



## **NVTC COMMISSION MEETING**

**THURSDAY, MAY 3, 2012  
MAIN FLOOR CONFERENCE ROOM  
2300 Wilson Blvd.  
Arlington, VA 22201  
8:00 PM**

NOTE: NVTC's Executive Committee meets at 7:30 P.M.  
Dinner is also available at that time.

### **AGENDA**

#### **1. Minutes of the NVTC Meeting of April 5, 2012.**

Recommended Action: Approval.

#### **2. VRE Items.**

- A. Report from the VRE Operations Board and Chief Executive Officer--Information Item.
- B. PRTC/VRE Personnel Policy Amendment--Information Item.
- C. Third Year of Keolis's Contract--Action Item/ Resolution #2189.

#### **3. Local Match for Transit Alternatives Analysis in the Route 7 Corridor (Alexandria to Tysons Corner).**

Depending on the amount of assistance received for this project from DRPT for non-federal match, the four participating jurisdictions may be asked to provide up to \$22,000 each. To expedite this transfer of funds, the commission is asked to authorize NVTC staff to take matching funds off the top of state transit assistance for the four participating jurisdictions unless any of those jurisdictions requests that its share be provided from another source.

Recommended Action: Approve Resolution #2190.

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#### **4. Authorization to Apply for a Federal Grant for Alexandria.**

Alexandria has requested that NVTC staff apply for \$1 million in CMAQ funds from FTA for preparations for a new Metrorail station in Potomac Yard.

Recommended Action: Approve Resolution #2191.

#### **5. NVTC Communication Plan.**

The plan requires the active participation of NVTC's board members throughout the remainder of the year. Jurisdiction staff, including legislative liaisons and Public Information Officers, were invited to help suggest new messages.

Recommended Action: Carefully review Section V Data/Research and VI Messages, consider prioritized messages and provide further direction to staff.

#### **6. Preliminary State Aid for Transit in FY 2013.**

DRPT has recommended its state aid allocations for FY 2013 and they are incorporated in CTB's preliminary six-year program.

Recommended Action: Determine what comments to provide to CTB, if any, on these allocations.

#### **7. Legislative Items.**

- A. State Legislative Update.
- B. Federal Legislative Update.
- C. Northern Virginia Transportation/Planning Agency Consolidation.

Information Item.

#### **8. WMATA Items.**

- A. NVTC's WMATA Board Members' Report.
- B. Vital Signs/WMATA Dashboard.
- C. Status of Discussion with the WMATA Board Regarding Loudoun County.

Information Item.

**9. Regional Transportation Items.**

- A. Transportation Demand Management Information Sharing Session.
- B. Fairfax Countywide 2050 Transit Network Study.
- C. DRPT's Statewide Transit and Transportation Demand Management Plan.
- D. TransAction 2040 Open House.
- E. Virginia Transit Association Conference in Tysons Corner on May 17-18.
- F. VTrans 2035 Update Regional Forum on March 29, 2012.
- G. SuperNova Transit/TDM Plan.
- H. I-66 Multi-Modal Study (Inside the Beltway).
- I. Capital Bikeshare.
- J. I-95 Express Lanes Transportation Management Plan.

Information Item.

**10. NVTC Correspondence.**

- A. Letters from Ed Tennyson.
- B. Letter to Virginia Department of Taxation and Department of Motor Vehicles.
- C. Letter to DRPT Regarding SuperNova Plan.
- D. Letter from the Federal Railroad Administration.

Information Item.

**11. NVTC's Public Outreach.**

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

Information Item.

**12. NVTC Financial Items for March, 2012.**

Information Item.



## AGENDA ITEM #1

### MINUTES NVTC COMMISSION MEETING – APRIL 5, 2012 NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 8:07 P.M.

#### Members Present

Sharon Bulova  
Barbara Comstock  
John Cook  
James Dyke  
William D. Euille  
Jay Fisette  
John Foust  
Catherine Hudgins  
Mary Hynes  
Joe May  
Jeffrey McKay  
Ken Reid  
Thomas Rust  
Paul Smedberg  
David F. Snyder  
Christopher Zimmerman

#### Members Absent

Jeffrey Greenfield  
Mark R. Herring

#### Staff Present

Rich Dalton (VRE)  
Rhonda Gilchrest  
Claire Gron  
Scott Kalkwarf  
Stephen MacIsaac (VRE)  
Kala Quintana  
Rick Taube  
Dale Zehner (VRE)





Minutes of the March 1, 2012 Meeting

Mrs. Hynes moved, with a second by Mr. Smedberg, to approve the minutes. The vote in favor was cast by commissioners Comstock, Cook, Dyke, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Reid, Smedberg and Zimmerman. Mrs. Bulova and Delegate Rust abstained.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mrs. Bulova announced that there were no action items. Mr. Zehner gave an overview of an emergency situation that occurred on April 4<sup>th</sup> when a VRE train had to make an emergency stop on the Broad Run trestle bridge because three individuals were on the bridge. Two of the three were able to get off the bridge but the third jumped off the bridge and was injured. VRE crews received help in assisting the injured person from an EMT riding the train and from four other passengers. Fairfax County and Prince William County Rescue responded to the 911 call. A Fairfax County helicopter arrived within twenty minutes and the injured person was airlifted out. VRE crews did their job well.

Mr. Zehner reported that VRE ridership may be dropping slightly and staff should be able to make a determination by next month whether it is a trend caused by the reduction of the federal transit benefit. He also reported that the VRE Operations Board hired a search firm, Krauthamer and Associates, to assist in the search for a new VRE CEO. The search firm will give a briefing at the next Operations Board meeting. Mr. Cook urged commissioners to provide their input into what qualities and qualifications the Operations Board should be looking for in a new CEO. Mr. McKay noted that the WMATA CEO search committee found that technical experience was important, especially in light of the challenges WMATA was facing. VRE is in a different situation so it may give more latitude to be able to do a more unconventional search.

Mr. McKay stated that Senator Puller's fare evasion bill passed and he asked for more information about it. Mr. Zehner stated that the bill is directed at fraudulent tickets. Most VRE summons are non-fraudulent. VRE has begun a major advertising campaign to remind riders that it is their responsibility to validate their tickets before boarding the train. In response to a question from Delegate Comstock, Mr. Zehner explained that VRE conductors give out about 140 summons a month, which averages to seven per day. Mr. Zimmerman noted that the Operations Board discussed this issue at length at its last meeting. He expressed his concern that seven a day is not a small number. He stated that it is important to crack down on riders trying to "game" the system; however, there are riders who innocently forget to validate. Zero tolerance is not necessarily the best way to treat customers. It is important for VRE to make the policy very clear to riders.

Mr. Snyder arrived at 8:29 P.M.

Delegate May expressed his concern about counterfeit tickets because there are stiff laws against counterfeit paper money and in many respects tickets can be

considered paper money. Chairman Fisette urged VRE staff, along with counsel, to look into existing statutes. Mrs. Bulova explained that part of the confusion is there is a two-step process of purchasing the ticket and then validating it. Delegate Comstock asked if VRE could use existing technology such as hand-held credit card machines for conductors to use if someone forgets to validate. Mr. Zehner stated that staff will take these comments under consideration. Mr. McKay asked if there is a way to identify repeat offenders and Mr. Zehner replied that VRE tracks this information and there are not many repeat offenders. Delegate Comstock offered the assistance of NVTTC's General Assembly members for any legislative solutions.

### Briefing on the SuperNova Plan

Chairman Fisette introduced Amy Inman of DRPT, who gave a presentation on the SuperNova Plan. Mrs. Hynes asked about the plan's definition of "core capacity" and Ms. Inman explained that the "core" is the region inside the Beltway and beyond including Fairfax, Prince William and Loudoun counties, as well as the District of Columbia. Mrs. Hynes stated that it is important to define the geography of the "core" since it is different from other definitions of "core." She also suggested defining "activity centers." Chairman Fisette noted that the term "activity center" is also used elsewhere by other agencies that may define it differently. In response to a question from Mr. Smedberg, Ms. Inman stated that "activity center" is a broad term describing where people want to be, both existing and future.

Delegate Rust asked if any cost analysis or economic feasibility has been included in this plan. Ms. Inman replied that it is not part of this effort of creating the vision of a long-range plan for 2040. The financial component would be the next step. Delegate Rust expressed his opinion that cost analysis is very important.

Mr. Reid stated that without new road capacity in the future, it will be difficult for buses to travel without dedicated bus lanes. Ms. Inman stated that DRPT will also be looking at the Constrained Long Range Plan for adding roadway capacity and will work with VDOT as a partner. However, this plan will not make road recommendations.

In response to a question from Mrs. Hudgins, Ms. Inman stated that DRPT has received good participation from West Virginia and Maryland. People traveling from this region to West Virginia or Maryland for recreation are impacting their roadways. Tourists also need better transportation options. Mr. Smedberg suggested shading West Virginia, Maryland and the District of Columbia on the SuperNova Plan map to distinguish them from Virginia. Mr. Zimmerman stated that it is not entirely clear what are the goals of the plan, such as the role of transit.

Chairman Fisette asked for commissioner input on the draft letter to DRPT commenting on the SuperNova Plan. Mrs. Hynes suggested that the letter request clarification of the definitions of "core capacity" and "activity center" and that it should reference the Region Forward document, which demonstrates how these terms are used in this region. Mrs. Bulova also suggested synchronization between definitions used by different organizations, including MWCOCG. Mr. Reid suggested providing other examples of chokepoints outside the Beltway under comment #6 of the letter. Delegate

Rust suggested including language about how fiscal analysis is also critical and should be done simultaneously. Mr McKay agreed and stated that the rest of the Commonwealth is banking on this region for economic development. He suggested tying the economic development needs directly to the financial needs.

Delegate Comstock asked if private sector initiatives are being discussed and if comparisons are being made between public costs versus other solutions. Chairman Fisette noted that this would require line iteming. Delegate May agreed with Delegate Rust that there needs to be a financial component. It is important to show projects that have a high return for a small investment. Mr. Euille expressed his opinion that if this is going to be another study without funding commitments, then it won't work. Mr. McKay stated that core capacity cannot be ignored and stated that it should be referenced in comment #1. Mrs. Hynes suggested comment #4 should state that money spent on transit should be referred to as an "investment" and not an "expense." Mr. Reid also asked that the letter make reference to slugging and carpooling. Chairman Fisette stated that it is important to emphasize that this plan should not start from scratch but that the existing regional plans should be used as the foundation. The theme should be economic growth and prosperity.

On a motion by Mr. Reid and a second by Mr. Dyke, the commission moved approval of the letter with the recommended changes. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Reid, Rust, Smedberg, Snyder and Zimmerman.

#### NVTC By-Laws Amendments

Mr. Taube explained that NVTC's current By-Laws require action at two meetings of NVTC before any changes are adopted. The commission considered the proposed By-Laws changes at its January and March meetings.

Mrs. Hynes moved, with a second by Mr. McKay, to approve the changes to the By-Laws.

Mr. Reid asked if Loudoun County opts into Metro will the county get more votes on NVTC. Mr. Taube replied that this would require future discussion and action to change the By-Laws.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Reid, Rust, Smedberg, Snyder and Zimmerman.

#### NVTC Communications Plan

Mr. Taube asked for commissioner comments about the draft outline, especially the draft goals. Mrs. Hynes suggested reducing the seven goals down to four using goals A3, B, D and E as the main goals. The rest of the draft language could be used to support these strategic goals. Her suggested goals would be:

- (Goal A3) Create NVTC as a regional forum for determining effective policies for transit and transportation demand management.
- (Goal B) Deliver cost effective public information and marketing.
- (Goal D) Increase awareness of the benefits of transit investments and expansion of transportation options throughout the region.
- (Goal E) Advocate effectively for adequate, long-term, dedicated and sustainable funding for transit in Northern Virginia.

Mr. Zimmerman stated that Goal C “Increase public awareness of NVTC’s role as the primary “data agency” for transit in Northern Virginia” is a core function and should also be included. NVTC is a repository of information and it is important to communicate this to the public. Mrs. Bulova agreed and stated that she is impressed by the useful information available on NVTC’s website. Mr. Smedberg expressed his opinion that Goal G either needs to be deleted or reworded.

Delegate May stated that it would be helpful to rank the goals. He suggested Goal D should be ranked first. There were no objections. Delegate Rust stated that Goal E should be ranked second. Delegate May observed that Goal D and Goal E could be combined together. He also suggested “awareness” be changed to “educate” for Goal D. Chairman Fisette suggested that Goal C be changed to “Increase NVTC’s role...” Mr. Zimmerman observed that Goal C does not need to stand alone and could be folded into Goal B. Mrs. Hynes agreed. Mr. Zimmerman stated Goal A3 should be ranked fourth. Mr. Reid stated that Goal E’s main focus should be on elected officials. He also stated that NVTC should conduct a seminar for elected officials.

In response to a question from Mr. Reid, Mr. Taube stated that at last month’s meeting the commission discussed in more detail the Target Audience of the communications plan. Mr. Reid suggested adding the Greater Washington Board of Trade and other agencies representing the disabled and elderly.

Chairman Fisette observed that a motion is not needed.

### Legislative Items

State Legislative Update. Delegate Rust stated that he sponsored the bill (HB876/SB503) transferring responsibility for collecting the NVTC and PRTC motor fuels taxes to the Virginia Department of Motor Vehicles (DMV) from the Virginia Department of Taxation (TAX). It will create some efficiencies and save money as well as save some positions. He was not aware of the problem with audits. He stated that he would be happy to talk with DMV Commissioner Holcomb about these audit concerns. Delegate May stated that he believes he has the authority as the Transportation Committee Chairman to direct DMV to conduct the audits.

In response to a question by Mr. Foust, Mr. Taube explained that NVTC staff was told by staff of TAX and DVM that the McDonnell administration favored a simple and clean bill and that the audit problems could be addressed during the next General Assembly session. A draft joint letter has been prepared for action by NVTC addressed to Commissioner Burns of the Virginia Department of Taxation and Commissioner Holcomb of the Virginia Department of Motor Vehicles concerning the audit issue.

Mrs. Bulova asked about the status of the additional \$300 million in funding for the Dulles Rail project. Noelle Dominguez of Fairfax County staff replied that the Washington Post has reported that no additional funding for the Dulles Rail project or Hampton Roads is included in the conference version of the budget. However, Delegate Rust noted that the original \$150 million for the Dulles project is still in the budget.

Chairman Fisette reported that the language pertaining to the potential consolidation of NVTC, NVTa and NVRC was removed from HB1291. Instead, the Northern Virginia General Assembly Delegation wrote to several organizations to request an examination of planning and transportation issues with a response due by October 1, 2012. NVTC, PRTC, NVRC and NVTa have sent a joint letter back to the delegation confirming that they will begin to meet and will make recommendations by the requested deadline.

Federal Legislative Update. Mr. Taube reported that the Senate passed a three-year surface transportation reauthorization bill, including increased funding and restoration of the \$240 commuter benefit for transit. The House passed a three-month extension to allow more time to consider its own proposal.

Mrs. Hynes moved, with a second by Mr. Dyke, to authorize NVTC's chairman to sign and send the joint letter to Commissioners Burns and Holcomb. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Reid, Rust, Smedberg, Snyder and Zimmerman.

#### Local Match for Transit Alternatives Analysis in the Route 7 Corridor (Alexandria to Tysons Corner)

Mr. Taube stated that staff recommends that this item be deferred until the next meeting. Mr. Snyder asked why it is being deferred. Mr. Taube replied that more information is needed on the terms DRPT might require if there are state matching funds.

#### WMATA Items

Mrs. Hudgins stated that the magnitude of repairs to the Metro system can be disruptive to commuters, but the end product is bringing the system into a state of good repair. The Vital Signs Report reflects that progress is being made. Overall ridership is up because Metrobus ridership continues to increase. The WMATA Board is working

with Loudoun County and should be submitting a report to NVTC in May of what action would be required for the county to opt into Metro.

Mr. McKay observed that MetroAccess ridership is down. Mrs. Hudgins replied that there are two factors impacting ridership. WMATA has been successful in moving people from paratransit to the fixed system. Also, cost is a factor for paratransit users and can discourage use. Mr. McKay noted that it is the biggest variance in the budget.

Chairman Fisette stated that as a Metro rider, he has observed that the repairs are going well and WMATA is being as unobtrusive as possible. There is no other option and the repairs must be done. WMATA is doing a good job of communicating to the public.

Delegate Comstock suggested that in light of the human trafficking problem reported around Metro stations and bus stops, WMATA should post information about the issue and where to find assistance (i.e., HOT line telephone numbers). Mrs. Hudgins stated that this is a good idea.

Mr. Reid referred to a Washington Times article stating that the Silver Line will be delayed because of escalator replacement. Mrs. Hudgins replied that it is hoped that the newspaper will print the WMATA General Manager's response. The WMATA Board has not heard of any delays. Mr. Reid also asked about another Washington Times article about WMATA transit police and overtime pay. Mrs. Hudgins stated that this is old news. WMATA has also responded. Chairman Fisette asked Mrs. Hudgins to provide these response letters to NVTC so that they can be distributed to commissioners.

### Regional Transportation Items

TransAction 2040 Open House. An open house is scheduled for April 18, 2012 at Mary Ellen Henderson Middle School in Falls Church. Public comments will be accepted to help NVTA determine project priorities and ultimately prioritize regional transportation investments.

Virginia Transit Association Conference. VTA's annual conference will be held on May 17-18, 2012 in Tysons Corner.

VTRANS 2035 Update. A regional forum was held on March 29, 2012 "...to present an updated framework for performance based planning with investment priorities and strategies."

### NVTC's Public Outreach

Commissioners had no questions on the report provided.

NVTC Financial Items for February, 2012

The financial reports were provided to commissioners and there were no questions.

Adjournment

Without objection, Chairman Fisette adjourned the meeting at 10:03 P.M.

Approved this 3<sup>rd</sup> day of May, 2012.

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Jay Fisette  
Chairman

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Paul C. Smedberg  
Secretary-Treasurer



AGENDA ITEM #2

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube

**DATE:** April 26, 2012

**SUBJECT:** VRE Items

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- A. Report from the VRE Operations Board and VRE Chief Executive Officer--Information Item.
  - B. PRTC/VRE Personnel Policy Amendments--Information Item.
  - C. Third Year of Keolis's Contract--Action Item/Resolution #2189.



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Report from the VRE Operations Board and VRE Chief Executive Officer

A copy of the VRE Operations Board minutes is attached for your information from the April 20<sup>th</sup> meeting. Also, excerpts from the VRE CEO's report are included. In addition, tables showing the revised VRE fares are provided, reflecting a 3% increase. Finally, contact information for VRE's Board members is listed.



# CHIEF EXECUTIVE OFFICER'S REPORT

April 2012

## MONTHLY DELAY SUMMARY

	December	January	February	March
<b>System wide</b>				
Total delays	21	10	21	17
Average length of delay (mins.)	15	15	19	23
Number over 30 minutes	1	1	3	2
Days with Heat Restrictions/Total days	0/21	0/20	0/20	1/22
On-Time Performance	96.5%	98.3%	96.5%	97.4%
<b>Fredericksburg Line</b>				
Total delays	10	7	7	10
Average length of delay (mins.)	17	15	16	29
Number over 30 minutes	1	1	0	2
On-Time Performance	96.5%	97.5%	97.5%	96.8%
<b>Manassas Line</b>				
Total delays	11	3	14	7
Average length of delay (mins.)	12	16	21	14
Number over 30 minutes	0	0	3	0
On-Time Performance	96.6%	99.1%	95.6%	98.01%

## SYSTEM RIDERSHIP

The average daily ridership (ADR) for March was 19,171; a slight drop as compared to previous months. March 2012 ADR was 2% lower than last March 2011, with almost 400 less trips per day. That said, year-to-date ridership nine months into the year is still 7.9% higher than last year. There were also three out of twenty-two days with ridership over 20,000 in March. The top ten ridership 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

While the system is no longer posting record ridership numbers month after month, a spring drop in ridership is consistent with years past. ADR has a tendency to level off or decline as commuters take vacation in the spring and summer months. If history repeats itself, a spike would then occur in September when commuters return to work. We are, however, watching trends closely to see if the reduction in the commuter benefit and/or overcrowding may also be having an impact.

## **ON-TIME PERFORMANCE**

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During the month of March, 660 trains operated with only 17 delays. In addition, we achieved 14 days of 100% on-time performance (OTP). System wide OTP was 97.42% in March. The Fredericksburg line saw 96.75% OTP and the Manassas line saw 98.01% OTP. March is the sixth straight month of 95% OTP or better. Only one month this fiscal year (September) saw OTP less than 92%.

## **BROOKE AND LEELAND PARKING LOT EXPANSIONS**

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Construction at Leeland is underway and, once complete, will yield an additional 196 parking spaces. The parking lot will remain fully operational during construction.

Coordination with Dominion Virginia Power to relocate utilities at Brooke is ongoing and actual construction is expected to begin in July and be completed by December.

## **GAINESVILLE-HAYMARKET**

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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 agreement.

## **SPOTSYLVANIA THIRD TRACK**

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Work is now underway to finalize the funding plan with the Commonwealth and negotiate an agreement with CSX on project construction.

## SUMMONS OVERVIEW

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In March, there were 68 cases of fare evasion that were brought before the court. Details are provided below:

Outcome	Occurrences	Fine	Court Costs
Continued	4		
Guilty with reduced fine	0	\$50	\$81
Prepaid	23	\$100	\$81
Guilty	2	\$100	\$81
Guilty in absentia	17	\$100	\$116
Dismissed	6	0	0
Dismissed	5	0	\$81
Dismissed due to passenger Is under 18 years of age	0	0	0
Waived with Proof of Monthly Ticket	9		
Waived due to defective ticket	2		
Waived because of validation	0		

## MEET THE MANAGEMENT

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The annual “Meet the Management” program began at Union Station on April 4. VRE management visits a different station each week, bringing refreshments and handouts for passengers. The goal is to meet our riders in person and hear questions, complaints, or comments. Board Members are welcome to attend any of the events. The schedule is provided below.

April 18	Crystal City, all evening trains
April 25	Alexandria, all evening trains
May 2	Franconia/Springfield, all evening trains
May 16	Fredericksburg, all morning trains
May 23	Broad Run, all morning trains
May 30	Leeland Road, all morning trains
June 6	Manassas, all morning trains
June 13	Brooke, all morning trains
June 20	Manassas Park, all morning trains
June 27	Quantico, all morning trains
July 11	Burke Centre, all morning trains
July 18	Rippon, all morning trains
July 25	Rolling Road, all morning trains
August 1	Woodbridge, all morning trains
August 8	Backlick, all morning trains
August 15	Lorton, all morning trains

## MONTHLY PERFORMANCE MEASURES – MARCH 2012

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MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
March Fredericksburg OTP Average	96.75%
March Manassas OTP Average	98.01%
VRE MARCH OVERALL OTP AVE.	97.42%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2012 Passenger Totals	3,534,898
VRE FY 2011 Passenger Totals	3,275,243
PERCENTAGE CHANGE	7.9%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
MARCH 2012	421,769
MARCH 2011	449,867
PERCENTAGE CHANGE	-2.0% (NORMALIZED)
SERVICE DAYS (CURRENT/PRIOR)	22/23

# Monthly Ridership and OTP: March 2012

Date	Manassas AM	Manassas PM	Total Manassas	# Trains Op MSS	Trains Delayed MSS	Actual OTP TD	Fredburg AM	Fredburg PM	Fredburg Total	# Trains OP Fredburg	# Trains Delayed Fredburg	Actual OTP TD	Total Trips	Actual OTP TD
1	5,068	4,871	9,939	16	0	100%	5,026	5,106	10,132	14	0	100%	20,071	100%
2	4,086	4,112	8,198	16	0	100%	4,356	4,474	8,830	14	0	100%	17,028	100%
3														
4														
5	4,717	4,727	9,444	16	0	100%	4,663	4,460	9,123	14	0	100%	18,567	100%
6	4,802	5,247	10,049	16	0	100%	4,958	5,171	10,129	14	1	93%	20,178	97%
7	4,779	4,653	9,432	16	0	100%	4,822	5,201	10,023	14	0	100%	19,455	100%
8	4,661	4,653	9,314	16	0	100%	4,992	5,286	10,278	14	0	100%	19,592	100%
9	3,802	3,825	7,627	16	0	100%	4,272	4,473	8,745	14	0	100%	16,372	100%
10														
11														
12	4,766	4,902	9,668	16	0	100%	4,683	4,876	9,559	14	0	100%	19,227	100%
13	4,537	5,074	9,611	16	3	81%	4,780	5,172	9,952	14	2	86%	19,563	83%
14	4,671	4,975	9,646	16	1	94%	4,932	4,726	9,658	14	1	93%	19,304	93%
15	4,787	5,035	9,832	16	0	100%	4,936	4,783	9,719	14	3	79%	19,551	90%
16	4,141	3,551	7,692	16	0	100%	4,547	4,224	8,771	14	0	100%	16,463	100%
17														
18														
19	4,417	5,497	9,914	16	1	94%	4,933	4,876	9,809	14	0	100%	19,723	97%
20	4,732	4,921	9,653	16	0	100%	5,034	5,122	10,156	14	1	93%	19,809	97%
21	4,806	4,919	9,725	16	0	100%	5,026	4,840	9,866	14	0	100%	19,591	100%
22	4,758	4,655	9,413	16	0	100%	4,771	4,834	9,605	14	0	100%	19,018	100%
23	4,111	3,991	8,102	16	0	100%	4,111	4,307	8,418	14	0	100%	16,520	100%
24														
25														
26	4,593	4,505	9,098	16	1	94%	4,700	4,888	9,588	14	0	100%	18,686	97%
27	4,866	5,095	9,961	16	1	94%	5,248	5,194	10,442	14	2	86%	20,403	90%
28	4,910	4,751	9,661	16	0	100%	5,357	4,904	10,261	14	0	100%	19,922	100%
29	4,767	4,635	9,402	16	0	100%	4,967	4,950	9,917	14	0	100%	19,319	100%
30	3,901	4,215	8,116	16	0	100%	4,433	4,478	8,911	14	0	100%	17,027	100%
31	100,688	102,809	203,497	352	7	98%	105,341	106,551	211,892	308	10	97%	415,389	97%
			203,983						217,786				421,769	
									Adjusted Total:				Adjusted Total:	

# of Service Days: 22  
 Manassas Daily Avg. Trips: 9,250  
 Fredburg Daily Avg. Trips: 9,631  
 Total Avg. Daily Trips: 18,881

Total Trips This Month: 421,769  
 Prior Total FY-2012: 3,113,129  
 Total Trips FY-2012: 3,534,898  
 Total Prior Years: 53,006,578  
 Grand Total: 56,541,476

Total Trips This Month: 421,769  
 Prior Total FY-2012: 3,113,129  
 Total Trips FY-2012: 3,534,898  
 Total Prior Years: 53,006,578  
 Grand Total: 56,541,476

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

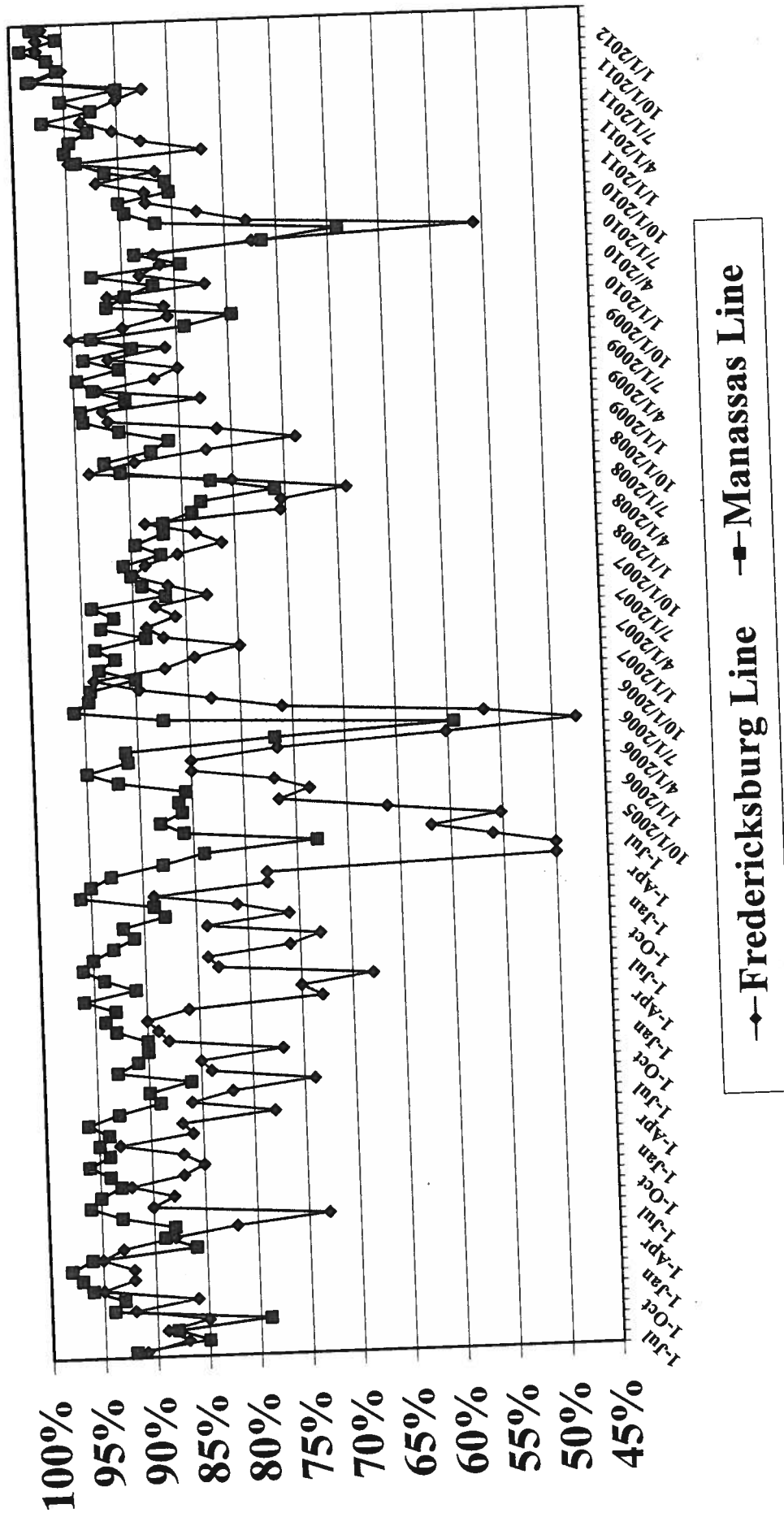
# Monthly Ridership Changes: FY 2011 v. FY 2012

Current Month	MANASSAS				FREDERICKSBURG			
	Cumulative FY2011	Cumulative FY2012	% change	Cumulative FY2011	Cumulative FY2012	% change	Current Total	% change
July	177,199	174,866	-1.3%	183,554	203,162	10.7%	378,028	4.8%
August	356,554	379,224	6.4%	369,561	430,255	16.4%	809,479	11.5%
September	531,826	561,165	5.5%	560,951	628,888	12.1%	1,190,053	8.9%
October	687,461	747,745	8.8%	749,050	833,524	11.3%	1,581,269	10.1%
November	842,550	929,938	10.4%	936,793	1,032,918	10.3%	1,962,856	10.3%
December	992,422	1,111,082	12.0%	1,119,345	1,218,911	8.9%	2,329,993	10.3%
January	1,156,798	1,298,378	12.2%	1,311,930	1,422,799	8.5%	2,721,177	10.2%
February	1,321,505	1,486,107	12.5%	1,503,871	1,627,022	8.2%	3,113,129	10.2%
March	1,530,573	1,689,604	10.4%	1,744,670	1,844,808	5.7%	3,534,412	7.9%
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

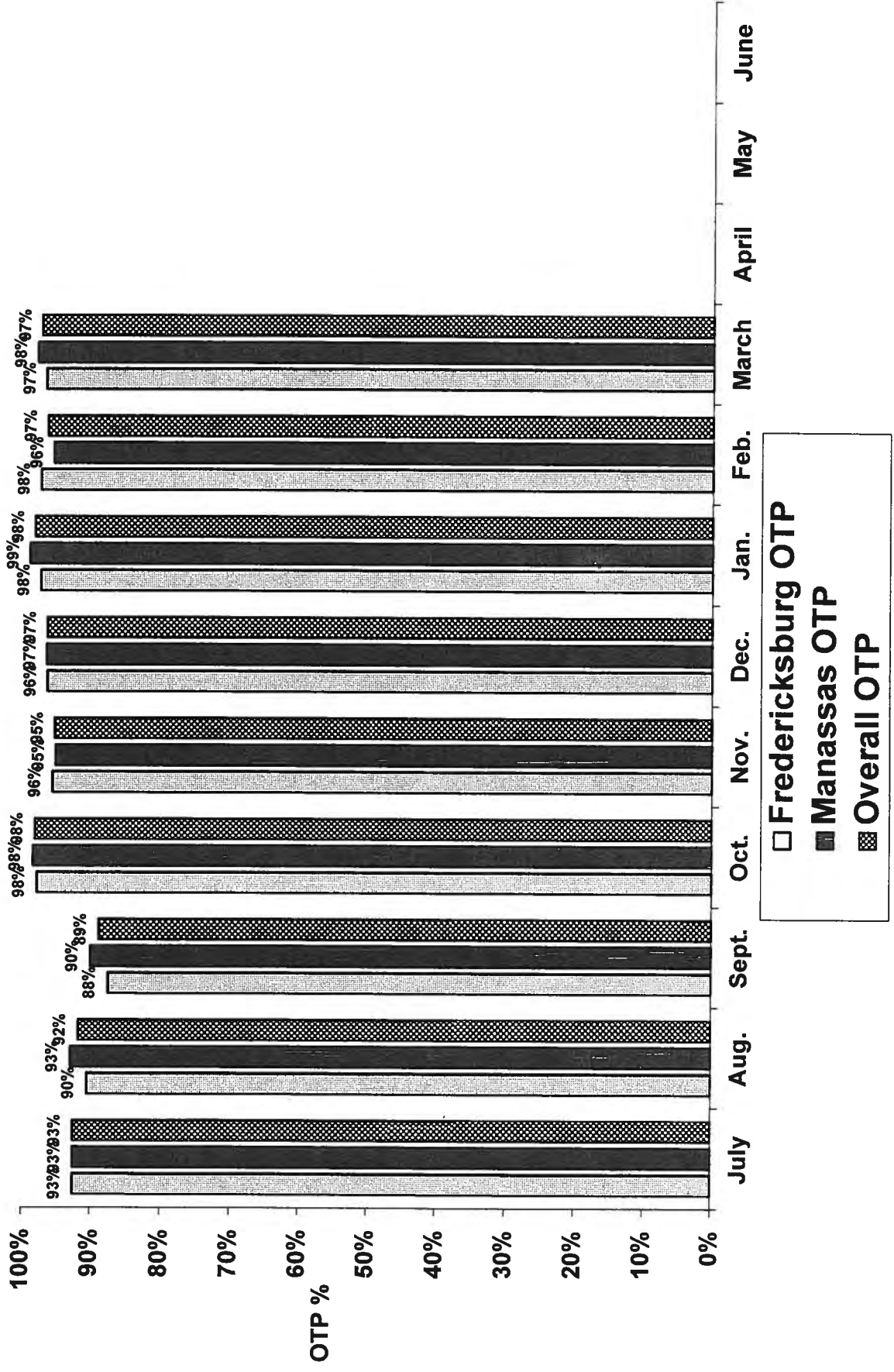
July 2001 – March 2012





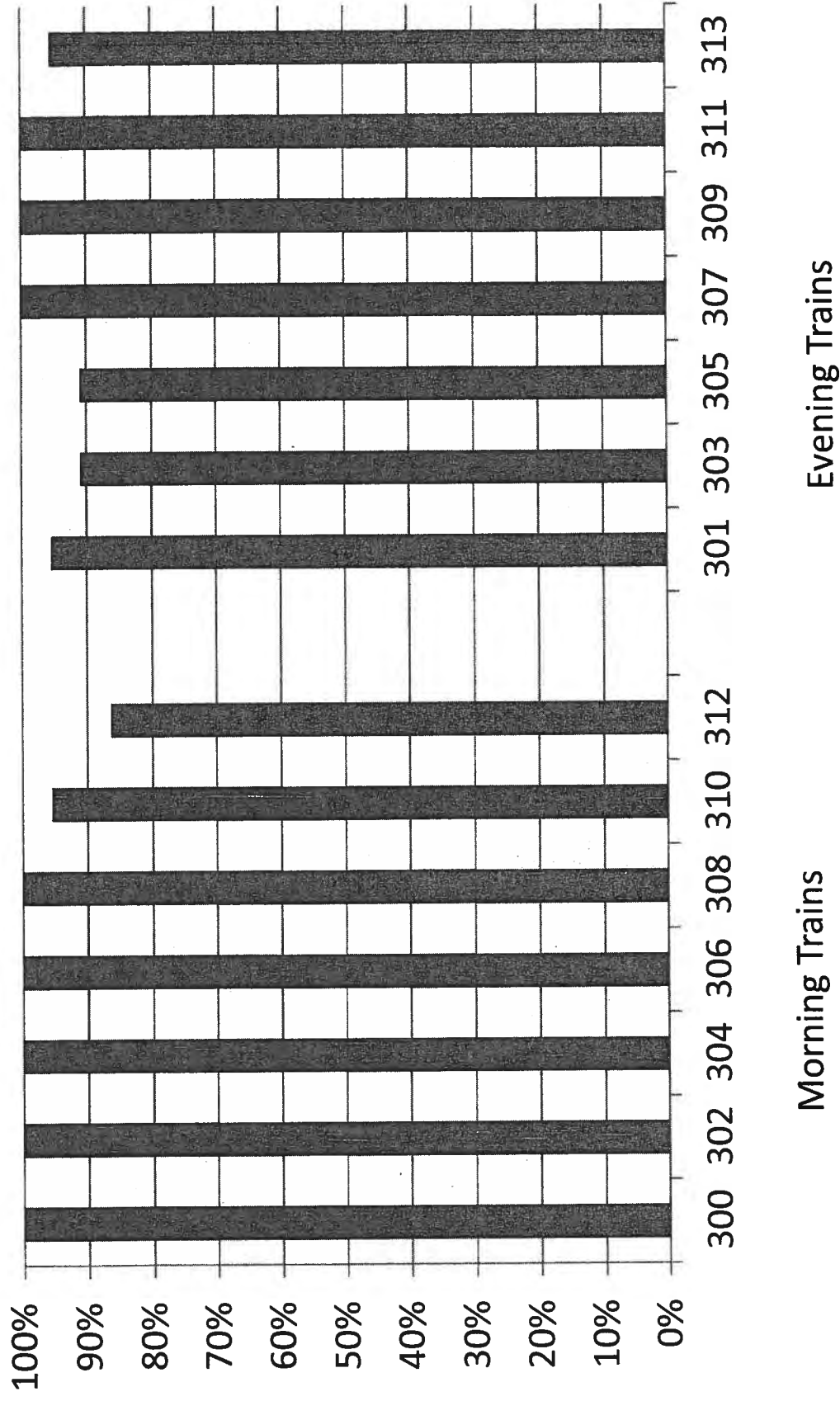
# Average On-Time Performance

## FY-2012



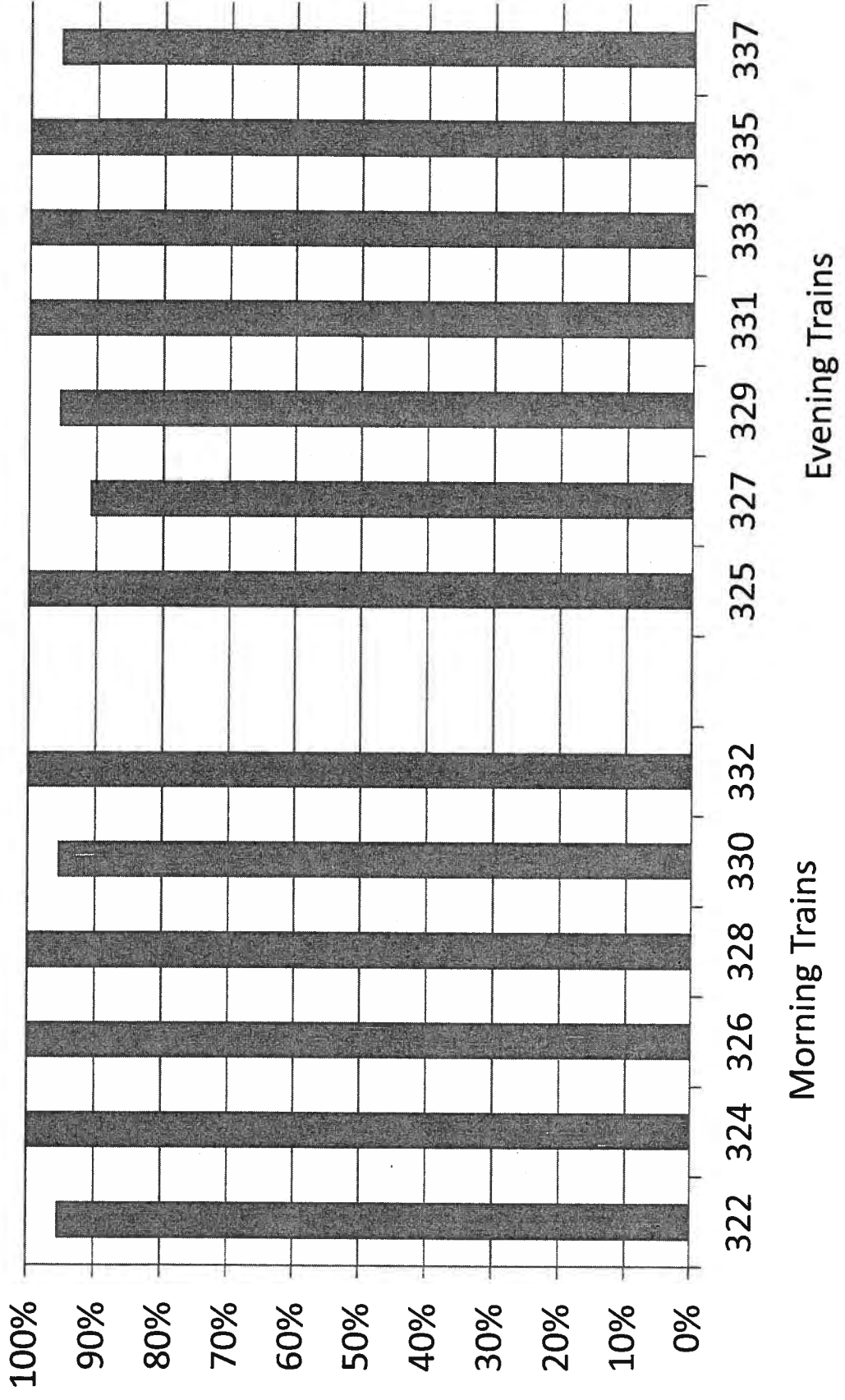
# On-Time Performance By Train

## Fredericksburg Line – March 2012



# On-Time Performance By Train

## Manassas Line – March 2012



## FY 2012 YEAR-END FINANCIAL PROJECTION

Each month, the VRE Operations Board receives financial information in summary form which shows year-to-date actual to budgeted fare revenue, grant revenue, and operating expenses. In December of each year, a revised budget for the year is prepared, based on the most current information as of that date. In December 2011, the Amended FY 2012 Budget was presented to the Board.

The information below is a projection of year-end revenue and expenses for FY 2012. Major points are as follows:

- Fare revenue is estimated to be approximately \$2.0M above the budgeted amount, assuming ridership remains stable
- Grant revenues are higher by \$0.9M due to the carryover of federal grants for preventive maintenance
- Diesel fuel costs are estimated to be slightly lower than the amended budget. Current higher market prices have been tempered by the gallons locked into at a fixed cost earlier in the year.
- Projections include the opportunity to add up to \$3.8M of additional funds to the capital reserve. The capital reserve was essentially depleted in order to fund Spotsylvania third track, the new railcar procurement, and the completion of various other smaller capital projects.

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

FY12 Year End Operating Budget Projection (in millions)				
Description	Revised Budget	Current Estimate	Variance	%
Fare Revenue	33.0	35.0	2.0	5.7%
Local Subsidy*	14.7	14.7	-	0.0%
Grant Revenue	28.4	29.3	0.9	3.1%
Other Revenue	0.4	0.2	(0.2)	-100.0%
Total Revenue	76.5	79.2	2.7	3.4%
Operating Expenses	61.7	60.5	1.2	2.0%
Debt Service	13.7	13.6	0.1	0.7%
Contingency/Contr to Res	1.1	4.7	(3.6)	-76.6%
Total Expenses	76.5	78.8	(2.3)	-3.0%
Net Income (Loss)	-	0.4	0.4	

\*The local subsidy amount shown here is the amount needed for operations; total subsidy is \$15.9M.

## FINANCIAL STATISTICS FOR MARCH 2012

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

Fare income for the month of March 2012 was \$112,570 **below** the budget – an unfavorable variance of 3.89%. The cumulative variance for the year is 8.12% or \$1,996,676 above the adopted budget. Revenue in the first nine months of FY 2012 is up 11.3% over FY 2011. This positive variance is the result of higher than budgeted ridership and the discontinuation of WMATA's paper voucher program. Activity related to the WMATA's discontinuation at the end of November has made it difficult to project fare revenue for the fiscal year.

A summary of the financial results (unaudited) as of March 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%	64%
<b>Budgeted Revenue</b>	76,496,976		
Budgeted Revenue YTD	58,971,221		
Actual Revenue YTD	61,098,161		
Cumulative Variance	2,126,940		2,126,940
Percent Collected YTD		77.09%	79.87%
<b>Budgeted Expenses</b>	76,496,976		
Budgeted Expenses YTD	55,305,634		
Operating Expenses YTD	54,763,733		
Cumulative Variance	541,901		541,901
Percent Expended YTD		72.30%	71.59%
<b>Net Income (Loss) from Operations</b>			2,668,841

These figures are preliminary and unaudited.

**VIRGINIA RAILWAY EXPRESS**  
**FY 2012 Operating Budget Report**  
**March 31, 2012**

	<u>CURR. MO.</u> <u>ACTUAL</u>	<u>CURR. MO.</u> <u>BUDGET</u>	<u>YTD</u> <u>ACTUAL</u>	<u>YTD</u> <u>BUDGET</u>	<u>YTD VARIANCE</u> <u>\$</u>	<u>%</u>	<u>TOTAL FY12</u> <u>BUDGET</u>
<b>OPERATING REVENUE</b>							
Passenger Ticket Revenue	2,779,860	2,892,430	26,582,333	24,585,657	1,996,676	8.1%	33,000,000
Equipment Rental and Other	3,752	11,044	128,374	93,873	34,501	36.8%	126,000
<b>Subtotal Operating Revenue</b>	<b>2,783,612</b>	<b>2,903,474</b>	<b>26,710,707</b>	<b>24,679,530</b>	<b>2,031,177</b>	<b>8.2%</b>	<b>33,126,000</b>
Jurisdictional Subsidy (1)	-	-	14,679,017	14,679,017	-	0.0%	14,679,017
Federal/State/Other Jurisdictional Subsidy	3,378,540	3,350,579	19,695,893	19,567,228	128,665	0.7%	28,387,823
Appropriation from Reserve	-	-	-	-	-	0.0%	243,136
Interest Income	-	5,347	12,545	45,446	(32,901)	-72.4%	61,000
<b>Total Operating Revenue</b>	<b>6,162,152</b>	<b>6,259,400</b>	<b>61,098,161</b>	<b>58,971,221</b>	<b>2,126,941</b>	<b>3.6%</b>	<b>76,496,976</b>
<b>OPERATING EXPENSES</b>							
Departmental Operating Expenses	4,793,308	4,994,045	41,756,377	42,371,898	615,521	1.5%	56,986,821
Debt Service	1,779,310	1,777,740	9,314,715	9,314,476	(238)	0.0%	13,738,803
Insurance	-	-	3,619,260	3,619,260	-	0.0%	4,100,000
Other Non-Departmental Expenses	-	-	73,381	-	(73,381)		1,671,352
<b>Total Operating Expenses</b>	<b>6,572,618</b>	<b>6,771,785</b>	<b>54,763,733</b>	<b>55,305,634</b>	<b>541,901</b>	<b>1.0%</b>	<b>76,496,976</b>
<b>NET INCOME (LOSS) FROM OPERATIONS</b>	<b>(410,466)</b>	<b>(512,385)</b>	<b>6,334,429</b>	<b>3,665,587</b>	<b>2,668,842</b>		<b>-</b>

**CALCULATED OPERATING RATIO**

**64%**

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

**AGENDA ITEM 10-A**  
**ACTION ITEM**

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

**FROM: DALE ZEHNER**

**DATE: APRIL 20, 2012**

**RE: AUTHORIZATION TO MODIFY VRE'S FARES**

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**RECOMMENDATION:**

The VRE Operations Board is being asked to authorize the Chief Executive Officer to amend VRE's tariff to increase fares by 3% beginning July 1, 2012, without any change to the current ticket discount structure. The VRE Operations Board is also being asked to authorize the Chief Executive Officer to revise the tariff to reflect recent changes to the regional SmartBenefit program.

**BACKGROUND:**

During the FY 2013 budget process, VRE staff recommended a fare increase of up to 3% to offset increases in fuel, retail sales commissions, facilities maintenance, and annual contract escalations. VRE proposed an across the board increase of up to 3% without any change to the current ticket discount structure. On February 17, 2012, the Operations Board authorized public hearings in Washington, D.C, Crystal City, Burke, Woodbridge, Manassas, Stafford and Fredericksburg.

The public comment period began on February 27, 2012 and ran through April 6, 2012. Comments were received via e-mail and through public hearings. Thirty-four e-mails were received during the process and 29 people attended the hearings (5 Fredericksburg, 6 L'Enfant, 3 PRTC, 12 Manassas, 3 Crystal City, 0 Burke, and 0 Stafford). For the first time in VRE history, hearings were held in which no one attended.

In addition to comments regarding the change in fares, passengers also took the opportunity to relay opinions regarding their satisfaction with VRE service and on-time performance, ask questions about mid-day trains and turn-back trains, and advocate additional service/capacity. A summary of the comments received is shown below:

Summary of Comments	Number of Comments
Commented that the need to increase fares was understandable	16
Negative comments on proposed increased fare	25
On-time performance, Service or Capacity needs to improve	11
Associating Opposition to Fare Increase with Transit Subsidy Decrease and Pay Freezes	13

Note: Summary of comments here do not equate to the total number of people who attended the hearings and/or submitted e-mails. Not all citizens who attended hearings made comments and some who made comments by e-mail touched upon more than one topic.

After reviewing the comments, VRE is recommending that fares be increased 3%. Reduced fares for seniors and persons with disabilities have also been recalculated per federal requirements. A change is not being recommended to the existing ticket discount structure. Revised fare tables are attached.

An administrative amendment to the tariff is also being recommended. This proposed amendment is shown below. No public hearing was required on this specific amendment as it is administrative in nature and simply updating the tariff to reflect current practices. VRE no longer accepts SmartBenefits Vouchers. Section 03.05.00 of the tariff, "ACCEPTANCE OF SMARTBENEFITS VOUCHERS" should be amended, as follows, to reflect electronic benefits.

03.05.00 ACCEPTANCE OF "ELECTRONIC SMARTBENEFITS VOUCHERS"  
EMPLOYER SUBSIDIES – Region wide electronic "SmartBenefits" Vouchers"  
employer transit subsidy vouchers will be accepted by VRE vendors as full or partial payment. "SmartBenefits" Vouchers" will be accepted for purchase of VRE tickets of equal or greater value. If the use of "SmartBenefits" Vouchers results in overpayment, no change can be given.

#### **FISCAL IMPACT:**

It is anticipated that the fare increase will generate \$900,000 in additional fare revenue in FY 2013.



**Fredericksburg Line  
FY 2013 Fares**

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Franc/ Sprgfid	Zone 4 Lorton	Zone 5 W-bridge Rippon	Zone 6 Quantico	Zone 7	Zone 8 Brooke Leeland Road
Zone 9 Fred'burg	Single-Ride	10.65	10.00	8.80	6.20	5.55	4.90	4.30	3.65
	Ten-Trip	97.60	91.80	62.40	56.50	50.70	44.80	38.90	33.10
	Five-Day	84.90	79.70	54.30	49.20	44.10	38.90	33.90	28.70
	Monthly	294.10	276.30	188.20	170.60	152.70	135.00	117.30	99.60
Zone 8 Leeland Road Brooke	Single-Ride	10.00	9.40	6.20	5.55	4.90	4.30	3.65	3.00
	Ten-Trip	91.80	85.90	56.50	50.70	44.80	38.90	33.10	27.20
	Five-Day	79.70	74.70	49.20	44.10	38.90	33.90	28.70	23.70
	Monthly	276.30	258.60	170.50	152.70	135.00	117.30	99.60	82.00
Zone 7	Single-Ride	9.40	8.75	5.55	4.90	4.30			
	Ten-Trip	85.90	80.00	50.70	44.80	38.90			
	Five-Day	74.70	69.60	44.10	38.90	33.90			
	Monthly	259.60	241.20	152.70	135.00	117.30			
Zone 6 Quantico	Single-Ride	8.75	8.10	4.90	4.30	3.65			
	Ten-Trip	80.00	74.20	44.80	38.90	33.10			
	Five-Day	69.60	64.50	38.90	33.90	28.70			
	Monthly	241.20	223.50	135.00	117.30	99.60			
Zone 5 Rippon W-bridge	Single-Ride	8.10	7.50	4.30	3.65	3.00			
	Ten-Trip	74.20	68.30	38.90	33.10	27.20			
	Five-Day	64.50	59.40	33.90	28.70	23.70			
	Monthly	223.50	205.90	117.30	99.60	82.00			
Zone 4 Lorton	Single-Ride	7.50	6.80	3.65					
	Ten-Trip	68.30	62.40	33.10					
	Five-Day	59.40	54.30	28.70					
	Monthly	205.90	188.20	99.60					
Zone 3 Franc/ Sprgfid	Single-Ride	6.80	6.20						
	Ten-Trip	62.40	56.50						
	Five-Day	54.30	49.20						
	Monthly	188.20	170.50						
Zone 2 Alexandria Crystal City	Single-Ride	6.20	5.55						
	Ten-Trip	56.50	50.70						
	Five-Day	49.20	44.10						
	Monthly	170.50	152.70						
Zone 1 L'Enfant Union Station	Single-Ride	5.55							
	Ten-Trip	50.70							
	Five-Day	44.10							
	Monthly	152.70							

**Fredericksburg Line  
FY 2013 Discounted Fares**

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Franc/ Sprgfld	Zone 4 Lorton	Zone 5 W-bridge Rippon	Zone 6 Quantico	Zone 7	Zone 8 Brooke Leeland Road
Zone 9 Fred'burg	Single-Ride	5.30	5.00	3.40	3.10	2.75	2.45	2.15	1.80
	Ten-Trip	48.80	45.90	31.20	28.25	25.35	22.40	19.45	16.55
	Five-Day	42.45	39.85	27.15	24.60	22.05	19.45	16.95	14.35
	Monthly	147.05	138.15	94.10	85.25	76.35	67.50	58.65	49.80
Zone 8 Leeland Brooke	Single-Ride	5.00	4.70	3.10	2.75	2.45	2.15	1.80	1.50
	Ten-Trip	45.90	42.95	28.25	25.35	22.40	19.45	16.55	13.60
	Five-Day	39.85	37.35	24.60	22.05	19.45	16.95	14.35	11.85
	Monthly	138.15	129.30	85.25	76.35	67.50	58.65	49.80	41.00
Zone 7	Single-Ride	4.70	4.35	2.75	2.45	2.15			
	Ten-Trip	42.95	40.00	25.35	22.40	19.45			
	Five-Day	37.35	34.80	22.05	19.45	16.95			
	Monthly	129.30	120.60	76.35	67.50	58.65			
Zone 6 Quantico	Single-Ride	4.35	4.05	2.45	2.15	1.80			
	Ten-Trip	40.00	37.10	22.40	19.45	16.55			
	Five-Day	34.80	32.25	19.45	16.95	14.35			
	Monthly	120.60	111.75	67.50	58.65	49.80			
Zone 5 Rippon W-bridge	Single-Ride	4.05	3.75	2.15	1.80	1.50			
	Ten-Trip	37.10	34.15	19.45	16.55	13.60			
	Five-Day	32.25	29.70	16.95	14.35	11.85			
	Monthly	111.75	102.95	58.65	49.80	41.00			
Zone 4 Lorton	Single-Ride	3.75	3.40	1.80					
	Ten-Trip	34.15	31.20	16.55					
	Five-Day	29.70	27.15	14.35					
	Monthly	102.95	94.10	49.80					
Zone 3 Franc/ Sprgfld	Single-Ride	3.40	3.10						
	Ten-Trip	31.20	28.25						
	Five-Day	27.15	24.60						
	Monthly	94.10	85.25						
Zone 2 Alexandria Crystal City	Single-Ride	3.10	2.75						
	Ten-Trip	28.25	25.35						
	Five-Day	24.60	22.05						
	Monthly	85.25	76.35						
Zone 1 L'Enfant Union Station	Single-Ride	2.75							
	Ten-Trip	25.35							
	Five-Day	22.05							
	Monthly	76.35							

**Manassas Line  
FY 2013 Fares**

		<b>Zone 1 Union Station L'Enfant</b>	<b>Zone 2 Crystal City Alexandria</b>	<b>Zone 3 Backlick Road</b>	<b>Zone 4 Rolling Road Burke Centre</b>	<b>Zone 5</b>	<b>Zone 6 Manassas Park Broad Run</b>
<b>Zone 6 Broad Run, Manassas, Manassas Park</b>	<b>Single-Ride</b>	8.75	8.10	4.90	4.30	3.65	3.00
	<b>Ten-Trip</b>	80.00	74.20	44.80	38.90	33.10	27.20
	<b>Five-Day</b>	69.60	64.50	38.90	33.90	28.70	23.70
	<b>Monthly</b>	241.20	223.50	135.00	117.30	99.60	82.00
<b>Zone 5</b>	<b>Single-Ride</b>	8.10	7.50	4.30	3.65	3.00	
	<b>Ten-Trip</b>	74.20	68.30	38.90	33.10	27.20	
	<b>Five-Day</b>	64.50	59.40	33.90	28.70	23.70	
	<b>Monthly</b>	223.50	205.90	117.30	99.60	82.00	
<b>Zone 4 Burke Centre, Rolling Road</b>	<b>Single-Ride</b>	7.50	6.80	3.65	3.00		
	<b>Ten-Trip</b>	68.30	62.40	33.10	27.20		
	<b>Five-Day</b>	59.40	54.30	28.70	23.70		
	<b>Monthly</b>	205.90	188.20	99.60	82.00		
<b>Zone 3 Backlick Road</b>	<b>Single-Ride</b>	6.80	6.20				
	<b>Ten-Trip</b>	62.40	56.50				
	<b>Five-Day</b>	54.30	49.20				
	<b>Monthly</b>	188.20	170.50				
<b>Zone 2 Alexandria, Crystal City</b>	<b>Single-Ride</b>	6.20	5.55				
	<b>Ten-Trip</b>	56.50	50.70				
	<b>Five-Day</b>	49.20	44.10				
	<b>Monthly</b>	170.50	152.70				
<b>Zone 1 L'Enfant, Union Station</b>	<b>Single-Ride</b>	5.55					
	<b>Ten-Trip</b>	50.70					
	<b>Five-Day</b>	44.10					
	<b>Monthly</b>	152.70					

**Manassas Line FY 2013 Discounted Fares**

		<b>Zone 1</b> Union Station L'Enfant	<b>Zone 2</b> Crystal City Alexandria	<b>Zone 3</b> Backlick Road	<b>Zone 4</b> Rolling Road Burke Centre	<b>Zone 5</b>	<b>Zone 6</b> Manassas Park Broad Run
<b>Zone 6</b> Broad Run, Manassas, Manassas Park	<b>Single-Ride</b>	4.35	4.05	2.45	2.15	1.80	1.50
	<b>Ten-Trip</b>	40.00	37.10	22.40	19.45	16.55	13.60
	<b>Five-Day</b>	34.80	32.25	19.45	16.95	14.35	11.85
	<b>Monthly</b>	120.60	111.75	67.50	58.65	49.80	41.00
<b>Zone 5</b>	<b>Single-Ride</b>	4.05	3.75	2.15	1.80	1.50	
	<b>Ten-Trip</b>	37.10	34.15	19.45	16.55	13.60	
	<b>Five-Day</b>	32.25	29.70	16.95	14.35	11.85	
	<b>Monthly</b>	111.75	102.95	58.65	49.80	41.00	
<b>Zone 4</b> Burke Centre, Rolling Road	<b>Single-Ride</b>	3.75	3.40	1.80	1.50		
	<b>Ten-Trip</b>	34.15	31.20	16.55	13.60		
	<b>Five-Day</b>	29.70	27.15	14.35	11.85		
	<b>Monthly</b>	102.95	94.10	49.80	41.00		
<b>Zone 3</b> Backlick Road	<b>Single-Ride</b>	3.40	3.10				
	<b>Ten-Trip</b>	31.20	28.25				
	<b>Five-Day</b>	27.15	24.60				
	<b>Monthly</b>	94.10	85.25				
<b>Zone 2</b> Alexandria, Crystal City	<b>Single-Ride</b>	3.10	2.75				
	<b>Ten-Trip</b>	28.25	25.35				
	<b>Five-Day</b>	24.60	22.05				
	<b>Monthly</b>	85.25	76.35				
<b>Zone 1</b> L'Enfant, Union Station	<b>Single-Ride</b>	2.75					
	<b>Ten-Trip</b>	25.35					
	<b>Five-Day</b>	22.05					
	<b>Monthly</b>	76.35					

**VIRGINIA RAILWAY EXPRESS OPERATIONS BOARD - 2012**  
**1500 King Street, Suite 202**  
**Alexandria, Virginia 22314**

**2012 OFFICERS**

**Chairman – Mr. Wally Covington**  
**Vice Chairman – Mr. Paul Smedberg**  
**Secretary – Ms. Susan Stimpson**  
**Treasurer – Mr. John Cook**

**Chairman**

**Wallace S. Covington III (Prince William)**

Supervisor

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TREASURER

**SUSAN STIMPSON**  
SECRETARY

**SHARON BULOVA**  
**MAUREEN CADDIGAN**  
**FREDERIC HOWE**  
**JOHN JENKINS**  
**PAUL MILDE**  
**SUHAS NADDONI**  
**KEVIN PAGE**  
**GARY SKINNER**  
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**CHRIS ZIMMERMAN**

ALTERNATES

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**HARRY CRISP**  
**MARK DUDENHEFER**  
**BRAD ELLIS**  
**JAY FISETTE**  
**FRANK JONES**  
**MICHAEL MAY**  
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# MINUTES

**VRE OPERATIONS BOARD MEETING  
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA  
APRIL 20, 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
Kevin Page	DRPT
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
Suhas Naddoni (PRTC)	City of Manassas Park

ALTERNATES PRESENT	JURISDICTION

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fissette (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	Betsy Massie – PRTC staff
Jeremy Borden – Washington Post	Bob Leibbrandt – Prince William County
Donna Boxer – VRE	Steve MacIsaac – VRE counsel
Nancy Collins – Stafford County	Gregg Moser – Krauthamer & Associates
Rich Dalton – VRE	Jennifer Mouchantaf – VRE
John Duque – VRE	Sirel Mouchantaf – VRE
Patrick Durany – Prince William County	Dick Peacock – citizen
Anna Gotthardt – VRE	Lynn Rivers – Arlington County
Al Harf – PRTC staff	Mark Roeber – VRE
Chris Henry – VRE	Michael Schaller – citizen
Christine Hoeffner – VRE	Rick Taube – NVTC staff
Ann King – VRE	Dale Zehner – VRE
Mike Lake – Fairfax County DOT	

\* 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 9:34 A.M. Following the Pledge of Allegiance, roll call was taken.

### Approval of the Agenda – 3

Chairman Covington stated that a Closed Session is needed. Also, he suggested moving Agenda Item #8 “Operations Board Member Comments” to the end of the agenda on a trial basis. There were no objections.

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

### Approval of the Minutes of the March 16, 2012 Operations Board Meeting – 4

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

### Chairman’s Comments – 5

Chairman Covington reported that VRE has had strong On-Time Performance (OTP) for two months in a row. For April, OTP was 96.7 percent systemwide (97.6 percent on the Fredericksburg line and 95.8 percent on the Manassas line). For March, the overall OTP was 97.4 percent (96.8 on the Fredericksburg line and 98 on the Manassas line).

Chairman Covington announced that Ms. Bulova has been selected to receive the Virginia Transit Association’s Public Official of the Year award. It will be presented to her at the VTA Conference to be held in Tysons Corner on May 18<sup>th</sup>. Board Members congratulated her. Mr. Zehner stated that the next Operations Board meeting is scheduled for May 18<sup>th</sup> and staff will work with Chairman Covington to see if the meeting can start earlier to allow Board Members to also attend the VTA ceremony at noon.

Chairman Covington reported that the Broad Run platform extension is now fully operational. The next phase of the station improvement is parking. VRE staff is currently working on the environmental and preliminary engineering of the parking deck.

### Chief Executive Officer’s Report – 6

Mr. Zehner reported that VRE ridership for the month of March, compared to the same time last year, is down approximately two percent. This could be partially due to spring break and the holidays. However, ridership seems to be bouncing back. April 17<sup>th</sup> was the fourth highest ridership day and this week there were three days where ridership

was over 20,000, which has not happened since January. Mr. Zehner stated that the Meet the Management events are underway. Three have been completed (Union Station, L'Enfant and Crystal City). Since VRE is celebrating its 20<sup>th</sup> Anniversary, brass and string quartets have been there to add to the festivities.

Mr. Zehner also reported that the Leeland parking expansion project is underway. A ground breaking ceremony will be held on May 1, 2012. Finally, he reported that VRE has used 10 percent less fuel compared to the amount used last year. Even though fuel prices are up about 18 percent, VRE still has a positive variance on fuel costs. VRE continues to look for ways to cut costs and identify efficiencies.

#### VRE Riders' and Public Comment – 7

Mr. Peacock suggested that VRE work with the Quantico Marine Base to open the Quantico train station on the weekends. Although there is no VRE service on the weekends, there are still at least five Amtrak trains operating during the weekends. However, VRE should not have to incur any additional expenses. He also expressed concern about the two recent locomotive breakdowns. Mr. Zehner stated that one incident was caused by a train line cable that became loose, which prevented the train from being operated. The second locomotive had a capacitor blow out, which is an unusual event. The part was sent for testing to determine why it failed and VRE is awaiting the results.

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

In response to a question from Mr. Jenkins, Mr. Zehner stated that the locomotives are still under warranty. There are two locomotive technicians from Motive Power, Inc. on-site working on all locomotive issues. Ms. Caddigan agreed to work with staff regarding the Quantico station issue.

[Mr. Milde entered the meeting at 9:47 A.M.]

#### Update on VRE CEO Recruitment – 9

Chairman Covington introduced Gregg Moser from Krauthamer and Associates, the firm VRE hired to assist in the CEO recruitment. Mr. Moser stated that he has met with staff from VRE, CSX, Norfolk Southern, NVTC, PRTC, Keolis, and Operations Board Members, to find out what qualifications and qualities they are looking for in a new CEO. A job description and advertisement (both local and national) were put together and there has already been a good response. He stated that 30-40 applications have been received so far and there are about 10 qualified applicants at this point. Mr. Moser reported that he met with the Executive Committee prior to this meeting to review the progress being made.

In response to a question from Chairman Covington, Mr. Moser stated that candidate interviews will be scheduled for the end of May/beginning of June. The Board then

discussed where the interviews should be held. Ms. Bulova observed that PRTC headquarters are fairly centrally located for Board Members. She also offered the use of the Fairfax County government center. Mr. Skinner agreed that PRTC is centrally located. He recommended that all the interviews be done on one day with lunch. He asked if the Executive Committee has determined how many candidates will be chosen for actual interviews. Chairman Covington estimated between four and six. Mr. Cook stated that he was pleasantly surprised by the quality of the qualified applicants and stated that there may be more than six that would merit a closer look. He suggested a two-stage approach where the Executive Committee could interview 8-9 candidates and then bring in the top 4-5 for interviews with the full Operations Board. Mr. Zimmerman expressed his opinion that the Executive Committee should be left to decide if they want to conduct preliminary interviews. He stated that last time the interviews were conducted at NVTC in Arlington because it was close to an airport and transit for out of town candidates. Mr. Milde stated that he trusts the Executive committee to narrow it down to the top two or three candidates. Mr. Howe suggested that the interviews occur on a Friday. Mr. Way stated that there may be trouble coordinating schedules of both the Operations Board Members and the candidates, so some flexibility is needed. Chairman Covington stated that a second day of interviews may be needed. Ms. Stimpson observed that Krauthamer and Associates has done a good job so far in the recruitment process.

#### Authorization to Modify VRE's Fares – 10A

Mr. Zehner reported that Resolution #10A-04-2012 would authorize the CEO to amend VRE's tariff to increase fares by three percent beginning July 1, 2012, without any changes to the current ticket discount structure. The resolution would also authorize the CEO to revise the tariff to reflect recent changes to the regional SmartBenefit program. He stated that at the February meeting, the Operations Board authorized public hearings at seven stations regarding the proposed fare increase. Only 29 people attended in total, with zero attendance at two hearings (Burke and Stafford). This is the first time in VRE's history that public hearings were held in which no one attended. VRE received 34 comments via e-mail. A three percent fare increase will generate approximately \$900,000 in additional fare revenue during 2013.

Ms. Stimpson observed that the background report states that "the Board authorized a fare increase" but in actuality the Board authorized public hearings advertising a proposed fare increase. Mr. Zehner clarified that the Operations Board recommended a fare increase as part of the budget process. Ms. Stimpson stated that the recommended budget includes a three percent fare increase and a three percent jurisdictional subsidy increase. However, the budget task force recommended that since there was a jurisdictional subsidy increase, they didn't recommend a fare increase.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the resolution.

Ms. Stimpson stated that she will vote no. She appreciates the fact that VRE locomotives are operating well and VRE is looking for efficiencies, but she supports the

budget task force recommendation that a three percent fare increase is not necessary along with a three percent jurisdictional subsidy increase.

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, Page, Skinner, Smedberg, Way and Zimmerman. Mr. Milde and Ms. Stimpson voted no.

#### Authorization to Approve the Third Year of the Operating and Maintenance Services Contract – 10B

Mr. Zehner stated that the VRE Operations Board is being asked to recommend that the Commissions authorize him to modify the contract with Keolis Rail Services Virginia, LLC for operating and maintenance services by approving up to \$18,008,591, for a total contract value not to exceed \$56,507,466, for the third year of operations, through June 30, 2013, and to make other administrative contract changes. Resolution #10B-04-2012 would accomplish this.

Mr. Zehner explained that this amount is within the approved budget for FY 2013 and reflects a 3.5 percent increase to fixed cost services, based on the increase to the CPI for a 12 month period, as required by the contract. In addition, maintenance of the new VRE warehouse at the Crossroads yard has been added to the facilities budget.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the resolution.

Mr. Way stated that he trusts that the decrease in costs of maintenance are due to the improvement in efficiencies and management and not caused by a relaxation of maintenance standards and practices or equipment manufacturer recommendations, which could have a negative impact on VRE operations. Mr. Zehner replied that the major reason for the decrease in maintenance costs is that VRE took over the management of the deep cleaning of the VRE railcars, which resulted in \$176,000 being removed from the contract. This was a cost savings measure. There are no changes to any other requirements or warranties.

Mr. Smedberg asked if staff has an overall concern about the maintenance of equipment in light of the recent locomotive failures. Mr. Zehner stated that both incidents were not maintenance related.

Mr. Way observed that the contingency dropped by \$400,000. Mr. Zehner explained that there were contingencies for the first two years of the Keolis contract but with the standardization of the fleet, a contingency is not needed. The overall budget still maintains a contingency.

Mr. Taube observed that since this is a large contract, more details should be included in the final resolve clause of the resolution when it goes to the commissions.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the motion with the addition of referencing the last paragraph of the background report into a new

WHEREAS clause of the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Award a Contract for Interior Cleaning of VRE Passenger Cars – 10C

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to execute a contract with Service Master Preferred Services of Woodbridge, Virginia for interior cleaning of VRE passenger cars in the amount of \$533,988, plus a five percent contingency of \$26,699, for a total amount not to exceed \$560,687. Resolution #10C-04-2012 would accomplish this.

Mr. Zehner explained that in order to maintain its high standard of cleanliness for passenger cars, VRE must obtain services to provide heavy interior cleaning. This cleaning is in addition to the current daily cleaning and includes deep cleaning of carpets and windows and more extensive tasks such as bathroom disinfection. Heavy interior cleaning is scheduled twice per year, typically in the spring and fall. Following a procurement process, Service Master Preferred Services was selected. The contract will be for a base year with two one-year options, with the CEO exercising the option years at his discretion.

Ms. Caddigan moved, with a second by Mr Jenkins, to approve the resolution.

In response to a question from Mr. Skinner, Mr. Zehner stated that the work will be conducted over a series of weekends. In response to a question from Mr. Smedberg, Mr. Zehner stated that this bid came in under the estimated amount.

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, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Amend Engineering Services Task Order for the Warehouse Construction Project – 10D

Mr. Zehner stated that the Operations Board is being asked to authorize him to amend a task order, under GEC V, to STV, Inc. for engineering services related to the Crossroads warehouse project. The amendment will be in the amount of \$99,124, plus a 10 percent contingency of \$9,912, for a total task order amount not to exceed \$629,248. Resolution #10D-04-2012 would accomplish this.

Mr. Smedberg moved, with a second by Mr. Skinner, to approve the resolution.

Mr. Zehner explained that over the winter, VRE staff determined that the schedule would not be met due to a lack of coordination by the construction contractor and inadequate quality control. VRE staff developed a modified schedule with a revised completion date of June 2012. The warehouse is currently 75 percent complete and

liquidated damages are being assessed against the contractor. Due to the change in schedule these additional engineering services are needed.

In response to a question from Mr. Page, Mr. Zehner stated that the liquidated damages, which are \$1,000 per day, will proportionally offset these costs. Mr. Skinner asked if staff has any concerns that this contractor can complete the work. Mr. Mouchantaf stated the problems were due to subcontractors and he does not see any issues with completing the project.

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, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Approve PRTC/VRE Personnel Policy Amendments – 9B

Mr. Zehner stated that the VRE Operations Board is being asked to approve Resolution #10E-04-2012, which would recommend that PRTC approve amendments to the PRTC/VRE Personnel Policy.

Mr. Zehner reminded Board Members that this item was discussed at the March 16<sup>th</sup> meeting and action was deferred. There was much discussion in regards to Amendment 3 to establish parity between internal and external candidates vying for a staff position. A consensus position is now being proposed, so that the Chairman of PRTC or VRE would be notified that the exception has been made, but not asked to approve such exceptions. Under the current policy, an existing employee who applies for a competitively advertised position within PRTC/VRE, and is then deemed the most qualified candidate, is limited by the policy's rules of promotion in establishing the level of compensation. The only limitation applicable to an external candidate is that the starting salary must be within the classification range.

Mr. Cook moved, with a second by Ms. Caddigan, to approve Resolution #10E-04-2012, which would approve all three amendments.

Ms. Stimpson asked if the Board would be willing to separate the motion to take separate votes on each amendment. The maker and seconder of the motion agreed to vote on each amendment separately.

Chairman Covington asked if Mr. Harf had any comments. Mr. Harf stated that he is in accord with the recommendation. These changes would apply universally to the PRTC personnel policy as well.

Mr. Milde stated that he would have to vote against Amendment 3 unless it was changed to bringing the exception to the Executive Committee for approval. Chairman Covington observed that legal counsel has stated that it would create a liability issue for the Operations Board. Mr. MacIsaac stated that the Operations Board usually does not involve itself with executive management decisions. Chairman Covington suggested



that the Board discuss and vote on each amendment separately since that is the motion on the floor.

Amendment 1 (Policy IV Pay Plan and Employee Compensation, Section I.B) – to modify the PRTC/VRE General Payscale to create three higher classifications. The amendment was passed by a unanimous vote. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Amendment 2 (Policy XIX Awards and Special Recognition, Section II) – to increase the authority limit delegated to the chief executives to \$500. The amendment was passed by a unanimous vote. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Amendment 3 (Policy XI Promotions, Demotions, Reclassifications, and Transfers, Section III.C) – to establish parity between internal and external candidates vying for a position and add language allowing this exception to be made.

Mr. Howe stated that he argued in favor of this at the last meeting because it is a business issue and it is important to retain good employees. He offered an amendment that the Chairman and Executive Committee of PRTC/VRE be notified when this exception is used, which would give the option to appeal it to the Operations Board or full Commission if there is an issue or concern. It gives the CEO the ability to run the business effectively and retain employees.

Ms. Bulova stated that she likes Mr. Howe's suggestion except for the word "appeal." Mr. Skinner stated that an internal candidate should not be deprived of what that position's salary should be. The Operations Board needs full confidence in its CEO. Mr. Page observed that the Operations Board hands down the policy to the CEO to follow. The Board can suspend or relax a policy if there is an issue.

Mr. Cook offered language: "The Executive Committee should be notified and that the proposed action would not occur until after the next Operations Board meeting." Mr. MacIsaac offered substitute language: "The notification would go to the Chairman and the Executive Committee of PRTC or the VRE Operations Board. The Chairman or Executive Committee shall have the option to defer the matter and bring it to the full Commission or Operations Board for final action."

Mr. Way stated that equity demands that flexibility exists. He does not think that the Operations Board should get involved in basic management matters. It should not become a requirement, rejection or appeal of the CEO's authority. It should be the decision of the CEO and he could inform the Board of his actions. Mr. Zimmerman agreed.

Mr. Cook stated that Mr. MacIsaac's wording of "defer" is still an action. He would like to see this word left out. Ms. Bulova asked for clarification if the motion is to approve the amendment as written. Chairman Covington stated that there was a motion to amend but no one seconded the motion. Mr. Cook amended his motion to read "The

Chairman and Executive Committee would be informed of the desire of the CEO to make this exception and the CEO's actions would not take effect until after the next Operations Board/Commission meeting." Mr. Milde seconded the motion.

Mr. Skinner objected to the amended motion. The Board then discussed the current policy. Ms. Bulova moved a substitute motion to approve Amendment 3 as originally presented. Mr. Cook stated that his amended motion, which was seconded by Mr. Milde, is still on the floor. He called the question. The Board then voted on the motion to call the question. The vote to end discussion passed on a 10-3 vote.

Mr. Howe asked for clarification. It is his understanding that under current limits the CEO is limited with internal candidates and can't raise their pay higher than three pay grades or a maximum of 18 percent. External candidates have no limits. Mr. Harf explained that the position being promoted into has a classification which is already established. If the position is three pay grades or higher than the internal person currently occupies, then that person is limited to the entry level pay level, which could be nominally higher than 18 percent. An external candidate, however, could be offered a salary anywhere in that salary range, which has a spread of 66 percent.

The Board then voted on Mr. Cook's amendment. The amendment failed on a 5-8 vote.

The Board then voted on Amendment 3 as originally written. The amendment passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Skinner, Smedberg, Way and Zimmerman. Board Members Milde, Stimpson, Howe, and Page voted in opposition.

[Mr. Milde and Ms. Stimpson stepped out of the room.]

#### Authorization to Issue a Solicitation for LED Lighting Projects at Franconia/Springfield and Backlick Road – 10F

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to issue a solicitation for installation of LED lighting at these two stations. Resolution #10F-04-2012 would accomplish this.

Mr. Zehner stated that as VRE stations approach twenty years of age, the original platform lighting is in need of replacement. By replacing the lighting systems to LED, utility and maintenance costs will be reduced substantially. Once bids are received, VRE staff will return to the Operations Board for authorization to execute a contract with the lowest responsible and responsive bidder.

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

#### Closed Session – 11

Chairman Covington moved, with a second by Mr. Smedberg, 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 purposes of discussion of one personnel matter and one matter requiring consultation with counsel concerning legal issues pertaining to a review of VRE's procurement and other financial transactions.

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

The Board entered into Closed Session at 10:50 A.M. During the Closed Session, Ms. Stimpson and Mr. Milde joined the discussion. The Board returned to Open Session at 11:05 A.M.

Chairman Covington 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:

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were 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, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

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

Mr. Way requested a five-minute update at the next meeting on the L'Enfant track changes and the increase in the size of trains. Mr. Skinner also asked for a status report on the Spotsylvania station. Mr. Milde asked if there is a way Board Members can be notified if there is an exception made to Amendment 3 of the personnel policy. Mr. Zehner stated that he would inform the Chairman. Chairman Covington stated that he would inform Mr. Milde if it were to occur.

### Adjournment

On a motion by Mr. Jenkins and a second by Mr. Zimmerman, the Board unanimously agreed to adjourn the meeting. Chairman Covington adjourned the meeting at 11:09 A.M.

Approved this 18<sup>th</sup> day of May, 2012.

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Wally Covington  
Chairman

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Susan Stimpson  
Secretary

### **CERTIFICATION**

This certification hereby acknowledges that the minutes for the April 20, 2012 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

*Rhonda Gilchrest*

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Rhonda Gilchrest

PRTC/VRE Personnel Policy Amendments

Attached for your information are three amendments recommended by the VRE Operations Board for action by PRTC. Because VRE staff members are PRTC employees, NVTC is not required to act on these changes. As explained in the attachment, the three amendments: 1) Modify the pay scale to create three higher classifications comparable to Fairfax and Prince William counties; 2) Increase to \$500 from \$250 the maximum award bonuses at the discretion of the VRE CEO; and 3) Allow a current employee to begin a new job with VRE at the same level as an outside candidate could start, even if the resulting salary increase exceeds the current limit, but only after notification to VRE's chairman.

Copies of the detailed pay scales and administrative language are available upon request.

**AGENDA ITEM 10-E**  
**ACTION ITEM**

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

**FROM: DALE ZEHNER**

**DATE: APRIL 20, 2012**

**RE: AUTHORIZATION TO APPROVE PRTC/VRE PERSONNEL  
POLICY AMENDMENTS**

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**RECOMMENDATION:**

The VRE Operations Board is being asked to recommend that the Potomac and Rappahannock Transportation Commission approve amendments to the PRTC/VRE Personnel Policy.

**BACKGROUND:**

PRTC/VRE's adopted personnel policy has stood the test of time in large measure, but has also required periodic modifications based on first-hand experience in applying the policy to current personnel situations. The last set of policy amendments adopted by the VRE Operations Board and Potomac and Rappahannock Transportation Commission (PRTC) occurred in February 2005. A second set of amendments is now being recommended for the reasons cited below.

**Amendment 1 - (Policy IV Pay Plan and Employee Compensation, Section I.B)**

PRTC reassesses this policy in the course of the periodic parity studies that the personnel policy says are to be completed every three years. However, the last such study was in FY 2007 and the one that was scheduled for FY 2010 was deferred indeterminately for austerity reasons. As a result, the General Payscale

(Attachment 1), other than for cost of living adjustments, has not been updated to account for changed market conditions since FY 2007. As a result, the classifications now lag significantly behind counterparts such as Fairfax and Prince William Counties (Attachment 2). This administrative amendment would modify the PRTC/VRE General Payscale to create three higher classifications comparable to those classifications present in Fairfax and Prince William Counties. The proposed revised payscale appears here as Attachment 3.

PRTC's Executive Director is supportive of this proposed change. In addition, both PRTC's legal counsel for VRE matters, and PRTC's legal counsel for non-VRE matters have reviewed the proposal and approve the amendment. Making this change has no budget consequence since the General Payscale is wholly independent of how positions are classified.

#### Amendment 2 – (Policy XIX Awards and Special Recognition, Section II)

From time to time, PRTC and/or VRE employees perform extraordinary efforts for the organization(s) that warrant special recognition in the form of a one-time, monetary bonus. Presently, the PRTC Executive Director and the VRE Chief Executive Officer have authority to award bonuses of \$250 or less, with Operations Board or Commission approval for bonuses over \$250. These thresholds have been operational since FY 2001.

A recommendation, shown in Attachment 4, is now being made to increase the authority limit delegated to the chief executives to \$500. The new limit restores the diminished real-dollar value of the delegated authority and accounts for the fact that the scope of complexity of both the VRE and PRTC operations has grown appreciably since FY 2001.

PRTC's Executive Director is supportive of this proposed change. In addition, both PRTC's legal counsel for VRE matters, and PRTC's legal counsel for non-VRE matters have reviewed the proposal and approve the amendment.

#### Amendment 3 – (Policy XI Promotions, Demotions, Reclassifications, and Transfers, Section III.C)

Under the current policy, an existing employee who applies for a competitively advertised position within PRTC/VRE, and is then deemed the most qualified candidate, is limited by the policy's rules of promotion in establishing the level of compensation. The only limitation applicable to the external candidate is that the starting salary must be within the classification range. The practical result is that there is less latitude to account for skills and experience in establishing the level of compensation when an internal candidate is found to be the most qualified.

To establish parity between internal and external candidates vying for a position, it is recommended that language be added to Policy XI, Section III.C allowing this exception to be made.

At the March 16, 2012 Operations Board meeting, a discussion occurred regarding the appropriateness of seeking approval of the PRTC or VRE Chairman in the event that this exception provision was utilized. A consensus position is now being proposed, Attachment 5, such that the Chairman of PRTC or VRE would be notified that the exception had been made, but not asked to approve such exceptions.

PRTC's Executive Director is supportive of this proposed change. In addition, both PRTC's legal counsel for VRE matters, and PRTC's legal counsel for non-VRE matters have reviewed the proposal and approve the amendment.

Because these recommended amendments apply to employees working at both PRTC and VRE, the VRE Operations Board is being asked to recommend these changes to the PRTC for approval at its May 3, 2012 meeting. As this action is specific to VRE and PRTC employees, NVTC will be notified of the changes but no action is required.

**FISCAL IMPACT:**

While fiscal impacts may occur through the implementation of these amendments, there is no budgetary impact associated with this action.



**TO: CHAIRMAN COVINGTON AND THE VRE OPERATIONS BOARD**  
**FROM: DALE ZEHNER**  
**DATE: APRIL 20, 2012**  
**RE: AUTHORIZATION TO APPROVE PRTC/VRE PERSONNEL**  
**POLICY AMENDMENTS**

**RESOLUTION**  
**10E.1-04-2012**  
**OF THE**  
**VIRGINIA RAILWAY EXPRESS**  
**OPERATIONS BOARD**

**WHEREAS**, personnel matters involving PRTC and VRE staffs are governed by a common, adopted personnel policy; and,

**WHEREAS**, occasionally there arises a need for policy amendments for statutory and other reasons that the existing policy does not adequately address; and,

**WHEREAS**, the adopted personnel policy was last amended in February 2005, and needs further amendments at this time; and,

**WHEREAS**, this amendment as proposed is the end result of discussions involving PRTC and VRE management; and,

**WHEREAS**, this amendment as proposed has been reviewed and approved by PRTC's legal counsel for VRE matters and PRTC's legal counsel for non-VRE matters; and,

**WHEREAS**, this amendment as proposed is summarized in the background section of the memo accompanying this resolution and in the attachments.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board recommends that the Potomac and Rappahannock Transportation Commission approve an amendment to the PRTC/VRE Personnel Policy such that the PRTC/VRE General Payscale be modified to create three higher classifications comparable to those classifications present in Fairfax and Prince William Counties; and,

**BE IT FURTHER RESOLVED THAT**, NVTC will be notified of the recommendation.

**TO: CHAIRMAN COVINGTON AND THE VRE OPERATIONS BOARD**  
**FROM: DALE ZEHNER**  
**DATE: APRIL 20, 2012**  
**RE: AUTHORIZATION TO APPROVE PRTC/VRE PERSONNEL**  
**POLICY AMENDMENTS**

**RESOLUTION**  
**10E.2-04-2012**  
**OF THE**  
**VIRGINIA RAILWAY EXPRESS**  
**OPERATIONS BOARD**

**WHEREAS**, personnel matters involving PRTC and VRE staffs are governed by a common, adopted personnel policy; and,

**WHEREAS**, occasionally there arises a need for policy amendments for statutory and other reasons that the existing policy does not adequately address; and,

**WHEREAS**, the adopted personnel policy was last amended in February 2005, and needs further amendments at this time; and,

**WHEREAS**, this amendment as proposed is the end result of discussions involving PRTC and VRE management; and,

**WHEREAS**, this amendment as proposed has been reviewed and approved by PRTC's legal counsel for VRE matters and PRTC's legal counsel for non-VRE matters; and,

**WHEREAS**, this amendment as proposed is summarized in the background section of the memo accompanying this resolution and in the attachments.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board recommends that the Potomac and Rappahannock Transportation Commission approve an amendment to the PRTC/VRE Personnel Policy such that the authorization limit of the VRE Chief Executive Officer and PRTC Executive Director for a one-time, monetary bonus be increased from \$250 to \$500; and,

**BE IT FURTHER RESOLVED THAT**, NVTC will be notified of the recommendation.

**TO: CHAIRMAN COVINGTON AND THE VRE OPERATIONS BOARD**  
**FROM: DALE ZEHNER**  
**DATE: APRIL 20, 2012**  
**RE: AUTHORIZATION TO APPROVE PRTC/VRE PERSONNEL**  
**POLICY AMENDMENTS**

**RESOLUTION**  
**10E.3-04-2012**  
**OF THE**  
**VIRGINIA RAILWAY EXPRESS**  
**OPERATIONS BOARD**

**WHEREAS**, personnel matters involving PRTC and VRE staffs are governed by a common, adopted personnel policy; and,

**WHEREAS**, occasionally there arises a need for policy amendments for statutory and other reasons that the existing policy does not adequately address; and,

**WHEREAS**, the adopted personnel policy was last amended in February 2005, and needs further amendments at this time; and,

**WHEREAS**, this amendment as proposed is the end result of discussions involving PRTC and VRE management; and,

**WHEREAS**, this amendment as proposed has been reviewed and approved by PRTC's legal counsel for VRE matters and PRTC's legal counsel for non-VRE matters; and,

**WHEREAS**, this amendment as proposed is summarized in the background section of the memo accompanying this resolution and in the attachments.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board recommends that the Potomac and Rappahannock Transportation Commission approve an amendment to the PRTC/VRE Personnel Policy allowing an exception to be made for an existing employee applying for a competitively advertised position within PRTC/VRE so that they are not limited by the existing policy's rules of promotion in establishing the level of compensation; and

**BE IT FURTHER RESOLVED THAT**, NVTC will be notified of the recommendation.

Third Year of Keolis's Contract

The VRE Operations Board recommends the approval of Resolution #2189, which approves a contract modification with Keolis Rail Services Virginia to provide an additional \$18,008,591 to fund the third year of that firm's VRE operations and maintenance. The total contract value would be increased to \$56,507,466. Funds are available in VRE's approved budget.

The resolution also authorizes several administrative changes to the contract, the exact language of which will be approved by VRE's legal counsel.

The attached memorandum describes this action in more detail.



## RESOLUTION #2189

**SUBJECT:** Third Year of Keolis's Contract.

**WHEREAS:** On October 16, 2009, the VRE Operations Board recommended a contract with Keolis Rail Services Virginia for VRE operating and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;

**WHEREAS:** A contract amendment was recommended on December 17, 2010 to add \$2,085,000 to the contract value to reflect service enhancements, higher than anticipated insurance costs, items added during negotiations, contingency funds, and to remove the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000;

**WHEREAS:** On May 20, 2011, the Operations Board recommended the second contract year, through June 30, 2012, in the amount of \$17,954,527 for a total contract value not to exceed \$38,498,875; and

**WHEREAS:** On April 20, 2012, the VRE Operations Board recommended the third contract year as well as administrative contract amendments proposed by VRE staff.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to modify the contract with Keolis Rail Services Virginia, LLC for operating and maintenance services by approving up to \$18,008,591, for a total contract value not to exceed \$56,507,466, for the third year of operations through June 30, 2012.

**BE IT FURTHER RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to make administrative contract changes as approved by VRE Counsel to include maintenance of the new warehouse at Crossroads Yard, an update to procedures to specify staff level representatives by position, the replacement of staff names with position titles and an amendment to the invoice requirements for maintenance of equipment to support more comprehensive analysis of these costs.

Approved this 3<sup>rd</sup> day of May, 2012.

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Jay Fisette  
Chairman

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Paul C. Smedberg  
Secretary-Treasurer



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**AGENDA ITEM 10-B**  
**ACTION ITEM**

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

**FROM: DALE ZEHNER**

**DATE: APRIL 20, 2012**

**RE: AUTHORIZATION TO APPROVE THE THIRD YEAR OF THE  
OPERATING AND MAINTENANCE SERVICES CONTRACT**

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**RECOMMENDATION:**

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to modify the contract with Keolis Rail Services Virginia, LLC for operating and maintenance services by approving up to \$18,008,591, for a total contract value not to exceed \$56,507,466, for the third year of operations, through June 30, 2013, and to make other administrative contract changes described below.

**BACKGROUND:**

On October 16, 2009, the VRE Operations Board approved a contract with Keolis Rail Services Virginia for VRE operating and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011. A contract amendment was approved on December 17, 2010 to add \$2,085,000 to the contract value to reflect service enhancements, higher than anticipated insurance costs, items added during negotiations, contingency funds, and to remove the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000.

On May 20, 2011, the second contract year was authorized in the amount of \$17,954,527.

Authorization is now being sought in the amount of \$18,008,591, for the third year of service. This amount is within the approved budget for FY 2013 and reflects a 3.5% increase to fixed cost services, based on the increase to the CPI for a 12 month period, as required by the contract. In addition, maintenance of the new VRE warehouse at the Crossroads yard has been added to the facilities budget.

A comparison of FY 2012 and FY 2013 contract elements is provided in the attached chart. The maintenance of equipment budget submitted by Keolis was higher than the amount in the VRE budget by approximately \$158,000. However, as indicated in the chart, VRE is recommending approval of a lower number for equipment maintenance based on the continued implementation of process efficiencies.

In March, the Operations Board authorized the issuance of a solicitation for an independent third party analysis of VRE rail equipment and maintenance management. The analysis is pursuing a potential cost savings through consolidation of functions and lean management principles. The results, and implementation of any findings, could result in a positive change to the recommended contract value. The study will be completed this summer and the findings and recommendations will be discussed with the Board at the August or September meeting.

The contract is also being modified to reflect administrative changes proposed by VRE staff, including the aforementioned scope change to include maintenance of the new warehouse at Crossroads Yard, an update to contract procedures to specify staff level representatives by position, the replacement of staff names with position titles, and an amendment to the invoice requirements for maintenance of equipment to support more comprehensive analysis of these costs. All modifications will be reviewed and approved by VRE procurement staff and VRE counsel before execution.

#### **FISCAL IMPACT:**

Funding for the third year of the commuter rail operating and maintenance services contract is included in the FY 2013 operating budget. Details are provided in the attached chart.

## Keolis Budget FY 2013

DESCRIPTION	BUDGET FY 2012	YEAR END EST FY 2012	BUDGET FY 2013	Variance from FY 2012	
Management Services	4,590,213	4,590,213	4,750,871	160,657	CPI increase of 3.5%
Train Operations	7,907,383	7,907,383	8,184,141	276,758	CPI increase of 3.5%
Test or Special Trains		12,280			
Maintenance of Equipment (1)	3,421,221	3,397,636	3,408,620	(12,601)	Rate increase offset by revised scope of work
Task Order Repairs	176,554	130,000	202,774	26,220	Includes cost of warehouse move
Sub - total	<u>3,597,775</u>	<u>3,527,636</u>	<u>3,611,394</u>	<u>13,619</u>	
Maintenance of Facilities	315,805	315,805	326,858	11,053	CPI increase of 3.5%
Addition of new warehouse (2)	-	-	40,000	40,000	Estimated amount for new facility
Sub - total	<u>315,805</u>	<u>315,805</u>	<u>366,858</u>	<u>51,053</u>	
Warehouse Management	343,311	343,311	355,327	12,016	CPI increase of 3.5%
Incentive payments	400,000	718,305	740,000	340,000	Based on current level
Contingency	400,000	-	-	(400,000)	
<b>TOTAL</b>	<b><u>17,554,486</u></b>	<b><u>17,414,933</u></b>	<b><u>18,008,591</u></b>	<b><u>454,104</u></b>	<b>2.6% increase</b>

**NOTE:**

(1) VRE's estimated budget for FY 2013 for maintenance of equipment reflects the continued implementation of process efficiencies.

(2) Estimated amount for warehouse maintenance, pending further information from Keolis.





AGENDA ITEM #3

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube and Mariela Garcia-Colberg

**DATE:** April 26, 2012

**SUBJECT:** Local Match for Transit Alternatives Analysis in the Route 7 Corridor (Alexandria to Tysons Corner)

---

NVTC has agreed to obtain the \$350,000 federal grant money and manage the project for this alternatives analysis of high-capacity transit. Non-federal matching funds of \$87,500 are required and DRPT has accepted NVTC's request to provide half of that amount. NVTC jurisdictions (Alexandria, Arlington, Fairfax County and Falls Church) have been asked to share equally in providing any required non-federal match up to \$10,937.50 each.

Staff of each of the jurisdictions has provided written assurance that they will provide these funds, but in order to expedite the transfer, staff has suggested that the commission act to authorize a one-time transfer of funds off-the-top of incoming state aid (before it is allocated using NVTC's Subsidy Allocation Model) from the portion attributable to those four jurisdictions, unless a jurisdiction intends to provide its share from another source.

Accordingly, the commission is asked to approve Resolution #2190.



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## RESOLUTION #2190

**SUBJECT:** Local Matching Funds for Transit Alternatives Analysis in the Route 7 Corridor (Alexandria to Tysons Corner).

**WHEREAS:** The Northern Virginia Transportation Commission has agreed to obtain the federal grant and manage the project to complete a transit alternatives analysis in the Route 7 corridor (Alexandria to Tysons Corner);

**WHEREAS:** The \$350,000 federal grant requires a non-federal match of \$87,500;

**WHEREAS:** Staff of Alexandria, Arlington, Fairfax County and Falls Church have agreed to share equally in providing any remaining non-federal match after the Virginia Department of Rail and Public Transportation has provided half; and

**WHEREAS:** The federal grant expires in September, 2012 and to expedite the process of transferring any required non-federal match, staff of the four participating jurisdictions have requested that NVTC authorize a one-time transfer of funds off-the-top of state aid from the portion attributable to those four jurisdictions, unless a jurisdiction intends to provide its share from another source.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes its executive director to obtain any remaining required non-federal matching funds for the commission's high-capacity transit feasibility study in the Route 7 corridor between Alexandria and Tysons Corner, by taking up to \$10,937.50 off-the-top of state transit assistance received by NVTC on behalf of each of the cities of Alexandria and Falls Church and the counties of Arlington and Fairfax. However, any of those jurisdictions may state in writing that its share will be provided from some other source.

Approved this 3<sup>rd</sup> day of May, 2012.

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Jay Fisette  
Chairman

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Paul C. Smedberg  
Secretary-Treasurer



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AGENDA ITEM #4

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube and Mariela Garcia-Colberg

**DATE:** April 26, 2012

**SUBJECT:** Authorization to Apply for a Federal Grant for Alexandria

---

As a service to its jurisdictions, NVTC staff applies for and manages federal grants when requested. Alexandria has asked NVTC to apply for a \$1 million grant (including non-federal match) to fund transit improvements in Potomac Yard. Specifically, the grant will provide for an environmental evaluation, coordinating and conducting public hearings, and preparing concept sketches and engineering estimates for a new Metrorail station.

The attached Resolution #2191 authorizes NVTC staff to apply for the grant and includes the standard protective language included each time the commission takes such action. The commission is asked to approve the resolution.



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## **RESOLUTION #2191**

**SUBJECT:** Authorization to Apply for a Federal Grant for Alexandria.

**WHEREAS:** The Northern Virginia Transportation Commission is eligible to apply for, receive and manage federal transit grants;

**WHEREAS:** NVTC, as a service to its member jurisdictions, can also apply for, receive and manage federal transit grants on behalf of those members;

**WHEREAS:** The Federal Transit Administration (FTA) requires grant recipients to comply with all grant requirements, including a certification from the Department of Labor regarding labor protection (Section 13(c)); and

**WHEREAS:** Staff of Alexandria has asked NVTC to apply for federal transit funds on their behalf and indicated that Alexandria is willing to protect NVTC against any and all 13(c) labor protection claims and related expenses using state transit assistance funds held in trust by NVTC.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Alexandria for \$1.0 million of CMAQ funds (including non-federal match) for transit improvements in Potomac Yard.

**BE IT FURTHER RESOLVED** that NVTC authorizes its staff to amend the commission's 2012 approved work program to include this grant application.

**BE IT FURTHER RESOLVED** that NVTC authorizes its executive director as trustee of state transit assistance received by Alexandria at NVTC, to use funds from Alexandria's accounts at NVTC and/or from future receipts of such funds, to pay any and all expenses arising from 13(c) labor protection claims and related costs (including legal fees) associated with these federal grants, after first informing Alexandria and providing appropriate documentation of the expenses.

**BE IT FURTHER RESOLVED** that NVTC requires its executive director to obtain from Alexandria a signed standard sub-recipient agreement before execution of this FTA grant.



Approved this 3<sup>rd</sup> day of May, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer



## AGENDA ITEM #5

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube and Kala Quintana

**DATE:** April 26, 2012

**SUBJECT:** NVTC Communication Plan

---

### Recommended Actions

Following discussion of Sections V and VI of the attached plan outline, the commission is asked to consider revised messages for target audiences to achieve the goals of the plan and provide further direction to staff. The outline has been modified to reflect comments from commissioners at NVTC's April 5, 2012 meeting.

To consider the messages, the commission should examine the draft Power Point work book titled "Resources for Developing Messages to Support Public Transit in Northern Virginia." Jurisdiction legislative liaisons and Public Information Officers were invited to review that document and offer suggestions on more effective NVTC messages. On April 20<sup>th</sup>, representatives of Arlington, Alexandria, Fairfax County, WMATA, and DRPT gathered at NVTC for a two-hour work session. Falls Church representatives asked to be briefed during the following week.

The lengthy Power Point work book is meant to serve as a data source from which to pull nuggets that are deemed by board members to be most important to support new messages. Pages 66-76 of the work book discuss messages and pages 71-73 list NVTC's current messages. The attached two-page document provides a short introduction to this exercise.

CTB has scheduled a public hearing at VDOT's Northern Virginia District Office on its draft six-year program for the same night as NVTC's commission meeting. Whatever messages NVTC's Board develops at its May 3<sup>rd</sup> meeting can be incorporated into a set of written comments to be provided to CTB.



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## Background

As a reminder, NVTC added an ambitious communication plan to its work program for 2012. 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.



**Sections V and VI of  
NVTC's Communication Plan:  
Developing New Messages  
--April 26, 2012--**

Purpose

- NVTC Board members have stated that NVTC's existing messages should be reexamined to see if they can be improved as part of a renewed emphasis on NVTC's internal and external communications.

Prioritized Goals

1. Educate the public regarding the benefits of transit investments and expansion of transit options.
2. Advocate effectively for adequate, long-term, dedicated and sustainable funding for transit.
3. Deliver cost effective public information and marketing and increase NVTC's role as the primary data agency for transit in Northern Virginia.
4. Create a regional forum for determining effective policies for transit and transportation demand management.

Target Audience

- The current NVTC target audience has been primarily the Virginia General Assembly when in session and the Executive Branch.
- The commission could address its new message to a more diverse audience, including business interests and the general public throughout the Commonwealth in order to influence legislators from the grass roots. Transit users could also be targeted as a subgroup of the general public.

Resources

- The Power Point work book includes material that can be used to support a wide variety of messages to diverse target audiences. The work book itself illustrates NVTC's important role as a "data resource agency," and includes quantitative information on transit's many net benefits compared to other transportation alternatives.
- If, for example, the commission wishes to emphasize the economic development benefits of transit, pages 25 through 27 of the work book contain data to support that message.





### Current NVTC Messages

- Public transit in Northern Virginia is performing well despite an acute shortage of sustainable funding.
- Use of transit and local funding efforts in Northern Virginia far exceed any other region.
- Because Northern Virginia's current and future economic health (and hence that of the Washington Metropolitan Area and the entire Commonwealth of Virginia) depends on transit, state and federal partners should provide more support.

### Options for New Messages

- Directed to business interests:
  - i. More transit investments will attract and retain high-paying jobs.
  - ii. Transit investments stimulate sustainable economic growth and development.
- Directed to transit riders and the general public:
  - i. Transit is a cool life-style choice.
  - ii. Transit is easy to use. Try it. You'll like it.
  - iii. Transit is the inevitable mode of the future. Get with it.
  - iv. Transit costs less than driving but even more importantly, transit saves time through greater reliability. Time is money.
- Directed to the general public and General Assembly members throughout the Commonwealth:
  - i. Transit investments in Northern Virginia yield strong economic returns for the entire Commonwealth.
  - ii. Transit is a smart investment in any community to boost local economies.
  - iii. Transit provides a life-line for those without automobiles to reach jobs, medical services and recreation.

### Requested Board Input

- What specifically could be done to improve current NVTC messages? In what sense are the messages not working?
- What direction can the Board provide to the staff regarding new combinations of goals, target audiences and messages, in priority order, in order to achieve a better result?



## **NVTC Strategic Communication Plan Outline**

REVISED: April 5, 2012



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## 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. The purpose is to enable NVTC to accomplish its goals more effectively rather than to boost the commission’s profile. 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:

<u>Task</u>	<u>Due Date</u>
a) Complete detailed outline of communication plan	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	April 5
g) Consideration of data, research and messages by MAC, jurisdiction legislative liaisons and Public Information Officers	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 Committee and NVTC's Board   | July 5      |
| m) | Consideration of draft final communication plan with MAC  | August 21   |
| n) | Discussion with NVTC's Executive Committee and approval by NVTC's Board of final communications plan, including tactics, staffing, budget and performance | September 6 |
| o) | Monthly progress reports to MAC and NVTC Board  | ongoing     |

### III. Goals

- a) Educate the public regarding the benefits of transit investments and expansion of transportation options.
- b) Advocate effectively for adequate, long-term, dedicated and sustainable funding for transit.
- c) Deliver cost effective public information and marketing and increase public awareness of NVTC's role as the primary "data agency" for transit in Northern Virginia.
- d) Create a regional forum for determining effective policies for transit and transportation demand management.

### IV. Target Audiences

- a) Internal: NVTC Commissioners and staff
- b) External:  
[Note: Priority should be given to working more closely with those groups and individuals that have not been significantly involved with NVTC in promoting transit in the past, including business groups and the general public.]
  - i. General public in Virginia and Washington metropolitan area
  - ii. Local and regional chambers of commerce and other business-oriented groups including the Northern Virginia Transportation Alliance and Greater Washington Board of Trade.
  - iii. Other Interest Groups
    - a) Sierra Club
    - b) Coalition for Smarter Growth
    - c) Virginia Transit Association and its individual members

- d) Slugs
- e) Washington Area Bicycle Association
- f) American Public Transportation Association
- g) Advocates for seniors and disabled persons

iv. Other Regional Agencies

- a) NVTa (Authority) elected officials
- b) MWCOG/TPB elected officials and staff
- c) NVRC elected officials and staff

v. Other federal state and local elected officials and staff, including Virginia, Maryland and D.C. governors and mayor and secretaries of transportation and the Virginia Municipal League and Virginia Association of Counties.

vi. Stakeholders

- a) NVTC member jurisdictions' elected officials and staff
- b) WMATA Board, CEO/GM and staff
- c) PRTC elected officials and staff
- d) VRE elected officials and staff
- e) NVTC jurisdictional transit and TDM agencies: ART, Connector, DASH, CUE, LCT, ATP, TAGS, etc.
- f) DRPT staff
- g) VDOT Northern Virginia District staff
- h) Federal Transit Administration staff

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, including legislative liaisons and Public Information Officers, as well as representatives of the target audiences listed above in Section IV, 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. Tools: Once a “transit story” is crafted and based on the specific 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) and those of its allies in telling the story.
- 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)
- g) Events
  - i. Media events with partners and stakeholders (issue specific and timely)
  - ii. Transit Tours for legislators and decision makers (periodic/as needed)
  - iii. Seminars for newly elected officials
- h) Social media
  - i. Facebook
  - ii. Twitter
  - iii. You-Tube
- i) 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) To the greatest extent possible involve those who in the past have not been transit allies in the communications efforts to enhance mutual understanding, including public debates and point/counterpoint op-ed pieces

## VIII. Staffing Options

- a) No new staff. Use existing full-time NVTC Director of Communications with support from NVTC’s entire eight-person staff and 20 board members

- b. Evaluate the option of additional NVTC staff versus cooperative arrangements with jurisdictions/other regional agencies, with due consideration for perceptions during active consideration of multi-agency consolidation.

IX. Budget: Depending on the messages, tactics and overall level of effort, budget options will be prepared that may incorporate elements such as:

- a) No change in NVTC's budget is one option.
- b) Other options include adding incremental funding for one or more of the following including;
  - i. Email alerts: \$150-\$1,200 (annually, pre-pay, non-profit rate- depends on the number of subscribers)
  - ii. Communications Specialist with web, design and tech skills: \$50-65K starting
  - iii. Web site hosting: \$1,500 annually
  - iv. Surveys up to \$100,000 annually
  - v. Events
    - a) Tours: \$15,000-\$20,000 (depending on number of people and scope-can be sponsored by private sector)
    - b) Media events: \$500 each (minimum)
  - vi. Memberships: \$2,500 annually
  - vii. 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





# WORK BOOK

## Resources for Developing Messages to Support Public Transit in Northern Virginia

--Sections V and VI of NVTC's Strategic Communication Plan--

Revised Draft: April 26, 2012



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# 1. Overview

- As part of an ongoing effort to improve internal and external communications, the board of directors of the Northern Virginia Transportation Commission is asked to review the following information and work with staff to develop a coordinated set of messages to educate the public and support legislative advocacy.
- NVTC commissioners have identified four prioritized goals for this effort:
  1. Educate the public regarding the benefits of transit investments and expansion of transit options.
  2. Advocate effectively for adequate, long-term, dedicated and sustainable funding for transit.
  3. Deliver cost effective public information and marketing and increase NVTC's role as the primary data agency for transit in Northern Virginia.
  4. Create a regional forum for determining effective policies for transit and transportation demand management.



# 1. Overview

- The following material explains: how transit is organized; how it is coordinated among many providers and funding agencies; how well it is performing; its many benefits; its operating and capital costs relative to automobiles; and how transit is funded.
- Using that information, suggestions are made for crafting messages that will resonate with the public, Virginia's Executive Branch and General Assembly and the U.S. Congress. Also strategies are discussed for promulgating the messages to leverage the greatest public impact.
- Various NVTC Board members have stated that NVTC's current pro-transit message should be reexamined. The current message is:

Public transit in Northern Virginia is performing well despite an acute shortage of sustainable funding, primarily due to the extraordinary local funding and coordination effort. Because Northern Virginia's current and future economic health (and hence that of the Washington Metropolitan Area and the entire Commonwealth of Virginia) depends on transit, state and federal partners should provide more support.



## 2. How Transit is Organized in Northern Virginia



- In order to promote transit effectively, its advocates should have a basic understanding of how transit services are provided.
- In Northern Virginia, transit service is provided by many distinct operators with varying service territories. Approximately 500,000 work day trips are taken on transit.
- By far the largest system is the Washington Metropolitan Area Transit Authority (WMATA), providing about 75% of the 145 million annual transit trips occurring in Northern Virginia. WMATA was created by an interstate compact among Virginia, Maryland and the District of Columbia.
- NVTC has adopted the policy position that a complex environment is not in itself a bad thing, but it does necessitate carefully thinking through new policies and programs to avoid unintended consequences. One-size fits all policies to facilitate transit service rarely are effective. At the same time, the information conveyed to the public in NVTC's messages must be easy to understand.



## 2. How Transit is Organized in Northern Virginia



- There are 9 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.
- NVTC has prepared a detailed explanation of how the parts of this complex organization structure fit well together. It is available on NVTC's website at:  
[http://www.thinkoutsidethecar.org/pdfs/Research%20Documents/Info%20Materials%20and%20Guides/How%20Public%20Transportation%20is%20Organized%20in%20NoVA 2011%20%5BCompatibility%20Mode%5D.pdf](http://www.thinkoutsidethecar.org/pdfs/Research%20Documents/Info%20Materials%20and%20Guides/How%20Public%20Transportation%20is%20Organized%20in%20NoVA%202011%20%5BCompatibility%20Mode%5D.pdf)



### 3. Transit Coordination



- NVTC and several other agencies have examined and implemented ways to improve coordination of transit planning and operations. Please refer to the NVTC report cited on the previous page. Also, a multi-agency study of the benefits of consolidating agency functions that was requested by the Northern Virginia General Assembly Delegation is due for completion by October 1, 2012.
- While transit's operating environment is complex, the region has fashioned a structure designed to seamlessly accomplish local goals and balance the needs of transit customers and taxpayers.
- Some might argue that a single transit provider is by definition more efficient. NVTC's position is that given the geographic and economic diversity of demand for transit in Northern Virginia, separate entities, focusing on their own market niches but cooperating closely to produce an integrated system, are producing a favorable result.
- The staff of the Virginia Senate Finance Committee reinforced these conclusions in a November, 2011 presentation: "Local transit systems are generally well-coordinated and highly functional...For the most part, routes do not overlap, services are not duplicated and systems do not compete." Also, "Coordinated fare media in Northern Virginia allow customers to seamlessly move between services operated by different jurisdictions."





### 3. Transit Coordination



- Among the effective coordination tools being used in Northern Virginia are:
  - ◆ Monthly regional transit staff meetings at NVTC
  - ◆ Regional transit studies and plans
  - ◆ Joint route planning and service integration
  - ◆ Shared mobility initiatives
  - ◆ Regional fare integration including SmarTrip fareboxes
  - ◆ WMATA's Regional SmartBenefits program
  - ◆ Linked web-sites, telephone information and Ride Guides
  - ◆ Shared technology
  - ◆ Joint marketing
  - ◆ Emergency response exercises
  - ◆ Collective fuel purchases
  - ◆ Interconnected boards of directors
  - ◆ Shared state financial assistance
  - ◆ A uniform vision in MWCOG's Region Forward.



## 4. Transit Performance



- Transit is performing exceptionally well in Northern Virginia and throughout the Commonwealth of Virginia. The facts detailing this favorable performance can be used to develop NVTC messages supporting the commission's goals.
- Average weekday transit ridership in Northern Virginia for FY 2011 grew moderately to 493,909 passenger trips (up 0.6% from FY 2010), and annual ridership grew to 144.8 million (up 0.9% from FY 2010).
- The several transit operators in Northern Virginia provide 75% of statewide transit ridership and the other 54 transit operators around the Commonwealth provide the remaining 25%. Northern Virginia's transit systems use 66% of the Commonwealth's transit vehicles operating 57% of the revenue miles and 35% of the vehicle hours. This highlights the excellent productivity of Northern Virginia's transit systems.
- Northern Virginia's 2.2 million residents took 67 transit trips per capita in FY 2010, while NVTC's district residents took 81. The statewide average outside of Northern Virginia was only eight, so in the NVTC district residents took 10 times as many transit trips as the rest of the Commonwealth.
- According to the Virginia Transit Association, Virginia's population has grown by 13% since 2000, and vehicle miles traveled on its highways grew by 10%. But transit ridership grew 31%.



## 4. Transit Performance



- NVTC's studies reveal that at peak commuting times on the region's major corridors, transit and ridesharing capture mode shares that can exceed 50%, especially inside the Beltway. Metrorail actually carries about 45% of the commuting trips to the region's core (downtown D.C., the Pentagon, Rosslyn and Crystal City).
- On I-395 at Glebe Road during the morning peak period, VDOT reports that the conventional lanes carry 2,000 persons per lane per hour while the HOV lanes carry 5,100 persons. On I-95 north of Newington the respective averages are 1,400 and 4,000.
- NVTC completed five cordon traffic counts performed by MWCOG with VDOT funding. These provided a snapshot of observed travel in the peak direction in the morning rush hours.



## 4. Transit Performance

### Transit and Ridesharing Carry Large Shares of Peak Period Commuters

	Dulles Corridor Rt 267 Outside the Beltway Fall 2009	I-66 Outside the Beltway Fall 2008	I-95/395 Outside the Beltway Fall 2007	I-395 Inside the Beltway at Glebe Road Fall 2006	I-66 Inside the Beltway at Glebe Road Fall 2005
Transit	11%	22%	19%	34%	37%
Rideshare	19%	22%	28%	31%	26%
SOV	70%	56%	53%	35%	36%



## 4. Transit Performance



- As can be seen in the previous table, two-thirds of persons traveling in the I-66 and I-395 corridors inside the Beltway are using transit or ridesharing, while single-occupant vehicles carry only a third. Even outside the Beltway on I-66 and I-95, SOV's carry only about half.
- These strong market shares demonstrate conclusively that where effective transit services are in place, commuters will respond in their own self-interest to take faster, less expensive and safer trips using transit.
- NVTC compiles and makes available to the public performance statistics from the several transit systems operating in Northern Virginia. These are available online:  
<http://www.thinkoutsidethecar.org/newdatapage.asp>.



## 4. Transit Performance



- There are various methods to measure performance. A transit system can establish its own goals and monitor how well it meets those goals over time. Comparisons can also be made to other peer transit systems. And goals that extend beyond the effectiveness of the transit system itself can be set, including contributions to the mobility and economic vitality of the entire region.
- As an example, VRE had internal FY 2012 goals of no injuries to passengers, 92% on-time performance, 95% seat utilization, 55% operating ratio and 3% ridership growth. It exceeded most of these goals.
- An especially important measure is on-time performance, which reflects service quality as viewed by customers. VRE achieved all-time high marks of close to 100% in November, 2011, a reflection of new locomotives, improved communications with freight railroad dispatchers, solid crew training by VRE's private sector management company, as well as an absence of unfavorable weather events. This was achieved despite record ridership which can slow access and egress and make it more difficult to maintain schedules.



## 4. Transit Performance



- The American Public Transportation Association (APTA) publishes annual transit fact books. For example, APTA reported that between 1995 and 2010, nationwide transit ridership grew 31% while motor vehicle miles traveled grew 24% and population grew 16%.
- For calendar 2011, APTA reported 10.4 billion U.S. transit trips, second highest since 1957 and up 2.3% from 2010.
- WMATA publishes very detailed quarterly performance reports called Vital Signs. [http://www.wmata.com/about\\_metro/public\\_rr.cfm?](http://www.wmata.com/about_metro/public_rr.cfm?) .It also provides monthly Dashboard performance reports.
- DASH, PRTC and others also provide detailed monthly performance reports that are available to the public.
  - ◆ DASH: <http://www.dashbus.com/about/default.aspx?id=53964>
  - ◆ PRTC: <http://www.prtctransit.org/about-us/commission-meetings/index.php>
- DRPT also collects monthly performance reports from transit systems throughout Virginia  
<http://www.drpt.virginia.gov/dashboard/pages/reports.aspx?id=1>



## 4. Transit Performance



- Regarding peer comparisons, DRPT requires all public transit operators in the Commonwealth to prepare a Transit Development Plan (TDP). For example, VRE has a TDP covering FY 2013-18. Annual updates are required describing progress and every six years a new TDP is required. The TDP presents a schedule for funding new services and facilities. It allows DRPT to systematically include transit projects in the Statewide Transportation Improvement Program (STIP).
- As part of its TDP, VRE employed a peer review and found its passenger trips per revenue hour average is 19% higher than its peers. Also, VRE serves 29% more passenger trips per revenue mile than its peers. Its farebox recovery was 20% higher. On the other hand, given the restraints imposed by the freight railroads whose tracks VRE uses, VRE operates its equipment less intensively than its peers, with revenue miles and hours per peak vehicle about half the peer average.





## 4. Transit Performance



- In measuring transit performance, it is important to keep in mind that transit is not available everywhere in the region, nor does it provide service on all routes at all times. While transit might serve two to five percent of all trips in the region, its primary role in providing mobility is serving peak corridors at peak travel times.
- Another key variable in measuring transit performance is whether to report ridership per passenger or per passenger mile. The former measure works best for transit systems providing shorter trips like Alexandria's DASH, with an average of 2.4 miles per passenger trip, and the latter is best for systems like VRE carrying its customers an average of more than 30 miles per trip or Loudoun County Transit averaging 38 miles per trip.
- NVTC data show that on-time performance varies from a low of 75% by Metrobus systemwide (with lots of congestion in D.C.) to very strong levels exceeding 95% by DASH, CUE, ART, Fairfax Connector and LCT.



## 4. Transit Performance



- Brookings Institution has released: State of Metropolitan America--On the Front Lines of Demographic Transformation. The chapter on commuting is authored by Emilia Estrate, Robert Puentes and Adie Taner. Among the findings:
  1. Of all the U.S. metropolitan areas as of 2008, the Washington D.C. region has the fourth lowest share of driving alone to work (66.3%).
  2. The Washington D.C. region has the third greatest use of public transit commuting (13.4%).
  3. This region has the second greatest growth in the use of public transit for commuting from 2000 through 2008 (2.3%).
  4. For all metro areas combined, the share of commuting by transit increased from 2000 through 2008 and the share of driving alone fell slightly.

The full report is available at [www.brookings.edu](http://www.brookings.edu)



## 4. Transit Performance



- For the future, transit may have an enhanced opportunity to play a bigger role because Census estimates as of July 1, 2011 show a shift in population trends as a result of the housing collapse and higher energy prices. The annual growth rate of U.S. cities and surrounding suburbs now surpasses that of more distant exurbs for the first time in 20 years. In the past year, cities grew twice as fast as exurbs.
- Performance as viewed by transit customers is generally strong. For example, recent surveys show 87% of Metrorail riders and 81% of Metrobus riders are satisfied with the service. This is important to keep in mind as WMATA focuses on rehabilitating its aging system which requires some customer inconvenience.



## 5. Transit Benefits



- Transit serves several primary purposes. First, it provides access to jobs for commuters traveling at peak times in congested corridors. Benefits from this role include: reduced traffic congestion, time savings, economic development, energy savings, environmental enhancement and life-style enrichment as drivers are given choices and are lured out of their private automobiles, providing less congestion for those who continue to drive alone.
- For those not commuting to jobs, transit offers access to schools, shopping, social and recreational opportunities.
- Finally, transit provides basic mobility for persons who do not have access to private automobiles, perhaps due to low income, age or disability.
- The following facts about transit benefits can be used by NVTC commissioners to develop messages in support of the commission's goals.



## 5.1 Demographics of Transit Customers



- APTA estimates that 70% of public transit users have incomes of less than \$100,000.
- Illustrating transit's dual role, 76% of Metrorail's customers have annual household incomes exceeding \$75,000, as do 88% of VRE's customers. Most of the customers of these two rail transit systems own cars (80% or more). However, only 47% of Metrobus customers own cars.
- Each year Metro carries more than 8 million tourists in the Nation's Capital.
- Half of peak period riders on Metrorail are commuting to or from federal jobs and 45% of the region's 375,000 federal workers use SmartBenefits (tax-free transit benefits currently at a maximum of \$125 per month).
- According to TPB, in the Washington, D.C. metropolitan area there are 550,000 persons with a disability; 520,000 persons over the age of 65; 510,000 persons with limited English proficiency; and 810,000 living in low income earning households.
- On Metrorail, 54% of 217 million total trips are by minorities and 14% by low income persons. On Metrobus, the respective shares of 125 million trips are 75% and 42%. On MetroAccess, the shares of 2.3 million trips are 74% and 52%.



## 5.2 Access to Jobs



- Metrorail provides access to two million jobs in the region (54% of the total) with access defined as a location within half a mile of a rail station. Expanding the boundary to a mile adds 300,000 more jobs. (See [2] in section 12 below.)
- 14,900 direct and indirect jobs are supported by WMATA operations.
- Dr. Stephen Fuller of George Mason University has forecast that Loudoun County will experience a four fold increase in its Gross County Product over the next three decades if it proceeds with Phase 2 of Metrorail's Dulles Corridor Project, compared to not proceeding with that project. The gains would occur due to a "...transition from a residentially supported economic base to an export base composed of higher value-added jobs whose markets are regional, national and global." Without Phase 2, 40,000 jobs would be lost. (Loudoun County Times, March 21, 2012).



## 5.2 Access to Jobs



- Within Virginia, VTA reports that 60 to 75% of all transit customers are commuting to work. Less than half of all trips by all modes are work related so transit is clearly relatively work oriented.
- DRPT reports that transit combined with the freight rail industry (whose tracks are used by VRE) also creates jobs as well as providing access to jobs, with 27,000 persons employed in the two industries in Virginia, of which 6,000 operate passenger or freight service.
- Nationwide, the American Public Transportation Association (APTA) reports that:
  - ◆ \$1 billion spent on transit yields 30,000 jobs
  - ◆ \$10 million spent on transit operations yields \$30 million in business sales
  - ◆ \$10 million spent on transit capital yields \$32 million in business sales.



## 5.2 Access to Jobs



- In a 2011 study of transit jobs, the Brookings Institution reported that transit in the Washington D.C. region provides access to 82% of the population and 37% of the jobs with an average wait time of 6.6 minutes. In these three categories this region ranks 17<sup>th</sup>, 4<sup>th</sup> and 24<sup>th</sup> respectively, out of 100 U.S. metropolitan areas.
- The Brookings Institution also reported that the transit industry provides 13% of the 2.7 million total “green” jobs in the U.S.
- Reflective of this region’s effective transit network and related economic development, Fairfax County had an unemployment rate of 4.6% as of November, 2011 while Virginia’s rate was 6.4% and nationally the rate barely dipped below 9%.
- If Northern Virginia were a state it would rank first nationwide in per capita income and Virginia would drop to 39<sup>th</sup> from 10<sup>th</sup>.
- In the mid-2000’s, NVTC calculated that jobs in Northern Virginia are about 30% of Virginia’s total, but produce 36% of statewide sales tax revenue and 45% of statewide income tax revenue. Per worker, state tax yields were from 40 to 100% greater in NVTC’s jurisdictions than the state average.





## 5.3 Transit Oriented Development



- Good transit service attracts employers by giving access to a skilled workforce.
- The Pentagon City mall, which is served directly by the Metrorail system, has achieved the highest per square foot retail sales in the U.S. and attributed its success to the Metrorail connections.
- 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 stations. The yield from this added value is \$133 million annually in property taxes within a quarter mile of stations and \$224 million within a half mile. Total real estate values are \$1.8 billion and \$3.1 billion within a quarter and a half mile of Metrorail stations, respectively. Within Virginia alone, \$470 million of property taxes are collected within a half mile of stations and \$290 million within a quarter mile. [2]
- The value of real estate within a half mile of Metrorail stations in the WMATA Compact is 27.9% of the total value but only four percent of the land area. In Virginia the share of property tax value is 15.3%. [2]



## 5.3 Transit Oriented Development



- NVTC directed a consulting study by a nationally recognized team using conservative methods (e.g., no multipliers). The study found a \$284 million net return on the Commonwealth's investment in Metrorail, or an internal rate of return of 13% from 1972-1995.
- NVTC followed up a decade later with the same consulting team and research methods. This study confirmed and expanded earlier findings. Metrorail was responsible for 25 million square feet of offices, 1.8 million retail square feet, 4,000 hotel rooms, and 31,000 additional residences. It also created 86,000 new office jobs, 1,500 retail jobs and 3,500 hotel jobs. These yielded \$1.2 billion in new net tax revenues for the Commonwealth for an internal rate of return of 19.2% from 1995-2010.
- If preferred destinations are grouped closely together (e.g. stores near houses, work near home) then fewer auto trips will occur. Because auto subsidies persist, governments have encouraged density by regulation and/or counter-subsidies to developers, thereby creating a more favorable environment for efficient transit.



## 5.3 Transit Oriented Development



- TOD leverages transit's effectiveness including impacts on vehicle ownership and use:

<u>Transit &amp; TOD</u>	<u>Transit Alone</u>	<u>None</u>
0.93 veh./capita	1.5 veh./capita	1.9 veh./capita
9.8 vmt/capita	13.3 vmt/capita	21.8 vmt/capita

(See [1] in section 12 below.)

- This table illustrates that transit and TOD together can cut vehicles per capita and vehicle miles traveled by more than half.



## 5.4 Reduced Traffic Congestion



- Resources for the Future found greater time costs of driving single-occupant and parking versus the operating and capital costs of transit. The difference amounted to about \$6 per transit trip. With almost a half million average weekday trips, transit is saving about \$3 million each workday in Northern Virginia alone.
- The Texas Transportation Institute (TTI) now ranks the Washington D.C. region #1 in the U.S. in congestion, with 74 annual hours of delay per commuter and 37 gallons of wasted fuel at an annual cost of \$1,495 per commuter.
- TTI also reports that past investments in Metrorail save the Washington D.C. metropolitan region \$1 billion annually, consisting of \$705 million per year in time savings and \$340 million per year in auto operating costs, including fuel.
- Metrorail takes one million cars off the road each day.
- MWCOC reports that Northern Virginia hosts six of the top 10 freeway congestion locations in the Washington D.C. metropolitan area. The I-395 corridor tops the list with an average speed of 23 miles per hour from 5:00 A.M. to 5:00 P.M. with 73 weekly hours of congestion.



## 5.5 Less Wasted Space for Parking and Highways



- There is an expense to accommodate automobiles for those who drive as well as those who access transit.
- VRE has about 8,900 parking spaces systemwide and pays about \$40 per space per month to lease space in Fredericksburg. Even at this very low rate the assumed opportunity cost of VRE's spaces is \$365,000 per month.
- Parking costs an average of over \$15,000 per space to construct, but including planning and other expenses, the figure can range up to \$31,500 per space, according to well-known expert Donald Shoup. Spaces in parking structures cost more to build than the automobiles that occupy them. Also, producing the concrete and steel has associated environmental and energy costs that are not included in the above estimate.
- Collecting fees and maintaining such parking spaces cost an average of \$500 per space per year.



## 5.5 Less Wasted Space for Parking and Highways



- On an annualized basis, including land, construction and maintenance, parking can cost up to \$4,000 per space in dense urban areas. Shoup estimates unpriced off-street parking costs from \$127 billion to \$374 billion annually in the U.S. with on-street parking adding another \$500 billion. For each dollar spent on a car, someone bears 50 cents in parking costs.
- Donald Shoup estimates that each unpriced curb parking space generates 1,825 vmt per year.
- 20 to 30% of commuters would switch modes if they could “cash out” free parking benefits, and more would switch if they were required to pay taxes on parking benefits.
- It would cost about \$2.4 billion (\$2010) for below ground parking to accommodate the 250,000 workday trips taken by federal employees on Metrorail. [2]



## 5.5 Less Wasted Space for Parking and Highways



- If there were no Metrorail, there would need to be double the number of current spaces in the D.C. and Arlington cores, costing \$2.9 billion (\$2010), plus the loss of tax revenues from razed buildings to accommodate those spaces. [2]
- If there were no transit (not just Metrorail), 1,000 new arterial lane-miles would be needed to maintain current speeds, which equals 15 lanes on the Capital Beltway. It would cost \$4.7 billion (\$2010) to add 710 of those miles to replace Metrorail. [2]
- Parking and other road infrastructure occupies space that could be devoted to more productive uses:
  - ◆ 200,000 more spaces needed downtown without Metro.
  - ◆ 2 Beltways of pavement without Metro. [2]
- Many employers provide “free” parking to employees, which disadvantages transit choice. The federal government now allows tax-free monthly employer-provided parking subsidies of up to \$240 per month, while Congress has allowed \$230 monthly transit benefits to drop back to the current level of \$125 month.



## 5.5 Less Wasted Space for Parking and Highways



- Pavement can cover 50 to 70% of land area in dense urban areas. Paving urban space for parking (or roads) has other costs, such as storm water management, heat island impacts, loss of wild life habitat and aesthetic degradation. Storm water costs range from \$1 to \$7 per space. [1]
- Severance is the external cost of new highways cutting off access, while the barrier effect refers to the lack of access due to vehicular traffic on the roads. These costs are imposed on pedestrians and bicyclists, and are estimated to roughly match the cost of noise at an average of \$0.015 per vehicle mile (more in peak urban areas). [1]
- The costs of sprawl induced by roads and automobiles (environmental, aesthetic, cultural, social, municipal, transportation) may be about \$.083 per vehicle mile (\$2007). [1]





## 5.6 Mobility and Accessibility



- MWCOG's Region Forward, a comprehensive guide for regional planning and measuring success in the 21<sup>st</sup> century, emphasizes that there will be two million more people in the Washington D.C. region by 2050.
- Transit oriented development and transit choices are necessary, with an emphasis on activity centers. The goal will be for housing plus transportation costs to not exceed 45% of median household income with all regional activity centers served by transit.
- The motto is equity through transit including more affordable housing around transit.
- NVTa's draft TransAction 2040 plan predicts that there will be a 45% increase in commuting trips starting in the region by 2040 and a 65% increase in trips coming into the region. Traffic congestion will grow much worse without sound transit investments.



## 5.7 Seniors/Disabled Persons



- The Americans with Disabilities Act mandates that transit systems provide accessible service at affordable cost to qualifying persons. Such services are growing in popularity with customers yet are very expensive to provide. For example, WMATA's MetroAccess recovers only 7% of its operating costs from the farebox.
- In 2006, NVTC completed research documenting trends of sharply increasing senior populations juxtaposed with declining use of fixed-route transit by seniors. At that time, the estimated share of transit riders who were 65 or older was highest on Alexandria's DASH (about 4.5%).
- NVTC's surveys and interviews revealed 85% of seniors lived within a quarter mile of a bus route. Also, the number of non-driving seniors is expected to double by 2030. Yet, six in 10 had never used transit.
- NVTC found that those with the best access to transit took more trips and left the house more frequently which contributes to emotional and physical well-being. NVTC developed a transit travel training program to encourage transit use.
- Despite transit currently serving 82% of the overall population in Northern Virginia, 41% of persons aged 65 to 79 will have poor transit access by 2015, according to Transportation for America, Aging in Place (2011).



## 5.8 Safety and Security



- Different sources estimate different costs of accidents by mode, but all report transit is significantly safer than automobile travel.
- The direct cost of accidents for cars is \$.08 per passenger mile and for transit \$.005. [1]
- The indirect cost of accidents for cars is \$.04 per passenger mile and \$.015 for transit. [1]
- The National Safety Council reports that accident and fatality rates for transit are far superior to private automobiles. Average deaths per 100 million passenger miles are 0.77 for automobiles and 0.03 for urban transit (rail and bus).



## 5.8 Safety and Security



- Traffic accidents are a function of density (cars per mile of road). Drivers pay directly for insurance but not for the risks they impose on other drivers by contributing to the density of traffic. One researcher estimated those indirect costs at \$220 billion per year as of 2006. [1]
- According to EPA and USDOT, the value of preventing a fatality is about \$3 to \$8 million based on medical costs, lost productivity, pain and suffering.
- Car crash costs are \$0.27 to \$0.43 per vehicle mile in \$2007, according to AAA.
- Auto accidents cost \$1750 per capita/per year in the U.S.
- Metrorail can evacuate 120,000+ persons per hour. On September 11, 2011, WMATA kept operating and conclusively demonstrated the incalculable value of helping commuters return home safely in an emergency. Current regional evacuation plans depend heavily on WMATA. [2]
- With 300 federal facilities served by Metrorail, WMATA has an important homeland security role. Almost half of Metrorail peak riders are federal employees (not counting private firms under contract to federal agencies), and over a third of total Metrorail riders are federal employees. Forty percent of federal employees in the region use Metrorail. [2]



## 5.9 Quality of Life



- While difficult to quantify, regular transit users often refer to intangible benefits such as relaxation, ability to read and work, less stress and more time at home with their families given greater reliability and predictability of transit.
- Health benefits are likely given increased walking to access transit.
- These quality of life benefits are inter-related with the other transit benefits such as job access, since young tech-savvy workers often prefer walking, biking and transit use and companies are actively recruiting their high-tech job-skills. This trend may signal a significant cultural shift.
- Getting out more often with transit available is correlated with seniors enjoying a greater quality of life.
- The option of using transit when you need it (e.g. snow) is of significant value. The freedom to make informed choices among alternative modes is also valued. New technologies permit commuters to be informed of current travel conditions on their preferred mode and route.
- A 2010 nationwide survey by Transportation for America showed 66% would like more transportation options and 59% would use transit more if it were available. Another 59% want more federal funding for transit versus roads and 51% would vote to increase their own taxes to pay for better transit.



## 5.10 Energy Savings



- APTA reports that if one in 10 U.S. commuters voluntarily shifted from private autos to transit, the U.S. would need to purchase no more oil from Saudi Arabia (and every U.S. metropolitan area would meet EPA's clean air standards for smog and carbon monoxide).
- NVTC staff calculated that each one-cent gas price increase costs Northern Virginia's drivers \$5.4 million annually as gas prices rose to \$3.00.
- Especially on busy urban routes in peak hours marginal energy cost of adding transit riders is low and transit use stimulates TOD with more healthy walking and even more energy savings.
- WMATA reports 40 million gallons of fuel are saved per year in the D.C. area from the its use. At \$4 per gallon this value is \$160 million annually.[2] This figure is challenged by Ed Tennyson who argues that Metro saves 222 gallons per capita per year worth \$3 billion (Letter to NVTC dated March 6, 2012).



## 5.10 Energy Savings



	Average MPG	Btu's/Mile
Cars	22.1	3578
SUVS	17.6	4495
Buses	6.9	3697
Hybrid Electric Buses	14.0	1070
Light Rail Electric	-	1152
Intercity Rail Diesel	-	2134

Source: [4] See section 12. Data are from 2001.

- Energy savings occur from transit use because several studies show vehicle miles traveled by automobile are reduced by up to a factor of 9 for each transit passenger-mile. (See [4] at page 5)



## 5.11 Environmental Protection



- Transit helps clean the air, reduces noise, saves water and contributes reductions in the use of other scarce resources.
- Reducing such pollution is essential to the health of residents of the region.
- In a 2011 report by the American Lung Association, the Washington-Baltimore Metropolitan Statistical area was ranked 14<sup>th</sup> worst for ozone pollution in the U.S. This is a serious problem given an estimated at risk population of 217,000 pediatric asthma cases, 558,000 adult asthma cases, 273,000 cases of chronic bronchitis, and 128,000 cases of emphysema in the 8.4 million total population.
- Within Virginia as a whole, for the 4.7 million population of the selected counties and cities, the at risk population with the above four conditions totaled 597,000, plus 1.2 million with cardio vascular disease and 276,000 with diabetes.
- Metro reduces production of ozone from Volatile Organic Compounds (VOCs) by 260 tons each year plus 22 tons of particulate matter and a half million tons of CO<sub>2</sub>. The region would have to pay at least \$9.5 million annually to achieve the same positive results through other measures. [2]





## 5.11 Environmental Protection



- APTA estimates that public transit produces 95% less CO<sub>2</sub>, 90% less VOCs and half as much NO<sub>x</sub> per passenger as private vehicles.
- Todd Litman estimates urban peak auto air pollution costs at \$.07 per passenger mile versus \$.01 for transit. [1]
- Noise costs are estimated at \$.01 per passenger mile for autos and \$.003 per passenger mile for transit. [1]
- Water pollution adds \$.01 per passenger mile for autos and 0 for transit. [1]
- Waste disposal is another external cost of automobile use, including used tires, junked cars, batteries, oil, etc. These costs are estimated at \$.0004 per vehicle mile. [1]



## 5.12 Global Warming



- Metro reduces greenhouse gas ( $\text{CO}_2$ ) emissions by 0.5 million tons each year. [2]
- Greenhouse gas costs for an average urban peak car are \$0.16 per vehicle mile (\$2007) or about \$0.13 per passenger mile, compared to diesel buses of \$0.806 per vehicle mile (carrying an average of 25 people) for about \$0.032 per passenger mile. [1]



## 6. Relative Costs of Providing Effective Transit



- Transit fares do not cover operating costs. Operating ratios (revenues as a share of costs) typically range from Metrorail's impressive 80% and VRE's 75% to some local bus services below 15% and MetroAccess service for disabled persons at 7%. Given the many benefits of transit described above, an operating ratio less than 100% does not signify an inefficient transit system, since higher fares discourage ridership and thereby constrain those corresponding benefits.
- WMATA's preliminary operating budget for FY 2013 shows the significant role of government subsidies:

	<u>Actual 2011</u>	<u>Budget 2012</u>	<u>Budget 2013</u>
<b>Operating Revenues</b>	\$807m	\$812m	\$809
<b>Operating Expenses</b>	1,357m	1,434m	1,555
<b>Subsidy</b>	\$550m	\$622m	\$746



## 6. Relative Costs of Providing Effective Transit



- Of the \$1.6 billion in FY 13 operating costs, all but \$450 million is related to personnel.
- To cover the shortfall between operating revenues and costs, fare increases can be considered, and while such fare hikes increase revenue they reduce ridership and can create winners and losers among customer types. For example, raising the rail fares relative to bus fares hurts suburban commuters taking longer trips who are less transit dependent and more likely to switch to driving. Raising parking fees at Metrorail stations hurts suburban commuters in a similar way. Raising the rail boarding charge relative to the mileage charge hurts short distance travelers. Raising peak fares with peak of the peak surcharges again penalizes choice transit users who are likely to react by switching modes.
- Transit costs should be examined for the entire system rather than for individual entities. One reason is that local buses in low density areas of Northern Virginia can serve as feeders to express bus routes or commuter rail and Metrorail. Those express buses and rail systems can enjoy relatively high cost recovery ratios while the local buses, considered in isolation, may appear to be less efficient.



## 6. Relative Costs of Providing Effective Transit



- Transit is better equipped to handle commuting trips effectively because such trips are typically twice as long as non-work trips and therefore wait time is a lower percentage of total travel time. Also, because of passenger concentrations geographically and chronologically, peak period transit trips are cheaper to operate and therefore more frequent service can be provided.



## 6. Relative Costs of Providing Effective Transit



- Transit expenses are reported to the Federal Transit Administration's National Transit Database. Average expenses by transit mode include:

	<u>Bus</u>	<u>Subway</u>	<u>Commuter Rail</u>	<u>Total*</u>
<b>Average Vehicle Occupancy</b>	10.5	22.6	36.5	13.4
<b>Total Expense/pax mile</b>	\$0.94	\$0.76	\$0.67	\$0.90
<b>Fare Revenue/pax mile</b>	0.22	0.21	0.18	0.21
<b>Subsidy/pax mile</b>	0.71	0.54	0.48	0.69
*Includes other transit modes not shown here. \$2007 [1]				



## 6. Relative Costs of Providing Effective Transit



- The 2010 Virginia General Assembly in SJR 297 has asked DRPT to examine new transit assistance criteria that emphasize rewarding strong performance. But care must be taken not to unfairly disadvantage transit systems due to unintended consequences of the selected set of performance measures.
- Caution must be exercised in measuring costs on a per vehicle mile or per vehicle hour basis. Bus systems operating in low density areas can achieve more miles per hour of operation than can buses operated in dense, automobile-choked urban environments. Again, the choice of performance measure can influence whether any one system appears more or less productive than its peers.



## 6. Relative Costs of Providing Effective Transit



- A reasonable approach is to measure peers that provide identical service or else to measure a system against itself (is it showing improvement?). But if the latter approach is used, then those systems that are performing well, have invested heavily in new capital, and employed effective management techniques to motivate their labor force, will be at a disadvantage compared to a poorly performing system with many opportunities to improve at relatively low cost.
- If the goal is to bring all systems up to a minimum level of performance then resources could be channeled primarily to poorly performing systems. But if the ideal is to encourage every system to be the best it can be, then resources should also be directed to those systems at the upper tail of the bell-shaped performance curve.





## 6. Relative Costs of Providing Effective Transit



- Another difficulty with peer comparisons is identifying appropriate peers. There is no other region in the U.S. quite like Northern Virginia, with a gigantic tri-state transit authority and eight local and express bus providers plus a rapidly-growing commuter rail system.
- Turning to the relative costs of owning and operating automobiles, estimates vary, but the approximate cost of owning an average automobile is 25 cents per passenger mile (\$2007) and to operate it 17 cents per passenger mile, to total 42 cents. Transit's cost is 29 cents. [1]
- Commuting by auto is expensive compared to transit. For example, using the Metro cost saving calculator online at [http://www.wmata.com/rider\\_tools/calculator/calculator.cfm](http://www.wmata.com/rider_tools/calculator/calculator.cfm) , commuting to Foggy Bottom, Northwest D.C. by Metrorail from Vienna Metrorail station costs about \$384 monthly (while currently tax-free SmartBenefits can cover up to \$125 monthly). By auto, that trip costs well over \$510 monthly.
- Many automobile related costs are hidden. Vehicle ownership costs total \$2150 per capita per year, and vehicle operating costs are \$800 per capita per year, but parking subsidies are valued at \$1,000 per capita per year, roadway construction at \$425, roadway land at \$200, and traffic services at \$75. [1]



## 6. Relative Costs of Providing Effective Transit



- While researchers will disagree about the precise amounts to assign those various internal and external costs of driving automobiles, few disagree about the existence of some level of costs for the several categories reviewed, or that such transit costs are considerably lower than those for automobiles, or that the result is societal subsidization of automobiles to a far greater extent than transit.
- AAA reported that even at \$65,000 annual personal income, it takes two full months of work to earn enough to pay the average annual costs of commuting by automobile (assuming \$3 per gallon of gas, 40 miles round-trip per day and 10,000 miles annually). According to the U.S. Energy Information Administration, as incomes shrink, the cost of operating an automobile increases significantly as a share of personal income.
- On a per-vehicle mile basis, summing urban peak internal and external auto costs, the total is \$1.64 (\$2007). Of that amount, \$0.35 is internal fixed, \$0.60 is internal variable and \$0.68 is external. For diesel bus, the respective amounts are \$0.00, \$17.97 and \$9.52 to total \$27.48. With an assumed bus load of 25 persons, and an auto occupancy of 1.1, per passenger urban peak autos totaled \$1.49 and buses \$1.10.



## 6. Relative Costs of Providing Effective Transit



- The costs of operating automobiles increase substantially during peak periods in urban areas, from about \$1.50 per passenger mile in those conditions to \$.80 in off peak urban environments to \$.60 in rural areas. In vehicle miles, the peak period urban costs of automobiles is \$1.64 versus \$.94 in rural areas. [1] Thus, public transit provides the best opportunity to perform well in precisely the environment in which SOV's are most costly.
- Overall, Litman examines 23 cost categories for 11 different modes, including the average automobile and diesel bus. Shifting to the bus from the car saves 24 cents per passenger mile in urban travel. For all automobile travel, the total U.S. costs are \$3.4 trillion or a quarter of the U.S. Gross Domestic Product (\$2007). [1]
- Shifting a 20-mile peak period urban trip from auto to bus saves \$4.97 per trip in external costs alone (congestion, crash risk, environmental impacts, etc.) [1]



## 6. Relative Costs of Providing Effective Transit



- The fact that automobile users are not required to pay for external costs (and often ignore the fixed costs they must pay), causes more than the optimal number of automobiles to be purchased and driven more than the optimum amount. According to the Victoria Transit Policy Institute, shifting such fixed costs of driving as insurance, registration, licenses and taxes to per mile fees of about 8 cents would also serve to reduce vehicle miles traveled by automobiles by 281 billion miles per year at a savings of \$290 billion annually. [1]
- A cost imposed on others is equivalent to an involuntary tax. Thus, investing public funds to operate transit can be viewed as a tax reduction strategy to the extent that auto purchases and use are reduced.
- In 2006, NVTC staff estimated the per person and per transit trip relative costs of transit in Northern Virginia, including the estimated transit benefits of congestion savings, air quality improvements, fuels savings and induced economic activity. Net transit benefits in excess of costs were \$1,047 per person and \$17.05 per transit trip or \$2.1 billion in total.



## 6. Relative Costs of Providing Effective Transit



- Many are familiar with the construction costs of the 23-mile Silver Line Metrorail extension in the Dulles Corridor. Phase I will cost \$2.8 billion, or \$240 million per mile. Phase 2 is estimated to cost \$2.7 billion, or \$239 million per mile.
- The construction cost of the 106-mile existing Metrorail system was about \$10 billion or \$9.26 million per mile. Today it would cost \$24 billion to build or about \$226 million per mile. It provides equivalent capacity to 1,400 freeway lane miles. The federal government covered about 70% of the construction costs. The state government of Maryland paid 9% and Virginia 3%, while Northern Virginia's local jurisdictions paid 4% and Maryland's paid nothing. Today WMATA has an \$11 billion backlog of urgent capital needs.
- Other forms of transit are less-expensive than Metrorail which is a "heavy rail" subway. The Columbia Pike streetcar is projected to cost \$250 million for five miles, or \$50 million per mile, versus \$10 million per mile for articulated bus and \$1.2 million per mile for bus enhancements. Montgomery County is considering BRT at \$17 million per mile on exclusive right-of-way. Streetcar projects in Charlotte, NC are \$64 million per mile for 9.6 miles, or \$614 million (\$2015). Norfolk's Tide was \$49 million per mile for 7.1 miles, or almost \$350 million.



## 6. Relative Costs of Providing Effective Transit



- These figures illustrate that effective transit is certainly not cheap to build and maintain. But compared to freeways in urban areas with much less person-carrying capacity and more adverse side effects, transit investments are relatively inexpensive.
- By comparison, the Boston Big Dig Tunnel cost \$188 million per lane-mile (\$2005). Route 288 in Richmond cost \$70 million per lane-mile and widening Route 123 in Fairfax, VA cost \$8 million per lane-mile. Maryland's Intercounty Connector cost \$69.3 million per mile for 22.4 miles. The I-495 Express Lane Project in Northern Virginia is costing \$1.4 billion for 14.0 miles, or \$100 million per mile. The I-95 Express Lanes are budgeted at \$34.5 million per mile for 29 miles, or \$1.0 billion.
- Shares of spending devoted to highways and transit are available in the updates of MWCOC's Constrained Long Range Plan (CLRP). Transit comprises about 60% of planned spending through 2030.



## 7. How Transit is Funded in Northern Virginia



- Just as transit has a somewhat complicated organizational structure in Northern Virginia, so too is the array of funding mechanisms quite complex. In essence, transit systems rely on internally generated funds (fares, advertising, parking revenue) and subsidies from various local, regional, state and federal agencies.
- NVTC has produced a detailed reference document describing these funding sources:  
<http://www.thinkoutsidethecar.org/pdfs/January%2018,%202005%20Draft%20Funding%20Public%20Transit%20in%20Northern%20Virginia.pdf>.
- Also, NVTC reports periodically on the shares of the various partners. See State and Local Effort in Virginia to Fund the Washington Metropolitan Area Transit Authority (June 24, 2010)-  
[http://www.thinkoutsidethecar.com/pdfs/State%20and%20local%20effort%20to%20fund%20WMATA\\_SHORT.pdf](http://www.thinkoutsidethecar.com/pdfs/State%20and%20local%20effort%20to%20fund%20WMATA_SHORT.pdf)



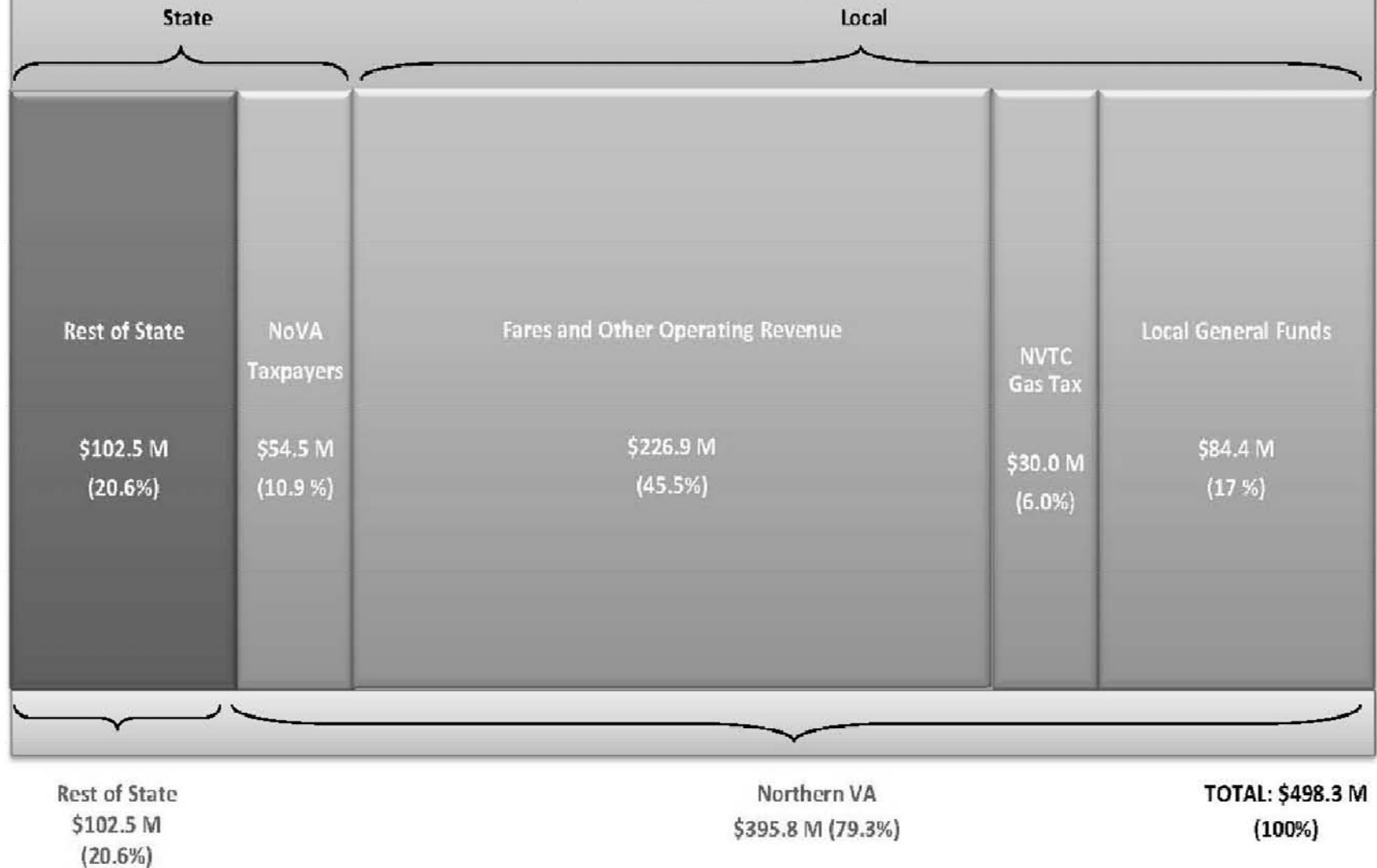
## 7. How Transit is Funded in Northern Virginia



- Local effort (subsidies, fares) to fund WMATA has totaled \$2.6 billion from FY 2001 through FY 2011 while state aid has been \$827.5 million. Since FY 2001 the Commonwealth would have provided another \$831.6 million if it had met its own target of funding 95% of eligible net transit costs.
- As shown in the following table from the NVTC report, as of FY '12 Northern Virginia resources provide 80% of WMATA's Virginia support.



# **FY 2012 Shares of Northern Virginia's WMATA Obligations - Combined Operating and Capital (Including PRIIA )**





## 7. How Transit is Funded in Northern Virginia



- As can be seen on the detailed tables that follow, NVTC estimates that for FY 2012, \$853.9 million will be spent to build and operate transit services in Northern Virginia. Of that amount, locally generated funds (local subsidies plus fares) will cover 54.2%, NVTC's 2.1% motor fuels tax provides 5.5%, state assistance provides 24.4% and federal aid covers 16.0%.



## 7. How Transit is Funded in Northern Virginia



### FY 2012 NVTC Projected Funding Sources for NVTC Jurisdictions' Transit Systems, WMATA and VRE

Jurisdiction	WMATA OPERATING AND CAPITAL											
	Local Funds	NVTC Aid		Direct	Total	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds	
		Regional Gas Tax	State Aid	State Aid	State Aid							
Alexandria	\$ 14.7	\$ 3.5	\$ 11.8	\$ -	\$ 11.8	\$ 5.1	\$ 35.1	41.9%	10.0%	33.6%	14.5%	
Arlington	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%	

Jurisdiction	LOCAL TRANSIT OPERATING AND CAPITAL											
	Local Funds	NVTC Aid		Direct	Total	Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds	
		Regional Gas Tax	State Aid	State Aid	State Aid							
Alexandria	\$ 7.5	\$ -	\$ 5.7	\$ -	\$ 5.7	\$ -	\$ 13.2	56.8%	0.0%	43.2%	0.0%	
Arlington	5.2	-	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	-	-	-	-	-	-	-	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	-	-	-	-	-	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%	



## 7. How Transit is Funded in Northern Virginia



### FY 2012 NVTC Projected Funding Sources for NVTC Jurisdictions' Transit Systems, WMATA and VRE

<u>Jurisdiction</u>	<u>Local Funds*</u>	<u>NVTC Aid</u>		<u>VRE OPERATING AND CAPITAL</u>		<u>Federal Aid</u>	<u>Total Funds</u>	<u>% Local Funds</u>	<u>% Regional Funds</u>	<u>% State Funds</u>	<u>% Fed Funds</u>
		<u>Regional Gas Tax</u>	<u>State Aid</u>	<u>Direct State Aid</u>	<u>Total State Aid</u>						
NVTC/PRTC Jurisdictions	\$ 15.1	\$ -	\$ -	\$ 22.9	\$ 22.9	\$ 41.5	\$ 79.5	19.0%	0.0%	28.8%	52.2%
	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%
Fare & Other Revenue	15.1	-	-	22.9	22.9	41.5	79.5	19.0%	0.0%	28.8%	52.2%
	30.8	-	-	-	-	-	30.8	100.0%	0.0%	0.0%	0.0%
	\$ 45.9	\$ -	\$ -	\$ 22.9	\$ 22.9	\$ 41.5	\$ 110.3	41.6%	0.0%	20.8%	37.6%

\*includes PRTC regional gas tax.

<u>Jurisdiction</u>	<u>Local Funds</u>	<u>NVTC Aid</u>		<u>TOTAL OPERATING AND CAPITAL</u>		<u>Federal Aid</u>	<u>Total Funds</u>	<u>% Local Funds</u>	<u>% Regional Funds</u>	<u>% State Funds</u>	<u>% Fed Funds</u>
		<u>Regional Gas Tax</u>	<u>State Aid</u>	<u>Direct State Aid</u>	<u>Total State Aid</u>						
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	-	-	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%



## 7. How Transit is Funded in Northern Virginia



- Among the many issues associated with funding transit is the fact that only a small fraction of the various external sources are permanent and sustainable. NVTC's 2.1% motor fuels tax (which is also collected within PRTC) is the only dedicated source of funding, and as gasoline sales decline even that source is not reliable.
- For a uniform sales tax in suburban Maryland, D.C. and Virginia, 46.9% would be collected in Northern Virginia but only 34.9% would be paid by Virginia residents.
- In NVTA's 2005 survey, only 37% in the region believe that it is possible to meet Northern Virginia's transportation needs without raising some taxes.
- Also, within Virginia, local governments do not have the flexibility to levy new taxes on their own. Further, the Commonwealth has a target of funding 95% of eligible net transit costs (similar to its highway funding policy), but consistently fails to meet that target, even though the statewide investment in transit by the Commonwealth of almost \$300 million annually leverages an additional \$1.1 billion of investment. This leaves local governments with difficult choices of raising transit fares, cutting service or increasing subsidies from scarce local property tax revenues.



## 7. How Transit is Funded in Northern Virginia



- The Northern Virginia Transportation District has a FY 2012 level of effort funding transit (local/regional subsidy plus fares) of \$268 per person, or \$315 per person considering NVTC's five WMATA jurisdictions. The next largest effort is in Hampton Roads at \$38 per person. The statewide average excluding Northern Virginia is \$22, so this region's level of effort is 12 times that of the rest of the Commonwealth.
- Just as the share of state assistance is low and variable, another troublesome issue is the lack of consistent federal funding. For example, 32% of weekday Metrorail riders are federal employees taking 250,000 trips as are 55% of riders on Maryland's MARC system and 64% on VRE, yet federal funding does not match these shares of ridership.
- Tax breaks for commuters using transit help to offset subsidies to auto drivers. But Congress has allowed SmartBenefits to drop from \$230 to \$125 per month. This will result in WMATA ridership falling 3% and therefore lead to more clogged roads plus loss of \$16 million in fare revenue, according to Transportation for America.



## 7. How Transit is Funded in Northern Virginia



- Virginia Finance Committee staff reported in November 2011 that setting fares “...requires a local balance of ridership and revenue recovery.” From 2003-2011, WMATA’s fares increased by 73% and the Fairfax Connector’s by 200%, along with LCT (33%) and ART (35%).
- The committee staff confirmed that local effort (fares and local government subsidies) for transit operations and capital in Northern Virginia from FY 2008 through 2011 was 60% greater than any other district. Northern Virginia received the smallest share of federal assistance of any district.
- One difficulty of the current state assistance program is the variability from year to year that makes it difficult for transit systems and their funding partners to budget and plan effectively. For example, in FY 2008 VRE received \$10.1 million of state operating assistance but for FY 2013 expects only \$6.1 million.



## 7. How Transit is Funded in Northern Virginia



- Phase I of the Silver Line Metrorail extension in the Dulles Corridor provides a good example of the difficulty in funding major transit projects. For this \$2.8 billion project, 54% of the costs are coming from tolls on the parallel Dulles Toll Road, 5% from the Commonwealth of Virginia, 16% from the federal government, 4% from MWAA and the rest from Fairfax County including a Special Taxation District.
- Loudoun County will contribute to Phase 2 if it opts in, and the combined shares of the total project are 15.7% of federal, 4.8% Commonwealth of Virginia, 16.1% Fairfax County, 4.8% Loudoun County, 4.1% MWAA and 54.5% Dulles Toll Road. The Virginia General Assembly is considering additional funding to reduce the Toll Road share and Fairfax and Loudoun counties must also obtain over \$300 million in Phase 2 funding for the Route 28 station and five parking garages.





## 7. How Transit is Funded in Northern Virginia



- The lack of sustainable, predictable transit funding has serious consequences. It makes it very difficult to operate and maintain current transit service and to plan and accomplish capital projects. VTrans 2035 reports a transit maintenance backlog of \$290 million statewide. Another \$100 million to \$140 million is needed annually to achieve a state of good repair. Looking to the future, another \$48 to \$67 million is needed annually just to attain the inadequate historical state share of operating expenses (close to 40% of eligible costs versus the statutory target of 95% and only 20% of the total operating costs which include driver wages). Another \$50 million per year is needed for transit expansion and \$43 million per year for operating assistance for those new projects.
- There are numerous capital needs estimates for transit, including the 2030 Transaction Plan of the Northern Virginia Transportation Authority (NVTA). It finds an overall shortfall of \$700 million annually in funding, about half for transit. The 2040 update will be ready later in 2012.
- For the future, value capture offers an attractive opportunity to fund new transit initiatives, including developer contributions, special tax districts, tax growth from new transit oriented development and dedicated local taxes. For example, Alexandria's new Potomac Yard Metrorail station will cost close to \$500 million and will be financed with \$74 million of developer contributions, \$229 million of net new tax revenues resulting from proximity to transit and \$194 million of Special Tax District revenues.



## 8. Crafting the Messages



- In reviewing the preceding materials, several themes emerge that could be emphasized in various combinations to build transit's public image and strengthen its financial support. Several possible examples of such messages are provided below. NVTC commissioners will be asked to help devise and rank such messages.
- Using the compendium of information presented above, what steps are necessary to develop an effective set of messages?
  1. Gather facts
  2. Articulate goals
  3. Identify decision-makers
  4. Consider what facts and arguments will resonate with the decision makers
  5. Use the facts to frame the arguments
  6. Craft a central message
  7. Identify tools and allies to publicize the message over short, medium and long term
  8. Measure progress
  9. Reevaluate approach
  10. Recalibrate if necessary



## 8. Crafting the Messages



- The commission has adopted four prioritized goals for its communication plan:
  1. Educate the public regarding the benefits of transit investments and expansion of transit options.
  2. Advocate effectively for adequate, long-term, dedicated and sustainable funding for transit.
  3. Deliver cost effective public information and marketing and increase NVTC's role as the primary data agency for transit in Northern Virginia.
  4. Create a regional forum for determining effective policies for transit and transportation demand management.
- The commission's new messages should support these goals.
- To devise messages that will resonate with the target audiences, consideration should be given to factors such as:
  - ◆ The "face" of transit (e.g. businesses, commuters, families, transit employees).
  - ◆ Values, beliefs and interests in expanding transit service regionally.
  - ◆ Understanding of what motivates stakeholders, public interest groups, etc. to think, feel and act on issues related to transit.
  - ◆ Cultural relevance and sensitivities to transit related initiatives.



## 8. Crafting the Messages



- The Miller Center at the University of Virginia sponsored its second conference on national transportation policy in November, 2011. The conference report was released on April 23, 2012, titled Are We There Yet? Selling America on Transportation. At the conference, several speakers focused on messaging. Among the conclusions of focus group and dial testing, especially among conservatives and small business owners, were:
  - ◆ Obsessed with wasteful spending(surveys show people believe about 50¢ of every federal dollar is wasted), bureaucratic red tape, construction fraud, poor government performance
  - ◆ Unwilling to be moved to support more revenues
  - ◆ Strong views but little or no understanding of the mechanisms (e.g. gas taxes for transportation)
  - ◆ Very negative reactions to:
    - ◆ Infrastructure spending to create jobs in short term
    - ◆ Such spending to support national defense and even safety
    - ◆ Words like “repair,” “earmarks”
    - ◆ Promises that spending will be an absolute cure
    - ◆ Referencing other counties
    - ◆ Don’t favor mileage fees



## 8. Crafting the Messages



- ◆ Positive reactions to:
  - ◆ Infrastructure to improve overall economy in long-term
  - ◆ Words like “growth,” “competition,” “quality,” “built to last,” “innovation”
  - ◆ References to improving daily lives
  - ◆ Reform, including transparency and government accountability and private sector involvement
  - ◆ Better planning and more consistency
- ◆ In general, people recognize the need but resist more funding, reasoning that eliminating waste is sufficient. There is a strong lack of trust. Thus, transportation interests should argue that it should be a higher priority among diminished government spending.
- ◆ It matters who delivers the message. The most effective spokespersons are doctors and nurses and the least effective are elected officials with developers last. But local officials are trusted more than state and federal.



## 8. Crafting the Messages



- A 2010 survey by Transportation for America asked respondents to rank the factors that caused them to favor improved public transportation:
  - ◆ 22% to reduce dependence on foreign oil
  - ◆ 19% to provide job access
  - ◆ 15% to create affordable travel option
  - ◆ 14% to create new jobs
  - ◆ 11% to reduce traffic congestion
  - ◆ 7% to improve public health
  - ◆ 4% to enhance safety
- ◆ This information can help NVTC identify the aspects of public transit to emphasize in communications with the public. See <http://t4america.org/resources/2010survey/>



## 8. Crafting the Messages



- In crafting its new messages, the commission should consider which combinations of facts from this work book will resonate with the public in order to spur legislators to action to achieve the commission's goals.
- NVTC's overarching goal previously has been to achieve new sources of sustainable funding that will maintain a state of good repair for existing transit services while facilitating new services to nurture economic growth and development.
- NVTC's messages to achieve that goal have included:
  - ◆ With strong and growing ridership, public transit is vital to the quality of life of Northern Virginia's residents and boosts the economy of the entire Commonwealth.
  - ◆ State statutes require significant state funding for public transit, but the state consistently has failed to meet its obligations.
  - ◆ Local governments have been compelled to shoulder much of the Commonwealth's responsibilities, but doing so unfairly strains property-tax funded local budgets.



## 8. Crafting the Messages



- Messages to achieve that goal have included (continued):
  - ◆ Immediate action is needed to provide stable dedicated, reliable and sustainable funding to protect public transit systems from deterioration and to build up these systems to meet their full potential to provide environmentally friendly mobility.
  - ◆ Transit in Northern Virginia performs exceptionally well under adverse circumstances, including when measured against its peers throughout the Commonwealth and the U.S.
  - ◆ Local funding effort by Northern Virginia's transit customers and governments far exceed any other part of the Commonwealth because local customers, taxpayers and government officials recognize the vital importance of transit investments.





## 8. Crafting the Messages



- Messages to achieve that goal have included (continued):
  - ◆ 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 agencies providing and supporting transit 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.



## 8. Crafting the Messages



- Because NVTC commissioners have asked to examine the effectiveness of those previous messages, other alternatives should be considered.
- Alternative messages could describe programs and policies to achieve the commission's goals:
  - ◆ A proper balance of jobs and housing;
  - ◆ Effective telework and other Transportation Demand Management programs;
  - ◆ Wise location and design of developments and services to use transit to its full advantage, minimize unnecessary trips and maximize pedestrian access;
  - ◆ Proper pricing of transportation facilities to allocate access, provide revenues for further investments, and take account of external costs (such as congestion, pollution, energy); and
  - ◆ A strong funding partnership to provide stable, reliable and sustainable resources to build upon public transit's growing popularity.



## 8. Crafting the Messages



- In addition to or instead of NVTC's existing funding and performance-oriented messages, some other alternative candidates designed to achieve the commission's goals could include:
  - ◆ Focus on moving people and freight, not vehicles.
  - ◆ Determine the allocation of scarce resources by measuring a broad array of benefits resulting from transportation investments.
  - ◆ Recognize that effective transit while costly, is truly an investment that yields attractive net returns.
  - ◆ Describing the benefits of investments to "make things worse more slowly" could reduce frustration of unmet expectations.
  - ◆ The only thing you get for free is congestion, but congestion is a tax. Doing nothing accepts that tax. Investing in transit relieves the tax by producing a positive return.



## 8. Crafting the Messages



- Alternative messages (continued):
  - ◆ Recognizing roadway capacity isn't free, just as people now realize water is not valueless, leads to more variable pricing. Convince people that "time is money"?
  - ◆ Understand that transit provides mobility and is a basic social service, like libraries, schools and police and fire protection.
  - ◆ Not everyone has to use transit to enjoy its benefits.
  - ◆ Transit benefits all levels of government by generating tax revenues or reducing expenditures that would otherwise be required (e.g. for clean air). Accordingly, policies designed to push funding responsibilities onto other levels of government are unwise and unfair.
  - ◆ Local governments should remain in charge of local land use decisions affecting transit without undue substitution of state priorities.



## 9. Educating the Public



- After developing new messages, NVTC commissioners will be asked to help select effective approaches to build public support.
- An example of a previous NVTC effort to increase public understanding is a media event to support dedicated funding for WMATA that was held at the Prince William County Horner Road Park-and-Ride lot at 6:00 a.m. to catch slugs and transit users. It featured presentations from local elected officials and business and environmental leaders. The event highlighted proposed new \$150 million annual federal support for WMATA and the need for \$50 million annual matching funds from the Virginia General Assembly. (April, 2006).
- In 2002 a Northern Virginia referendum to approve regional funding for transit and highway funding failed. Lessons from that experience and many other referendums around the U.S. suggest that in asking the public to fund transit, specific projects should be identified so voters are confident the funds will be spent for real improvements whose benefits can be identified.
- Another lesson from the campaign was that coalitions of supporters can be fragile. Environmental groups balked at supporting the referendum because in their view it included too much promised highway spending, while some business groups felt there was too little highway funding included.



## 9. Educating the Public



- Although the 2002 referendum in Northern Virginia failed 55 to 45%, persuading just 24,235 persons out of 485,822 votes cast to vote “yes” instead of “no” would have passed the referendum. Persons living in areas served by Metrorail were much more likely to vote in favor. For example, in Loudoun County 63.7% voted “no” while in the city of Falls Church only 43.5% voted “no.”
- A survey by NVTa found that most (58%) individuals in Northern Virginia are willing to pay more than \$100 in additional annual sales taxes for congestion relief. A three-quarter cent sales tax in NVTC’s five WMATA jurisdictions would yield over \$150 million annually, or just over \$100 per capita.
- An example of an effective means to communicate the economic, social and cultural benefits of transit is Arlington’s video telling the story of Metrorail in the county.



## 9. Educating the Public

- Frequently asked questions can be identified and answered using the above material to promote the commission's messages. For example:
  - ◆ **Why should taxpayers and toll road users pay for transit they won't all use?** Because benefits accrue to all who travel in the region and corridor. Auto drivers lured away from their cars create space for those who continue to drive. Taxpayers pay for schools and libraries even if they don't use them personally, because benefits to society exceed the costs.
  - ◆ **Why run empty buses?** Because customers have the option of traveling if they need it. They have choices. Not all books are checked out of libraries, but they are there for customers who may choose to avail themselves of the option to read a book when they choose. Because a grocery store is empty at midnight does not mean the store is unprofitable overall. Also, buses often serve as feeders to more heavily used mainline transit services, such as Metrorail. Examining the overall performance of the transit system should include consideration of heavily used peak hour mainlines with strong cost recovery from customers as well as lesser used bus routes at hours when fewer persons are traveling.



## 9. Educating the Public



- Frequently asked questions (continued):
  - ◆ **Why spend money on transit when it has only a two percent mode share?** Because it is well used in peak hours where it is available (e.g. transit carries 45% of peak period commuting trips to the core). Its benefits also accrue to non-users. Investments in highways alone may not solve congestion problems and may create costly negative consequences (e.g. air pollution, dependence on foreign oil, sprawl). Also, each new passenger-mile on transit can leverage two to 10 fewer auto vehicle-miles traveled. Finally, transit's success is not measured in mode share when it is providing basic mobility to persons who do not have access to cars.
  - ◆ **Why is transit so heavily subsidized?** In addition to the strong returns on investment in transit, other transportation improvements in congested corridors are even more expensive, with the costs of the resulting congestion, energy consumption and environmental damage serving as a virtual tax.





## 9. Educating the Public

- Frequently asked questions (continued):
  - ◆ **Why not give every VRE rider a car instead of using taxpayer funds to subsidize its operation?** VRE provides the equivalent peak-period people-moving capacity of two freeway lanes in the heavily congested I-66 and I-95 corridors. If instead we provided cars, we would require at least \$1.5 billion for new roads and downtown parking capacity, plus annual auto and highway operating/maintenance costs of more than \$64 million, plus tax losses of another half million annually plus unknown additional costs to construct interchanges and to maintain the required new highway capacity. VRE's annual operating budget and capital budget is less than \$90 million.

Mid-size car lease:	$\$3,600/\text{yr} \times 10,000 \text{ daily VRE riders} = \$36\text{m}/\text{yr}.$
Auto operating costs:	$\$2,800/\text{yr} \times 10,000 \text{ VRE riders} = \$28\text{m}/\text{yr}$
Space on highways:	$2 \text{ lanes} @ \$20\text{m}/\text{mile} \times 35 \text{ mile average trip length} = \$1,400\text{m}$
Interchanges:	$\$100 \text{ m each} = ?$
Highway maintenance:	$\$/\text{mile} = ?$
Parking in core:	$\$12,000/\text{space} \times 10,000 = \$12\text{m}$
Loss of tax revenue from economic activity displaced by parking:	$\$45/\text{ft}^2 \text{ value differential} \times 1 \text{ m ft}^2 \times \$1.00/\$100 \text{ rate} = \$450,000/\text{yr}$

# MORE PEOPLE USING TRANSIT EASES CONGESTION



This many people will use...



this many cars...



or just one bus, adding capacity to our  
existing road system.

## FOR EVERYONE.

Public transportation saves gas, reduces congestion and pollution, and makes life more comfortable for all Virginians.





## 10. Advocating Legislative Action



- NVTC commissioners will be asked to assist in identifying effective approaches to achieve legislative actions benefitting transit.
- Educating the public and influencing favorable legislation are closely related although some messages can be addressed directly to legislators.
- For example, NVTC has coordinated two very successful transit tours for General Assembly members and Executive Branch officials that showcased this region's coordinated transit services and the connections to economic growth and development.
- Providing sustainable funding remains an elusive goal in Virginia. In a 2011 report JLARC ranked Virginia number one in the U.S. in bond rating, second in per capita federal expenditures, seventh in per capita personal income yet only 46<sup>th</sup> in state and local revenue as a share of personal income and 37<sup>th</sup> in gas taxes per gallon.
- Legislative bodies must be continually reminded that transit has dual roles:

Off-peak and basic mobility=inefficient

Peak high volume corridors= efficient

Consequently, overemphasis on cost-recovery ratios can discourage healthy returns from transit investments.



## 10. Advocating Legislative Action



- A new “transit caucus” at VML/VACO with NVTC’s support could heighten the legislative profile of transit investments. The proposed “Golden Crescent Coalition” of Hampton Roads, Richmond and Northern Virginia also offers such opportunities.
- Politics can also diminish the returns from transit. In Northern Virginia, local governments are unable to impose additional taxes to support transit. Previous and current Governors and General Assemblies have not provided sustainable new transit funding and have sometimes emphasized state priorities at the expense of local priorities.
- Increasing traffic congestion and accelerating gas prices are equivalent to substantial tax hikes, but they yield no corresponding revenues to help fix the problems.
- Some legislators may have the mistaken impression that management and governance problems are plaguing Northern Virginia’s transit systems. In reality, transit is performing well.
- The following two-page brochure provides an example of a campaign NVTC spear-headed in 2006 seeking dedicated funding for WMATA. It did not achieve its objective and the problem remains unsolved.



**TAKE ACTION: CONTACT YOUR VIRGINIA GENERAL ASSEMBLY MEMBER!**

# Northern Virginia's Transportation

## Priority: Dedicated Funding for Metro



**PROPOSED ACTION:** The General Assembly would authorize a

1/4-cent sales tax increase dedicated to Metro in Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church. The tax would take effect only with approval of local governing bodies representing 90% of the population in those jurisdictions.

**PURPOSE:** Fund 340 new railcars to provide 100% of Metrorail peak-period trains with 8-car capacity. This will relieve unmanageable crowding. It will also fund 275 new buses and other rail and bus enhancements.

**PAYOFF:** Legislation has been introduced in Congress which would allow Maryland, D.C. and Virginia to receive \$1.5 billion in federal aid for Metro over the next 10 years, **IF** regional partners can provide a dedicated funding source.

**YIELD:** Over \$55 million annually.

**FOR MORE INFORMATION CONTACT:**

Northern Virginia Transportation Commission  
4350 N. Fairfax Drive, #720  
Arlington, VA 22203  
Tel: 703/524-3322  
[www.thin.koutsidethecar.org](http://www.thin.koutsidethecar.org)



Please Support  
SB 267 &  
HB 1003/1082  
in the Virginia  
General Assembly

**TAKE ACTION  
TODAY!!!**

*Call the Constituent  
Viewpoint Operator at the  
Virginia General  
Assembly TOLL FREE at  
800-889-0229.*

*Or to identify your  
legislator go to:  
<http://legis.state.va.us/>*



## REASONS TO SUPPORT THE PROPOSAL:

1. Produces measurable and sustainable improvements in Metro performance.
2. Provides the opportunity to reduce the future burden on local property taxes.
3. Ensures that tax proceeds stay in this region, are credited to the jurisdiction in which the tax is collected and are not diverted to other uses.
4. Qualifies the region for \$1.5 billion in new federal funding if the federal legislation passes and if Maryland and D.C. act to provide their shares.
5. Ensures accountability to voters through required local government action.
6. Takes advantage of the emphasis on transportation in the 2006 General Assembly and the desire of Governor Kaine to act promptly and responsibly to solve the transportation funding crisis.
7. Is consistent with strong survey evidence in Northern Virginia that there is significant frustration with traffic, that taxes must be raised to pay for improvements, that most individuals are willing to pay more than a hundred dollars a year for these improvements and that a sales tax is the preferred method of raising funds.



## THE NEED FOR DEDICATED FUNDING FOR METRO IS SUPPORTED BY:

- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Northern Virginia Regional Commission
- Washington Metropolitan Area Transit Authority
- Metropolitan Washington Council of Governments
- Transportation Planning Board of the National Capital Region
- Coalition for Smarter Growth
- Greater Washington Board of Trade
- Virginia Transit Association
- Fairfax County Chamber of Commerce
- Counties of: Arlington & Fairfax
- Cities of: Alexandria, Fairfax & Falls Church
- Arlington Coalition for Sensible Transportation
- Transportation Association of Greater Springfield (TAGS)
- Sierra Club – Virginia Chapter
- Greater Springfield Chamber of Commerce
- Dulles Area Transportation Association (DATA)
- Dulles Corridor Rail Association (DCRA)
- Southern Environmental Law Center
- Piedmont Environmental Council
- Clean Water Action
- Washington Regional Network for Livable Communities
- Northern Virginia Association of Realtors
- Washington Area Bicyclist Association
- Business Transportation Action Coalition
- Northern Virginia Transportation Alliance
- Federal City Council
- Northern Virginia Building Industry Association
- Northern Virginia Technology Council



# 11. Strategies for Success



- In order to accomplish NVTC's communication goals via improved messaging, effective delivery strategies must be formulated. NVTC commissioners will be asked to help devise those strategies. Among the options:
  - ◆ Much greater emphasis on building support from business groups.
  - ◆ Further coalitions with groups advocating affordable housing, regional equity, environmental protection, more balance between housing and jobs and improved services for seniors and persons with disabilities.



# 11. Strategies for Success



- Delivery strategy options (continued):
  - ◆ Identify the most cost effective investments:
    - ◆ Transit priority on streets (can shift 4-30% of traffic to transit)
    - ◆ Parking management (can shift 10-30% of traffic to transit)
    - ◆ Commute trip reduction (without financial incentives can shift 5-15% of traffic to transit and with incentives can shift 20-40%) Examples include:
      - Telework
      - Guaranteed Ride Home
      - Rideshare matching
    - ◆ Campus traffic management (can reduce traffic 10-30% and increase transit use 30-100%)
    - ◆ User information (can reduce traffic 5-15% and increase transit 10-25%)
    - ◆ Traffic calming, new sidewalks, etc. (can increase transit use 10-50%)
    - ◆ Transit oriented development (can reduce traffic 20-60%) [1]
  - ◆ Bundle Northern Virginia transit investment proposals with other transportation modes and with other regions to broaden the base of support.





# 11. Strategies for Success



## ■ Delivery strategy options (continued):

- ◆ For transit critics that emphasize insufficient roadway capacity, point out the costs of excessive roadway capacity, inadequate travel options and underpriced roadway use.
- ◆ Don't dwell on vehicle travel (traffic). Instead measure and report on mobility (person and freight movement) and accessibility (reaching destinations).
- ◆ Uncertainty regarding sources of funding is the enemy of effective transit management. Transit operators have transit development plans identifying needed investments over the next six years, while the region has transportation plans that tally the needed investments of capital and operating funds to maintain the status quo (inadequate given projected growth of demand) and provide for very modest improvements (given scarce financial resources). But the funds necessary to deliver even these fiscally constrained services are not available, creating a downward spiral of service cutbacks, deteriorating equipment and rising fares. So focus on funding.



## 12. For Further Information



Contact NVTC at [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org).

NVTC maintains transit performance information and offers an on-line compendium of transit studies documenting benefits and costs of transit investments.

Resource documents used in this report include:

- [1] Transportation Cost and Benefit Analysis—Techniques, Estimates and Implications. Second Edition (2009) by Todd Litman, Victoria Transport Policy Institute at [www.vtpi.org](http://www.vtpi.org)
- [2] Making the Case for Transit: WMATA Regional Benefits of Transit, WMATA (November, 2011).
- [3] Smart Congestion Relief: Comprehensive Analysis of Traffic Congestion Costs and Congestion Reduction Benefits, Todd Litman, Victoria Transportation Policy Institute (November 6, 2011).
- [4] Evaluating Public Transit as an Energy Conservation and Emission Reduction Strategy, Todd Litman, Victoria Transportation Policy Institute (November 6, 2011).



AGENDA ITEM #6

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube and Scott Kalkwarf

**DATE:** April 26, 2012

**SUBJECT:** Preliminary State Aid for Transit in FY 2013

---

DRPT has recommended the allocation of state transit assistance for FY 2013 and CTB has included those recommendations in its preliminary Six-Year Improvement Program (SYIP). A copy of DRPT's presentation to CTB is attached. After considering public comments CTB will adopt its final program in June, 2012.

NVTC staff has prepared the attached tables showing in detail how recommended state transit assistance is changing in FY 2013 compared to FY 2012. NVTC staff is continuing to work with DRPT to process various adjustments to the figures in the draft SYIP so the attached tables do not match the figures in the draft SYIP and are subject to change.

Attachment A:

This table compares statewide transit assistance to that provided to the Northern Virginia District (NVTC, PRTC, etc.) and the entire Commonwealth. As can be seen, allocated funds for NOVA are virtually unchanged at \$165 million in FY 2012 and FY 2013, but other state transit assistance increased substantially (including \$50 million of the promised \$150 million additional funding going to MWAA for the Dulles Rail project). Total state transit funding for NOVA thus grew to \$265 million from \$215 million, with NOVA receiving 86.3% of total state transit assistance in FY 2013.

Attachment B:

This table provides the same comparisons as Table A but focuses on NVTC (versus the entire NOVA region). NVTC's allocated assistance drops by \$2.7 million in FY 2013, comprising 64.6% of allocated state aid. Considering the additional PRIIA funding going directly to WMATA and the new funding for MWAA, NVTC's share of total state transit assistance drops to 43.5%.



Attachment C:

This table calculates the amount by which allocated state funding falls short of achieving the 95% target established in the Virginia Code for state transit assistance. The statewide shortfall amount is \$248.4 million for FY 2013, up from \$234.0 million in the previous year.

Attachment D:

This table illustrates the state assistance applied for by NVTC on behalf of its jurisdictions and VRE. In FY 2013 total eligibility for assistance was \$281.3 million plus \$32.2 million for VRE. Allocated assistance was only \$128.6 million plus \$17.7 million for VRE. The shortfall amounts are thus \$152.7 million plus \$14.6 million for VRE.

Of particular significance, DRPT has programmed \$3,374,288 in state and federal funds as bridge funding for PRTC to initiate the vanpool incentive program co-sponsored by PRTC, GWRC and NVTC.

Normally NVTC authorizes its chairman to appear at CTB's public hearing to comment on the draft SYIP. This year, CTB scheduled its hearing on the same evening as NVTC's meeting. Commissioners should advise staff whether NVTC should submit written comments to CTB for the record. If so, presumably the commission's discussion of messaging in the previous agenda item would influence the content of those comments.

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
PROGRAM ALLOCATIONS  
FY 2012 FINAL AND FY 2013 DRAFT\***  
(in millions)

A

	STATEWIDE				NOVA**			
	Final	Draft*	Increase(Decrease)		FY12 Final		FY13 Draft*	
	FY12	FY13	\$	%	\$	NOVA %	\$	NOVA %
<b>Available for State-wide Transit Allocations:</b>								
Operating (FTM/Admin) Subprogram of MTTF, plus Recordation Tax	\$ 121.5	\$ 128.5	\$ 7.0		\$ 89.1	73.3%	\$ 95.6	74.4%
Capital Assistance Subprogram of MTTF	32.5	28.9	(3.6)		32.5	99.9%	28.6	98.9%
Mass Transit Capital Fund (Bond Funds)	56.5	43.5	(13.0)		41.6	73.6%	36.9	84.7%
Special Projects Subprogram of MTTF (Note A)	0.9	1.2	0.4		0.1	9.9%	1.1	85.4%
State MTF Paratransit Capital	0.5	0.5	(0.1)		-	0.0%	-	0.0%
Transportation Efficiency Improvement Fund (Note A)	3.8	4.5	0.7		1.7	44.9%	2.9	64.0%
<b>Total Available for State-wide Transit Allocation</b>	<b>215.7</b>	<b>207.1</b>	<b>(8.7)</b>	<b>-4.0%</b>	<b>164.9</b>	<b>76.5%</b>	<b>165.0</b>	<b>79.7%</b>
<b>Other State Transit Financial Assistance</b>								
Transportation Capital Bonds / Federal Match (PRIIA)	50.0	50.0	-		50.0	100.0%	50.0	100.0%
Dulles Extension (MWAA) (Note B)	-	50.0	50.0		-	0.0%	50.0	100.0%
State Match to FTA 5303/5304 Programs	0.3		(0.3)					
Senior Transportation Grants	0.1	0.1	(0.0)					
<b>Total State Transit Assistance</b>	<b>266.2</b>	<b>307.2</b>	<b>41.0</b>	<b>15.4%</b>	<b>\$ 214.9</b>	<b>80.8%</b>	<b>\$ 265.0</b>	<b>86.3%</b>
<b>Other State Financial Assistance (excluding carryovers)</b>								
Virginia Rail Enhancement Fund (Note C)	44.7	32.8	(11.9)					
Virginia Shortline Railway Preservation Fund (Note D)	4.5	9.4	4.9					
Intercity Passenger Rail Operating Program (Note E)	3.1	6.9	3.7					
<b>Total Other State Financial Assistance</b>	<b>52.4</b>	<b>49.1</b>	<b>(3.3)</b>	<b>-6.2%</b>				
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 318.5</b>	<b>\$ 356.3</b>	<b>\$ 37.7</b>	<b>9.2%</b>				

**Notes**

A. May include non-transit projects.

B. Balance of the \$150M state pledge funded through VDOT.

C. Table reflects current year anticipated funding. Actual amount available and programmed in FY13 includes an additional \$13.9M carryover from previous fiscal years, plus \$3.0M carryover of Rail Bonds, less \$6.9M transferred to IPROC, with \$9.9M unobligated. Total REF funding programmed for FY13 equals \$33.0M and includes the following projects:

I-81/Rt 29 Passenger Rail	\$ 1.7
I-95/I-64 Corridor, National Gateway	7.4
Port of Virginia, Hampton Roads	0.9
I-81 Crescent Corridor	5.5
Route 460 Corridor	7.1
I-95 Corridor, NVTC/VRE 3rd Track Spotsylvania Extension	8.7
I-95 Corridor, MAS 90	1.7
	<u>\$ 33.0</u>

D. Table reflects current year anticipated funding. Actual amount available and programmed in FY13 includes an additional \$0.1M carryover from previous fiscal years. Total RPF funding programmed for FY13 equals \$9.5M for projects located in Culpeper, Richmond Saunton, Lynchburg, and Hampton Roads districts.

E. For FY13, funded through \$6.9M transfer from REF. FY13 estimated costs total \$0.3M, with \$6.6M available, and includes the following operating costs:

Lynchburg Train Subsidy	\$ (1.9)
Richmond Train Subsidy	2.4
Norfolk Train Subsidy	(0.3)
Roanoke - Lynchburg Bus Bridge	0.2
	<u>\$ 0.3</u>

\* Draft SYIP program, modified by known adjustments as of 4/24.

\*\*NOVA includes NVTC, WMATA (direct PRIIA match funding) PRTC, VRE and MWAA.

B

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
PROGRAM ALLOCATIONS  
FY 2012 FINAL AND FY 2013 DRAFT\*  
(in millions)**

	STATEWIDE				NVTC**			
	Final	Draft*	Increase(Decrease)		FY12 Final		FY13 Draft*	
	FY12	FY13	\$	%	\$	NVTC %	\$	NVTC %
<b>Available for State-wide Transit Allocations:</b>								
Operating (FTM/Admin) Subprogram of MTTF, plus Recordation Tax	\$ 121.5	\$ 128.5	\$ 7.0		\$ 77.5	63.8%	\$ 82.2	64.0%
Capital Assistance Subprogram of MTTF	32.5	28.9	(3.6)		26.5	81.3%	22.3	77.1%
Mass Transit Capital Fund (Bond Funds)	56.5	43.5	(13.0)		30.8	54.6%	26.6	61.1%
Special Projects Subprogram of MTTF (Note A)	0.9	1.2	0.4		-	0.0%	1.0	83.8%
State MTF Paratransit Capital	0.5	0.5	(0.1)		-	0.0%	-	0.0%
Transportation Efficiency Improvement Fund (Note A)	3.8	4.5	0.7		1.5	40.3%	1.6	36.1%
<b>Total Available for State-wide Transit Allocation</b>	<b>215.7</b>	<b>207.1</b>	<b>(8.7)</b>	<b>-4.0%</b>	<b>136.4</b>	<b>63.2%</b>	<b>133.7</b>	<b>64.6%</b>
<b>Other State Transit Financial Assistance</b>								
Transportation Capital Bonds / Federal Match (PRIIA)	50.0	50.0	-		-	0.0%	-	0.0%
Dulles Extension (MWAA) (Note B)	-	50.0	50.0		-	0.0%	-	0.0%
State Match to FTA 5303/5304 Programs	0.3	-	(0.3)		-	0.0%	-	0.0%
Senior Transportation Grants	0.1	0.1	(0.0)		-	0.0%	-	0.0%
<b>Total State Transit Assistance</b>	<b>266.2</b>	<b>307.2</b>	<b>41.0</b>	<b>15.4%</b>	<b>\$ 136.4</b>	<b>51.2%</b>	<b>\$ 133.7</b>	<b>43.5%</b>
<b>Other State Financial Assistance (excluding carryovers)</b>								
Virginia Rail Enhancement Fund (Note C)	44.7	32.8	(11.9)					
Virginia Shortline Railway Preservation Fund (Note D)	4.5	9.4	4.9					
Intercity Passenger Rail Operating Program (Note E)	3.1	6.9	3.7					
<b>Total Other State Financial Assistance</b>	<b>52.4</b>	<b>49.1</b>	<b>(3.3)</b>	<b>-6.2%</b>				
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 318.5</b>	<b>\$ 356.3</b>	<b>\$ 37.7</b>	<b>9.2%</b>				

**Notes**

A. May include non-transit projects.

B. Balance of the \$150M state pledge funded through VDOT.

C. Table reflects current year anticipated funding. Actual amount available and programmed in FY13 includes an additional \$13.9M carryover from previous fiscal years, plus \$3.0M carryover of Rail Bonds, less \$6.9M transferred to IPROC, with \$9.9M unobligated. Total REF funding programmed for FY13 equals \$33.0M and includes the following projects:

I-81/Rt 29 Passenger Rail	\$ 1.7
I-95/I-64 Corridor, National Gateway	7.4
Port of Virginia, Hampton Roads	0.9
I-81 Crescent Corridor	5.5
Route 460 Corridor	7.1
I-95 Corridor, NVTC/VRE 3rd Track Spotsylvania Extension	8.7
I-95 Corridor, MAS 90	1.7
	<u>\$ 33.0</u>

D. Table reflects current year anticipated funding. Actual amount available and programmed in FY13 includes an additional \$0.1M carryover from previous fiscal years. Total RPF funding programmed for FY13 equals \$9.5M for projects located in Culpeper, Richmond Saunton, Lynchburg, and Hampton Roads districts.

E. For FY13, funded through \$6.9M transfer from REF. FY13 estimated costs total \$0.3M, with \$6.6M available, and includes the following operating costs:

Lynchburg Train Subsidy	\$ (1.9)
Richmond Train Subsidy	2.4
Norfolk Train Subsidy	(0.3)
Roanoke - Lynchburg Bus Bridge	0.2
	<u>\$ 0.3</u>

\* Draft SYIP program, modified by known adjustments as of 4/24.

\*\*NVTC includes all NVTC jurisdictions.

C

**STATEWIDE ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING  
FY 2012 FINAL AND FY 2013 DRAFT\***  
(in millions)

	<u>FY 2012 Final</u>			<u>FY 2013 Draft*</u>		
	<u>Eligibility</u>	<u>Funding</u>	<u>Shortfall</u>	<u>Eligibility</u>	<u>Funding</u>	<u>Shortfall</u>
Capital	154.0	89.6	(64.4)	129.0	72.9	(56.2)
Operating	<u>288.9</u>	<u>121.5</u>	<u>(169.6)</u>	<u>320.8</u>	<u>128.5</u>	<u>(192.3)</u>
Total	<u>442.9</u>	<u>211.0</u>	<u>(234.0)</u>	<u>449.8</u>	<u>201.4</u>	<u>(248.4)</u>

Table excludes FY12 and FY13 \$50M state match to federal funds appropriated under PRIIA for WMATA, and FY13 \$50M state funds to WMAA for Dulles.

**Capital**

The eligibility amount is the non-federal costs assuming a target state funding rate of 95% for all programs. Actual funding rates for FY 2013 includes 80% for federally funded replacement rolling stock, and 50% for most other programs. Overall state share of non-federal costs equals 54% for FY 2013 compared to 55% for FY 2012 (excluding PRIIA and Dulles funding).

**Operating**

The eligibility amount is the maximum allowed under the operating program, calculated as 95% of fuels, tires, maintenance and administrative costs, but excluding operator and maintenance labor, limited to 95% of the deficit. Actual assistance is calculated as the lesser of the maximum eligibility amount, or each system's percentage of actual total operating expenses of the second prior year, to the statewide total, times the available assistance. Assistance for FY 2013 equals 40% of eligible costs and 18% of actual operating expense from the second prior year. This compares to 42% of eligible costs and 18% of actual operating expenses in FY 2012

\* Draft SYIP program, modified by known adjustments as of 4/24.

D

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING ASSISTANCE APPLIED FOR THROUGH NVTC**  
**FY 2012 Final Six-Year Program and FY 2013 Draft\* Six-Year Program**

	FY 2012				FY 2013				Increase (Decrease)		
	Eligibility	Final	Shortfall	Effective State %	Eligibility	Draft*	Shortfall	Effective State %	Eligibility	Actual	Effective State %
<b>NVTC</b>											
Capital Assistance											
WMATA											
MTTF (54% / 50%)	\$ 46.1	\$ 26.2	\$ (19.9)		\$ 41.9	\$ 22.1	\$ (19.9)		\$ (4.2)	\$ (4.2)	
MTCF (54% / 50%)	4.7	2.7	(2.0)		6.8	3.6	(3.2)		2.1	0.9	
MTCF (80% / 80%)	2.7	2.3	(0.4)		5.1	4.3	(0.8)		2.4	2.0	
Total	53.6	31.2	(22.4)	55.3%	53.8	29.9	(23.9)	52.8%	0.3	(1.2)	-2.5%
Local											
MTCF (39%)	-	-	-		4.3	1.8	(2.5)		4.3	1.8	
MTCF (50% / 50%)	37.7	19.9	(17.9)		30.2	15.9	(14.3)		(7.6)	(4.0)	
Total	37.7	19.9	(17.9)	50.0%	34.4	17.6	(16.8)	48.6%	(3.3)	(2.2)	-1.4%
Total Capital	91.3	51.0	(40.3)	53.1%	88.3	47.6	(40.7)	51.2%	(3.0)	(3.5)	-1.9%
Operating Assistance											
NVTC-WMATA	137.3	62.2	(75.1)	43.0%	157.8	65.7	(92.0)	39.6%	20.5	3.6	-3.4%
Local	35.3	14.0	(21.3)	37.6%	35.2	15.3	(20.0)	41.2%	(0.1)	1.3	3.6%
Total	172.6	76.1	(96.5)	41.9%	193.0	81.0	(112.0)	39.9%	20.4	4.9	-2.0%
<b>Total NVTC Assistance</b>	<b>263.9</b>	<b>127.2</b>	<b>(136.7)</b>	<b>45.8%</b>	<b>281.3</b>	<b>128.6</b>	<b>(152.7)</b>	<b>43.4%</b>	<b>17.4</b>	<b>1.4</b>	<b>-2.3%</b>
<b>VRE</b>											
Capital Assistance											
MTTF (54% / 50%)	9.8	5.6	(4.2)		14.9	7.9	(7.1)		5.1	2.2	
MTCF (54% / 50%)	0.7	0.4	(0.3)		3.3	1.8	(1.6)		2.7	1.4	
MTCF (80% / 80%)	11.8	9.9	(1.9)		-	-	-		(11.8)	(9.9)	
Total	22.3	15.9	(6.3)	68.0%	18.3	9.6	(8.7)	50.0%	(4.0)	(6.3)	-18.0%
Operating Assistance	13.7	6.9	(6.8)	47.9%	14.0	8.0	(5.9)	54.6%	0.2	1.1	6.8%
<b>Total VRE Assistance</b>	<b>36.0</b>	<b>22.9</b>	<b>(13.1)</b>	<b>60.3%</b>	<b>32.2</b>	<b>17.7</b>	<b>(14.6)</b>	<b>52.0%</b>	<b>(3.8)</b>	<b>(5.2)</b>	<b>-8.3%</b>

**Notes:**

Table excludes \$50M PRIIA match provided directly to WMATA, and \$50M Dulles funding provided to MWAA.

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

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

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

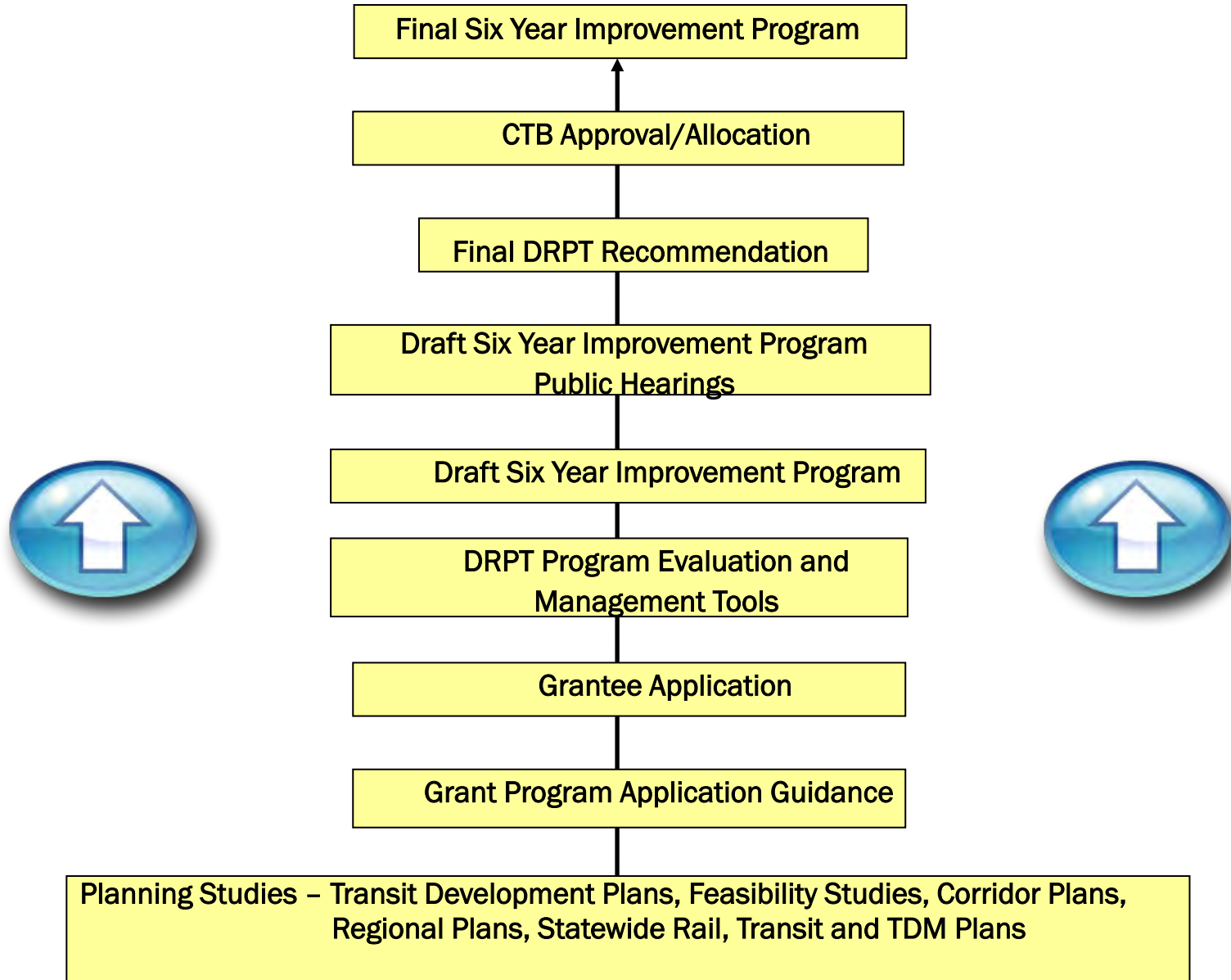
\* Draft SYIP program, modified by known adjustments as of 4/24.



# **DRPT Draft Six-Year Improvement Program FY 2013 - 2018**

**Steve Pittard, Chief Financial Officer  
April 18, 2012**

# Six Year Improvement Program



# Five Year Comparison of Six Year Program

(\$ in millions)

	Revised FY 09 - 14	Revised FY 10 - 15	FY 11 - 16	FY 12 - 17	FY 13 - 18
Public Transit	\$1,833	\$1,790	\$1,894	\$2,007	\$2,042
Rail	260	243	226	213	240
Dulles Metrorail	822	46	28	7	50
<b>Total</b>	<b>\$2,915</b>	<b>\$2,079</b>	<b>\$2,148</b>	<b>\$2,227</b>	<b>\$2,332</b>

## Variance Explanation

- Mass Transit Trust Fund up 4%; recordation tax revenues up 11%
  - Offset by decline in transit bond funding (Dulles) and the lack of a large Flexible STP carryover in current year
- Rail increase due to funding dedicated to passenger rail fund
- Dulles funding in current SYIP is DRPT share of \$150 million pledge to the Metrorail project

# Transit Programming Goals

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

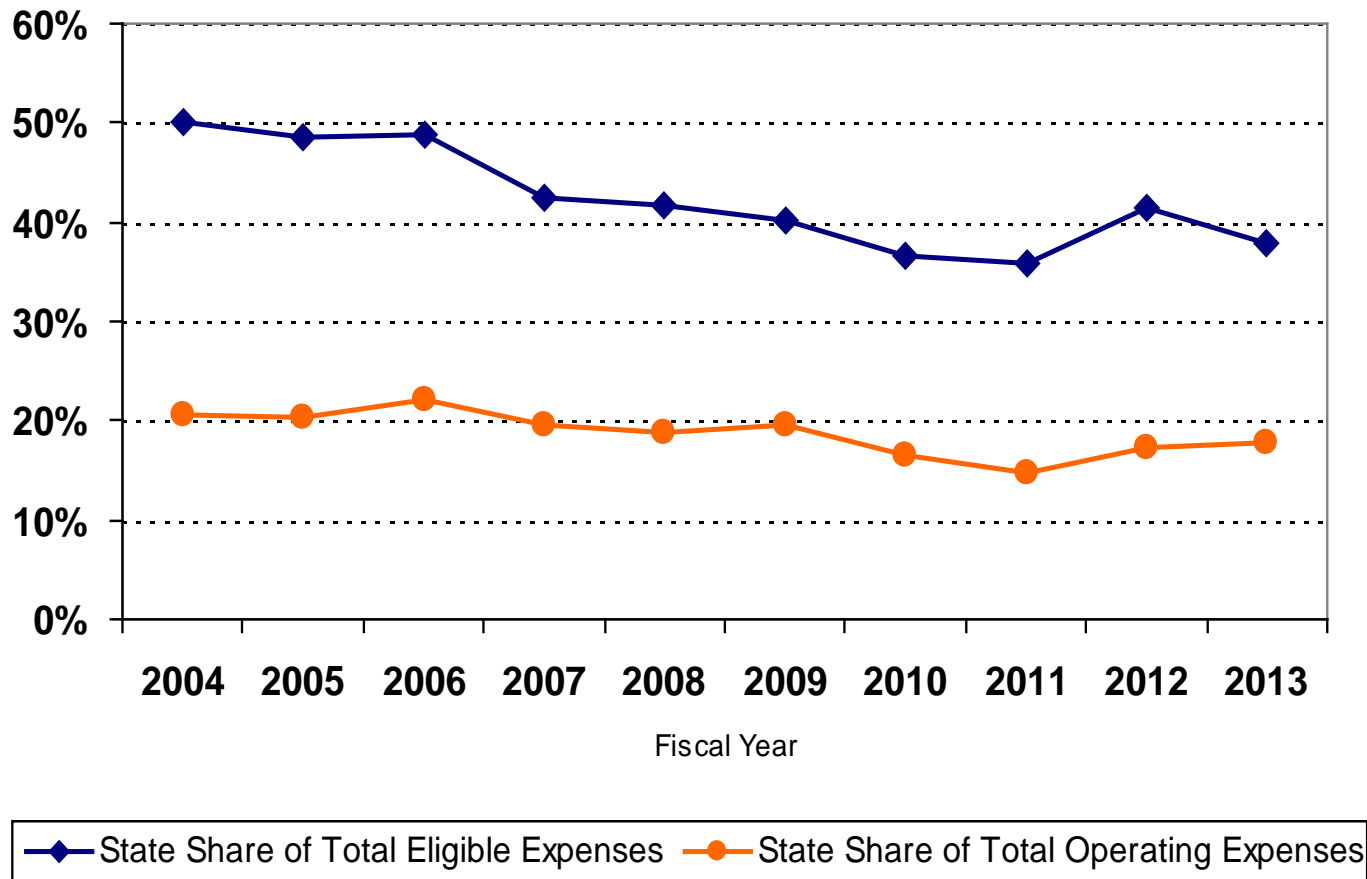
# DRPT Draft SYIP FY 2013 – FY 2018

## Transit Allocation Assumptions

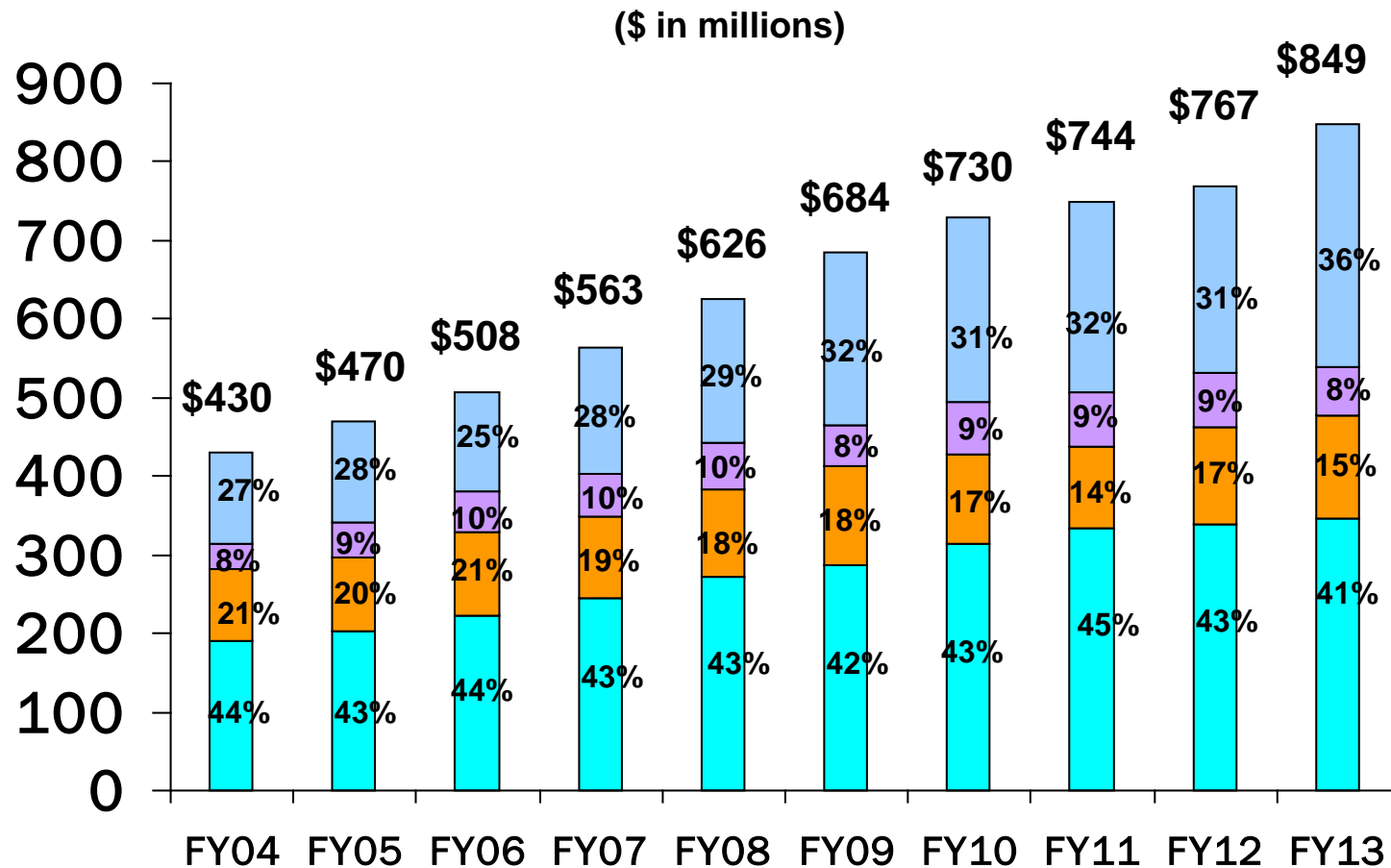
- ❑ Operating funding increased by \$7.0 M from FY 2012 amount
  - 17.9% of total cost – up from 17.2% in FY 2012
  - Deobligated state transit funds and a slight increase in recordation tax revenues
- ❑ Capital program focused on maintenance as the first priority
  - Replacement rolling stock - 80% state share of non-federal costs
  - Insufficient Flexible STP funds and FTA 5311 funds to fund at 80% federal share; 70% federal share provided for projects funded at 80% non-federal share using transit bonds. **This equates to a 94% state controlled funding project versus 96% in previous years.**
  - All other recommended capital projects received blended rate of 50% state match
- ❑ Estimated 2.3% allocation for project development, administration and compliance activities from the Mass Transit Trust fund

# Public Transportation Operations Funding

38% of Eligible Costs; 18% of FY 2011 Total Costs



# Public Transportation Operations Funding Funding Sources – 10 Yr. History

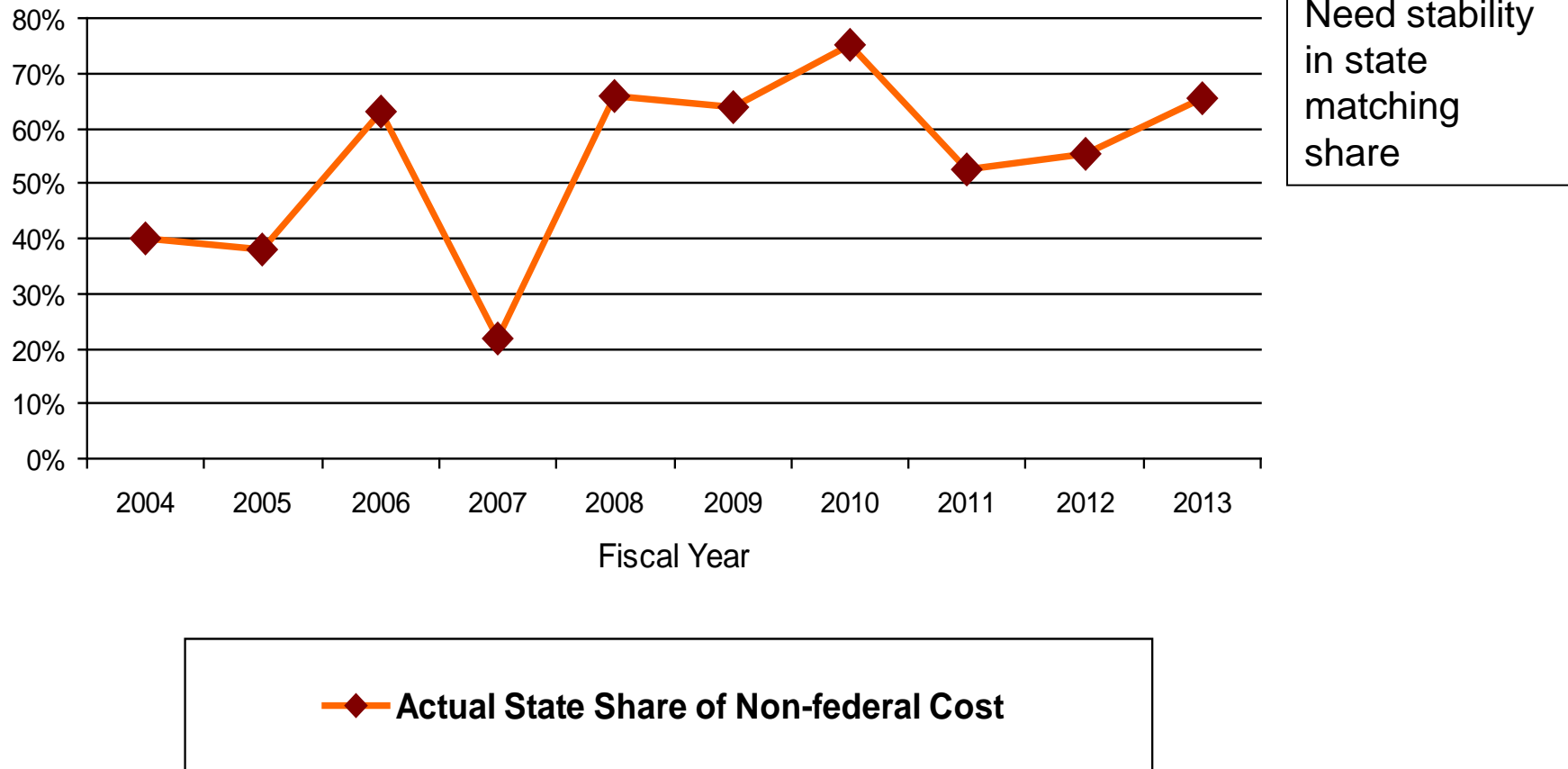


■ Operating Revenues    ■ State Funds  
■ Federal Funding    ■ Local Funds

# Public Transportation Capital Funding

## 65% State Share

### State Share of Non-Federal Capital Expenses





# Transit Capital Programming Highlights

## ❑ State of Good Repair

- 223 Replacement Service Buses and Vans
- 15 Replacement railcars – final funding (VRE)
- WMATA PRIAA matching funds – 300 railcars

## ❑ Capacity Expansion (areas with transit)

- 27 Service Expansion Buses
- Dulles Corridor Metrorail Extension
- Columbia Pike Streetcar PE (Arlington)

## ❑ Facility Construction

- Winchester, Bay Aging, Harrisonburg Transit, Fairfax
- Land acquisition for PRTC and Fredericksburg Transit

# Senate Joint Resolution No. 297

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

# Rail Enhancement Fund Program Goals

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

# DRPT Draft SYIP FY 2013 – FY 2018

## Rail Allocation Assumptions/Highlights

- ❑ Intercity Passenger Operating and Capital Program
  - Unfunded balance of \$190 million over the six year period
    - No dedicated source of funding
  - Includes operating costs for the following:
    - Two AmtrakVA trains – Lynchburg and Richmond/Norfolk
    - Beginning in FY 2014 the cost of two Newport News trains and two Richmond trains currently subsidized by Amtrak.
  - Includes capital costs as follows:
    - Estimated rail infrastructure costs for trains 2 and 3 to Norfolk
    - Estimated rail infrastructure costs for the extension of the Lynchburg train to Roanoke
    - Required capital contribution to Amtrak for 6 regional trains beginning in FY 2014
  - Revenues of \$26.1 million included based on proposed budget language to transfer funding from the Rail Enhancement fund

# Virginia Regional Amtrak Passenger Service



# DRPT Draft SYIP FY 2013 – FY 2018

## Rail Allocation Assumptions/Highlights

### ❑ New projects

- Crescent Corridor Phase II – Norfolk Southern 1-81 freight initiative
  - Total cost of \$74 million with construction through FY 2017; \$51.8 million of state rail funds allocated
- VRE Extension to Spotsylvania - 3<sup>rd</sup> Track
  - Crossovers not included in original project
  - One of 19 projects for High Speed Rail from Richmond to Washington
  - Requirement for extension to Spotsylvania

### ❑ Matched SYIP allocations to expected cash flows; one project was removed – Craney Island Connector (construction)

### ❑ Estimated 2.3% allocation for project development, administration and compliance activities from the Rail Enhancement and Rail Preservation funds

# Overall Program

- ❑ Transit operating share at 18%
  - Rising gas prices – impact?
- ❑ Transit capital state matches remain strong
  - Includes \$50 million of bond funding for Dulles project
  - Priority on replacement rolling stock
- ❑ Permanent solution needed for passenger rail subsidy
  - \$190 million funding gap for passenger rail operations and capital from FY 14 to FY 18
- ❑ Impact of items in Budget Bill

# Next Steps

☐ Draft Six Year Improvement Program  
Presented to CTB

April 18<sup>th</sup>

☐ Public Hearings

– Salem

April 24<sup>th</sup>

– Richmond

May 2<sup>nd</sup>

– NOVA

May 3<sup>rd</sup>

– Hampton Roads

May 7<sup>th</sup>

☐ CTB Action

June 20<sup>th</sup>





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

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

**804-786-4440**



AGENDA ITEM #7

**TO:** Chairman Fiset and NVTC Commissioners  
**FROM:** Rick Taube and Kala Quintana  
**DATE:** April 26, 2012  
**SUBJECT:** Legislative Items

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A. State Legislative Update.

A budget was approved with an additional \$9.9 million for transit operating assistance statewide. Governor McDonnell is expected to offer any of his amendments to the budget shortly with a General Assembly session to consider any such amendments to be held in May. Several attachments are provided from the Virginia Transit Association summarizing relevant budget amendments approved by the General Assembly.

Also attached is a copy of a letter from the Hampton Roads Mayors and Chairs suggesting a Golden Crescent coalition to pursue transportation funding.

B. Federal Legislative Update.

The attached legislative summary from the American Public Transportation Association describes action by the House of Representatives to approve a "skeleton" multi-year surface transportation authorization bill for the purpose of permitting a conference committee to begin work. The Senate version includes increased expenditures and restoring the monthly tax-free transit benefit to \$240.

C. Study of Northern Virginia Transportation/Planning Agency Consolidation.

Chairs and Vice-Chairs of several agencies were invited to a meeting (open to the public) to discuss how to proceed with the study requested by the Northern Virginia General Assembly Delegation. The requested recommendations are due by October 1, 2012. The meeting is scheduled for May 2<sup>nd</sup> at 6:00 p.m. at NVRC. Details will be provided.



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

April 12, 2012

The Honorable Bob McDonnell  
Governor of Virginia Patrick Henry Building,  
3rd Floor 1111  
East Broad Street Richmond, Virginia 23219

Dear Governor McDonnell:


The Virginia Transit Association urges you to **accept the HB1300 budget conference report item 452 directing \$9.9 million in FY11 discretionary funds into the mass transit fund**. As per the Code, this represents the 14.7% Transportation Trust Fund transit share of these funds. This is critically needed to help maintain transit service at a time of severely constrained local funding, rising fuel costs and continued ridership growth and service demands.

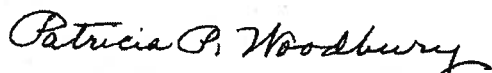
Public Transportation is an important part of the transportation network. This Budget item has been strongly supported by both the House and the Senate, as they recognize the important role public transit plays in reducing congestion by maximizing the efficiency of existing roads and getting commuters to work. Over 60% of transit riders are going to and from work. As gas prices continue to climb, the need to maintain public transportation service becomes increasingly important. This funding will help stem service reductions and route cuts that would affect people now using the bus, train, subway or vanpool.

Public Transportation plays an important role in Virginia's transportation network. We look forward to the completion of Phase I and the commencement of Phase II of the Silver Line Metrorail Extension. When completed, this Line will provide greater access to Dulles International Airport, one of the Commonwealth's strongest economic assets. It will generate tremendous mobility and economic development benefits for the region and the state; in fact, employers and development are already increasing along the corridor in anticipation of its operation. Further commitment of your administration will be remembered as vital to the success of the project.

VTA appreciated your work as Delegate sponsoring Budget amendments to fund transit capital and improve service. As Governor, your administration has helped complete the highly successful light rail system in Norfolk, start new transit service in Radford, assist in the undertaking of the Silver Line, and construct a new inter-city passenger rail route to Hampton Roads. We ask you to continue this good work by accepting the \$9.9 million in FY12 funding to the Mass Transit Fund to maintain transit service.

Sincerely,

  
The Honorable Ron Rordam  
VTA President  
Mayor, Blacksburg

  
The Honorable Dr. Patricia Woodbury  
VTA Vice President  
Council Member, City of Newport News  
HRT Board Chair

Pc: The Honorable Sean Connaughton  
The Honorable Thelma Drake

**TRANSIT AND RAIL BUDGET AMENDMENTS PASSED  
BY THE GENERAL ASSEMBLY 4/18/12**

**Caboose Bill - HB 1300, FY 2012-Transit Amendments**

**Item 452 #1c**

**Transportation**  
Department Of Transportation

Language

**Language:**

Page 149, line 53, after "Bank." insert:

**"\$9,884,426** of the general fund amounts deposited into the Virginia Transportation Infrastructure Bank in the second year shall be transferred to Item 447 for **statewide transit formula assistance.**"

**Explanation:**

**(This amendment directs that \$9.9 million of the fiscal year 2011 general fund surplus amounts dedicated to transportation be used to support the Mass Transit Fund.** The allocation represents 14.7% of the general fund amounts, the statutory share of funds which mass transit receives from the transportation trust fund.)

VTA Note: This is a VTA initiated budget item. If accepted by the Governor it will add operating funds to each transit provider's FY2013 allocation.

**Item 436 #1c**

**Transportation**  
Secretary Of Transportation

Language

**Language:**

Page 147, after line 2, insert:

"K.1. Except as required by federal law, when engaged in procuring products or services or letting contracts for construction, maintenance, or operation of any transportation facility paid for in whole or in part by state funds, or when overseeing or administering such procurement, construction, maintenance, or operation, neither the Commonwealth Transportation Board, any state transportation agency, nor any construction manager acting on behalf of the state agency shall, in its bid specifications, project agreements, or other controlling documents, provide an incentive in their scoring favoring entities entering into project labor agreements.

2. These provisions shall not apply to any public-private agreement for any construction or infrastructure project in which the private body, as a condition of its investment or partnership with the state agency, requires that the private body have the right to control its labor relations policy and perform all work associated with such investment or partnership in compliance with all collective bargaining agreements to which the private party is a signatory and is thus legally bound with its own employees and the employees of its contractors and subcontractors in any manner permitted by the National Labor Relations Act, 29 U.S.C. § 151 et seq. or the Railway Labor Act, 45 U.S.C. § 151 et seq.; prohibit an employer or any other person covered by the National Labor Relations Act or the Railway Labor Act, 45 U.S.C. § 151 et seq.; from entering into agreements or engaging in any other activity protected by law; or be interpreted to interfere with the labor relations of persons covered by the National Labor Relations Act or the Railway Labor Act."

**Explanation:**

(This amendment states that no project may be undertaken with any state funds if a scoring incentive is provided to entities entering into project labor agreements.)

**Caboose Bill - HB 1300, FY 2012- Rail Amendments**

**Item 452 #2c**

**Transportation**

Department Of Transportation

Language

**Language:**

Page 149, line 47, strike "\$67,241,000" and insert "\$38,562,713".

Page 150, after line 23, insert:

"K. From the amount contained in this item, \$28,678,287 the second year from the general fund, designated in accordance with the provisions of § 2.2-1514, Code of Virginia, shall be deposited in the Intercity Passenger Rail Operating and Capital Fund created pursuant to Chapter 868 of the 2011 Acts of Assembly. This deposit shall be permanent and nonreverting, and not subject to the provisions of § 33.1-23:02:2, Code of Virginia. This funding shall only be used for the operation and capital needs of Virginia intercity passenger rail services."

**Explanation:**

(This amendment directs a portion of the fiscal year 2011 general fund surplus dedicated to transportation for the one-time capitalization of the Intercity Passenger Rail Operating and Capital Fund that was established by the 2011 General Assembly. The remaining \$28.7 million continues to be reserved for the Virginia Transportation Infrastructure Bank.)

**Item 448 #1c**

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 147, after line 14, insert:

"G.1. Prior to July 1, 2011, the director, Department of Rail and Public transportation, with the approval of CSX Transportation, shall initiate infrastructure improvement projects which promote safety or reduce the average dwell times of hazardous material shipments subject to regulation under Title 49 CFR Part 174 et seq. within rail yards, depots, sidings, and other intermediate terminals or facilities and properties located in the City of Fredericksburg to not longer than 24 hours. These improvements may include, but are not limited to, those that (i) increase capacity at existing storage facilities terminating near Fredericksburg; (ii) increase the physical distance between commodity storage areas and residential communities; and (iii) transfer intermediate storage of commodities to locations closer to terminus of the shipment.

2. Out of the funds available for Rail Industrial Access pursuant to § 33.1-22.1:1, Code of Virginia, up to \$450,000 in the first year and up to \$450,000 in the second year is hereby authorized for associated infrastructure improvements in the City of Fredericksburg and or Spotsylvania County. Such funds may be awarded to CSX Transportation or other entities or political subdivisions identified by the Department as having responsibility for implementing the associated infrastructure improvement. In the allocation of funds for this project by the Commonwealth Transportation Board, the requirements of § 33.1-22.1:1, Code of Virginia, with the exception of § 33.1-22.1:1 F., are waived.

3. Not later than September 1, 2011, and December 31, 2011, the director, Department of Rail and Public Transportation, shall report to the Chairmen of the Senate Finance and House Appropriations Committees on the progress in implementing these improvements. The report shall include specific dates by which infrastructure improvements or other means of reducing average dwell times of hazardous material shipments

are anticipated to be implemented or placed in service. In addition, this report shall also assess the adequacy of training provided by CSX Transportation to local first responders and regional hazmat response teams and establish a plan for enhanced training on addressing railroad and hazmat incidents including the development of a comprehensive emergency response plan.

4. In implementing this report, the Director, Department of Rail and Public Transportation, shall solicit the input and involvement of the affected jurisdictions. All agencies of the Commonwealth, upon request, shall provide necessary technical expertise."

**Explanation:**

(This amendment modifies language related to average dwell times of hazardous material shipments related to certain infrastructure projects and adds language that clarifies the goal of the projects include promoting safety. The current language is too narrowly worded to facilitate a grant agreement that would fund the projects agreed to by the various parties. Because this item is not set out in House Bill 1300, it is the intent of the General Assembly that the proposed amendments to the language would occur during enrolling.)

**Biennial Budget House Bill 1301, FY2013 & FY2014- Transit Amendments**

**Item 441 #1c**

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 335, line 47, after "corridor." insert:

"Such costs shall include **only direct transit capital and operating costs as well as transportation demand management activities. Costs associated with additional park and ride lots required to be funded by the Commonwealth under the provisions of the Comprehensive Agreement for the Interstate 95 High Occupancy Toll Lanes project shall be borne by the Department of Transportation** as set out in Item 446 of this act."

**Explanation:**

(This amendment modifies language included in the budget as introduced which states that transit improvements associated with the I-95 HOT lanes project shall be borne, respectively, by VDOT if the improvements are associated with park and ride lots traditionally funded by VDOT and by the Department of Rail and Transportation if the costs are associated with programs managed by the that department. A companion amendment to Item 446 specifies the costs which would be funded by VDOT.)

**VTa Note**—this item is narrows the scope of the item in the introduced budget. Although more limited it remains an appropriation that comes "off the top" of the Mass Transit Fund.

Item **441** #2c

Transportation  
Department Of Rail And Public  
Transportation

Language

**Language:**

Page 336, after line 34, insert:

"F. Contingent upon the pledge of federal Maritime Administration demonstration grant funding, from the amounts appropriated for experimental transit in the Public Transportation Program, there is hereby provided **\$200,000 in the first year and \$200,000 in the second year for the planning and development of a Hampton Roads Fast Ferry demonstration project in coordination with Hampton Roads Transit.** In developing this plan, the Department shall assess the potential for designating a high speed ferry corridor within the Hampton Roads region with intermodal service to properties under the control of the Commonwealth as well as current transit properties operated by Hampton Roads Transit including, but not limited to, the Norfolk passenger light rail service."

**Explanation:**

(This amendment dedicates funding for the development of a Hampton Roads Fast Ferry demonstration project to provide passenger ferry service throughout Hampton Roads, contingent upon the pledge of federal Maritime Administration funding, benefiting both daily commuters as well as regional tourism.)

VTa Note—this is an appropriation that comes "off the top" of the Mass Transit Fund.

Item **441** #3c

Transportation  
Department Of Rail And Public  
Transportation

Language

**Language:**

Page 336, line 34, after "Virginia." insert:

"F. It is the intent of the General Assembly that no transit formula assistance funding be used to support any new transit system or route at a level higher than such project would be eligible for under the allocation formula set out in § 58.1-638 A 4. e., Code of Virginia, beyond the first two years of its operation."

**Explanation:**

(This amendment **limits to two years the Department's ability to fund certain new or expanded routes at higher than the formula-driven rate to ensure that funds are equitably distributed among the transit systems and each route is supported by the same level of local support.**)

**Item 441 #4c**

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 336, after line 34, insert:

"F. From such funds appropriated for public transportation purposes in this item, there is hereby allocated \$68,000 in the first year for the continued operation of GRTC Express services between Chesterfield Town Centre in Chesterfield County and downtown Richmond, and \$200,000 in the first year for the continued operation of GRTC Express services between Hull Street Road in Chesterfield County and downtown Richmond. Receipt of this funding is contingent upon the commitment of local matching funding of not less than a like amount. It is the intent of the General Assembly that any future commitment of state funding shall be provided only through the transit operating formula."

**Explanation:**

(This amendment provides funding for the continued operation of the GRTC Express Service Route 81 and 82 from Chesterfield County to downtown Richmond. This appropriation is contingent upon the pledge of local matching funding of a one-to-one ratio.)

VTa Note—this appropriation is "off the top" of the Mass Transit Fund.

**Biennial Budget House Bill 1301, FY2013 & 2014- Rail Amendments**

**Item 442 #1c**

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 337, after line 8, insert:

"E. Included in the amounts for Passenger and Freight Rail Financial Assistance, \$150,000 in the first year is provided for the continued operation of transit connector service from the Roanoke Valley to the Kemper Street Station in Lynchburg as part of the daily intercity passenger rail service. Receipt of this funding is contingent upon the Greater Roanoke Transit Service establishing AMTRAK reservation capabilities for the daily service. It is the intent of the General Assembly that no additional funding in excess of normal transit formula distribution as awarded by the Department shall be appropriated in support of this service in any future years."

**Explanation:**

(This amendment provides an allocation from the rail program funding for the continued operation of daily connector bus service between Lynchburg and Roanoke. This service provides coordinated bus access from Roanoke to daily intercity passenger rail service in Lynchburg.)



**Item 442 #2c**

**Transportation**  
Department Of Rail And Public  
Transportation

Language

**Language:**

Page 337, line 8, strike "." and insert:

", unless additional funding shall be required in either year for capital improvements between Petersburg and Richmond in conjunction with the acquisition of slots two and three for regional passenger rail service initiating in Norfolk. Such request shall be made only if the Director notifies the Commonwealth Transportation Board of any verifiable action by any federal entity or agency, or any other state, to secure from CSX the slots Virginia would require for this service."

**Explanation:**

(This amendment authorizes the Commonwealth Transportation Board to transfer additional Rail Enhancement Funding to the Intercity Passenger Rail Operating and Capital Fund if funds are required for improvements related to the acquisition of slots two and three of the regional intercity passenger rail service originating in Norfolk.)

**Biennial Budget House Bill 1301 FY2013 & FY2014- Other Transportation Amendemtns**

**Item 445 #1c**

**Transportation**  
Department Of Transportation

Language

**Language:**

Page 338, after line 24, insert:

"D. Notwithstanding the provisions of House Bill 1248 and Senate Bill 639, 2012 Session of the General Assembly, the Commonwealth Transportation Board shall not reallocate any funds from projects on roadways controlled by any county that has withdrawn or elects to withdraw from the secondary system of state highways, nor from any roadway controlled by a city or town as part of the state's urban roadway system, based on a determination of nonconformity with the Commonwealth Transportation Board's Statewide Transportation Plan or the Six-Year Improvement Program. In jurisdictions that maintain roadways within their boundaries, the provisions of § 33.1-12, 9(f) shall apply only to highways controlled by the Department of Transportation."

**Explanation:**

(This amendment clarifies that the provisions of House Bill 1284 and Senate Bill 639 regarding local plan conformity do not apply to roadways within the state urban system or maintained by Arlington and Henrico Counties.)

**Transportation**  
Department Of Transportation

Language

**Language:**

Page 339, after line 6, insert:

"F. Prior to annual adoption of the Six Year Improvement Program, the Commonwealth Transportation Board may allocate funding from the highway portion of the Transportation Trust Fund to undertake any park and ride lot improvements for the I-95 Corridor required pursuant to the Comprehensive Agreement for the I-95 High Occupancy Toll Lanes project."

**Explanation:**

(This amendment modifies language in the introduced budget to separate responsibility for subsidiary components of the I-95 HOT Lanes project between VDOT and DRPT according to the programs which each agency manages. A companion amendment to Item 441 sets out the activities which would be funded by DRPT.)

# *Hampton Roads Mayors and Chairs Caucus*

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April 11, 2012

The Honorable Nadar Baroukh  
Mayor  
City of Falls Church  
243 Gundry Drive  
Falls Church, VA 22046

The following letter was individually  
addressed and mailed to those on the  
attached distribution list.

RE: Transportation Funding in Virginia

Dear Mayor Baroukh:

The Commonwealth of Virginia is unable to meet its transportation needs. The state has projected that by 2017, VDOT will not be able to fully fund its highway maintenance program nor fully match federal funding. In addition, it is projected that there will be no state transportation revenue for new highway construction. We all recognize the crisis Virginia faces as it relates to transportation, therefore, we strongly believe it is time for the Golden Crescent Region of Virginia to organize ourselves. We must encourage the General Assembly to address the Commonwealth's well-documented transportation needs. We need not tell you how important transportation is to the health, welfare, safety, and economic vitality of the Commonwealth.

In the Hampton Roads region, we are faced with the dilemma of trying to meet the transportation demands of a large military presence and the ever-expanding ports of Virginia. Moreover, the presence of large bodies of water requires very costly transportation infrastructure funding and maintenance support. The Richmond area faces the increasing demands put upon it by the bustling intersection of the state's two major interstates – I-95 and I-64. Northern Virginia's roadways are some of the most congested in America due to the presence of the national capital. As evidence of these points, we know that the following interstates are currently operating consistently at a service level F: I-95, I-495, I-395, and I-66. Finally, there are Northern Virginia's mass transit needs. All of these issues should unite those of us who represent the area from North Carolina to Richmond to the nation's capital.

A number of years ago, there was an attempt made to have the Golden Crescent Region coalesce on a number of issues. At that time, the focus was on transportation and education. Considering the transportation crisis we now face, we strongly feel it is time again for us to join together, perhaps with the assistance of the business community. We believe our regions working together can effectively influence the General Assembly to address the transportation crisis. Specifically, there may be an opportunity if a special session is called later this year on tax reform and, possibly, to address the outcome of the Supreme Court's ruling on the Patient Protection and Affordable Care Act (PPACA).

We propose convening a meeting, or quite possibly a summit, of the Mayors and the Chairs of the Boards of Supervisors from the Golden Crescent localities to discuss our mutually shared transportation concerns. The meeting would be conducted soon after the reconvened session in Richmond scheduled for April 18. The purpose of this gathering would be to coalesce around some general ideas relating to transportation funding, developing a strategy, and discuss outreach to the business community. More specifically, we

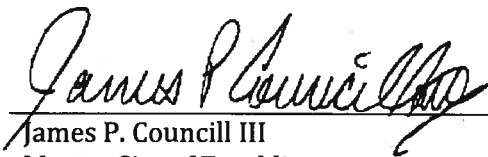
The Honorable Nadar Baroukh  
April 11, 2012  
Page 2

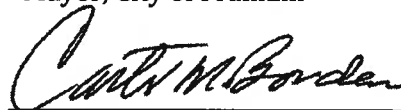
would agree to harness our respective political influence and initiate a campaign to influence our General Assembly to address our significant transportation challenges. We also suggest that we invite staff of our respective Metropolitan Planning Organizations (MPOs) and Transportation Planning Organizations (TPOs) to assist us.

We would be happy to organize a conference call to further discuss this proposal and are anxious to hear from you about whether or not you believe this is a worthwhile endeavor. We are looking forward to your response.

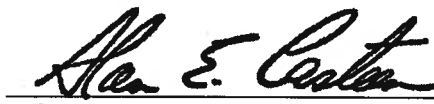
Sincerely,

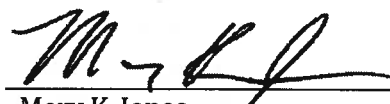
Hampton Roads Mayors & Chairs Caucus

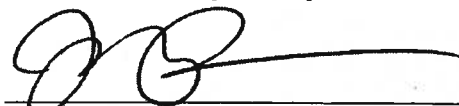
  
James P. Councill III  
Mayor, City of Franklin

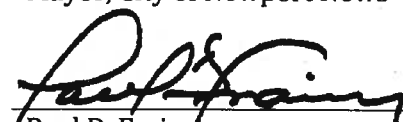
  
Carter Borden  
Chairman, Gloucester County

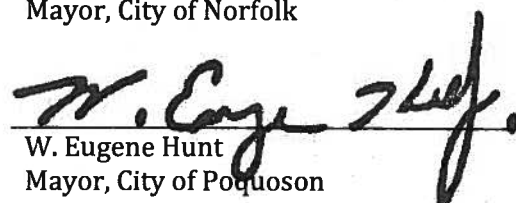
  
Molly Joseph Ward  
Mayor, City of Hampton

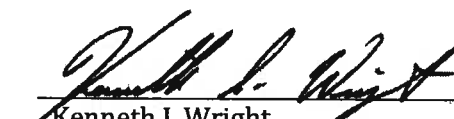
  
Alan E. Casteen  
Chairman, Isle of Wight County


  
Mary K. Jones  
Chair, James City County

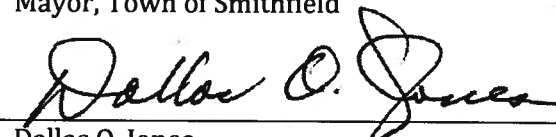
  
McKinley L. Price  
Mayor, City of Newport News

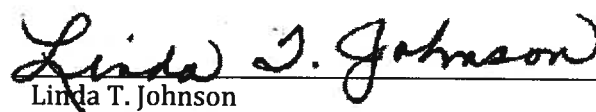
  
Paul D. Fraim  
Mayor, City of Norfolk

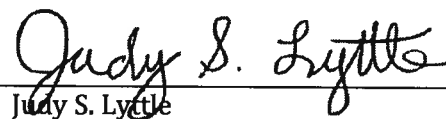
  
W. Eugene Hunt  
Mayor, City of Poquoson


  
Kenneth I. Wright  
Mayor, City of Portsmouth

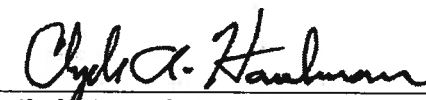
  
David M. Hare  
Mayor, Town of Smithfield

  
Dallas O. Jones  
Chairman, Southampton County

  
Linda T. Johnson  
Mayor, City of Suffolk

  
Judy S. Lytle  
Chair, Surry County

  
William D. Sessoms  
Mayor, City of Virginia Beach

  
Clyde A. Haulman  
Mayor, City of Williamsburg

  
Thomas G. Shepperd  
Chairman, York County

**Distribution - Golden Crescent Mayors & Chairs:**

The Honorable Nadar Baroukh, Falls Church  
The Honorable Sharon Bulova, Fairfax County  
The Honorable Steve J. DeBenedittis, Town of Herndon  
The Honorable William Euille, Alexandria  
The Honorable Mary Hynes, Arlington County  
The Honorable Frank Jones, Manassas Park  
The Honorable Robert W. Lazaro, Jr., Town of Purcellville  
The Honorable Robert F. Lederer, Fairfax  
The Honorable Harry J. Parrish II, Manassas  
The Honorable M. Jane Seeman, Town of Vienna  
The Honorable Corey A. Stewart, Prince William County  
The Honorable Kristen C. Umstattd, Town of Leesburg  
The Honorable Nancy H. West, Town of Dumfries  
The Honorable Scott K. York, Loudoun County  
The Honorable Daniel Gecker, Chesterfield County  
The Honorable C. Scott Davis, Colonial Heights  
The Honorable Harrison A. Moody, Dinwiddie County  
The Honorable Samuel W. Adams III, Emporia  
The Honorable Peggy R. Wiley, Greenville County  
The Honorable Christina Luman-Bailey, Hopewell  
The Honorable Brian A. Moore, Petersburg  
The Honorable Henry D. Parker, Prince George County  
The Honorable Rufus E. Tyler, Sussex County  
The Honorable Wayne Acors, Caroline County  
The Honorable Cedell Brooks, Sr., King George County  
The Honorable Thomas T. Tomzak, Md., Fredericksburg  
The Honorable David Storke, Bowling Green  
The Honorable Nancy Long, Port Royal  
The Honorable Ann L. Heidig, Spotsylvania County  
The Honorable Susan Stimpson, Stafford County  
The Honorable Faye Prichard, Ashland  
The Honorable Gilbert Smith, Charles City County  
The Honorable Ned Creasey, Goochland County  
The Honorable Ed Via, Hanover County  
The Honorable Dick Glover, Henrico County  
The Honorable Jimmy Burrell, New Kent County  
The Honorable Barry Hodge, Powhatan County  
The Honorable Dwight Jones, Richmond (Mayor)  
The Honorable Kathy Graziano, Richmond (President of Richmond City Council)

**Rick Taube**

**From:** APTA Legislative Update [legislativeupdate@apta.com]  
**Sent:** Thursday, April 19, 2012 12:27 PM  
**To:** Rick Taube  
**Subject:** APTA Legislative Alert-April 19, 2012

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<http://www.commpartners.com/website/white-listing.htm>



## LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



April 19, 2012

### **House Approves New Extension of Transit and Highway Programs--Bill Gets House to Serve as Conference on Multi-Year Authorization Bill**

With the goal of passing a bill that allows the House of Representatives to move to a conference committee with the Senate on a multi-year surface transportation authorization measure, the House passed a bill authorizing a further 90-day extension of SAFETEA-LU (H.R. 4348) through September 30, 2012. As House Transportation and Infrastructure (T&I) Ranking Member Nick Rahall (D-WV) remarked on the floor during House debate, "Taking the other side at their word ... passage of this extension of current law through the end of the fiscal year will allow us to go to conference with the other body." The bill was approved by a vote of 293-127, with Ranking Member Rahall and 68 Democrats voting with Republicans for passage. The 90-day clean extension of transit and highway programs preserves the existing Mass Transit Account (MTA) and the transit program's dedicated funding from motor fuel receipts paid into the MTA.

The bill brought to the House floor yesterday also includes provisions approving the permit of the Keystone XL pipeline and a modified version of the Senate's RESTORE Act (directing BP oil spill penalties to projects in the Gulf states). Three amendments were made in order by the House Rules Committee including one to incorporate the project and environmental streamlining provisions originally included in H.R. 7, the bill the T&I Committee reported out back in February. Amendments to guarantee spending of Harbor Maintenance Trust Fund receipts as well as legislation shifting enforcement responsibilities for Federal coal ash rules to the states were also considered. All three amendments considered were approved by the House and included in the final bill.

The amendment adding H.R. 7's streamlining project provisions was made in order after some Republicans expressed concern that House conferees would be left in a weak negotiating position if they went to a conference committee with "shell" legislation that lacked any of the substantive policy provisions included in the House committee-passed bill. House Democrats had sought to consider an amendment on the House floor substituting the text of Senate-passed MAP-21 for the House bill, but that effort was not allowed under the Rule.

On Tuesday, the White House issued a Statement of Administration Policy on the bill threatening a veto over the bill's approval of the Keystone XL pipeline.

Citing the funding uncertainty and job loss resulting from a prolonged series of short-term extensions, T&I Ranking Member Rahall urged Chairman John Mica (R-FL) to join him in sending a letter to the Speaker urging expeditious appointment of conferees. Saying the message he hears from the American people is "Stop the bickering; stop the baloney; put people back to work," Mica committed to act quickly to move the bill to conference.

### **Senate Subcommittee Approves Transportation-HUD Appropriations Bill for Fiscal Year (FY) 2013**

Progress on the FY 2013 Appropriations process began in the Senate this week as Senate appropriators marked

up the FY 2013 Transportation, Housing and Urban Development and Related Agencies (THUD) appropriations bill in subcommittee on Tuesday. In the absence of authorization legislation for FY 2013, the \$53.4 billion spending bill sets funding for highway and transit programs at current levels. It appropriates \$10.6 billion for transit programs, including \$2.044 billion for New Starts. In addition, the subcommittee approved bill provides:

- \$500 million (equal to the FY 2012 funding level) for Significant Transportation Projects (the "TIGER" program) to support projects in a wide variety of modes, including highways and bridges, public transportation, passenger and freight railroads, and port infrastructure;
- \$39.1 billion (equal to the FY 2012 funding level) for the annual Federal-aid Highway program to support essential investments in roads and bridges in every State across the country.
- \$1.75 billion for rail infrastructure, including \$100 million for the High Performance Intercity Passenger Rail grant program to assist states with the improvement of existing intercity services, congestion mitigation and multi-state planning initiatives and \$1.45 billion for Amtrak;
- \$150 million is provided for grants to the Washington Metropolitan Area Transit Authority (WMATA) for capital investments, with the highest priority on projects that will improve the safety of the transit system;
- \$50 million within HUD's Community Development Fund for the Sustainable Communities Initiative to promote integrated housing and transportation planning.

The subcommittee approved the bill by a vote of 15-1. The full Senate Appropriations Committee was meeting Thursday morning to approve the bill. On the House side, appropriators are working with a lower discretionary spending limit under the House-passed 2013 budget resolution than on the Senate side. House appropriators await progress on the transportation authorization bill and are unlikely to move a transportation appropriations bill before late May.

#### **Senate Budget Committee Acts on FY 2013 Budget Resolution**

Following through on his pledge to advance a budget resolution, Senate Budget Committee Chairman Kent Conrad (D-ND) yesterday marked up a FY 2013 concurrent resolution, which was adopted by a 12-10 vote. Included in the resolution is a proposal from the Simpson-Bowles deficit commission to dedicate a 15 cents-per-gallon gas tax increase to the Highway Trust Fund and limit spending to revenues deposited into the trust fund. Chairman Conrad's aim is to devise a budget blueprint that addresses the longer-term problem of debt reduction and averts the \$1.2 trillion across-the-board "sequester" cuts to defense and non-defense spending.

Majority Leader Harry Reid (D-NV) has repeatedly asserted that the FY 2013 discretionary spending cap included in last year's budget bill constitutes this year's Senate budget resolution, so it is unclear if the concurrent resolution Conrad marked up this week will come to the Senate floor. Chairman Conrad has objected to House Budget Committee Chairman Ryan's FY 2013 budget resolution, which he says breaks faith with last year's budget deal by making significant additional cuts in spending and proposing tax cuts for the wealthy. While it is unlikely that the House and Senate will reach an agreement on a budget resolution, Chairman Conrad's concurrent resolution helps to establish a Budget Committee position on the FY 2013 budget and frames the greater debt reduction debate.







AGENDA ITEM #8

**TO:** Chairman Fisette and NVTC Commissioners  
**FROM:** Rick Taube and Claire Gron  
**DATE:** April 26, 2012  
**SUBJECT:** WMATA Items.

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A. WMATA Board Members' Report.

NVTC's WMATA Board members will have the opportunity to bring relevant matters to the attention of the commission. Attached for your information are materials describing hearings on WMATA's proposed FY 2013 fare increases together with budget materials and customer survey results.

B. Vital Signs/WMATA Dashboard.

Each month staff will provide copies of WMATA's Dashboard performance report and every quarter staff will include a summary of WMATA's Vital Signs report.

C. Status of Discussions with the WMATA Board Regarding Loudoun County.

NVTC's WMATA Board members will describe progress.

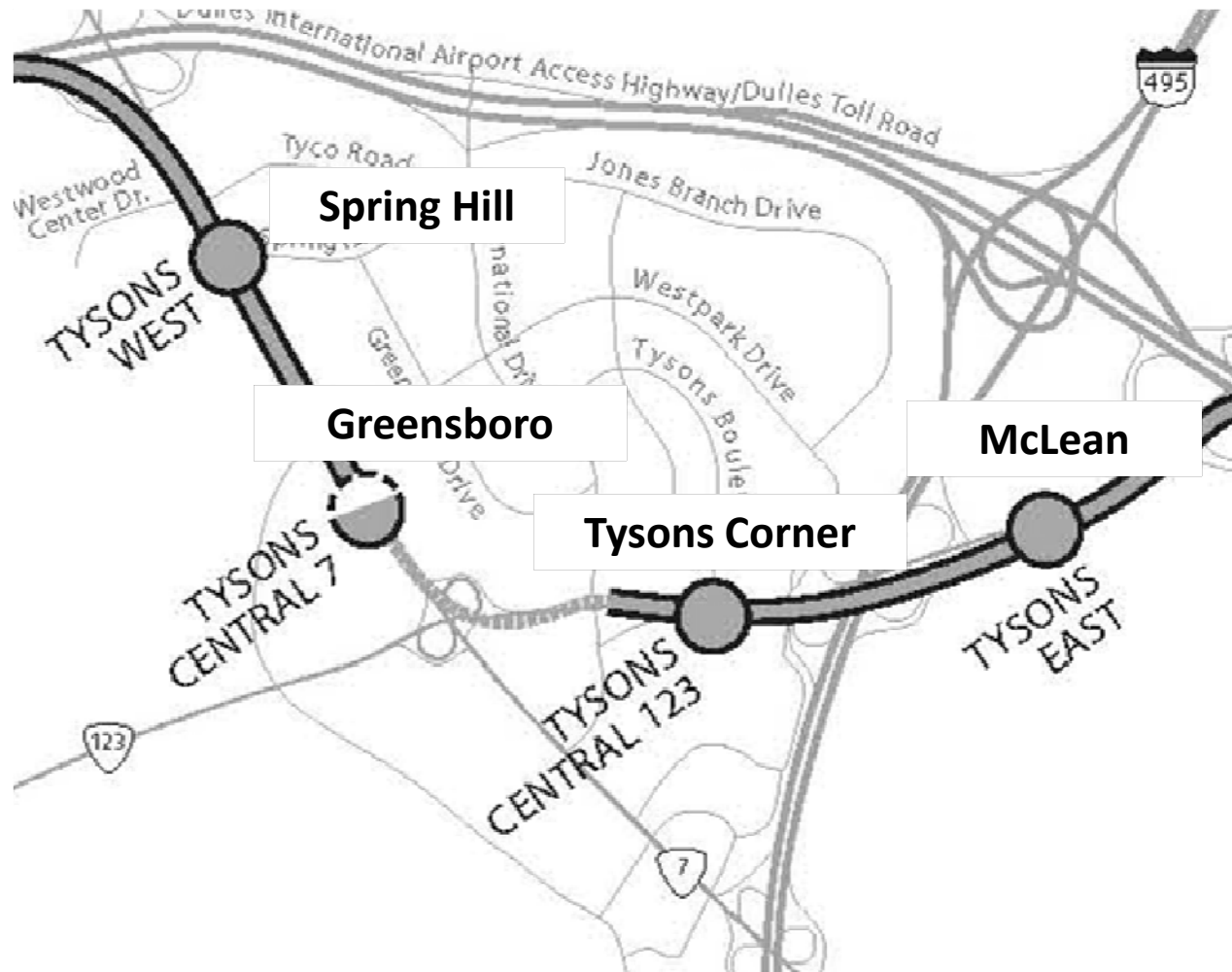


2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201  
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120  
E-mail [nvtc@nvtvc.org](mailto:nvtc@nvtvc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)



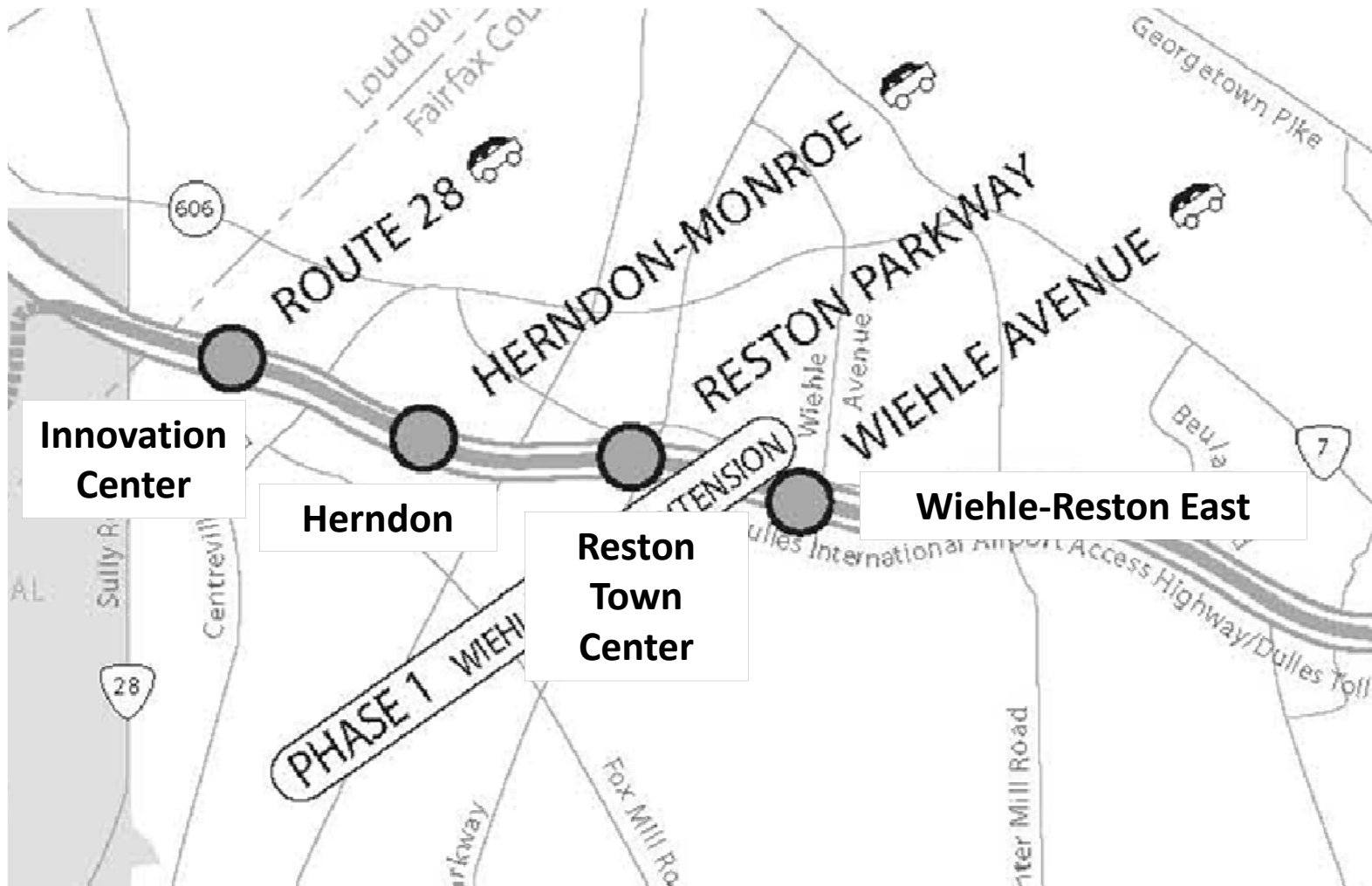
# Fairfax County Station Name Recommendations

A





# Fairfax County Station Name Recommendations





# Metro is Listening

## Public Hearing & Outreach Staff Report



# Metro is Listening: Public Comment Period

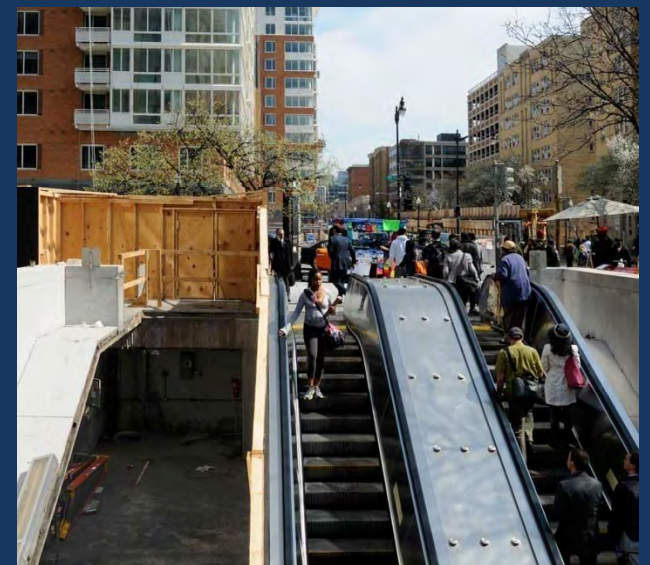
- 4,212 total comments/inputs
  - 124 at hearings
  - 92 in writing
  - 1 petition with 321 signatures
  - 3,652 on-line survey
  - 23 MetroAccess Open Forum Comments
- Publicized efforts through:
  - Newspapers
  - Governmental and jurisdictional stakeholders
  - Libraries
  - Web Page
  - Community outreach
  - Vehicles and stations





# Hearing Themes

- 270 attended; 124 participated
  - District of Columbia – 100 / 39
  - Maryland – 100 / 52
  - Virginia – 70 / 33
- Comment themes:
  - MetroAccess fares and service issues
  - Service quality
    - Escalator and rail performance
  - Customer service
  - Funding sources
  - Cost containment
  - Fare structure and fare changes





# Public Hearing & Written Comments

Of the 216 comments/inputs received:

- 29% oppose MetroAccess increase
  - strong sentiment to reduce fares
- 22% oppose any type of fare increase
  - 6% support a fare increase
- 12% request find alternate savings
- 8% oppose paper card additional fee
- 3% oppose bus fare increase





# Online Survey: Fare Proposals

From over 3600 responses:

- 57% favor eliminating peak-of-the-peak
- 79% support paper fare card surcharge
  - Increase surcharge vs. \$4/\$6 flat fares
- 79% support higher parking fees
- 82% support current MetroAccess fare structure
  - 42% support maximum fare of \$7.40
  - 40% leave maximum at \$7.00
  - 18% support changed fare structure
- 84% favor peak/off-peak consistency







# Online Survey: Passes

Pass Product	Results
Unrestricted, unlimited travel, one-day paper farecard	72%
28-Day, SmarTrip®	52%
7-Day, SmarTrip®	51%
7-Day, short trip, paper farecard	39%
28-day, short trip, paper farecard	31%





# Online Survey: Budget Priorities - Support Services

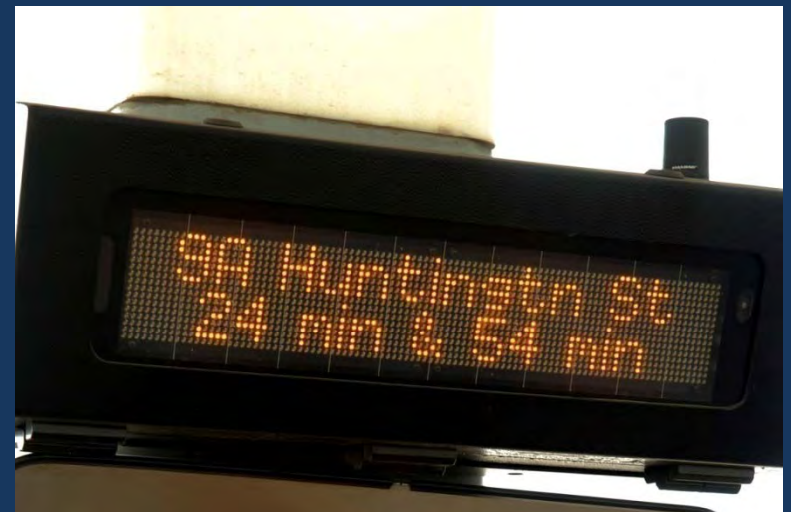
Rank	Category
1	Long-term planning functions
2	<b>Tie:</b> On-board train/bus cleaning and station managers' presence
4	Transit police officers
5	Station cleanliness
6	<b>Tie:</b> Exterior cleaning of trains/buses and customer service hours of availability





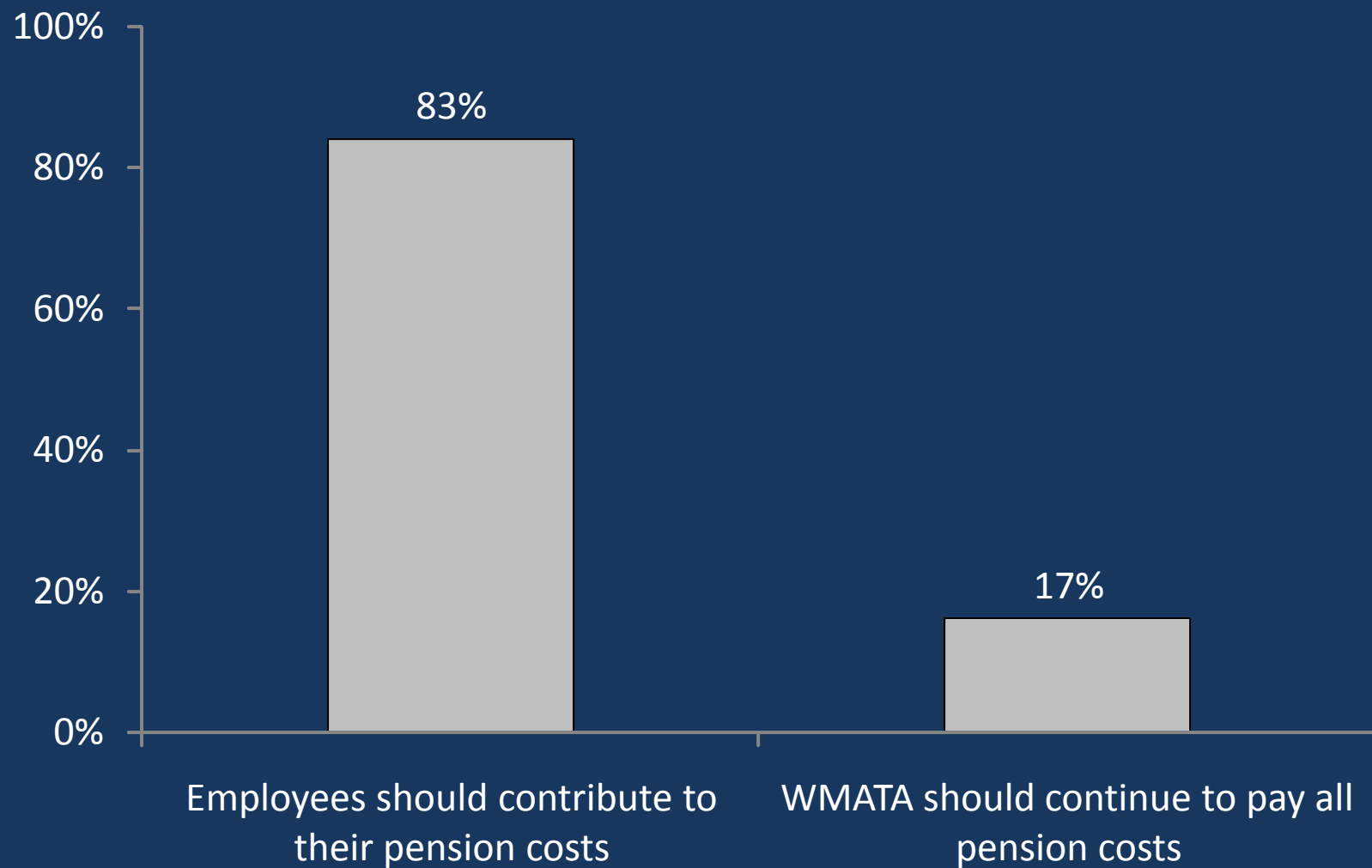
# Online Survey: Budget Priorities - Improvements

Rank	Category
1	NTSB Compliance
2	Performance and bus reliability
3	Railcar maintenance
4	Elevator/escalator maintenance
5	Expand rail rush hour service
6	Improve safety with fatigue management program
7	Add police to force
8	Prepare for Silver Line
9	Maintaining terrorism prevention



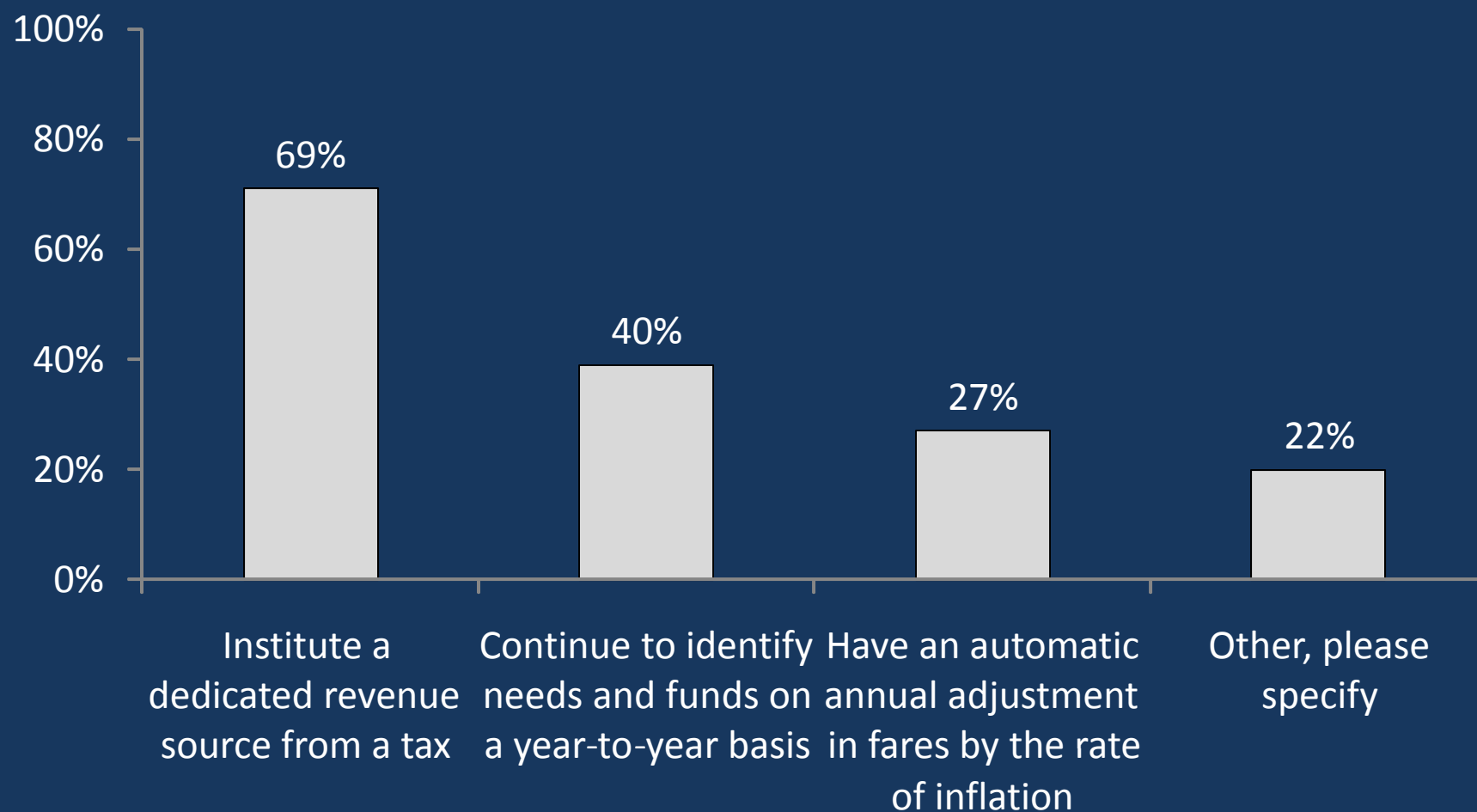


# Personnel Expenses





# Source of Funding Metro





# Online Survey: Capital Improvements

Rank	Category
1	Rail track
2	Rehabilitation of rail infrastructure
3	Vehicles/vehicle parts
4	Maintenance equipment
5	Next Train, PIDS
6	Customer facilities
7	Maintenance facilities - rail yards







# Online Survey : Future Capital Priorities

Rank	Category
1	8-car trains all lines during rush
2	Address station overcrowding
3	Rehabilitate more rail lines
4	<b>Tie:</b> Extend rail lines and address overcrowded bus routes
6	<b>Tie:</b> Add entrances to crowded rail stations and add express bus routes
8	Pedestrian tunnel between Gallery Place/Metro Center
9	Advanced Next Bus Displays at high usage stops
10	State of the art bicycle commuting facilities





# Metro Forward Outreach

- 92% have seen construction in the Metro System
- 89% believe Metro should maintain current construction schedule
- 88% have heard of Metro's rebuilding campaign
- 55% have heard of Metro Forward
- In-system communication is key







# Fare Change Proposal Response to Public

Revisions to the Fare Change  
Proposal to Consider



# Fare Policy Principles

*Approved November 18, 2010*

1. Ensure and enhance customer satisfaction
2. Establish a mechanism to allow customers to determine their fares easily
3. Optimize the use of existing capacity
4. Establish equitable fares and ensure compliance with federal regulations
5. Facilitate movement between modes and operators throughout the region
6. Encourage the use of cost-effective media
7. Generate adequate revenue while maximizing ridership



# Revisions for Consideration to Recommended Fare Changes

## Rail Fare

- Replace \$4/\$6 option with a surcharge increase for paper fare cards
  - Surcharge on paper fare card of \$1
  - Max fare for paper fare card = \$5.75 + \$1 surcharge
- Adjust off-peak fares to eliminate anomalies in discount impact

## Rail Passes

- Add one-day rail pass for \$14, unrestricted
  - Available on paper fare card and SmarTrip®
- Add 28-day rail fast pass for \$230, available on SmarTrip®
- Maintain 7-day short-trip pass for \$35, available on magnetic paper fare card (in lieu of 28-day)



# Revisions for Consideration to Recommended Fare Changes

## Bus Fare

- Rather than a \$2 cash boarding fee for local/limited-stop bus, maintain 20¢ surcharge on cash boarding
  - Cash boarding fee -  $\$1.60 + \$0.20 = \$1.80$

## MetroAccess

- Hold max fare to current level of \$7.00



# Fare Changes Revenue Impact (\$10.2 Million)



\$4/\$6 Paper fare cards	(\$ 16M)
Bus cash boarding \$1.80	(\$ 1M)
MetroAccess max fare	(\$ 0.2M)
Off Peak Adjustment	(\$3.5M)



\$1 Surcharge on Paper	+ \$ 5M
\$14 Day Pass	+ \$ 2.5M
28-Day Rail Pass	+ \$ 1M
New rider revenue forecast	+ \$ 2M





## Funding of FY2013 Operating Budget

Revenue From Original Fare Proposal	\$ 66 Million
Fare Changes Being Considered	<u>(\$ 10 Million)</u>
New Revenues From Fare Increase	\$ 56 Million

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<b>FY13 Budget Increase from FY12</b>	<b>\$103 Million</b>
<b>Proposed Fare Changes</b>	<b><u>\$ 56 Million</u></b>

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<b>Additional Jurisdiction Contribution</b>	<b>\$ 47 Million</b>
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# Summary of Fare Changes for Consideration

## Metrorail

- Eliminate peak-of-the-peak surcharge
- Increase peak-period rail fares by 5.7%, increase max fare to \$5.75
- Align off-peak fares with peak fares, base fare \$1.70, max fare \$3.50
- Base Fare set at \$1.70, max fare at \$3.50
- Non-SmarTrip® surcharge of \$1.00
- One-day pass \$14, valid all day
- 7-day rail fast pass \$57.50 and 28-day rail fast pass \$230
- 7-day short-trip pass \$35

## Metrobus

- Increase Bus regular fares by 10¢
- 7-day regional bus pass \$16
- Cash boarding charge for local/limited stop \$1.80
- Cash boarding charge for Express \$4.00



# Summary of Fare Changes And Preliminary Title VI Analysis

## MetroAccess

- No change to fare methodology, Fare cap of \$7.00

## Other

- Increase parking fee at park-and-ride facilities by \$0.25
- Adjust reserved parking to balance supply and demand
- Decrease bike locker rental fee to \$120

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## Title VI Analysis

- Analysis of this revised fare change proposal shows no disparate impact on Title VI populations





# Fare Change Implementation Timeline

**April 26<sup>th</sup> Metro Board  
Decision on new fares**

**Day 1  
thru  
Day 15**

- Complete Rail fare valuations
- **Produce Rail fare matrices (86x86)**
- **Design text & graphic layouts for fare charts**
- Obtain regional carrier decisions; Update transfer matrix
- **Create new SmarTrip fare instruments (passes)**

**Day 16  
thru  
Day 30**

- Program Rail fare changes in Nextfare Central System
- **Complete testing Rail fare changes & new passes**
- Produce Bus fare matrices
- Program & Test Bus fare changes
- **Proof & Verify all fare charts, and related signage**

**Day 31  
Thru  
Day 45**

- **Final approval and QA before sign fabrication begins**
- **Complete production of all fare charts & signage**
- Proof & Encode paper fare media for Rail passes
- **Release new fares to Trip Planner and Trapeze**
- Finalize plan & design for Customer Communications

**Day 46  
thru  
Day 60**

- **Download & Verification of new Rail fares**
- **Download /Probing & Verification of new Bus fares**
- Advance sales of media with new fares
- Complete installation of all Rail and Bus signage
- Production & Distribution of Mktg collateral

**July 1<sup>st</sup>  
New  
Fares  
Go Live**



# FY2013 Operating Budget

## Review of Proposed FY2013 Operating Budget



# FY2013 Proposed Operating Budget

- The \$1.6 billion proposed operating budget will:
  - Continue advancing an aggressive safety program, complying with NTSB requirements and addressing worker fatigue management
  - Preparation for Silver Line service
  - Expand select rush-hour service
  - Improve capacity to perform equipment maintenance
  - Increase escalator preventive maintenance
  - Maintain Metro Access service
  - Enhance security



# FY2013 Proposed Operating Budget (April)

<b>Proposed Budget</b>	FY2012	FY2013	CHANGE	
(\$ in M)	<u>Budget</u>	<u>Budget</u>	\$	%
<b>Revenue (including Fare Change)</b>				
MetroRail Passenger Fare	\$582	\$626	\$44	8%
MetroBus Passenger Fare	125	138	13	10%
MetroAccess Passenger Fare *	6	8	2	28%
Parking	48	49	1	2%
Other Revenue	51	53	2	4%
<b>Total Revenue</b>	<b>\$812</b>	<b>\$874</b>	<b>\$62</b>	<b>8%</b>
<b>Expense</b>				
Baseline Operating Expenses	\$1,465	\$1,531	\$66	5%
System Improvements		35	35	
Dulles Transition Plan		20	20	
Expense Efficiencies and Funding		(10)	(10)	
<b>Total Expense</b>	<b>\$1,465</b>	<b>\$1,576</b>	<b>\$111</b>	<b>8%</b>
Preventive Maintenance	(31)	(31)	0	
Bus Funding from FY2011 Surplus		(2)	(2)	
<b>Total</b>	<b>\$1,434</b>	<b>\$1,543</b>	<b>\$109</b>	<b>8%</b>
<b>SUBSIDY</b>	<b>\$622</b>	<b>\$669</b>	<b>\$47</b>	<b>8%</b>

\* FY2013 MetroAccess revenue budget was underestimated.



# Jurisdiction Contribution \$47 M

(\$ Millions)	FY2012 Subsidy	UPDATED	Subsidy Variance
		FY2013 Proposed	
<b>District of Columbia</b>	\$233.3	\$249.1	\$15.8
Montgomery County	\$104.7	\$112.7	\$7.9
Prince George's County	\$141.7	\$150.9	\$9.2
<b>Maryland Total</b>	<b>\$246.4</b>	<b>\$263.6</b>	<b>\$17.2</b>
City of Alexandria	\$22.3	\$24.3	\$2.0
Arlington County	\$37.4	\$41.7	\$4.3
City of Fairfax	\$1.4	\$1.4	(\$0.0)
Fairfax County	\$79.3	\$87.3	\$7.9
City of Falls Church	\$1.8	\$1.9	\$0.0
<b>Virginia Total</b>	<b>\$142.3</b>	<b>\$156.5</b>	<b>\$14.1</b>
<b>Total Subsidy</b>	<b>\$622.0</b>	<b>\$669.1</b>	<b>\$47.1</b>



## Recommendation

- Approval of the public hearing staff report on the public outreach held in February and March, 2012
- Approve revised fare change proposal to be implemented July 1, 2012
- Consider approval of FY2013 Operating Budget

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT, FY2013 FARE INCREASE, AND FY2013 OPERATING BUDGET

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

WHEREAS, The Board of Directors has received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2013 operating budget and has conducted six public hearings preceded by open forums on the proposed fare changes, the results of which are summarized in a Staff Report (Attachment A); and

WHEREAS, Staff also conducted an "on-line" survey whose results are summarized in the Staff Report; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated the proposed adjustments to fares and service throughout the decision making process to determine whether these changes would have a disparate impact on minority and low-income populations, and has determined there is no significant disparate impact on minority or low-income populations at the system-wide level in the fare proposals recommended by the GM/CEO; and

WHEREAS, It is anticipated that the Montgomery Council will approve continued funding for the "Kids Ride Free" program to subsidize free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m. for the FY2013 Budget; and

WHEREAS, It is anticipated that the District of Columbia may wish to "buy down" student fares to maintain the fares at the June 2010 level; now, therefore be it

*RESOLVED*, That the Board of Directors approves the Staff Report on the public hearings and outreach held in February and March of 2012, concerning proposed service changes attached as Attachment A; and be it further

*RESOLVED*, That the Board of Directors:

1. Approves increases to the Metrobus, Metrorail and MetroAccess fares and parking fares reflected in Attachment B to begin on or about Sunday, July 1, 2012; and
2. Eliminates the "peak of the peak" surcharge; and

3. Determines that the value of transfers from local bus services shall follow the procedures applied in the WMATA Tariff whereby the local bus fare paid is the value of the transfer on Metrobus, with any required "step-up" fare to the WMATA fare to be paid by the customer; and
4. Approves the Montgomery County Council "Kids Ride Free" program to provide free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m., subject to funding by Montgomery County; and
5. Approves a \$0.05 surcharge on entry and exit at up to two stations in each Compact Signatory (Virginia, Maryland and the District of Columbia) for the purpose of funding station-specific capital improvements to Metro facilities at the stations where the surcharge is levied; provided that each jurisdiction receives approval for its proposed two stations from the Board prior to implementation; and be it further

RESOLVED, That the Board of Directors provides the District of Columbia the opportunity to absorb any student fare increase by increasing the school subsidy payment accordingly; and be it further

*RESOLVED*, That the Board of Directors approves the FY2013 operating budget of \$1,576 million with operating revenue, expense and subsidy as detailed in Attachments C and D; and be it further

*RESOLVED*, That the 103-mile rail construction debt service portion of the FY2013 budget totals \$16.2 million and is allocated to the jurisdictions as detailed in Attachment E; and be it further

*RESOLVED*, That \$21.2 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2013 budget and are allocated to the jurisdictions as detailed in Attachment E; and be it finally

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

Reviewed as to form and legal sufficiency,



---

Carol B. O'Keeffe  
General Counsel



ATTACHMENT A

# **STAFF REPORT**

**Public Hearings  
On  
Details of the Proposed FY 2013 Budget, Fare Proposal and  
Capital Improvement Program**

**April 12, 2012**

**Washington Metropolitan Area Transit Authority**

## **General Information**

### **Public Comment and Reporting Process**

The following report is a summary of the comments on the FY 2013 WMATA budget and fare proposal, and capital program received by Metro staff and Board members during a public comment period and at public hearings held between February 11 and March 21, 2012. This Staff Summary Report reflects oral and written comments received at each public hearing, those mailed, faxed or e-mailed to Metro headquarters, and the results of an on-line questionnaire.

The purpose of the public hearings is twofold. First, the public hearings satisfy the requirements of Section 62 of the Metro Compact and Federal Transit Administration statutes that require public hearings be held prior to implementing a fare increase or service reduction. Second, the hearings allow Metro to solicit and obtain public comment regarding the proposed changes to fund expanded peak period rail service on four lines, enhance priority bus corridors to improve reliability, and prepare for Silver Line service, as well as implement certain fare program changes including eliminating the peak of the peak surcharge, increasing bus and rail fares, and instituting new multi ride passes.

A series of six public hearings was conducted from February 27-March 7, 2011. Two public hearings were held in each jurisdiction. A detailed list of hearing times and locations is provided in Appendix A, as is the hearing docket. The public was also informed that if approved, any modifications were expected to take effect on or about July 1, 2012.

Formal notice of these hearings was made in eight regional publications in six different languages, as well as advertisements placed in the Express and Examiner and six weekly newspapers. In addition, notice was posted on Metro's Web site, in Metro buses and trains, in banners and posters in stations, through email outreach and community lists, and sent to 80 government stakeholders and more than 1,400 civic and community organizations.

Standard procedures were employed at each public hearing. Prior to the hearing, Metro hosted Open Forums, where staff was available to respond to questions on the docket and on Metro operations in general. A series of documents were available describing the proposals being considered to balance the FY 2012 Metro operating budget. Metro staff also offered a variety of service information to attendees prior to the start of the hearings, and made available a video for the public about Metro's current budget priorities and capital rebuilding efforts. In addition, cyber café at each forum allowed members of the public to email comments on the docket, or to take the online budget and fare survey.

At the beginning of each hearing, the presiding Board member read a prepared statement outlining the public hearing process. Then, a senior member of the Metro staff provided an explanation of the major proposed changes. Following this, pre-registered speakers were called to the podium to offer testimony. Following the testimony of pre-registered speakers, the presiding Board member called upon speakers in the order that they registered at the hearing. Public officials were given five minutes to speak. All others were allowed three

minutes to make comments. Additionally, all attendees were informed that Metro would accept written testimony until 5 p.m. March 12, 2011.

## **Executive Summary**

A public comment period was held between February 11 and March 12, 2012 to solicit and obtain public input on proposals to balance the FY 2013 Washington Metropolitan Area Transit Authority (Metro) operating budget.

Six public hearings were conducted between February 27 and March 7, 2012, which included opportunities for the public to provide oral and written testimony in the District of Columbia, Maryland, and Virginia. Comments were also accepted via mail and online. Additionally, a questionnaire was made available which the public could complete online to comment on the public docket.

The proposals being considered on the public docket include elimination of the peak of the peak surcharge, increases to base rail and bus fares, a parking fee increase, and changes to certain multi-ride passes.

Approximately 4,212 inputs were received during the public comment period submitted through oral testimony at a public hearing, written testimony, emailed and mailed comments, petitions, and/or through the on-line survey.

With respect to public hearing and written comments submitted, the majority of comments focused on the Metro Access maximum fare cap and fare increase, current Metro service levels and service quality, opposition to rail and bus fare increases, and funding sources, as well as cost containment.

Of the 216 public comments received at hearings and in writing, 28% oppose a MetroAccess fare increase, 22% oppose any fare increase, and 6% support a fare increase.

The number of people who participated in the online survey more than tripled compared to 2011. From the online survey, which was taken by more than 3,600 responders, 57% favor the elimination of the peak of the peak surcharge, 79% favor the paper fare surcharge, 79% support higher parking fees.

With respect to MetroAccess fares, 82% support the current structure. However, 42% of those respondents support the current structure with an increase to the cap on the maximum fare to \$7.40.

On the question of multi-ride passes, there is strong (72%) support for an unrestricted, unlimited, one-day paper fare card, as Metro riders support fare media that meets the needs of visitors.

When customers were asked about budget priorities, they ranked NTSB compliance, performance and bus reliability, and railcar maintenance as the top three most important improvements.

On the capital improvement program, survey participants ranked rail track, rehabilitation of rail infrastructure and vehicle/vehicle parts as their top 3 improvement priorities for the current program. Going forward, the most important future capital priority for respondents is 8-car trains for all lines during peak travel, as well as projects that address station overcrowding and rehabilitate more rail lines.

92% of respondents have observed construction on the system and 89% want WMATA to maintain its current rebuilding schedule. Respondents in this survey again confirmed the importance of communicating information with them while they are on the system, and 88% indicated that they have heard about Metro's rebuilding program, with more than half saying they know the program by brand name, Metro Forward.

It is important to note, that regardless of the channel by which customers delivered their input on the FY 2013 budget, these comments reflect only those who responded to the call for comment on the public docket. This report provides a summary of the data collected which uses percentages to organize the information collected. Like the public hearing, the survey was available to all and was not designed to obtain a random representative sample.

## **PUBLIC HEARING AND WRITTEN INPUT**

There were a total of 537 customer inputs from the 2012 budget fare hearings, including 321 from a petition, 123 in-person and 92 were received from written testimony.

383 (71.3%)	oppose increases in MetroAccess fares
338 (62.9%)	oppose proposed paper fare card penalty
58 (10.8%)	comments received were unrelated to the public docket
47 (8.8%)	oppose an increase in rail and bus fares
25 (4.6%)	support additional cost avoidance
24 (4.5%)	support increased contributions from jurisdictions
12 (2.2%)	support fare increases
5 (1.0%)	support capital program

	JURISDICTION	Support 05 surcharge	Not opposed to increase	Oppose All Increases	Oppose Access increase	Find alternate savings	Support Increased Parking	Oppose Increased Parking	Oppose Bus Fare Increase	Oppose removal of P of P	Support removal of peak of peak	Opposes SmartTrip® Penalty	OT Jurisdictions should pay more	OT Implement flat fare	OT More pass options	Completely unrelated
DC	120	4	3	16	81	6	0	0	4	1	0	82	6	1	2	9
	22.33%	57.14%	25.00%	34.04%	21.15%	24.00%	0.00%	0.00%	57.14%	33.33%	0.00%	24.26%	25.00%	20.00%	16.67%	15.52%
Maryland	262	0	1	9	226	6	1	0	0	2	1	207	7	3	2	21
	48.79%	0.00%	8.33%	19.15%	59.01%	24.00%	50.00%	0.00%	0.00%	66.67%	33.33%	61.24%	29.17%	60.00%	16.67%	36.21%
Virginia	70	1	5	8	32	9	0	0	1	0	1	33	6	0	6	16
	13.04%	14.29%	41.67%	17.02%	8.36%	36.00%	0.00%	0.00%	14.29%	0.00%	33.33%	9.76%	25.00%	0.00%	50.00%	27.59%
Undetermined	85	2	3	14	44	4	1	1	2	0	1	16	5	1	2	12
	15.83%	28.57%	25.00%	29.79%	11.49%	16.00%	50.00%	100.00%	28.57%	0.00%	33.33%	4.73%	20.83%	20.00%	16.67%	20.69%
Total	537	7	12	47	383	25	2	1	7	3	3	338	24	5	12	58
		1.30%	2.23%	8.75%	71.32%	4.66%	0.37%	0.19%	1.30%	0.56%	0.56%	62.94%	4.47%	0.93%	2.23%	10.80%

To consider this in a weighted fashion, without including each petition signature as a unique input, the total of 216 customer inputs from the 2012 budget fare hearings would break out as follows:

- 61 (28.5%) opposed increase in MetroAccess fares
- 58 (27.0%) comments were unrelated to the public docket
- 47 (22.0%) opposed an increase in rail and bus fares.
- 25 (11.5%) support additional cost avoidance
- 24 (11.5%) support additional increase from the jurisdictions
- 16 (7.5%) oppose paper farecard penalty
- 12 (5.5%) support fare increase

## **OTHER INPUT**

Although not part of the formal public transcript, Metro also solicited comments on the budget and fare proposal from MetroAccess customers and advocates for people with disabilities via a telephone line that recorded comments. The comments were transcribed from voicemails recorded beginning on February 27, 2012 at (202) 722-1882. Twenty-three comments were received, all of whom oppose an increase in MetroAccess fares.

## **ON-LINE QUESTIONNAIRE INPUT**

To facilitate public input, a survey on the docket was developed, in which respondents were asked to select options that they would most likely support. Multiple answers to some questions were permitted, resulting in certain questions having response tallies exceeding 100%. During the public comment period, more than 3600 people responded.

The majority of online survey respondents (57%) favor the elimination of the peak-of-the-peak surcharge. More than 80% of those who did not support its elimination favor maintaining the surcharge at current levels.

79% of respondents support higher fares for paper tickets. 44% support the current fare structure but favor increasing the surcharge from 25 cents to \$1. 29% support moving to the proposed \$6/\$4 flat paper structure, while the remaining respondents were indifferent.

On the parking fee, 55% agree that parking fees should increase 25 cents or more per day, and 24% support higher parking fees in stations that fill up early. It is important to note that 44% of the respondents indicated that they reside in the District of Columbia, which has only six WMATA parking facilities out of 50 across the system.

With respect to MetroAccess fares, 82% support the current structure. However, participants were divided over increases, with 42% supporting the current structure with an increase to the cap on the maximum fare to \$7.40 and 40% preferring the current structure.

The survey also asked for feedback on equity pricing. 84% of responders indicated they support consistency in the way Metro treats peak and off-peak fares. Specifically, 45% support an off-peak discount of 25%. 21% support setting the same price, irrespective of travel time. And 19% suggest providing a consistent 10% discount for off-peak travel.

On the question of multi-ride passes, there is strong (72%) support for an unrestricted, unlimited, one-day paper fare card, as Metro riders support fare media that meets the needs of visitors.

52% of responders supported the 28-Day SmarTrip® pass, 51% support a 7-day SmarTrip® pass, 39% like the 7-Day short trip, paper pass, and 31% were favorable towards the 28-Day short trip paper farecard. However, 55% indicated they are not interested in a customized pass option.

When customers were asked about budget priorities, they ranked NTSB compliance, performance and bus reliability, and railcar maintenance as the top three most important improvements.

In considering how to fund Metro's operating priorities, responders offered their views on both cost avoidance and alternate funding options. 83% of survey participants indicated that they favor employees contributing to their pensions. Respondents also said that they view funding as a shared responsibility between taxpayers and riders – and believe 51% of costs should be taxpayer supported and 48% rider supported. Further, by an overwhelming majority, responders support a dedicated source of funding for Metro.

On the capital improvement program, survey participants ranked rail track, rehabilitation of rail infrastructure and vehicle/vehicle parts as their top three improvement priorities for the current program. Going forward, the most important future priority for respondents is 8-car trains for all lines during peak travel, as well as projects that address station overcrowding and rehabilitate more rail lines.

92% of respondents have observed construction on the system and 89% want WMATA to maintain its current accelerated track rehabilitation. Respondents in this survey again confirmed the importance of communicating information with them while they are on the system, and 88% indicated that they have heard about Metro's rebuilding program, with more than half saying they know the program by name, Metro Forward.

Specifically, they are tuning into multiple communications channels. People indicated they learned about Metro Forward through:

Rail station posters featuring employees	73%
Rail station posters featuring riders	67%
Escalator murals	51%
Bus posters	49%
Newspaper/TV media	40%
Twitter	25%
Radio ads	11%
Facebook videos	7%

**Appendix A:**  
Metro's 2012 Budget Survey Results



# Metro Fiscal Year 2013 Budget Customer Survey

## ***Introduction***

After years of lack of upkeep, Metro is now showing its age. Equipment and systems no longer perform at a level that our customers expect and deserve. In 2011, a multi-year improvement program began to enhance safety and rebuild the system. As part of this rebuilding program, Metro is:

- Replacing track
- Buying new rail cars
- Repairing and replacing escalators/elevators
- Replacing and rehabilitating buses and MetroAccess vehicles among many other projects

The proposed budget is critical to continuing the rebuilding to improve safety and reliability. Have you heard of Metro's comprehensive rebuilding program?

**Yes    88%**  
**No     12%**

## **Section 1 – Budget**

To plan for the upcoming budget year (beginning July 1), Metro began by identifying cost savings. Without cutting bus, rail, or MetroAccess services, Metro will implement actions this year to save \$5 million in administrative expenses. This is in addition to the \$200 million in operating costs that has been eliminated over the past four years. Even with these savings, Metro will still need an additional \$116 million this year to balance its budget.

The agency's yearly operating budget (paying for day-to-day expenses) is \$1.6 billion. Currently, of every \$1 received, \$0.91 goes directly for services while \$0.09 pays for back-office support.

### ***A. SUPPORT SERVICES***

We'd like your thoughts in prioritizing services that support Metro's day-to-day rail, bus, and MetroAccess services.

Please rank the following in order of importance to you:

- |            |   |
|------------|---|
| <b>1st</b> | <b>Long term planning functions for the future of Metro</b>               |
| <b>2nd</b> | <b>On-board train/bus cleaning</b>  |
| <b>2nd</b> | <b>The presence of station managers at each station</b>                   |
| <b>4th</b> | <b>Number of transit police officers on the force</b>                     |
| <b>5th</b> | <b>Cleanliness of stations</b>  |
| <b>6th</b> | <b>Exterior cleaning of trains/buses</b>                                  |
| <b>6th</b> | <b>Hours available for customer call center for info or take concerns</b> |

### ***B. ADDING SERVICES***

Of the \$116 million increase required to balance the budget, \$55 million is needed to improve safety, security, reliability, and other services.

As a rider of our system, please rank the following improvements from most to least important to you:

<b>1st</b>	<b>Comply with NTSB requirements</b>
<b>2nd</b>	<b>Improve performance/ on-time reliability of bus service</b>
<b>3rd</b>	<b>Increase maintenance of railcars</b>
<b>4th</b>	<b>Increase elevator &amp; escalator preventative maintenance</b>
<b>5th</b>	<b>Expand rail rush hour service</b>
<b>6th</b>	<b>Improve safety with fatigue management program</b>
<b>7th</b>	<b>Add police officers to the force</b>
<b>8th</b>	<b>Prepare for the Silver Line service</b>
<b>9th</b>	<b>Maintain terrorism prevention unit previously funded</b>

### **C. PERSONNEL EXPENSES**

Of the \$116 million required to balance the budget, about \$61 million is needed for operating services. Of that, \$29 million (or 48%) is needed for additional pension benefit expenses. Overall, personnel costs represent 70% of the Authority's total budget. Currently, WMATA pays 100% of the pension costs for most all of our union represented employees. Most of the Agency's 11,000 member workforce costs are determined by union contracts that are scheduled for renegotiation this year. Metro has budgeted for NO employee wage increases for fiscal year 2013.

In order to stabilize expenses and maintain pension programs to attract and retain skilled employees, which of the following would you recommend that Metro consider during its upcoming contract negotiations:

**Employees should contribute to their pension costs: 83%**

**WMATA should continue to pay all pension costs: 17%**

### **Section 2 – Paying for Metro**

A. Metro's General Manager has proposed balancing the budget through cost sharing between the taxpayers living in the supporting jurisdictions (those areas served by Metro) and riders who use the system. Benefits of Metro to both riders and non-riders include access to bus and rail services, traffic congestion relief, and economic growth for the community. The General Manager's proposal calls for an increase of \$53 million from the jurisdictions and \$66 million from riders, via fares (net a projected decline of \$3 million in rider revenue).

Today, the cost to operate Metro services is split 53% paid by riders and 45% paid by taxpayers in the jurisdictions and 2% other revenue (advertising, etc).

What do you think is the appropriate amount for jurisdictions vs. riders to pay for Metro services? (avg scores)

**Taxpayers in Metro jurisdictions: 51%**

**Riders: 48%**

B. Without expanding service, every year Metro faces the challenge of increased expenses from maintaining aging infrastructure, inflation of costs for materials and utilities, and health and pension costs for employees. Assuming management is successful in continuing to constrain costs for core services to 2-3% annually, there will still be an annual requirement to offset some cost increases.

To help pay for the cost of keeping Metro in a state of good repair for the future, which of the following would you recommend? (multiple mentions allowed)

<b>Institute a dedicated revenue source from a tax:</b>	<b>69%</b>
<b>Continue to identify needs and funds on a year-to-year basis:</b>	<b>40%</b>
<b>Have an automatic annual adjustment in fares by the rate of inflation:</b>	<b>27%</b>
<b>Other, please specify:</b>	<b>22%</b>

### **Section 3 – Capital Funding**

A. Separate from funds that support day-to-day services, capital funds are specifically dedicated to reinvesting, improving and extending the life of Metro infrastructure, facilities, and equipment. As mentioned previously, Metro has a six-year \$5 billion capital rebuilding program underway dedicated to bringing Metro's current track infrastructure, stations, rail cars, and buses to a state of good repair. There is no funding in this program for expanding the system (beyond the Silver Line service).

Have you seen construction in the Metro system?

**Yes 92%**  
**No 8%**

B. Have you heard of Metro Forward?

**Yes 55%**  
**No 45%**

C. (if yes to previous questions, ask): Which of the following have you seen? (multiple mentions allowed)

<b>Rail station posters of Metro employees:</b>	<b>73%</b>
<b>Rail station posters of riders:</b>	<b>67%</b>
<b>Murals on escalator barricades:</b>	<b>51%</b>
<b>Posters on the buses:</b>	<b>49%</b>
<b>Read about it in the newspaper or TV:</b>	<b>40%</b>
<b>Murals on the tile floors:</b>	<b>34%</b>
<b>Ads in newspapers:</b>	<b>32%</b>
<b>Tweets on Twitter:</b>	<b>25%</b>
<b>Ads on the radio:</b>	<b>11%</b>
<b>Videos on Facebook:</b>	<b>7%</b>

D. Metro is advancing a very aggressive repair and reconstruct program that consists of multiple construction sites every weekend and throughout the week. It is expected that construction will be needed for several years. Some have suggested that perhaps the program is too aggressive because of the disruptions that result at night and weekends. Which would you prefer?

<b>Metro should maintain its accelerated construction schedule:</b>	<b>89%</b>
<b>Metro should slow down even at the risk that there may be more breakdowns:</b>	<b>11%</b>

E. Thinking only of the capital investments that Metro is making to its system. Please rank the importance of each of the following to you?

- |            |   |
|------------|---|
| <b>1st</b> | <b>Rail track (i.e. rail renewal, fasteners, rail ties)</b> |
| <b>2nd</b> | <b>Rehabilitation of rail infrastructure</b>                |
| <b>3rd</b> | <b>Vehicles/Vehicles parts</b>                              |
| <b>4th</b> | <b>Equipment to maintain the system</b>                     |
| <b>5th</b> | <b>Customer information technology</b>                      |
| <b>6th</b> | <b>Customer facilities</b>                                  |
| <b>7th</b> | <b>Maintenance facilities (i.e. rail yards)</b>             |

#### **F. ADDITIONAL CAPITAL IMPROVEMENTS**

As mentioned earlier, the \$5 billion capital rebuilding program that is underway does not include any new or expanded services.

At some point in the future, if funding were to become available, please rank order your preference of areas to be improved next.

- |             |  |
|-------------|--|
| <b>1st</b>  | <b>Put 8-car trains on all lines during rush hours</b>           |
| <b>2nd</b>  | <b>Address overcrowding in the rail stations</b>                 |
| <b>3rd</b>  | <b>Rehabilitate more rail lines (only 3 of 9 funded to date)</b> |
| <b>4th</b>  | <b>Extend Metrorail lines further (Potomac Mills, BWI, etc)</b>  |
| <b>4th</b>  | <b>Address overcrowded bus routes</b>                            |
| <b>6th</b>  | <b>Add entrances to crowded rail stations</b>                    |
| <b>6th</b>  | <b>Add express bus routes</b>                                    |
| <b>8th</b>  | <b>Construct a ped tunnel between Gallery Place/Metro Ctr</b>    |
| <b>9th</b>  | <b>Roll out advanced NextBus(tm) Display Screens</b>             |
| <b>10th</b> | <b>Provide state-of-the-art bicycle commuting facilities</b>     |

#### **Section 4 – Rider Fares**

A. To help pay the cost of rebuilding the system and sustaining core services for customers, Metro's General Manager has proposed increasing fare revenues by \$66 million next year by charging an average \$0.10 more on bus fares (7% increase) and 5% on peak SmarTrip® rail fares.

At the same time and in response to customer complaints, he is proposing changes to simplify the fare structure, including eliminating the peak-of-the-peak fare.

Knowing that peak-of-the-peak generates \$16 million a year for Metro, do you favor or oppose eliminating the peak-of-the-peak surcharge?

<b>Yes, eliminate peak-of-the-peak</b>	<b>57%</b>
<b>No, keep the peak-of the peak</b>	<b>43%</b>

B. (if yes to previous questions, ask): You indicated that you would like Metro to keep the peak-of-the-peak surcharge. Do you believe the surcharge should be increased or stay the same?

<b>Increase peak-of-the-peak surcharge</b>	<b>20%</b>
<b>Keep the peak-of-the-peak surcharge the same</b>	<b>80%</b>

### C. TYPE OF FARES

There are several ways that a rider can pay for a bus or rail ride. Currently, 80% of riders use SmarTrip® cards. These cards save Metro millions of dollars every year as well as speed boarding on buses and at the rail station turnstiles. The other ways that riders can pay their fare include cash (on buses only) or using paper fare cards (on rail only). Riders currently pay more using cash or paper fares than if they use a SmarTrip® card (to encourage SmarTrip® usage). Which of the following proposals would you most support? (multiple mentions)

<b>Metro should continue to charge higher fares for cash and paper fares:</b>	<b>79%</b>
<b>Metro should do away with all cash payments and paper farecards:</b>	<b>18%</b>
<b>Metro should charge equal fares for SmarTrip® paper farecards, and cash:</b>	<b>18%</b>

### D. PAPER FARES

Paper farecards are primarily used by occasional riders and out-of-town visitors. To encourage the use of SmarTrip® cards as well as to simplify fares for those unfamiliar with Metro's fare structure, two flat fares are being proposed for paper farecards. \$6 fare for a one-way trip during the peak period and a \$4 one-way fare for an off-peak trip. Which of the following would you most support?

<b>Keep current structure but increase surcharge for paper tickets for \$0.25 to \$1.00:</b>	<b>44%</b>
<b>Adopt the \$6/\$4 flat paper fare structure:</b>	<b>29%</b>
<b>Doesn't matter to me:</b>	<b>27%</b>

### E. PASSES

Metro currently offers three Metrorail passes: a one-day pass, a Short Trip pass and a Fast Pass

- The current Metrorail day pass costs \$9 but is restricted to trips after 9:30 am.
- The 7-day Short Trip pass costs \$32.35 and provides unlimited trips valued at \$3.25 or less during peak periods, and unlimited off-peak travel.
- The 7-day Fast Pass costs \$47.00 and provides unrestricted, unlimited travel on Metrorail.

Only 2.5% of all trips are made using the one-day pass, and less than 1% of trips are made using the other two passes. Taking into account the fare increases and that some riders are advocating for additional passes, would you favor any of the following pass options? (multiple mentions, percentage saying 'yes')

<b>One-day pass good for unrestricted, unlimited travel available on paper farecards, cost=\$14:</b>	<b>72%</b>
<b>7-day Fast Pass available on SmarTrip® cost=\$57.50:</b>	<b>51%</b>
<b>7-day Short Trip pass available on paper farecards, cost \$35:</b>	<b>39%</b>
<b>28-day Fast Pass available on SmarTrip®, cost=\$230:</b>	<b>52%</b>
<b>28-day Short Trip pass available on paper farecards, cost=\$140:</b>	<b>31%</b>

### F. CUSTOMIZED MONTHLY PASS

Another pass option might be a custom monthly pass. The cost of this pass would equal one month of your "usual" Metrorail commute (ie, if your standard weekday Metrorail commute cost you \$6 per day, the cost of the custom pass would be 20 x \$6, or \$120). Unlimited additional Metrorail trips of an equal or lesser value would be provided free of charge. Trips costing more than the "usual" Metrorail trip would require a visit to the Exitfare machine, to pay the difference in cost.

In reviewing this option, Metro staff determined that developing such a concept would require extensive programming, re-engineering, and adding SmarTrip® targets to the Exitfare machines. The costs to Metro

associated with these changes would be approximately \$3 million. Would you be interested in such a customized unlimited pass option?

**Yes 45%**

**No 55%**

#### *G. EQUITY IN PRICING*

Equity is also a consideration in the fare proposal under consideration and for the future. For instance, the General Manager's fare proposal works towards standardizing the difference between peak and off-peak fares. Currently the discount for traveling in the off-peak ranges from 18% to 45% of the peak fare depending on the route. With equity in mind, Metro should work towards:

**Providing a consistent 25% discount for traveling off-peak: 45%**

**Make peak and off-peak the same price: 21%**

**Providing a consistent 10% discount for traveling off-peak: 19%**

**Leave the range the same as it is today (inconsistent): 16%**

#### *H. PARKING*

Currently, daily parking throughout the Metro system is priced between \$3.50 and \$4.50 per weekday depending on location. Parking fees have not changed since 2008. The current proposal would increase parking by \$0.25 per day. Which of the following would you support?

**Increase parking by \$0.25 throughout the system: 29%**

**Increase parking by more than \$0.25 throughout the system: 26%**

**Charge a higher cost at stations that fill earliest: 24%**

**Do not increase parking fees: 21%**

#### **Section 5 – MetroAccess**

The American's with Disabilities Act (ADA) sets fares for customers with disabilities who qualify for special paratransit services. According to ADA, the fare cannot exceed 2 times the cost of a comparable trip on either bus or rail. Metro complies with this law and sets a fare based on the comparable *fastest* trip on either bus or rail (up to \$7). The service is door-to-door and costs Metro, on average, \$45 per trip.

An alternative has been proposed by Metro's Accessibility Advisory Committee. The proposed fare is 2 times the cost of a comparable trip on *bus only*. The savings to disabled customers would be a reduction of the average cost of paratransit services from \$4.85 to \$2.98. The new maximum fare for these customers would be \$3.00 (from the current \$7.00). This reduction in fare would cost Metro \$3.3 million annually. Which of the following would you support?

**Keep the fare structure as is but increase the highest fare to \$7.40: 42%**

**Keep the fare structure as it currently is: 40%**

**Reduce the fare from the fastest comparable fare (on rail) to least expensive comparable fare (on bus), cost = \$3.3 million to Metro: 18%**

## **Section 6 – Demographics**

A. Where do you live?

<b>District of Columbia:</b>	<b>44%</b>
<b>Arlington County:</b>	<b>12%</b>
<b>City of Alexandria:</b>	<b>5%</b>
<b>City of Fairfax:</b>	<b>1%</b>
<b>Fairfax County:</b>	<b>10%</b>
<b>City of Falls Church:</b>	<b>1%</b>
<b>Prince George's County:</b>	<b>6%</b>
<b>Montgomery County:</b>	<b>16%</b>
<b>Loudoun County:</b>	<b>0%</b>
<b>Other, Metro DC Area:</b>	<b>2%</b>
<b>Other, Non-Metro DC area:</b>	<b>2%</b>

B. What is your Gender?

**Male: 50%**  
**Female: 50%**

C. How old are you?

**18-24: 16%**  
**25-29: 33%**  
**30-34: 19%**  
**35-44: 14%**  
**45-54: 9%**  
**55-64: 7%**  
**65+: 2%**

D. Are you a Federal Government Employee?

**Yes 23%**  
**No 77%**

E. Do you receive transportation benefits from your employer?

**Yes 47%**  
**No 53%**

F. What is the highest level of education you have completed?

<b>Less than High School:</b>	<b>0%</b>
<b>High school graduate:</b>	<b>2%</b>
<b>Technical/Business school graduate:</b>	<b>1%</b>
<b>Some college:</b>	<b>7%</b>
<b>Four year college degree:</b>	<b>37%</b>
<b>Some post-graduate work:</b>	<b>13%</b>
<b>Post-graduate/professional degree:</b>	<b>41%</b>

G. Are you of Latin or Hispanic Origin?

<b>Yes</b>	<b>5%</b>
<b>No</b>	<b>95%</b>

H. What is your race?

<b>White/Caucasian</b>	<b>82%</b>
<b>Black/African American</b>	<b>9%</b>
<b>Asian/Pacific Islander</b>	<b>4%</b>
<b>Native American</b>	<b>0%</b>
<b>Other</b>	<b>5%</b>

I. What is your household's annual income range?

<b>&lt; \$10,000:</b>	<b>3%</b>
<b>\$10,000-\$14,999:</b>	<b>1%</b>
<b>\$15,000-\$24,999:</b>	<b>2%</b>
<b>\$25,000-\$34,999:</b>	<b>5%</b>
<b>\$35,000-\$49,999:</b>	<b>16%</b>
<b>\$50,000-\$74,999:</b>	<b>23%</b>
<b>\$75,000-\$99,999:</b>	<b>15%</b>
<b>\$100,000-\$149,999:</b>	<b>19%</b>
<b>\$150,000-\$199,999:</b>	<b>9%</b>
<b>&gt;\$200,000:</b>	<b>7%</b>



## ATTACHMENT B

## FY2013 Proposed Fare Changes

## Fares and Fees

Metrorail Fares		CURRENT Fares / Fees	FY2013 Proposed Fare Options	Fare Proposal for Consideration
<b>Peak Fares <sup>1</sup></b>				
1	· Boarding charge	\$1.95	\$2.10	<b>\$2.10</b>
2	· Composite miles between 3 and 6 miles	\$0.299	\$0.316	<b>\$0.316</b>
3	· Composite miles over 6 miles	\$0.265	\$0.280	<b>\$0.280</b>
4	· Maximum peak fare	\$5.00	\$5.75	<b>\$5.75</b>
5	· OR Maximum peak fare alternative	\$5.00	\$6.00	
6	· Charge for senior/disabled is one-half peak fare	\$0.95 - \$2.50	\$1.05 - \$2.85	<b>\$1.05 - \$2.85</b>
7	· OR Charge for senior/disabled is one-half peak fare alternative	\$0.95 - \$2.50	\$1.05 - \$3.00	
8	· Peak-of-the-peak surcharge <sup>2</sup>	\$0.20	eliminate	eliminate
<b>Off-Peak Fares <sup>3</sup></b>				
9	· Boarding charge	\$1.60	\$1.70	<b>\$1.70</b>
10	· Composite miles between 3 and 6 miles <sup>4</sup>	NA	\$0.237	<b>\$0.237</b>
11	· Composite miles over 6 miles	NA	\$0.210	<b>\$0.210</b>
12	· Maximum off-peak fare	\$2.75	\$3.50	<b>\$3.50</b>
13	· Charge for senior/disabled is one-half peak fare during off-peak	\$0.95 - \$2.50	\$1.05 - \$3.00	<b>\$1.05 - \$2.85</b>
14	· Charge for first 7 composite miles	\$1.60	eliminate	eliminate
15	· Charge for composite miles between 7 and 10 miles	\$2.15	eliminate	eliminate
16	· Charge for composite miles greater than 10 miles	\$2.75	eliminate	eliminate
<b>OR Off-Peak Fares</b>				
17	· Boarding charge	\$1.60	\$1.90	
18	· Composite miles between 3 and 6 miles	NA	\$0.284	
19	· Composite miles over 6 miles	NA	\$0.252	
20	· Maximum off-peak fare	\$2.75	\$4.00	
21	· Charge for senior/disabled is one-half peak fare during off-peak	\$0.95 - \$2.50	\$1.05 - \$3.00	
<b>Magnetic Paper Fare Card Fares</b>				
22	· Fare for paper cards during peak periods <sup>1,5</sup>	NA	\$6.00	
23	· Fare for paper cards during off-peak periods <sup>3,5</sup>	NA	\$4.00	
24	· Charge for senior/disabled is one-half peak fare	NA	\$3.00	
25	· Non-SmarTrip® fare surcharge	\$0.25	eliminate	
<b>OR - Magnetic Paper Fare Card Fare Alternative <sup>5</sup></b>				
26	· Fare for paper cards in outer zone (per zone map)	NA	\$6.00	
27	· Fare for paper cards in core zone (per zone map)	NA	\$4.00	
28	· Charge for senior/disabled is one-half peak fare	NA	\$2.00-\$3.00	
29	· Non-SmarTrip® fare surcharge	\$0.25	eliminate	
<b>OR - Magnetic Paper Fare Card Fare Alternative</b>				
30	· Non-SmarTrip® fare surcharge <sup>6</sup>	\$0.25	\$1.00	<b>\$1.00</b>
31	· Senior/disabled non-SmarTrip® surcharge	\$0.10	\$0.50	<b>\$0.50</b>
<b>Rail Passes</b>				
32	· One-day pass, valid after 9:30 a.m.	\$9.00	eliminate	eliminate
33	· One day pass, no time restriction	NA	\$14.00	<b>\$14.00</b>
34	· 7-Day fast pass for rail available on SmarTrip®	\$47.00	\$57.50	<b>\$57.50</b>
35	· 28-Day fast pass for rail available on SmarTrip®	NA	\$230.00	<b>\$230.00</b>
36	· 7-Day short-trip pass	\$32.35	eliminate	
37	· OR 7-Day short-trip pass alternative avail on paper farecards	\$32.35	\$35.00	<b>\$35.00</b>
38	· 28-Day short-trip pass available on paper farecards	NA	\$140.00	
<b>Other Rail Fares</b>				
39	· Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	no change	no change
40	· 30-Day DC SmartStudent pass & DC One Card, within DC <sup>7</sup>	\$30.00	\$32.00	<b>\$32.00</b>
41	· DC Student farecards & DC One Card - 10 rail trips within DC <sup>7</sup>	\$9.50	\$10.00	<b>\$10.00</b>
42	· Transit Link card on MARC and VRE <sup>8</sup>	\$102.00	\$108.00	<b>\$108.00</b>
43	· Transit Link card on MTA <sup>8</sup>	\$157.00	\$166.00	<b>\$166.00</b>

		CURRENT Fares / Fees	FY2013 Proposed Fare Options	Fare Proposal for Consideration
<b>Metrobus Fares and Fees</b>				
<b>Regular Fares</b>				
44	· SmarTrip® boarding charge for local/limited-stop bus	\$1.50	\$1.60	\$1.60
45	· SmarTrip® boarding charge for express bus	\$3.65	no change	no change
46	· Cash boarding charge for local/limited-stop bus	\$1.70	\$2.00	\$1.80
47	· Cash boarding charge for express bus	\$3.85	\$4.00	\$4.00
48	· Cash/SmarTrip® boarding charge for airport designated routes	\$6.00	no change	no change
<b>Senior/Disabled: One-half Regular Fares</b>				
49	· SmarTrip® boarding charge for local/limited-stop bus	\$0.75	\$0.80	\$0.80
50	· SmarTrip® boarding charge for express bus	\$1.80	no change	no change
51	· Cash boarding charge for local/limited-stop bus	\$0.85	\$1.00	\$0.90
52	· Cash boarding charge for express bus	\$1.90	\$2.00	\$2.00
53	· Cash/SmarTrip® boarding charge for airport designated routes	\$1.80 - \$1.90	\$3.00	\$3.00
<b>Bus Transfers</b>				
54	· Bus-to-bus transfers utilizing SmarTrip® card	\$0.00	no change	no change
55	· Rail-to-bus transfer utilizing SmarTrip® card <sup>9</sup>	\$0.50 discount	no change	no change
56	· Transfer from MARC, VRE, and MTA	\$0.00	no change	no change
57	· Transfer from regional bus partners	varies	no change	no change
<b>Bus Passes</b>				
58	· 7-Day Regional Bus pass	\$15.00	\$16.00	\$16.00
59	· 7-Day Regional senior/disabled pass	\$7.50	\$8.00	\$8.00
<b>Other Fare Media</b>				
60	· Package of 10 tokens, available to organizations	\$17.00	\$20.00	\$18.00
61	· 30-Day DC SmartStudent pass & DC One Card Pass <sup>7</sup>	\$30.00	\$32.00	\$32.00
62	· DC student tokens - 10 trips per pack <sup>7</sup>	\$7.50	\$8.00	\$8.00
63	· DC student pass on DC One Card - 10 trips <sup>7</sup>	\$7.50	\$8.00	\$8.00
<b>MetroAccess Fares</b>				
64	· MetroAccess fare (within ADA 3/4 mile service corridor) <sup>10</sup>	varies	varies	varies
65	· Maximum fare	\$7.00	\$7.40	no change
<b>Parking Fees<sup>11</sup></b>				
66	· District of Columbia	\$3.25 - \$4.25	\$3.50 - \$4.50	\$3.50 - \$4.50
67	· Montgomery County	\$4.00 - \$4.75	\$4.25 - \$5.00	\$4.25 - \$5.00
68	· Prince George's County	\$4.25	\$4.50	\$4.50
69	· Virginia	\$4.50	\$4.75	\$4.75
70	· Monthly reserved parking fee	\$65.00	\$45.00-\$65.00	\$45.00-\$65.00
71	· Parking meters \$1.00/60 minutes	\$1.00	no change	no change
72	· Prince George's parking garage at New Carrollton	\$85.00	no change	no change
73	· Non-Metro Rider parking fees	\$8.25 - \$25.00	no change	no change
<b>Other Fees</b>				
74	· Bicycle locker rental	\$200.00 (annual)	\$120.00 (annual)	\$120.00 (annual)
75	· Surcharge on Entry/Exit for station improvements, two stations per Compact Jurisdiction <sup>12</sup>	NA	\$0.05	\$0.05

<sup>1</sup> Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.

<sup>2</sup> Peak-of-the-peak hours are from 7:30 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:00 p.m. weekdays, except on national holidays.

<sup>3</sup> Off-Peak fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.

<sup>4</sup> Off-Peak fares are capped at a rate of increase above prior fares.

<sup>5</sup> Fare change for magnetic paper fare cards on rail will be effective following the Labor Day holiday in September 2012.

<sup>6</sup> Non-SmarTrip® fare surcharge is in addition to the peak or off-peak fare charged. This fare change option for magnetic paper fare cards will be effective on or around July 1, 2012.

<sup>7</sup> The District of Columbia may choose to absorb the increase in student fares by increasing the school

<sup>8</sup> Metro's portion of the Transit Link Cards on MARC, VRE and MTA.

<sup>9</sup> Anacostia and Congress Heights rail stations have an additional \$0.50 discount for all transfers between bus and rail for qualifying bus routes.

<sup>10</sup> MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip. Effective February 27, 2011. No change in supplemental zone fares is being proposed.

<sup>11</sup> Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking garage at New Carrollton is \$70 base fee plus \$15 surcharge.

<sup>12</sup> Rail stations with surcharge are designated per Jurisdiction discretion pending Board approval.

ATTACHMENT C  
FY2013 BUDGET  
(dollars in millions)

	Fiscal Year 2013 Budget
<b>Operating Budget:</b>	
Metrorail Operations	\$896.4
Metrobus Operations	\$565.0
MetroAccess Operations	<u>\$114.7</u>
Subsidized Operating Budget	\$1,576.1
Preventive Maintenance	(\$30.7)
Funding from FY2011 Surplus	(\$2.3)
Debt Service	\$16.2
Metro Matters Debt Service	<u>\$21.2</u>
Total Operating Budget	\$1,580.4

ATTACHMENT D  
FISCAL 2013 OPERATING BUDGET  
REVENUE, EXPENSE & FUNDING SOURCES

	FY2013 Budget	Metrobus	Metrorail	MetroAccess
<b>REVENUES</b>				
Passenger	\$ 772,288,176	\$ 138,420,469	\$ 626,148,189	\$ 7,719,518
Other Passenger	7,600,000	2,553,800	5,046,200	-
Parking	48,600,256	-	48,600,256	-
Advertising	15,500,000	10,385,000	5,115,000	-
Joint Development	8,000,000	-	8,000,000	-
Fiber Optics	14,500,000	-	14,500,000	-
Interest	7,137,000	2,324,652	4,812,349	-
Other	330,000	300,000	30,000	-
Total Revenues	\$ 873,955,433	\$ 153,983,920	\$ 712,251,994	\$ 7,719,518
<b>EXPENSES</b>				
Personnel	\$1,128,166,320	\$ 439,343,081	\$ 681,166,022	\$ 7,657,218
Services	210,193,072	36,884,461	69,335,057	103,973,554
Materials & Supplies	69,694,018	24,954,464	44,363,300	376,254
Fuel & Propulsion Power	91,005,246	38,392,890	52,612,356	-
Utilities	39,979,311	8,947,049	30,927,214	105,048
Casualty & Liability	31,579,237	13,117,426	16,662,291	1,799,520
Leases & Rentals	4,855,992	1,306,672	2,793,329	755,991
Miscellaneous	5,083,232	2,120,917	2,903,093	59,222
Reimbursements	(4,456,118)	(74,300)	(4,381,818)	-
Total Expenses	\$1,576,100,310	\$ 564,992,659	\$ 896,380,844	\$ 114,726,806
<b>GROSS SUBSIDY</b>	\$ 702,144,877	\$ 411,008,739	\$ 184,128,850	\$ 107,007,288
Less: Preventive Maintenance	(30,700,000)	(10,438,000)	(20,262,000)	-
Less: FY2011 Surplus Funding	(2,300,000)	(2,300,000)		-
<b>Net Operating Subsidy</b>	<u>\$ 669,144,877</u>	<u>\$ 398,270,739</u>	<u>\$ 163,866,850</u>	<u>\$ 107,007,288</u>

**FISCAL YEAR 2013 BUDGET**  
**SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS**

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
<b>Metrobus Operating Subsidy</b>									
Regional Bus Subsidy	\$325,304,243	\$137,037,904	\$48,593,172	\$56,646,812	\$14,689,130	\$25,128,416	\$592,174	\$41,300,434	\$1,316,200
Non-Regional Bus Subsidy	\$72,966,496	\$31,765,878	\$9,164,973	\$22,533,782	\$1,437,276	\$737,807	\$0	\$7,326,779	\$0
Subtotal	\$398,270,739	\$168,803,782	\$57,758,146	\$79,180,594	\$16,126,406	\$25,866,223	\$592,174	\$48,627,213	\$1,316,200
Percent of Total	100%	42.4%	14.5%	19.9%	4.0%	6.5%	0.1%	12.2%	0.3%
<b>Metrorail Operating Subsidy</b>									
Base Allocation	\$155,233,824	\$52,203,971	\$28,633,319	\$27,516,899	\$6,954,045	\$14,512,464	\$463,005	\$24,561,803	\$388,520
Max Fare Subsidy	\$8,633,026	\$727,531	\$3,949,643	\$1,715,654	\$290,459	\$217,869	\$47,882	\$1,647,598	\$36,388
Subtotal	\$163,866,850	\$52,931,502	\$32,582,962	\$29,232,354	\$7,244,504	\$14,730,333	\$510,887	\$26,209,401	\$424,908
Percent of Total	100%	32.3%	19.9%	17.8%	4.4%	9.0%	0.3%	16.0%	0.3%
<b>MetroAccess Subsidy</b>									
Percent of Total	\$107,007,288	\$27,385,272	\$22,324,318	\$42,477,868	\$929,894	\$1,057,173	\$283,116	\$12,424,377	\$125,268
	100%	25.6%	20.9%	39.7%	0.9%	1.0%	0.3%	11.6%	0.1%
<b>Net Operating Subsidy</b>									
	\$689,144,877	\$249,120,556	\$112,665,426	\$150,890,815	\$24,300,804	\$41,653,729	\$1,386,178	\$87,260,992	\$1,866,377
	100%	37.2%	16.8%	22.5%	3.6%	6.2%	0.2%	13.0%	0.3%
<b>Debt Service</b>									
Metro Matters Debt Service	\$16,197,900	\$6,088,784	\$2,868,676	\$2,871,859	\$835,821	\$1,614,946	\$27,523	\$1,867,601	\$22,690
Total Debt Service	\$21,175,756	\$10,672,581	\$4,944,539	\$5,505,697	\$0	\$0	\$0	\$0	\$52,939
	\$37,373,656	\$16,761,365	\$7,813,215	\$8,377,556	\$835,821	\$1,614,946	\$27,523	\$1,867,601	\$75,629
<b>FY2013 Jurisdictional Operating Funding</b>									
	\$706,518,533	\$265,881,921	\$120,478,641	\$159,268,371	\$25,136,625	\$43,268,675	\$1,413,701	\$89,128,593	\$1,942,006



# Operating Budget Report

January FY2012

B

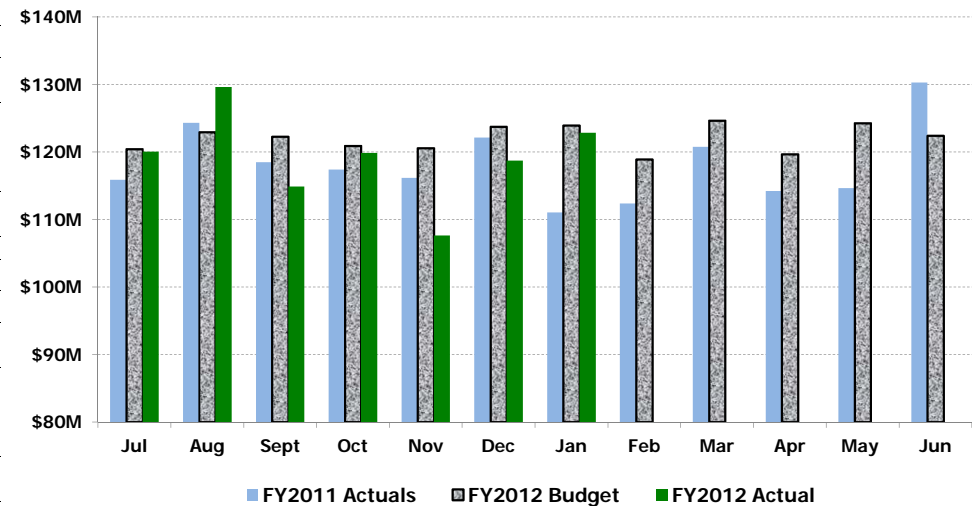
## Operating Budget (\$ in Millions)

MTD	Jan-FY2011		Jan - FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 61		\$ 61	\$ 61	\$ 0	1%
Expense	\$ 111		\$ 123	\$ 124	\$ 1	1%
Subsidy	\$ 50		\$ 62	\$ 63	\$ 2	2%
Cost Recovery	55%		50%	49%		

YTD	FY2011		FY2012		Variance FY12	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 456		\$ 458	\$ 461	\$ (3)	-1%
Expense	\$ 825		\$ 834	\$ 855	\$ 21	2%
Subsidy	\$ 370		\$ 375	\$ 393	\$ 18	5%
Cost Recovery	55%		55%	54%		1%

## Operating Expenditures (\$ in Millions)



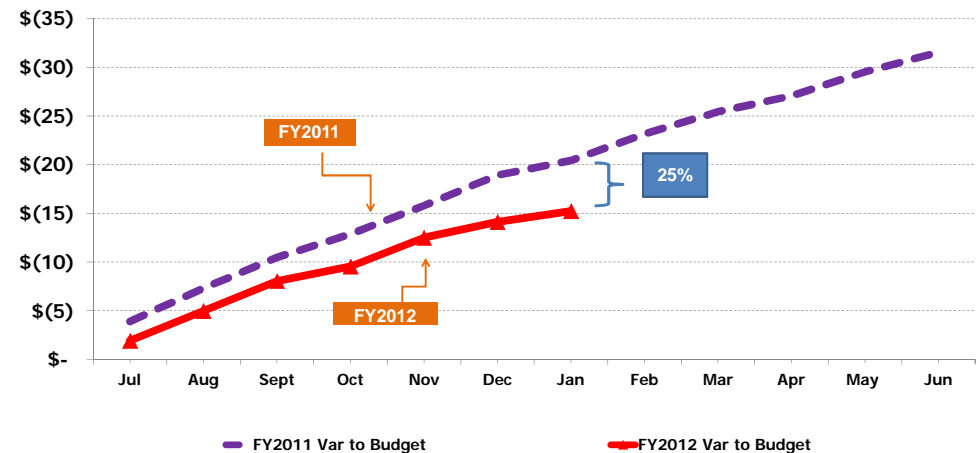
## Operating Program Highlights

As of January YTD, Metro is **favorable to budget** by \$18M, or 5%

Year-to-date expenditures - \$21.2 M or 2.5% favorable to budget

- Salary & wages below budget by \$8.9 M due to vacancies
- Overtime (\$15.3 M) and fringe benefits (\$1.6 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS
- Materials and Supply expenses (\$5.2 M) unfavorable due to under-budgeted expenses for bus parts and a lag in capitalization of brake and elevator parts. Costs for brake and elevator parts will be capitalized in the coming months.
- Service expenses of \$15.9 M were favorable due to \$6.5M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$11.1 M and \$7.3 M respectively

## YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



## Operating Budget Reprogramming Status

January: \$800,000 reprogramming of operating funds between accounts within the DGMO department

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury. Other reprogramming is intra-departmental.



# Revenue and Ridership Report

January FY2012

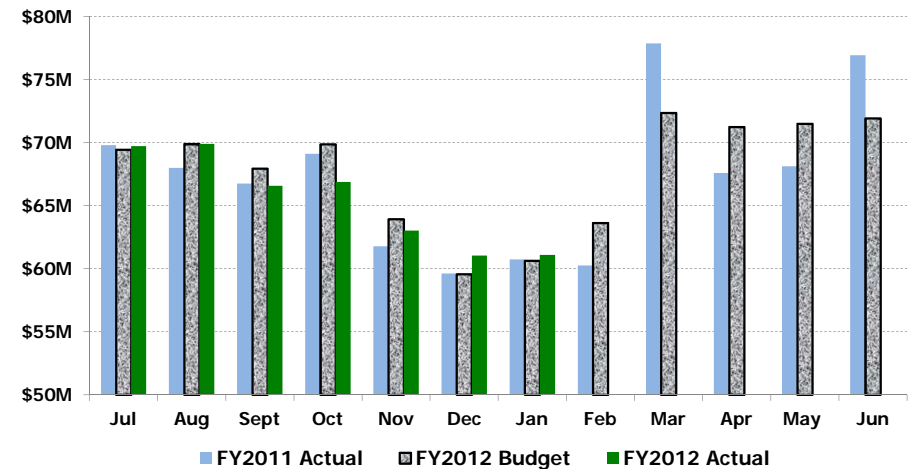
## Ridership (trips in thousands)

MTD	Jan - FY2012	Jan - FY2012	Variance	
	Actual	Actual	Budget	Prior Year
Metrorail	15,967	16,512	16,187	3%
Metrobus	9,302	10,603	9,018	14%
MetroAccess	182	169	191	-7%
System Total	25,452	27,284	25,395	7%

YTD	FY2011	FY2012	Variance	
	Actual	Actual	Budget	Prior Year
Metrorail	123,676	124,200	125,286	0%
Metrobus	70,742	76,416	69,790	8%
MetroAccess	1,393	1,198	1,438	-14%
System Total	195,811	201,814	196,514	3%

## Revenue



## Revenue and Ridership Highlights

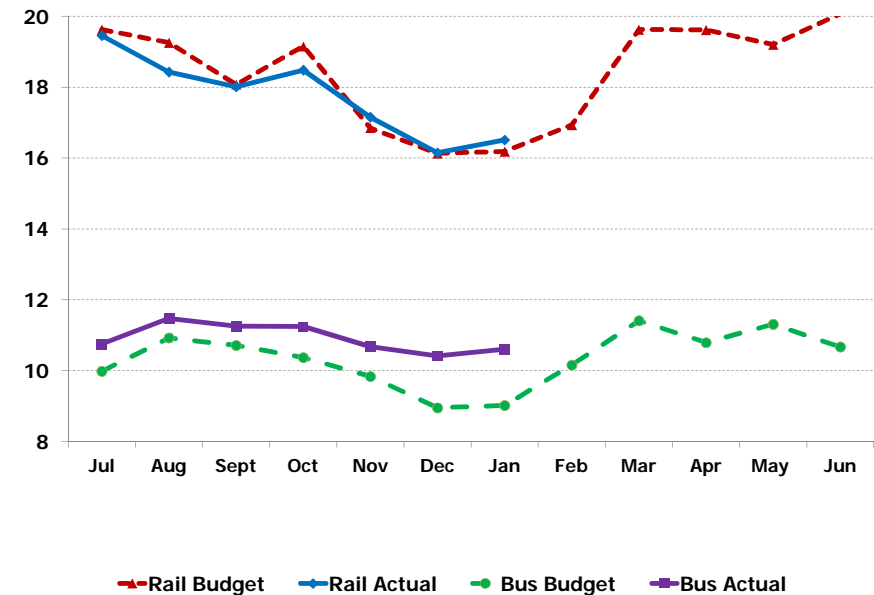
### Year-to-date Revenue

- Total revenue is (\$3.1 M) below budget, an improvement of \$0.4 M due to favorable revenue in bus passenger fares
- While Rail passenger fares are (\$6.5 M) below budget YTD, January was above budget by \$31,000, which is the second month in a row of favorable performance.
- Bus passenger revenue YTD is \$5.9 M favorable as reflected in the strong ridership numbers
- MetroAccess is \$872,000 above budget, while parking revenue is \$1.3 M below budget
- Other revenue is (\$2 M) below to budget, mostly due to advertising revenue that will be received at the end of the fiscal year.

### Year-to-date Ridership

- **Rail ridership** in January showed a third month of continued improvement, exceeding projection by 323,000 trips. The largest increases passenger trips were during the AM peak and evening periods compared to the prior year. The midday period had a slight decrease. YTD ridership is 0.9% below projection.
- **Bus ridership** YTD is 6.6 M or 9.5% above budget, and 5.7 M or 8% above prior year. Average weekday ridership has been strong at 437,000 trips per day.
- Both Rail and Bus ridership were strong in January due to continued favorable weather. January this year had only 7 days of temperatures below 40°F, compared to January 2011 that had 20 days below 40°F, and 14 days of temperatures above 50°F. The warm temperatures encouraged people to utilize public transit.

## Monthly Ridership for Rail and Bus (in Millions)





# Capital Program Report

January FY2012

## Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$853	\$754	\$225	\$395	\$457
FY2012 CIP	\$1,042	\$917	\$528	\$435	\$607

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
<b>Total</b>	<b>\$213</b>	<b>\$213</b>	<b>\$60</b>	<b>\$153</b>

## Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$853	\$754	\$617	\$289	82%	38%
FY2012 CIP	\$1,042	\$917	\$764	\$327	83%	36%

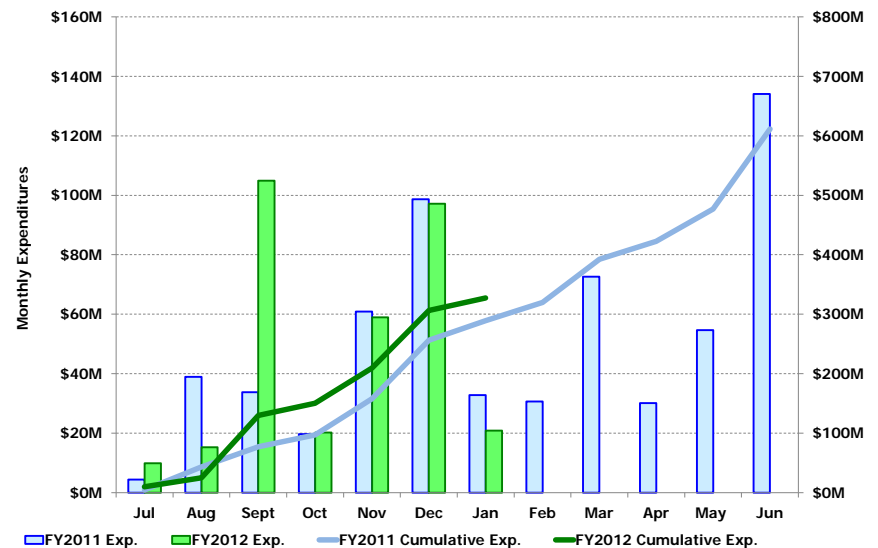
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
Safety & Security	\$57	\$10	\$2	17%	3%
ARRA	56	55	36	98%	64%
Reimbursable	100	85	45	84%	45%
<b>Total</b>	<b>\$213</b>	<b>\$149</b>	<b>\$82</b>	<b>70%</b>	<b>39%</b>

## Capital Program Highlights

As of January 31<sup>st</sup>,

- The Capital Improvement Program (CIP) has expended \$327 million in FY2012. This is \$38 million, or 13 percent, more than the same period in FY2011.
- 95 of the 115 FY2012 replacement buses have been received of which 75 have been placed into service. Delivery of an additional 51 30-foot BRT Buses will commence in March. In addition, all 52 of the FY2011 replacements buses have been received as well.
- Major repairs were completed on escalators at the Addison Road-Seat Pleasant, Columbia Heights, Eastern Market, Grosvenor-Strathmore, Federal Triangle, Metro Center, and Stadium-Armory Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Dupont Circle (2), Judiciary Square, and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Grosvenor-Strathmore Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 626 open joints; retrofitted 1,375 In ft of floating slabs; replaced 1,020 "High Voltage" roadway safety signs; rehabilitated 6,904 In ft of grout pads; tamped 26 miles of track; repaired 1,028 leaks; and replaced 12,061 cross ties, 5,903 fasteners, 5,422 insulators, 7.6 miles ft of running rail, 13,162 direct fixation fasteners, 20 turnouts

## CIP Expenditures (\$ in Millions)



## Capital Budget Reprogramming Status (\$ in millions)

### Approved in January:

#### FROM-

CIP0131: Credit Facility	(\$1.907)
CIP0086: Shepherd Parkway Bus Facility	(2.840)
	<u>(\$4.747)</u>

#### TO-

CIP0097: Open Bankcard & Automatic Fare Collections Systems	\$0.490
CIP0132: Elevator/Escalator Repairables	1.917
CIP0074: Installation of Parking Lot Credit Card Readers	2.340
	<u>\$4.747</u>





# HR Vacancy Report

January FY2012

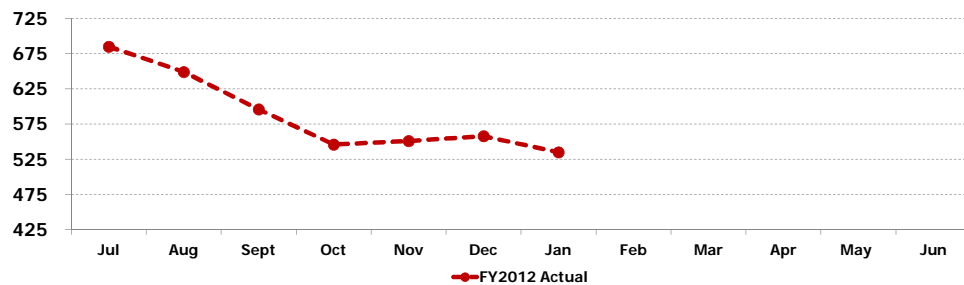
## Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Operating Positions</b>	10,250	535	5%	
<b>Departments with a large number of vacancies:</b>				
Transit Infra. & Engineering Services	3,120	143	5%	
Bus Services	3,807	112	3%	
Rail Transportation	1,499	113	8%	Rail hiring process is dependent on progress in Bus filling positions.
Information Technology	251	50	20%	
Metro Police Department	635	27	4%	

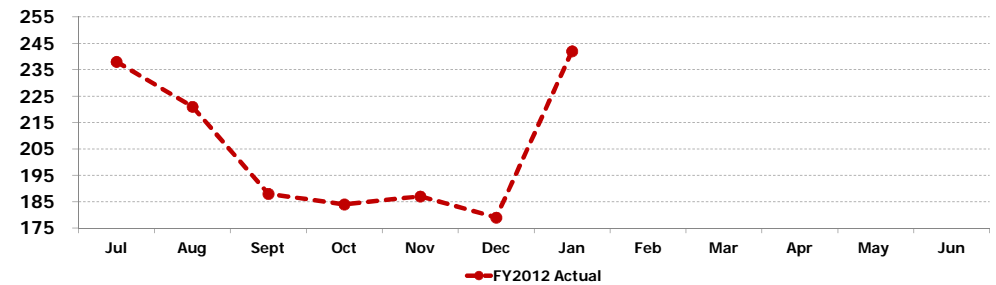
## Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Capital Positions</b>	1,201	242	20%	Reflects GM authorized increased headcount*
<b>Departments with a large number of vacancies:</b>				
Transit Infra. & Engineering Services	949	177	19%	
Information Technology	37	23	62%	Initiative to convert contract positions to full-time employees is ongoing
Procurement Capital Support	24	24	100%	Recruitment process has been initiated

### Operating Vacancy Trend



### Capital Vacancy Trend



\*GM authorized 86 additional TIES headcount associated with ramp up of capital program. Recruiting will begin immediately with goal of filling positions by July 1, 2012.



# Operating Budget Report

February FY2012

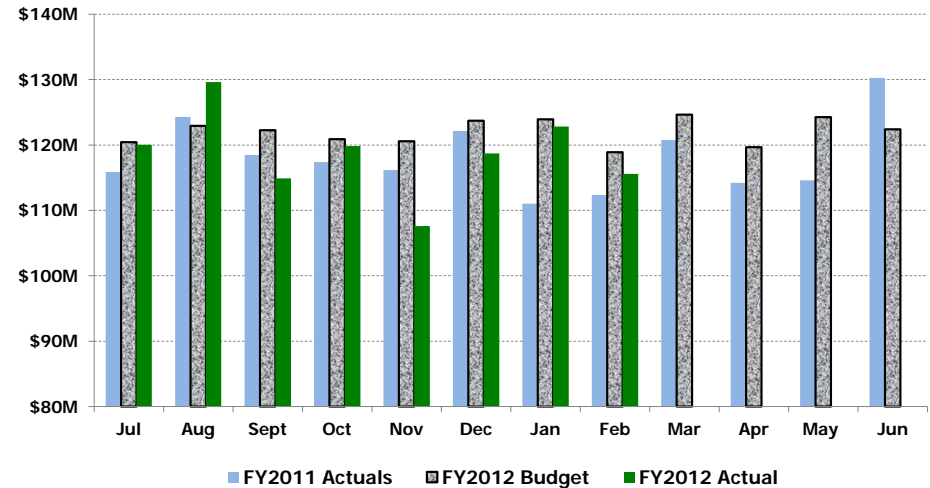
## Operating Budget (\$ in Millions)

MTD	Feb-FY2011	Feb - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 60	\$ 63	\$ 64	\$ (1)	-1%
Expense	\$ 112	\$ 116	\$ 119	\$ 3	3%
Subsidy	\$ 52	\$ 53	\$ 55	\$ 3	5%
Cost Recovery	54%	54%	54%		

YTD	FY2011	FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 516	\$ 521	\$ 525	\$ (4)	-1%
Expense	\$ 938	\$ 949	\$ 974	\$ 24	3%
Subsidy	\$ 422	\$ 428	\$ 449	\$ 21	5%
Cost Recovery	55%	55%	54%		

## Operating Expenditures (\$ in Millions)



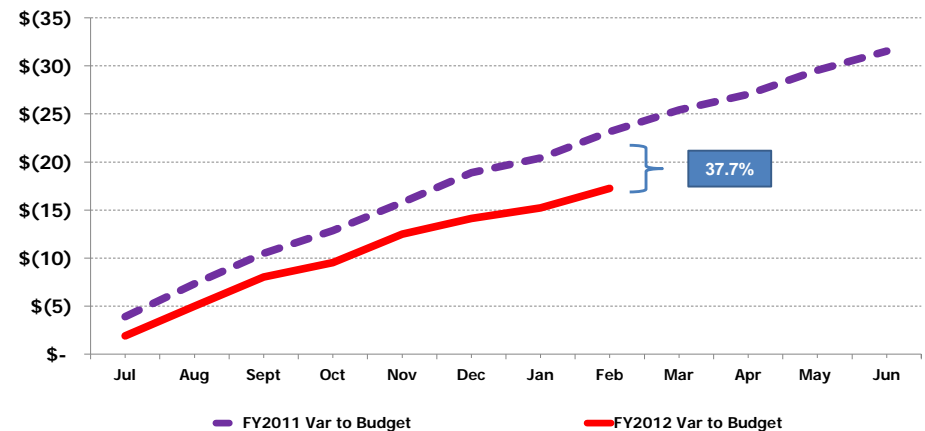
## Operating Program Highlights

As of February YTD, Metro is **favorable to budget** by \$20.7M, or 5%

Year-to-date expenditures - \$24.4 M or 2.5% favorable to budget

- Salary & wages below budget by \$9.2 M due to vacancies
- Overtime (\$17.3 M) and fringe benefits (\$1.5 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS
- Materials and Supply expenses (\$5.1 M) unfavorable due to under-budgeted expenses for bus parts and a lag in capitalization of brake and elevator parts. Costs for brake and elevator parts will be capitalized in the coming months.
- Service expenses of \$17.8 M were favorable due to \$7.2M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$12.0 M and \$9.6 M respectively

## YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



## Operating Budget Reprogramming Status

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury. Other reprogramming is intra-departmental.



# Revenue and Ridership Report

February FY2012

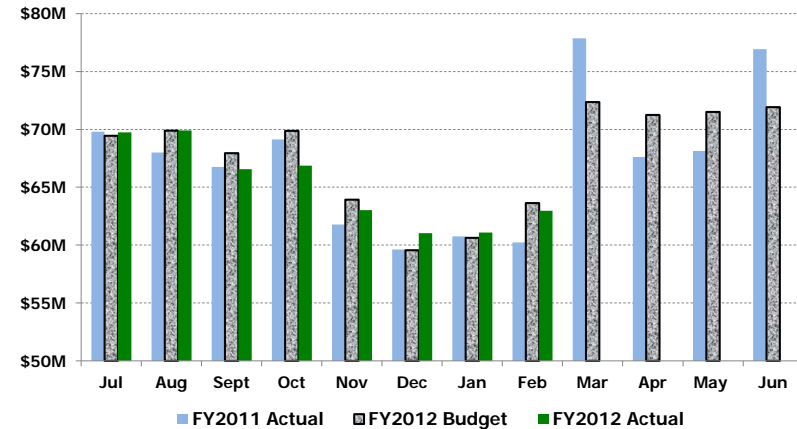
## Ridership (trips in thousands)

MTD	Feb - FY2012			Variance	
	Actual	Actual	Budget	Prior Year	Budget
<b>Metrorail</b>	15,989	16,617	16,933	4%	-2%
<b>Metrobus</b>	9,779	10,749	10,159	10%	6%
<b>MetroAccess</b>	190	171	195	-10%	-12%
<b>System Total</b>	25,958	27,537	27,287	6%	1%

YTD	FY2011	FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
<b>Metrorail</b>	139,665	140,809	142,218	1%	-1%
<b>Metrobus</b>	80,521	87,232	79,950	8%	9%
<b>MetroAccess</b>	1,583	1,370	1,633	-13%	-16%
<b>System Total</b>	221,769	229,411	223,801	3%	3%

## Revenue



## Revenue and Ridership Highlights

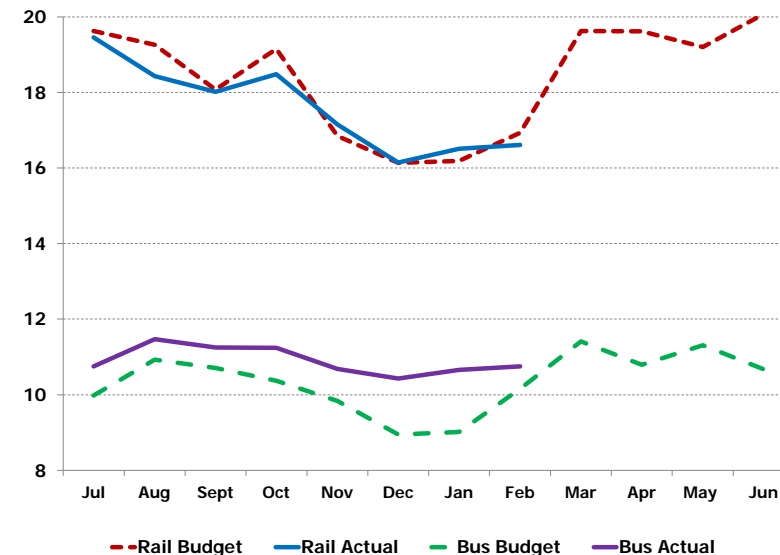
### Year-to-date Revenue

- Total revenue is (\$3.7 M) below budget, 0.6%; Passenger fares plus parking is (\$1.3 M) and non-transit revenue is (\$2.4 M) below budget
- Rail passenger fares are (\$7 M) below budget YTD due to lower than expect ridership; February average fare was \$2.66 compared to a budget of \$2.64; Parking revenue YTD is \$1.7 M below budget
- Bus passenger revenue YTD is \$6.3 M favorable as reflected in the strong ridership numbers; Average fare declined slightly in February to \$0.99
- MetroAccess was \$1 M above budget; Average fare YTD was \$3.79
- Other revenue is (\$2.4 M) below to budget due to advertising revenue that will be received at the end of the fiscal year

### Year-to-date Ridership

- **Rail ridership** YTD is 1% below projection. February ridership MTD was below budget by 2%. Number of Feb rail trips were greater than prior year due to the leap-year. Removing this factor, ridership was slightly below last year by 0.6%. This is unexpected because of the favorable weather. It is reasonable to start looking at the reduction in Employee Transit Benefits as to why ridership is down. Metro did not experience a decrease in January because of remaining SmartBenefit balances on passenger SmarTrip® cards. By February, passengers would have started seeing the impacts of the policy changes.
- **Bus ridership** YTD is 7.2 M or 9% above budget, and 6.6 M or 8% above prior year. Average weekday ridership has been strong at 443,000 trips per day.
- **Access ridership** YTD is 213,000 or 13.5% below prior year. February was 10% below prior year. The largest decrease has been the average number of Sunday trips.

## Monthly Ridership for Rail and Bus (in Millions)





# Capital Program Report

February FY2012

## Source of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Billed Amount	Awarded	Received	To be Rec.
FY2011 CIP	\$853	\$754	\$225	\$395	\$457
FY2012 CIP	\$1,042	\$917	\$528	\$445	\$598

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	37	19
Reimbursable	100	100	42	59
Total	\$213	\$213	\$79	\$134

## Use of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2011 CIP	\$853	\$754	\$670	\$320	89%	42%
FY2012 CIP	\$1,042	\$805	\$781	\$381	97%	47%

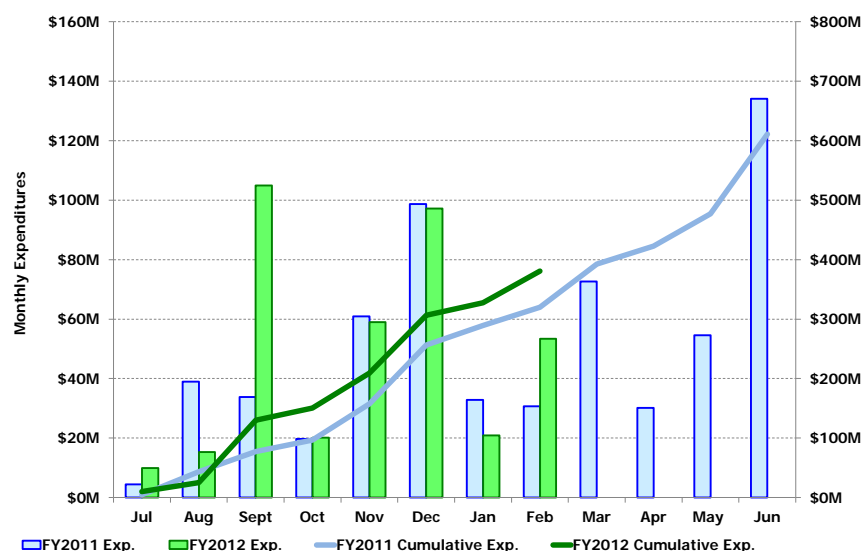
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl	% Exp.
Safety & Security	\$57	\$12	\$3	21%	5%
ARRA	56	55	38	98%	68%
Reimbursable	100	85	53	84%	53%
Total	\$213	\$151	\$94	71%	44%

## Capital Program Highlights

As of February 29th,

- The Capital Improvement Program (CIP) has expended \$381 million in FY2012. This is \$61 million, or 19 percent, more than the same period in FY2011.
- The current forecast is projecting expenditures of \$805 million for the fiscal year.
- Continued red line rehabilitation between Dupont Circle and Silver Spring stations. Started work to replace escalator at South Entrance of Dupont Station, rehabilitate escalator at Metro Center
- 136 of the 221 planned paratransit vans have entered production and 37 have been delivered.
- Station rehabilitation completed at Eastern Market, Navy Yard, Shaw-Howard Univ., and Waterfront-SEU (Mini) Stations
- Major repairs were completed on escalators at Capitol South, Medical Center, Van Ness-UDC, and Mt. Vernon Square/7<sup>th</sup> Street-Convention Center Stations
- Rehabilitation/modernizations were completed on escalators at Federal Center SW and Wheaton Stations
- Track rehabilitation work completed YTD include the following: welded 1,046 open joints; retrofitted 1,375 In ft of floating slabs; replaced 1,382 "High Voltage" roadway safety signs; rehabilitated 6,992 In ft of grout pads; tamped

## CIP Expenditures (\$ in Millions)



## Capital Budget Reprogramming Status (\$ in millions)

There were no reprogrammings in February.



# HR Vacancy Report

February FY2012

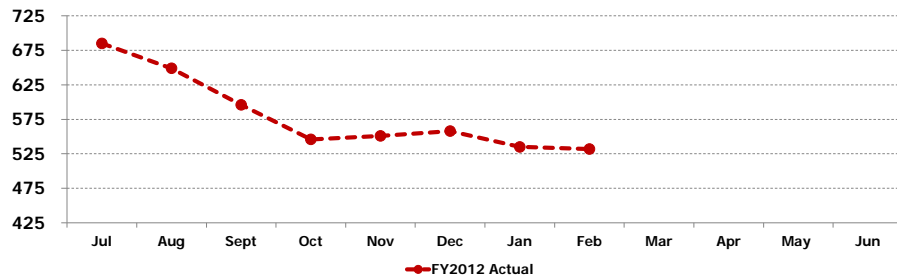
## Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Operating Positions</b>	10,250	532	5%	
<b>Departments with a large number of vacancies:</b>				
Transit Infra. & Engineering Services	3,120	140	4%	
Bus Services	3,807	105	3%	
Rail Transportation	1,499	113	8%	A training class for 29 train operators is underway. Next class begins March 25
Information Technology	251	51	20%	
Metro Police Department	635	29	5%	

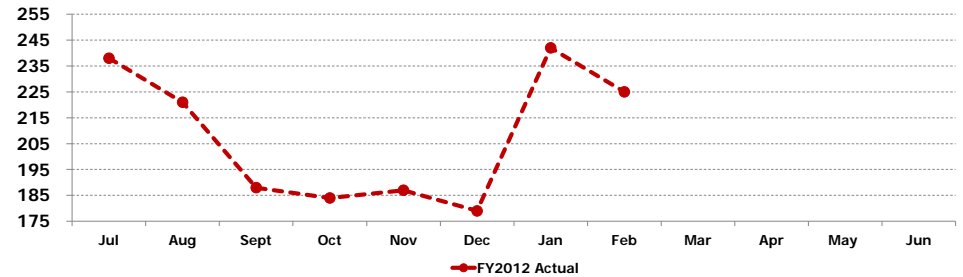
## Capital Vacancies

	Budget Approved Positions			
<b>Total Capital Positions</b>	1,201	225	19%	Reflects GM authorized increased headcount*
<b>Departments with a large number of vacancies:</b>				
Transit Infra. & Engineering Services	949	168	18%	
Chief Financial Office	382	27	7%	
Information Technology	37	24	65%	Initiative to convert contract positions to full-time employees is ongoing

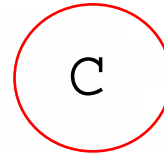
### Operating Vacancy Trend



### Capital Vacancy Trend



\*GM authorized 86 additional TIES headcount associated with ramp up of capital program. Recruiting will begin immediately with goal of filling positions by July 1, 2012.



Editor [Dusty Smith](#) [dusty@patch.com](mailto:dusty@patch.com)



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## Opting Out May Not Take Loudoun Off the Hook for Silver Line Project

Supervisors begin work sessions before final vote to determine whether Loudoun will participate.

By [Dusty Smith](#) | [Email the author](#) | April 18, 2012

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**Related Topics:** [Ashburn Metro](#), [Dulles Corridor Metrorail Project](#), [Loudoun Rail](#), [MWAA](#), [Line](#), and [Wmata](#)

The biggest revelation Tuesday night regarding Loudoun's potential participation in Metro's Silver Line extension appeared to be the [Washington Metropolitan Area Transit Authority's](#) expectation that the county would cover operation and maintenance costs as well as participate in Metro program, even if the Board of Supervisors opts out of the project.

WMATA is the entity that operates Metro, while the [Metropolitan Washington Airports Authority](#) is the entity constructing the project. While M which also controls Dulles Airport and the Dulles Toll Road, has been tasked with construction and will participate in phase two of the Silver Line will not be responsible for operation and maintenance costs.

Shiva Pant, Metro's chief of staff, first mentioned the airport station costs, noting that the station would be within Loudoun's borders, despite bei airport property.

"Under our board policy, the subsidy for that one station would be allocated to Loudoun, based on the formula as described," he said.

The notion irked several board members, including County Chairman Scott K. York (R-At Large), who openly supports participation in the project caveat that unions are not required and contractors are not rewarded for using them.

"If the Loudoun board so chooses to opt out, opt out means opt out," York said. "We'll fight the fact that we're going to be held that \$9 million if w There is no way we're going to opt out, but we're still going to pay."

York likely referred to the annual operation and maintenance costs by 2025 if Loudoun opts out, minus the capital program. The figures provided WMATA show Loudoun would be responsible for \$11 million annually for operation, maintenance and the capital program by 2018 and \$14.6 milli 2025 if the county opts out. If Loudoun participates and the two stations beyond the airport are constructed—at Route 606 and 772—those cos \$16.3 million in 2018 and \$21.5 by 2025.

Those annual costs are in addition to the construction costs for the Silver Line. Loudoun's share for that is estimated at \$260 million, which incl Loudoun's share for phase one that comes due if the county participates in phase two.

"I think it would be foolhardy for anybody to assume that the agreement we're under right now, having an opt-in period or an opt-out period, precl from opting out," said Supervisor Suzanne Volpe (R-Algonkian), adding that Loudoun should not be responsible for airport property it doesn't con Loudoun County Sheriff's deputies are not allowed on that property."

A member of Loudoun's transportation staff said WMATA would likely send the bill to the [Northern Virginia Transportation Commission](#) if Lou out. York said he would fight any attempt by the NVTC to take the money from Loudoun's share of gas tax allocations.

Supervisor Shawn Williams (R-Broad Run) said the news makes it that much clearer to him that Loudoun is better off participating in the project.

"As it stands now we're on the hook. It's ultimately going to come to the airport and Loudoun County's going to pay for it significantly," he said, a colleagues not to make up their minds against rail yet.

"Now we're starting to get the real numbers," he said, adding that if Loudoun opts out, "the message that we'll be sending to the business commu to mention the negative impact this will have on our economic development efforts, will be severe. They want this rail."

But many board members have continued to express their doubts about the benefits of Metro stations in Loudoun.

Leesburg Supervisor Ken Reid (R) said he was concerned about the new lower figures for operation and maintenance costs for the county. In p he questioned the ridership estimates for the Loudoun stations, to which there apparently is no scientific answer. The number is key because it's one-third of the factor used to determine Loudoun's share.

And while Loudoun's staff is conducting a study to look at parking demand for the two Ashburn stations, it will not provide information about rider destinations, which Supervisor Geary Higgins (R-Catoctin) said was key to determining whether the Rosslyn tunnel could handle the additional c

However, a WMATA representative told Higgins that some Blue Line trains would be relabeled Yellow Line and rerouted across another bridge.

Higgins also raised concerns about the rising costs for jurisdictions participating in WMATA's program, wondering whether it was driven by the ci union employees that comprise 8,000 of WMATA's 11,000-member workforce.

Supervisor Janet Clarke (R-Blue Ridge) questioned the ridership numbers and, along with Higgins, wanted better information about that estimate

"I think the ridership question is very big for this board, really," she said. "I have a very difficult time digesting all of this and conveying the inform the constituency on what it's going to cost, what the benefit is going to be for them ridership-wise."

The costs for riders would max out at \$6, and Loudoun would subsidize longer trips. Anyone heading to DC, is likely to have to pay the full \$6, wi Tysons Corner and Reston likely costing less.

"We know, at least I know, the folks that ride Metro, the majority of them, or the folks that ride the bus to get to work are going to Washington, D Pentagon, places like that," Clarke said.

Reid said he preferred bus service and called it "patently unfair" to subsidize rail riders with toll fares on the Dulles Toll Road, which currently are to fund a significant share of the project.

York, despite his concerns about Loudoun's responsibility if it opts out, said he supports rail to Loudoun.

"There's no question it's a tough decision," he said, but pointed to problems constructing any type of additional road network instead of rail. "We ability to construct another corridor that is east-west."

York also said it would help the county develop its commercial tax base.

Additional work sessions are planned as the board continues to weigh the ups and downs of participating in the project. Visit the [county's web](#) [the project to learn more](#).

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AGENDA ITEM #9

**MEMORANDUM**

**TO:** Chairman Fiset and NVTC Commissioners  
**FROM:** Rick Taube and Claire Gron  
**DATE:** April 26, 2012  
**SUBJECT:** Regional Transportation Items

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A. Transportation Demand Management Information Sharing Session.

On March 30, 2012 TDM agency representatives met at PRTC to review best practices. Agencies represented included GW Ride Connect, Rappahannock and Rapidan Regional Commission, Loudoun County, Fairfax County's Ridesources, Dulles Area Transportation Association, DRPT, Alexandria, PRTC and NVTC.

Among the issues reviewed were:

1. The use of social networking sites (Facebook, Twitter).
2. Popular giveaways: bookmarks with wild flower seeds; tree seedlings from the Virginia Forestry catalog;
3. Whether valuable prizes are acceptable to taxpayers (e.g. iPads);
4. Difficulties in sharing data among agencies and especially in obtaining email addresses from the Commuter Connections database;
5. Commuter bus routes:
  - a. Academy operates a subscription route from Culpepper to Warrenton to Rosslyn to D.C. for \$290 monthly with a new website about May 1<sup>st</sup>. Academy would be willing to build its own private parking location on I-66 to serve this and other future routes.
  - b. Strong demand for a new route from Front Royal.
  - c. A new Fairfax Connector "jobs bus" to Dulles Airport from the Herndon/Monroe Park and Ride lot with an express fare of \$3 one way.
  - d. LCT has 50 buses and charges \$7 one-way including free wi-fi for service starting at 4:30 a.m. All seats are occupied so there is little reason to promote the service.





## 6. Vanpools:

- a. Can SmartBenefits files be used to identify who is participating in vanpools so they can be introduced to the new Virginia Vanpool Incentive Program?
  - b. PRTC will be the administrative home of the multi-agency Virginia Vanpool Incentive Program.
  - c. Rappahannock Rapidan Regional Commission is paying a vanpool \$100 per month in free gas cards for a year to use a wrap that promotes the rideshare program. The wrap itself cost \$1,500.
- 7. Effective on-line survey tools include "Survey Gizmo;"
  - 8. Alexandria pays the Zip Car sign-up fee for residents (\$85);
  - 9. Dynamic ridesharing is being implemented by NVRC to relieve BRAC congestion. Volunteer drivers get \$1 plus 20-cents per mile paid via Pay Pal;
  - 10. Future events that accommodate promotions include Earth Day, Bike to Work Day, Car Free Day/Try Transit-Week;
  - 11. DATA has received grants for a Green House Gas calculator.

B. Fairfax Countywide 2050 Transit Network Study.

Fairfax County's DOT has begun its study with the goal of developing a long-range network of high quality transit corridors to accommodate economic growth. Modes and station locations will be developed for each corridor, as well as rights-of-way impacts, ridership, costs and revenue estimates. An initial on-line survey of residents will gather input on existing travel conditions and types of transit expansion of greatest value. The work will take 18 months to be completed in the summer of 2013.

A Technical Working Group meeting is scheduled for May 1<sup>st</sup>.

C. DRPT's Statewide Transit and Transportation Demand Management Plan.

A stakeholders' meeting is scheduled for April. 30<sup>th</sup>. NVTC staff will attend and provide details of the meeting.

D. TransAction 2040 Open House.

The summary of the April 18<sup>th</sup> open house is attached for your information.

E. Virginia Transit Association Conference in Tysons Corner on May 17-18.

Please refer to the attached material that shows the location and schedule of the event. Sharon Bulova will receive VTA's 2012 Public Official of the Year award.

F. Vtrans 2035 Update Regional Forum on March 29, 2012.

The Commonwealth Transportation Board (CTB), with the assistance of the Office of Intermodal Planning and Investment (OIPI), located within the Office of the Secretary of Transportation, is tasked with developing a statewide transportation plan which includes an “assessment of capacity needs for all corridors of statewide significance, regional networks, and improvements to promote urban development areas.” Completed in 2009, VTrans2035 is Virginia’s operative long-range multimodal transportation plan. OIPI is preparing the VTrans2035 Update for submission to the CTB in summer/fall 2012. The VTrans2035 Update is expected to serve as a bridge between VTrans2035 and VTrans2040, due in 2015.

On March 29, 2012, NVTC staff attended the second of two scheduled regional forums on the VTrans2035 Update. Agenda items included a presentation by Deputy Secretary of Transportation David Tyeryar and two breakout sessions to: 1) discuss the plan’s draft framework, including investment priorities and investment strategies; and 2) to discuss prioritizing investments within each of the Commonwealth’s 12 Corridors of Statewide Significance (CoSS).

In his presentation, Deputy Secretary Tyeryar noted that Governor McDonnell’s top priorities with respect to this plan are congestion mitigation and economic growth, with greater input from MPOs and local governments.

During the first breakout session, participants discussed the plan’s draft framework, including investment priorities and investment strategies. Northern Virginia participants noted that the plan should focus on:

- the movement of people and goods as opposed to vehicles;
- the need for sustainable funding for transportation;
- linking land use and transportation investment decisions;
- investments in alternative modes; and
- coordination between state and local needs.

During the second breakout session, participants discussed prioritizing investments within the Commonwealth’s CoSS. Northern Virginia participants ranked the top investment priority in the region’s five CoSS as follows:

- Seminole Corridor US 29: Preserve and optimize system efficiency through proactive planning.
- Coastal Corridor US 17: Increase system performance by making operational improvements.
- Northern Virginia Corridor I-66: Increase travel choices to improve quality of life for Virginians.
- Washington-to-NC Corridor I-95: Increase travel choices to improve quality of life for Virginians.

- North-South Corridor: Promote sustainable methods of planning, design and construction that are sensitive to environmental, cultural and community resources.

Outcomes from this regional forum will be presented to the CTB in May/June.

#### G. SuperNova Transit/TDM Plan.

A stakeholders meeting was held on April 25<sup>th</sup> in Arlington and a series of public meetings will occur in May, including one such meeting in NVTC's Navy League building on May 24<sup>th</sup> from 6:30-8:30 p.m. with a presentation at 7:00 p.m.

At the well-attended April 25<sup>th</sup> stakeholders meeting consultants provided a summary of the progress of the study and reported on feedback received at earlier public meetings and from on-line surveys. Group discussions then occurred regarding big and innovative ideas for improving transit and TDM, assuming sufficient funds were available.

#### H. I-66 Multi-Modal Study (Inside the Beltway).

VDOT and DRPT's study, to identify multimodal solutions to reduce congestion in the I-66 corridor between I-495 and the Theodore Roosevelt Bridge, commenced in July 2011. The consultant team, with the assistance of the Participating Agency Representatives Committee (PARC) developed and evaluated 11 mobility options. The team has identified four packages of mobility options which it will continue to study. All proposed packages assume planned changes to HOV restrictions identified in MWCOG/TPB's 2040 National Capital Region Long Range Transportation Plan (CLRP), including HOT (Express) Lanes on I-95 and I-495 and HOT 3+ for I-66 and the Dulles Toll Road.

Package 1: Allowing tolled Single Occupancy Vehicle (SOV) and HOV 2+ trips on I-66 in both directions during the peak periods. The package also enhances bus service frequency.

Package 2: Includes all components of Package 1. Also includes the addition of a single lane to I-66.

Package 3: Includes the addition of a single lane to I-66. During the peak periods, in the peak direction, all lanes will be HOV 3+; in the reverse-peak direction, one lane will be designated HOV 2+. The package also includes new and enhanced priority bus service on I-66, U.S. 29, and U.S. 50.

Package 4: Including a bus-only shoulder lane on U.S. 50. Includes new and enhanced priority bus service on I-66, U.S. 29, and U.S. 50.

The project team has released a new fact sheet detailing all proposed mobility options. Fact sheet #3 has been posted at

[http://www.virginiadot.org/projects/northernvirginia/i-66\\_multimodal\\_study.asp](http://www.virginiadot.org/projects/northernvirginia/i-66_multimodal_study.asp).

Also, two open house public meetings were held on April 24 and 25, where the above mobility packages were presented. The study team will develop recommendations based on the technical evaluations of the packages and public input received.

## I. Capital Bikeshare.

Arlington County and the District Department of Transportation (DDOT) launched Capital Bikeshare (CaBi) in September 2010. CaBi provides members access to bicycles for short-term use. Users must first purchase an annual or casual membership (24-hour, 3-day, and 30-day) in order to use the service. Membership fees range from \$7 for a 24-hour membership to \$75 for an annual membership. The first 30 minutes are free; afterwards users are charged a usage fee. Members may use any available bicycle at any station in the system, and may return the bicycle to any station within the system. Stations are currently located in the District and Arlington, and will be expanding to Alexandria later this year.

In its first year of operations, CaBi registered 101,118 new members who logged 922,065 trips. The service continues to grow rapidly; in February 2012 alone, CaBi gained 4,484 new members, a 26% increase over the previous year. Members logged 103,222 trips in February 2012, a 114% increase over the previous year.

CaBi conducted a survey of its annual members in late 2010. Major findings from the survey are as follows:

### Usage data

- 61.6% of annual members use CaBi at least once per week.
- Annual members most commonly use CaBi to: run errands (68.2%), go to work (63.3%), socialize/visit friends (58.6%), and go shopping (40.5%).
- Annual members reported that before CaBi was available, these trips would have been accomplished via: walking (81.3%), Metro (72.1%), bus (54.8%), personal bike (36.6%), personal car (28.2%), and taxi (26.2%).
- Since joining CaBi, 50.2% of annual members reported that their usage of public transit stayed the same, while 39.8% reported that their usage decreased.
- A fair number of annual members “always” or “sometimes” combine CaBi with rail trips (45.4% CaBi to rail; 39.1% rail to CaBi), but few “always” or “sometimes” combine CaBi with bus trips (15.5% CaBi to bus; 14% bus to CaBi).

- 57.5% of annual members surveyed reported owning a car. Among these members, about 1 in 5 reported that they would consider selling their car if the current CaBi system was expanded.

#### Demographic data

- Approximately 2/3 of annual members are male, and 1/3 are female.
- Three-quarters of CaBi's annual members are between the ages of 25 and 44.
- 41.7% of annual members live in households where the total annual income is at least \$100,000.
- 95.1% of CaBi annual members have at least a 4-year college degree.
- 80.2% of CaBi annual members are Caucasian.
- Approximately 10% of CaBi annual members are students.

In Fall 2011, students in the graduate-level Urban and Regional Planning program at Virginia Tech conducted a survey of casual CaBi users. Casual memberships include 24-hour, 3-day, and 30-day memberships. Major findings from the survey are as follows:

#### Usage data

- Casual members most commonly use CaBi: for tourism/site seeing (53%), to socialize/visit friends (22%), and for recreation/fitness (15%).
- Casual members reported that before CaBi was available, these trips would have been accomplished via: walking (53%), public transit (35%), taxi (5%), and personal auto (1%).
- Although a small number of casual members reported that their Cabi trip was replacing a personal auto trip, 20% of survey respondents reported that they arrived in the D.C. metropolitan area via personal auto.
- The majority (70%) is first-time users; 30% percent are repeat users.

#### Demographic data

- Two-thirds of CaBi casual users are tourists (53% national, and 13% international). One-third are local users from the D.C. metropolitan region.
- Half of casual members are male; half are female.
- 59% of casual members are between the ages of 25 and 44, 17% percent are between the ages of 18 and 24, and 16% are between the ages of 45 and 54.
- Income
- 83% of CaBi casual members have at least a 4-year college degree.
- 78% of CaBi casual members are Caucasian.

J. I-95 Express Lanes Transit/TDM Transportation Management Plan.

VDOT is currently in the process of preparing a draft Transportation Management Plan (TMP) for the I-95 HOT (Express) Lanes project. The TMP will ensure that travelers, residents, and business are informed and the impacts of construction activities are mitigated in the corridor.

The TMP Working Group is concentrating on transit and TDM strategies that can be implemented during the period of construction. Recommended strategies included in the draft TMP include:

- The expansion of commuter services from Spotsylvania, Stafford, Prince William, and Fairfax counties;
- Enhanced VRE service;
- Expansion of the Woodbridge Tysons Express Bus service;
- New commuter bus service from the George Washington region to the Pentagon, Mark Center, and/or DC destinations;
- Telework promotion;
- New Vanpool subsidy through the Vanstart/Vansave program; and
- "ShuttlePool" promotion.

The proposed budget for transit/TDM in the draft TMP is approximately \$3.05 million. Construction is expected to commence in 2012.

C.

**You are invited to participate in the update of the Statewide Transit and Transportation Demand Management (TDM) Plan!**

The Virginia Department of Rail and Public Transportation (DRPT) is updating the Commonwealth's Statewide Transit and Transportation Demand Management (TDM) Plan. The updated plan will evaluate existing levels of public transportation service, provide projections of future growth and associated demand upon the statewide transit system, and provide direction for transit service enhancement and TDM program development through the year 2040 based on those projections. The plan will also provide recommendations to the Statewide Surface Transportation Plan and support the update of the statewide multimodal transportation plan, VTrans 2035, that is currently underway.



Stakeholder involvement will be an essential element of the planning process and **we invite you to participate in the first round of stakeholder meetings**. There will be three opportunities for you to participate:

1. Stakeholder meeting on **Monday, April 30, 1:30-4:00pm**  
**VDOT Megaprojects Office**  
**Washington Conference Room** (main floor)  
6363 Walker Lane  
Alexandria, VA 22310
2. Stakeholder meeting on **Tuesday, May 1, 1:30-4:00pm**  
**RADAR Transit Offices**  
2762 Shenandoah Avenue NW  
Roanoke, VA 24017
3. **Webinar on Thursday, May 3, 10:00-11:30am**  
Details to be provided

Please mark your calendars and make plans to participate in one of these stakeholder meetings. We will be presenting the general scope and schedule for the project, an overview of the transit and demographic analysis, and the methodology for the transit/TDM needs assessment. An agenda and additional materials will be sent to you approximately one week prior to the meetings. Information will also be posted on the DRPT website ([www.drpt.virginia.gov](http://www.drpt.virginia.gov)).

**Please RSVP to [jenny.noonkester@atkinsglobal.com](mailto:jenny.noonkester@atkinsglobal.com) by noon on Thursday April 26 and indicate which meeting you are planning to attend.**

If you have any questions about the plan update, please contact Amy Inman at [amy.inman@drpt.virginia.gov](mailto:amy.inman@drpt.virginia.gov).

We look forward to working with you!

## **TransAction 2040 Open House**

An Open House for TransAction 2040 (the update to TransAction 2030 plan) was held on April 18, 2012 from 6:30 pm - 8:30 pm at the Mary Ellen Henderson Middle School in Falls Church, Virginia.

The Open House demonstrated the results from the first project model run and provided additional information to the public on the prioritization of projects. To help the public better understand TransAction 2040, eight information stations were set up for the public to interact directly with staff and project experts.

A detailed presentation on the project was given by Cambridge Systematics, followed by a question & answer session for the public to ask detailed questions. The Open House also provided an opportunity for the public to provide written comment on the projects to the NVTA for consideration during a second model run.

The Open House was attended by approximately 40 people including Marty Nohe, NVTA Chairman; jurisdictional transportation planning staff from Prince William County, Arlington County, Fairfax County, city of Falls Church, city of Fairfax, VDOT, WMATA and VRE; representatives from AAA, the Sierra Club, Northern Virginia Transportation Alliance; as well as several members of the general public.

In order to reduce the overall costs of the TransAction 2040 plan update, NVTC staff is responsible for all of the Public Outreach efforts associated with this contract (a savings of over \$250,000 to NVTA).

To meet the public outreach requirements staff provided adequate legal notice of the meeting, distributed multiple media releases to all major print and electronic media outlets (including Hispanic and Korean Media), all jurisdictional PIO's, special interest groups (environmental, bicycle, financial, smart growth), chambers of commerce, realtors, businesses and HOA's. Staff also created a Facebook page to interact with the public and keep them updated about the progress of TransAction 2040.

To date, all materials related to TransAction 2040 have been posted to the NVTA web site including an on line comment form, media releases, presentations with notes, the first newsletter, Frequently Asked Questions (FAQ), project information and materials. That information can be found at <http://www.thenovaauthority.org> and click on the TransAction 2040 logo.





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## VTA 2012 ANNUAL CONFERENCE & BUS EXPO

• May 17 - 18, 2012 • Hilton McLean Tysons Corner, McLean, Virginia •

Register

Agenda

Fees

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### 2012 PRELIMINARY AGENDA

Agenda will be updated as sessions are confirmed.

#### Thursday, May 17, 2012

9:00 AM **Conference Registration**

9:00 AM – 12:00 PM **Exhibitor Move-in**

*Exhibitors may begin set-up at 9:00. Official exhibition begins at 12:00.*

10:30AM – 12:00 PM **Virginia Transit Association Board of Directors Meeting**

*All VTA members are welcome to attend.*

12:00 PM - 1:30 PM **Lunch with our Exhibitors in EXPO/EXPO Opens**

*Come see what's new in the transit world and enjoy a buffet lunch with our exhibitors.*

1:30 PM – 3:15 PM **Dulles Rail Tour**

*See the Dulles Rail project accomplishments and preview the finished product. Although there is no fee for this tour, we require advance sign-up, so that we can provide adequate transportation to accommodate the group. Exhibitors are welcome to attend this tour.*

3:15 PM – 3:30 PM **Ice Cream Break with our Exhibitors**

3:30 PM – 5:00 PM **Educational Sessions**

- **FTA Update:** Brigid Hynes-Cherin  
FTA Regional Administrator (Region III)
- **DRPT Update:** TBD

5:00 PM - 7:00 PM **Lite Fare and Cocktail Reception with our Exhibitors in the EXPO**

7:30 PM - 10:30 PM **Casino Night at the Hilton**

*Join our special event sponsor, Sonny Merryman, for this fun-filled evening of our favorite casino games!*

#### Friday, May 18, 2012

7:30 AM **Continental Breakfast by the Registration Desk**

8:30 AM - 10:30 AM **Roundtable Sessions**

*Peer Exchange: Connect with small group discussions on various topics of interest while networking with other transit systems:*

- *DRPT's Multimodal & Public Space Design Guidelines*
- *Using Customer Comments to Improve Service*
- *Up & Coming Bus Enhancements/Innovations*
- *Green Technologies: How effective have they been?*
- *HB 211-Fuel Exchange Legislation: It passed the General Assembly; what do we do now?*
- *Lessons from BT's Bus Stop Inventory Program*

10:30 AM-  
11:45 AM

#### **Educational Break-out Sessions**

- ***Break-out Session 1: New Payment Technologies in Transit***

##### ***Panelists:***

***Steve Grant***, Senior Systems Consultant, LTK Engineering Services

***Greg Garback***, Program Advisor-New Electronic Payments Program (NEPP), WMATA

- ***Break-out Session 2: The EZ Way to Open Source Transit Data: Making the "Next Big Thing" in technology work for you***

##### ***Panelists:***

***Dave Alpert***, Blogger & Transit Technology/Open Source Data Advocate, Greater Greater Washington

***Matt Caywood***, Technical Advisor & Artificial Intelligence Guru, Mobility Lab, Arlington

***Michael Elepano***, Project Manager, Redmon Group

***Kevin Webb***, Co-Director, OpenPlans.org

***Chris Hamilton***, Bureau Chief, Arlington County Commuter Services (co-moderator)

***Kala Legget Quintana***, Communications Director, NVTC (co-moderator)

12:00 PM –  
2:00 PM

#### **Awards Luncheon**

- *Honorable Ron Rordam, Mayor of Blacksburg, VA/VTA President - Host*
- *Ms. Therese W. McMillan, Deputy Administrator, FTA [Biography](#)*
- *Mr. Michael Melaniphy, President/CEO, American Public Transportation Association (APTA)*

[Back to Top](#)

Virginia Transit Association  
1108 E. Main Street, Suite 1108  
Richmond, Virginia 23219  
Phone: 804-643-1166 • FAX: 804-643-1155  
[www.vatransit.com](http://www.vatransit.com) • [Contact the webmaster](#)  
[Forgot Your Password?](#)



April 19, 2012

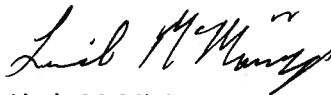
The Honorable Sharon Bulova  
12000 Government Center Parkway  
Suite 530  
Fairfax, VA 22035

Dear Chairman Bulova:

I am delighted to inform you that you are the recipient of the Virginia Transit Association's "2012 Public Official of the Year" award. The VTA Executive committee felt that your extensive and dedicated service to advance public transportation in Fairfax County and throughout the region is exemplary. Your personal involvement, month after month and year after year, has given residents across Northern Virginia better public transportation options. Your dedication has helped advance VRE commuter rail from a speculative proposal to a highly successful reality.

I hope you will join us for the VTA Annual Awards luncheon at the Hilton McLean Tysons Corner on Friday, May 18 and allow us to recognize you in person. The luncheon runs from 12 noon to 2:00 PM, beginning with guest speakers Michael Melaniphy, President of the American Public Transportation Association and Therese McMillan, Deputy Administrator of the Federal Transit Administration and followed by individual and transit system awards (approximately 1:00 PM). We will work around your schedule if you cannot be there for the luncheon's entirety. I hope you will be able to join us.

Respectfully,



Linda McMinimy  
Executive Director

## Regional Forum March 29, 2012



**Welcome!**  
**Please introduce yourselves**  
**locally.**  
**We will begin promptly at 9:30**

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Planning and Investment



VTrans2035 Update  
March 29, 2012

011

Dironna Belton

Office of Intermodal Planning and Investment

## Welcome



### **PURPOSE of today's meeting is:**

- 1. To review progress on the VTrans2035 Update, including the transition to performance-based planning, incorporating the input received to date,**
- 2. To engage transportation planners, providers and interest groups in discussing the performance-based planning framework, the strategies in the framework, and the Corridors of Statewide Significance**

**Input from this meeting will be considered in drafting the VTrans2035 Update and shared with the Commonwealth Transportation Board (CTB)**

## Today's Agenda




**Opening Presentation: VTrans2035 Update – What we have heard so far  
Q&A**


**Presentation: Performance Based Planning Framework  
Breakout Session #1: Validating and Refining the Framework**

**Presentation: Prioritization within the Planning Framework  
Breakout Session #2: Linking Investment Priorities and Corridors of Statewide Significance**


**Closing Comments: Reporting Input and Next Steps**




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Virginia Department of Rail and Public Transportation  
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Virginia Highway Safety Council



**VDOT**  
Virginia Department of Transportation



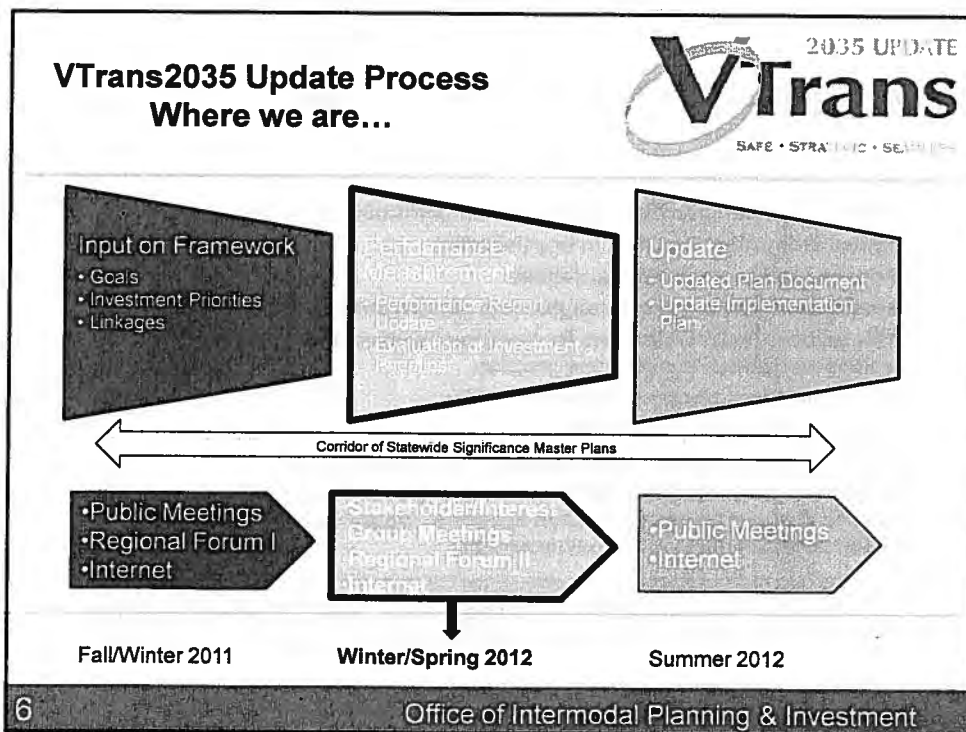
**MACTE**  
Mid-Atlantic Transportation Council




**MVDB**  
Motor Vehicle Dealer Board  
COMMONWEALTH OF VIRGINIA

**VTrans2035 Update**  
**March 29, 2012**

**David Tyeryar**  
Deputy Secretary of Transportation



**Phase I: Public Input and Results**




2035 UPDATE  
**VTrans**  
SAFE • STRATEGIC • SUSTAINABLE

- **Vision unchanged**
- **Top-level goal topics unchanged**
- **Updated framework of VTrans Update Process**
- **Investment priorities made more consistent, comprehensive and multimodal**
- **Created clear linkages between the goals and the investment priorities; and the investment strategies and performance measures**
- **Made minor wording changes to sentence form of goals and investments**
- **Added specific reference to “multimodal” transportation and land use “linkages.”**
- **Addressed bicycle/pedestrian safety and education comments**
- **Addressed mode choices that reduce roadway demand, affected by both transit & land use.**

*Highlights from fall meetings, website comments, and Regional Forum I*

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**Phase II: Public Input and Results**




2035 UPDATE  
**VTrans**  
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- **Refine investment priorities, strategies and performance measures**
- **Interest Group Meetings held in late February**
- **Ongoing public comments via website**
- **Generate specific ideas on strengthening performance measures**
- **Validate the proposed structure for performance-based planning that includes an evaluation screening process**
- **Address tourism as part of economic vitality**
- **Sharpen the focus of investment**
- **Address all modes throughout strategies where appropriate**
- **Environmental stewardship will better be reflected in what can be achieved through the transportation agencies' programs and projects and the desired effects on the environment.**

*Highlights from Interest group meetings, website comments, additional public comments*

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**Governor's Transportation Plan & VTrans**



**From your input thus far:**

- The Investment Priorities now clearly flow from the Goals
- The relationships between the Investment Priorities and the Goals influence the rating of the Investment Priorities.

The exercises you complete today will assist the Secretary and the CTB in the process of prioritizing transportation efforts.

Currently the prioritization process considers:

Governor's  
Transportation Plan  
Priorities

Affordability

Implementation


Risk

The downward flow of that prioritization will speak to the prioritization of individual strategies and to the Corridors of Statewide Significance, as well as Corridor Master Plans.

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**What is next?**



After this meeting, we'll move from refining the framework to applying the framework to the plan update.

**Charge to Participants:**

- Provide your assessment of the overall framework
- Consider the strategies from your regional/agency perspective and help us refine them
- Contribute your assessment of the investment priorities that are most strongly linked to the CoSS in your region.

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QUESTIONS?

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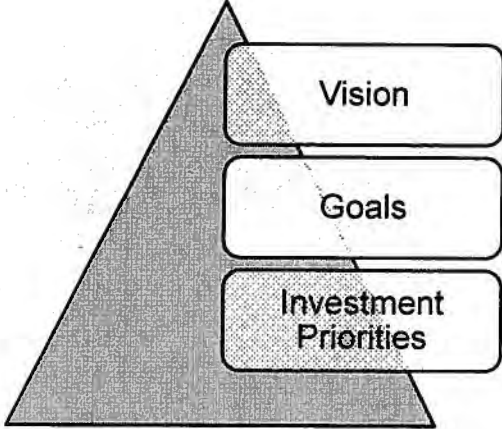


VTrans2035 Update  
March 29, 2012

Lorna Parkins  
Consultant Project Manager, VTrans2035 Update

**VTrans2035 Framework**






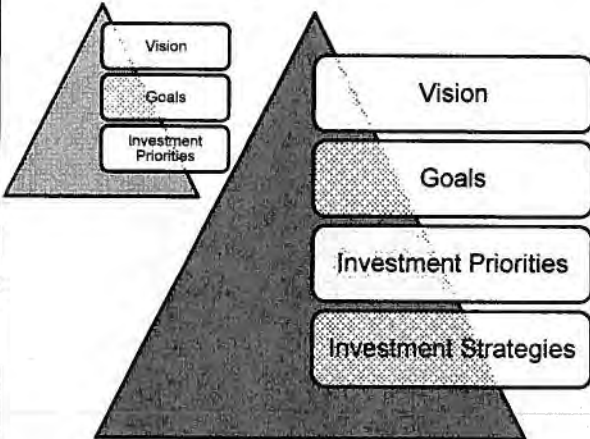
- Some investment priorities highlight key projects, while others describe broad initiatives
- No direct connection between goals and investment priorities

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**VTrans2035 Update  
Proposed Framework**

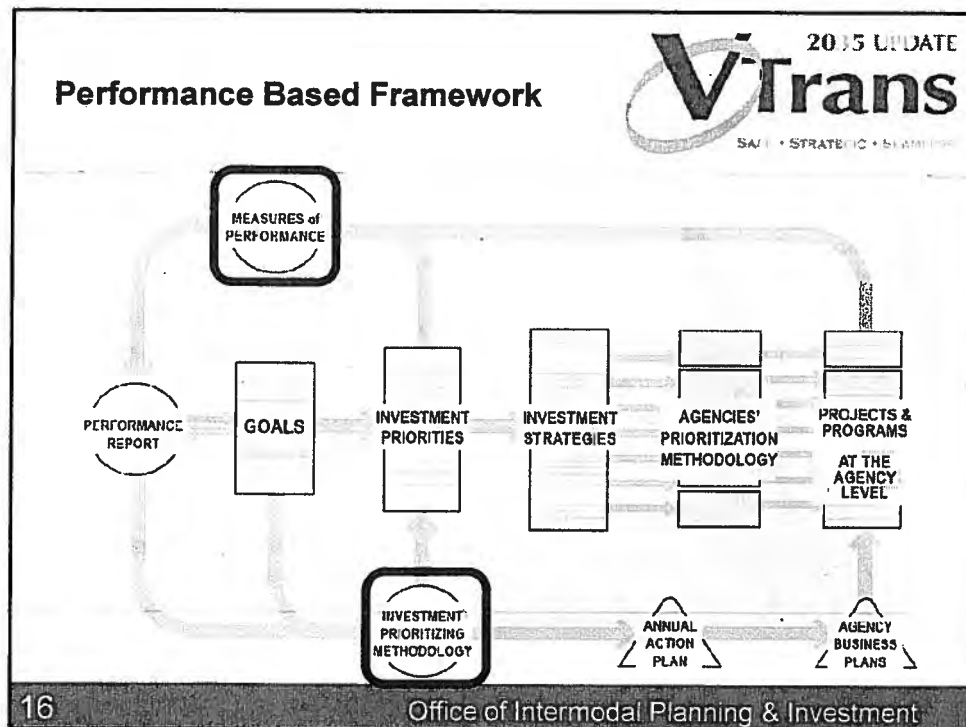
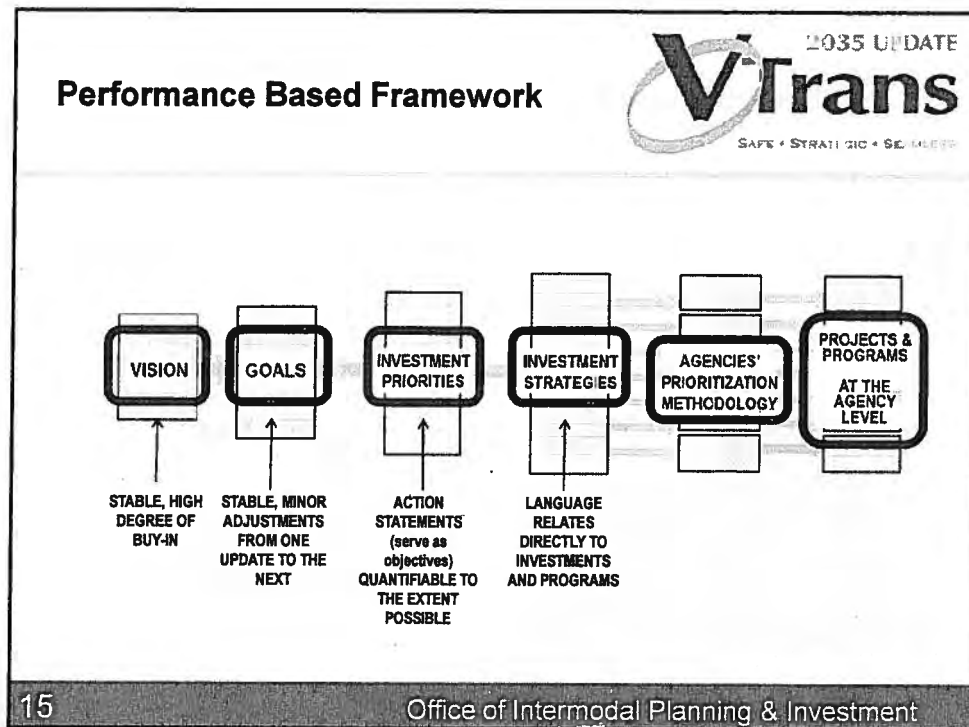


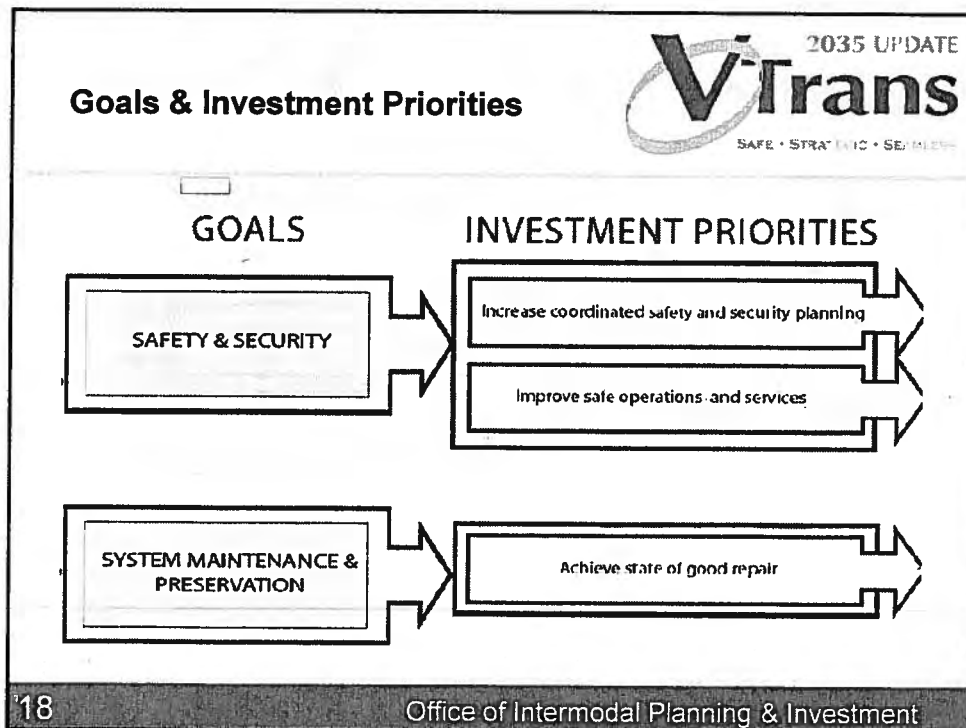
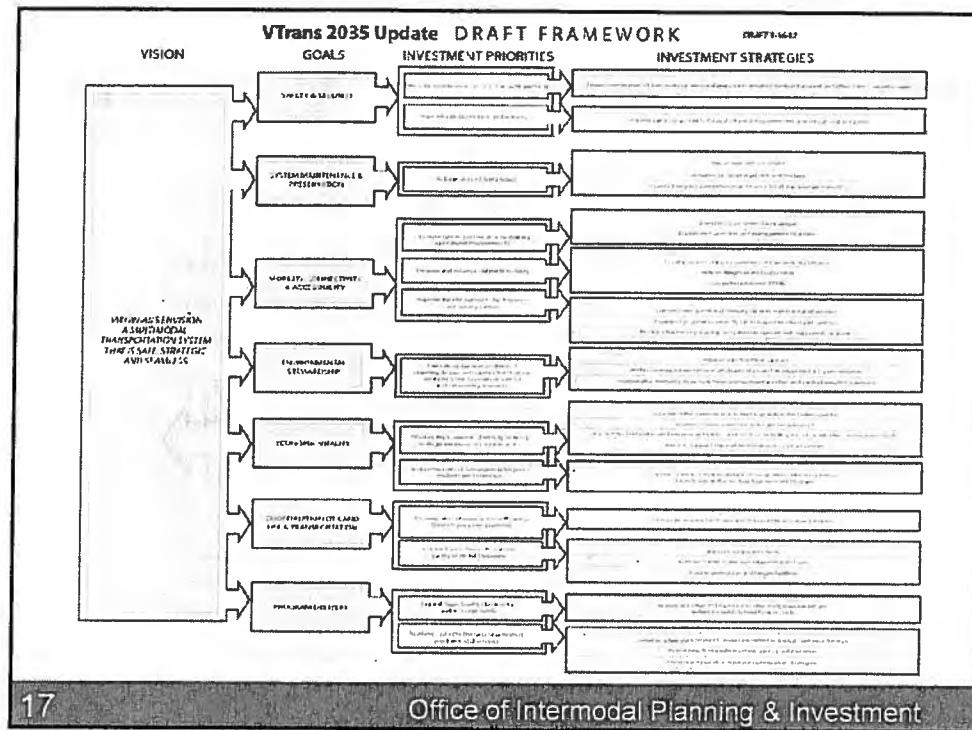


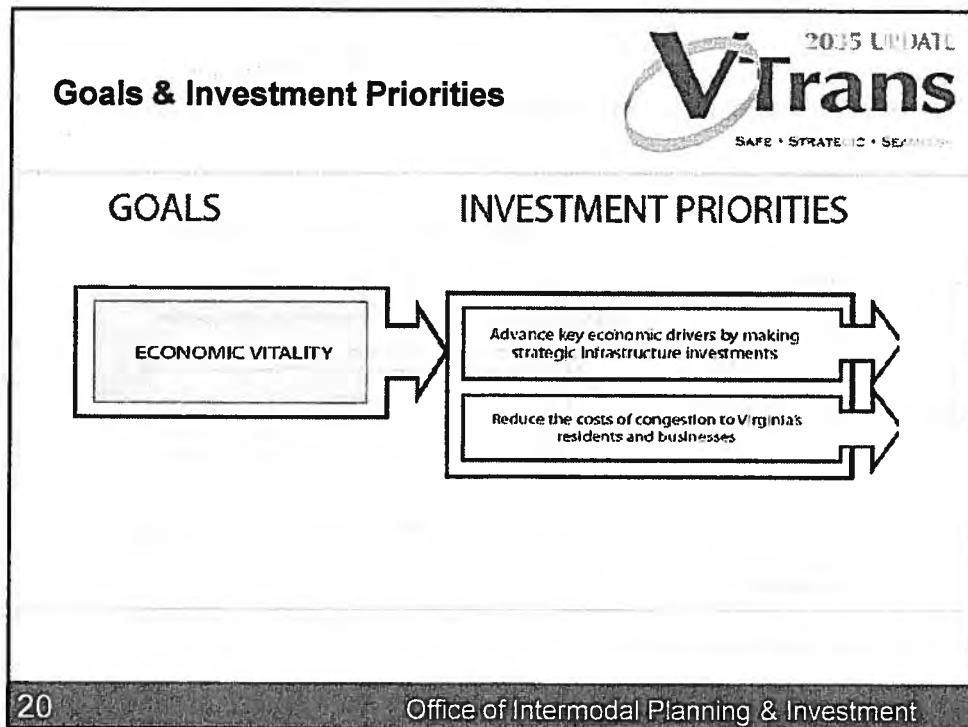
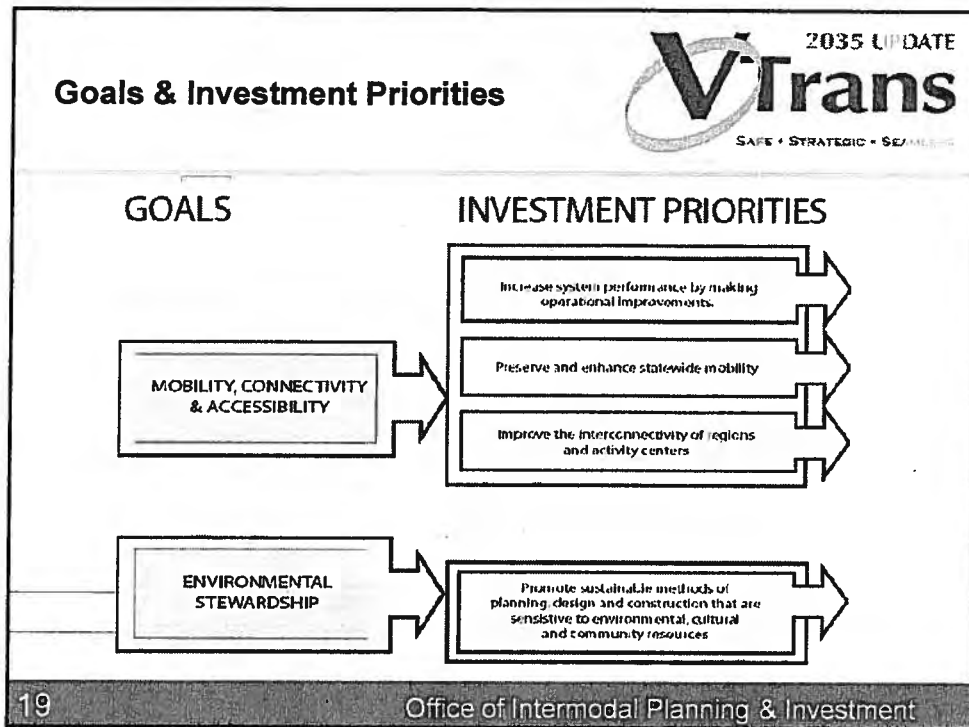
- Investment Priorities directly linked to goals
- Investment priorities consistently broad in scope
- Investment strategies more specific

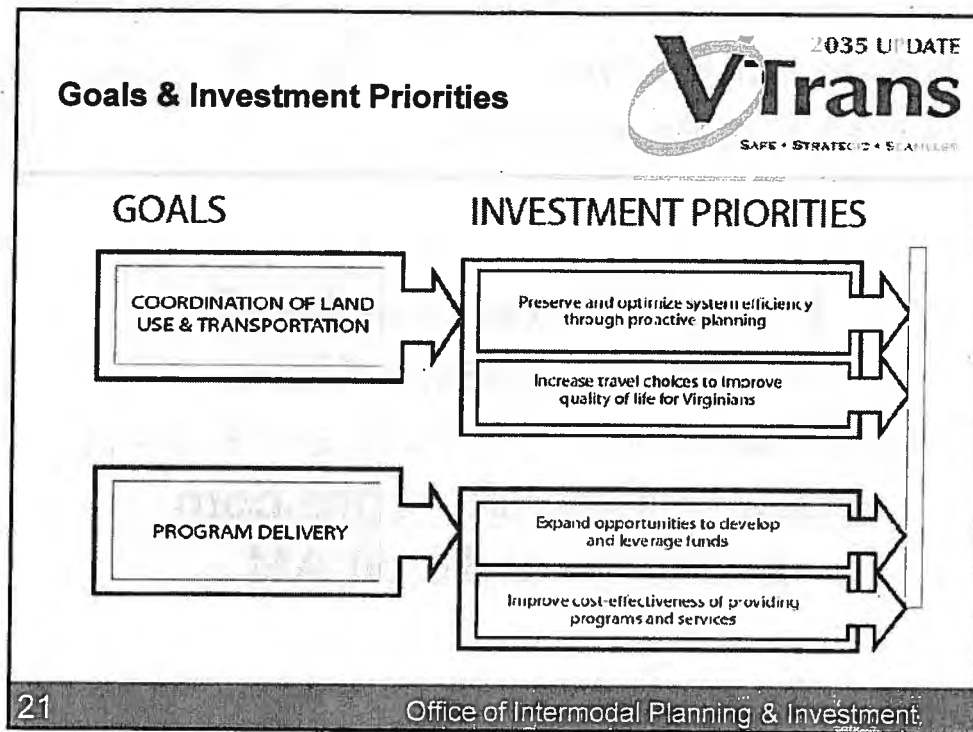
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**Breakout Session #1 Guidelines**

2035 UPDATE  
**VTrans**  
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- **Comment on Framework**
- **Discuss specific refinements to investment strategies**
- **Consider regional perspectives and implementation**
- **Record ideas on flip charts**
- **Summarize key themes on slide(s)**
- **Report back in 35 minutes**

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## Regional Forum Breakout Session #1



**Please follow your local  
facilitators' instructions.  
E-mail summary of work session to  
[lparkins@mbakercorp.com](mailto:lparkins@mbakercorp.com)  
promptly at 10:50 AM**

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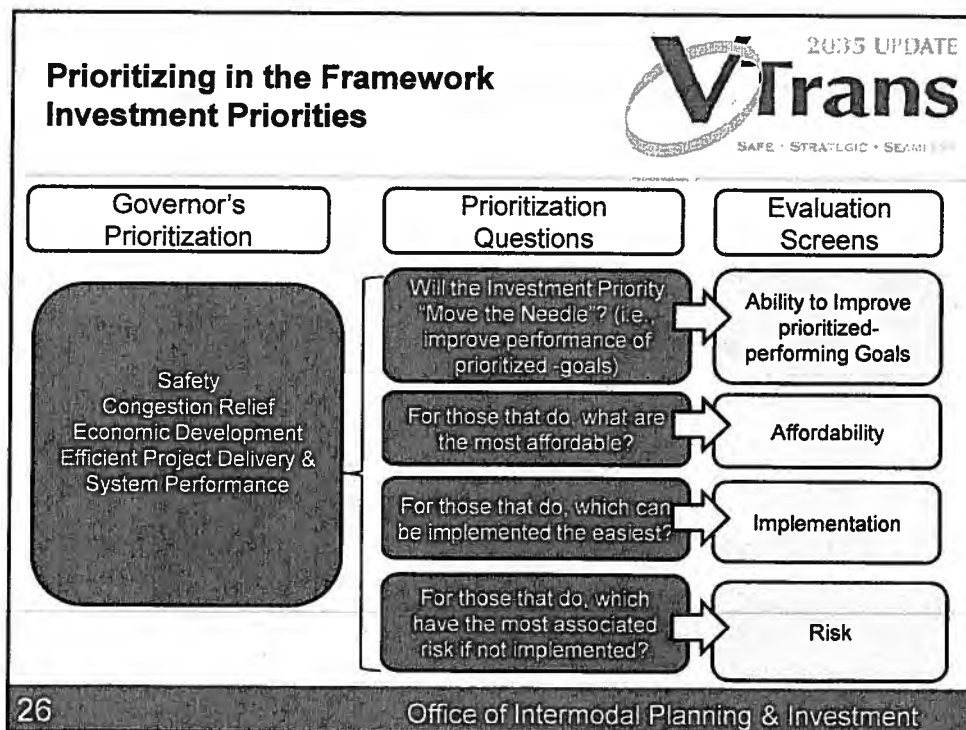
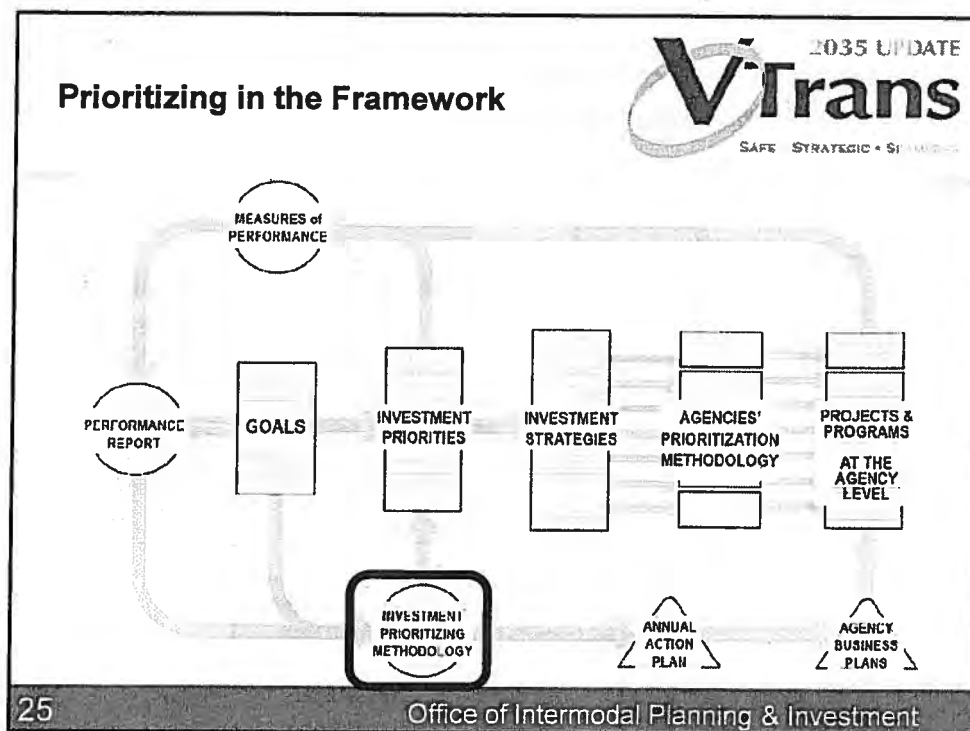


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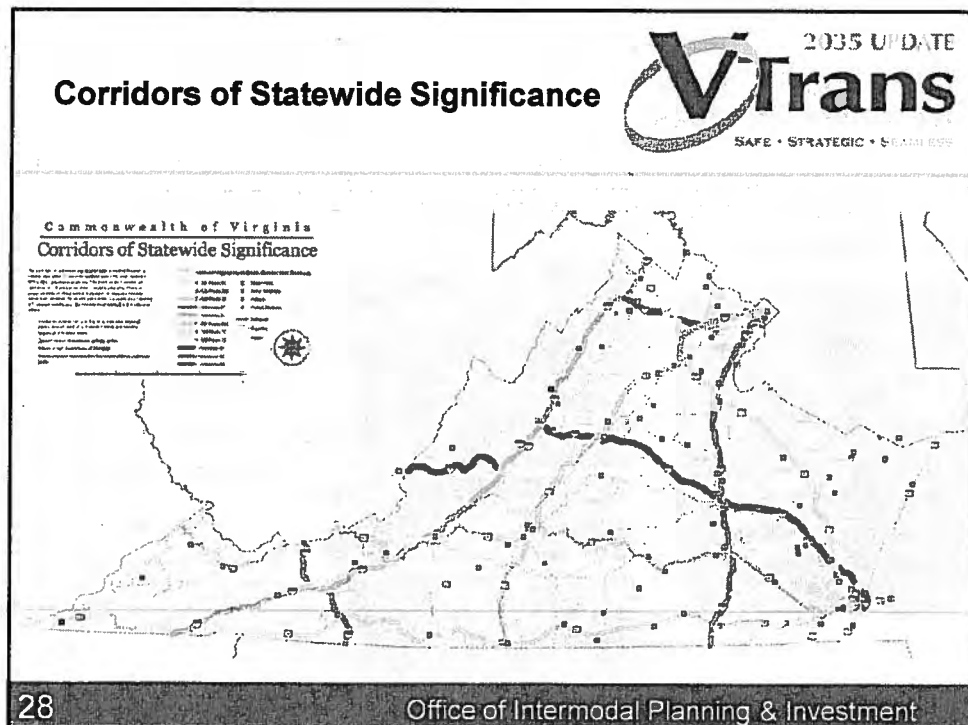
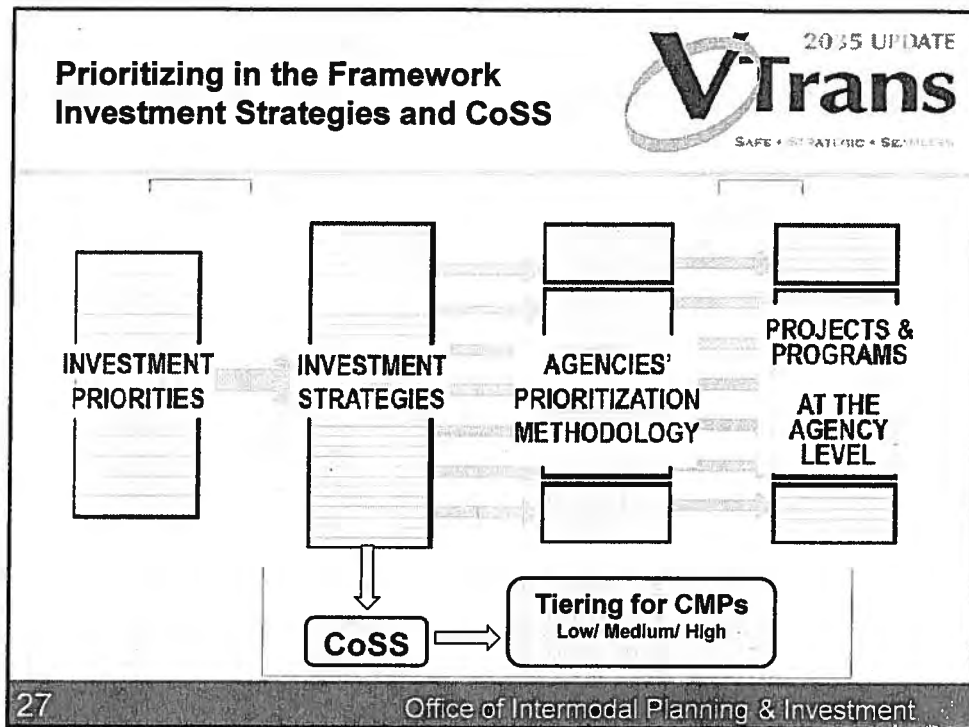


VTrans2035 Update  
March 29, 2012

Lorna Parkins  
Consultant Project Manager, VTrans2035 Update







## Coastal Corridor US 17



### Functions

- I-95 alternative for shore traffic and NE US traffic
- Freight and passenger connection from I-81 to I-95
- Important connector for fish trade
- Hampton Roads & Northern Neck commuter route
- Multimodal components: freight rail, ports & rivers, local transit, Norfolk & Newport News airports

### Needs & Opportunities

- Potential waterway connections in coastal areas
- Multimodal freight movement opportunities – intermodal facilities needed
- Congestion management and smart technology strategies within urban areas

## Crescent Corridor I-81



### Functions

- Inter- and Intra-state freight movement
- Tourism – historic and natural resources
- National “rest stop” on NAFTA route
- Access to universities
- Multimodal components: freight rail, short-line railroads, local transit, regional and general aviation airports

### Needs & Opportunities

- Commuter patterns overlaid on freight patterns
- Freight rail improvements could relieve long-haul trips
- Passenger rail opportunities for inter-city and NE corridor trips
- Safety improvements
- Commuter services (park and ride, transit)
- Increased access and capacity for air travel

## East-West Corridor I-64



### Functions

- Port connections in Hampton Roads
- Military installations
- Evacuation route
- Tourism
- Universities
- Multimodal components: ports, rivers, freight rail, Amtrak, HOV, local transit, major commercial and regional airports

### Needs & Opportunities

- Critical safety and security needs
- Multimodal freight movement opportunities including barge on river
- Both freight and passenger rail opportunities
- Enhanced transit services in both urban and rural areas
- Smart technology & capacity to reduce congestion at waterway crossings

## Eastern Shore Corridor US 13



### Functions

- Tourism including interstate beach access
- Fiber-optic corridor
- Access to Wallops Island
- Multimodal components: freight rail, Norfolk and Newport News airports, local transit, Bay Coast rail and barge

### Needs & Opportunities

- Access management to preserve corridor capacity
- Coordination with land use to address conflicting needs in Main Street areas
- Intermodal connections with Bay Coast rail
- Increased freight movement by barge

## Heartland Corridor US 460



### Functions

- Multimodal freight spine
- Evacuation route
- Tourism
- Universities
- Access between military bases
- Fiber-optic corridor
- Multimodal components: freight rail, Norfolk and regional airports, local transit, Amtrak

### Needs & Opportunities

- Goods movement capacity through increased freight and intermodal facilities
- Increased freight and passenger rail services
- Safety and evacuation improvements
- Access management to preserve existing capacity
- Coordination with land use in Main Street and commercial areas

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## NC to WV Corridor US 220



### Functions

- Scenic, Tourism
- Logging, some freight
- Unique connections (Roanoke to I-64, Piedmont Triad, West Virginia)
- Multimodal components: freight rail, Roanoke regional airport, local transit

### Needs & Opportunities

- I-73 corridor
- Increased freight rail services
- Safety improvements
- Access management to preserve existing capacity
- Expanded rural transit services

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## Northern Virginia Corridor I-66



### Functions

- Major commuter route
- Freight link to inland port
- Access to Dulles Airport
- Links service providers to markets in NoVA
- Multimodal components: HOV, VRT, Metro, Express Bus, Dulles and Reagan Airports, VA Inland port, freight rail

### Needs & Opportunities

- National Security
- Transit capacity expansion – all modes
- Fast-growing technology corridor spurs travel demand
- Strategically improved capacity in parallel routes and alternative modes
- Maximum smart technology use
- Enhanced freight access and options

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## Seminole Corridor US 29



### Functions

- Tourism and national cultural resources
- Growing commuter route
- Goods-to-market route
- Truck alt. to I-81 and I-95
- Freight rail alt/pair with I-81
- Multimodal components: commuter rail, freight rail, regional airports, Amtrak, local transit

### Needs & Opportunities

- Optimized network capacity in developing areas through smart systems, grid networks and land use coordination
- Safety improvements
- Increased freight and passenger rail services
- Enhanced transit and commuting options in urbanized and rural areas including park-and-ride
- Improved ground connections to airports

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## Southside Corridor US 58



### Functions

- Scenic, Tourism
- Goods-to-market route
- Evacuation
- Access to Cumberland Gap
- Fiber-optic corridor
- Multimodal components: freight rail, local transit, Hampton Roads ports and airports

### Needs & Opportunities

- Recreational opportunities
- Increased freight rail services
- Economic stimulation to address high unemployment
- Access management and land use coordination to preserve existing capacity
- Expanded rural transit services
- Consistent capacity and function for goods movement and evacuation

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## Washington-to-NC Corridor I-95



### Functions

- East coast spine for both freight and passenger travel
- Intra- and inter-regional commuting
- Evacuation
- Tourism
- National Security
- Multimodal components: freight rail, Amtrak, VRE, Metrorail, HOV, international and regional airports, local transit services

### Needs & Opportunities

- Strengthened multimodal network, including intermodal connections for freight and passengers
- Travel demand management
- Improved ground access to airport facilities
- Safety improvements
- Smart System Technology to manage and optimize system capacity

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## Western Mountain Corridor I-77



### Functions

- Multi-state corridor connecting to midwestern states
- Tunnel network
- Freight connection to US 58 and I-81

### Needs & Opportunities

- I-81 overlap capacity
- Safety improvements
- Technology and network improvements for tunnels
- I-73 corridor

## North-South Corridor



### Functions

- Links I-95, I-66 and Dulles Airport
- Workforce, freight and business travel
- Serves key movements identified on local comprehensive plans
- Multimodal elements: Metrorail, VRE, Dulles Airport, local transit

### Needs and Opportunities

- Optimizing economic impact of Dulles for freight and passenger travel
- Multimodal improvement plans including rapid transit, bicycle routes, VRE expansion
- Unique smart technology applications

**Breakout Session #2  
Guidelines**



- **Consider the strongest linkages between investment priorities and CoSS**
- **Place dots on box next to each Investment Priority (up to 3 per corridor)**
- **Reflect regional perspectives but also consider corridors as a whole**
- **Record observations and key points on flip charts**
- **Summarize key themes on slide(s)**
- **Report back in 50 minutes**

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**Regional Forum  
Breakout Session #2**



**Please follow your local  
facilitators' instructions.  
E-mail summary of work session to  
[lparkins@mbakercorp.com](mailto:lparkins@mbakercorp.com)  
promptly at 12:05 PM**

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## **CLOSING**



### **Wrap-Up**


#### **Observations about today's input**

**Input will be considered as the VTrans2035 Update is drafted:**

- **Details of the Framework**
- **Prioritization Process**
- **Plan text and implementation document**

**Outcomes will be presented to the CTB in May/June**

**What's Next?**



2035 UPDATE  
**VTrans**  
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**Spring/Summer:**

- Complete evaluation of investment priorities**
- Develop draft plan contents**
- Advertise and hold public input sessions**


**Summer/Fall:**

- Complete draft plan documents including Implementation Plan**
- Submit for CTB approval and finalize documents**

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**Concurrent Statewide Plans**



2035 UPDATE  
**VTrans**  
SAFE • STRATEGIC • SEAMLESS

**Statewide Rail Plan**  
contact: Emily Stock, DRPT – [emily.stock@drpt.virginia.gov](mailto:emily.stock@drpt.virginia.gov)

**Statewide Transit and Transportation Demand Management (TDM) Plan**  
contact: Amy Inman, DRPT – [amy.inman@drpt.virginia.gov](mailto:amy.inman@drpt.virginia.gov)

**Virginia Surface Transportation Plan**  
contact: Brad Shelton, VDOT – [bradley.shelton@vdot.virginia.gov](mailto:bradley.shelton@vdot.virginia.gov)

- Plan updates underway at this time.
- Stakeholder meetings are forthcoming.
- Joint public meetings to be held this summer.
- Anticipated completion by the end of 2012.

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**How do I Stay in Touch?**



**[www.vtrans.org](http://www.vtrans.org)**

**Contact:**

**Dironna Belton**

**Office of Intermodal Planning and Investment**

**Phone: 804-786-0448**

**E-mail: [Dironna.belton@governor.virginia.gov](mailto:Dironna.belton@governor.virginia.gov)**

## **DRAFT PUBLIC COMMENT SUMMARY**

### ***Project Inception through February 2012***

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The SuperNOVA website received over 80 open ended responses from an online survey. Included in this commentary review are two extensive letters prepared by interest groups citing concerns and providing recommendations for the SuperNOVA team to consider. The letters primarily discussed issues relating to smarter growth initiatives and overall land use planning for the region over the longer term. The online survey responses were much more location specific on a near term scale. Common themes and concerns raised from the individual survey responses were evident along with a number of unique needs and issues.

The survey responses can be grouped among two primary issues which are: 1) The deficiencies in the current system and subsequent improvements, and 2) New transportation/transit options that are desired. One central theme found in all responses is that there are those who support or are ok with long distance commuting and those wishing to do away with long distance commuting.

### **THE DEFICIENCIES IN THE CURRENT SYSTEM AND SUBSEQUENT IMPROVEMENTS**

With respect to the existing system's deficiencies people noted that there are currently transit options available to them however these options are not always convenient. Convenience was identified as cost, location of stations, frequency of service and overall travel time versus single occupant vehicle travel times. An overwhelming number of responses took issue with the fact that western Prince William County is underserved by transit. A number of responses requested extensions on the existing HOV hours along I-95 for the morning and evening commute and these people felt that this would shift the current commuting patterns to encourage more carpooling. Transit information availability was a concern for some and a suggestion was made for more transit agencies in the region to make their information available using the General Transit Feed Specification (GTFS). Several responses stated that any improvements or changes to existing systems must consider disability access. With the increased congestion in the western portion of the region one response noted the need for improvements along now congested north south corridors that were not intended to be major commuter routes. These corridors include Route 15, Route 28 and Route 17. Responses requested better transit options and roadway improvements along these routes.

A desire for more transit options that service existing job centers such as Rosslyn, Tysons and Reston was requested. Some responses stated that existing transit service to the CBD functions well however other (non CBD) job areas feature fewer available transit options. These comments come in response to the growing dispersion of jobs throughout the region due in part to programs like BRAC. Several responses requested improved bicycle and pedestrian facilities in and around job centers and transit hub areas.

## **NEW TRANSPORTATION/TRANSIT OPTIONS THAT ARE DESIRED**

Transit agency coordination was requested in several responses so as to facilitate transfers between modes. Education on transit options was requested by some, and this comment is in line with the need for better information on trip options. As job centers develop outside the CBD responses noted that it will be important for transit options to be considered as these developments move forward. Secondary job centers need to be served by transit too and not just the CBD. At new transit stations such as those along the Silver Line responses requested bicycle and pedestrian improvements to be built into these stations and the surrounding areas. Dedicated BRT service between Prince William County and Tysons corner was one addition which was requested. On a higher level the responses requested assurance that anything new that will be built will be done so with the consideration of existing transit and transportation so as to not take anything away from what works and to continue operating and maintaining what is there currently. I.e. do not take money from existing projects and systems to build new systems then neglect to maintain them. From a planning/land use perspective the responses trended towards newer developments to be denser and focused around existing or planned transit hubs.

A number of responses did not have any comment at all but wanted the SuperNOVA project team to be aware that they have an exceedingly far commute; from locations like Culpepper, Fredericksburg, Harrisonburg and Spotsylvania. One person questioned where the existing Commuter Connections program will come into play with the SuperNOVA project. Two responses identified concerns of more transit options for non-commuter travel, i.e. weekend recreational travel. One response confirmed the prediction of one of the interest group letters stating that if transportation and congestion does not improve then that person will be forced to relocate closer to their center of work. This is a growing trend cited in the interest group letters that said more people are looking to move closer to transit and work centers and out of the suburbs.

## Rick Taube

---

**From:** Jackson, Sarah (DRPT) [Sarah.Jackson@drpt.virginia.gov]  
**Sent:** Monday, April 16, 2012 4:35 PM  
**To:** Jackson, Sarah (DRPT)  
**Subject:** Public Meetings Announced for the Super NoVa Transit/TDM Vision Plan  
**Attachments:** NEWS RELEASE Super NoVa CIM2 041212 FINAL (Fall 2012 added).pdf



**RELEASE:** IMMEDIATE  
**Contact:** Judith Gifford, DRPT  
804-786-4440

### Public Meetings Announced for the Super NoVa Transit/TDM Vision Plan

Richmond, Va., April 16, 2012 –The Virginia Department of Rail and Public Transportation (DRPT) today announced the second set of public meetings for the Super NoVa Transit/Transportation Demand Management (TDM) Vision Plan. Based on public and stakeholder input from meetings held in February 2012, the team has extensively studied existing and future regional travel demand, land use, population, and employment information and identified gaps in existing services and mobility programs as well as has identified areas of potential need. The next set of public meetings, scheduled for May 2012 (more information below), will give citizens the opportunity to review the results of the land use and transportation analysis as well as review a summary of future regional transit and TDM needs.

Ultimately, the Super NoVa Transit/TDM Vision 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.

Tuesday, May 15, 2012  
6:30 p.m. to 8:30 p.m.  
National Museum of the Marine Corps  
18900 Jefferson Davis Hwy.  
Triangle, VA 22172

Tuesday, May 22, 2012  
6:30 p.m. to 8:30 p.m.  
Warren County Government Center Community Board Room  
220 N Commerce Ave.  
Front Royal, VA 22630

Thursday, May 24, 2012  
6:30 p.m. to 8:30 p.m.  
Navy League Building  
2300 Wilson Boulevard  
Arlington, VA 22201

A presentation will be offered each evening at 7 p.m.

Citizen and stakeholder involvement is important to the study. We encourage you to participate by attending one of these meetings and by offering input to the team. If you cannot make a meeting, you can visit the study website for more details and an online input opportunity: [www.SuperNoVaTransitVision.com](http://www.SuperNoVaTransitVision.com). Written comments also may be sent to: Attn: Super NoVa Transit/TDM Vision Plan, 11400 Commerce Park Drive, Suite 400, Reston, VA 20191. Comments must be

received by June 8, 2012 to be included in the official record. The Super NoVa study scheduled to be completed by fall 2012.

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](mailto:espanol@kimley-horn.com)



# I-66 Multimodal Study

## Inside the Beltway

# 3

Identifying solutions between I-495 and the Theodore Roosevelt Bridge

FACT SHEET 3

### IN THIS FACT SHEET

From Issues and Needs to Options .....	1
Mobility Options .....	2-3
Next Steps.....	4
Public Participation .....	4
How to Stay Informed and Involved .....	4
Upcoming Public Participation Meetings ....	4

## About the Study

The I-66 Multimodal Study is focused on developing a set of recommendations for multimodal mobility packages which can help reduce congestion and improve mobility along the I-66 corridor inside the Beltway, between I-495 and the Theodore Roosevelt Bridge.

### Fact Sheets

- 1 Study Overview and Outcomes**
- 2 Issues and Needs and Study Process**

## From Issues and Needs to Options

The identified issues and needs (see Fact Sheet #2) in the I-66 study corridor, served as the basis for formulating eleven mobility options. The options represent potential elements that could be incorporated into solutions to address the specific capacity and congestion challenges commuters face on a daily basis. The identification and development of these options was initially informed by market research, stakeholder interviews, previous studies, the technical study team, and members of the Public Agency Representative Committee (PARC). The mobility options were presented to the public at the first round of public meetings in December and refined by the project management team based on public comments. The mobility options selected for the first level of assesment include:

- A. HOV Restrictions
- B1. I-66 Bus/HOV/HOT Lane System – Option 1
- B2. I-66 Bus/HOV/HOT Lane System – Option 2
- C1. I-66 Capacity Enhancement – Option 1
- C2. I-66 Capacity Enhancement – Option 2
- D. Integrated Corridor Management
- E. Arterial Capacity Enhancement
- F. Metrorail Level of Service and Capacity
- G. Bus Transit Level of Service and Capacity
- H. Transportation Demand Management
- I. Bike/Pedestrian System Enhancements

Each mobility option was evaluated to see how it would:

- > Increase the share of non-single occupancy vehicle (SOV) travel in the study area.
- > Increase personal mobility, regardless of mode.
- > Reduce congested Vehicle Miles of Travel (VMT).



To move from options to packages, the study objectives attempt to balance the assessment measures by improving travel options and personal mobility, and minimizing vehicle miles of travel.



# Mobility Options

The following descriptions of the mobility options provide suggested applications and key findings.



## A. HOV Restrictions

- > I-66 lanes in both directions are designated Bus/HOV during peak periods
- > No new lanes added
  - :: In the peak direction, all lanes are Bus/HOV 3+ only during peak periods (no change from CLRP)
  - :: In the reverse-peak direction, all lanes are Bus/HOV 2+ only during peak periods
  - :: In off-peak periods all lanes are open to all traffic

MORNING	EVENING	OFF-PEAK
← Bus/HOV 2+	← Bus/HOV 3+	← All Traffic
← Bus/HOV 2+	← Bus/HOV 3+	← All Traffic
Bus/HOV 3+ →	Bus/HOV 2+ →	All Traffic →
Bus/HOV 3+ →	Bus/HOV 2+ →	All Traffic →

**Key Finding:** Due to the HOV 2+ restriction, this option reduces travel on I-66 in the reverse-peak direction and shifts vehicle travel onto parallel roads or outside the study area.

## B1. I-66 Bus/HOV/HOT Lane System – Option 1

- > Converts I-66 into an electronically tolled Bus/HOV/high occupancy toll (HOT) roadway
  - :: SOV and HOV 2 vehicles would be tolled
  - :: Bus/HOV 3+ vehicles would not be tolled
  - :: Applies to all lanes in both directions 24/7

ALL DAY	
← Free Bus/HOV 3+	Toll: SOV, HOV 2
← Free Bus/HOV 3+	Toll: SOV, HOV 2
Free:Bus/HOV 3+ →	Toll: SOV, HOV 2 →
Free:Bus/HOV 3+ →	Toll: SOV, HOV 2 →

**Key Finding:** This mobility option allows non-HOV 3 vehicles to use I-66 by paying a toll, making full use of the available capacity while maintaining a good level of service. This increases person throughput on I-66 in the peak direction and eases congestion on some of the surface arterials.

## B2. I-66 Bus/HOV/HOT Lane System – Option 2

- > Converts I-66 into an electronically tolled Bus/HOV/HOT roadway and adds a lane in each direction
  - :: SOV and HOV 2 vehicles would be tolled
  - :: Bus/HOV 3+ vehicles would not be tolled
  - :: Applies to all lanes in both directions 24/7

ALL DAY	
← Free Bus/HOV 3+	Toll: SOV, HOV 2
← Free Bus/HOV 3+	Toll: SOV, HOV 2
← Free Bus/HOV 3+	Toll: SOV, HOV 2
Free:Bus/HOV 3+ →	Toll: SOV, HOV 2 →
Free:Bus/HOV 3+ →	Toll: SOV, HOV 2 →
Free:Bus/HOV 3+ →	Toll: SOV, HOV 2 →

**Key Finding:** This option is similar to Option B1 and, due to the added tolled capacity, allows more SOV's access to I-66. This shift helps ease congestion on the surface arterials but also attracts travelers who had previously been using transit.

## C1. I-66 Capacity Enhancement – Option 1

- > An additional lane is added in both directions
  - :: In the peak direction, all lanes are Bus/HOV 3+ only during peak hours
  - :: In the reverse-peak direction, one lane is Bus/HOV 2+ during peak hours, and the rest are general purpose lanes
  - :: In off-peak periods all lanes are open to all traffic

MORNING	EVENING	OFF-PEAK
← All Traffic	← Bus/HOV 3+	← All Traffic
← All Traffic	← Bus/HOV 3+	← All Traffic
← Bus/HOV 2+	← Bus/HOV 3+	← All Traffic
Bus/HOV 3+ →	Bus/HOV 2+ →	All Traffic →
Bus/HOV 3+ →	All Traffic →	All Traffic →
Bus/HOV 3+ →	All Traffic →	All Traffic →

**Key Finding:** This option primarily eases congestion on I-66 in the reverse-peak direction, although the additional incremental capacity is restricted to HOV 2+. The HOV 3+ restriction on all lanes during peak periods limits use of new incremental capacity in the peak direction.

## C2. I-66 Capacity Enhancement – Option 2

- > An additional lane is added in both directions
  - :: In the peak direction, all lanes are Bus/HOV 3+ during peak hours
  - :: In the reverse-peak direction, all lanes are general purpose lanes during peak hours
  - :: In off-peak periods all lanes are open to all traffic

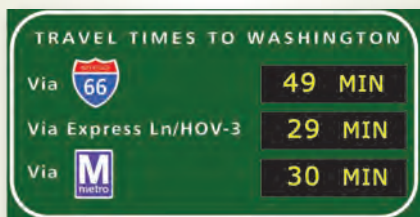
MORNING	EVENING	OFF-PEAK
← All Traffic	← Bus/HOV 3+	← All Traffic
← All Traffic	← Bus/HOV 3+	← All Traffic
← All Traffic	← Bus/HOV 3+	← All Traffic
Bus/HOV 3+ →	All Traffic →	All Traffic →
Bus/HOV 3+ →	All Traffic →	All Traffic →
Bus/HOV 3+ →	All Traffic →	All Traffic →

**Key Finding:** Because there are no restrictions in the reverse-peak direction with the added capacity, this option primarily eases congestion on I-66 in the reverse-peak direction. This new capacity shifts some traffic from surface arterials. As with Option C1, the HOV 3+ restriction in the peak direction limits use of the new capacity in that direction.

## D. Integrated Corridor Management (ICM)

> Deploy ICM strategies throughout the corridor

- :: I-66 Active Traffic Management
- :: Ramp Metering
- :: Multimodal Real Time Traveler Information
- :: Dynamic Merge
- :: Transit Signal Priority



**Key Finding:** This option includes a range of technological improvements designed to improve traffic flow and operations on roadways throughout the corridor. Improvements will affect both automobiles and buses, making travel in the corridor easier at key locations, such as the I-66/Dulles Connector Road merge.

## E. Arterial Capacity Enhancement

> Enhance U.S. 50

- :: Apply access management principles.
- :: Implement Bus-Only lane in each direction and improve bus service in the corridor.
- :: Bus lane was introduced by adding new shoulders.
- :: Shoulder is not open to general traffic during off-peak hours.



**Key Finding:** This option transforms U.S. 50 into a limited access expressway, which increases its capacity and increases vehicle traffic. The increased transit speeds and services from the bus-only lanes do not offset the effects of the capacity improvements for autos. In part, the transit service provided in the option does not fully serve the most-productive transit markets.

## F. Metrorail Level of Service and Capacity Enhancement

> Provide operating flexibility for Metrorail and an alternative connection between the I 66/Dulles Access Road Corridors and South Arlington through an interline connection between the Orange Line and Blue Line.



**Key Finding:** This option changes the operating plan for Metrorail to provide direct service between the Ronald Reagan Washington National Airport, South Arlington, the Rosslyn-Ballston Corridor, and points west along the Silver Line via a new interline connection between Court House and Arlington Cemetery. This option provides additional service on the Orange/Silver Lines between Court House and East Falls Church and direct connections to new markets. Flexibility of Metrorail is enhanced, but ridership effects in the study area are modest.

## G. Bus Transit Level of Service and Capacity

- > Includes several planned enhancements to local, commuter, and regional bus services including bus route changes and additions.
- > Includes new and enhanced Priority Bus services with 10-minute peak period frequency on I-66, US 29 and US 50.



**Key Finding:** This option increases bus service in the corridor and has the most positive impact on reducing the level of congestion in the study area. The increased transit service also attracts new transit riders and reduces the single occupancy vehicle mode share in the study area.

## H. Transportation Demand Management (TDM)

> Enhanced TDM strategies are drawn from the I-66 Transit/TDM Study

- :: Enhanced Corridor Marketing
- :: Carsharing at Priority Bus Activity Nodes
- :: Vanpool Driver Incentive
- :: Enhanced Virginia Vanpool Insurance Pool
- :: I-66 Corridor Specific Startup Carpool Incentives
- :: Enhanced Telework! VA Support
- :: Rideshare Program Operational Support

**Key Finding:** A range of improved TDM strategies and programs including marketing and outreach, vanpool programs, and financial incentives will be able to attract some new commuters to alternative modes, decreasing the SOV mode share for work trips. The success of this option is dependent on the level of investment.

## I. Bike/Pedestrian System Enhancements

- > Add new connections (on- and off-road) to address gaps and improve connections
- > Improve bicycle/pedestrian access to transit (bus and rail)
- > Expand bicycle parking at transit stations
- > Expand bikesharing program



**Key Finding:** This option includes many improvements to the pedestrian and bicycle systems designed to make non-motorized travel in the study area easier and more appealing. The improvements are especially focused on improving access to Metrorail stations, encouraging more transit use.



## HOW TO STAY INFORMED AND INVOLVED

Stay informed by visiting [www.i66multimodalstudy.com](http://www.i66multimodalstudy.com) where you can learn more about the study and key milestones, find contact information, and view and download study documents, including the December 2011 public meeting presentation and presentation boards, market survey, comment form, map of the study area, Fact Sheets, and Interim Report.

If you are interested in commenting by phone and/or email, please contact us at [info@i66multimodalstudy.com](mailto:info@i66multimodalstudy.com) or 855 STUDY66 (788-3966)

## UPCOMING PUBLIC PARTICIPATION MEETINGS

Two public meetings will be held to capture valued input on the proposed recommendations.

### Arlington County Meeting April 24, 2012

6:30-8:30 pm

*The Navy League Building,  
Main Floor Board Room  
2300 Wilson Boulevard  
Arlington, VA 22201*

### Fairfax County Meeting

April 25, 2012

6:30-8:30 pm

*Mary Ellen Henderson  
Middle School  
7130 Leesburg Pike  
Falls Church, VA 22043*



## Next Steps

- > Working with the PARC, the study team is currently sorting through the Mobility Option results to define up to 5 Multimodal Packages for detailed assessment. The Packages represent fully integrated options that combine transit, TDM, bicycle, pedestrian, technology and roadway improvements to address congestion and mobility in the I-66 study area.
- > The various Multimodal Mobility Packages will be presented at the next round of public meetings. The PARC and the study team will develop a final set of recommendations based on the technical results and the public input received.

## Public Participation

Eighty-five public comments have been received since the study's inception and over twenty-five stakeholders have been interviewed about their preferences for multimodal solutions in the I-66 study area. The comments and suggestions were used to inform the mobility options and will be carried forward to the multimodal packages.

Key public and stakeholder comments include:

- > Congestion is a major issue in the I-66 corridor and should be addressed as soon as possible.
- > Prior to considering capacity improvements to I-66, all multi-modal mobility solutions should be evaluated.
- > Support for HOT lanes was mixed, with most respondents wanting more information before making a decision.

Suggested improvements include:

**Metrorail:** Increase Metro train frequency on the Orange Line during peak periods; address the issues of parking availability at Metrorail stations; and increase access to Metrorail stations with bus, bike, and pedestrian connections.

**Bus:** Improve and add bus services (express and local), especially during peak periods, to alleviate Metrorail congestion; and coordinate bus schedules and times so it is a reliable mode for commuters.

**TDM:** Provide incentives to businesses and employees to promote carpooling and alternative mode choices.

**Bike/Pedestrian:** Address the network gaps and improve connections to Metrorail stations and Metrobus stops; add bicycle facilities (e.g., stands, lockers, bikeshares) at Metrorail station; and make safety improvements (e.g., lighting, signage, buffers) to trails.

**HOV:** Implement HOV restrictions for reverse usage and increase the hours of use, but create additional incentives and opportunities for ridesharing; eliminate the hybrid exemption; and increase enforcement.

**Widen I-66:** Increase the number of lanes on I-66 that could be used by general traffic, Bus/HOV traffic or as HOT lanes.

**Arterials:** Improve critical intersections on U.S. 50; and add more public transit to the arterials, including additional buses and/or priority buses.

**Technology:** Improve technology to let drivers know about congestion and accidents.



AGENDA ITEM #10

**TO:** Chairman Fisette and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 26, 2012  
**SUBJECT:** NVTC Correspondence

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A. Letters to NVTC from Ed Tennyson.

In the attached letter to Chairman Fisette dated March 6, 2012, Mr. Tennyson takes issue with several of WMATA's estimates contained in Making the Case for Transit. He finds annual cash benefits from Metrorail of \$6.5 billion, including a \$3 billion savings on fuel and \$3 billion from greater property tax receipts.

Mr. Tennyson has provided a second letter dated April 19, 2012 in which he provides further information about the relative performance of Bus Rapid Transit and passenger rail projects.

B. NVTC Letter to TAX and DMV.

A copy of NVTC's April 5<sup>th</sup> letter is attached. When a reply is received it will be provided. PRTC has received a response from DMV to its April 5<sup>th</sup> letter which is attached for your information.

C. NVTC Letter to DRPT on SuperNova.

A copy of NVTC's April 5<sup>th</sup> letter is attached. If a reply is received it will be provided.

D. Letter from the Federal Railroad Administration.

At the request of DRPT, NVTC wrote to FRA asking to shift a grant to FTA as a means to end an impasse over release of the funds for improvements that would benefit VRE. FRA's Administrator has responded negatively.



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

RECEIVED

MAR 14 2011

A.

REGISTERED  
PROFESSIONAL ENGINEER

(703) 281-7533

The Honorable Jay Fisette, Chairman,  
Northern Virginia Transportation Commission,  
2300 Wilson Boulevard, suite 620  
Arlington, Va. 22201

March sixth 2012

Dear Chairman Fisette:

Thank you for your skill in chairing NVTC during very difficult times. We need that. Please consider revising the March meeting Item 7B "Making the Case for Transit". It is too weak and confusing so it does not make the case. Your staff is not the problem. The problem is the report itself. It is far too complicated in too much trivial detail for decision makers to assimilate. You need a greatly simplified, corrected and highlighted staff-supplemented translation that elected officials can quickly grasp.

Two gross errors must first be corrected. (1). The report claims only 40.5 million gallons of motor fuel are saved annually by Metro. ICI made this same mistake in work for APTA, whose FACT BOOK in 2007 claimed only 1.4 billion of motor fuel saved by transit nationally. Using NVTC's 2.1 % sales tax data on motor fuel in Northern Virginia, I contacted my former employee, Bill Millar, then President of APTA and told him he was not helping with such a wrong number. He put his staff on it and the current FACT BOOK for 2011 claims a saving of **4.2 billion gallons** per year, a **200 %** increase. The problem was and is the omission of VMT savings by Transit Oriented Development.

We have determined that Northern Virginia uses only 375 gallons of motor fuel per capita per year, confirmed by the District of Columbia's use of only 308 such gallons, and New York State's use of only 373 such gallons with subways in New York City and Buffalo and electric commuter trains on Long Island and in Westchester County.

In sharp contrast. Detroit, according to Professors Kenworthy & Newman, needs 574 gallons per capita with hardly any electric transit at all. This is confirmed by the national average, 80 % urban, of 580 gallons per capita. Virginia, including Northern Virginia is 672 gallons per capita per year. The poor southern states of Mississippi, Alabama, Arkansas and South Carolina exceed 700 gallons per capita with such poor transit service as they have. (Data primarily from FHWA.) The point is that Northern Virginia and the District of Columbia where Metro Rail serves is saving 222 gallons per year per capita. I have no data for Montgomery and Prince George's counties, but if they are similar to Fairfax we can assuredly determine that MetroRail is saving us at least 845 million gallons per year worth **\$ 3 Billion** per year at the pump, not \$ 800 million

(2) The report does not include any bus savings by building Metro Rail. In 2010, MetroBus needed a \$ 1.12 subsidy per passenger-mile. MetroRail moves 1.6 Billion passenger-miles a year for subsidy of only 18 cents per passenger-mile. If they all went by MetroBus, it would add \$ 1.5 billion to our annual transit subsidy. Of course, they would not all go by bus. From 1948 to 1975, as Street Cars were forced out and buses only served from 1963 to 1975, despite the new Shirley Bus Way, transit use declined 72 % and the District of Columbia was forced into a federal take-over like bankruptcy. MetroRail helped cure that disaster. Nationally, transit use increased 43 % from 1975 to 2010, so I will assume that MetroBus would have also, to carry 179 million annual passengers. Thus, MetroRail is carrying roughly 54

million passengers (216 million passenger-miles) that would have gone by bus at an added cost of \$ 203 million per year. The additional MetroRail riders came from automobiles and the report accounted for them with operating savings of \$ 342 million, less \$ 238 double counted fuel savings. The capital savings were grossly understated at \$ 4.7 billion. By omitting real estate costs for road widening where land values are very high, billions of future highway investment were ignored.

I also question the minimal estimates of real estate appreciation of only 6.8 % for residential, 9.4 % for multi-family and 8.9 % for commercial. In both Arlington and Fairfax Counties, the real estate tax rate has gone down 37 % since MetroRail came to Virginia, even though those counties must help pay for Metro. My home is on the north edge of Vienna. I bought it three years before MetroRail came to Vienna. I got my assessment in the mail this week. It is up 339 % over what I paid. Inflation will account for about 200 % of that but the remaining 139% is due to MetroRail, not 6.8 %. I admit my house is not a bellweather for all houses, but it is *e pluribus unum* = one of many. It is not at all unique.

Virginia tax rates are unique as the Commonwealth Constitution mandates that if property values rise, the elected officials must reduce tax rates to hold tax bills steady or else run a notice in the media that they are raising taxes. This gives them an incentive not to raise tax bills. It may make the MetroRail property value phenomenon more clear. Other areas have reported that electric rail transit raises "along the line" property values by \$ 37.5 million per mile for commuter rail lines, \$ 75 million for Light Rail lines and \$ 150 million per year for Rapid Rail lines. For 106 miles of MetroRail route, this approximates \$ 15.9 Billion for the region, with an annual tax yield of roughly \$ 175 million. Central Business Districts may well far exceed this rate. The report found \$ 3.1 Billion per station which is a total of \$ 273 Billion, which will produce \$ 3 billion more annually in real state taxes. I agree the National Capital area should exceed the national average.

I do not think the report's finding that Metro is saving \$ 705 million annually is meaningful. Congestion time saving is not money except for commercial drivers. It is just an abstract estimate of what someone thinks his time is worth. Other taxpayers may well not agree. The true value of congestion time saving is the added fare revenue that transit attracts when it saves time. Revenue is real dollars that can help defray expenses.

A summary of the corrected report should read something like this, below:

MetroRail saving on motor fuel	\$ 3,000 million
MetroRail saving on bus operations	203 "
MetroRail saving on automobile operation, less motor fuel above	104 "
MetroRail auto accident cost reduction by diversion	225
MetroRail, boost in property tax receipts annually	<u>3,000 "</u>
TOTAL ANNUAL CASH BENEFITS FROM METRORAIL	\$ 6,532 million
Rate of return on the \$ 12 Billion investment	54.4 %

In the same Agenda Item, an estimate for Dulles Silver rail operation for 2015 was enclosed. The POST reports revenue has since been updated. The estimates fail to include the \$ 5 million annual saving by discontinuing most bus service on Dulles Toll Road #267 between Wiehle Avenue and West Falls Church. While this is not in Metro's budget, it is very much in Fairfax Coun-

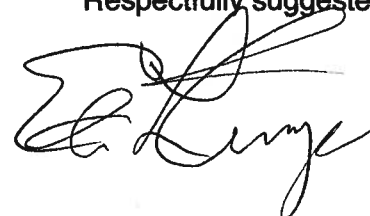
ty's budget from whence Metro's subsidy comes. Both must be considered on the same page. It cuts the subsidy by 46 %. The operating expenses may also be overstated at \$ 47 million which seems to be insufficiently incremental. There will be no added station costs east of Tyson's Corner and very little additional peak hour power cost east of West Falls Church. The so-called Orange Line "Trippers" will become the Silver Line trains, not more trains. Off-peak Orange Line trains should use only four cars as four more will be added on the Silver Line. With 40 cars per hour there will be seats for 2,720 passengers per hour. The present demand is about 1,500 per hour and the Silver Line will add only 450 per hour.

My best estimate of the actual incremental cost for 2015 follows:

Added Maintenance of Way & Structures 11.3 miles =	\$ 9,062,855
Maintenance of Rolling Stock @ \$ 54 per car hour =	14,993,694
Power @ \$ 28.50 per car hour =	7,913,339
Conducting Transportation @ \$ 23.56 per car hour =	6,541,693
Casualty and Insurance @ 3.75 % =	1,665,968
Additional General Administration @ 9.375 % =	<u>4,164,915</u>
ANNUAL ESTIMATED TOTAL INCREASE IN SYSTEM COST	\$ 44,342,464
Less elimination of West Falls Church Hwy #267 Toll Road buses.	(-5,000,000)
TOTAL NET INCREASE IN OPERATING COSTS	\$ 39,342,464
Annual Estimated Passenger Revenue @ \$ 3.23 per passenger x 9,000,000 =	\$ 29,070,000
\$ 0.75 / present pas'ngr on long'r ride =	4,050,000
1.5 % for concessions and incidentals	<u>496,800</u>
ANNUAL REVENUE APPLIED TO SILVER LINE	\$ 33,616,800
Estimated Saving on auto Motor Fuel 47,250,000 passenger-miles @	
23 passenger-miles per gallon @ \$ 3.79 per gallon	\$ 7,785,978
Net annual consumer <b>saving</b> by operating the Silver Line Phase 1.	\$ 2,059,514
Net annual increase in WMATA system budget by operating the Silver Line	\$ 10,725,664
Incremental WMATA Revenue-to-Cost Ratio for Silver Line Phase I	76 %
WMATA full system Revenue-to-Cost Ratio	53 %

Taxpayers and County Budget Officers need to know the impacts of this new service. Taxpayers will save money overall and budget officers will have to find a few more dollars. If your staff wishes to cross examine me on these data, I volunteer.

Respectfully suggested,



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

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APR 24 2012

REGISTERED  
PROFESSIONAL ENGINEER

(703) 281-7533

The Honorable Jay Fisette, Chairman  
Northern Virginia Transportation Commission  
2300 Wilson Boulevard, suite 620  
Arlington, VA. 22201

19 April 2012

Dear Chairman Fisette and Commissioners:

The blue supplement to Item 9 on your April 5th agenda invited Commissioners to a Bus Rapid Transit seminar in Maryland on May 2nd. I must caution you that this may be much more a promotional effort than an educational one. The Bus Rapid Transit record is not good at all.

NVTC was once a leader on Bus Rapid Transit with the opening of the Shirley Bus Way from The Pentagon to Springfield in 1969 with a fleet of new buses with extra spacing between the seats and padded leather upholstery. Gordon J. Thompson, NVTC's first Executive Director, led the development. Ridership grew rapidly from just three slow morning trips on Route 18 from Springfield to fast, frequent service but it soon peaked and declined, losing 67 % of its riders from 1982 to 1996. The state allowed automobiles onto the Bus Way so when traffic problems opened the former Bus Way to single occupancy autos in emergencies, buses were so badly delayed they could not make their second morning trips. With fewer passengers, costs rose to \$7 per passenger for a \$ 2 fare. In 1997, the Blue Metro Rail Line was extended to Springfield and bus use fell to only 1.650 a day on Route 18. Total transit use there with rail increased about 500 %. WMATA staff was dumbfounded.

In 1977, when I was Deputy Secretary of Transportation for Pennsylvania, I helped fund the South Bus Way in Pittsburgh. Planners promised 32,000 weekday passengers, up from 18,750 on the regular routes in that area. The South Bus Way peaked at 20,750 in 1982 during the Second Energy crisis. It is now down to 10,000, down 47 % from pre-BusWay. Light Rail in that area had 24,000 weekday passengers then and now, despite a loss of population in the area.

The May 2nd seminar will look at Los Angeles, Las Vegas and Cleveland, but the record there is not good. See table below:

SYSTEM	2001 PAS'NGRS	2011 PAS'NGRS	2010 COST per PAS'NG'R-MILE	HABIT	RAIL SHARE
Los Angeles	442,131,100	457,766,900	64 cents (rail 48 cents)	277.4	38 % #
Las Vegas	52,565,000	56,382,288*	68 cents 0 rail	94.5	0
Cleveland	58,127,900	46,175,400	105 cents (rail 89 cents)	127.3	22%
U.S.A.	9.5 billion	10.4 billion	89 cents (rail 43 cents)	219.	56 %
Nat'l Capital	429,662,700	467,277,200	139 cents (rail 48 cents)	764	76 %

\* = 2010, 2011 not available

# = annual passenger-miles per capita

Note that with expanded BRT, Los Angeles lost 4.7 % in bus riders in 10 years while rail gained 50.8 %. In Las Vegas, bus riding gained 7.2 % with BRT and no rail, and Cleveland lost 25 % in 10 years on the bus system, now with BRT, while rail lost 17.4 % as population declined. Note also the vast difference in operating cost per passenger-mile. It is true that BRT will reduce the cost per mile of employees as it speeds up but it adds fixed facility and fare collection costs that offset or exceed any saving. With rail, these costs are already included in the data.



Since Bus Rapid Transit could differ from bus averages, permit me to note specifics. In Los Angeles, the Harbor Freeway BusWay promised 62,000 weekday riders but has attracted only 3,300 with an investment of half a billion dollars. The Orange BusWay did better exceeding a low estimate to avoid a mistake like that on the Harbor Freeway BusWay but the Orange Bus Way attracts only 19 annual passengers per capita in its service area compared to 33 for a similar Light Rail Line. With similar station spacing, Light Rail here is 50 % faster than the Bus Way. To save money, the BusWay was paved with less costly material, requiring repaving after its first year.

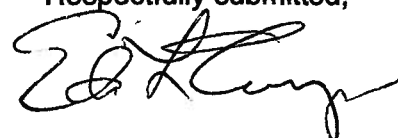
Los Angeles is also noted for the Whittier-Wilshire Bus Rapid Transit using existing streets. Publicity claimed 40 % more riders were attracted, but analysis showed that no *new* passengers were attracted. It is true that bus use on Wilshire Boulevard did increase 40 % but that was because free transfers to it were provided, whereas they cost 25 cents to use any other line including the subway under Wilshire Blvd. The subway had had free transfers, so to make the BRT more "successful", they charged for subway and other bus transfers but made BRT transfers free. Because of the 40 % increase in bus use on Wilshire, they had to spend \$ 9 million a year for more bus service, but with no new revenue or savings on other lines, the cash flow crisis required that all transfers city-wide be eliminated. That cut patronage on buses but did not deter rail use. The publicity did claim a 13 % increase in new bus riders on Wilshire but that was because express bus route #320 was eliminated to avoid stealing BRT passengers. Some #320 passengers were forced to transfer so as a result have added to the passenger count but they were only new boardings, not new passengers.

It is necessary, here, to defend the Transit Authority for their seemingly questionable practices. For the previous decade, anti-rail special interests had maintained law suits against the Transit Authority in court. All rail funding was opposed and any bus cuts were opposed. At the conclusion, Roger Snoble, Chief Executive of the Transit Authority told the court that it cost a billion dollars to improve bus service under court order but no (net) new bus passengers were attracted. The Orange Line would have been Light Rail, but legal action blocked rail construction. Since then, voters have approved higher taxes to fund at least four new rail lines.

In Cleveland, NVTC's Gordon J. Thompson was retrained to plan a Light Rail line from Public Square to the University District on Euclid Avenue. Redevelopment plans were made and property values started up but Mr. Thompson died prematurely. Anti-rail lobbyists moved in and sold elected officials on a Bus Rapid Transit plan that would cost less, which was a false statement. The depreciation rate on buses is higher and so are the operating expenses per passenger-mile. The Light Rail plan was to attract 20,000 weekday passengers to Euclid Avenue but so far the buses have attracted only 15,000. As noted on page one, ridership is down considerably, more on buses than on rail. Bus passenger-mile costs are higher than for rail for operations almost always. Since 1982, rail travel in Cleveland is down 65 % but bus use is down 74 %. This is not as unusual as it may first seem. From 1948 to 1975, transit riding in the National Capital fell off 72 % as Street Cars were replaced by buses and fares were increased. Metro-Rail has brought back 300 % more passenger-miles.

It might also be noted that diesel fuel for buses now costs 12.7 cents per passenger-mile but electricity for rail transit cost only 3.3 cents per passenger-mile saving 74 %. With oil the problem that it is, this is critical. So is cleaner air, reduced oil importation and lower cost of travel.

Respectfully submitted,



## Busway and LRT Ridership Estimates

### BUSWAY RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals	Percent Change	Notes
Dan'l Boone, St. Louis	(Minimal use achieved. To be replaced by LRT.)				
Mark Twain, St. Louis	(Minimal use achieved. Has been replaced by LRT.)				
Edsel Ford I-94, Detroit	(Not successful, discontinued) 2000				
John Lodge, Highway 10, Detroit	(Not successful, discontinued)				
Ardmore, Delaware County, PA	3,300	1967	2,800	-15.15%	1
Pittsburgh South	32,000	1977	14,500	-54.69%	
Pittsburgh East	80,000	1983	30,000	-62.50%	
Pittsburgh West	50,000	2000	9,000	-82.00%	2
Pittsburgh North (HOV)					
Shirley Highway, Northern VA	13,500	1970	4,500	-66.67%	3
LA Harbor Freeway I-110	63,000	1997	4,300	-93.17%	
San Berdo Freeway I-10	30,000	1980	21,000	-30.00%	
Totals	271,800		86,100	-68.32%	

**Notes:**

1. Projection equals rail performance prior to conversion to a busway.
2. Busway to be completed in 2001. Current estimate of 9,000 by 2002.
3. Projection data for bus routes 17 and 18.

### LIGHT RAIL RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals 2000	Percent Change	Notes
Baltimore Central	33,000	1992-1996	29,500	-10.61%	5
Boston Highlands Branch	12,000	1959	28,500	137.50%	6
Dallas DART	30,000	1998	38,000	26.67%	7
Denver RTD Route 101	25,500	2000	28,000	9.80%	6
Los Angeles Blue	50,000	1992-1999	58,000 13,000	16.00% 46%	
Portland MAX	50,000	1999	63,000	26.00%	
Sacramento RT Metro	20,500	1988-1998	28,000	36.59%	
Salt Lake City TRAX	14,000	2000	20,000	42.86%	7
Santa Clara VTA	20,000	1992-1999	23,500	17.50%	
St. Louis MetroLink	36,000	1994	38,000	5.56%	8
Totals	291,000		354,500	21.82%	

**Notes:**

5. Four planned stations have not been provided.
6. Cars operating at an uncomfortable maximum capacity until additional cars available.
7. Cars operating at an uncomfortable capacity until additional cars available.
8. Official estimate was 17,000 but an independent estimate was 36,000.

**Sources:**

Passenger Transport of APTA  
 National Transit Data Base, FTA, US DOT §15  
 "Mass Transit Magazine"  
 "Metro" Magazine  
 Simmons-Boardman Publishing Co.  
 RTD Newsletters



# COMMONWEALTH of VIRGINIA

Department of Motor Vehicles  
2300 West Broad Street

Richard D. Holcomb  
Commissioner

Post Office Box 27412  
Richmond, VA 23269-0001

April 20, 2012

The Honorable Francis C. Jones  
Vice Chairman  
Potomac and Rappahannock Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, Virginia 22192

Dear Mr. Jones:

Thank you for your letter of April 5, 2012 regarding the transfer of responsibility for administering the 2.1% motor fuels tax collected in the Potomac and Rappahannock Transportation Commission (PRTC) and Northern Virginia Transportation Commission (NVTC) districts. As you note, the Department of Motor Vehicles (DMV) will assume responsibility for this tax from the Department of Taxation effective July 1, 2013.

We are looking forward to working with both Commissions as well as other stakeholders to ensure a smooth transition and to build an effective program that meets the needs of all the parties. My staff will be reaching out to representatives of the two Commissions soon to schedule an initial meeting.

I understand that you have concerns about misallocated revenues due to taxpayer filing errors and that you desire to see greater audit activity to address those misallocations. It is our hope that as we work with your representatives, representatives of the NVTC, and industry partners that we will identify automated solutions that will better position taxpayers to accurately file and account for tax revenues. We anticipate that the application of technology can address your concerns and mitigate the need for extensive audit coverage or punitive measures, accomplishing the same objective without penalizing distributors and at a lower cost. Should we not find agreed upon automated solutions to accomplish this goal, we are committed to working with both Commissions to develop tax collection and audit programs that will assure that your tax dollars are adequately protected.

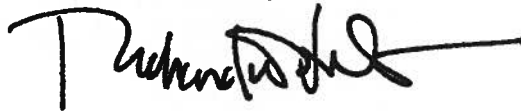
That said, please keep in mind that DMV assumes responsibility for administering the motor fuels tax on behalf of the PRTC and NVTC effective July 1, 2013. DMV is not and will not become responsible for the collection or audit of taxes levied prior to July 1, 2013. As such you will need to work with the Department of Taxation to address your concerns about audit coverage for tax periods prior to that time.

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4/20/12

The Honorable Francis C. Jones  
April 20, 2012  
Page Two

The Department of Taxation has advised us that their primary point of contact for the PRTC has been Al Harf. We will be contacting Al soon to arrange a meeting. If there is another point of contact that you would like for us to work with please let us know. Tammy West, our Tax Services Director, is leading the transition. Tammy can be reached at (804) 367-0883 or [tammy.west@dmv.virginia.gov](mailto:tammy.west@dmv.virginia.gov). We look forward to working with you and your staff.

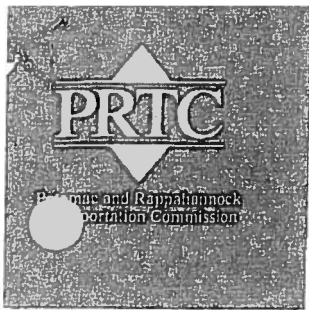
Sincerely,

A handwritten signature in black ink, appearing to read "Richard D. Holcomb", with a long horizontal stroke extending to the right.

Richard D. Holcomb

cc: Craig M. Burns, Department of Taxation

RDH:rrh



14700 Potomac Mills Road  
Woodbridge, VA 22192

April 5, 2012

Mr. Craig M. Burns  
Commissioner  
Virginia Department of Taxation  
P.O. Box 2475  
Richmond, Virginia 23218

Mr. Richard D. Holcomb  
Commissioner  
Virginia Department of Motor Vehicles  
P.O. Box 27412  
Richmond, Virginia 23269

Dear Commissioners Burns and Holcomb:

I'm writing on behalf of the Potomac and Rappahannock Transportation Commission (PRTC) to acknowledge the fact that the legislation transferring responsibility for the collection and enforcement of the 2.1% motor fuels tax from Taxation to DMV is now an accomplished fact, and to make a plea for focused, expedited attention on transition planning for reasons I'll describe next.

Both Taxation and DMV staff are aware that the 2.1% motor fuels tax is a matter of great importance for PRTC (and the Northern Virginia Transportation Commission; NVTC), inasmuch as the commissions depend on this revenue as a local funding source for public transportation services and other qualifying transportation investments the commissions' member governments sponsor. The commissions' member governments are anxious to insure the timely and accurate collection of this tax revenue, and correct postings to individual member jurisdictions based on the locations of sales. That's because each member government has its own funding obligations payable by its own motor fuels tax revenue. Thus the auditing of collections is not merely a matter of verifying the accuracy of collections -- the accuracy of postings to individual member jurisdictions is crucial as well.

Audits completed by Taxation to date evidence that errors in postings to individual member jurisdictions are not uncommon, necessitating significant adjustments as a byproduct of audits and after-the-fact self-corrections by the fuel distributors instigated by the auditors. With upwards of 150 affected fuel distributors and only five completed audits by Taxation since the inception of the distributor-based tax more than two years ago (i.e., in January 2010), adjustments in PRTC's jurisdictions alone total \$2.7 million. The current law contains a three year statute of limitations, and it is apparent based on audit progress to date that most taxpayers will not have been audited by the time the oldest of distributor-paid taxes age up to that three year limit (in January 2013).

Mr. Craig M. Burns and Mr. Richard D. Holcomb

April 5, 2012

Page 2

Since there is every reason to believe that future audits will lead to similar adjustments, PRTC is naturally concerned about the pace of Taxation's audits and the juxtaposition of Taxation's phase out and DMV's phase in on audits. Taxation staff has indicated that it does not intend to start any audits that it does not anticipate being able to finish by June 2013, suggesting that the last of Taxation's newly started audits will occur months before June 2013. As shown in the accompanying table, Taxation's audit plan envisions 53 audits being completed by the end of June 2013, while progress to-date is less than what was expected when the audit plan was produced. DMV staff has indicated that it could be as long as a year after the DMV takeover before the first of the DMV audits begins to allow time for acclimation. On the face of it, this suggests that there could be a hiatus of many months during which no audits are being done, with the "statute of limitations clock" ticking away.

As I'm sure you can appreciate, the prospect of audit inactivity for months on end, without a change to the statute of limitations, is unpalatable to PRTC. Thus the PRTC Board urges both of you to involve yourselves directly in prospective transition planning, encompassing an examination of the following:

1. An extension of the three year statute of limitations, at least during the transition and perhaps limited to identifying the correct point-of-sale so posting errors identified in the course of ongoing audits can be corrected. This and the next suggestion would require a statutory change, and our hope is that if we collectively conclude a change of either sort is necessary, it would be a change sought by the Administration with the support of the commissions.
2. A penalty for failure to accurately identify the point-of-sale. Penalties present in current law are limited to only instances of non-payment, not mis-postings. PRTC recognizes that a call for a penalty of this sort could arouse unwanted objections to a "statute of limitations" extension proposal and we surely don't want to be self-defeating, so consideration of these possible statutory change ideas need to be carefully examined in that context.
3. Steps that can be taken to minimize down time on auditing during and immediately after the transition period, and to step up the pace of the audits. As I noted earlier, the present audit pace and any prospective down time between when Taxation ceases auditing and DMV begins auditing add to the suspense of mis-postings and, absent an extension of the statute of limitations, also adds to PRTC's exposure.

Mr. Craig M. Burns and Mr. Richard D. Holcomb  
April 5, 2012  
Page 3

I understand that transition planning work has either already started or will shortly, and reportedly a first meeting to discuss this with stakeholders including the commissions is envisioned for April. Our hope is that both of you will see to it that your staffs are sensitized to these issues, and that you will underscore the importance of dealing with these issues in a way that can assuage PRTC's concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Francis C. Jones", with a stylized flourish extending to the right.

Francis C. Jones  
Vice Chairman

Enclosure: As stated

## AUDIT PLAN - PROJECTED VERSUS ACTUAL

Projected Schedule Start	Number of Audits
In Progress as of 1/1/12	15

Actual Schedule Start	Number of Audits
-----------------------	------------------

Jan-12	3
Feb-12	5
Mar-12	3
Apr-12	3
May-12	3
Jun-12	3
Jul-12	3
Aug-12	3
Sep-12	3
Oct-12	3
Nov-12	3
Dec-12	3

Jan-12	1
Feb-12	3
Mar-12	3
Apr-12	
May-12	
Jun-12	
Jul-12	
Aug-12	
Sep-12	
Oct-12	
Nov-12	
Dec-12	

Total (excluding 1/1/12 in progress) 38

Total 7

Expected Completion Calendar Year 2012	Number of Audits
Jan-12	11
Feb-12	3
Mar-12	2
Apr-12	2
May-12	1
Jun-12	3
Jul-12	3
Aug-12	3
Sep-12	2
Oct-12	4
Nov-12	4
Dec-12	2
Total	40

Actual Completion Calendar Year 2012	Number of Audits
Jan-12	1
Feb-12	1
Mar-12	2
Apr-12	
May-12	
Jun-12	
Jul-12	
Aug-12	
Sep-12	
Oct-12	
Nov-12	
Dec-12	
Total	4

Expected Completion Calendar Year 2013	Number of Audits
Jan-13	2
Feb-13	3
Mar-13	2
Apr-13	3
May-13	3
Total	13

Actual Completion Calendar Year 2013	Number of Audits
Jan-13	
Feb-13	
Mar-13	
Apr-13	
May-13	
Total	0

Audits in progress January 2012	15
Audits started in 2012	38
<b>Total Audits Worked</b>	<b>53</b>

Started means the taxpayer has been contacted and the site visit has been scheduled.

Audits completed in 2012	40
Audits completed in 2013	13

Closed/Completed means the audit has been finished and the liability, if any, has been assessed.







# NVTC

## Northern Virginia Transportation Commission

**Chairman**  
Hon. Jay Fisette

**Vice Chairman**  
Hon. Jeffrey McKay

**Secretary/Treasurer**  
Hon. Paul C. Smedberg

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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

April 5, 2012

Craig M. Burns  
Commissioner  
Virginia Department of Taxation  
PO Box 2475  
Richmond, VA 23218-2475

Richard D. Holcomb  
Commissioner  
Virginia Department of Motor Vehicles  
PO Box 27412  
Richmond, VA 23269

Dear Commissioners Burns and Holcomb:

In the 2011 session of the Virginia General Assembly HB 876 and SB 503 were adopted. As you know, they call for a July 1, 2013 transfer of responsibility among your two departments for administering the 2.1% motor fuels tax collected in the Northern Virginia Transportation Commission's district and that of the Potomac and Rappahannock Transportation Commission.

As staff of NVTC and PRTC have made clear to staff of both of your departments, the allocation of these taxes to the correct jurisdiction within the two districts has proved to be a serious and continuing problem since the 2.1% tax went into effect on January 1, 2010. The transfer of administrative responsibilities may offer an opportunity to resolve this serious issue, but only if a thoughtful transition plan is prepared in the next year.

While Department of Taxation management has been cooperative in working with commission staff to identify misallocated revenues, we understand that the Department has closed seven audits out of an estimated 150 annual taxpayers in the past two and a half years, resulting in correcting approximately \$3.7 million of taxpayer errors within NVTC's district (and \$2.7 million in PRTC's district).

In a single audit TAX recently identified \$1.9 million in taxpayer misallocations among NVTC's jurisdictions. With this level of taxpayer error identified in the very few audits to date, the urgency of an effective audit plan is obvious. TAX has provided an audit plan designed to initiate 38 new audits in 2012 and complete 40 (plus another 13 to be completed in the first six months of 2013 prior to the transition). If the plan is successful, about a third of the 150 taxpayers would receive a completed audit prior to the transition.

Unfortunately, so far in 2012 TAX is not keeping pace with its own audit plan, starting only seven of the 11 planned audits and completing only four of the 16 promised in the plan.

An accelerated pace of audits by TAX is important because of the three-year statute of limitations that exists in the current law. By January, 2013 TAX will be unable to audit some taxpayers because of this limit. Given the extent of taxpayer errors discovered in the few completed audits to date, we anticipate that many similar errors will not be corrected prior to the three-year limit being reached.

Further, staff of the Department of Taxation has indicated they will start no audits that cannot be concluded by July 1, 2013 and based on current experience, such audits typically require many months to complete. Staff of the Department of Motor Vehicles has indicated that they have no plans to audit taxes due prior to July 1, 2013 and will not initiate any new audits of their own for a year or more thereafter. This leaves an extensive period of at least a year and a half in which no audits will occur.

Because it has been conclusively demonstrated that some taxpayers are not correctly identifying the local jurisdictions in which their sales occur, this gap will pose a significant hardship for us. We urge you to direct your staffs to work with us to produce an effective audit plan to resolve this gap, and if necessary, to propose legislative remedies for the January, 2013 General Assembly session. Such remedies might include:

1. Extending the three-year statute of limitations, at least during the transition and perhaps limited to identifying the correct point-of-sale, in order to allow completion of necessary audits to fully resolve inaccurate allocation of tax revenues among our jurisdictions; and
  2. Providing a penalty for failure to accurately identify the point-of-sale, in the same manner that penalties exist for failure to pay the required tax. Currently taxpayers have no financial incentive to commit any resources to ensure that their tax returns correctly identify the point of sale.
-

Your staffs invited our reactions to HB 876/ SB 503 that enacted the change in administrative responsibilities, but the concerns we have expressed above were not included in those bills. We respectfully request that you work with us now to resolve our concerns in a timely manner.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Fisette". The signature is fluid and cursive, with a large initial "J" and "F".

Jay Fisette  
Chairman

cc: Al Harf

---



C.

April 5, 2012

**Chairman**

Hon. Jay Fisette

**Vice Chairman**

Hon. Jeffrey McKay

**Secretary/Treasurer**

Hon. Paul C. Smedberg

**Commissioners:**

**City of Alexandria**

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Del. Barbara J. Comstock

Del. Joe T. May

Del. Thomas D. Rust

**Executive Director**

Richard K. Taube

Hon. Thelma Drake

Director

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102

Richmond, VA 23219

Re: SuperNova Transit/TDM Vision Plan

Dear Director Drake:

The Northern Virginia Transportation Commission is following with great interest the Commonwealth's intent to create a transit/TDM vision for Northern Virginia led by DRPT. We offer to assist you in any way possible to develop a useful vision document that builds on the existing local and regional plans, and strengthens the economy of Northern Virginia and thus the Commonwealth.

NVTC has the statutory responsibility to advocate for transit and to assist its local jurisdictions in planning, funding, coordinating and promoting the region's several successful public transit systems. Our district's steadily growing transit ridership, well coordinated transit routes, plus integrated fare structures and fare collection systems all provide concrete evidence that excellent transit performance results from sound transit investments. Our transit systems are essential to the economy of Northern Virginia and to the Commonwealth.

Our agency helps local governments develop regional transit solutions that reach beyond our localities' boundaries and those of our district itself, just as the SuperNova plan is designed to do. NVTC initiated the process that led to the formation of the Potomac and Rappahannock Transportation District Commission and the partnership that created the highly successful Virginia Railway Express commuter rail system. We are currently engaged with partners stretching halfway to Richmond to initiate a vanpool incentive program. In both of these initiatives, DRPT has been a valued partner.

Further, NVTC works constantly with neighboring jurisdictions in the District of Columbia and Maryland to ensure the success of WMATA. We also work with our region's metropolitan planning organization, the National Capital Region Transportation Planning Board ((TPB), to coordinate transit planning and NVTC fully supports the vision for the Washington Metropolitan region contained in Region Forward.

Accordingly, we believe we can make valuable contributions to DRPT's SuperNova effort.

To that end, we appreciate DRPT's creation of a stakeholder group and the series of public meetings scheduled to accompany the planning effort. We also learned a great deal about the plan from Amy Inman's presentation to the NVTC Board at our April 5<sup>th</sup> meeting. Following an extended and healthy discussion, the NVTC Board voted unanimously to offer the following observations (in no particular order) with the expectation that they will contribute to a successful SuperNova plan that builds on existing regional and local plans and priorities:

1. Because SuperNova is a vision plan, it should incorporate/build on MWCOG's Region Forward which contains the vision for the great majority of the SuperNova study area. SuperNova should not start from scratch.
2. The overarching goal of the plan should be to expeditiously move people (not automobiles) by offering choices among modes.
3. While a vision plan need not be entirely fiscally constrained, the practical realities of paying for recommended improvements cannot be ignored. Local governments are unable to pay for new transit improvements, if doing so means that existing service capacity and safety are degraded or put at risk due to a lack of sustainable revenue sources.

A recent example is instructive and of concern. The Commonwealth chose to fold its recommended transit/TDM improvements resulting from its I-95 Express Lane Transit/TDM study, directly into the existing six-year program with no new sources of state funding. This may dilute funds available to local governments to maintain existing transit services.


We believe the plan should emphasize that the costs of transit are an *investment* and an estimate of the total costs of the plan should be provided together with some affordable, cost-effective options so that the positive yields of those investments will be evident.

4. Among the draft goals for the SuperNova plan, NVTC believes the most important is to "support economic growth and prosperity in Virginia." Further definition of the purpose of the study would be useful. Is the primary focus on providing transit in dense areas best suited for such services or upgrading the entire region to at least a minimal level of service?
5. The plan process should be transparent and allow stakeholders to work directly with DRPT staff and consultants to craft the results.

6. Definitions should be provided of important terms such as the regional "core" and "activity centers," including lists and maps. In general, those definitions should conform to those used in other planning documents developed by the TPB, Metropolitan Washington Council of Governments (MWCOC), and others.
7. NVTC supports more state funding to complete Metrorail's Dulles Corridor extension.
8. Capacity needs of the Northern Virginia region's jurisdictions should not be ignored while extending transit to locations further out from the "regional core."
9. To maximize the effectiveness of transit/TDM investments, state incentives should be provided to encourage transit-oriented development.
10. As a co-owner of VRE, NVTC places a top priority in using this important resource to extend the reach of public transit toward Gainesville/Haymarket in the west and Spotsylvania County in the south. We believe more intensive service, including extensive reverse commute, mid-day and weekend trains should provide the backbone of any efforts by the Commonwealth to improve transit opportunities for residents of our distant suburbs.
11. The 14<sup>th</sup> Street Bridge continues to provide a choke point for Northern Virginia residents commuting to D.C. and points north. Many other choke points occur inside and outside the Beltway. Resolving the congestion associated with that bridge and other choke points through techniques such as TDM, value pricing and enhanced transit should be at or near the top of priorities contained in any vision plan. For example, buses operating on shoulders of freeways, queue jumpers, bus-activated priority traffic signals and other lower cost tools to battle congestion must also be included. A slip ramp near Dulles Airport to provide access to the Dulles Access Road for Loudoun County Transit buses would speed commuter trips significantly.
12. The plan should identify opportunities for private sector involvement in the recommended transit investments.

We appreciate the opportunity to share our views on the SuperNova plan and look forward to working with you on this important project in the days and months ahead.

Sincerely,

  
Jay Fisette  
Chairman

cc: Hon. Sean Connaughton  
NVTC Jurisdiction Chief Administrative Officers



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

**Administrator**

1200 New Jersey Avenue, SE  
Washington, DC 20590

D. RECEIVED  
APR 24 2012

APR 13 2012

Mr. Jay Fisette  
Chairman  
Northern Virginia Transportation Commission  
2300 Wilson Blvd, Suite 620  
Arlington, VA 22201

Dear Mr. Fisette:

Thank you for your March 1, 2012, letter in support of the Department of Transportation's funding of intercity passenger rail improvements in the Washington, D.C.- Richmond Corridor—specifically, the Arkendale to Powell's Creek Third Track Project.

I can assure you that the Federal Railroad Administration (FRA) is aggressively pursuing obligation of all funds allocated to this project and will continue to work closely and expeditiously with the Virginia Department of Rail and Public Transportation, Amtrak, the Virginia Railway Express, and CSX to complete all grant award prerequisites. As the project was selected under FRA's competitive High-Speed Intercity Passenger Rail (HSIPR) Program for the primary purpose of improved intercity passenger rail, it would not be appropriate to transfer federal oversight responsibility from FRA to the Federal Transit Administration (whose responsibilities primarily focus on mass transit and commuter rail); nor would such a transfer alter the grant award prerequisites or improve the timelines.

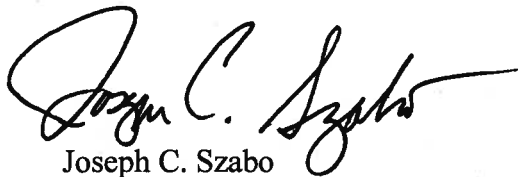
President Obama's bold vision is to connect 80 percent of Americans to high-speed rail within the next 25 years. As we realize that vision, we will not only provide much-needed mobility choices but also create jobs, reinvigorate our manufacturing sector, and spur economic development for years to come. Through the HSIPR Program, Virginia is actively embracing that vision and seeking to deliver the far-reaching economic benefits of high-speed rail to its citizens.



2

I appreciate your interest in, and support for, the HSIPR Program, and I look forward to working with you to ensure its success in the Commonwealth of Virginia and the Nation.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph C. Szabo". The signature is fluid and cursive, with a long horizontal stroke extending from the end.

Joseph C. Szabo  
Administrator

cc: Mr. Peter Rogoff, FTA Administrator



AGENDA ITEM #11

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube and Kala Quintana

**DATE:** April 26, 2012

**SUBJECT:** NVTC Public Outreach

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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.

April, 2012

**TransAction 2040**

Staff continues to work with NVTAA volunteer staff to manage the TransAction 2040 project. NVTC staff is managing the outreach efforts for TransAction 2040 and worked with Cambridge Systematics and Travesky & Associates to hold an Open House on April 18, 2012 at the Mary Ellen Henderson Middle School in Falls Church, VA.

Staff ensured that the meeting was well publicized by posting announcements and project materials (along with an on line comment form) on the NVTAA web site ([www.thenovaauthority.org](http://www.thenovaauthority.org)). Staff widely distributed media releases and the first project newsletter to major print and electronic media outlets (including Hispanic and Korean community media), jurisdictional PIO's, chambers of commerce, and special interest groups (environmental, bicycle, smart growth). Staff also established a Facebook page to enhance interaction with the public and to keep the public apprised of new developments with TransAction 2040. The Open House was attended by approximately 40 people.

Staff continues to attend the Technical Advisory Committee (TAC) and Project Coordination Advisory Committee (PCAC) meetings for the TransAction 2040 update and to keep these groups apprised of management team progress and outreach efforts.



## **TAGS**

Staff continues to attend TAGS meetings 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 is working with TAGS to plan another Friends of TAGS event to promote the circulator service in downtown Springfield. The Friends of TAGS concept was one that NVTC staff introduced last year to encourage a grassroots approach to TAGS membership by offering a less expensive “micro-membership” to TAGS for individual riders. This was a response to concerns regarding the lack of large businesses in Springfield becoming members of TAGS. Staff determined that it might be more beneficial to reach out to the individual riders directly and build the grassroots base one person at a time rather than devoting valuable and limited resources marketing to the large businesses and focusing too heavily on corporate membership in difficult economic times.

## **2013 Presidential Inauguration Planning and Coordination**

Staff attended a meeting at VDOT's Northern Virginia headquarters along with representatives from the Virginia Department of Emergency Management (VDEM), VRE, WMATA, Arlington County ART and PRTC to discuss planning and preparation for the upcoming Presidential Inauguration.

To enhance planning efforts, staff pulled all materials that NVTC had on file from the last Inauguration, including valuable transit ridership and cost data, and shared that with regional partners.

Staff advocated early and adequate coordination with regional PIO's as well as the transit community. NVTC staff will take the lead on coordinating meetings with the transit community to determine proposed costs, needs and assessments in order to prepare for the upcoming Inauguration event scheduled for January 19, 2013.

## **Active Transportation Demand Management (ATDM)**

Staff attended the first of two Active Transportation Demand Management (ATDM) workshops at the offices of Booz Allen Hamilton in Washington, DC. The workshops are being conducted as part of the ATDM Foundational Research Analysis Modeling and Simulation (AMS) effort.

The purpose of the workshop was to obtain inputs from various stakeholders and subject matter experts on the AMS needs and current AMS capabilities to support real-time dynamic management. The primary outcomes of the workshop will help to identify and/or refine overall needs and requirements for real-time modeling for ATDM,

determine the current AMS capabilities, latest trends in AMS, and the gaps that need to be addressed to support implementation and evaluation of ATDM strategies.

The workshop was designed to provide an overview of the ATDM philosophy that incorporates various aspects of real-time dynamic management of supply and demand, and present a preliminary assessment of AMS needs for ATDM. All of the participants (with representatives from universities, businesses and transportation management professionals) were solicited for their comments and suggestions regarding the AMS needs, current capabilities, latest trends in AMS for real-time dynamic management, and potential gaps.

ATDM is the dynamic management, control, and influence of travel demand, traffic demand, and traffic flow on transportation facilities. It involves the use of available tools and assets in combination with advanced decision support systems to manage traffic flow and influence traveler behavior in real-time, to achieve operational objectives, such as preventing or delaying breakdown conditions, improving safety, reducing emissions, or maximizing system efficiency. Under an ATDM approach, the transportation system is continuously monitored. Using archived data and predictive methods, actions are performed in real-time for dynamic management of both supply and demand to achieve or maintain system performance.

Staff continues to advocate for stronger transit investments, to accommodate the anticipated mode shifts, as part of this strategy. Staff continues to advise the ATDM team on communication and public outreach approaches that must be considered when planning and implementing this initiative.

### **NVTC Strategic Communication Planning**

Staff coordinated a meeting of regional legislative liaisons, transit partners and PIO's to discuss NVTC's proposed strategic communication plan. The group helped NVTC staff crystallize some messaging approaches to reach target audiences about the benefits of greater investments in public transit.

### **Annual VTA Conference**

Staff continues to work closely with Virginia Transit Association (VTA) staff on the annual VTA conference program to be held in Tysons Corner May 17-18, 2012.

Staff has developed a break-out session, secured speakers and will be working to develop a presentation on Open Source Data for transit systems entitled: "The EZ way to Open Source Transit Data: Making the 'Next Big Thing' in technology work for you." The panel brings together some of the most progressive minds in this field including:

- Dave Alpert (Transit info Activist and Blogger),
- Kevin Webb (OpenPlans.org),

- Matt Caywood (Technical Advisor and Artificial Intelligence expert with the Arlington Co. Mobility Lab)
- Michael Elepano (Transit information expert with the Redmon Group)

The session will be co-chaired by NVTC staff and Chris Hamilton from Arlington County Commuter Services (ACCS).

### **DRPT Demonstration Grant on GTFS and Open Source Data**

Staff worked with Arlington County to successfully advocate for a DRPT demonstration grant that will create a platform for open source transit data as well as a system that will display real time schedules at local businesses. The proposal is scalable and has potential applications across the Commonwealth. As of April, 2012 DRPT has agreed to provide a funding grant in the amount of \$500,000 (\$400k state/\$100k Arlington Co.) for the demonstration.



AGENDA ITEM #12

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Colethia Quarles  
**DATE:** April 26, 2012  
**SUBJECT:** NVTC Financial Items for March, 2012

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The financial report for March, 2012 is attached for your information.

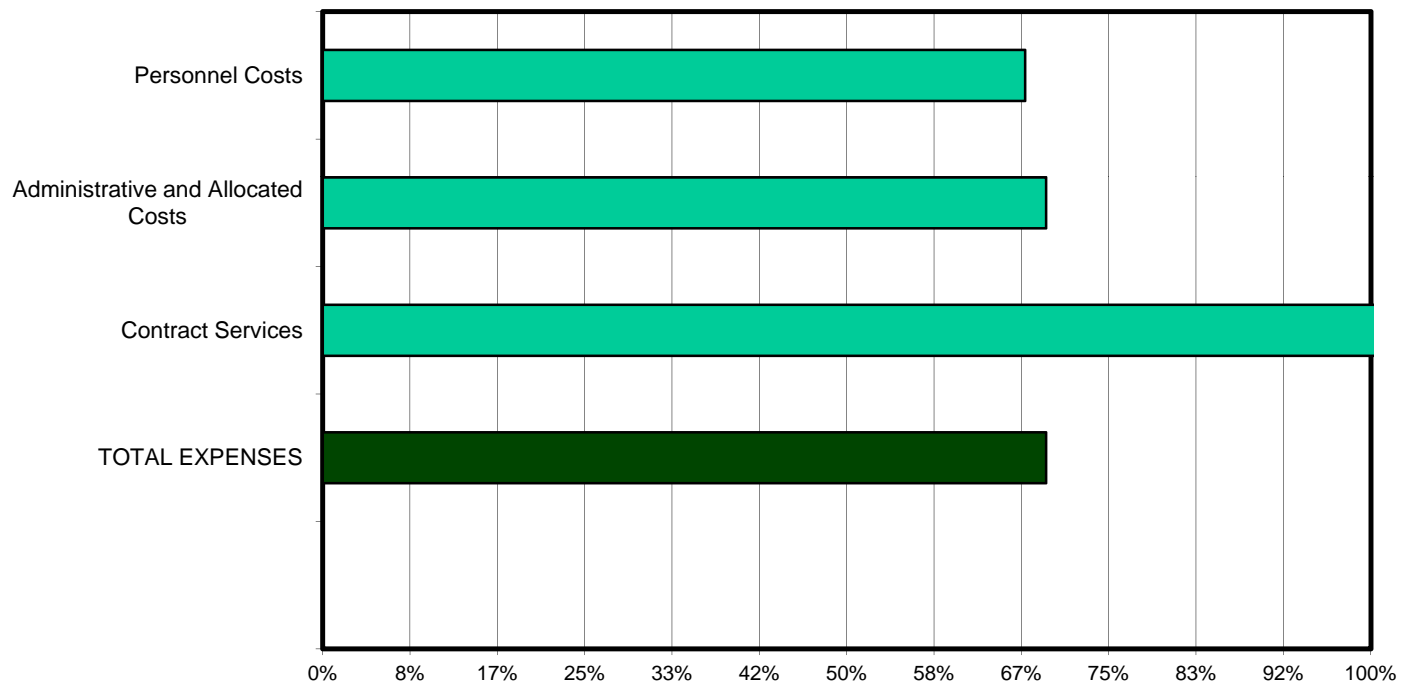


2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201  
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120  
E-mail [nvtc@nvtc.org](mailto:nvtc@nvtc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

# Northern Virginia Transportation Commission

Financial Reports  
March, 2012

Percentage of FY 2012 NVTC Administrative Budget Used  
March, 2012  
(Target 75% or less)



**Note: Refer to pages 2 and 3 for details**



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March 2012**

	<b><u>Current Month</u></b>	<b><u>Year To Date</u></b>	<b><u>Annual Budget</u></b>	<b><u>Balance Available</u></b>	<b><u>Balance %</u></b>
<b><u>Personnel Costs</u></b>					
Salaries	\$ 52,292.36	\$ 486,601.88	\$ 693,150.00	\$ 206,548.12	29.8%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	52,292.36	486,601.88	693,150.00	206,548.12	29.8%
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	3,471.86	33,793.48	48,250.00	14,456.52	30.0%
Group Health Insurance	5,691.30	45,466.31	92,900.00	47,433.69	51.1%
Retirement	4,475.00	41,575.00	68,800.00	27,225.00	39.6%
Workmans & Unemployment Compensation	33.69	754.32	3,100.00	2,345.68	75.7%
Life Insurance	290.83	2,506.02	4,000.00	1,493.98	37.3%
Long Term Disability Insurance	243.98	2,086.69	3,650.00	1,563.31	42.8%
Total Benefit Costs	14,206.66	126,181.82	220,700.00	94,518.18	42.8%
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	1,150.00	8,450.00	16,850.00	8,400.00	49.9%
<i>Rents:</i>	<i>15,543.83</i>	<i>136,355.34</i>	<i>185,100.00</i>	<i>48,744.66</i>	<i>26.3%</i>
Office Rent	14,820.98	129,084.74	172,900.00	43,815.26	25.3%
Parking	722.85	7,270.60	12,200.00	4,929.40	40.4%
<i>Insurance:</i>	<i>600.58</i>	<i>4,005.19</i>	<i>5,600.00</i>	<i>1,594.81</i>	<i>28.5%</i>
Public Official Bonds	300.00	1,300.00	2,300.00	1,000.00	43.5%
Liability and Property	300.58	2,705.19	3,300.00	594.81	18.0%
<i>Travel:</i>	<i>498.26</i>	<i>3,449.82</i>	<i>5,800.00</i>	<i>2,600.18</i>	<i>44.8%</i>
Conference Registration	-	250.00	-	-	0.0%
Conference Travel	-	391.75	1,500.00	1,108.25	73.9%
Local Meetings & Related Expenses	498.26	2,808.07	4,000.00	1,191.93	29.8%
Training & Professional Development	-	-	300.00	300.00	100.0%
<i>Communication:</i>	<i>586.38</i>	<i>5,953.60</i>	<i>9,900.00</i>	<i>3,946.40</i>	<i>39.9%</i>
Postage	163.77	2,098.92	3,800.00	1,701.08	44.8%
Telecommunication	422.61	3,854.68	6,100.00	2,245.32	36.8%
<i>Publications &amp; Supplies</i>	<i>1,209.28</i>	<i>7,664.38</i>	<i>15,100.00</i>	<i>7,435.62</i>	<i>49.2%</i>
Office Supplies	472.51	2,100.70	3,100.00	999.30	32.2%
Duplication	736.77	5,163.68	11,500.00	6,336.32	55.1%
Public Information	-	400.00	500.00	100.00	20.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March 2012**

	<b><u>Current Month</u></b>	<b><u>Year To Date</u></b>	<b><u>Annual Budget</u></b>	<b><u>Balance Available</u></b>	<b><u>Balance %</u></b>
<i>Operations:</i>	-	3,005.38	10,500.00	7,494.62	71.4%
Furniture and Equipment	-	739.55	3,000.00	2,260.45	0.0%
Repairs and Maintenance	-	344.30	1,000.00	655.70	65.6%
Computers	-	1,921.53	6,500.00	4,578.47	70.4%
<i>Other General and Administrative</i>	412.70	4,554.84	5,350.00	795.16	14.9%
Subscriptions	-	-	-	-	0.0%
Memberships	72.43	894.44	1,400.00	505.56	36.1%
Fees and Miscellaneous	340.27	2,766.47	2,950.00	183.53	6.2%
Advertising (Personnel/Procurement)	-	893.93	1,000.00	106.07	10.6%
Total Administrative Costs	<u>20,001.03</u>	<u>173,438.55</u>	<u>254,200.00</u>	<u>81,011.45</u>	<u>31.9%</u>
<u>Contracting Services</u>					
Auditing	-	28,515.00	27,360.00	(1,155.00)	-4.2%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>-</u>	<u>28,515.00</u>	<u>27,360.00</u>	<u>(1,155.00)</u>	<u>-4.2%</u>
 Total Gross G&A Expenses	<u><u>\$ 86,500.05</u></u>	<u><u>\$ 814,737.25</u></u>	<u><u>\$ 1,195,410.00</u></u>	<u><u>\$ 380,922.75</u></u>	<u><u>31.9%</u></u>

**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**March, 2012**

Payer/			Wells Fargo	Wells Fargo	VA LGIP	
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
1	DRPT	Capital grants receipts - VRE			\$ 152,010.00	
5	DRPT	Capital grant receipt - VRE			1,441.00	
7	DOT	VRE exchange		36,672.00		
8	DRPT	Capital grant receipt				4,358,634.00
9	DRPT	Capital grant receipt				111,375.00
9	DRPT	NVTA update grant receipt			2,088.00	
16	VRE	Staff support		6,688.78		
16	DRPT	Capital grants receipts				2,754,304.00
16	Dept of Taxation	Motor Vehicle Fuels Sales tax receipt				3,939,617.60
19	DRPT	Operating grant receipt				5,180,994.00
19	DRPT	Capital grants receipts				6,139,749.00
26	DRPT	Capital grant receipt - VRE			1,206.00	
28	Arlington County	G&A contribution		14,864.50		
30	DRPT	Capital grant receipt - VRE			3,572.00	
31	Banks	Interest income		6.68	21.67	18,658.72
			-	58,231.96	160,338.67	22,503,332.32
DISBURSEMENTS						
1-31	Various	G&A expenses	(75,708.55)			
1	VRE	Capital grant revenue			(152,010.00)	
5	VRE	Capital grant revenue			(1,441.00)	
7	VRE	VRE exchange			(36,672.00)	
8	Cambridge	Consulting - NVTA update	(2,088.22)			
26	VRE	Capital grant revenue			(1,206.00)	
30	VRE	Capital grant revenue			(3,572.00)	
31	Banks	Service fee	(49.63)	(47.01)		
			(77,846.40)	(47.01)	(194,901.00)	-
TRANSFERS						
30	Transfer	From savings to checking	150,000.00	(150,000.00)		
			150,000.00	(150,000.00)	-	-
NET INCREASE (DECREASE) FOR MONTH			\$ 72,153.60	\$ (91,815.05)	\$ (34,562.33)	\$ 22,503,332.32

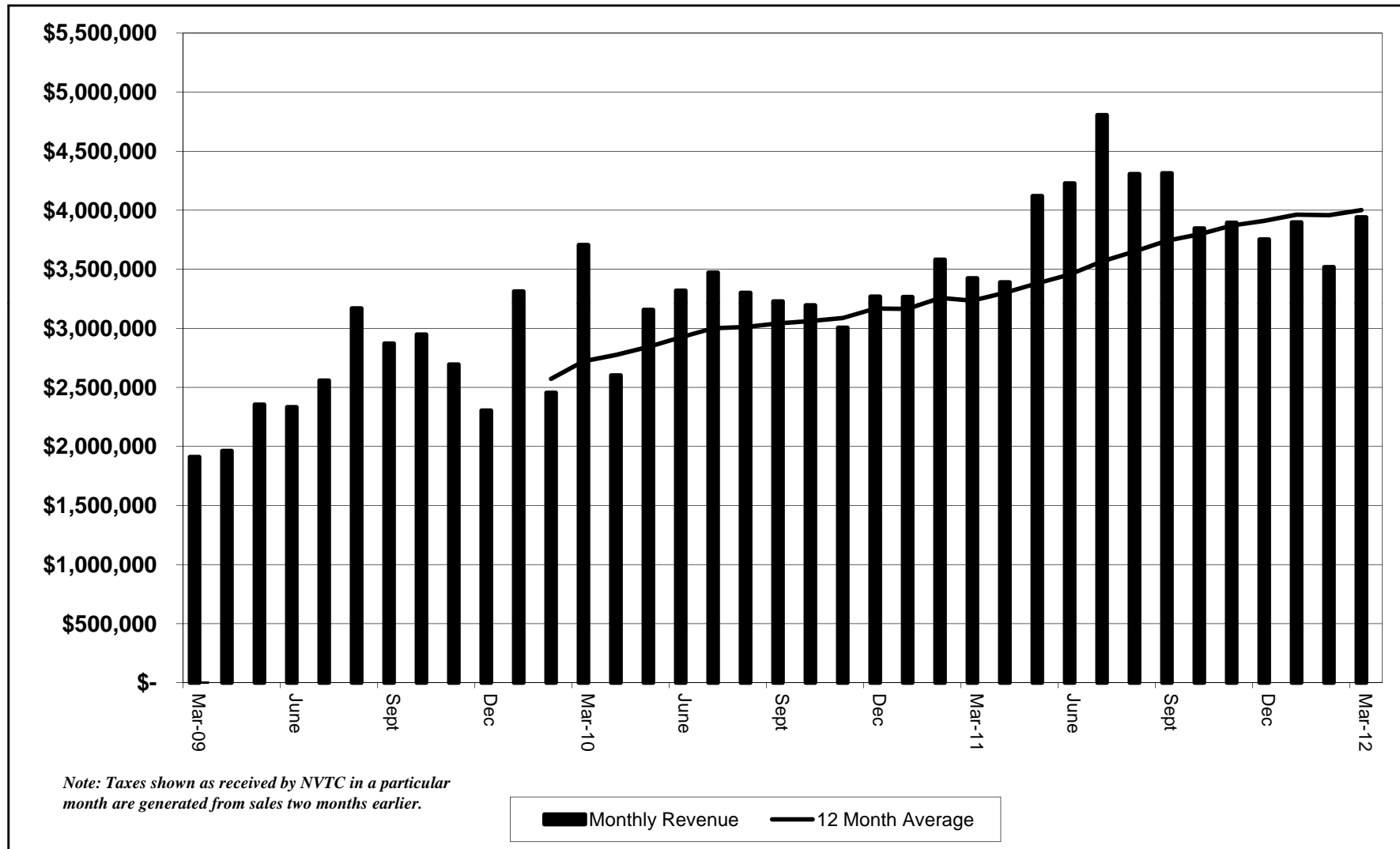
**NVTC  
INVESTMENT REPORT  
March, 2012**

<b>Type</b>	<b>Rate</b>	<b>Balance 2/29/2012</b>	<b>Increase (Decrease)</b>	<b>Balance 3/31/2012</b>	<b>NVTC G&amp;A/Project</b>	<b>Jurisdictions Trust Fund</b>	<b>Loudoun Trust Fund</b>
<b><u>Cash Deposits</u></b>							
Wells Fargo: NVTC Checking	N/A	\$ 87,153.57	\$ 72,153.60	\$ 159,307.17	\$ 159,307.17	\$ -	\$ -
Wells Fargo: NVTC Savings	0.020%	369,784.87	(91,815.05)	277,969.82	277,969.82	-	-
<b><u>Investments - State Pool</u></b>							
Bank of America - LGIP	0.165%	121,657,035.08	22,468,769.99	144,125,805.07	109,245.66	127,812,236.93	16,204,322.48
		<u>\$ 122,113,973.52</u>	<u>\$ 22,539,532.77</u>	<u>\$ 144,563,082.06</u>	<u>\$ 546,522.65</u>	<u>\$ 127,812,236.93</u>	<u>\$ 16,204,322.48</u>

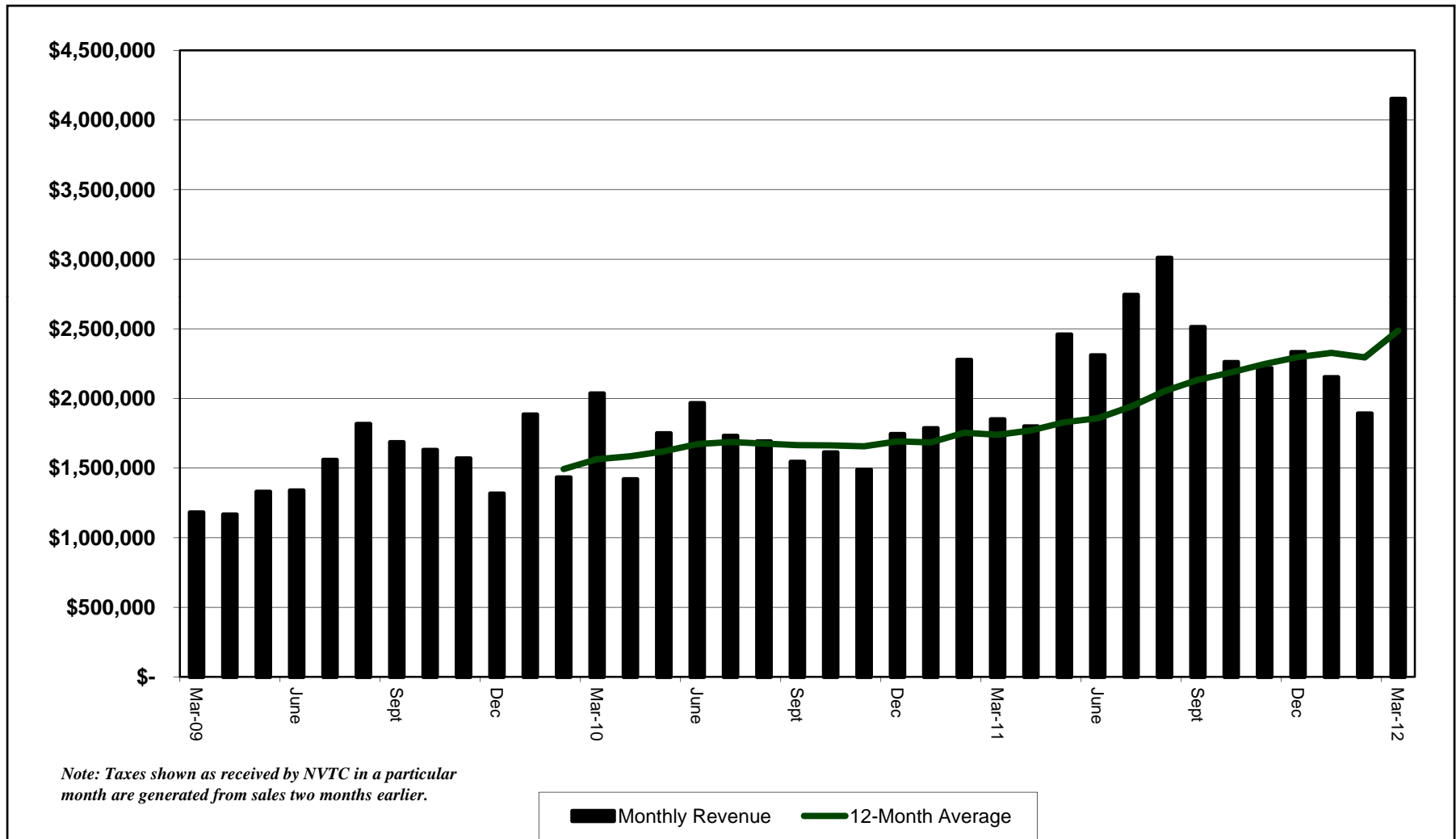
# NVTC MONTHLY GAS TAX REVENUE

## ALL JURISDICTIONS

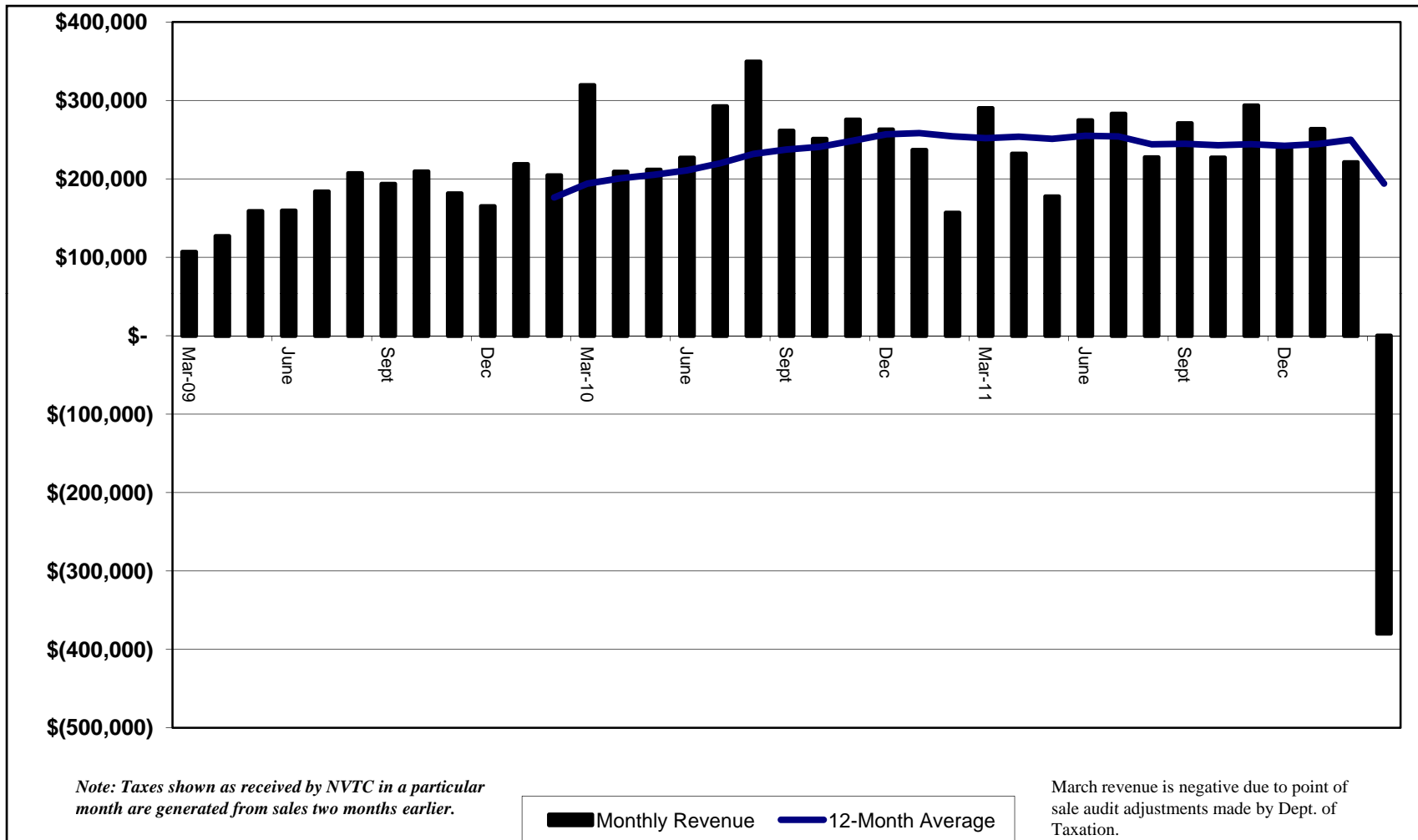
### FISCAL YEARS 2009-2012



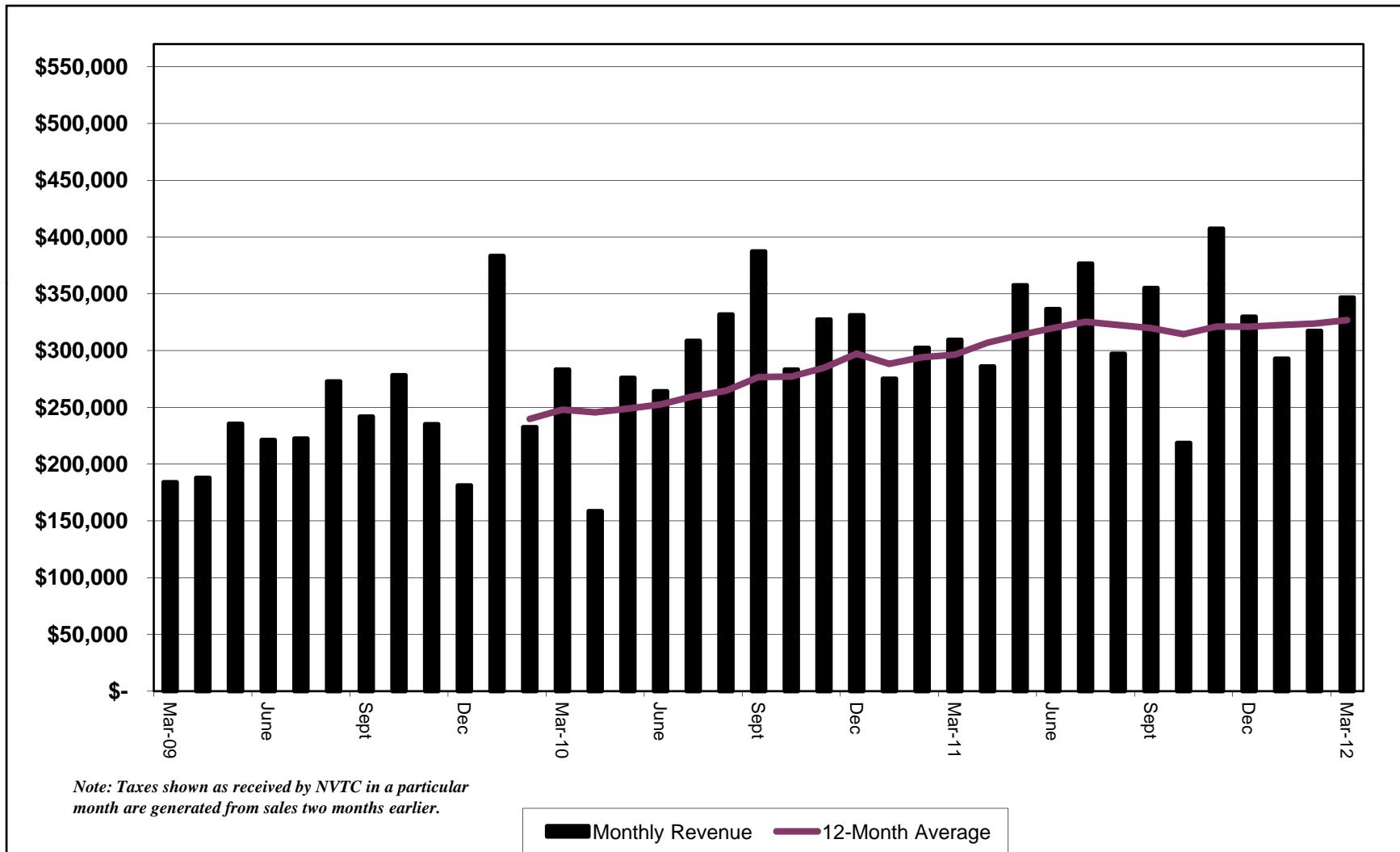
**NVTC MONTHLY GAS TAX REVENUE  
FAIRFAX COUNTY  
FISCAL YEARS 2009-2012**



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

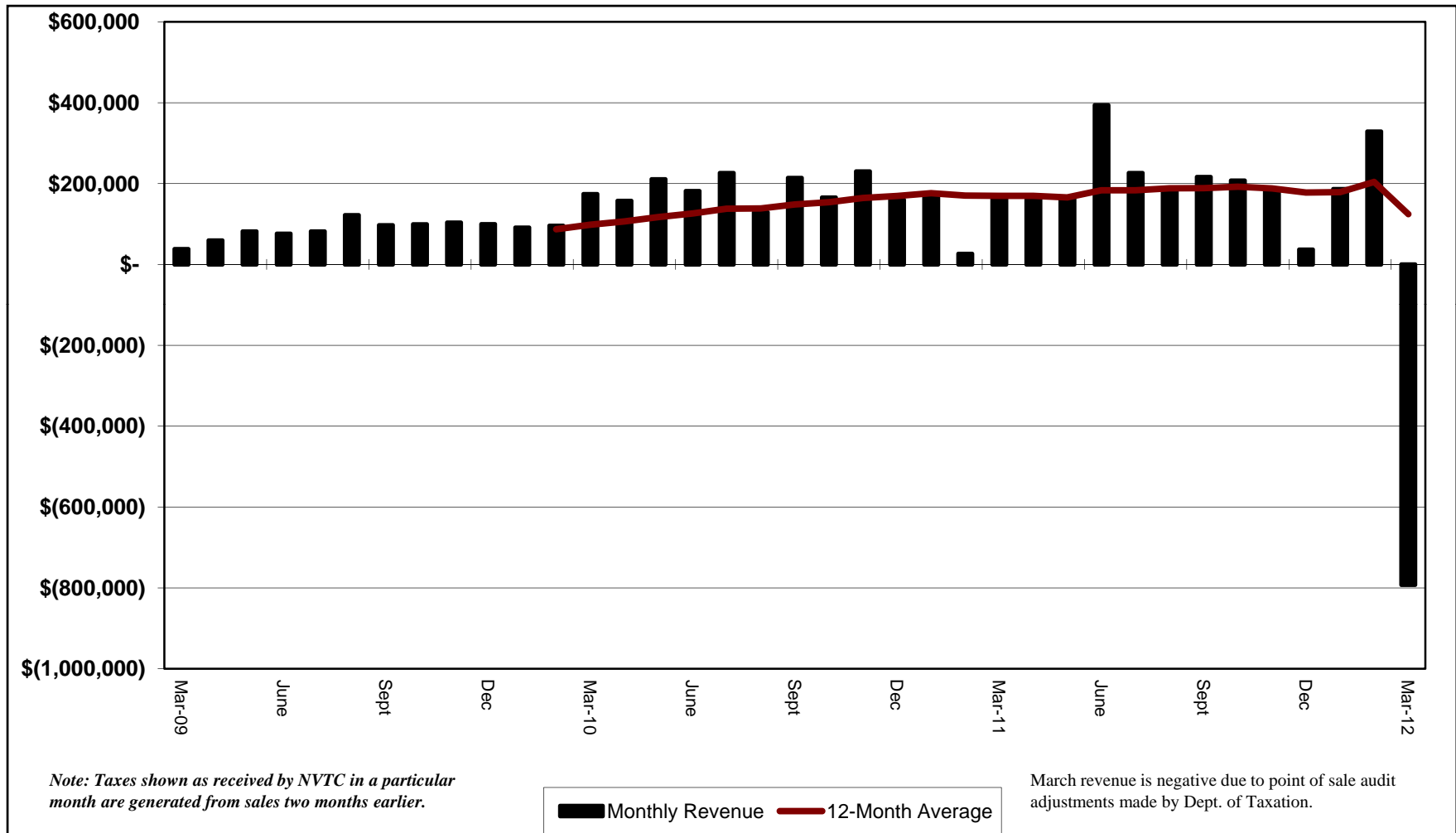


# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2009-2012

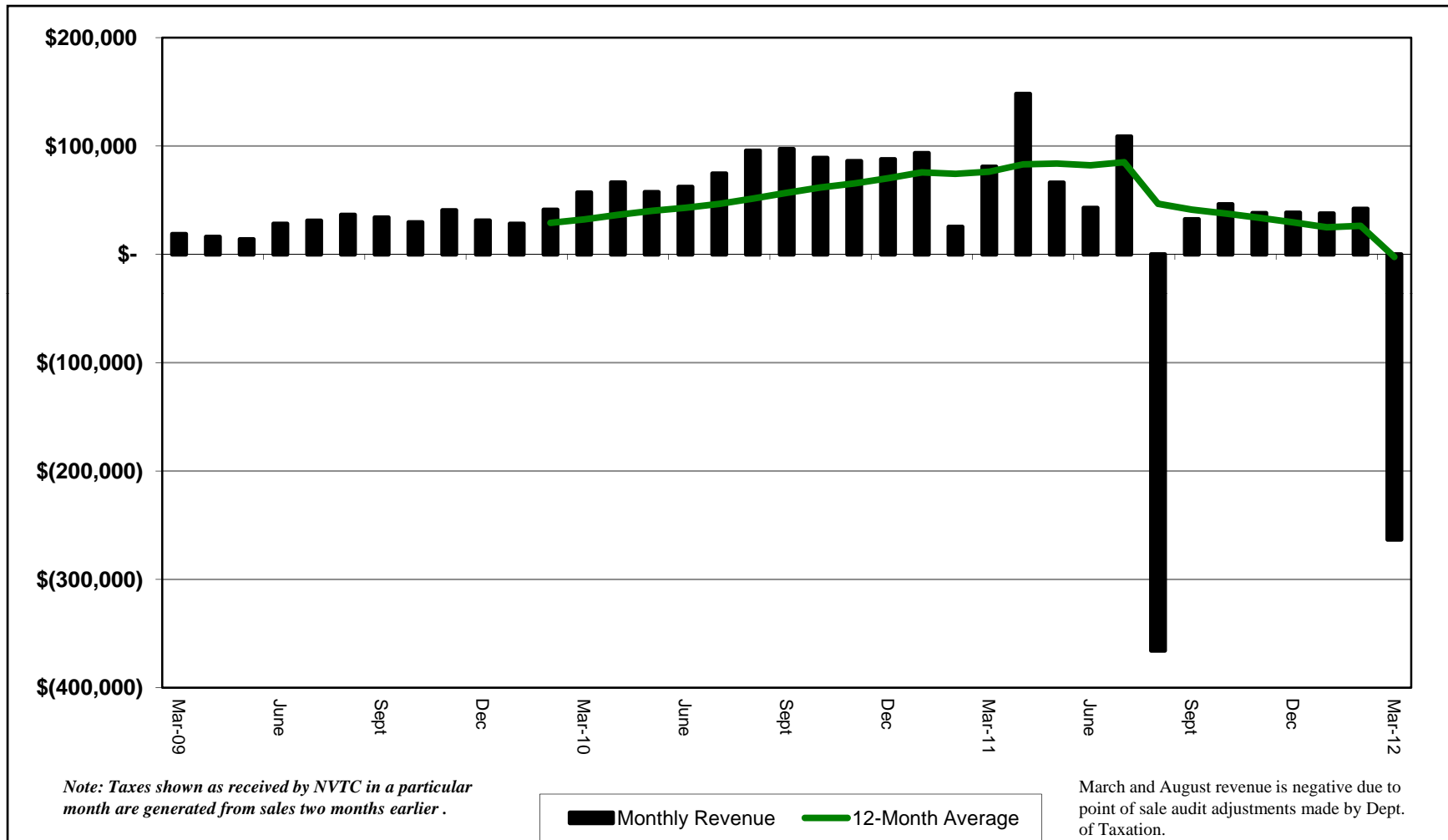




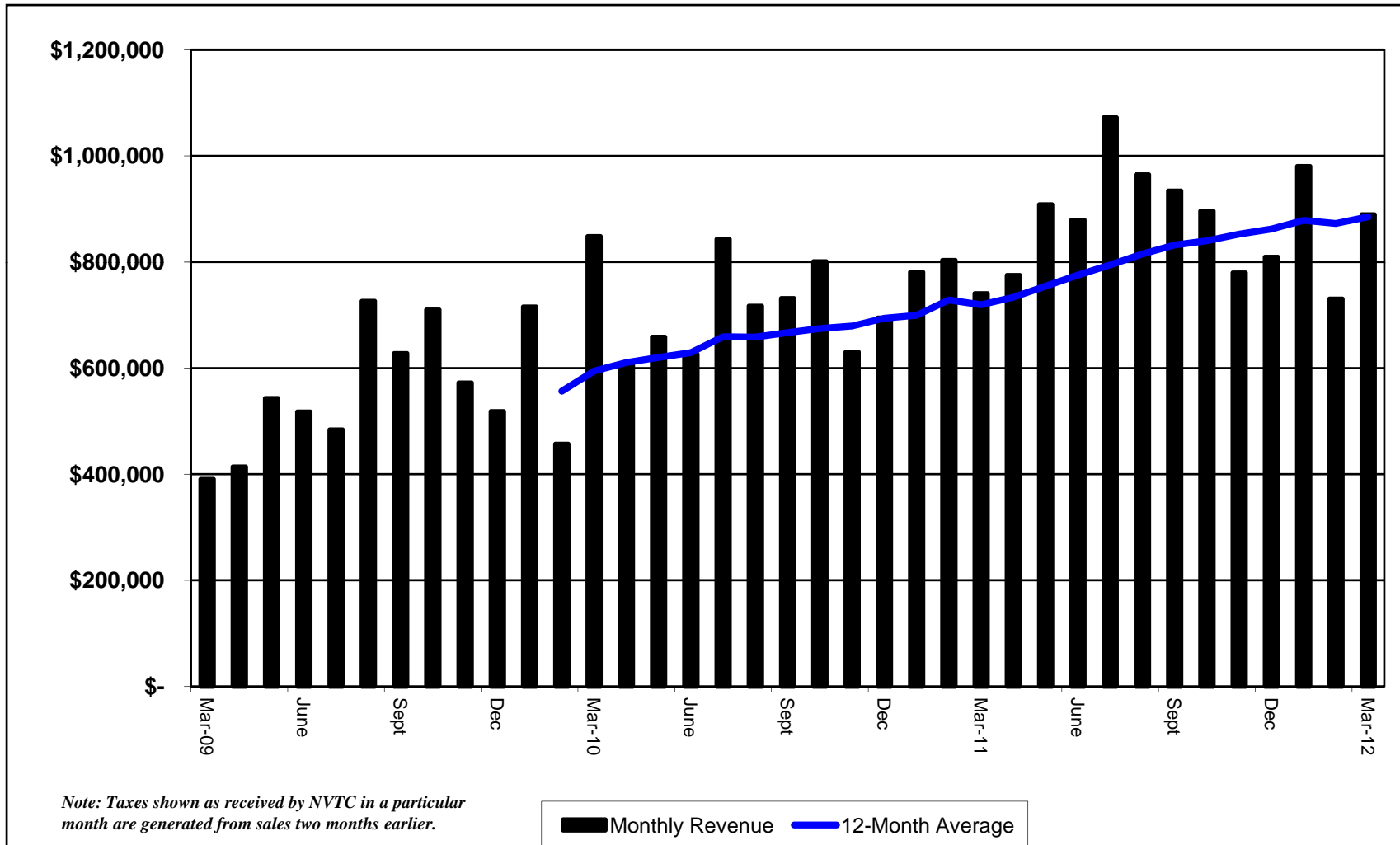
# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2009-2012



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



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



**NVTC**  
**Motor Vehicle Fuels Sales Tax Adjustments**

	Period Posted	Adjustment From							
		Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	Total
ADJ #2	11-10, received 1-11	-	-	(110,276.05)	-	(1,093.49)	-	-	(111,369.54)
ADJ #1	12-10, received 2-11	(104,038.35)	-	(170,435.39)	(22,069.72)	(42,087.14)	-	-	(338,630.60)
ADJ #3	2-11, received 4-11	(3,601.08)	(1,851.63)	(70,768.68)	(123,449.59)	(6,856.63)	(1,018.24)	-	(207,545.85)
ADJ #4	3-11, received 5-11	(108,726.85)	-	(25,427.74)	-	-	-	-	(134,154.59)
ADJ #5	4-11, received 6-11	-	(12,240.65)	-	-	-	(1,345.23)	-	(13,585.88)
ADJ #6	6-11, received 8-11	(88,014.78)	(68,006.86)	(2,756.38)	(46,756.33)	(448,661.57)	(1,541.68)	-	(655,737.60)
ADJ #7	10-11, received 12-1	-	(154.91)	(173,102.39)	(7,542.20)	(873.29)	-	-	(181,672.79)
ADJ #8	1-12, received 3-12	(609,893.53)	(59.45)	(1,107,487.84)	(21,072.45)	(301,982.53)	(4,438.04)	-	(2,044,933.84)
		(914,274.59)	(82,313.50)	(1,660,254.47)	(220,890.29)	(801,554.65)	(8,343.19)	-	(3,687,630.69)

		Adjustment To							
		Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	Total
ADJ #2	11-10, received 1-11	11,948.00	-	-	-	-	29,077.00	70,344.54	111,369.54
ADJ #1	12-10, received 2-11	-	-	-	316,560.87	-	22,069.73	-	338,630.60
ADJ #3	2-11, received 4-11	6,843.00	-	-	83,224.94	67,729.89	49,748.02	-	207,545.85
ADJ #4	3-11, received 5-11	-	-	-	134,154.59	-	-	-	134,154.59
ADJ #5	4-11, received 6-11	-	-	-	12,024.17	-	-	1,561.71	13,585.88
ADJ #6	6-11, received 8-11	56,176.76	5,904.21	-	551,750.18	41,888.26	18.19	-	655,737.60
ADJ #7	10-11, received 12-1	7,542.20	-	-	174,130.59	-	-	-	181,672.79
ADJ #8	1-12, received 3-12	2,587.52	59.18	31.81	2,023,861.38	624.78	17,769.17	-	2,044,933.84
		85,097.48	5,963.39	31.81	3,295,706.72	110,242.93	118,682.11	71,906.25	3,687,630.69

Net Transfers to Date - (From) To								
Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	Total	
(829,177.11)	(76,350.11)	(1,660,222.66)	3,074,816.43	(691,311.72)	110,338.92	71,906.25	-	



**VIRGINIA RAILWAY  
EXPRESS**

BOARD MEMBERS

**WALLY COVINGTON**  
CHAIRMAN

**PAUL SMEDBERG**  
VICE-CHAIRMAN

**JOHN COOK**  
TREASURER

**SUSAN STIMPSON**  
SECRETARY

**SHARON BULOVA**  
**MAUREEN CADDIGAN**  
**FREDERIC HOWE**  
**JOHN JENKINS**  
**PAUL MILDE**  
**SUHAS NADDONI**  
**KEVIN PAGE**  
**GARY SKINNER**  
**JONATHAN WAY**  
**CHRIS ZIMMERMAN**

ALTERNATES

**MARC AVENI**  
**HARRY CRISP**  
**MARK DUDENHEFER**  
**BRAD ELLIS**  
**JAY FISETTE**  
**FRANK JONES**  
**MICHAEL MAY**  
**JEFF McKAY**  
**MARTIN NOHE**  
**STEVE PITTARD**  
**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  
APRIL 20, 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
Kevin Page	DRPT
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
Suhas Naddoni (PRTC)	City of Manassas Park

ALTERNATES PRESENT	JURISDICTION

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Harry Crisp (PRTC)	Stafford County
Mark Dudenhefer (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fiset (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
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	Betsy Massie – PRTC staff
Jeremy Borden – Washington Post	Bob Leibbrandt – Prince William County
Donna Boxer – VRE	Steve MacIsaac – VRE counsel
Nancy Collins – Stafford County	Gregg Moser – Krauthamer & Associates
Rich Dalton – VRE	Jennifer Mouchantaf – VRE
John Duque – VRE	Sirel Mouchantaf – VRE
Patrick Durany – Prince William County	Dick Peacock – citizen
Anna Gotthardt – VRE	Lynn Rivers – Arlington County
Al Harf – PRTC staff	Mark Roeber – VRE
Chris Henry – VRE	Michael Schaller – citizen
Christine Hoeffner – VRE	Rick Taube – NVTC staff
Ann King – VRE	Dale Zehner – VRE
Mike Lake – Fairfax County DOT	

\* 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 9:34 A.M. Following the Pledge of Allegiance, roll call was taken.

### Approval of the Agenda – 3

Chairman Covington stated that a Closed Session is needed. Also, he suggested moving Agenda Item #8 “Operations Board Member Comments” to the end of the agenda on a trial basis. There were no objections.

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

### Approval of the Minutes of the March 16, 2012 Operations Board Meeting – 4

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

### Chairman’s Comments – 5

Chairman Covington reported that VRE has had strong On-Time Performance (OTP) for two months in a row. For April, OTP was 96.7 percent systemwide (97.6 percent on the Fredericksburg line and 95.8 percent on the Manassas line). For March, the overall OTP was 97.4 percent (96.8 on the Fredericksburg line and 98 on the Manassas line).

Chairman Covington announced that Ms. Bulova has been selected to receive the Virginia Transit Association’s Public Official of the Year award. It will be presented to her at the VTA Conference to be held in Tysons Corner on May 18<sup>th</sup>. Board Members congratulated her. Mr. Zehner stated that the next Operations Board meeting is scheduled for May 18<sup>th</sup> and staff will work with Chairman Covington to see if the meeting can start earlier to allow Board Members to also attend the VTA ceremony at noon.

Chairman Covington reported that the Broad Run platform extension is now fully operational. The next phase of the station improvement is parking. VRE staff is currently working on the environmental and preliminary engineering of the parking deck.

### Chief Executive Officer’s Report – 6

Mr. Zehner reported that VRE ridership for the month of March, compared to the same time last year, is down approximately two percent. This could be partially due to spring break and the holidays. However, ridership seems to be bouncing back. April 17<sup>th</sup> was the fourth highest ridership day and this week there were three days where ridership

was over 20,000, which has not happened since January. Mr. Zehner stated that the Meet the Management events are underway. Three have been completed (Union Station, L'Enfant and Crystal City). Since VRE is celebrating its 20<sup>th</sup> Anniversary, brass and string quartets have been there to add to the festivities.

Mr. Zehner also reported that the Leeland parking expansion project is underway. A ground breaking ceremony will be held on May 1, 2012. Finally, he reported that VRE has used 10 percent less fuel compared to the amount used last year. Even though fuel prices are up about 18 percent, VRE still has a positive variance on fuel costs. VRE continues to look for ways to cut costs and identify efficiencies.

#### VRE Riders' and Public Comment – 7

Mr. Peacock suggested that VRE work with the Quantico Marine Base to open the Quantico train station on the weekends. Although there is no VRE service on the weekends, there are still at least five Amtrak trains operating during the weekends. However, VRE should not have to incur any additional expenses. He also expressed concern about the two recent locomotive breakdowns. Mr. Zehner stated that one incident was caused by a train line cable that became loose, which prevented the train from being operated. The second locomotive had a capacitor blow out, which is an unusual event. The part was sent for testing to determine why it failed and VRE is awaiting the results.

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

In response to a question from Mr. Jenkins, Mr. Zehner stated that the locomotives are still under warranty. There are two locomotive technicians from Motive Power, Inc. on-site working on all locomotive issues. Ms. Caddigan agreed to work with staff regarding the Quantico station issue.

[Mr. Milde entered the meeting at 9:47 A.M.]

#### Update on VRE CEO Recruitment – 9

Chairman Covington introduced Gregg Moser from Krauthamer and Associates, the firm VRE hired to assist in the CEO recruitment. Mr. Moser stated that he has met with staff from VRE, CSX, Norfolk Southern, NVTC, PRTC, Keolis, and Operations Board Members, to find out what qualifications and qualities they are looking for in a new CEO. A job description and advertisement (both local and national) were put together and there has already been a good response. He stated that 30-40 applications have been received so far and there are about 10 qualified applicants at this point. Mr. Moser reported that he met with the Executive Committee prior to this meeting to review the progress being made.

In response to a question from Chairman Covington, Mr. Moser stated that candidate interviews will be scheduled for the end of May/beginning of June. The Board then

discussed where the interviews should be held. Ms. Bulova observed that PRTC headquarters are fairly centrally located for Board Members. She also offered the use of the Fairfax County government center. Mr. Skinner agreed that PRTC is centrally located. He recommended that all the interviews be done on one day with lunch. He asked if the Executive Committee has determined how many candidates will be chosen for actual interviews. Chairman Covington estimated between four and six. Mr. Cook stated that he was pleasantly surprised by the quality of the qualified applicants and stated that there may be more than six that would merit a closer look. He suggested a two-stage approach where the Executive Committee could interview 8-9 candidates and then bring in the top 4-5 for interviews with the full Operations Board. Mr. Zimmerman expressed his opinion that the Executive Committee should be left to decide if they want to conduct preliminary interviews. He stated that last time the interviews were conducted at NVTC in Arlington because it was close to an airport and transit for out of town candidates. Mr. Milde stated that he trusts the Executive committee to narrow it down to the top two or three candidates. Mr. Howe suggested that the interviews occur on a Friday. Mr. Way stated that there may be trouble coordinating schedules of both the Operations Board Members and the candidates, so some flexibility is needed. Chairman Covington stated that a second day of interviews may be needed. Ms. Stimpson observed that Krauthamer and Associates has done a good job so far in the recruitment process.

#### Authorization to Modify VRE's Fares – 10A

Mr. Zehner reported that Resolution #10A-04-2012 would authorize the CEO to amend VRE's tariff to increase fares by three percent beginning July 1, 2012, without any changes to the current ticket discount structure. The resolution would also authorize the CEO to revise the tariff to reflect recent changes to the regional SmartBenefit program. He stated that at the February meeting, the Operations Board authorized public hearings at seven stations regarding the proposed fare increase. Only 29 people attended in total, with zero attendance at two hearings (Burke and Stafford). This is the first time in VRE's history that public hearings were held in which no one attended. VRE received 34 comments via e-mail. A three percent fare increase will generate approximately \$900,000 in additional fare revenue during 2013.

Ms. Stimpson observed that the background report states that "the Board authorized a fare increase" but in actuality the Board authorized public hearings advertising a proposed fare increase. Mr. Zehner clarified that the Operations Board recommended a fare increase as part of the budget process. Ms. Stimpson stated that the recommended budget includes a three percent fare increase and a three percent jurisdictional subsidy increase. However, the budget task force recommended that since there was a jurisdictional subsidy increase, they didn't recommend a fare increase.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the resolution.

Ms. Stimpson stated that she will vote no. She appreciates the fact that VRE locomotives are operating well and VRE is looking for efficiencies, but she supports the



budget task force recommendation that a three percent fare increase is not necessary along with a three percent jurisdictional subsidy increase.

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, Page, Skinner, Smedberg, Way and Zimmerman. Mr. Milde and Ms. Stimpson voted no.

#### Authorization to Approve the Third Year of the Operating and Maintenance Services Contract – 10B

Mr. Zehner stated that the VRE Operations Board is being asked to recommend that the Commissions authorize him to modify the contract with Keolis Rail Services Virginia, LLC for operating and maintenance services by approving up to \$18,008,591, for a total contract value not to exceed \$56,507,466, for the third year of operations, through June 30, 2013, and to make other administrative contract changes. Resolution #10B-04-2012 would accomplish this.

Mr. Zehner explained that this amount is within the approved budget for FY 2013 and reflects a 3.5 percent increase to fixed cost services, based on the increase to the CPI for a 12 month period, as required by the contract. In addition, maintenance of the new VRE warehouse at the Crossroads yard has been added to the facilities budget.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the resolution.

Mr. Way stated that he trusts that the decrease in costs of maintenance are due to the improvement in efficiencies and management and not caused by a relaxation of maintenance standards and practices or equipment manufacturer recommendations, which could have a negative impact on VRE operations. Mr. Zehner replied that the major reason for the decrease in maintenance costs is that VRE took over the management of the deep cleaning of the VRE railcars, which resulted in \$176,000 being removed from the contract. This was a cost savings measure. There are no changes to any other requirements or warranties.

Mr. Smedberg asked if staff has an overall concern about the maintenance of equipment in light of the recent locomotive failures. Mr. Zehner stated that both incidents were not maintenance related.

Mr. Way observed that the contingency dropped by \$400,000. Mr. Zehner explained that there were contingencies for the first two years of the Keolis contract but with the standardization of the fleet, a contingency is not needed. The overall budget still maintains a contingency.

Mr. Taube observed that since this is a large contract, more details should be included in the final resolve clause of the resolution when it goes to the commissions.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve the motion with the addition of referencing the last paragraph of the background report into a new

WHEREAS clause of the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Award a Contract for Interior Cleaning of VRE Passenger Cars – 10C

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to execute a contract with Service Master Preferred Services of Woodbridge, Virginia for interior cleaning of VRE passenger cars in the amount of \$533,988, plus a five percent contingency of \$26,699, for a total amount not to exceed \$560,687. Resolution #10C-04-2012 would accomplish this.

Mr. Zehner explained that in order to maintain its high standard of cleanliness for passenger cars, VRE must obtain services to provide heavy interior cleaning. This cleaning is in addition to the current daily cleaning and includes deep cleaning of carpets and windows and more extensive tasks such as bathroom disinfection. Heavy interior cleaning is scheduled twice per year, typically in the spring and fall. Following a procurement process, Service Master Preferred Services was selected. The contract will be for a base year with two one-year options, with the CEO exercising the option years at his discretion.

Ms. Caddigan moved, with a second by Mr Jenkins, to approve the resolution.

In response to a question from Mr. Skinner, Mr. Zehner stated that the work will be conducted over a series of weekends. In response to a question from Mr. Smedberg, Mr. Zehner stated that this bid came in under the estimated amount.

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, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Amend Engineering Services Task Order for the Warehouse Construction Project – 10D

Mr. Zehner stated that the Operations Board is being asked to authorize him to amend a task order, under GEC V, to STV, Inc. for engineering services related to the Crossroads warehouse project. The amendment will be in the amount of \$99,124, plus a 10 percent contingency of \$9,912, for a total task order amount not to exceed \$629,248. Resolution #10D-04-2012 would accomplish this.

Mr. Smedberg moved, with a second by Mr. Skinner, to approve the resolution.

Mr. Zehner explained that over the winter, VRE staff determined that the schedule would not be met due to a lack of coordination by the construction contractor and inadequate quality control. VRE staff developed a modified schedule with a revised completion date of June 2012. The warehouse is currently 75 percent complete and

liquidated damages are being assessed against the contractor. Due to the change in schedule these additional engineering services are needed.

In response to a question from Mr. Page, Mr. Zehner stated that the liquidated damages, which are \$1,000 per day, will proportionally offset these costs. Mr. Skinner asked if staff has any concerns that this contractor can complete the work. Mr. Mouchantaf stated the problems were due to subcontractors and he does not see any issues with completing the project.

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, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Approve PRTC/VRE Personnel Policy Amendments – 9B

Mr. Zehner stated that the VRE Operations Board is being asked to approve Resolution #10E-04-2012, which would recommend that PRTC approve amendments to the PRTC/VRE Personnel Policy.

Mr. Zehner reminded Board Members that this item was discussed at the March 16<sup>th</sup> meeting and action was deferred. There was much discussion in regards to Amendment 3 to establish parity between internal and external candidates vying for a staff position. A consensus position is now being proposed, so that the Chairman of PRTC or VRE would be notified that the exception has been made, but not asked to approve such exceptions. Under the current policy, an existing employee who applies for a competitively advertised position within PRTC/VRE, and is then deemed the most qualified candidate, is limited by the policy's rules of promotion in establishing the level of compensation. The only limitation applicable to an external candidate is that the starting salary must be within the classification range.

Mr. Cook moved, with a second by Ms. Caddigan, to approve Resolution #10E-04-2012, which would approve all three amendments.

Ms. Stimpson asked if the Board would be willing to separate the motion to take separate votes on each amendment. The maker and seconder of the motion agreed to vote on each amendment separately.

Chairman Covington asked if Mr. Harf had any comments. Mr. Harf stated that he is in accord with the recommendation. These changes would apply universally to the PRTC personnel policy as well.

Mr. Milde stated that he would have to vote against Amendment 3 unless it was changed to bringing the exception to the Executive Committee for approval. Chairman Covington observed that legal counsel has stated that it would create a liability issue for the Operations Board. Mr. MacIsaac stated that the Operations Board usually does not involve itself with executive management decisions. Chairman Covington suggested

that the Board discuss and vote on each amendment separately since that is the motion on the floor.

Amendment 1 (Policy IV Pay Plan and Employee Compensation, Section I.B) – to modify the PRTC/VRE General Payscale to create three higher classifications. The amendment was passed by a unanimous vote. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Amendment 2 (Policy XIX Awards and Special Recognition, Section II) – to increase the authority limit delegated to the chief executives to \$500. The amendment was passed by a unanimous vote. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

Amendment 3 (Policy XI Promotions, Demotions, Reclassifications, and Transfers, Section III.C) – to establish parity between internal and external candidates vying for a position and add language allowing this exception to be made.

Mr. Howe stated that he argued in favor of this at the last meeting because it is a business issue and it is important to retain good employees. He offered an amendment that the Chairman and Executive Committee of PRTC/VRE be notified when this exception is used, which would give the option to appeal it to the Operations Board or full Commission if there is an issue or concern. It gives the CEO the ability to run the business effectively and retain employees.

Ms. Bulova stated that she likes Mr. Howe's suggestion except for the word "appeal." Mr. Skinner stated that an internal candidate should not be deprived of what that position's salary should be. The Operations Board needs full confidence in its CEO. Mr. Page observed that the Operations Board hands down the policy to the CEO to follow. The Board can suspend or relax a policy if there is an issue.

Mr. Cook offered language: "The Executive Committee should be notified and that the proposed action would not occur until after the next Operations Board meeting." Mr. MacIsaac offered substitute language: "The notification would go to the Chairman and the Executive Committee of PRTC or the VRE Operations Board. The Chairman or Executive Committee shall have the option to defer the matter and bring it to the full Commission or Operations Board for final action."

Mr. Way stated that equity demands that flexibility exists. He does not think that the Operations Board should get involved in basic management matters. It should not become a requirement, rejection or appeal of the CEO's authority. It should be the decision of the CEO and he could inform the Board of his actions. Mr. Zimmerman agreed.

Mr. Cook stated that Mr. MacIsaac's wording of "defer" is still an action. He would like to see this word left out. Ms. Bulova asked for clarification if the motion is to approve the amendment as written. Chairman Covington stated that there was a motion to amend but no one seconded the motion. Mr. Cook amended his motion to read "The

Chairman and Executive Committee would be informed of the desire of the CEO to make this exception and the CEO's actions would not take effect until after the next Operations Board/Commission meeting." Mr. Milde seconded the motion.

Mr. Skinner objected to the amended motion. The Board then discussed the current policy. Ms. Bulova moved a substitute motion to approve Amendment 3 as originally presented. Mr. Cook stated that his amended motion, which was seconded by Mr. Milde, is still on the floor. He called the question. The Board then voted on the motion to call the question. The vote to end discussion passed on a 10-3 vote.

Mr. Howe asked for clarification. It is his understanding that under current limits the CEO is limited with internal candidates and can't raise their pay higher than three pay grades or a maximum of 18 percent. External candidates have no limits. Mr. Harf explained that the position being promoted into has a classification which is already established. If the position is three pay grades or higher than the internal person currently occupies, then that person is limited to the entry level pay level, which could be nominally higher than 18 percent. An external candidate, however, could be offered a salary anywhere in that salary range, which has a spread of 66 percent.

The Board then voted on Mr. Cook's amendment. The amendment failed on a 5-8 vote.

The Board then voted on Amendment 3 as originally written. The amendment passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Skinner, Smedberg, Way and Zimmerman. Board Members Milde, Stimpson, Howe, and Page voted in opposition.

[Mr. Milde and Ms. Stimpson stepped out of the room.]

#### Authorization to Issue a Solicitation for LED Lighting Projects at Franconia/Springfield and Backlick Road – 10F

Mr. Zehner reported that the VRE Operations Board is being asked to authorize him to issue a solicitation for installation of LED lighting at these two stations. Resolution #10F-04-2012 would accomplish this.

Mr. Zehner stated that as VRE stations approach twenty years of age, the original platform lighting is in need of replacement. By replacing the lighting systems to LED, utility and maintenance costs will be reduced substantially. Once bids are received, VRE staff will return to the Operations Board for authorization to execute a contract with the lowest responsible and responsive bidder.

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

#### Closed Session – 11

Chairman Covington moved, with a second by Mr. Smedberg, 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 purposes of discussion of one personnel matter and one matter requiring consultation with counsel concerning legal issues pertaining to a review of VRE's procurement and other financial transactions.

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

The Board entered into Closed Session at 10:50 A.M. During the Closed Session, Ms. Stimpson and Mr. Milde joined the discussion. The Board returned to Open Session at 11:05 A.M.

Chairman Covington 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:

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were 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, Caddigan, Cook, Covington, Howe, Jenkins, Milde, Page, Skinner, Smedberg, Stimpson, Way and Zimmerman.

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

Mr. Way requested a five-minute update at the next meeting on the L'Enfant track changes and the increase in the size of trains. Mr. Skinner also asked for a status report on the Spotsylvania station. Mr. Milde asked if there is a way Board Members can be notified if there is an exception made to Amendment 3 of the personnel policy. Mr. Zehner stated that he would inform the Chairman. Chairman Covington stated that he would inform Mr. Milde if it were to occur.

### Adjournment

On a motion by Mr. Jenkins and a second by Mr. Zimmerman, the Board unanimously agreed to adjourn the meeting. Chairman Covington adjourned the meeting at 11:09 A.M.

Approved this 18<sup>th</sup> day of May, 2012.

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Wally Covington  
Chairman

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Susan Stimpson  
Secretary

### **CERTIFICATION**

This certification hereby acknowledges that the minutes for the April 20, 2012 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

*Rhonda Gilchrest*

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Rhonda Gilchrest



Item #10 B

RECEIVED  
APR 30 2012

# COMMONWEALTH of VIRGINIA

Department of Motor Vehicles  
2300 West Broad Street

**Richard D. Holcomb**  
Commissioner

Post Office Box 27412  
Richmond, VA 23269-0001

April 20, 2012

The Honorable Jay Fisette  
Chairman  
Northern Virginia Transportation Commission  
2300 Wilson Boulevard, Suite 620  
Arlington, Virginia 22201

Dear Mr. Fisette:

Thank you for your letter of April 5, 2012 regarding the transfer of responsibility for administering the 2.1% motor fuels tax collected in the Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC) districts. As you note, the Department of Motor Vehicles (DMV) will assume responsibility for this tax from the Department of Taxation effective July 1, 2013.

We are looking forward to working with both Commissions as well as other stakeholders to ensure a smooth transition and to build an effective program that meets the needs of all the parties. My staff will be reaching out to representatives of the two Commissions soon to schedule an initial meeting.

I understand that you have concerns about misallocated revenues due to taxpayer filing errors and that you desire to see greater audit activity to address those misallocations. It is our hope that as we work with your representatives, representatives of the PRTC, and industry partners that we will identify automated solutions that will better position taxpayers to accurately file and account for tax revenues. We anticipate that the application of technology can address your concerns and mitigate the need for extensive audit coverage or punitive measures, accomplishing the same objective without penalizing distributors and at a lower cost. Should we not find agreed upon automated solutions to accomplish this goal, we are committed to working with both Commissions to develop tax collection and audit programs that will assure that your tax dollars are adequately protected.

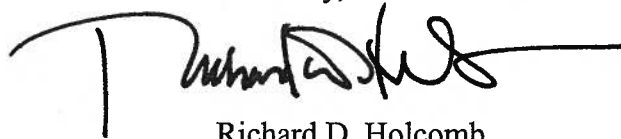
That said, please keep in mind that DMV assumes responsibility for administering the motor fuels tax on behalf of the NVTC and PRTC effective July 1, 2013. DMV is not and will not become responsible for the collection or audit of taxes levied prior to July 1, 2013. As such you will need to work with the Department of Taxation to address your concerns about audit coverage for tax periods prior to that time.



The Honorable Jay Fisette  
April 20, 2012  
Page Two

The Department of Taxation has advised us that their primary point of contact for the NVTC has been Richard Taube. We will be contacting Mr. Taube soon to arrange a meeting. If there is another point of contact that you would like for us to work with please let us know. Tammy West, our Tax Services Director, is leading the transition. Tammy can be reached at (804) 367-0883 or [tammy.west@dmv.virginia.gov](mailto:tammy.west@dmv.virginia.gov). We look forward to working with you and your staff.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard D. Holcomb", with a long horizontal stroke extending to the right.

Richard D. Holcomb

cc: Craig M. Burns, Department of Taxation  
Al Harf, PRTC

RDH:rrh