ESTIMATED DISTRIBUTION OF STATE AID AND REGIONAL GAS TAX AMONG NVTC MEMBER JURISDICTIONS

--FY 2012--

					
JURISDICTION	STATE AID AMOUNT (\$Millions)	PROPORTION (Percent)	GAS TAX AMOUNT (\$Millions)	PROPORTION (Percent)	TOTAL (\$Millions)
Alexandria	\$16.2	13.4	\$3.4	9.3	\$19.6
Arlington	27.9	23.1	4.1	11.2	32.0
City of Fairfax	1.8	1.5	2.4	6.6	4.2
Fairfax County	74.0	61.3	25.3	69.1	99.3
Falls Church	0.9	0.7	1.4	3.8	2.3
Total Allocated Assistance	\$120.8	100%	\$36.6	100%	\$157.4
Debt Service and NVTC Costs	7.0		0.4	ž	7.4
Loudoun County Motor Fuels Tax			10.0		10.0
Total Assistance Available	\$127.8	r.	\$47.0		\$174.8



AGENDA ITEM #12

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: February 23, 2012

SUBJECT: NVTC Financial Items for December, 2011 and January, 2012

The financial reports for December, 2011 and January, 2012 are attached for your information.

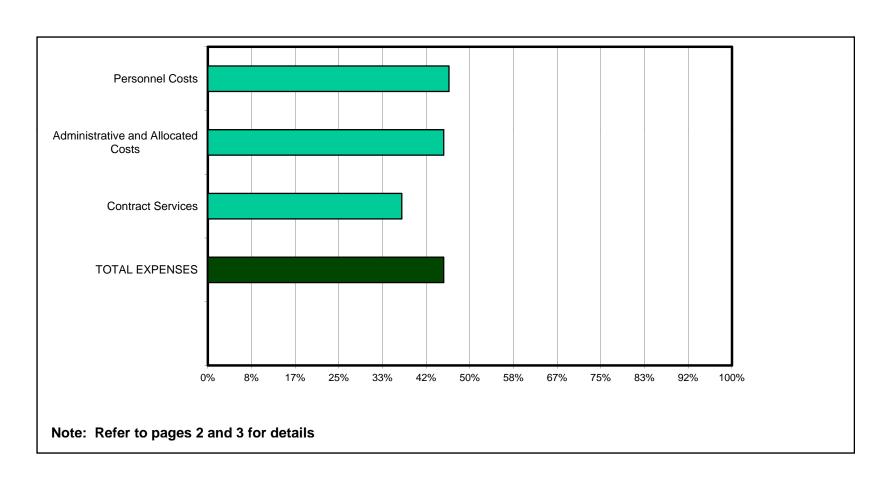


Northern Virginia Transportation Commission

Financial Reports

December, 2011

Percentage of FY 2012 NVTC Administrative Budget Used December, 2011 (Target 50% or less)



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

D 10	Current <u>Month</u>	Year <u>To Date</u>	Annual <u>Budget</u>	Balance <u>Available</u>	Balance <u>%</u>
Personnel Costs	\$ 63.315.39	¢ 229 422 16	¢ (02.150.00	¢ 264.726.84	52.60/
Salaries	\$ 63,315.39	\$ 328,423.16	\$ 693,150.00	\$ 364,726.84	52.6%
Temporary Employee Services Total Personnel Costs	63,315.39	328,423.16	693,150.00	364,726.84	52.6%
Total Personnel Costs	63,313.39	328,423.10	093,130.00	304,720.84	32.0%
Benefits					
Employer's Contributions:					
FICA	4,665.25	23,135.01	48,250.00	25,114.99	52.1%
Group Health Insurance	5,217.92	31,256.92	92,900.00	61,643.08	66.4%
Retirement	4,475.00	26,850.00	68,800.00	41,950.00	61.0%
Workmans & Unemployment Compensation	163.43	223.30	3,100.00	2,876.70	92.8%
Life Insurance	270.58	1,644.70	4,000.00	2,355.30	58.9%
Long Term Disability Insurance	196.30	1,354.75	3,650.00	2,295.25	62.9%
Total Benefit Costs	14,988.48	84,464.68	220,700.00	136,235.32	61.7%
Administrative Costs					
Commissioners Per Diem	850.00	4,750.00	16,850.00	12,100.00	71.8%
Rents:	15.925.55	89.933.30	185,100,00	95.166.70	51.4%
Office Rent	14,095.55	84,621.80	172,900.00	88,278.20	51.1%
Parking	1,830.00	5,311.50	12,200.00	6,888.50	56.5%
Insurance:	822.80	2,603.45	5,600.00	2,996.55	53.5%
Public Official Bonds	600.00	800.00	2,300.00	1,500.00	65.2%
Liability and Property	222.80	1,803.45	3,300.00	1,496.55	45.4%
Elability and Property	222.00	1,005.45	3,500.00	1,470.55	43.470
Travel:	1,282.80	2,117.90	5,800.00	3,682.10	63.5%
Conference Registration	-	-	-	-	0.0%
Conference Travel	15.00	111.33	1,500.00	1,388.67	92.6%
Local Meetings & Related Expenses	1,267.80	2,006.57	4,000.00	1,993.43	49.8%
Training & Professional Development	-	-	300.00	300.00	100.0%
Communication:	1,502.58	4,557.51	9,900.00	5,342.49	54.0%
Postage	1,086.00	1,959.26	3,800.00	1,840.74	48.4%
Telecommunication	416.58	2,598.25	6,100.00	3,501.75	57.4%
	.10.00	_,-,-,-==	-,	-,	2,0
Publications & Supplies	679.63	4,531.62	15,100.00	10,568.38	70.0%
Office Supplies	213.35	850.00	3,100.00	2,250.00	72.6%
Duplication	466.28	3,281.62	11,500.00	8,218.38	71.5%
Public Information	-	400.00	500.00	100.00	20.0%

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

	Current <u>Month</u>	Year <u>To Date</u>	Annual <u>Budget</u>	Balance <u>Available</u>	Balance <u>%</u>
Operations:	1,620.38	2,499.38	10,500.00	8,000.62	76.2%
Furniture and Equipment	620.55	620.55	3,000.00	2,379.45	0.0%
Repairs and Maintenance	344.30	344.30	1,000.00	655.70	65.6%
Computers	655.53	1,534.53	6,500.00	4,965.47	76.4%
Other General and Administrative	354.66	2,716.00	5,350.00	2,634.00	49.2%
Subscriptions	-	-	-	-	0.0%
Memberships	72.43	649.58	1,400.00	750.42	53.6%
Fees and Miscellaneous	282.23	1,451.42	2,950.00	1,498.58	50.8%
Advertising (Personnel/Procurement)	-	615.00	1,000.00	385.00	38.5%
Total Administrative Costs	23,038.40	113,709.16	254,200.00	140,490.84	55.3%
Contracting Services					
Auditing	-	10,000.00	27,360.00	17,360.00	63.5%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	-	10,000.00	27,360.00	17,360.00	63.5%
Total Gross G&A Expenses	\$ 101,342.27	\$ 536,597.00	\$1,195,410.00	\$ 658,813.00	55.1%

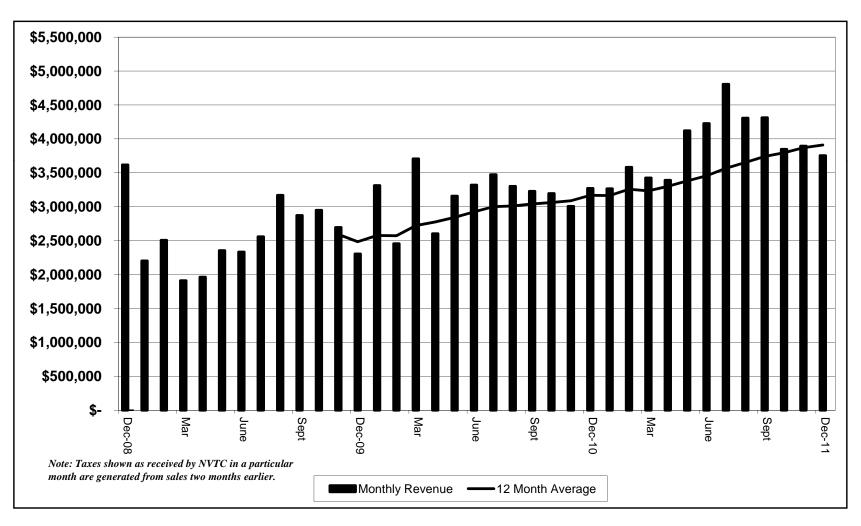
NVTC RECEIPTS and DISBURSEMENTS December, 2011

	Payer/		Wells Fargo	Wells Fargo	VA	LGIP
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
	RECEIPTS					
1	DRPT	Capital grant receipts				\$ 5,972.00
1	DRPT	Capital grant receipts - VRE			\$ 626,699.00	φ 5,972.00
1	VRE	Proceeds from sale of railcars		\$ 250,000.00	Ψ 020,000.00	
2	DRPT	Capital grant receipts		φ 200,000.00		1,675,781.00
2	FTA	Vanpool grant receipt			8,968.00	1,070,701.00
5	DRPT	Capital grant receipts			0,000.00	140,696.00
7	DRPT	Capital grant receipts - VRE			320,059.00	1 10,000.00
7	DRPT	NVTA update grant receipt			32,640.00	
8	DRPT	Capital grant receipts - VRE			83,486.00	
8	VRE	Staff support		6,052.26	00, 100.00	
14	DRPT	Vanpool grant receipt		0,002.20	870.00	
16	Dept. of Taxation	Motor vehicle fuels sales tax receipt			5	3,752,469.89
16	FTA	Vanpool grant receipt			3,481.00	5,: 52, :53,:55
19	DRPT	Operating assistance grants receipts			-,	5,180,994.00
19	DRPT	Capital grant receipts				293,933.00
27	DRPT	Capital grant receipts				887,700.00
27	DRPT	Capital grant receipts - VRE			570,154.00	,
31	Banks	Interest income		5.58	67.83	15,304.04
			-	256,057.84	1,646,424.83	11,952,849.93
	DISBURSEMENT	rs				
1-31		G&A expenses	(141,511.64)			
1-51	VRE	Capital grants	(141,511.04)		(626,699.00)	
2	VHB	Consulting - Vanpool	(11,209.64)		(020,033.00)	
7		Capital grants	(11,203.04)		(320,059.00)	
8	Cambridge	Consulting - NVTA update	(32,640.56)		(320,033.00)	
8	VRE	Capital grants	(02,010.00)		(83,486.00)	
16	VHB	Consulting - Vanpool	(4,350.71)		(00, 100.00)	
	City of Fairfax	Other capital	(1,000111)		(39,289.00)	
20	VRE	Transfer of sales proceeds			(250,000.00)	
27	VRE	Capital grants			(570,154.00)	
31	Banks	Service fees	(59.34)	(20.07)	(5: 5, 15 1155)	
			(189,771.89)	(20.07)	(1,889,687.00)	
	TRANSFERS					
9	Transfer	LGIP to checking	180,000.00		(180,000.00)	
Э	114115151	LOTE TO CHECKING	180,000.00			
			100,000.00		(180,000.00)	
	NET INCREASE	(DECREASE) FOR MONTH	\$ (9,771.89)	\$ 256,037.77	\$ (423,262.17)	\$ 11,952,849.93

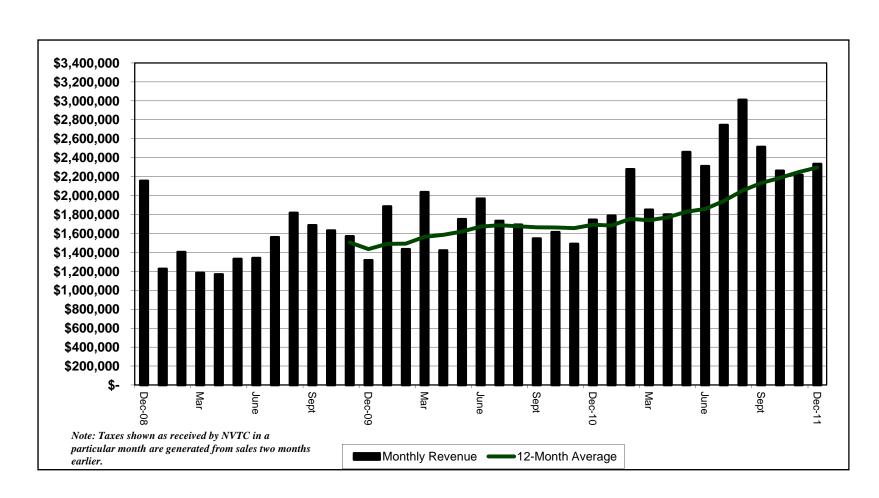
NVTC INVESTMENT REPORT December, 2011

Туре	Rate	Balance 11/30/2011	Increase (Decrease)	Balance 12/31/2011	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wells Fargo: NVTC Checking	N/A	\$ 79,267.52 \$	(9,771.89)	\$ 69,495.63	\$ 69,495.63	\$ -	\$ -
Wells Fargo: NVTC Savings	0.020%	73,947.55	256,037.77	329,985.32	329,985.32	-	-
Investments - State Pool							
Bank of America - LGIP	0.165%	123,243,331.31	11,529,587.76	134,772,919.07	366,046.99	114,868,763.93	19,538,108.15
		\$ 123,396,546.38 \$	11,866,277.87	\$ 135,172,400.02	\$ 765,527.94	\$ 114,868,763.93	\$ 19,538,108.15

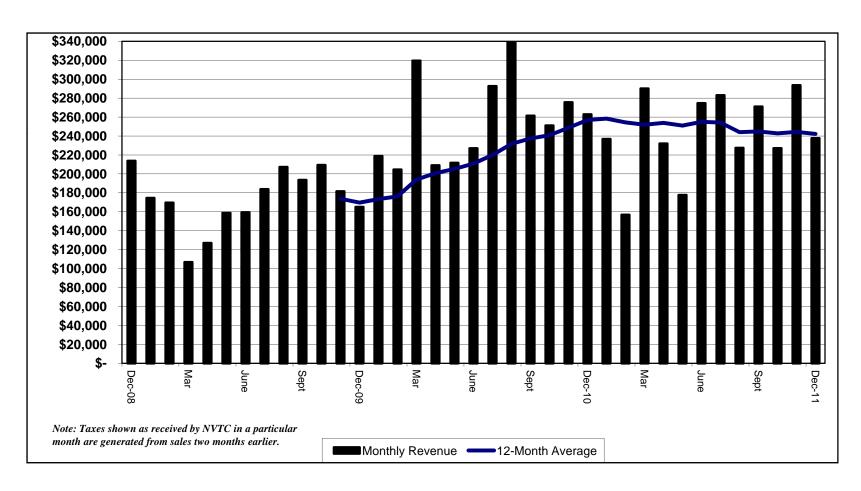
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2009-2012



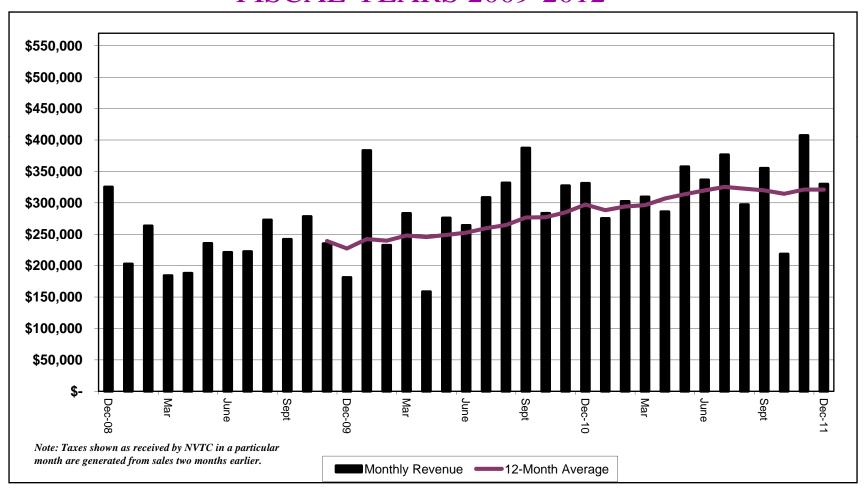
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2009-2012



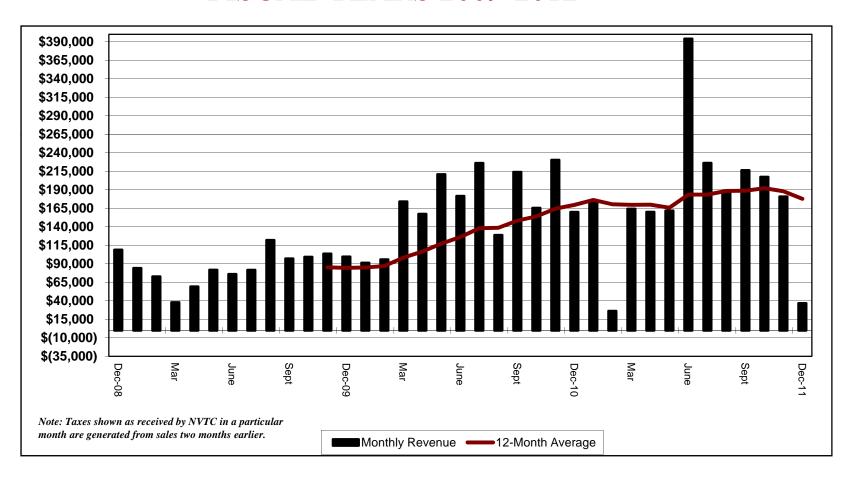
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2009-2012



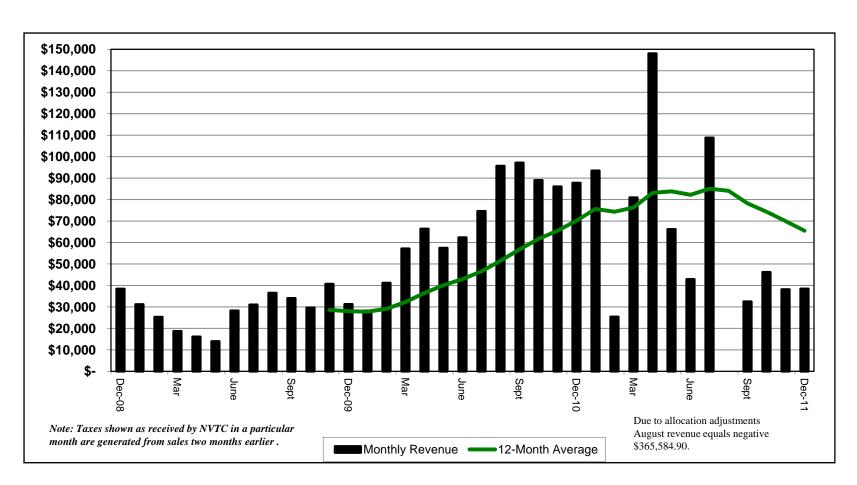
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2009-2012



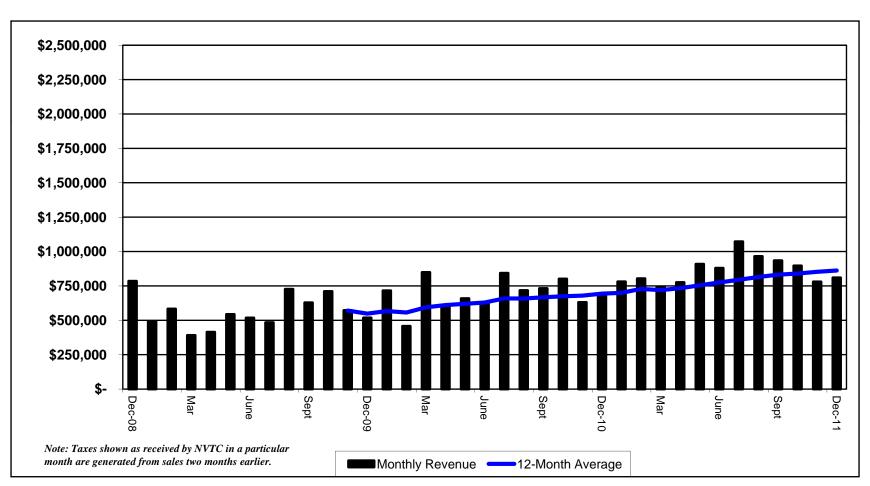
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2009-2012



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



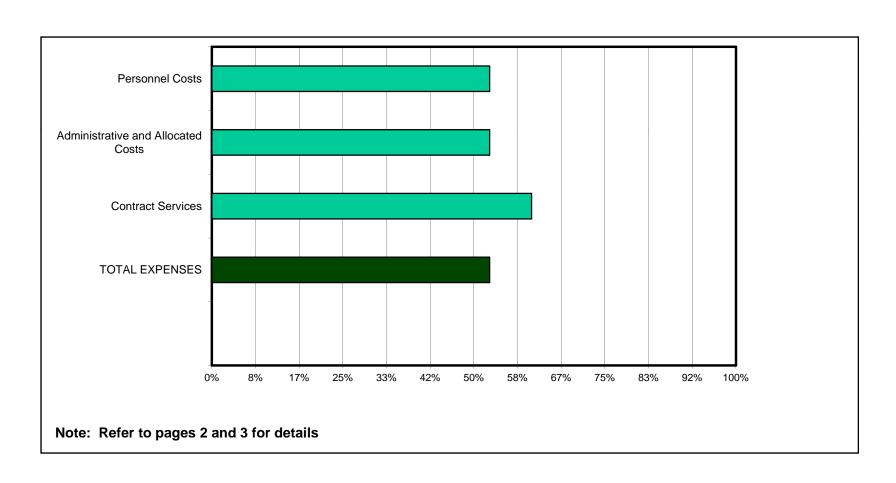
NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2009-2012



Northern Virginia Transportation Commission

Financial Reports January, 2012

Percentage of FY 2012 NVTC Administrative Budget Used January, 2012 (Target 58.34% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION G&A BUDGET VARIANCE REPORT January 2012

D 10	Current <u>Month</u>	Year <u>To Date</u>	Annual <u>Budget</u>	Balance <u>Available</u>	Balance <u>%</u>
Personnel Costs Salaries	\$ 53,342,39	\$ 381.765.55	\$ 693,150.00	\$ 311.384.45	44.9%
Temporary Employee Services	\$ 33,342.39	\$ 381,703.33	\$ 693,130.00	\$ 311,384.43	44.9%
Total Personnel Costs	53,342.39	381,765.55	693,150.00	311,384.45	44.9%
Total Personnel Costs	33,342.39	361,703.33	093,130.00	311,304.43	44.970
Benefits					
Employer's Contributions:					
FICA	3,685.25	26,820.26	48,250.00	21,429.74	44.4%
Group Health Insurance	4,829.05	36,085.97	92,900.00	56,814.03	61.2%
Retirement	5,775.00	32,625.00	68,800.00	36,175.00	52.6%
Workmans & Unemployment Compensation	329.65	552.95	3,100.00	2,547.05	82.2%
Life Insurance	240.59	1,885.29	4,000.00	2,114.71	52.9%
Long Term Disability Insurance	243.98	1,598.73	3,650.00	2,051.27	56.2%
Total Benefit Costs	15,103.52	99,568.20	220,700.00	121,131.80	54.9%
Administrative Costs					
Commissioners Per Diem	1,500.00	6,250.00	16,850.00	10,600.00	62.9%
Rents:	15,438.13	105,371.43	185,100.00	79,728.57	43.1%
Office Rent	14,820.98	99,442.78	172,900.00	73,457.22	42.5%
Parking	617.15	5,928.65	12,200.00	6,271.35	51.4%
	200.50	200402	5.000.00	2.605.07	40.107
Insurance:	300.58	2,904.03	5,600.00	2,695.97	48.1%
Public Official Bonds	-	800.00	2,300.00	1,500.00	65.2%
Liability and Property	300.58	2,104.03	3,300.00	1,195.97	36.2%
Travel:	54.54	2,172.44	5,800.00	3,627.56	62.5%
Conference Registration	J4.J4 -	2,172.44	3,800.00	3,027.30	0.0%
Conference Registration Conference Travel	-	111.33	1,500.00	1,388.67	92.6%
Local Meetings & Related Expenses	54.54	2,061.11	4,000.00	1,938.89	48.5%
Training & Professional Development	J4.J4 -	2,001.11	300.00	300.00	100.0%
Training & Professional Development	-	-	300.00	300.00	100.070
Communication:	393.82	4,951.33	9,900.00	4,948.67	50.0%
Postage	(22.76)	1,936.50	3,800.00	1,863.50	49.0%
Telecommunication	416.58	3,014.83	6,100.00	3,085.17	50.6%
	.10.50	5,5155	0,100.00	2,000.17	20.070
Publications & Supplies	823.25	5,354.87	15,100.00	9,745.13	64.5%
Office Supplies	144.24	994.24	3,100.00	2,105.76	67.9%
Duplication	679.01	3,960.63	11,500.00	7,539.37	65.6%
Public Information	=	400.00	500.00	100.00	20.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION G&A BUDGET VARIANCE REPORT January 2012

	Current	Year	Annual	Balance	Balance
	<u>Month</u>	To Date	Budget	<u>Available</u>	<u>%</u>
Operations:	-	2,499.38	10,500.00	8,000.62	76.2%
Furniture and Equipment	-	620.55	3,000.00	2,379.45	0.0%
Repairs and Maintenance	-	344.30	1,000.00	655.70	65.6%
Computers	-	1,534.53	6,500.00	4,965.47	76.4%
Other General and Administrative	500.26	3,216.26	5,350.00	2,133.74	39.9%
Subscriptions	-	-	-	-	0.0%
Memberships	72.43	722.01	1,400.00	677.99	48.4%
Fees and Miscellaneous	427.83	1,879.25	2,950.00	1,070.75	36.3%
Advertising (Personnel/Procurement)	-	615.00	1,000.00	385.00	38.5%
Total Administrative Costs	19,010.58	132,719.74	254,200.00	121,480.26	47.8%
Contracting Services					
Auditing	6,500.00	16,500.00	27,360.00	10,860.00	39.7%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	6,500.00	16,500.00	27,360.00	10,860.00	39.7%
Total Gross G&A Expenses	\$ 93,956.49	\$ 630,553.49	\$1,195,410.00	\$ 564,856.51	47.3%

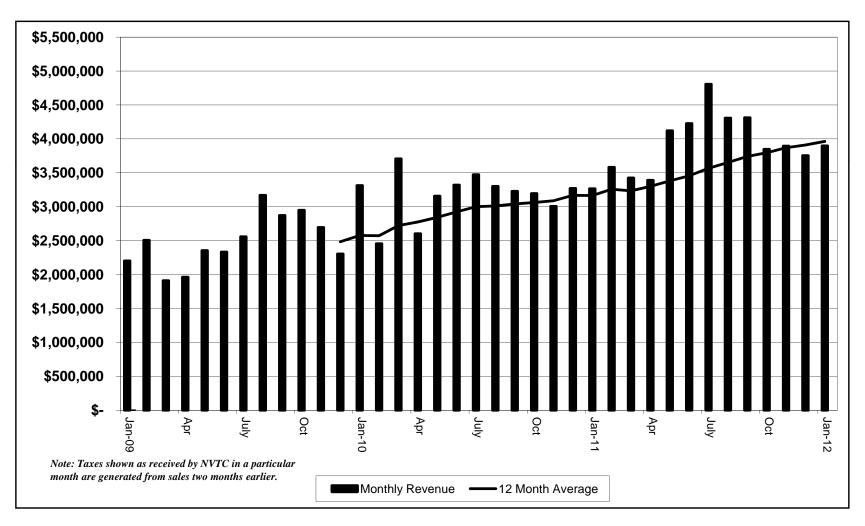
NVTC RECEIPTS and DISBURSEMENTS January, 2012

	Payer/		Wells Fargo	Wells Fargo	VA	LGIP
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
	DESCRIPTS					
0	RECEIPTS	On A contribution		Ф 0.000 ОБ		
6	City of Alexandria	G&A contribution		\$ 9,628.25		24.455.00
6	DRPT	Capital grant receipts				21,155.00
9	DRPT	Capital grant receipts			0.004.00	463.00
9	DRPT	Falls Church intermodal grant receipt			6,284.00	
11	FTA	Falls Church intermodal grant receipt		44.004.50	25,137.00	
12	Arlington County	G&A contribution		14,864.50		
12	Staff	Expense reimbursement		23.16		
13	Dept. of Taxation	Motor Vehicle Fuels Sales Tax receipt				3,897,206.06
17	DRPT	Operating grant receipts				8,320,821.00
17	DRPT	Capital grant receipts - VRE			1,559,255.00	
20	VRE	Staff support		6,261.53		
20	DRPT	Capital grant receipts - VRE			8,882.00	
20	City of Fairfax	G&A contribution		3,071.00		
23	DRPT	NVTA updated grant receipt			24,222.00	
30	DRPT	Vanpool grant receipt			3,584.00	
30	Loudoun County	G&A contribution			3,314.25	
31	Banks	Interest income		41.92	40.29	14,625.39
				33,890.36	1,630,718.54	12,254,270.45
	DICOLIDEEMENT	6				
4.04	DISBURSEMENTS		(70.007.04)			
1-31	Various	G&A expenses	(79,997.31)			(11.077.001.00)
3	WMATA	Bus operating				(14,977,201.00)
3	WMATA	Rail operating				(7,863,012.00)
3	WMATA	Paratransit operating				(3,110,188.00)
3	WMATA	Debt				(1,852,615.00)
3	WMATA	CIP FY12				(1,214,662.00)
3	WMATA	Project development				(173,000.00)
12	City of Falls Church	Falls Church intermodal			(31,421.86)	
13	Loudoun County	Other operating and capital				(5,927,142.80)
17	VRE	Capital grants			(1,559,255.00)	
20	Stantec	Bus data consulting	(13,311.13)			
20	Cambridge	NVTA update consulting	(24,222.13)			
20	VRE	Capital grants			(8,882.00)	
30	Loudoun County	Other operating				(3,314.25)
31	Banks	Service fee	(48.53)	(42.05)		
			(117,579.10)	(42.05)	(1,599,558.86)	(35,121,135.05)
	TRANSFERS					
13	Transfer	LCID to checking	150,000,00		(150,000.00)	
23	Transfer	LGIP to LGIP (bus data project)	150,000.00		, ,	(40 044 40)
23	i idiləlei	LGIP to LGIP (bus data project)	150,000.00		13,311.13	(13,311.13)
			150,000.00		(136,688.87)	(13,311.13)
	NET INCREASE (I	DECREASE) FOR MONTH	\$ 32,420.90	\$ 33,848.31	\$ (105,529.19)	\$ (22,880,175.73)

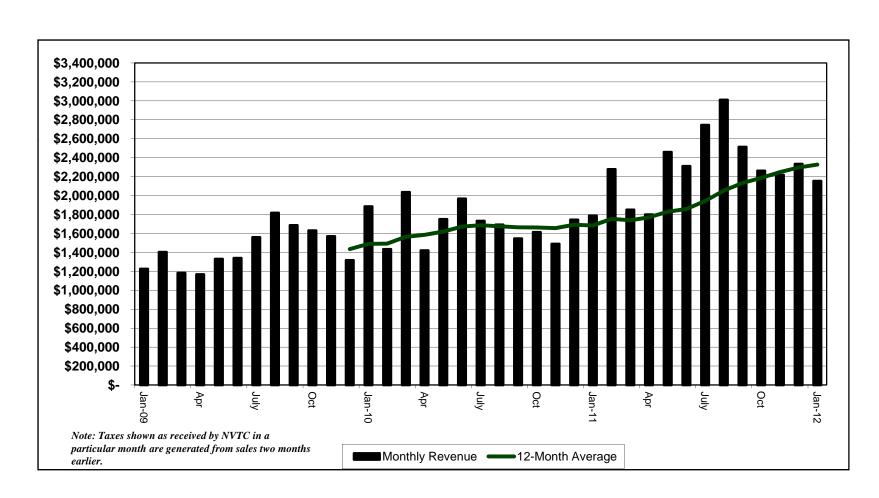
NVTC INVESTMENT REPORT January, 2012

Туре	Rate	Balance 12/31/2011	Increase (Decrease)	Balance 1/31/2012	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wells Fargo: NVTC Checking	N/A	\$ 69,495.63	\$ 32,420.90	\$ 101,916.53	\$ 101,916.53	\$ -	\$ -
Wells Fargo: NVTC Savings	0.020%	329,985.32	33,848.31	363,833.63	363,833.63	-	-
Investments - State Pool							
Bank of America - LGIP	0.157%	134,772,919.07	(22,985,704.92)	111,787,214.15	260,517.80	96,940,753.17	14,585,943.18
		\$ 135,172,400.02	\$ (22,829,011.48)	\$ 112,252,964.31	\$ 726,267.96	\$ 96,940,753.17	\$ 14,585,943.18

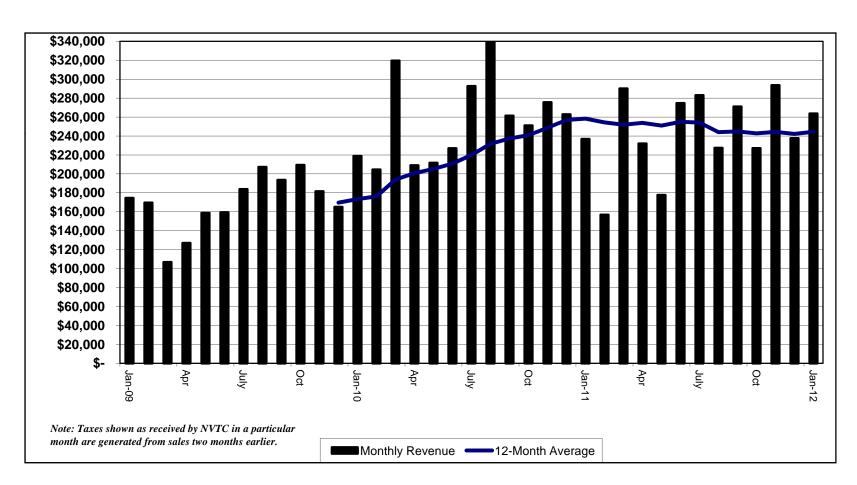
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2009-2012



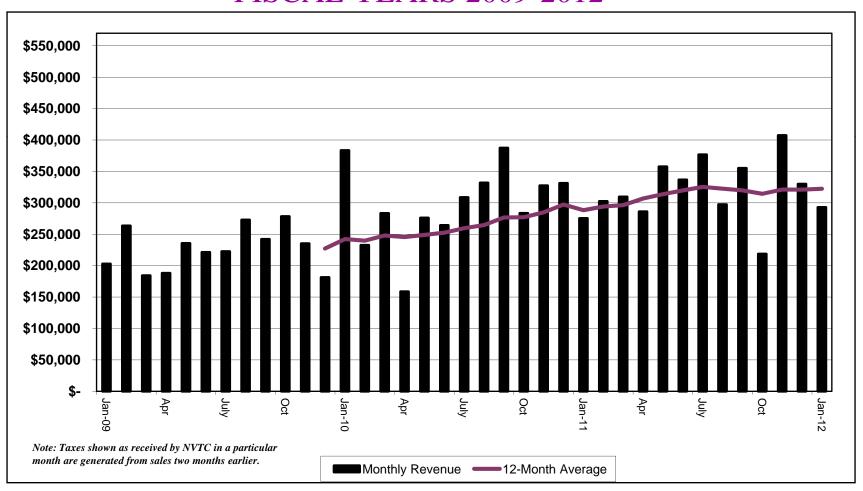
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2009-2012



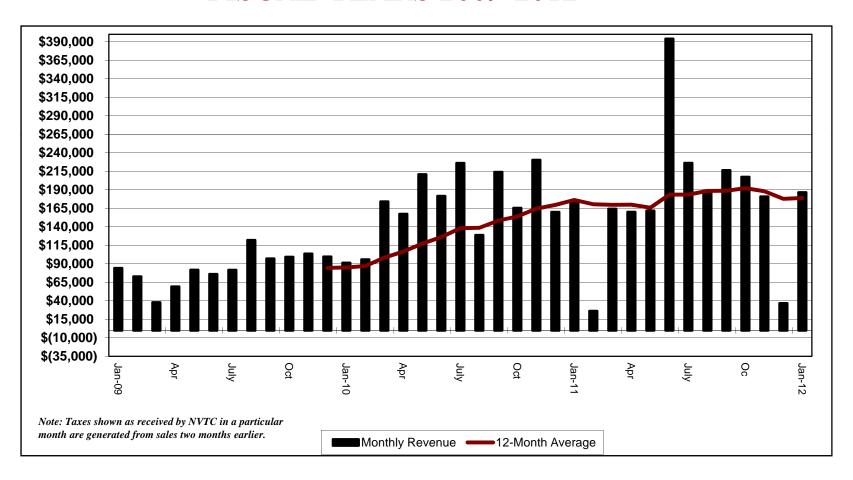
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2009-2012



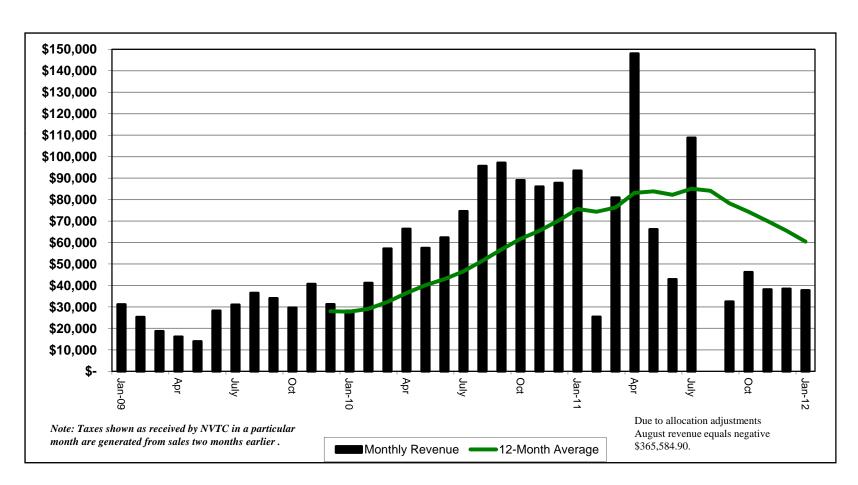
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2009-2012



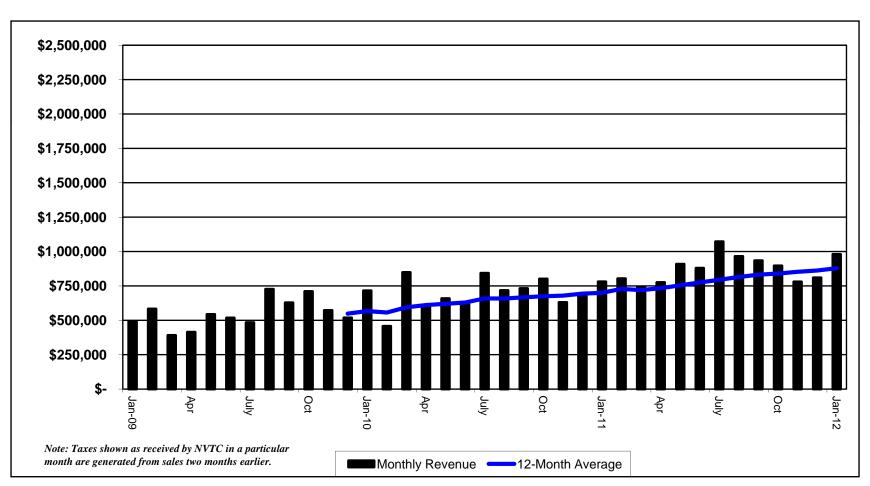
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2009-2012



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



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





AGENDA ITEM #13

TO: Chairman Fisette and NVTC Commissioners

FROM: Rick Taube

DATE: February 23, 2012

SUBJECT: NVTC Parking Procedures and Other Administrative Items

Parking beneath NVTC's office (entrance on N. Adams Street) no longer has an attendant to collect fees or stamped tickets. Instead, machines are located on the first floor of the basement and at the exit to the parking garage for paying parking charges. For NVTC commissioners attending meetings here, staff will provide a card that should be deposited at the exit gate along with the ticket you received on entry.

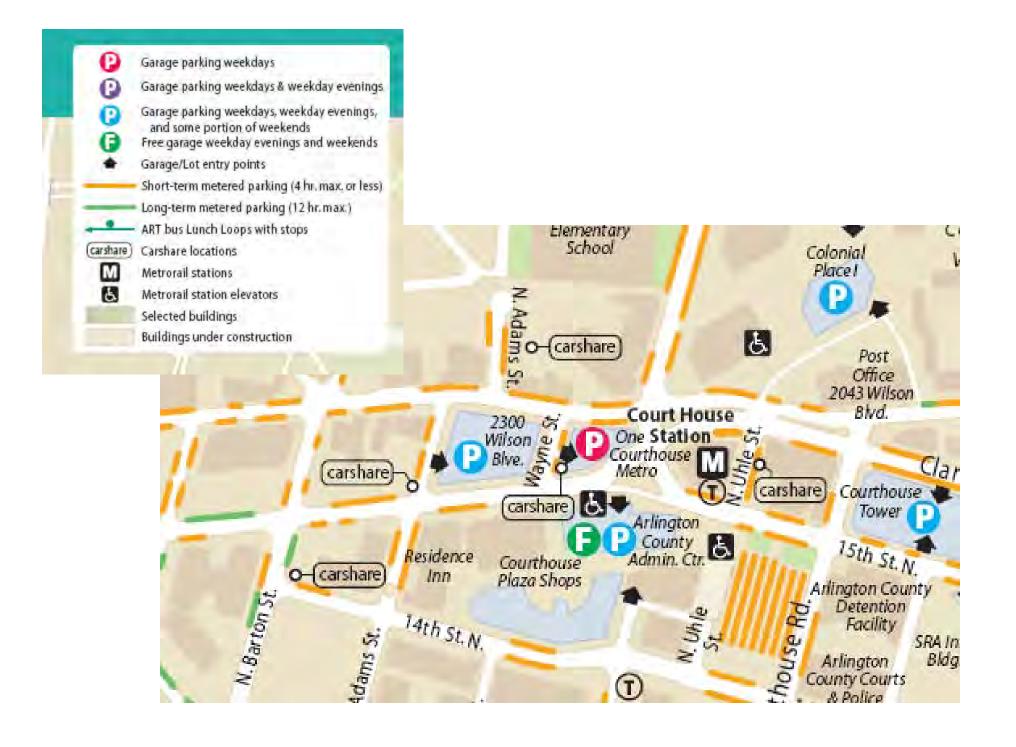
If you have any questions about these procedures please contact NVTC staff.

Parking beneath NVTC's building is sometimes filled during mid-day. If you should experience this inconvenience, please be aware that paid street parking is often available nearby. A large public garage under Court House Plaza can be accessed at 2200 Clarendon Boulevard. A map of nearby locations is attached.

NVTC staff has asked building management to alert us when the garage is filled so that we can contact persons who plan on driving to NVTC and direct them to alternate parking locations.

NVTC's conference room in #620 will soon have a wireless internet connection for the convenience of guests.





PARKING

Daytime meeting parking options:

- Garage parking is available directly under NVTC's office building. The entrance to the garage is off of N. Adams Street. Please take a ticket and NVTC staff will validate it.
- Two hour metered parking is available on the streets surrounding the building.
- Garage metered parking is available in the Arlington County building parking garage at 2100
 Clarendon Boulevard.
- Metered parking is also available in the Arlington County Administration Center/Court House
 Plaza lot, located off of 15th Street and N. Courthouse Road.



Evening meeting parking options:

- Garage parking is available under NVTC's office building. The entrance to the garage is off of N.
 Adams Street. Please take a ticket and NVTC staff will validate it.
- Free metered parking (after 6:00 PM) is available on the streets surrounding the building.
- Garage free parking (after 5:00 PM) is available in the Arlington County building parking garage at 2100 Clarendon Boulevard.
- FREE parking is also available (after 5:00 PM) in the Arlington County Administration
 Center/Court House Plaza parking lot, located off of 15th Street and N. Courthouse Road.