



## **NVTC COMMISSION MEETING**

**THURSDAY, SEPTEMBER 6, 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 July 5, 2012.**

Recommended Action: Approval.

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

- A. Report from the VRE Operations Board and Chief Executive Officer--Information Item.
- B. Agreement with DRPT for VRE Fare Buy-Down--Action Item/Resolution #2195.
- C. Authorization to Sell Two VRE Locomotives--Action Item/Resolution #2196.
- D. Employment Agreement for VRE's Chief Executive Officer--Closed Session (Section 2.2-3711.A.1 of the Virginia Code) followed by: Action Item/Resolution #2197.

#### **3. Support for VDOT's I-66 Inside the Beltway Multi-Modal Study.**

NVTC was briefed on the results of the study at its July 5, 2012 meeting. A resolution is provided to endorse the study process and recommendations.

Recommended Action: Approve Resolution #2198.

2300 Wilson Boulevard • Suite 620 • Arlington, VA 22201  
Tel (703) 524-3322 • Fax (703) 524-1756  
Email [nvtc@nvtcd.org](mailto:nvtc@nvtcd.org) • [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

#### **4. Required Actions to Implement DRPT's New Grant Procedures.**

DRPT, NVTC and local jurisdiction staff are working to implement DRPT's new requirements. To facilitate that implementation, the commission is asked to authorize its staff to take several actions.

Recommended Action: Approve Resolution #2199.

#### **5. Preliminary NVTC Budget for FY 2014.**

NVTC's preliminary budget is provided each year at this time to offer guidance to NVTC's jurisdictions as they prepare their own budgets for the next fiscal year. NVTC's final FY 2014 budget will be presented for action at the commission's January 3, 2013 meeting.

Recommended Action: Authorize staff to forward the preliminary FY 2014 NVTC budget to NVTC's member jurisdictions for their information.

#### **6. Appointments to Vanpool Program Policy Advisory Board.**

The MOU executed by NVTC, PRTC and GWRC calls for each commission to select four representatives to serve on the Policy Advisory Board. Nominees have been suggested by NVTC's Management Advisory Committee.

Recommended Action: Appoint the four nominees recommended by MAC.

#### **7. Status Report on DRPT's SJR 297 Report.**

On September 6<sup>th</sup> DRPT is conducting a review with Virginia's transit systems and others of the proposed new model for distributing state transit assistance. The draft final report and legislative proposals will be available later. NVTC staff will highlight serious concerns.

Recommended Action: Provide direction to staff.

#### **8. Proposed Comments on DRPT's Statewide Transit/TDM Plan and SuperNova Study.**

Proposed comments are provided.

Recommended Action: Approve comments.

**9. WMATA Items.**

- A. Report from NVTC's WMATA Board Members.
- B. Dashboard Performance Report.

Information Item.

**10. Update on NVTC and Regional Initiatives.**

- A. Northern Virginia Transportation and Planning Agency Efficiency and Consolidation Study.
- B. Motor Fuels Tax Collection Transition.
- C. List of Ongoing and Completed Transit-Related Plans, Studies and Projects.
- D. Brookings Study on Jobs and Transit.
- E. Transit Ridership in Northern Virginia in FY 2012.
- F. Financial Close on I-95 Express Lanes.

Discussion Item.

**11. NVTC Financial Items for June and July, 2012.**

Information Item.



AGENDA ITEM #1

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

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 8:04 P.M.

Members Present

Sharon Bulova  
Barbara Comstock  
John Cook  
James Dyke  
William D. Euille  
Jay Fisette  
John Foust  
Mark R. Herring  
Catherine Hudgins  
David Ramadan  
Ken Reid  
Thomas Rust  
David F. Snyder  
Christopher Zimmerman

Members Absent

Richard H. Black  
Jeffrey Greenfield  
Mary Hynes  
Joe May  
Jeffrey McKay  
Paul Smedberg

Staff Present

Rich Dalton (VRE)  
Mariela Garcia-Colberg  
Rhonda Gilchrest  
Claire Gron  
Christine Hoeffner (VRE)  
Scott Kalkwarf  
Kala Quintana  
Rick Taube



### Oath of Office for New NVTC Commissioner

Chairman Fisette announced that Delegate David Ramadan has been appointed to serve on NVTC to fill a vacant seat. Chairman Fisette administered the oath of office to Delegate Ramadan and commissioners welcomed him to NVTC.

### Minutes of the June 7, 2012 Meeting

Ms. Bulova moved, with a second by Delegate Rust, to approve the minutes. The vote in favor was cast by commissioners Bulova, Cook, Dyke, Euille, Fisette, Foust, Herring, Hudgins, Reid, and Rust. Commissioners Ramadan, Snyder and Zimmerman abstained.

### VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mrs. Bulova reported that VRE's year-to-date ridership is 4.76 million passenger trips, which is an increase of 250,000 more trips compared to the same time last year. Farebox recovery is over 60 percent, which is one of the best in the commuter rail industry. Year-to-date on-time performance (OTP) is 95.3 percent systemwide, which is eight percent better than FY 2011.

Mr. Dalton, VRE's Acting CEO, stated that for the month of May the average daily ridership was 19,322. There were six days in May and nine days in June where ridership exceeded 20,000. On-time performance for the month of May kept pace with the annual average. However, in June OTP decreased slightly because of two major events, including flood restrictions on June 1<sup>st</sup> and an Amtrak incident at Union Station on June 11<sup>th</sup> which delayed 15 out of 16 VRE trains. Mr. Dalton reported that with the severe storms over the past weekend, VRE was impacted but was able to run full service on Monday morning at 100 percent on-time.

In response to a question from Delegate Rust, Mr. Dalton explained how hot weather impacts service. Speeds need to be decreased to avoid heat kinks in the rail. The speed restrictions imposed by the railroads are fully safety related.

In response to a question from Mr. Reid about how many Loudoun County residents ride VRE, Mr. Dalton stated that the VRE annual survey determines riders' place of origin and the survey results are on VRE's website.

Extension of the Norfolk Southern Operating Access Agreement. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2192, which extends the existing agreement with Norfolk Southern to January 31, 2013. The current agreement expires July 31, 2012. The purpose of the extension is to allow more time to negotiate unresolved insurance issues.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #2192. The vote in favor was cast by commissioners Bulova, Cook, Dyke, Euille, Fisette, Foust, Herring, Hudgins, Ramadan, Reid, Rust and Zimmerman. Mr. Snyder abstained.

Hamilton to Crossroads Third Track Project. An information memo explained that at its June 15, 2012 meeting, the VRE Operations Board approved the execution of a force account agreement with CSX for additional design work that must be undertaken by CSX for the Hamilton to Crossroads third track project. The force account agreement is in the amount of \$918,000, plus a 10 percent contingency, for a total amount not to exceed \$1,009,800.

Draft Agreement with Spotsylvania County for VRE Station Platform and Head-House. Another information memo stated that the VRE Operations Board also authorized the VRE CEO to execute a project agreement with Spotsylvania County on behalf of the commissions, in a form approved by counsel, for the design and construction of the new Spotsylvania VRE station platform and head-house. The county requested that VRE assume project management responsibility for the platform and head-house portion of the new station project including contracting for the design and construction. The cost for the design and construction will be borne by Spotsylvania County. VRE will perform the management and coordination activities on a reimbursable basis, as outlined in the project agreement.

#### I-66 Multi-Modal Study (Inside the Beltway)

Chairman Fisette stated that VDOT staff and consultants are in attendance to give a presentation on the final report, which was released on June 18<sup>th</sup>. Garrett Moore of VDOT introduced the study consultant, Jay Evans from Cambridge Systematics, as well as Valerie Pardo from VDOT and Amy Inman from DRPT.

Mr. Evans reviewed the highlights of the final report of the 12-month study. He explained that four multimodal packages were developed with significant transit and roadway elements, which all include bicycle/pedestrian projects, enhanced TDM strategies, and Integrated Corridor Management (ICM). The four packages are:

Multimodal Package #1 – Convert existing I-66 to a Bus/HOV/HOT lane system.

Multimodal Package #2 – Convert I-66 to a Bus/HOV/HOT lane system and add a lane in each direction.

Multimodal Package #3 – Add a Bus/HOV lane to I-66 in each direction.

Multimodal Package #4 – Enhance bus service and U.S. Route 50 Bus on Shoulder lane.

Mr. Evans explained that the report recommendation is a tiered approach for long-term improvements, which are organized into two categories: core recommendations and package recommendations. The package recommendations,

which are long-term planning, are not intended to “leap frog” over the core recommendations. The core recommendations are considered top priority and include:

- Implement improvements already contained in the 2011 Constrained Long Range Plan (CLRP).
  - increasing HOV2+ to HOV3+;
  - spot improvements along westbound I-66;
  - completing the Silver Line Metrorail extension; and
  - implementing the active traffic management element of an ICM approach.
- Implement bus services and TDM measures from the 2009 DRPT I-66 Transit/TDM Study.
- Implement components of the WMATA Core Capacity Study.
- Implement I-66 Bus-on-Shoulder Pilot over the next two years. (This is outside of the I-66 Multimodal Study.)

Chairman Fisette observed that the study points to the strength of the CLRP. The tiered structure is a thoughtful approach to make progress both short and long-term. In response to a question from Mr. Zimmerman, Mr. Evans stated that the study did look at the proposed interline switch improvements at the Rosslyn Metrorail station and noted that there are some operational benefits to this switch improvement, but it was not brought forward as a recommendation. Mr. Zimmerman stated that right now it might not be justified, but for long range planning there would be substantial ridership benefit.

In response to a question from Delegate Rust, Mr. Evans stated that packages #1 and #2 convert I-66 entirely to toll and HOV usage and package #3 is basically what I-66 is today with a reversible peak lane. There are no tolls in package #3. Mr. Foust asked if the study considered what would be the impact on other roadways if I-66 was converted to a toll road. Mr. Evans replied that I-66 is an unique roadway since it is currently restricted during peak periods, so it would not push cars off I-66 as a HOV-3 or HOT facility. It actually is seen as a positive and will divert automobiles onto I-66 as HOT lanes allow for using previously unused capacity. However, for the off peak periods there would be a diversion onto other roadways.

In response to a question from Delegate Ramadan, Mr. Evans stated that the study looked at synchronization by 2040. Mr. Moore stated that this study strictly looked at I-66 inside the Beltway. Mr. Reid asked if the surveys were conducted regionwide. Mr. Evans explained that the surveys were sent to targeted zip codes and in addition special market surveys and bicycle intercepts on some bike trails were conducted. Mr. Reid asked to see the survey results. He observed that there are a lot of people commuting on I-66 out to the Dulles Corridor and questioned if package #3 would impact these commuters. Mr. Evans stated that in the morning peak period there would still be two HOV lanes going westbound.

In response to a question from Mr. Zimmerman, Mr. Evans stated that the bicycle and pedestrian network is part of the package of goals of the study to enhance mobility and reduce congestion.

Mr. Snyder stated that he does not see the need for 24/7 HOV/HOT lanes on I-66 because it will flood traffic onto other arterial roads. Mr. Evans clarified that the study acknowledges that it may be recommended for peak period only as the appropriate way to implement it. Chairman Fisette asked staff to provide the website link to respond to Mr. Reid's request about survey results.

### DRPT's Distribution of Transit Assistance for FY 2013

Chairman Fisette reviewed what has transpired since the May 15<sup>th</sup> announcement from DRPT that state transit assistance will be sent directly to WMATA and NVTC's jurisdictions. On June 20<sup>th</sup>, the Commonwealth Transportation Board (CTB) met and adopted the final SYIP including DRPT's revised policy but also passed a resolution delaying the receipt of transit assistance to NVTC and its jurisdictions until a final decision at the CTB meeting on July 18<sup>th</sup>. Tasks were identified for CTB members to work with localities and DRPT to identify a way to move forward. On June 25<sup>th</sup> Chairman Fisette met with Director Drake, CTB member Gary Garczynski and Mr. Dyke. It was a productive discussion that resulted in agreement that the primary option for a compromise would be that, with official letters from NVTC's jurisdictions, all DRPT funds would continue to be directed to bank accounts controlled and accessed by NVTC so that the NVTC Subsidy Allocation Model (SAM) could continue to be applied.

Delegate Comstock arrived at 8:46 P.M.

In response to a question from Mrs. Bulova, Chairman Fisette stated that there will be a meeting next week of finance staff of the five WMATA jurisdictions, WMATA, NVTC and DRPT. There will also be a follow-up meeting with the CTB members. In regards to DRPT's concerns about the trust fund balances, jurisdictional staff provided DRPT with an explanation. The trust fund levels are decided by the localities and not NVTC. CTB next's meeting is July 18<sup>th</sup> and in the meantime, all allocations to the five jurisdictions have been suspended.

Chairman Fisette explained that it was discovered that the final SYIP does not include any direct DRPT assistance for NVTC in FY 2013 and beyond. The draft SYIP did include \$180,000 for FY 2013 and with \$9.9 million added to the overall DRPT program, NVTC's allocation should now be \$194,000. NVTC received no notification of this change. The services provided for its jurisdictions are clearly eligible for DRPT funding. The consequence is that NVTC's approved FY 2013 budget is now \$180,000 underfunded and it is unclear who has received those funds and whether Northern Virginia has had its DRPT transit assistance reduced as a result.

Mr. Dyke reported that DRPT has stated that NVTC will be made whole in this issue. Chairman Fisette observed that this is good news. He also thanked Mr. Foust for speaking before the CTB on June 20<sup>th</sup>. All five WMATA jurisdictions were represented at that meeting.

Mr. Snyder thanked Mr. Dyke and CTB members for attempting to resolve this issue. He does not see how the public has benefited from this. The notion of withholding the return of Northern Virginia funds back to the original taxpayers, who sent much more to Richmond, is not a positive thing from the public's standpoint. However, one positive that has come out of all this is that it has united Northern Virginia. This has taken huge amounts of resources and time away from service to the public. It is not the commonwealth's money; it is the taxpayers' money. He concluded that it is important to quickly resolve this issue.

Chairman Fisetette observed that learning how the SAM was developed over the last 30+ years really does reflect regional cooperation. The reality is that the Virginia Code requires NVTC's Subsidy Allocation Model to be used for WMATA funds. The Northern Virginia region is different than any other region in the commonwealth for many reasons. The fact that the localities worked together to create this formula by which they share opportunities and solve problems, is a great example of regional cooperation. It is his hope that this will not be undermined.

Authorization to Issue a Request for Proposals for a Transit Alternatives Analysis in the Route 7 Corridor (Alexandria to Tysons Corner)

Mr. Taube stated that the commission is asked to authorize staff to issue a RFP for consultants to perform an alternatives analysis in the Route 7 corridor. The RFP would be issued in July and a contract award would be recommended for approval at the October meeting. 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 in providing any required non-federal match up to \$10,937.50 each.

Mr. Euille moved, with a second by Mr. Snyder, to authorize staff to issue the RFP.

In response to a question from Delegate Rust, Mr. Taube explained that the initial earmark was pursued by the city of Falls Church but now four NVTC jurisdictions are participating. In response to a question from Delegate Ramadan, Mr. Taube stated that the earmark was obtained three years ago and is due to expire in September 2012. NVTC has already begun applying for the funds.

The commission then voted on the motion and it passed unanimously. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisetette, Foust, Herring, Hudgins, Ramadan, Reid, Rust, Snyder and Zimmerman.

### NVTC Communications Plan

Chairman Fisette reported that NVTC staff has had zero time to work on the communication plan because staff has been required to devote extensive efforts to cooperate with the efficiency and consolidation study and to respond to DRPT's unexpected change in its allocation procedures. Therefore, he suggests work be temporarily suspended on this project and have staff return to the commission with a revised schedule most likely in September, 2012.

Mr. Cook stated that it seems to him that viewpoints may have changed concerning the original intent of the communications plan and he suggested revisiting what NVTC wants to accomplish. Mrs. Bulova agreed and stated that it is important to convey that NVTC is the "go to" place as a regional forum for transit. There needs to be a better label or name change to make it clear what NVTC does. Chairman Fisette agreed that views of the communication plan have evolved over the past six months.

### Virginia Vanpool Incentive Program

Mr. Taube explained that by adopting Resolution #2193 NVTC would be approving a Memorandum of Understanding (MOU) with PRTC and the George Washington Regional Commission (GWRC), the sponsors with NVTC of the new vanpool program. The resolution would also authorize seeking a bridge loan in FY 2014, if needed, to the Vanpool Incentive Program of up to \$1.1 million to complete required funding and qualify for \$3.4 million in state and federal aid awarded by the CTB. The recommended source of the FY 2014 loan is state aid received by NVTC and/or NVTC jurisdiction trust funds. For FY 2013, PRTC would lend funds to the program from its undesignated, unrestricted assets. It would also lend funds in FY 2014, if needed. The loans would be repaid off the top of net Vanpool Program earnings, which are expected to be at least \$4 million annually within not more than three years following the initiation of the program. Mr Taube explained that CTB, with the strong support of DRPT, has provided the bulk of funding needed to get this project started. The funding for bridge loans may not be needed because CTB could approve additional funding next year.

Mr. Taube explained that Congress has passed the reauthorization bill which includes language concerning "soft match" that is favorable to this project. The bill allows the investments of the private sector to count as local match for federal funds. This change has been reflected in the MOU.

Mr. Zimmerman moved, with a second by Mrs. Bulova, to approve Resolution #2193, with clarification that it references the updated MOU.

In response to a question from Mr. Foust, Mr. Taube explained that the "profit" is the new federal funding coming to the region less the project expenses. Vanpoolers will be induced to participate by \$200 monthly stipends per van to compensate the owner/operators for their time and effort necessary to collect and report the data for the FTA National Transit Database. This will result in "profit" from increased formula allocations of federal transit assistance for this region that would otherwise go to the

rest of the U.S. The profit will be split among the three sponsors (NVTC, PRTC and GWRC) based on the level of vanpools operating in those territories. This program does not interfere with the operations or the market rates of the private operators. Mr. Taube also explained that the program will purchase at least two vans to service disabled passengers.

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, Herring, Hudgins, Ramadan, Reid, Rust, Snyder and Zimmerman.

#### Federal Grants for an Alternatives Analysis/Environmental Assessment in the Van Dorn/Beauregard Corridor

Mr. Taube explained that as a service to its jurisdictions, NVTC staff applies for and manages federal grants and funds when requested. Alexandria has asked NVTC to apply for a \$1 million grant (including non-federal match) to fund an alternatives analysis transit study in the Van Dorn-Beauregard corridor.

Alexandria has received a grant award of \$800,000 from FTA to fund this study of high capacity transit options. The amount will be matched by \$200,000 of local funds. This study is to be a prelude to future FTA capital funding of a project in the corridor. Alexandria has reached agreement with FTA, which will allow this effort to be a joint Alternatives Analysis and Environmental Assessment. The environmental assessment part will be funded with RSTP and CMAQ funds. Alexandria has asked DRPT to flex the funds to FTA. NVTC has been asked to apply for the FTA grant which will be funded by these flexed funds. This grant application will be made at a later date and will be in the amount of \$1,414,937.

Resolution #2194 authorizes NVTC to apply for both grants and to manage the funds. It includes the standard protective language included each time the commission takes such action. Alexandria will manage the actual work.

Mr. Euille moved, with a second by Delegate Rust, to approve Resolution #2194.

Delegate Ramadan asked why Alexandria does not manage its own grant. Mr. Taube explained that NVTC provides this specialized service to its jurisdictions and NVTC is a designated federal grant recipient. Mr. Euille noted that Alexandria is not a designated recipient.

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, Herring, Hudgins, Ramadan, Reid, Rust, Snyder and Zimmerman.

## Northern Virginia Transportation and Planning Agency Efficiency and Consolidation Study

Chairman Fisette reported that work is continuing on the study requested by the Northern Virginia General Assembly delegation. The steering committee met on June 28<sup>th</sup>, which included a comprehensive presentation by TPB Director Ron Kirby who reviewed the reasons why it is not feasible to create a sub MPO in the region. The way MPO's are created makes it very difficult to make changes or to allow for a region to leave an MPO. A sub MPO could not receive any federal funding. The steering committee will share this information in its report back to the General Assembly delegation.

Chairman Fisette reported that based on a discussion between Scott York and Secretary Connaughton, it was surprising to hear that the Secretary is interested in combining all four agencies (NVTC, PRTC, NVRC and NVTa). As a result the steering committee will explore this option to determine if there is a functional way to do it or if there are reasons to do it. The options to be explored are:

- 1) Combining all four agencies (NVTC, PRTC, NVRC and NVTa);
- 2) Incorporating NVTa into NVRC;
- 3) Incorporating NVTa into NVTC.

Chairman Fisette stated that the committee is still trying to determine whether to hire a consultant to assist staff. According to Mr. York, Secretary Connaughton has offered to pay for a consultant. Chairman Fisette expressed his opinion that a consultant would need to be independent and not be working for DRPT.

Mr. Zimmerman observed that a consultant would be important for technical expertise but the consolidation issue is a governance issue. The question is if NVTC jurisdictions want to plan PRTC jurisdictions' bus service and vice versa, do PRTC jurisdictions want to discuss WMATA issues when they don't belong to WMATA. Mrs. Hudgins stated that the simplicity of this governance issue may not be easily conveyed to the General Assembly. A consultant could evaluate it and make sure the rationale makes sense.

Chairman Fisette asked General Assembly members if there needs to be a consultant to provide credibility to the process. Delegate Ramadan observed that a third party consultant would be able to look at conflicting issues, such as legal issues, and could provide more credibility. Senator Herring stated that it seems like the steering committee is making good progress with a difficult task. Having a consultant won't make it more credible in his eyes. Delegate Rust expressed his opinion that it doesn't make a difference. He questioned whether there is enough time to hire a consultant. He expects that there is in-house expertise with jurisdictional staff that can do the work. At the end of the day, he doesn't feel that the General Assembly delegation will care who did the study. Delegate Comstock stated that she does not see that a consultant is needed to validate the study. It will be validated by including alternative ways to streamline and make efficiencies.



Mr. Cook stated that the steering committee has been focusing on the governance issues but there could be benefits to combining staff, office space, etc. A consultant could help with these types of issues from an objective perspective. Chairman Fisette stated that ultimately the recommendation will come to NVTC for discussion and approval. The commission will review this in more detail at the September meeting.

Delegate Rust asked if there are any legal, financial, or bonding issues that are “show stoppers.” Chairman Fisette stated that legal counsel will be exploring the issues associated with each option and will bring it all back to the next meeting. The information received from Ron Kirby makes the sub MPO issue a “show stopper.”

Mr. Zimmerman asked for one example or benefit why consolidation is a good idea. Chairman Fisette stated that one reason is travel and meeting times. Mr. Zimmerman responded that that this is an incorrect assumption because it will get worse if NVTC jurisdictions have to meet to discuss Manassas, Manassas Park and Prince William County issues and vice versa for PRTC jurisdictions. The meetings will be longer and the meeting locations will be farther away. Chairman Fisette stated that he was referring to the time savings already realized with conducting NVTa meetings prior to NVRC meetings. Mr. Zimmerman agreed that there are some advantages to these two meetings being coordinated. However, NVTa meets 2-3 times a year. He asked how many meetings have there been on this consolidation issue.

Mr. Reid expressed his opinion that the Maryland model works and he would in theory like to see the Commonwealth of Virginia follow the Maryland model and take over WMATA’s subsidy.

### WMATA Items

Mrs. Hudgins announced that WMATA received a 2012 Innovation Award from the American Public Transportation Association (APTA) for its approach to managing the demand for transportation for paratransit service. By streamlining its eligibility process and fine-tuning its travel training program, WMATA has enabled customers with disabilities to travel more independently, improved the rider’s experience, and saved the transit agency and its stakeholders millions of dollars.

Mrs. Hudgins reported that on June 18<sup>th</sup> WMATA started enhanced rush hour service called “Rush Plus” in preparation for service on the Silver Line and to address overcrowding on the Orange Line. Rush Plus is an expansion of rush hour service that will result in additional trains, which includes 18 new Orange Line trains—three per hour in each direction. Rush Plus service is also available on the Blue, Green and Yellow Lines.

Mrs. Hudgins stated that WMATA has recognized Dominion Power for working hard to restore power to provide Metrorail service following the severe storms last weekend. There were trees and power lines down on the tracks. She also announced that the Loudoun County Board of Supervisors voted to opt in to the Rail to Dulles Phase 2 Project. There may be some changes needed to the SAM allocation model as

a result. Mr. Reid expressed Loudoun's concern about the \$13 billion WMATA overall capital plan. The county hopes it will only be billed for MetroAccess bus capital.

### Regional Transportation Items

SJR 297 Study. Mr. Taube asked commissioners to look at the staff comments that were submitted. Although there are concerns, this study can be a chance to demonstrate why there needs to be more state funding for transit.

Mr. Dyke left the meeting at 9:50 P.M. and did not return.

Northern Virginia's Jobs and Tax Contributions. NVTC staff has updated calculations of state income tax yields from jobs in Northern Virginia. With about 22 percent of the Commonwealth's population, NVTC's jurisdictions include 27.9 percent of Virginia's jobs, but generate 39 percent of the state income taxes (as of 2009, the most recent year available). Combined with PRTC's jurisdictions, this region has 34.1 percent of the jobs and pays 48 percent of the income tax. On an income tax per job basis, NVTC's and PRTC's combined jurisdictions have a ratio 179 percent greater than the rest of the Commonwealth.

NVTC's Staff Comments on VDOT's Proposed New Policy to Charge a Monthly Fee for Transponders. Mr. Taube stated that NVTC staff noted the impact on carpoolers that now travel free on certain facilities but would have to rent a transponder in order to continue to avoid tolls on new Express toll facilities.

NVTC Correspondence. NVTC received a letter from Ed Tennyson commenting on DRPT's ongoing SJR 297 study and the use of performance measures. A letter was also received from TAX Commissioner Burns to PRTC reiterating the need for a meeting with PRTC and NVTC when TAX and DMV are ready.

Other NVTC Business. Mr. Snyder recognized the work of local staff responding to the aftermath of the severe storms last weekend. He also thanked Arlington and Alexandria for sending emergency responders to assist in a critical barricade incident in Falls Church, which ended well.

### NVTC Financial Items for May, 2012

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

Adjournment

Chairman Fisette reminded commissioners that there is no August meeting. The next scheduled meeting is September 6, 2012. Without objection, Chairman Fisette adjourned the meeting at 9:53 P.M.

Approved this 6<sup>th</sup> day of September, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer



## RESOLUTION #2192

**SUBJECT:** Extension of Norfolk Southern Operating Access Agreement.

**WHEREAS:** The commissions currently have an operating/access agreement with Norfolk Southern relating to VRE operations in the Manassas to Washington corridor, with said agreement ending on July 31, 2012;

**WHEREAS:** Staff has reached an agreement in principle on many substantive items relating to a new agreement following detailed negotiation sessions with Norfolk Southern representatives;

**WHEREAS:** A proposal to extend the existing agreement to January 31, 2013, without any changes to the existing agreement is expected from Norfolk Southern;

**WHEREAS:** The purpose of this extension is to allow time to negotiate and resolve the outstanding liability issues relating to a new agreement; and

**WHEREAS:** Necessary funding has been incorporated into the FY 2012 and FY 2013 budgets to allow VRE to continue its operations over Norfolk Southern tracks via this contract extension.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing amended operating/access agreement with Norfolk Southern to January 31, 2013.

Approved this 5<sup>th</sup> day of July, 2012.

  
Jay Fisette  
Chairman

\_\_\_\_\_  
Paul Smedberg  
Secretary-Treasurer





## RESOLUTION #2193

**SUBJECT:** Execution of a Virginia Vanpool Incentive Program Memorandum of Understanding, Authorization of a Bridge Loan for FY 2014 and Approval of Implementation of the Project.

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC), Potomac and Rappahannock Transportation Commission (PRTC) and George Washington Regional Commission (GWRC) are jointly sponsoring the Virginia Vanpool Incentive Program (VIP);

**WHEREAS:** The purpose of VIP is to promote increased vanpooling, provide assistance through marketing, rate publication, ride-matching, and payment of \$200 per vanpool for assembling and submitting data necessary to qualify for federal Section 5307 funding from the Federal Transit Administration's (FTA) National Transit Database (NTD) program;

**WHEREAS:** A detailed consulting study has produced a business plan, schedule and budget for VIP, which will be administered by PRTC on behalf of the three program sponsors;

**WHEREAS:** That consulting study estimates annual net earnings of about \$4 million approximately two and a half years after the start of the program, which will be shared among the program sponsors in proportion to vanpool miles operated in their respective territories, with NVTC's share going directly to WMATA;

**WHEREAS:** Given the gap between the start of the program and the receipt of federal funds, bridge funding is required, with CTB approving \$3.4 million for the FY 2013-18 Six-Year Improvement Program, leaving a current balance of \$1.6 million to be identified;

**WHEREAS:** Of the required bridge funding balance of \$1.6 million all but \$72,000 is not needed until FY 2014 but DRPT has asked for assurances that the entire balance is accounted for by August 1, 2012;

**WHEREAS:** PRTC is being asked to lend \$72,000 for FY 2013 from undesignated, unrestricted assets and both NVTC and PRTC are being asked to lend any remaining balance up to \$1.6 million for FY 2014, with two-thirds of the balance to be lent by NVTC and one-third by PRTC;



2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201

Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120

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

**WHEREAS:** PRTC's legal counsel has prepared a Memorandum of Understanding (MOU) setting forth the rights and responsibilities of the program sponsors, including terms for repaying any loans to the program; and

**WHEREAS:** NVTC, PRTC and GWRC are being asked to approve the implementation of the VIP program for FY 2013, with start-up work to commence early in that year and vanpool participation to start in the second half of that year.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director of PRTC on NVTC's behalf to begin implementation of the Vanpool Incentive Program in FY 2013 according to the procedures, budget and schedule provided by consultants in the final project business plan.

**BE IT FURTHER RESOLVED** that NVTC authorizes its Executive Director to execute the Vanpool Incentive Program's Memorandum of Understanding that has been prepared by legal counsel;

**BE IT FURTHER RESOLVED** that NVTC authorizes its Executive Director to obtain approval from its five WMATA jurisdictions to lend sufficient funds from incoming state aid taken off the top of NVTC's Subsidy Allocation Model and/or trust fund balances held at NVTC or other sources to cover NVTC's share of any balance between available revenues and budgeted program costs prior to receipt of anticipated federal Section 5307 revenues approximately two and a half years after the program implementation.

**BE IT FURTHER RESOLVED** NVTC authorizes PRTC's Executive Director to report to DRPT by August 1, 2012 that sufficient funds are pledged by NVTC to cover its share of any bridge funding balance required.

Approved this 5<sup>th</sup> day of July, 2012.

  
Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer



## **RESOLUTION #2194**

**SUBJECT:** Authorization to Apply for Federal Alternatives and Environmental Analysis Grants for the Alexandria Van-Dorn-Beauregard Corridor.

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

**WHEREAS:** NVTC, as a service to its member jurisdictions, can also apply for, receive and manage federal transit grants and funds 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 \$1,000,000 (including non-federal match) to do an Alternatives Analysis Study and for \$1,414,937 (including non-federal match) to do an Environmental Assessment of the Van Dorn-Beauregard Corridor, and to manage the grant funds when received.

**BE IT FURTHER RESOLVED** that NVTC authorizes its staff to amend the commission's 2012 approved work program to include these grant applications and grant management tasks.

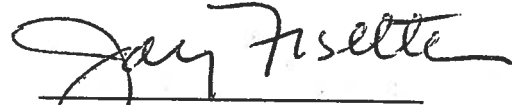
**BE IT FURTHER RESOLVED** that NVTC authorizes its executive director as trustee of state transit assistance received by Alexandria at NVTC, to use funds from Alexandria's accounts at NVTC and/or from future receipts of such funds, to pay any and all expenses arising from 13(c) labor protection claims 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 these FTA grants.



**RESOLUTION #2194 cont'd**

Approved this 5th day of July, 2012.

A handwritten signature in black ink, appearing to read "Jay Fiset", written over a horizontal line.

Jay Fiset  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer





AGENDA ITEM #2

**TO:** Chairman Fiset and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 30, 2012  
**SUBJECT:** VRE Items

---

- A. Report from the VRE Operations Board and VRE Chief Executive Officer--Information Item.
- B. Agreement with DRPT for VRE Fare Buy-Down--Action Item/Resolution #2195.
- C. Authorization to Sell Two VRE Locomotives--Action Item/Resolution #2196.
- D. Employment Agreement for VRE's Chief Executive Officer-- Closed Session (Section 2.2-3711.A.1 of the Virginia Code) followed by: Action Item/Resolution #2197.

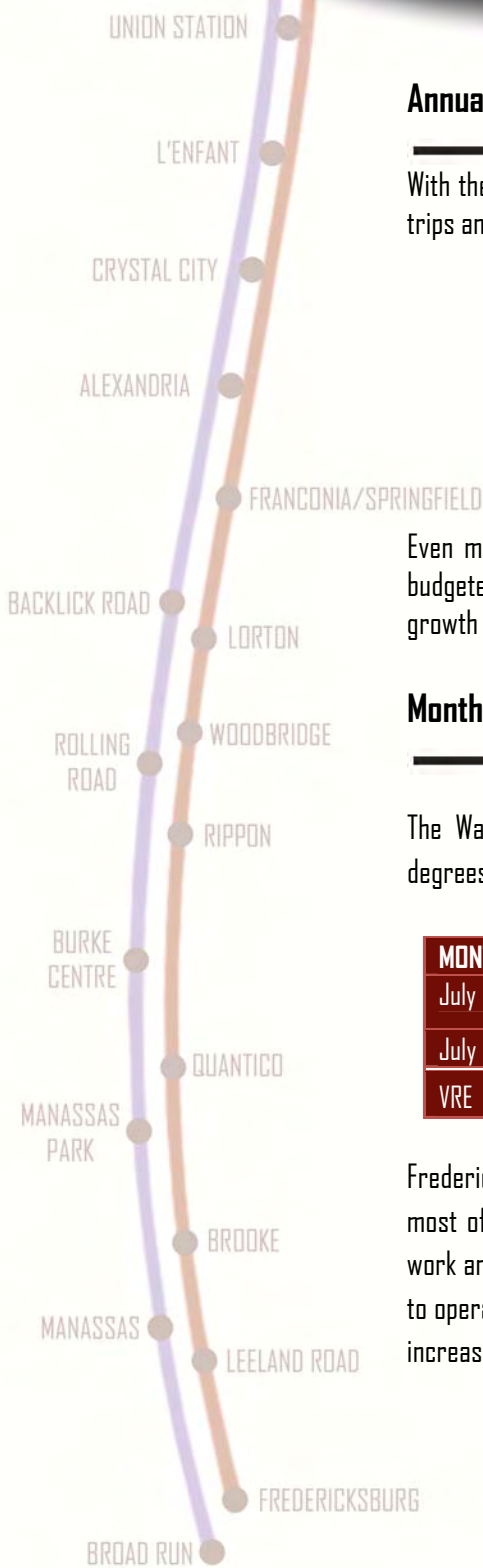
Report from the VRE Operations Board and VRE Chief Executive

Attached are minutes from the VRE Operations Board meeting of August 17, 2012 and CEO reports from July and August, 2012. Although the VRE Master Agreement requires that the VRE Board forward a draft FY 2014 budget to the commission in September, the Board deferred action.



# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report



### Annual Ridership Review

With the close of the fiscal year on June 30th, final VRE ridership rose to over 4.772 million passenger trips annually. This exceeded last year's numbers by 255,000 passenger trips.

ANNUAL RIDERSHIP OVERVIEW	ANNUAL RIDERSHIP
VRE FY2012 Passenger Totals	4.772M
VRE FY2011 Passenger Totals	4.512M
PERCENT INCREASE	5.6%

Even more impressive is the actual total passenger trips for the fiscal year exceeded the original budgeted ridership projections for FY 2012 by 406,000 passenger trips. That resulted in a net positive growth of VRE's fare revenue by 8.5%.

### Monthly Performance Metrics

The Washington DC region experienced a record eleven straight days of temperatures above 95 degrees. I am pleased to report overall we survived the heat wave and then the "derecho" and now the

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
July Fredericksburg OTP Average	93%
July Manassas OTP Average	82%
VRE JULY OVERALL OTP AVERAGE.	87%

track and tie work on the Norfolk Southern line to post very respectful numbers for the first 14 service days of July. To date we are at 87% total OTP with the

Fredericksburg line operating at 93% and the Manassas line operating at 82%. It should be noted that most of the delays are occurring on Monday as Norfolk Southern crews wrap up their weekend long work and then speed restrictions are placed on the tracks until Norfolk Southern believes they are safe to operate at full speed. I fully expect that once all the track work is complete this week we will see OTP increase once again.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Monthly Performance Metrics (continued)

By comparison, June's on-time performance was 93%, with the Fredericksburg line coming in at 91% and the Manassas line reporting final numbers at 94%. There were seven days when both lines were 100%. All but three days for the month of June OTP were at or above 90%. These delays were primarily attributable to an Amtrak crew rules violation at Washington Union Terminal and weather related slow orders, including heat restrictions.

Systemwide	April	May	June
Total delays	15	21	47
Average length of delay (mins.)	34	17	27
Number over 30 minutes	6	1	16
Days with heat restrictions/Total days	1/21	1/22	5/22
On-Time Performance	97.60%	96.80%	92.50%
Fredericksburg Line			
Total delays	6	13	26
Average length of delay (mins.)	24	19	21
Number over 30 minutes	2	1	5
On-Time Performance	98.00%	95.80%	91.20%
Manassas Line			
Total delays	9	8	21
Average length of delay (mins.)	45	14	35
Number over 30 minutes	4	0	11
On-Time Performance	97.30%	97.70%	93.80%

### System Ridership

The table below indicates month to month ridership for June was flat compared to the same period one year ago. Though we are still in the middle of July, we are seeing positive ridership trends for the first 12 service days. As such, 4 days have been over 20K daily riders, which is equal to the same number of +20K daily riders we experienced for the entire month in July 2011. Since returning from the July 4<sup>th</sup> holiday each day, with the exception of Friday July 13<sup>th</sup>, has been at or above 19,000 daily riders. If that trend continues for the remaining nine service days of July then we will post ridership numbers that surpass the same period in FY2012.

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
June 2012	19,473
June 2011	19,448
SERVICE DAYS (CURRENT/PRIOR)	(21/22)
PERCENT CHANGE	Less than 1%
*Amtrak Cross Honor numbers are estimations	

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Meeting Congressional Staff

---

On July 13<sup>th</sup>, Mark Roeber and I sat down with various Congressional staff members to address a host of various issues facing VRE, both long term and short term.



The first meeting was with Joyce Rose, Staff Director of the Subcommittee on Railroads, House Transportation and Infrastructure Committee. Ms. Rose has been a long-time friend of VRE, and so I wanted to reach out to her to continue that relationship. We had a pleasant conversation about MAP-21, the new programs within the legislation, how those changes might affect VRE, funding opportunities for VRE as well as the hurdle still facing VRE because the bill retained language mandating Positive Train Control in 2015 (rather than the proposed roll back being moved to 2020). The hour plus meeting provided me with great insight on possible funding avenues to pursue to better position VRE in the years ahead since earmarks remain a non-starter, as well as ensuring that when VRE is ready that we have a partner on the Hill that will help us continue to grow the system.

I also met with Mary Springer, Chief of Staff for Congressman Rob Wittman. I briefed her on the current ridership and on-time performance of the system. Mary has been on the Hill since the days of former Congresswoman JoAnn Davis. She is keenly aware of the marked improvement with our performance and noted that several of her staffers were actually riding VRE. She pledged to help VRE however she could and I told her that I would be back to update her in the coming months.

The next meeting was with Tim Aiken, Legislative Director, and Zack Cafritz, Legislative Assistant for Congressman Jim Moran. We had a very good meeting addressing their interest in the pending improvements at Alexandria Union Station and the King Street Metro Station, improvements to L'Enfant Plaza as proposed in the Maryland Avenue improvement plan, Run-Through service and the expansion of their legislative district further into the VRE service area. I will meet with them again in the near future as they asked me to brief Congressman Moran.

From there I met with Dominic Bonaiuto, Legislative Director for Congressman Gerry Connolly. We primarily focused our discussion on current the standing of VRE, the status of Featherstone/Rippon agreement, and how their legislative district is changing so that less of VRE's service area will be in the Congressman's district. Even so, Mr. Bonaiuto was very adamant that Congressman Connolly and the staff were willing to lend whatever support was necessary to help VRE.

It was a very successful afternoon with these staff members. I will be setting up a series of additional meeting with Senators Webb and Warner's staff, as well as Congressman Wolf and now Congressman Cantor since his district now extends into Spotsylvania County. Additionally, I have already touched base with all of the initial parties, and will do further outreach to them in the coming weeks.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

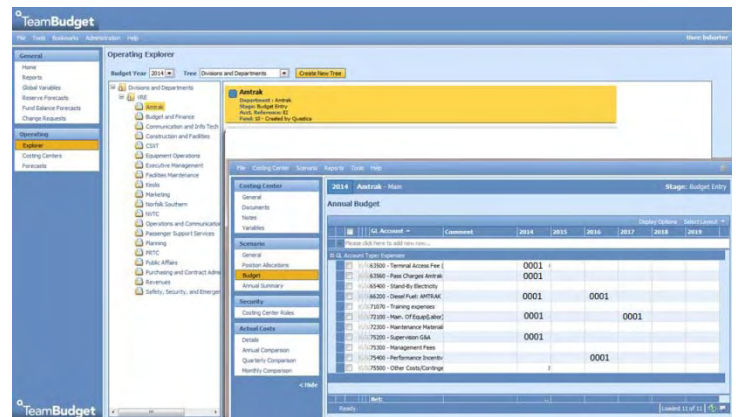
### Financial Enhancements

The Financial Department has been working to implement improvements to our budgeting process that would lend itself to greater financial accountability and transparency.

Currently, VRE utilizes the Mitchell Humphrey/FMS accounting package for all of our financial and accounting management. Starting this month we will be adding the Team Budget software that works in conjunction with FMS accounting package to provide a more interactive system of budgeting. It allows department managers and directors to actively participate and track the proposed budget during formation and through adoption.

Additionally, Team Budget allows managers and directors the option of tracking posted expenditures on a daily basis rather than to wait for the monthly financial report to be emailed to them from Financial Department. This will add additional oversight so senior staff members can monitor departmental expenditures for greater accountability.

Ultimately, I believe Team Budget provides VRE with an enhanced budgeting and expenditure management functionality that will better serve VRE in the coming years.



### Locomotive Centralized Diagnostic System

I brought forth this initiative several months ago, but thought it would be prudent to talk about some of the findings we are seeing from the Centralized Diagnostic System (CDS) for our trains.



As you may recall, CDS provides VRE with real-time health monitoring, defect, and troubleshooting information. CDS also enables VRE to determine equipment problems as they occur and provide the operating and mechanical teams with immediate corrective actions. The system also detects non-critical events to alert the mechanical teams of potential failures to promote timely preventive measures.

One signification function of the health monitoring feature allows VRE to measure and manage fuel consumption. The diesel fuel report as produced at the end of June on monthly cost and consumption data shows that the monitoring system has helped VRE save \$480,000 in fuel cost for FY2012.



# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Overview of Monthly Citations

Previous CEO Reports lumped all information together in one table. Upon closer inspection, I felt it necessary to separate the information into two distinct categories; VRE action and Court action. To me it is important to make this distinction because routinely VRE staff (Amanda Vitko) addresses upwards to a third of the citations before they are brought before the Courts.

VRE ACTIONS	OCCURRENCES
Waived- Passenger showed proof of a monthly ticket	20
Waived- Per the request of the issuing conductor	3
Waived- Due to defective tickets or TVM	4
<b>TOTAL</b>	<b>27</b>

For instance, in the month of June VRE issued a total of 85 citations for fare evasion. VRE was able to waive 27 of them for our riders. That means that 32% of all citations issued during the month were addressed and waived by VRE. The table to the left highlights those outcomes.

For the remaining 58 citations 29% of the cases were either dismissed or found not guilty. This validates the process our conductors are doing on the trains because the majority of the people issued citations were found guilty of violating the Virginia statute pertaining to riding a VRE train without a valid ticket.

COURT ACTIONS	OCCURRENCES	FINE	COURT COSTS
Prepaid prior to court	19	\$100	\$81
Guilty	2	\$100	\$81
Guilty in absentia	14	\$100	\$116
Not guilty	9	\$0	\$0
Dismissed	8	\$0	\$81
Continued to next court date	5	\$0	\$0
Appealed pending	1	\$0	\$0
<b>TOTAL</b>	<b>58</b>	<b>\$3,500</b>	<b>\$3,406</b>

I still believe there is room for improvement, which is why I met this week with VRE staff and Keolis management to continue to examine our methods to ensure we are protecting revenue in a fair and consistent manner throughout the entire process.

This issue is one that all of us, the VRE Operations Board, VRE staff and myself wrestles with. As I looked at the total number of citations issued in June (85) as compared to trains operated during the month (660) or passenger trips taken (408,000) the numbers indicate only a small percentage of passengers are affected by this issue, but as a realist I also understand that if I were one of those 85 that received a citation then I would have an entirely different opinion of the process.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Mobile Ticketing

---

To enhance the flexibility of ticket purchasing and reduce the potential for non-validated tickets, in August I will bring an Action Item seeking a Request for Proposal (RFP) for a mobile ticketing system to the VRE Operations Board.

The RFP will solicit responses from firms who have proven capability to develop, implement, support and potentially operate and maintain an end-to-end mobile phone ticketing system. The technology will be able to adapt the use of an electronic payment device and infrastructure to support the requirements of the Virginia Railway Express (VRE) system in an initial pilot program and then a full system roll out. This system will be a complimentary addition to our existing fare collection system and begin the process to eventually minimize, or eliminate, the use of ticket vending machines in favor of the concept of BYOD (Bring Your Own Device).



### Step Up Ticket Program

---

Since being appointed to this post in July, one of my goals has been to examine existing VRE programs to see where efficiencies and improvements could be made to bring greater customer service and/or greater savings to VRE. One area of focus for me is the Step Up ticket.

Many may not recall but it was July, 2005 when VRE first rolled out this hybrid ride share program with Amtrak as a way to accommodate overcrowding on VRE trains. Today on average 400 VRE riders are taking advantage of the program that has been modified three times over the years to make the program more attractive to users.

There is still room for improvement in both the total utilization of the program by VRE commuters, as well as from a business stand point for VRE in how we partner with the Commonwealth and with Amtrak. In addition to the reduction of the Step Up ticket price as a result of action taken by the transit mitigation program (TMP) reported by Chairman Covington during the June Operations Board meeting, it is my goal to pursue a dialogue with both parties to further modify the program to maximize the return for our riders and VRE.

### Gainesville-Haymarket

---

Gainesville-Haymarket remains a critical component to the future growth of the VRE system. VRE continues to work with the partners in this project: Prince William County, Norfolk Southern Railroad and the Commonwealth of Virginia.

Currently, revisions to the Addendum to the Rail Enhancement Fund (REF) agreement for the Gainesville-Haymarket Extension project are under legal review.



# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report



### MAP-21 – Surface Transportation Authorization Bill

---

On June 29<sup>th</sup>, both the House and Senate voted to pass the Conference Report to the Moving Ahead for Progress in the 21st Century (MAP-21/H.R.4348) legislation, the surface transportation authorization bill. President Obama has since signed the measure on Friday, July 6<sup>th</sup>.

The following is a general breakdown of various components of the bill as it relates to VRE (the bill is much more comprehensive addressing all aspects of transportation but I will try and limit comment to only keys areas):

#### Overall Funding Levels

The final conference agreement provides for a limited increase for Federal Transit Programs, providing a total of \$10.578 billion in authorized funding in FY 2013 and \$10.695 billion in FY 2014.

Funding authorized from the Mass Transit Account of the Highway Trust Fund amounts to \$8.478 billion in FY 2013 and \$8.595 billion in FY 2014, with \$2.1 billion authorized from the General Fund in each fiscal year.

#### Formula Grant Programs

Urbanized Area Grants (Sec. 5307, 5336) continue to be the largest program for federal investment in public transportation. The conference report allocates \$4.398 billion in FY 2013 and \$4.459 billion in FY 2014 for urbanized area programs. Though as a sidebar, those numbers are down from the \$4.552 billion in FY 2012.

#### State of Good Repair Grant Program

The bill creates a new "State of Good Repair" grant program that would replace the current Fixed Guideway Modernization program. The new program would distribute \$2.1 billion in each of fiscal years 2013 and 2014 to fixed guideway systems that use and occupy a separate right of way for exclusive public transportation use, rail systems, fixed catenary systems, passenger ferries and bus rapid transit systems.

The bill would apportion 50 percent of the total based on factors used in the rail tier of the urban formula program in effect for FY 2011, under which 60 percent is distributed on revenue vehicle miles and 40 percent on fixed guideway route miles. It would apportion the other 50 percent of funds under a formula that distributes 60percent of funds based on vehicle revenue miles and 40 percent on fixed guideway directional route miles. In all cases, only those segments in revenue service for at least 7 years would be eligible for funding.

#### Fixed Guideway Capital Investment Grants and Program Streamlining

The conference report authorizes \$1.907 billion for each of Fiscal Years 2013 and 2014 for Fixed Guideway Capital Investment Grants. This level is below the \$1.955 billion authorized in FY 2012. The conference report's Fixed Guideway Capital Investment Grants provision reforms and streamlines the project approval process, eliminating duplicative steps in project development and providing for quicker review by the Federal Transit Administration.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### MAP-21 – Surface Transportation Authorization Bill (continued)

---

#### Transit Provisions

*Buy America* – While neither the House nor Senate bills included changes to the domestic content requirements for rolling stock, both bills strengthened the documentation and transparency requirements of current Buy America provisions for highway, transit, and rail projects and prohibited project segmentation to avoid Buy America requirements. With regard to transit projects, the Conferees adopted most of the Senate's Buy America provision, but did not include the anti-segmentation language.

*Transit Benefits* – The final conference agreement does not retain language that would have extended for only the 2012 calendar year parity with the parking benefit for the transit commuter tax benefit, as had been provided in the Senate Finance Title. Despite the staunch advocacy of Senator Charles Schumer (D-NY) and a number of other advocates in the House and Senate, the provision extending parity for transit benefits at the level of parking benefits was not retained.

#### Rail Title – Positive Train Control and STB Licensing

Although rail titles were contained in both the House and Senate authorization proposals, an agreement could not be negotiated and the rail title was deleted from the final conference agreement. This was very important to us because the Senate Sec. 35601 of the provision would have required all passenger railroads to maintain at least \$200 million in liability insurance and to become certified by the Surface Transportation Board. This would have been onerous to our service provider, Keolis. Both aspects of the rail title were eliminated.

Also despite language in both the House and Senate proposals to provide flexibility to commuter railroads in the process of implementing Positive Train Control (PTC), all PTC related provisions were struck from the final conference report.

#### Highway Title Transit-related Provisions

The bill authorizes several programs under the Highway Title and includes policy provisions that impact the availability of funding for transit and transit-related projects. The bill provides \$10.2 billion in FY 2013 and \$10.3 billion in FY 2014 for the Surface Transportation Program (STP) and maintains language that allows transit projects to be funded with STP dollars. Further, \$2.26 billion is allocated FY 2013 and \$2.28 billion in FY 2014 for the Congestion Mitigation and Air Quality (CMAQ) program.

#### Asset Management

The bill also requires the establishment of a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. Transit agencies will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole, with descriptions of the change in condition since the last report. The Secretary of Transportation is also required to define the term 'state of good repair,' including objective standards for measuring the condition of capital assets.

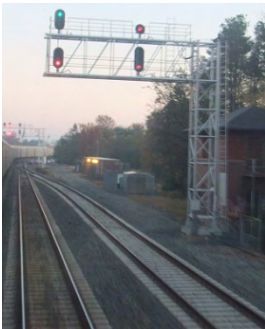
# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Brooke and Leeland Parking Expansion Update

**Brooke Parking Expansion** - The site has been cleared and excavation/fill operations are well underway. Utilities have been relocated to make way for the new lot. Storm water management structures are being installed. We expect to complete this project by December.

**Leeland Parking Expansion** - The site has been cleared and grading is in the final stages. The underground storm water management structures are installed. Lighting installation is underway. Paving operations are scheduled for late July and the project is expected to be completed by September.



### Hamilton (HA) To Crossroads (XR) Third Track

The HA to XR 3<sup>rd</sup> track is the last of the original MOU projects with CSX and is required by CSX prior to the start of revenue service to/from the Spotsylvania VRE station. Final design for the 3<sup>rd</sup> track is expected to be completed by the end of this year in order for construction to begin in early spring 2013. The project is estimated to be complete by the end of 2013. The total project budget is \$32.5M for final design and construction. The funding plan for the project includes federal, state, local and private funding sources.

Virginia REF requires a 30% local match. Federal funds require a 20% non-federal match (typically 50% from VRE and 50% from the Commonwealth of VA). VRE funds for the project are from two sources: \$830,000 is local match to Federal formula funds provided for in FY12 and FY13 budgets, \$2.89M is from capital reserves authorized by VRE Operations Board in September 2010 (\$1M) and in April 2011 (\$1.89M). The capital reserves contribution is an allocation of surplus funds from FY10 and FY11. Since April 2011, the state has increased their contribution and shifted the source of their contribution to the project twice. The total VRE contribution to the project has not changed.

### Spotsylvania VRE Station Platform and Head-House

At its June meeting, the VRE Operations Board authorized the CEO to execute a project agreement with Spotsylvania County, on behalf of the Commissions, for the design and construction of the new Spotsylvania VRE station platform and head-house. In accordance with the agreement with Spotsylvania County to join VRE, the construction of the station platform, head-house and parking facilities are a responsibility of the County. The construction of the third track railroad infrastructure required by CSX prior to initiating train service to the station is the responsibility of VRE. Spotsylvania County has requested that VRE assume project management responsibility for the platform and head-house portions of the station project. The platform design and construction will be coordinated with the design and construction of the HA to XR third track project. VRE will issue a task order to STV, Inc. through its General Engineering Consultant (GEC) contract to complete the platform and head-house design. STV is already under contract for the HA to XR third track engineering design.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### **Spotsylvania VRE Station Platform and Head-House (continued)**

---

VRE has entered into similar project agreements with other members for projects such as parking expansion at Broad Run station and the current Lorton 2<sup>nd</sup> platform project. The design and construction of the parking facilities will be undertaken by Spotsylvania County. VRE will contract for the design and construction of the platform and head-house on a reimbursable basis as outlined in the project agreement.

The cost of the work is being funded through a grant from the Commonwealth, with match being provided by Spotsylvania County. Any project costs beyond identified grant funding will be borne by Spotsylvania County. No costs will be borne by VRE.





# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Ridership Report

Date	Manassas AM	Manassas PM	Total Manassas	# Trains Op MSS	Trains Delayed MSS	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	# Trains OP Fred'burg	# Trains Delayed Fred'burg	Actual OTP TD	Total Trips	Actual OTP TD
1	4,318	3,998	8,316	16	6	63%	4,149	4,505	8,654	14	0	100%	16,970	80%
2														
3														
4	4,358	5,019	9,377	16	0	100%	5,068	5,142	10,210	14	1	93%	19,587	97%
5	4,709	5,073	9,782	16	1	94%	4,875	5,117	9,992	14	1	93%	19,774	93%
6	4,687	4,977	9,664	16	1	94%	5,307	5,204	10,511	14	0	100%	20,175	97%
7	4,746	4,720	9,466	16	0	100%	5,406	5,323	10,729	14	1	93%	20,195	97%
8	3,838	4,255	8,093	16	0	100%	4,469	4,161	8,630	14	0	100%	16,723	100%
9														
10														
11	4,638	5,159	9,797	16	8	50%	5,010	4,733	9,743	14	7	50%	19,540	50%
12	4,696	4,911	9,607	16	1	94%	5,331	5,203	10,534	14	2	86%	20,141	90%
13	4,723	4,899	9,622	16	1	94%	5,465	5,094	10,559	14	0	100%	20,181	97%
14	4,776	4,778	9,554	16	0	100%	5,101	4,929	10,030	14	1	93%	19,584	97%
15	3,629	3,747	7,376	16	0	100%	4,418	4,089	8,507	14	0	100%	15,883	100%
16														
17														
18	4,167	4,601	8,768	16	0	100%	5,011	4,928	9,939	14	0	100%	18,707	100%
19	4,713	4,883	9,596	16	1	94%	5,284	4,826	10,110	14	0	100%	19,706	97%
20	4,680	5,056	9,736	16	0	100%	5,189	5,158	10,347	14	5	64%	20,083	83%
21	4,759	4,886	9,645	16	1	94%	5,384	5,456	10,840	14	2	86%	20,485	90%
22	3,698	3,981	7,679	16	0	100%	4,307	4,228	8,535	14	1	93%	16,214	97%
23														
24														
25	4,472	4,699	9,171	16	0	100%	5,106	4,734	9,840	14	2	86%	19,011	93%
26	4,903	4,876	9,779	16	0	100%	5,429	5,464	10,893	14	0	100%	20,672	100%
27	4,748	5,001	9,749	16	0	100%	5,297	4,959	10,256	14	0	100%	20,005	100%
28	4,681	4,963	9,644	16	0	100%	5,224	5,199	10,423	14	2	86%	20,067	93%
29	4,095	3,985	8,080	16	1	94%	4,760	4,509	9,269	14	1	93%	17,349	93%
30														
	94,034	98,467	192,501	336	21	94%	105,590	102,961	208,551	294	26	91%	401,052	93%
		Amtrak Trains	564					Amtrak Trains	7,321					
		Adjusted total:	193,065					Adjusted Total:	215,872			Adjusted Total:	408,937	
		# of Service Days:	21					Total Trips This Month:	408,937			Adjusted Total:	408,937	
		Manassas Daily Avg. Trips:	9,167			Adjusted Avg.:	9194	Prior Total FY-2012:	4,363,050					
		Fred'burg Daily Avg. Trips:	9,931			Adjusted Avg.:	10280	Total Trips FY-2012:	4,771,987					
		Total Avg. Daily Trips:	19,098			Adjusted Avg.:	19,473	Total Prior Years:	53,006,578					
								Grand Total:	57,778,565					
Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days. * designates "S" schedule day														
	Total Number of Service Days To Date:					250	Average Daily Riders To Date:					19088		



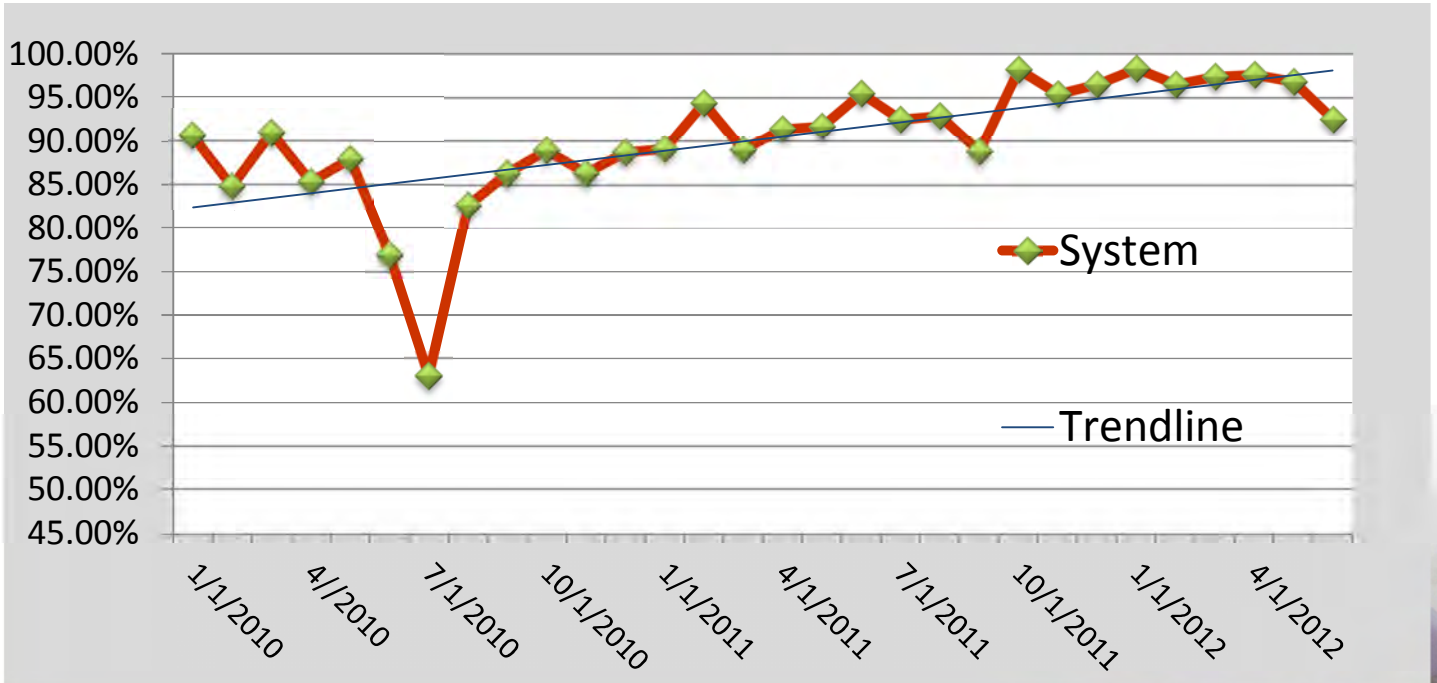
VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## On-Time Performance

### System Performance

January 2010 – June 2012







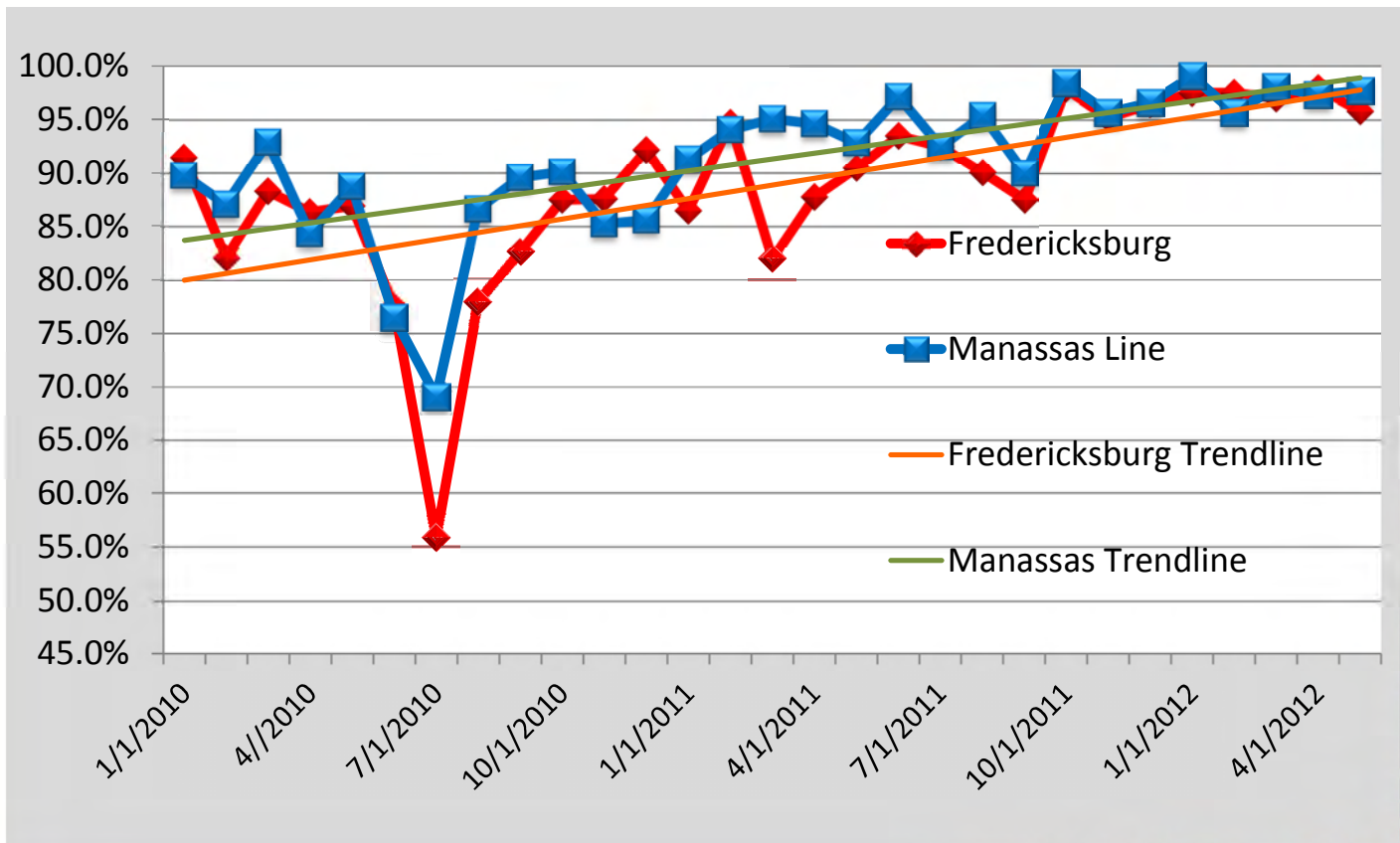
VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## On-Time Performance

### Performance by Line

January 2010 – June 2012



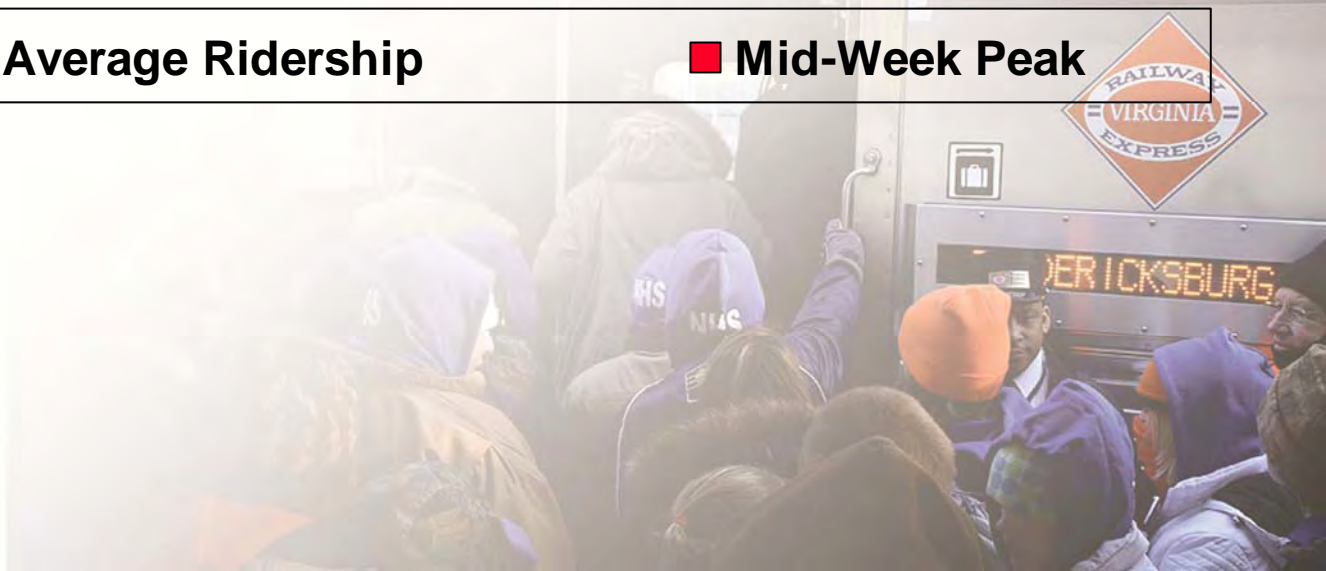
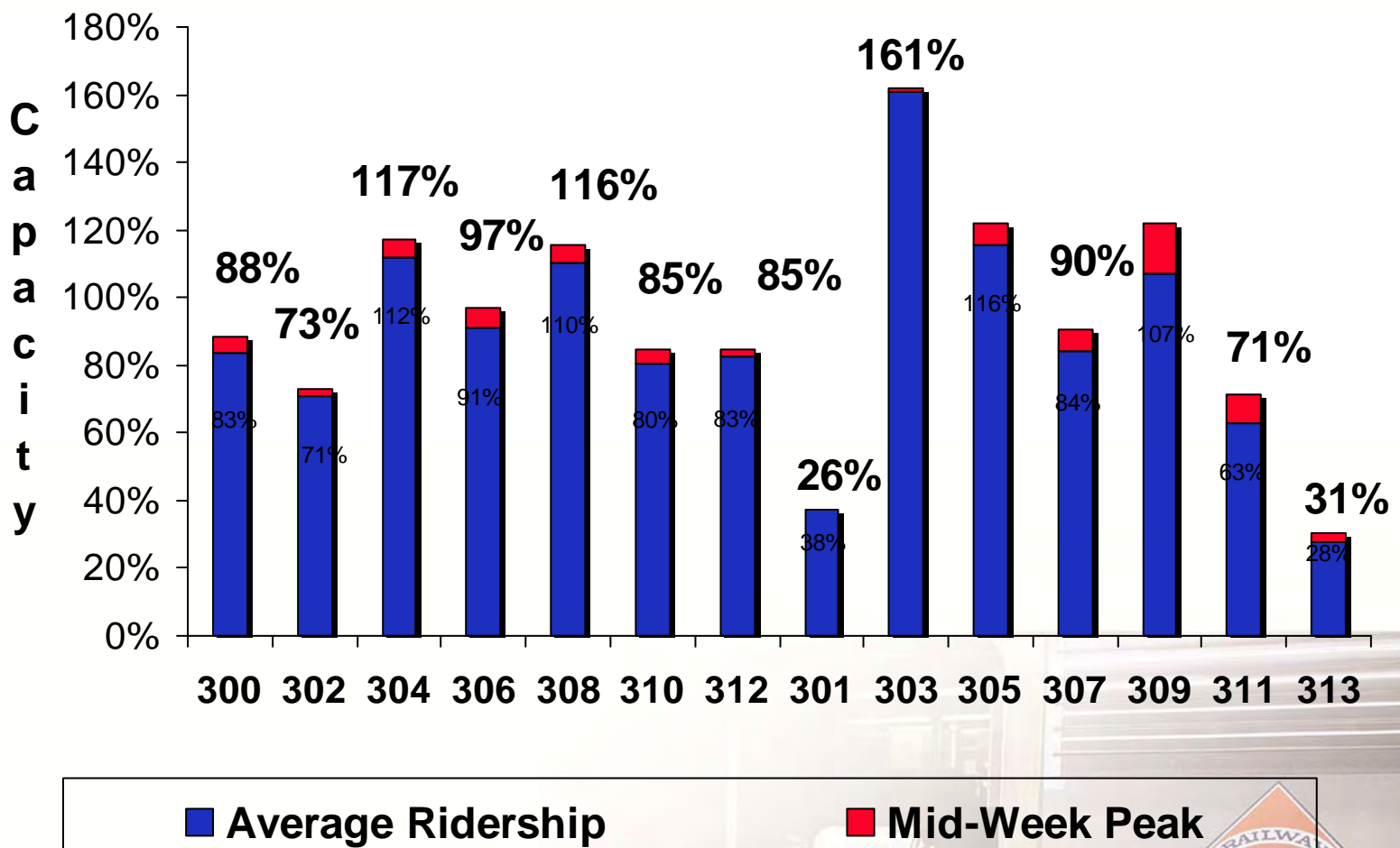


VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## Train Utilization

Fredericksburg Line - June 2012





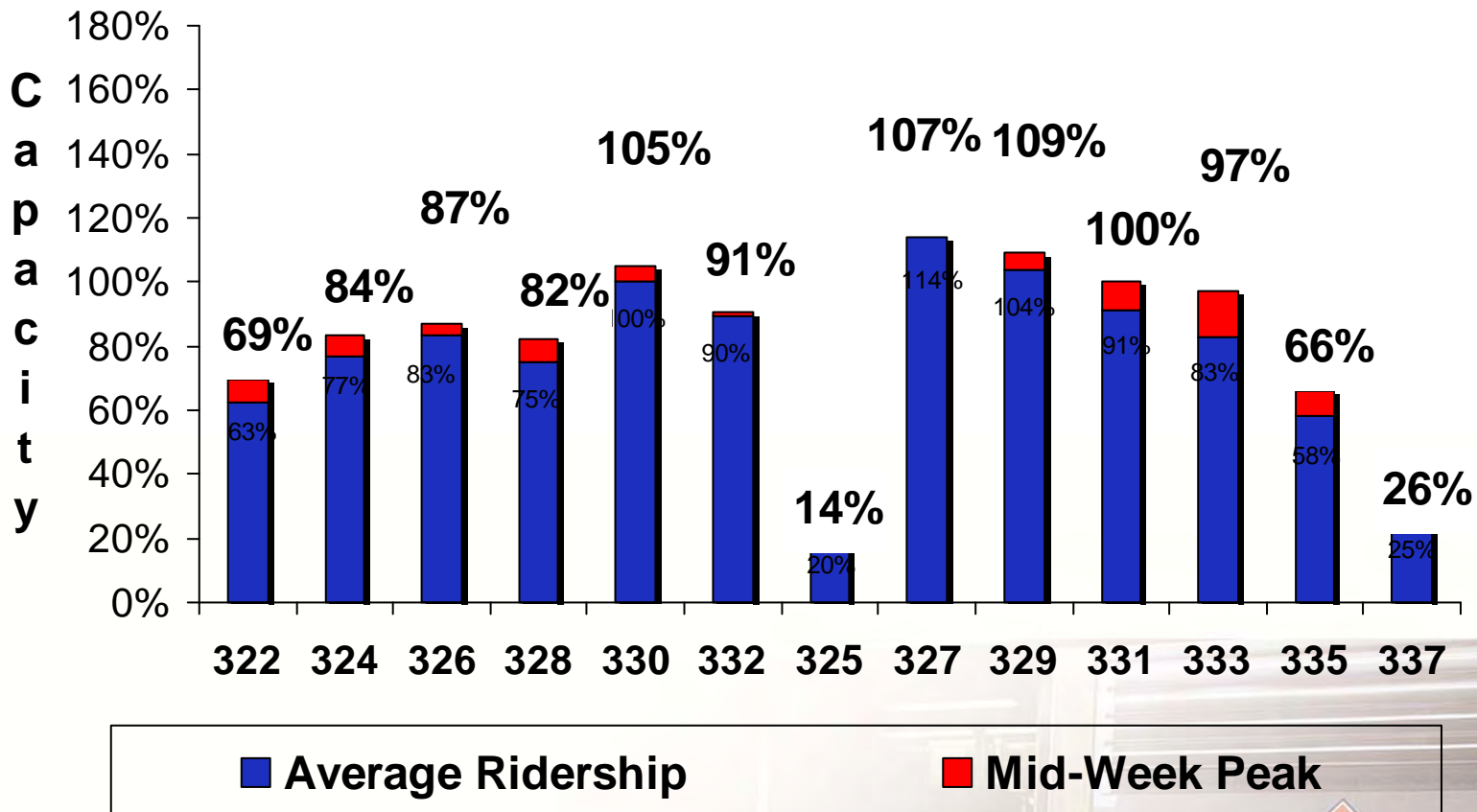


VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## Train Utilization

Manassas Line - June 2012

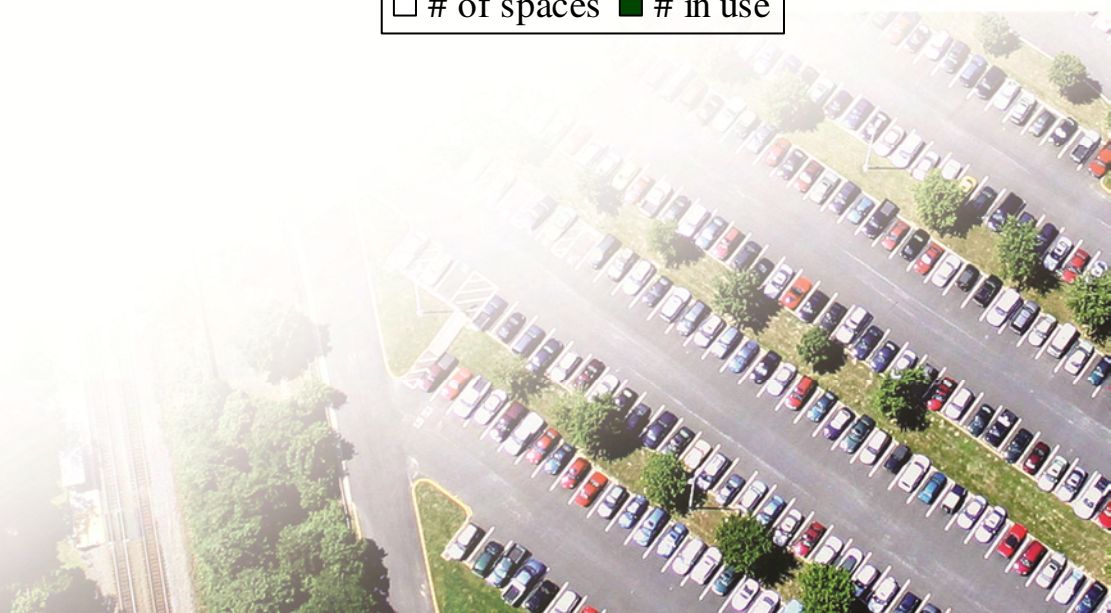
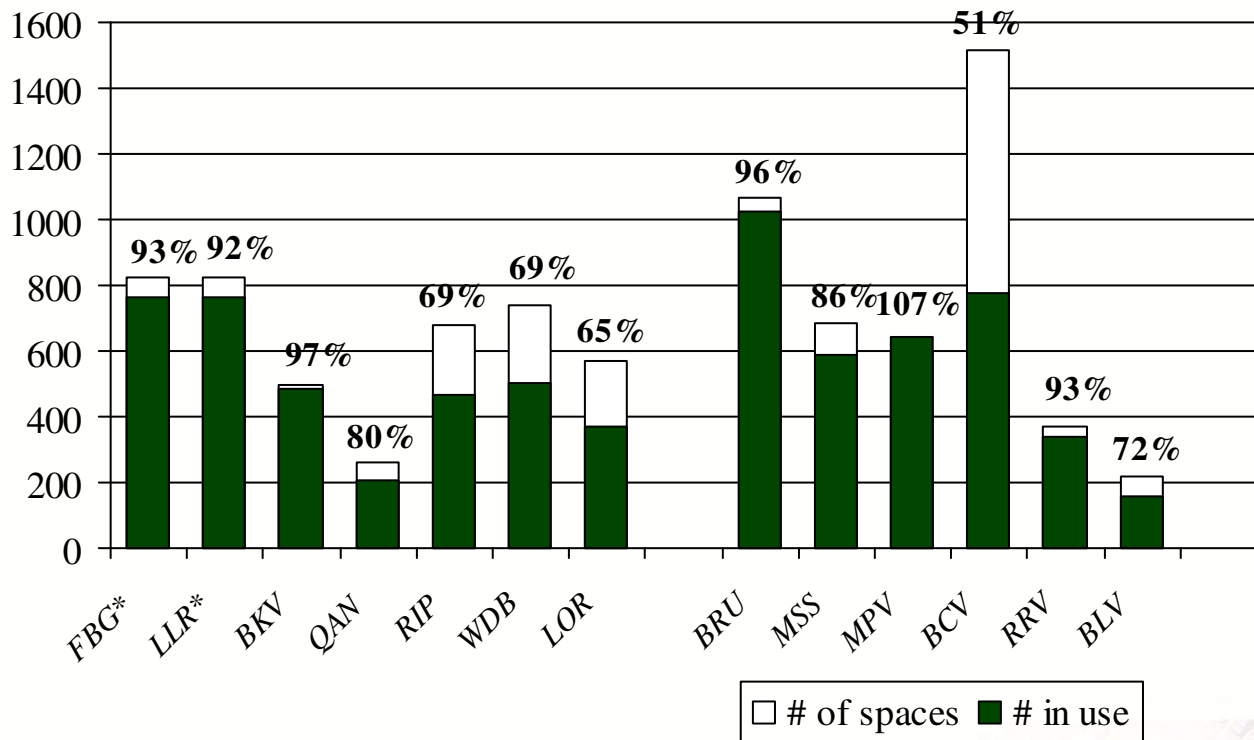




# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Parking Utilization





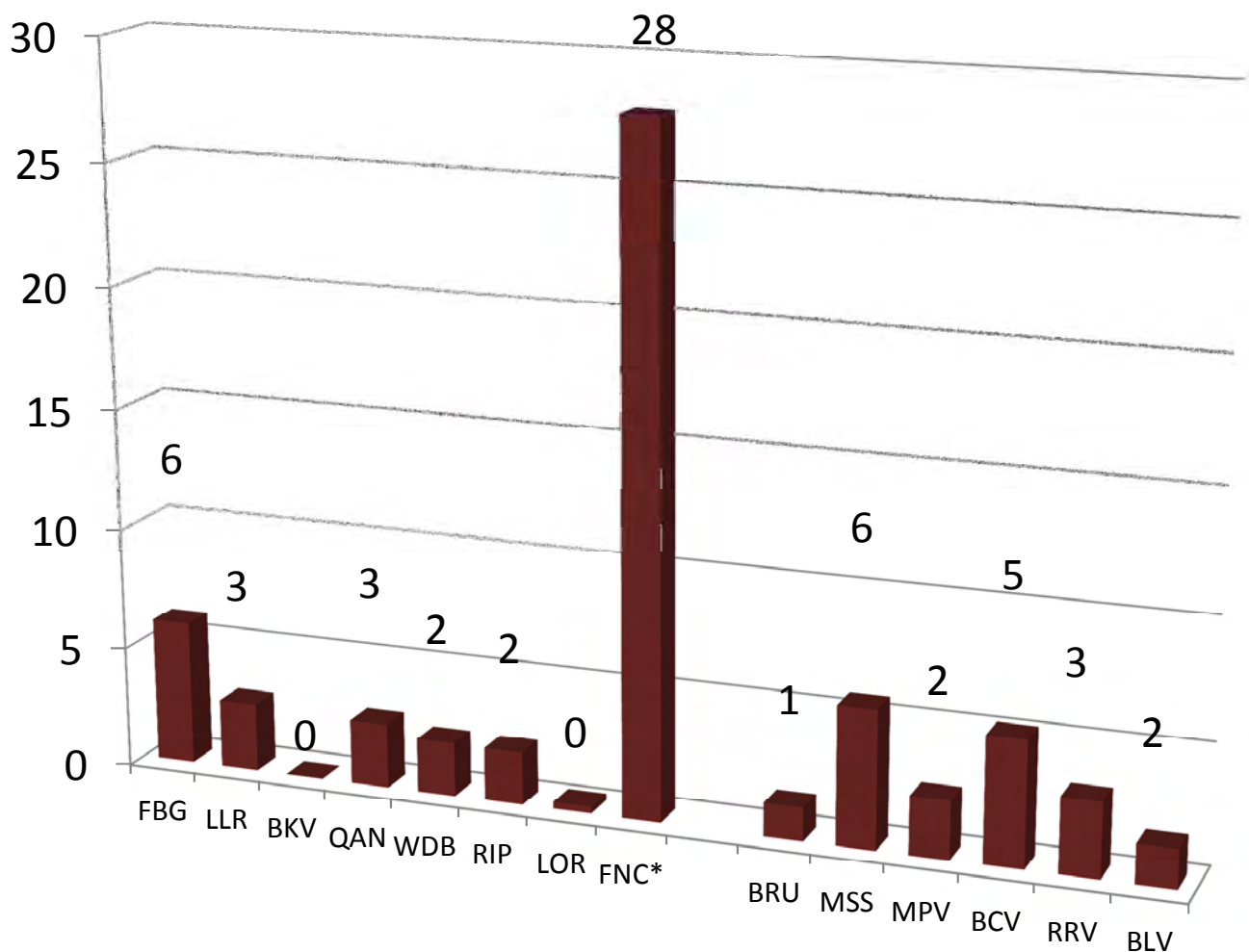


VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## Bicycle Counts

Average Bicycle Counts Per Station  
June 2012





# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report



UNION STATION

L'ENFANT

CRYSTAL CITY

ALEXANDRIA

FRANCONIA/SPRINGFIELD

BACKLICK ROAD

LORTON

ROLLING ROAD

WOODBIDGE

RIPPON

BURKE CENTRE

QUANTICO

MANASSAS PARK

BROOKE

MANASSAS

LEELAND ROAD

FREDERICKSBURG

BROAD RUN

### System Performance Summary

In this edition of the CEO Report, we are going to focus first on On Time Performance (OTP) and then ridership. I want to highlight the exceptional work done by all to bring OTP for the month in at 91%. Yes, for the month of July, 91% OTP is an accomplishment. In July we faced a completely different set

JULY 2012 ON TIME PERFORMANCE	PERCENTAGE
Fredericksburg Line	95%
Manassas Line	87%
<b>OVERALL COMBINED JULY OTP</b>	<b>91%</b>

of circumstances and challenges unlike anything we have faced in quite some time. This is a testament to the dedication and commitment of all parties involved in the daily operation of VRE trains – from VRE staff, to Keolis, Amtrak, CSX, and NS.

### WEATHER

In July, we endured a month of relentless and punishing heat that was unrivaled in 140 years of Washington, D.C., weather record-keeping. The July temperature averaged 84.5 degrees (at Reagan National Airport — Washington's official weather station). That's more than a degree above July 2010 and July 1993, which previously held the mark for the hottest month.

July set records for a number of hot-weather milestones. The high temperature was at least 90 degrees on 25 occasions, the most on record. When the July 29 temperature hit 104 degrees, it was the highest reading since August 17, 1997, and it tied for the fifth-hottest in the books ever. On July 22, the heat index – a measure of the combined heat and humidity – reached 121 degrees which is the highest level since 122 degrees was recorded on July 16, 1980.



# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

So what's all that mean to VRE – heat restrictions. Ultimately, we operated at 95% on the Fredericksburg Line and 87% on the Manassas Line. This is truly unprecedented in our history to record that level of OTP given the incredible amount of heat restrictions that were posted during the month.

### TRACK MAINTENANCE

Adding to the complexity of July was the announcement by Norfolk Southern (NS) of maintenance activity scheduled for the Manassas Line during the month. This work is a necessary component to keeping the railroad's safety and performance to the level to which we have all become accustomed. By the same token it is equally daunting in that it presents a whole host of operational issues from operating around the ongoing work zones to speed restrictions while the completed rail settles after completion of tie replacement.



NS Tie & Surfacing Gang 2 worked nearly 29 miles of track installing 23,000 cross ties, 26 turnouts and over 1,000 switch ties in two and a half weeks on Main Line #1. This is no easy feat as the total number of man hours, involving both local forces and production gang activity totaled 7,900 man hours during that two and a half week period. NS was extremely considerate of our service, as they scheduled a majority of the work during the weekend to minimize service interruptions. This planned tie replacement program work is performed every 6 years, so the Manassas line should be good for the foreseeable future.

### ON-TIME PERFORMANCE COMPARISON

The table on the following page highlights the performance of our system over the past three months. As mentioned previously in the report, July was unlike any month we have faced in a long, long time. As such, the comparison does afford us the opportunity to compare and contrast the data, and take note of the fact that given all the obstacles in July we finished above 90% OTP system wide.



# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

SYSTEMWIDE	MAY 2012	JUNE 2012	JULY 2012
Total delays	21	47	58
Average length of delay (mins.)	34	17	15
Delays 30 minutes and over	6	1	6
Days with heat restrictions/Total days	1/21	1/22	8/21
On-Time Performance	96.8%	92.5%	90.8%
FREDERICKSBURG LINE			
Total delays	13	26	15
Average length of delay (mins.)	19	21	11
Delays 30 minutes and over	1	5	1
On-Time Performance	95.8%	91.2%	94.9%
MANASSAS LINE			
Total delays	8	21	43
Average length of delay (mins.)	14	35	16
Delays 30 minutes and over	0	11	5
On-Time Performance	97.7%	93.8%	87.2%

### System Ridership Review

Since the July 4<sup>th</sup> week holiday, ridership has generally maintained, if not gained, from what was posted in July 2011. This to me is a very good sign because of the operational issues we encountered both through heat restrictions and track maintenance. And through it all, ridership rose considerably after the holiday.

In looking back, I saw that last year the July 4<sup>th</sup> holiday fell on a Monday and did not truly interrupt the work week, whereas this year July 4<sup>th</sup> fell on a Wednesday, splitting the work week in two. Ridership during the holiday week this year was well below last year. Conversely, ridership the weeks following the holiday posted six 20,000 plus ridership days. That is twice the number posted in July 2011.

I know we referenced this before, but I believe these gains are directly attributable to the steady on-time performance we're posting this summer despite weather or track work. We remain diligent in monitoring all aspects of the service and continue to work with our rail partners to make sure that our service continues to perform in the manner to which we have become accustomed.

I am optimistic the increase in ridership experienced through the end of July will become a trend as we close out the remainder of the summer and move into fall.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

The table below indicates month to month ridership comparison for July 2011 and July 2012.

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP AVERAGE
July 2011	18,901
July 2012	18,746
Service Days (Prior/Current)	(20/21)
PERCENT CHANGE	Less than 1%

### Top 10 Ridership Days

In the chart to the right, I share a quick review of the Top 10 ridership days of all time for VRE. For the first time in four months, VRE once again broke into the Top 10 list, but unlike previous record-high ridership days, this time it is in a summer month. On Tuesday, July 24<sup>th</sup> we made 20,966 passenger trips. That's third on the all-time list. An impressive feat to say the least, and we would have had another Top 10 ridership day (July 10<sup>th</sup> - 20,716) but that record was bumped off the chart by the July 24<sup>th</sup> record.

DATE	RIDERS
April 12, 2011	21,496
March 23, 2011	21,136
<b>July 24, 2012</b>	<b>20,966</b>
December 6, 2011	20,953
April 17, 2012	20,914
December 14, 2011	20,853
December 1, 2011	20,824
April 13, 2011	20,803
May 10, 2011	20,803
April 6, 2011	20,791

### Ridership Initiatives

Clearly, now is not the time to rest on our laurels regarding our ability to maintain ridership. Rather we must recommit ourselves to finding new ways to attract riders to our trains because I firmly believe once someone starts riding VRE, they'll stay.

As the past has shown, two factors affect ridership more than anything else; on-time performance and reliability of the service. In both instances, we have been diligent in reinforcing those principals to show riders we are genuinely concerned with their well-being and comfort on VRE.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

As we head into the fall, I have asked staff to double our efforts in public outreach as a means to heighten awareness of our service and the VRE product as a whole. Some of the things we are doing include:

1. A marketing campaign (radio media) that has been airing since June 25th to attract new riders.
2. Conduct market analysis of current marketing campaign to determine if this strategy was successful. If so, then report back the findings to the Operations Board. If not, then examine alternate ways to bring public attention to our service and product.
3. Continue to stress the courtesy campaign with VRE staff and Keolis crews to bring VRE into a more positive light with the general public and riders (remember "word of mouth" is one of the best and cheapest ways to attract new riders).
4. Install new technology at all stations, and hopefully all trains, to improve customer communications.



Though this is just a thumbnail sketch of what we have going on, I believe this global approach will continue to carry the day for VRE and position us in a positive light within our market, as well as with influential decision makers.

### **VDRPT Executive Director Drake visits Crossroads**

Director Drake and other DRPT staff [Kevin Page, Chief Operating Officer and David Awbrey, Urban Transit Program Administrator] visited the VRE Crossroads Yard on Wednesday, August 8<sup>th</sup>.

The primary purpose for her visit was to see the completed Crossroads warehouse. Director Drake also received a tour of the mechanical operations including inspection and maintenance activities in process at the Service and Inspection facility.

The completed warehouse is 8,000 square feet in size with 6,500 square feet being dedicated exclusively to warehousing VRE material and replacement parts. This is larger than the leased facility in Manassas. The warehouse storage area includes storage racks, shelving, and a tractor trailer loading dock. The remaining area includes office space and a security office. Both of those elements afford VRE greater control of inventory management, and in the end enhance VRE performance through better asset management.





# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report



As stated above, this warehouse will replace the leased facility that VRE was utilizing in Manassas and for the first time bring all of our rolling stock material and replacement parts and products under one roof on VRE property. Without question the warehouse facility will allow VRE the operational efficiency that we've been seeking by centralizing our parts, products and inventory in one setting.

Additionally, I provided Director Drake with a comprehensive tour of the maintenance facility/yard to show her the magnitude of work that is performed at the yards. The yards have been a critical investment by the VRE Operations Board and are one of the factors contributing to the improved service over the past few years.

### Spotsylvania County Update

---

I believe that given the combined efforts of Spotsylvania County and VRE staff that the Spotsylvania station and the third track are both progressing well.

Back in early July I met with Supervisor Gary Skinner and County Administrator Doug Barnes to lay out all the particulars on the scope of work for the various station-related efforts underway and to address a few outstanding legal questions. It was clear at the end of that meeting that all parties are committed to seeing this project completed on time.



With that as the backdrop, VRE issued a Notice to Proceed to begin the design efforts for the new station platform and headhouse. A kick off meeting was held July 31 with the design team and Spotsylvania County. At the meeting we set forth a design schedule that is coordinated with the third track and parking lot projects. The immediate effort will include considering a limited list of architectural options and amenities for the station headhouse to keep the project fast tracked.

It is expected that the various project agreements between Spotsylvania County, CSX and VRE will be signed by the end of August. The timing comes at the same time Spotsylvania County announced the sale of bonds for the VRE station (along with two other projects).

As for the third track project, VRE is at 60% design completion. Utility and environmental impacts are currently being assessed. The environmental analysis and permitting for the third track is well underway and a Categorical Exclusion (CE) is expected to be submitted to the Federal Transit Administration next month.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report



### Potomac Shores Update

Last week, VRE staff and I met with Casey Tischer, Vice President, Eastern Region Acquisitions, SunCal and Mike Lubeley, partner at Walsh, Colucci, Lubeley, Emrich, and Walsh, to discuss the vision for Potomac Shores. As you may recall, this particular project is the resurrected Harbor Station development along the Potomac River.



California-based developer SunCal purchased the 1,000-plus acre property late last summer after two previous developers abandoned plans to build the mixed use, golf course community in eastern Prince William County along the Potomac River and Fredericksburg rail line.

The SunCal representative, Mr. Tischer, indicated that his company recently submitted a comprehensive plan amendment and rezoning applications to Prince William County. Critical to our concern was Mr. Tischer informing us that SunCal continues to embrace the idea of a VRE station on the site and that the station would be the linchpin of their town center concept. Much of the subsequent discussion then focused on how we can partner together

and harness our combined energies to ensure that the station gets built and becomes a vital hub of this emerging community.

Mr. Tischer and I promised to get together in the very near future to bring other interested parties to the table to ensure that meaningful conversations about the railroad occur now so that the Commonwealth and CSX are aware of this new movement on the site development and the resurrection of the station at Potomac Shores as they move forward with the final design and construction of the Arkendale to Powell's Creek Third Track segment. In addition to the VRE station, the artist rendering showed a mix of retail and commercial space, two planned school sites, a hotel and, of course, the 18-hole Jack Nicklaus designed golf course, which has already been constructed.

### Leeland Station Update

The Leeland Station parking expansion project is making significant strides as we move into the home stretch of construction.

Currently, the last of the concrete work is being installed – this includes new sidewalks and steps leading to the platform. The contractor is on schedule to have the last of this work done by the end of August. In conjunction with the concrete work already under way, paving work will start before the end of the month.



# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report



Another component of the project is the complete overhaul of lighting at the station. We have added new light stations throughout the entire site, both in the new parking area and the existing parking lot. This will provide both a uniform look to the parking areas and, more importantly, will reduce station maintenance by updating the lighting to more energy-efficient standards.

Right now we are projecting we will put the finishing touches on this project in September, such as landscaping and striping of the lot. We remain on target to have the Leeland Station parking expansion completed on time and open to riders before the end of September.

### Brooke Station Update



As we head into August we are currently installing the Stormwater Management structure(s) and the corresponding Stormwater Management system. The completion of the Stormwater Management system is critical in that it allows us to move forward with other aspects of the project.

Most notably, once the Stormwater Management system is done we can then complete the drainage system for the lot and foundations for new light poles in the new parking lot. We estimate we should be completed with these aspects of the project by the end of the month.

That leaves some backfill work and then final grading of the site, which is expected to begin in early September. If we can complete all these milestones, the focus of activity will then move to concrete curb installation, new light pole installation, landscaping, asphalt paving, and striping immediately afterwards. At this point the project is currently on schedule to be completed by December, but it is my desire to complete it before that deadline.

### Franconia – Springfield Update

As reported previously to the VRE Operations Board, the rehabilitation of the Franconia-Springfield station has progressed slower than we had either anticipated or hoped.

The contractor has experienced countless permitting issues with Fairfax County for the erection of a temporary stair tower; however, I am happy to report that work on this critical component of this major rehabilitation project – the steel stair tower – is now set to begin with the issuance of the permit. The contractor acquired the County permit and has already ordered the new permanent stair tower system.





# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

Work on rehabilitating the existing stair tower should commence in either late August or early September and will last into October. Further updates will be provided to the Operations Board as the project moves forward in the coming weeks.

### LED Lighting Project



The lighting enhancement project is continuing at the Franconia-Springfield and Backlick Road stations. Installation of light-emitting diode (LED) fixtures, including new light poles and conduit, is currently underway at both stations and is expected to be complete by the end of August.

As previously reported, this project is primarily funded through a Department of Homeland Security grant. Once complete, the new light fixtures will not only substantially improve the overall lighting quality at the stations, thus providing a safer venue, but also will substantially reduce power consumption (and related utility costs) as well as the maintenance costs associated with the existing lighting components. The LED bulbs have a twenty year life expectancy, which is approximately five times longer than the traditional fixtures currently in use at the stations. That means a savings of about 50% in utility costs over the life of the bulb.

To date, five stations have been completed – Broad Run, Brooke, Crystal City, Rippon, and Woodbridge - with the completion of Franconia-Springfield and Backlick, nearly half of all stations will have been updated. My goal is to continue to seek funding to complete the rest of the stations.

### Pathfinder Sign Program

Having travelled to every station numerous times recently, one of the reoccurring themes that struck me is the inconsistency of the “pathfinder” signs that guide VRE riders and others to our stations. In reviewing the signage program I came to learn that the Virginia Department of Transportation (VDOT) had previously assisted us by procuring and installing the pathfinder signs, so I asked them to help us again.

Since that time, VDOT has been able to locate about 120 additional VRE pathfinder signs that could be used. As a side bar, these signs met the current state and federal highway standards as they relate to illumination and color retention.



I have tasked VRE staff [Ann King, Lou Woolner, Mark Roeber and Ryan Lange] to use GIS technology to pinpoint each sign location. From there we will color code each sign or potential sign location, overlay those locations on a map and provide that information to VDOT.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

Collectively we can then begin erecting signs where needed and replace others that are no longer serviceable. We have completed evaluating approximately half of all the stations, with the other half scheduled to be completed before the end of August.

Once I have a definitive time table from VDOT about getting the signs installed I will provide an update to the Operations Board.

### DC to Study Long Bridge

---



Recently the District of Columbia Department of Transportation (DDOT) awarded a contract to Michael Baker, Jr., Inc., to conduct a comprehensive study of the Long Bridge over the Potomac River. The study will assess existing conditions and options for the rehabilitation or replacement of the bridge. It is being funded through an American Recovery and Reinvestment Act (ARRA) High-Speed Intercity Passenger Rail (HSIPR) grant administered by the Federal Railroad Administration (FRA).

The heavily used bridge carries traffic for three railroads - CSX (the bridge owner), Amtrak and VRE - and is the sole railroad bridge spanning the Potomac River linking the District of Columbia and the Commonwealth of Virginia. Under this contract Baker will review the existing bridge condition and identify potential short-term repairs.

The second phase of the study will analyze the capacity of the crossing in terms of rail traffic, identify preliminary alternatives to improve the multimodal capacity of the crossing, in accordance with the National Environmental Policy Act (NEPA), and identify a preferred approach to completing the recommended modifications and/or improvements.

The study will be a collaborative effort with the three railroads using the bridge and will include extensive stakeholder coordination with agencies such as the US Department of the Interior and National Park Service, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, US Coast Guard, and the US Army Corps of Engineers. VRE staff [Christine Hoeffner, VRE Manager, Planning] has already attended initial meetings with DDOT and FRA staff and will be among the attendees of monthly stakeholder meetings scheduled for the study.

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Union Station Expansion Proposal

On July 24<sup>th</sup>, VRE Operations Board Chairman Wally Covington, Christine Hoeffner, and I attended Amtrak's reveal of its plan for the proposed \$7 billion transformation of Union Station. Under the plan, Amtrak envisions tripling the passenger-carrying capacity and adding a dedicated high speed rail hub to the terminal.



Chairman Covington represented VRE at the event, which was attended by US DOT Deputy Secretary John Pocari, Amtrak President and CEO Joe Boardman, Amtrak Chairman Tom Carper, Congresswoman Eleanor Holmes-Norton, Mayor Vincent Grey, several members of DC City Council and Chip Akridge, developer of Burnham Place (a \$1.5 billion complex of offices, residential housing and a hotel built in the air rights above the Union Station tracks and named after Union Station architect Daniel Burnham).

Chairman Covington spoke of the importance that Union Station has meant to VRE over the years and how the station remains fundamental to the long-term growth and prosperity of VRE. Additionally, Chairman Covington introduced Mr. Akridge at the

event. The Chairman noted Akridge's commitment to Burnham Place and the potential for that development to ultimately link the surrounding communities of Capitol Hill and NoMa (north of Massachusetts Avenue).

While no definitive time table was set for the Union Station improvements, all parties agreed that more must be done to expand passenger/commuter options in Union Station, and VRE is certainly supportive of that goal.

### Overview of Monthly Citations

As I did last month, I have separated the monthly citation data into two distinct categories; VRE action and Court action. This distinction is critical because it sheds light on the fact that many customer issues are routinely handled in-house by VRE staff [Amanda Vitko] thus keeping them from ever appearing in Court.

VRE ACTIONS	OCCURRENCES
Waived- Passenger showed proof of a monthly ticket	21
Waived- Per the request of the issuing conductor	1
Waived- Due to defective tickets or TVM	0
<b>TOTAL</b>	<b>22</b>

# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

For the month of July, VRE issued a total of 87 citations. That is consistent with June, which saw 85 citations issued. Of those 87, VRE waived 21 of them for our riders and, at the request of a conductor, VRE waived 1 more. That means that 25% of all citations issued during the month were reviewed and waived by VRE.

VRE ACTIONS	OCCURRENCES
Waived- Passenger showed proof of a monthly ticket	21
Waived- Per the request of the issuing conductor	1
Waived- Due to defective tickets or TVM	0
<b>TOTAL</b>	<b>22</b>

Of the remaining 65 citations, 3 were found not guilty, 12 were dismissed and 6 were continued. This means that 68% of people issued citations were found guilty of violating VRE's fare evasion policy while 28% of the cases were either dismissed or found not guilty and 4% were carried over to the next month. This further

illustrates that our conductors are doing their job on the trains in continuing to enforce VRE's on-board inspection and fare evasion policies.

This process remains an area of ongoing reflection and refinement at VRE and why we work every day with Keolis to find ways to improve the fare inspection and enforcement process on board our trains. Ultimately, the goal is to move the passenger mind set – through rider education, outreach, and technology advances – so that everyone has a common understanding of VRE policies and issuing citations will become a thing of the past. Until that time we'll continue monitoring our trains to ensure that people are paying for their train ride.

COURT ACTIONS	OCCURRENCES	FINE	COURT COSTS
Prepaid prior to court	19	\$100	\$81
Guilty	2	\$100	\$81
Guilty in absentia	23	\$100	\$116
Not guilty	3	\$0	\$0
Dismissed	12	\$0	\$81
Continued to next court date	5	\$0	\$0
Appealed pending	1	\$0	\$0
<b>TOTAL</b>	<b>65</b>	<b>\$4,400</b>	<b>\$5,341</b>

## Federal Update

With both chambers of Congress now in recess, I thought I would highlight a few of the actions taken on the Hill prior to their adjournment.

### COMMUTER BENEFITS

On August 2<sup>nd</sup>, the Senate Finance Committee passed what is labeled as a "Tax Extenders" package. It addresses a long list of expired and/or expiring tax provisions. Of relevance to VRE is the inclusion of a proposal to increase the transit commuter benefit.



## VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

VRE has been communicating with members of the Senate Finance Committee [Senators Cardin, Shumer, Hatch and Snowe] as well as Virginia US Senator's Webb and Warner about restoring the parity between the transit and parking benefits at \$240 per month. Within the Senate language the parity for commuter benefits would be extended to December 31, 2013. The transit commuter benefit level was reduced from \$230 to \$125 on January 1, 2012 after Congress failed to extend the benefits at the higher amount beyond 2011.

### **SHORT-TERM SPENDING AGREEMENT**

In late July, Congressional leaders reached a short-term spending deal that removed the possibility of a government shutdown. Under the agreement House Speaker Boehner and Senate Majority Leader Reid agreed Congress would fund the federal government for six months at the same level starting at the conclusion of the current federal fiscal year on September 30<sup>th</sup>.

While still just an agreement at this point, it is important first step for VRE since the majority of VRE passengers (69%) are either federal employees or active-duty military and want to know that their jobs remain safe and that they will be coming to work on a daily basis. For VRE that means riders.





# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Ridership Report

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2	3,636	4,185	7,821	100%	3,795	4,410	8,205	71%	16,025	87%
3	3,938	3,976	7,914	94%	4,432	4,512	8,944	86%	16,858	90%
4										
5	3,584	3,581	7,166	100%	3,719	3,997	7,715	100%	14,881	100%
6	3,395	3,288	6,683	81%	3,467	3,783	7,250	100%	13,933	90%
7										
8										
9	4,800	4,484	9,284	31%	4,891	4,804	9,695	86%	18,979	57%
10	5,085	4,931	10,016	88%	5,337	5,364	10,701	100%	20,716	93%
11	4,919	4,915	9,834	94%	5,172	5,112	10,285	100%	20,119	97%
12	4,868	4,710	9,578	81%	5,091	4,999	10,090	100%	19,668	90%
13	3,869	3,635	7,504	100%	4,169	3,952	8,121	100%	15,626	100%
14										
15										
16	4,966	4,579	9,545	13%	4,926	4,785	9,711	79%	19,256	43%
17	4,945	4,714	9,659	75%	5,345	5,416	10,761	93%	20,420	83%
18	4,801	4,871	9,672	94%	5,198	5,265	10,463	100%	20,135	97%
19	4,768	4,867	9,636	100%	4,876	5,316	10,191	93%	19,827	97%
20	3,914	3,669	7,583	100%	4,057	4,189	8,246	100%	15,830	100%
21										
22										
23	4,592	4,624	9,216	94%	4,762	5,059	9,821	93%	19,037	93%
24	5,180	5,136	10,316	100%	5,113	5,537	10,649	100%	20,966	100%
25	4,880	4,846	9,726	100%	5,112	5,372	10,484	100%	20,211	100%
26	4,763	4,789	9,553	100%	4,666	5,037	9,702	93%	19,255	97%
27	3,683	3,975	7,657	100%	4,231	4,317	8,548	100%	16,205	100%
28										
29										
30	4,684	4,566	9,251	100%	4,928	4,860	9,788	100%	19,039	100%
31	4,914	4,803	9,717	94%	5,096	4,967	10,063	100%	19,780	97%
■	94,186	93,144	187,331	88%	98,382	101,052	199,434	95%	386,765	91%
■		Amtrak Trains:	439			Amtrak Trains:	6,456			
		Adjusted total:	187,770			Adjusted Total:	205,890	Adjusted Total:	393,660	
	# of Service Days:	21			Total Trips This Month:	393,660	Adjusted Total:	393,660		
	Manassas Daily Avg. Trips:	8,921	Adjusted Avg.:	8941	Prior Total FY-2013:	0				
	Fred'burg Daily Avg. Trips:	9,497	Adjusted Avg.:	9804	Total Trips FY-2013:	393,660				
	Total Avg. Daily Trips:	18,417	Adjusted Avg.:	18,746	Total Prior Years:	57,778,565				
					Grand Total:	58,172,225				

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

\* designates "S" schedule day





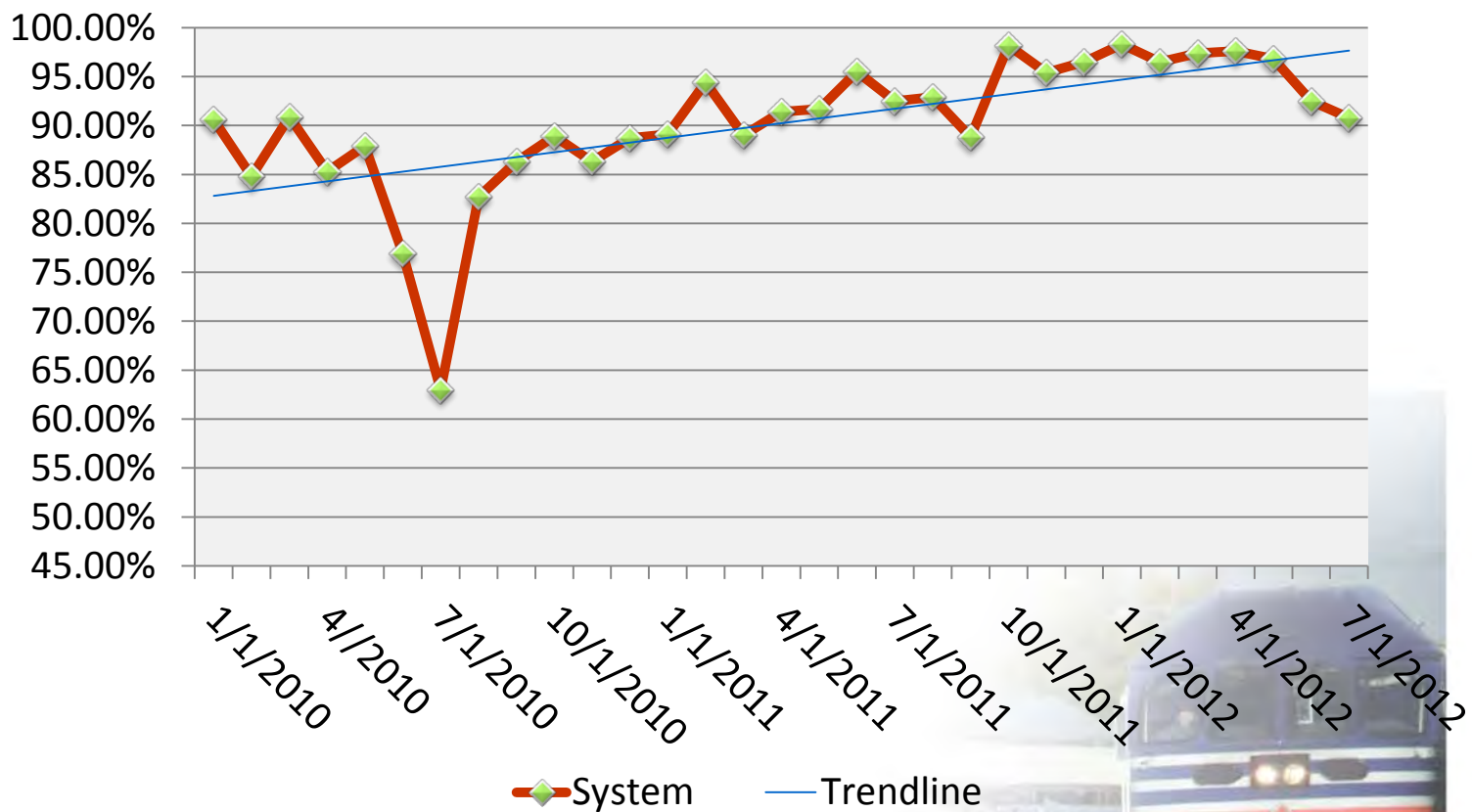
VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## On-Time Performance

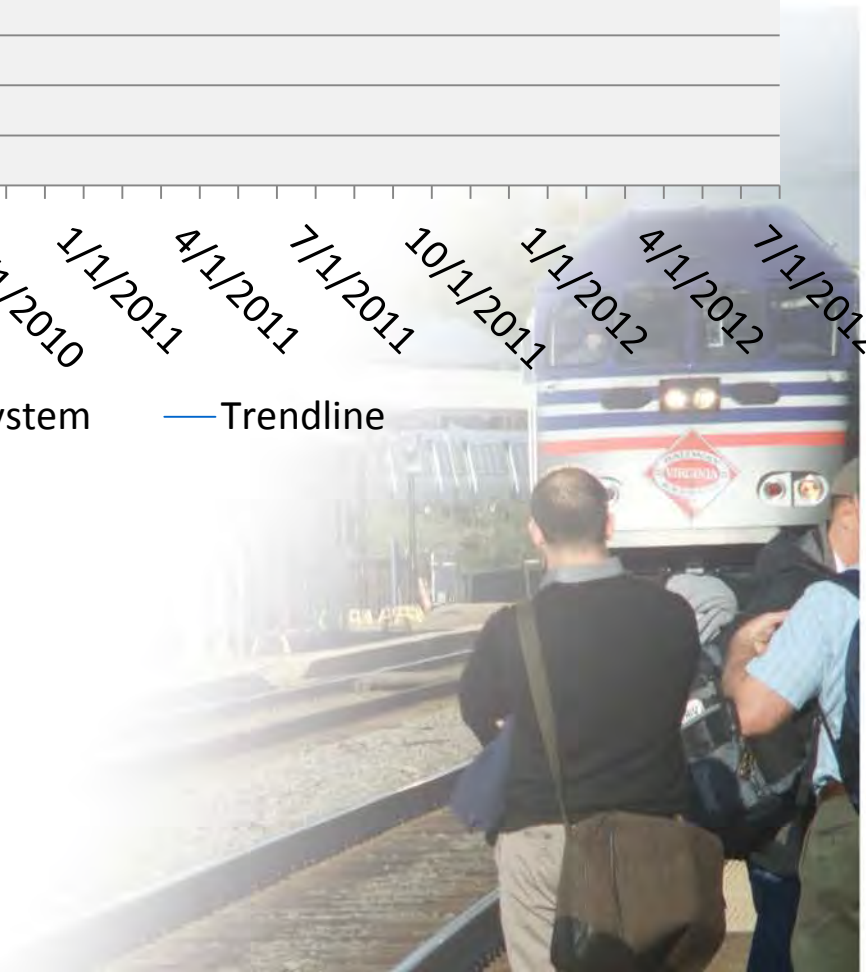
### System Performance

January 2010 – July 2012



System

Trendline





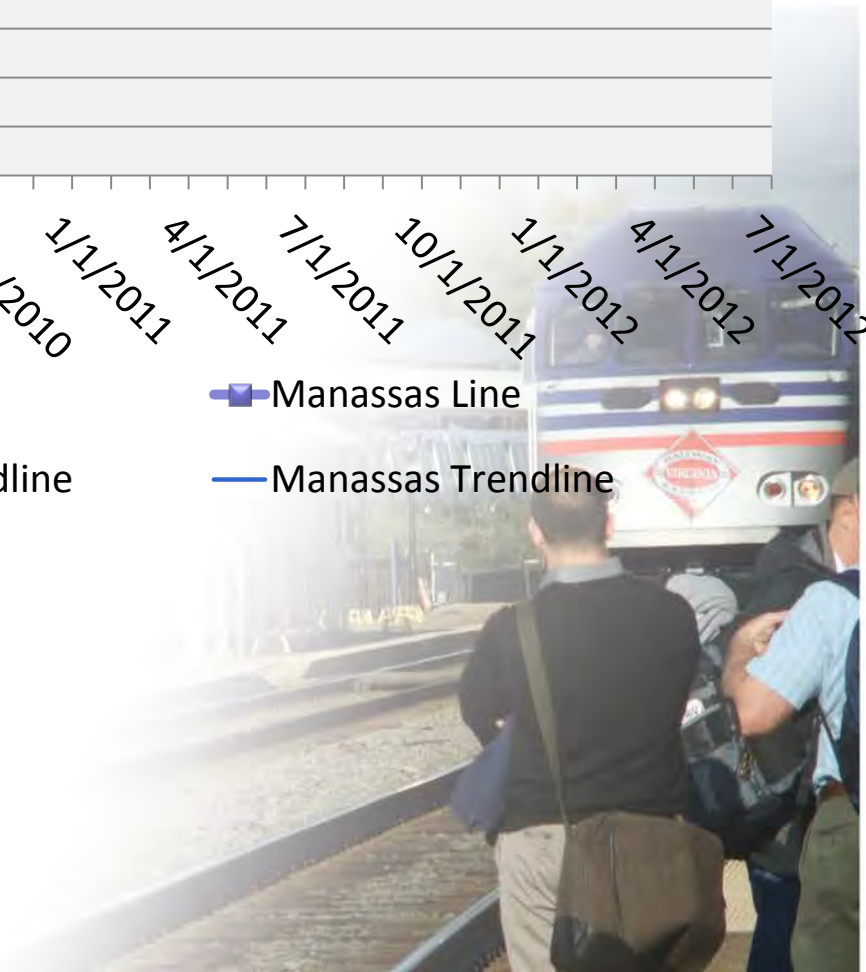
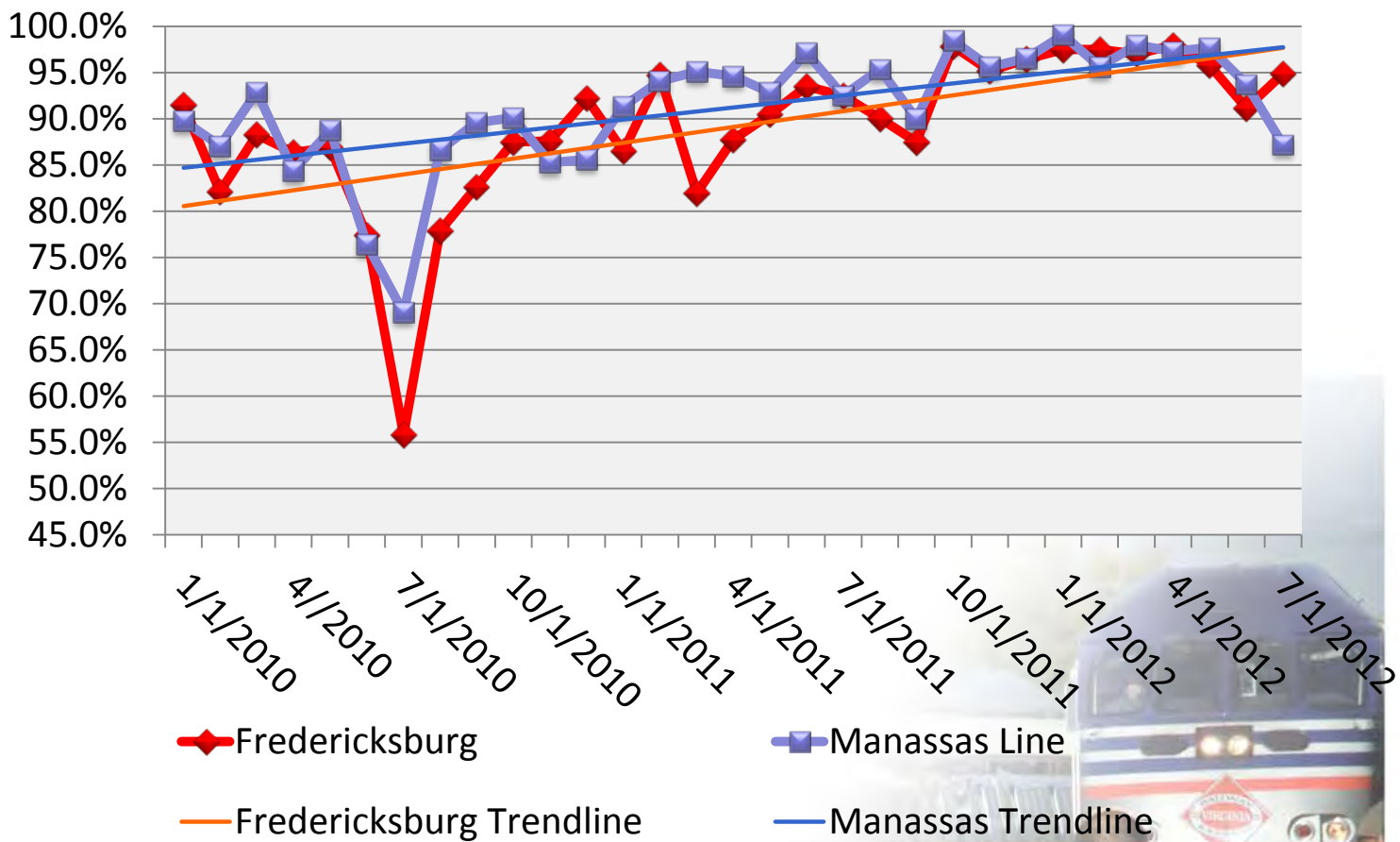
VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## On-Time Performance

### Performance By Line

January 2010 – July 2012







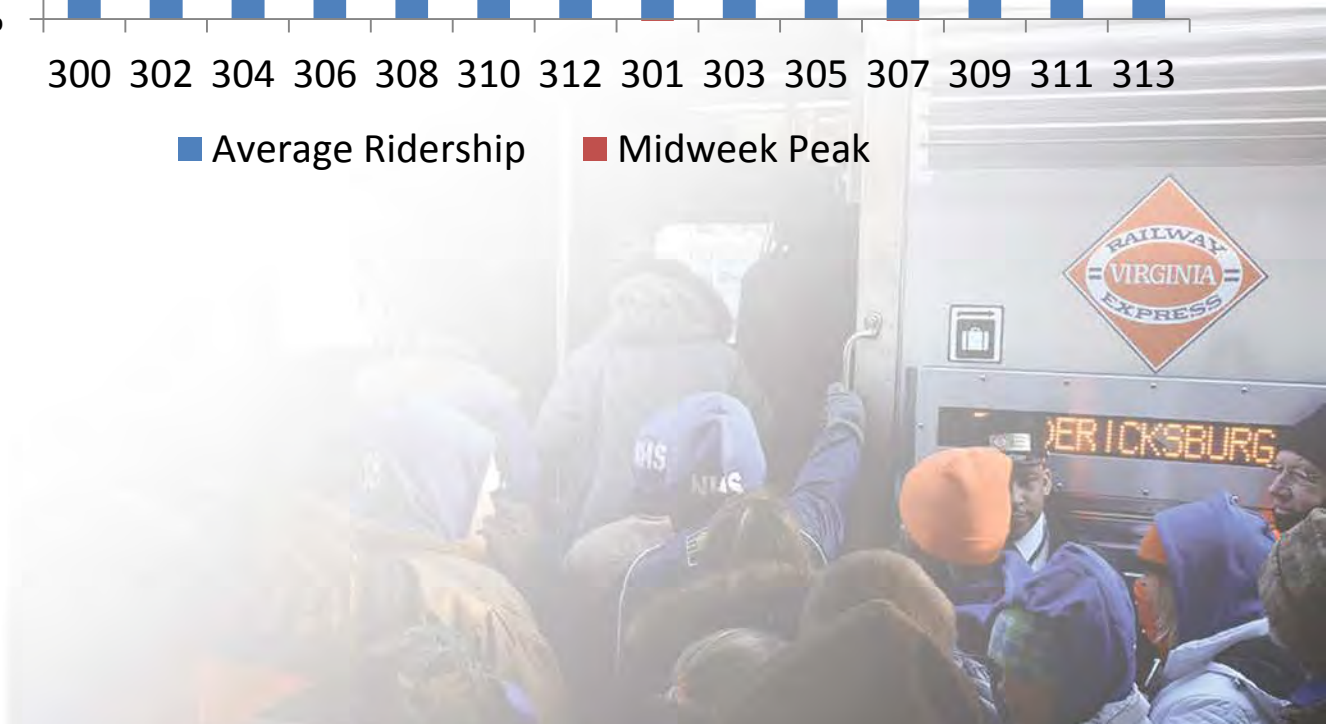
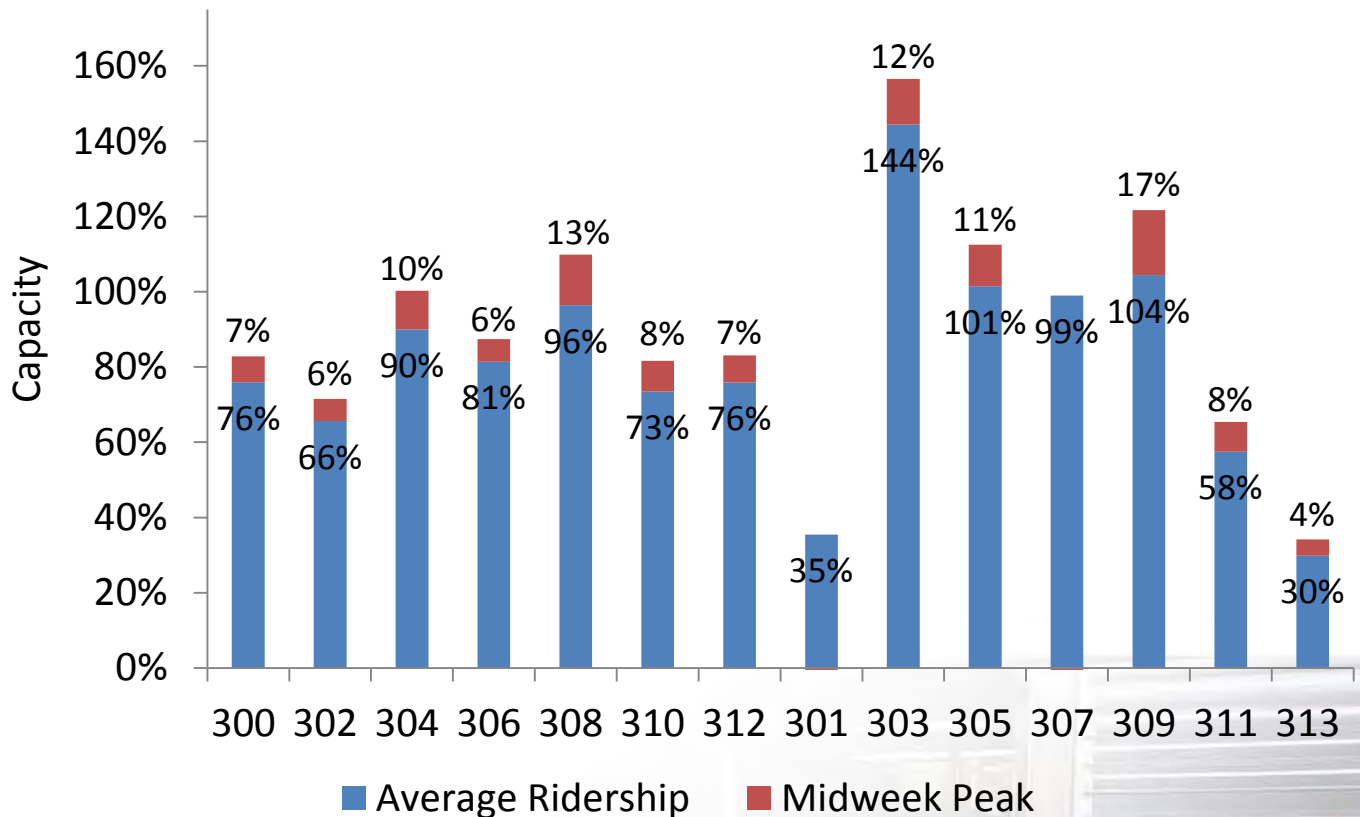
VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## Train Utilization

### Fredericksburg Line

July 2012





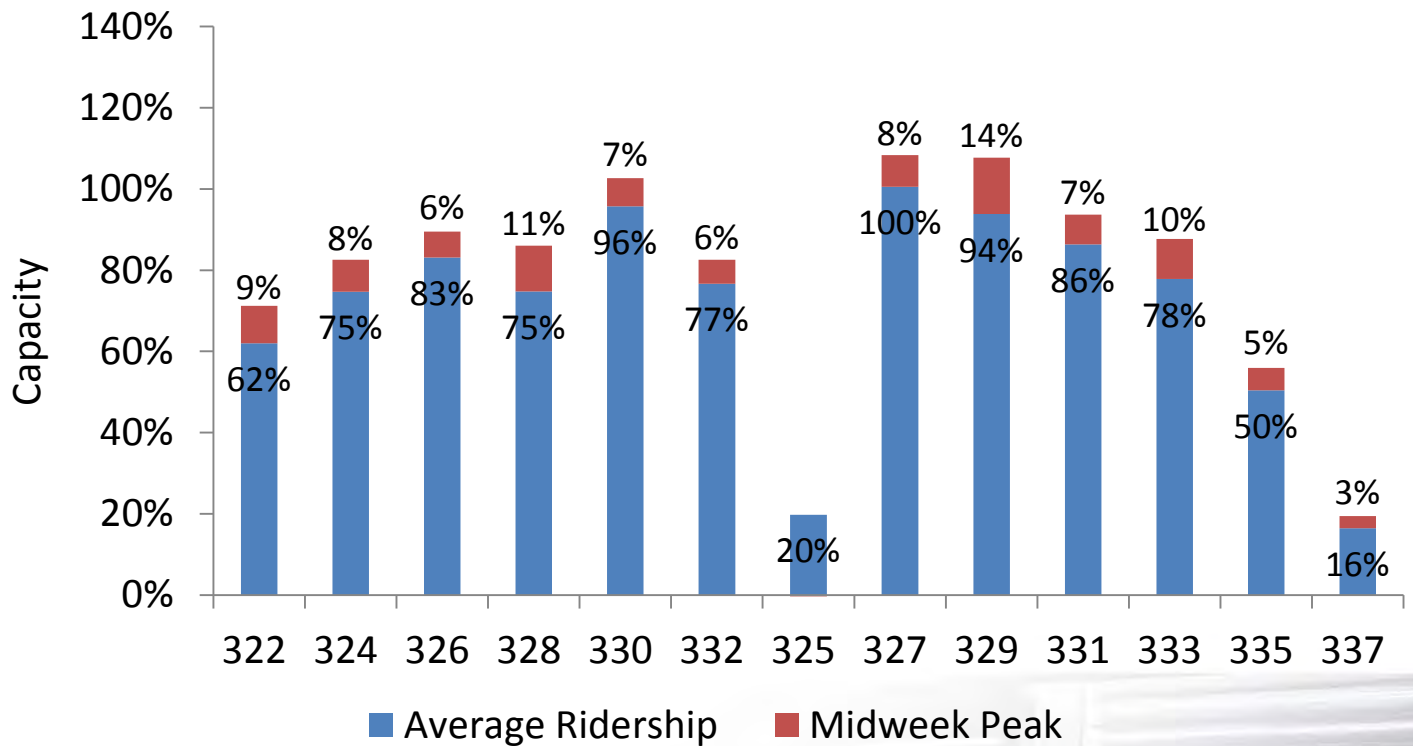
VIRGINIA RAILWAY EXPRESS

# Chief Executive Officer's Report

## Train Utilization

### Manassas Line

July 2012



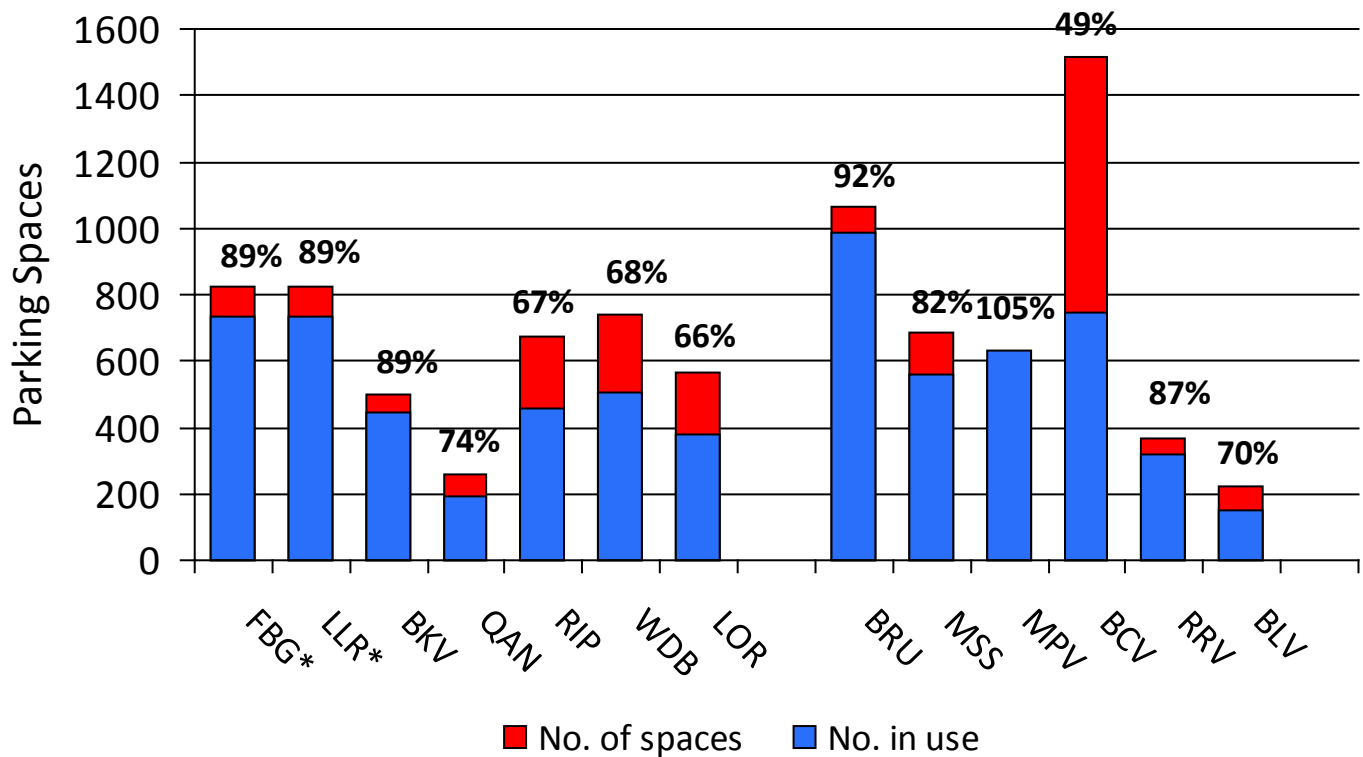


# VIRGINIA RAILWAY EXPRESS

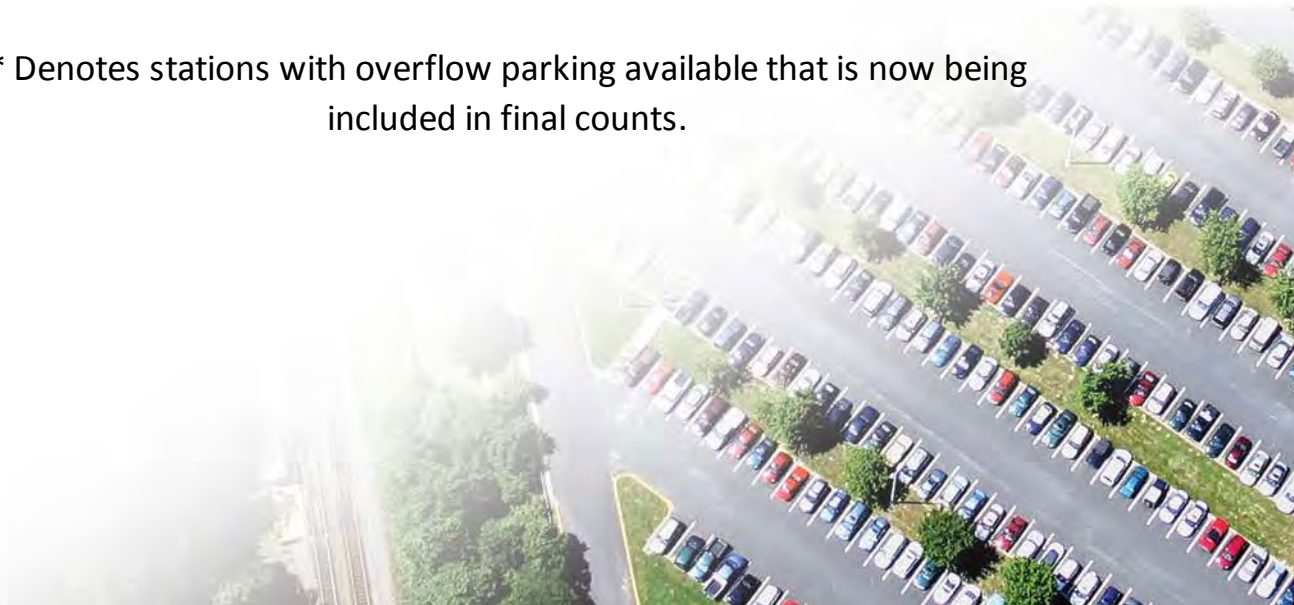
## Chief Executive Officer's Report

### Parking Utilization

July 2012



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





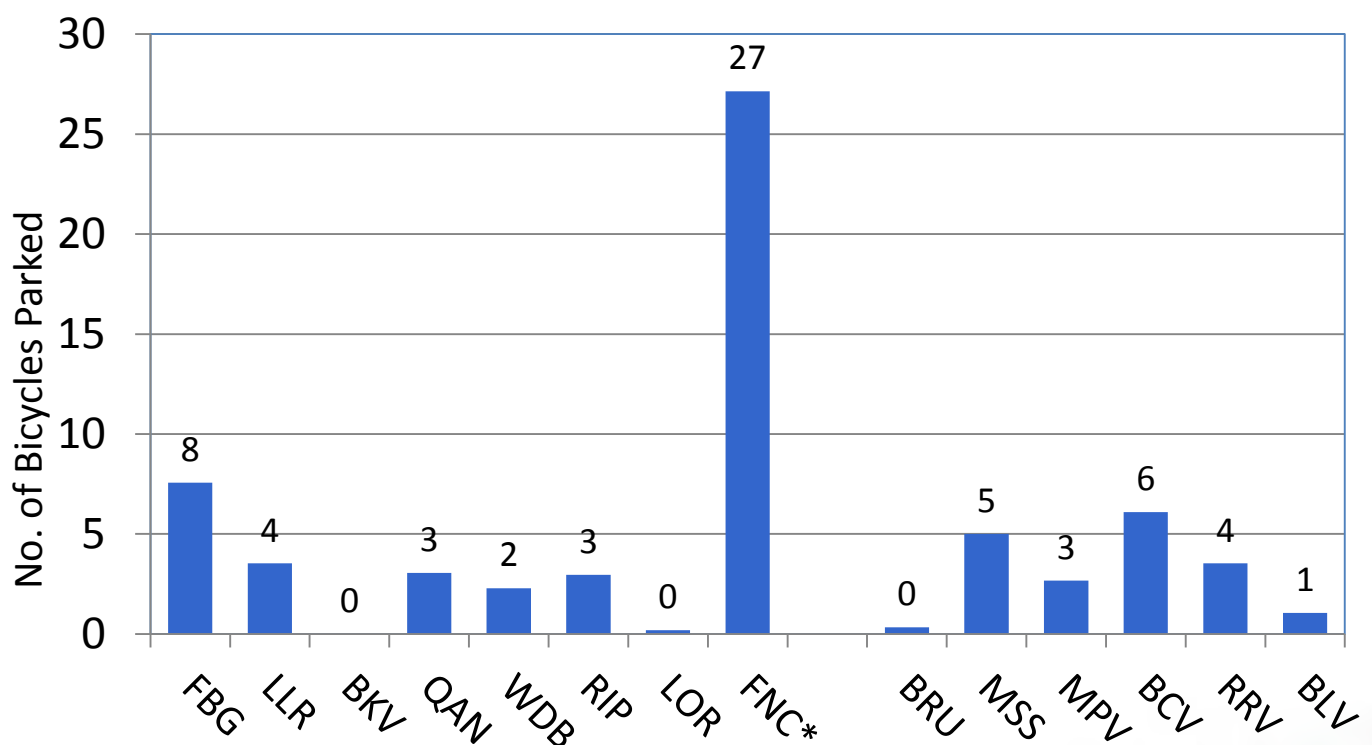


# VIRGINIA RAILWAY EXPRESS

## Chief Executive Officer's Report

### Bicycle Counts

July 2012



\* Joint use facility - riders of VRE and Metro cannot be differentiated





**VIRGINIA RAILWAY EXPRESS**

# Chief Executive Officer's Report

## Capital Project Summary

**August 2012**





**VIRGINIA RAILWAY EXPRESS CAPITAL PROJECTS - PROGRESS REPORT**  
**Projects Underway in FY13**  
**As of August 2012**

PROJECT	LOCATION	TOTAL ADOPTED CIP BUDGET THRU FY12	TOTAL BOARD APPROVED FUNDS	PROJECT DESCRIPTION	PERCENTAGE (%) OF TOTAL PROJECT TASK COMPLETION	PROJECT/TASK COMPLETION DATE	STATUS
<b>Track and Infrastructure</b>							
Gainesville/Haymarket Expansion	NS "B" Line	\$4,088,000		Expansion of service to Gainesville and Haymarket		2nd Quarter 2013	
G/H Expansion MIS			\$1,537,338	Develop expansion alternatives for new service to Gainesville and Haymarket	100%	Completed	Final invoice received 11/9/09, submitted for payment. Final Alternatives Analysis report completed 5/29/09. Final Feasibility Study completed 9/28/09.
G/H Expansion PE and EA			\$2,749,076	Perform modeling, environmental analysis and preliminary engineering.	0%	4th Quarter 2014	Contract award awaiting execution of match Addendum between VRE, DRPT and NS and grant NTP. VRE counsel reviewing the revised agreement.
Cherry Hill Third Track	Cherry Hill, VA	\$2,500,000		This project includes the development of VRE's 13th station on the Fredericksburg Line. The VRE station is part of a larger development project on the Cherry Hill Peninsula. Proposed 3rd track will extend from MP 72.0 to MP 83.4.			
Cherry Hill Third Track PE/EA			\$1,961,709	Prepare an environmental assessment and preliminary design for track alternatives and supporting structures.	100%	Completed	Permits received. Discussion start of final design with DRPT.
Cherry Hill Third Track PE/EA Support			\$272,747	Provide flagging services and design reviews.	100%	Completed	CSX is reviewing PE plans and considering sign off. DRPT issued an Notice to Proceed to VRE to perform final design. Project on hold pending outcome of FRA funds.
L'Enfant Storage Track	L'Enfant	\$1,902,260		Construct approximately 1400 ft storage track just north of the existing platform and provide wayside power for two train sets.			
L'Enfant Storage Track Construction			\$830,000	Construct approximately 1400 ft storage track just north of the existing platform	100%	Completed	Siding construction completed in late September. Passed CSX inspection upon completion. Paid final invoice (\$139,198.17).
L'Enfant Storage Track Wayside Power Design			N/A	Design of wayside power for two train sets.	90%	3rd Quarter 2012	VRE working with HDR to revise previous wayside power design to accommodate new service location near station.
L'Enfant Storage Track Wayside Power Construction			N/A	Construction of Wayside Power	30%	3rd Quarter 2012	VRE working with PEPCO to provide electric service near station.
L'Enfant Storage Track Wayside Power Air Compressor Procurement			N/A	Procure and oversee installation of air compressor equipment for new storage track air system through Virginia state procurement process (eVA).	90%	4th Quarter 2010	Procurement process has been completed. Air compressor system has been delivered and is being stored at Crossroads Yard. VRE/NVE coordinating with Kaeser regarding construction details. Kaeser installed phase monitors on compressors.
L'Enfant Storage Track Switch and Signalization Design			\$250,000	Design for signalization of siding track switch as part of the siding track project	35%	3rd Quarter 2012	Design revised by CSX to include stub track near station. Revised cost estimate also provided.

Note 1: Total adopted CIP budget will be revised upon receipt of FY13 grant.

**VIRGINIA RAILWAY EXPRESS CAPITAL PROJECTS - PROGRESS REPORT**  
**Projects Underway in FY13**  
**As of August 2012**

Coach Yard Wayside Power Upgrade	DC	\$750,000	\$750,000	Upgrade and replace wayside power station for VRE storage tracks at the Coach yard	55%	3rd Quarter 2012	Meters installed, cabinets ordered and conduit work underway.
Spotsylvania Station Design	Spotsylvania	\$3,400,000	\$405,912	Design of the new platform and head house.	0%	4th Quarter 2012	NTP issued for design and held a kick off meeting on 7/31/2012. Site survey and geotechnical investigation will begin this month along with evaluation of design concepts.
Crossroads to Hamilton Third Track	Spotsylvania	\$950,000	\$817,703	Environmental Analysis and Final Design to extend the third track from Hamilton to Crossroads	50%	4th Quarter 2012	Additional site survey completed in July and working towards 60% plan submission. NEPA being finalized for FTA submission.
<b>Planning Studies and Communications Projects</b>							
SmarTrip Fare System Update							
SmarTrip Fare System Update Technical Support	VRE offices/ system wide	\$1,250,000	\$154,285	Technical assistance for the design, procurement, installation and testing of a SmarTrip compatible system for VRE.	95%	2nd Quarter 2012	PCI Compliance questionnaire submitted, preliminary compliance granted.
SmarTrip/PCI Fare System Update			\$947,750	Upgrade of the fare collection system to comply with PCI requirements	85%	3rd Quarter 2012	Upgrade complete, in final acceptance period.
New Fare Collection System	System-wide	\$2,597,000	\$192,305	Consulting assistance for evaluating current and future Automated Fare Collection system	100%	Completed	Project complete. Will initiate closeout.
Washington Union Terminal Rail Service Improvement Plan	Washington, D.C.		\$1,200,000	Joint study with Amtrak and MARC that will provide a phased approach to meeting current and forecasted growth in intercity and commuter rail service levels for target years 2017 and 2030.	85%	3rd Quarter 2012	Draft WUT Master Plan Executive Summary released 7/25/12; draft master plan document and technical documentation under development by PB. Note: Percentage of total project complete reflects progress on completion of the master plan. VRE financial commitment towards the project is 99% complete.
<b>Commuter Station Projects</b>							
Leeland Rd Station Parking Lot Expansion				Expand lot by adding approximately 200 spaces			
Leeland Rd Station Parking Lot Expansion Environmental	Falmouth, VA		\$172,700	Prepare an environmental assessment (EA) and Preliminary Engineering for an expansion of the VRE Leeland Road Station Park and Ride Lot.	100%	Completed	FTA approved Categorical Exclusion.
Leeland Rd Station Parking Lot Expansion Design			\$298,100	Design parking lot expansion and provide limited construction support	100%	3rd Quarter 2012	Revised Plans and Deeds submitted to County for Review
Leeland Rd Station Parking Lot Expansion Construction			\$2,352,572	Construct surface parking lot expansion	75%	3rd Quarter 2012	Curbing Complete. Base Paving to begin this month. Final Paving and Striping in early September.
Brooke Station Parking Lot Expansion		\$4,408,400		Purchase property and expand lot by addition approximately 230 spaces			

Note 1: Total adopted CIP budget will be revised upon receipt of FY13 grant.

**VIRGINIA RAILWAY EXPRESS CAPITAL PROJECTS - PROGRESS REPORT**  
**Projects Underway in FY13**  
**As of August 2012**

Brooke Station Parking Lot Expansion Design		\$255,200	Design parking lot expansion and provide limited construction support	100%	3rd Quarter 2012	Revised Plans, Infrastructure Plan, and Deeds submitted to County for Review
Brooke Station Parking Lot Expansion Demolition	Stafford, VA	NA	Demolish existing structures at 1717 Brooke Road, Stafford, VA	100%	Completed	
Brooke Station Parking Lot Expansion Environmental		\$275,124	Prepare an environmental assessment (EA) and Preliminary Engineering for an expansion of the VRE Brooke Station Park and Rice Lot	100%	Completed	FTA approved Categorical Exclusion.
Brooke Station Parking Lot Expansion Construction		\$2,352,572	Construct surface parking lot expansion	50%	2nd Quarter 2013	SWM Structure and storm drainage installed. Concrete and Paving Scheduled for end of October.
Lorton Station Expansion	Lorton, VA	\$2,820,000	Environmental Analysis and Preliminary Engineering to extend the exiting platform and construct a second platform.	30%	4th Quarter 2011	PE plans being finalized. County site plan approval underway.
Alexandria - King St Pedestrian Tunnel	Alexandria, VA	\$7,470,000	Prepare construction documents for 250' platform expansion with upgraded LED lighting	60%	4th Quarter 2012	60% plans received and reviewed in July. Site plan under review by the County.
Broad Run Station Parking Expansion	Bristow, VA	\$2,420,000	Prepare a feasibility study with limited survey to investigate challenges associated with designing, permitting and constructing a tunnel under a live CSX track.	75%	3rd Quarter 2012	Several Stakeholder meetings were held last month to coordinate and understand various agency concerns. Draft of feasibility study report and conceptual cost estimates due this month.
Franconia-Springfield Station Rehabilitation Construction		\$522,000	Environmental Analysis and Engineering to expand parking by 700 spaces	10%	1st Quarter 2013	Airport provided runway clearance comments. Making further runway calculations and developing design concepts.
			Infrastructure repairs and improvements to eastern platform and passenger walkway at VRE Franconia-Springfield Station.	50%	4th Quarter 2012	Temporary Stair Tower permit approved by FFX County. Stairs ordered for September Delivery. Utility coordination in progress. Foundation installation scheduled for August.
			Provide flagging services during platform level repairs and overhead pedestrian bridge work.	Completed	1st Quarter 2012	
	Backlick Road		Replace conduits, wiring and lights with LED as well as install station identification signs and a new electrical cabinet	20%	3rd Quarter 2012	Old conduit removed and replaced with new. Contractor to begin replacing poles and fixtures.
	Franconia Springfield	\$370,000	Replace conduits, wiring and lights with LED on access road, both platforms and stair tower as well as install station identification signs	75%	3rd Quarter 2012	All light poles and fixtures replaced on the main platform and access road to include installation of the station identification signs. Contractor has six poles and fixtures yet to replace on the metro side platform as well as to complete installation of the under-canopy light fixtures. Work on the station stair tower will be held until rehabilitation of this area is complete.
Lighting Improvements (Franconia and Backlick)	Backlick Road & Franconia-Springfield		Deliver poles, arms, anchor bolts and LED luminaires for installation at Backlick Road and Franconia-Springfield	Completed	2nd Quarter 2012	All materials delivered to VRE by June 30.

Note 1: Total adopted CIP budget will be revised upon receipt of FY13 grant.

**VIRGINIA RAILWAY EXPRESS CAPITAL PROJECTS - PROGRESS REPORT**  
**Projects Underway in FY13**  
**As of August 2012**

Security Cameras	Fredericksburg, Woodbridge, Quantico, and Burke Center	\$290,000	\$320,000	Installation of security cameras on station platforms and rehabilitation of communication cabinet to support additional devices for the cameras.	15%	4th Quarter 2012	Material procurement 90% complete. Safety training completed. Will begin work at Woodbridge week of August 1st. Work will begin at one other station week of August 6th.
<b>Yard Projects</b>							
Broad Run Train Wash and Crossroads Warehouse				Design and construction of Broad Run Yard train wash and Crossroads Yard warehouse.			
Broad Run Train Wash / Crossroads Warehouse Design	Bristow, VA / Fredericksburg, VA	\$4,723,973	\$629,248	Conceptual and final design of new Broad Run train wash and Crossroads warehouse.	50%	4th Quarter 2012	STV performing construction administration services for Crossroads warehouse project. VRE received Board approval in June to issue STV task order for completion of Broad Run train wash design.
Crossroads Warehouse Construction	Fredericksburg, VA		\$2,600,000	Construction of a warehouse at the Crossroads Yard	95%	3rd Quarter 2012	Work is substantially complete. Final fire alarm and building inspections to occur within next two weeks.
Yard Automated Train Gates	Bristow, VA / Fredericksburg, VA	\$380,000	N/A	Install automated vertical pivot train gates at entrances to Broad Run and Crossroads yards	90%	3rd Quarter 2012	Automated gates installed at Broad Run and Crossroads yards. Sensors being modified to provide failsafe operation.
<b>Rolling Stock</b>							
New Locomotive Procurement No. 90-55-16040							
New Locomotive Manufacture (2)	System-wide	\$81,594,896	\$77,448,976	Base Order is for five MP-36 locomotives at \$3,694,922 each (\$18,474,610) and for a total of 20 orders as of today	99%	4th Quarter 2012	All locomotive V50 - V69 have been tested, accepted and in revenue service
New Locomotive Engineering Oversight			\$4,145,920	On site engineering through warranty administration.	99%	4th Quarter 2012	warranty oversight at VRE and FMI's
New Passenger Railcars Procurement No. 90-66-16060							
New Railcar Manufacture (8 cars)	System-wide	\$24,614,000	\$23,140,000	Base Order of 8 New Passenger railcars	0%	4th Quarter 2012	The manufacturing and delivery of 8 base order passenger railcars
New Railcars Engineering Oversight			\$1,474,000	On site engineering through warranty administration under MEC V task order STV-0017 under MEC V	5%	4th Quarter 2012	Manufacturing and engineering oversight

Note 1: Total adopted CIP budget will be revised upon receipt of FY13 grant.



**VIRGINIA RAILWAY EXPRESS**

# Chief Executive Officer's Report

## Financial Report

Due to the Fiscal Year Close Out, there will be No Financial Report  
provided in the August CEO Report



**VIRGINIA RAILWAY  
EXPRESS**

BOARD MEMBERS

**WALLY COVINGTON**  
CHAIRMAN

**PAUL SMEDBERG**  
VICE-CHAIRMAN

**SUSAN STIMPSON**  
SECRETARY

**JOHN COOK**  
TREASURER

**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**

**RICH DALTON**  
ACTING CHIEF  
EXECUTIVE OFFICER

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

# MINUTES

**VRE OPERATIONS BOARD MEETING  
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA  
AUGUST 17, 2012**

MEMBERS PRESENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)	Fairfax County
Wally Covington (PRTC)	Prince William County
Frederic Howe (PRTC)	City of Fredericksburg
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
Sharon Bulova (NVTC)	Fairfax County
John D. Jenkins (PRTC)	Prince William County
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	
Doug Allen – Citizen	Mike Lake – Fairfax County DOT
Donna Boxer – VRE	Bob Leibbrandt – Prince William County
Nancy Collins – Stafford County	Steve MacIsaac – VRE counsel
Rich Dalton – VRE	Betsie Massie – PRTC
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	Scott Shenk – Free Lance Star
Christine Hoeffner – VRE	Brett Shorter – VRE
Douglas Howard – Citizen	Dave Snyder – Citizen
Ann King – VRE	Rick Taube – NVTC staff
Mike Kuzmich – Xerox	

\* 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 9:31 A.M. Following the Pledge of Allegiance, roll call was taken.

### Approval of the Agenda – 3

Chairman Covington observed that several members need to leave early so he recommended that the Closed Session be moved to after Agenda Item #7 “VRE Riders’ and Public Comments” and to move Agenda Item #9A “Referral of the Preliminary FY 2014 VRE Operating and Capital Budget to the Commissions” to the end of the agenda. Ms. Stimpson requested that Agenda Item #10 “Operation Board Member’s Time” be moved prior to the Closed Session. Mr. Page requested that Agenda Item #8A “Authorization to Issue a RFP for Insurance Brokerage Services” be removed from the Consent Agenda for discussion. There were no objections.

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

### Approval of the Minutes of the June 15, 2012 Operations Board Meeting – 4

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

### Chairman’s Comments – 5

Chairman Covington reported that as of August 16<sup>th</sup> VRE is ahead of last year’s overall ridership totals, which translate to 45 more trips a day. For the first half of August, average daily ridership was 18,888 (9,733 for Fredericksburg and 9,155 for Manassas). There have been two days in August so far where ridership exceeded 20,000. He also announced that VRE’s 20<sup>th</sup> Anniversary celebration is scheduled for September 17<sup>th</sup> in Alexandria at 11:00 A.M. Federal and state officials, including Governor McDonnell, have been invited to participate.

Chairman Covington noted that parking capacity continues to be an issue throughout the VRE system. The Leeland parking expansion project will be completed in September, which will provide another 196 parking spaces. The Brooke parking expansion project will add another 234 spaces and should be completed in December. Spotsylvania County is moving forward with their station plans and the Broad Run parking expansion project is currently under design.



## Chief Executive Officer's Report – 6

Mr. Dalton, who is serving as the Acting CEO, reported that On-Time Performance (OTP) for the first half of the month of August is at 97 percent. For the months of June and July there were some challenges from heat restrictions and the Norfolk Southern tie and surfacing work, which covered nearly 28 miles of track where 23,000 cross ties, 28 turnouts and over 1,000 switch ties were replaced within a two-week period.

Mr. Dalton stated that the railroad industry is under a federal mandate, as part of the Rail Safety Act, to implement Positive Train Control (PTC), which is a collision avoidance system. Although the host railroads have greater responsibilities in providing the infrastructure for PTC, VRE will be responsible for implementing the required components to its fleet equipment. The deadline for implementation is by the end of 2015. Because of the technical issues, it may be difficult for the railroads to meet this deadline. VRE is working with CSX and NS on this. However, VRE must wait for the railroads to implement their infrastructure before VRE can make the changes to its equipment.

Mr. Dalton reported that VRE recently executed an agreement with Spotsylvania County for the construction of the platform for the Spotsylvania station. He thanked Mr. Skinner for his assistance.

Mr. Dalton also stated that the warehouse facility at Crossroads has been completed. This facility is important to support equipment maintenance as VRE has migrated its maintenance functions out of the Amtrak Washington Union Terminal to the VRE yards. Equipment maintenance and the warehousing of parts and supplies are now consolidated in VRE-owned facilities. He thanked DRPT Director Drake and Mr. Page for touring the facility. Photographs of the new facility were on display for Board Members to view.

Mr Skinner asked if riders understood the cause of delays from the switch and tie work. Mr. Dalton responded that VRE communicated with the riders about this through Train Talk and other forms of communication. Since it was a planned event, VRE was able to notify riders ahead of time. There were very few complaints.

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

## VRE Riders' and Public Comment – 7

Mr. Peacock stated that he hopes that the VRE Operations Board will approve the proposal to reduce the Step-Up fare from \$5.00 to \$3.00. It is a good idea and it will give VRE some additional capacity. He concluded his statement by observing that VRE has been operating for 20 years with a very good safety record.

## Operations Board Member Time – 12

Ms. Stimpson stated that in light of today's newspaper article, she once again is raising an internal issue of concern. VRE's fiscal year 2011 audit that was presented at the November 2011 Board meeting, included a notation that caused concern among Board Members. In December 2011, the Board received an anonymous email and VRE's CEO at the time, Mr. Zehner, assured the Board that he had conducted an investigation of the matter. At that time, she raised objections that she didn't believe that he was capable of providing a thorough investigation because this was not in his particular area of expertise. Mr. Zehner assured the Board the auditors were going to come back and speak to them on this issue. Ms. Stimpson stated that she requested a third party conduct the investigation at that time but that request was not granted. She also requested the auditors provide a letter stating that they were satisfied that the issue had been resolved. The Board has yet to receive that letter. In spring of 2012, she asked publicly again at a meeting with Mr. Zehner where VRE stands on the auditors response and he replied "I'm working on it." In June, Mr. Zehner retired, and now it's August and it's time to begin the next audit. She stated that she has a series of six questions to submit on the record. She would like the answers by the next meeting to the following questions:

- 1) Does VRE have an engagement letter from the auditors and has VRE begun the process for the fiscal year 2012 audit? Will VRE continue to use PBGH, VRE's current auditor?
- 2) Explain the timing of the representation letter that the Operations Board received. The opinion letter from the auditors that said there was no fraud according to the internal controls that they could review was dated November 10, 2011. However, the representation letter was signed on November 15, 2011.
- 3) The representation letter included an exception initialed by Mr. Zehner, Ms. Boxer, CFO, and Mr. Shorter, Accounting Manager, that they could not verify that there was no fraud. In December 2011, Mr. Zehner concluded his investigation of the matter and signed a letter that the investigation was complete and he was satisfied there was no fraud. Why didn't Ms. Boxer and Mr. Shorter verify and sign it? Would Ms. Boxer and Mr. Shorter be willing to sign a letter stating that they are satisfied with the investigation and there was no fraud?
- 4) In regards to the November 11, 2011 engagement letter, what is the significance of the strike-outs on Page 5 about VRE waiving any claim for punitive damages and PBGH liability?
- 5) Why has the Board not heard back from the auditors when the Operations Board was assured in December that they would hear from the auditors as to their satisfaction regarding the notation on possible fraud?
- 6) Ms. Stimpson made a motion to request the state Auditor of Public Accounts provide the VRE Operations Board with a third party, independent audit of VRE. Mr. Howe seconded the motion.

Mr. Way moved to amend the motion to delete the request for the independent audit. He stated that he has no problem with the first five questions. Chairman Covington stated that the motion only deals with the independent audit.

Mr. MacIsaac stated that since the Operations Board is an advisory board to the Commissions, only the Commissions could request the Auditor of Public Accounts do the audit. The motion should be changed to recommend that the Commissions request the audit.

Chairman Covington stated that according to the newspaper article, the state already has an ongoing audit and DRPT Director Drake has indicated that the audit will not be completed until the investigation by the federal authorities is concluded. Mr. MacIsaac stated that it is his understanding that DRPT is doing an audit under their Master Funding Agreement for grant funds. It isn't the same as a true internal audit. He conveyed that Mr. Zehner did ask PBGH to bring in their forensic auditors and that report was recently completed, which will be provided to the Operations Board today in the Closed Session. He advised the Board to recommend that the Commissions authorize any additional audit.

Ms. Stimpson asked if VRE went to PRTC for their permission for the DRPT audit. Mr. MacIsaac explained that it is a condition of the grant agreements that DRPT can audit the grant records at any time. Ms. Stimpson observed that Mr. MacIsaac is advising his client, VRE, that the Operations Board cannot request an independent third party audit and that VRE has to go to the Commissions for permission. She asked if this is correct. Mr. MacIsaac responded that the Commissions are his clients. He further explained that the VRE Operations Board is an advisory board to the Commissions and has been delegated certain powers, but requesting a third party audit would not be among them in his judgment.

Ms. Stimpson moved to amend her motion to forward the request to the Commissions to request an independent third party audit by the Auditor of Public Accounts. Mr. Howe, who seconded the original motion, agreed to the amendment.

Mr. Page asked who authorizes VRE's CEO and CFO to conduct the audit in the first place. Do the Commissions authorize that or is it an activity taken upon by VRE independent of PRTC and NVTC authorizing them to do that? Each year VRE's CEO and CFO sign the audit and authorize staff to send the audit to the Commissions but do not ask for Commission concurrence or acceptance. If the accounts are actually those of NVTC and PRTC, why doesn't the VRE Operations Board ask the Commissions to adopt the audit? Mr. MacIsaac stated that VRE's accounts are reflected in both the books of NVTC and PRTC because the Commissions are the legal entities responsible for the operations of VRE. Any VRE contract is in the names of the Commissions. VRE is not a legal entity—it cannot be sued and has no authority beyond the authority the Commissions have granted. All actions by the Operations Board are subject to review by the Commissions and they have the authority to reverse actions if they choose. However, that has never happened.

Ms. Boxer explained that NVTC and VRE have a joint contract for auditing services and originally VRE's audit was part of NVTC's audit. Now they are done separately. Mr. Taube stated that the VRE audited financial statements are forwarded to NVTC and NVTC takes the same action on it as they do on their own audited financial statements. In response to a question from Chairman Covington, Mr. Harf stated PRTC takes the same action. Chairman Covington asked why the state is not aware of this. Mr. Harf stated that he did not know but agreed that the state should be made aware of it.

Ms. Stimpson stated that on November 18, 2011 the Operations Board took action on Agenda Item #9A which authorized Mr. Zehner to forward VRE's audited financial statements to the Commissions for consideration. Ms. Stimpson stated she serves on PRTC and does not recall seeing the VRE audited financial statements presented to PRTC. She asked if it was submitted to PRTC. Ms. Boxer responded that it was forwarded to the Commissions. Ms. Stimpson asked for the date of submission and what exactly was submitted.

Mr. Page observed that the Commonwealth of Virginia is well aware of the financial actions of NVTC and PRTC. As a point of clarification, he speaks as Kevin Page, a VRE Operations Board Member, and not the "state." Looking back at Agenda Item #9A in November, the Board did not authorize Mr. Zehner to request the Commissions take action on the VRE audited financial statement. It was to forward the financial statements to them for consideration. Mr. Page explained that the point of his previous question was for clarification of why VRE is doing a separate audit of its own and not that the state wasn't aware of VRE's actions. His questions were to clarify why VRE does this audit in the first place if, in fact, it is not for accountability back to the Operations Board but it's an accountability of the two Commissions and they are the ones who actually include these documents in their audits. His comments were designed as a way for Board Members to walk through the process of the VRE audit versus what has been done at PRTC and NVTC in their audits.

In response to a question from Mr. Milde whether the VRE Operations Board has been authorized to conduct an independent audit, Mr. MacIsaac stated that his understanding is there is not a delegation of power to VRE to conduct the audit. This is the process by which the Commissions' audits are completed. The auditors look at all the VRE related assets and liabilities and they do a separate report. So it's not a question of delegation because a delegation speaks to what the Operations Board can do without Commission approval. This is just the audit process for the Commissions and the VRE audit is fed back into the PRTC and NVTC audits. Ms. Boxer explained that VRE's financial statements are audited by themselves because it's the cleanest way to show all parties the totality of the VRE commuter rail operation on its own.

Mr. Way stated that he is in favor of transparency and full disclosure but with the federal investigations and the results of the state audit being released soon, there are enough audits going on right now. Therefore, he is in favor of deferring action on further audit requests until Board Members can see the results of what's being done so far.

The Board then voted on the motion which resulted in a 6-5 vote. In favor of the motion were Board Members Caddigan, Howe, Milde, Page, Skinner and Stimpson. Those opposed were Board Members Cook, Covington, Smedberg, Way and Zimmerman.

The Board then had a lengthy discussion of the results of the vote. Mr. MacIsaac explained that since it is a split vote, a majority of the jurisdictions, determined by annual jurisdictional subsidy, is needed in the affirmative for a vote to pass in addition to a majority of the quorum of members present. It's a procedural requirement set forth in VRE's Master Agreement. Ms. Stimpson and Mr. Skinner questioned why the majority vote of members present was not sufficient to take action on the motion. Mr. MacIsaac explained that the way that the Transportation District Act is set up, there is a certain voting requirement and it is bound by this body that requires a majority of the jurisdictions voting in the affirmative as well as the majority of the quorum that is present.

In response to Mr. Milde's question regarding how a split vote works, Mr. MacIsaac stated that split votes aren't common because the VRE Operations Board has historically acted by a consensus set of rules. He apologized for not having a quick answer but VRE has not been tested on these types of votes. He stated that he didn't see the complete vote. He asked to see again Board Members who raised hands in favor or against. Chairman Covington restated the motion. Board Members who raised their hand in affirmation of the motion were Board Members Howe, Milde, Page, Skinner and Stimpson. Board Members who raised their hand in opposition were Board Members Caddigan, Cook, Covington, Smedberg, Way and Zimmerman. Ms. Stimpson observed that the vote changed. Mr. Skinner asked for a clarification of the vote broken down by jurisdiction.

While Board Members waited as the votes were calculated, Mr. Zimmerman stated that he was persuaded by Mr. Way's point that he is all for transparency and there might be a need for further investigation, but there are already investigations going on right now and it seems prudent to wait for the results of those investigations before moving on to something else. That is the reason why he personally voted the way he did. Mr. Milde responded that it is a different type of investigation conducted by different people that is being recommended.

Mr. Howe stated that he would like an update in Closed Session on the status of the fraud issue. Chairman Covington responded that this can be done in Closed Session. Mr. Way asked if the vote requires a majority of jurisdictions or only those jurisdictions present. Chairman Covington stated that legal counsel will be directed to issue a legal opinion on how the voting works. He is only aware of one other time since he has been on the Board where there was a weighted vote. It is prudent to get counsel to educate the Board on the details of the voting requirements.

Ms. Stimpson clarified that she does not need the answers to her questions right now but would like them for the next Board meeting. In regards to the comments "we already have investigations going on," she stated that no one has pressed for an update on them or for the auditors to come back to update the Board on the fraud issue. She is disappointed in her fellow Board Members who did not support an independent audit so



that VRE can ensure that its internal controls are in place and functioning, as well as being good stewards of the resources in which the VRE Operations Board has been given the authority to oversee. Chairman Covington stated that the responses to Ms. Stimpson's questions will be provided to the entire Board in writing prior to the next Board meeting.

Mr. Cook stated that as this discussion has shown, VRE has some important issues to discuss as a Board. However, the proper place to discuss them is in Board meetings, whether Closed Session or open. That discussion should not be made in the newspapers and the Operations Board should not run this organization by press release or by leaking Closed Session information to the press. Regardless of what Board Member's views are on these issues, it is important to conduct themselves properly and not cross that line between what is open and closed. He is only aware of one request for information in Closed Session, which was his request and it was granted and the Board was provided with a briefing. If there are questions to be raised by Board Members, it should be done in Board meetings under the proper format. As far as he is aware, everyone in this organization is committed to transparency. Mr. Cook stated that it is important to conduct things the right way, especially when VRE is in a time of transition.

Mr. Milde asked what happens when a jurisdiction splits a vote. Mr. MacIsaac responded that if there is more than one member of a body, Stafford County for example, at least one Stafford member has to vote in the affirmative for a jurisdiction to be counted voting in the affirmative and the rest is based on the weighted voting. For this vote, there were four votes in the affirmative from Stafford, Spotsylvania, and Fredericksburg. There were six votes in the negative from Arlington, Alexandria, Fairfax, Manassas and Prince William. Therefore the vote fails.

In response to a question from Mr. Skinner, Mr. MacIsaac explained that Mr. Page has a vote but it is not weighted. Mr. Milde asked if one of the Prince William members had voted in the affirmative would it have changed the outcome of the vote. Mr. MacIsaac explained that for the vote to pass it would have needed two more jurisdictional votes. Ms. Caddigan changing her vote after the first vote did not change the outcome of the vote.

Mr. Skinner asked to meet with Mr. MacIsaac so he can understand the voting requirements, especially why Mr. Page's vote is not weighted yet it counts as well as why a vote of 6-5 (original vote) did not pass and why a new vote by jurisdictions was needed. Mr. MacIsaac explained that it's not really a new vote; the vote is just calculated by weighting the jurisdictions votes according to their local subsidy. Mr. Milde explained that there are two requirements for a split vote. There needs to be a majority and the second requirement is a majority of the jurisdictions. Each is given a weighted vote based on their local jurisdiction subsidy. Mr. Skinner stated that to save time, he will meet separately with Mr. MacIsaac for clarification. Chairman Covington stated that legal counsel has been directed to provide a briefing on these voting issues and procedures.

### Closed Session

Chairman Covington moved, with a second by Mr. Cook, 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 two personnel matters concerning the following: The provisions of the VRE personnel policy relating to outside employment; the requirements of the public procurement act related to personnel interests; and the liability of the commissions for acts of its employees.

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

The Board entered into Closed Session at 10:19 A.M. During the Closed Session, Board Members Caddigan and Skinner left the meeting and did not return. The Board returned to Open Session at 11:59 A.M. It was determined that the Board still maintained a quorum.

Chairman Covington moved, with a second by Mr. Cook, 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 Cook, Covington, Howe, Milde, Page, Smedberg, Stimpson, Way and Zimmerman.

Mr. Smedberg moved, with a second by Mr. Cook, that the VRE Operations Board recommend to the Commissions that an employment agreement with Doug Allen as Chief Executive Officer of the Virginia Railway Express be approved and that the respective chairs be authorized to execute the agreement. The vote in favor was cast by Board Members Cook, Covington, Howe, Milde, Page, Smedberg, Stimpson, Way and Zimmerman.

Chairman Covington clarified that this recommendation will not be finalized until the Commissions take action at their September 6<sup>th</sup> meetings.

#### Consent Agenda – 8

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

Resolution #8B-08-2012: Authorization to Issue a RFP for a Mobile Ticketing System.

Resolution #8C-08-2102: Authorization to Issue a RFP for Security Services.

Resolution #8D-08-2102: Authorization to Issue an IFB for the Upgrade of Station Communication Cabinets.

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

#### Authorization to Issue Request for Proposals for Insurance Brokerage Services – 8A

The VRE Operations Board is being asked to authorize the CEO to issue a RFP for insurance brokerage services. The contract term will be for three years with two, one-year options. Resolution #8A-08-2012 would accomplish this.

Mr. Page asked if staff has corresponded or negotiated with the Virginia Division of Risk Management to continue this process. It also appears that the new contract will overlap the other one by 6-8 months. Ms. Boxer responded that she has talked with Mr. LeMond at Division of Risk Management and he is aware that VRE is moving forward on this. She offered to contact Mr. LeMond again and ask whether the Division concurs with VRE continuing to contract for its insurance brokerage services. She also stated that it is true that there would be some overlap. Although the current contract does not expire until June 30, 2013, a broker needs to be selected over the next several months so that they will have sufficient time to arrange insurance contracts for the period beginning July 1, 2013. However, there can only be one broker of record. In the event there is a different broker, VRE will work with both of them through the transition.

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

#### Authorization to Amend the VRE Tariff to Reduce the Price of the Step-Up Fare – 9B

Resolution #9B-08-2012 would authorize the CEO to amend the VRE tariff to reduce the price of the Step-Up fare from \$5.00 to \$3.00, effective November 1, 2012. In July 2011, VRE staff was invited to participate in the Transit/TDM Working Group for the I-95 Express Lanes (formerly HOT lanes) Transportation Management Plan (TMP) to identify transit/TDM measures that could be implemented in the I-95 corridor to mitigate the construction-related impacts of the project and reduce the number of vehicles using the I-95 HOV and general purpose lanes during the construction of the express lanes. The Transit/TDM working group identified eight strategies to mitigate impacts of construction of the I-95 Express Lanes, including a strategy to further reduce or “buy-down” the rider cost of the VRE Step-up fare. VRE currently pays Amtrak \$10.00 for each VRE rider that chooses to use the Step-Up option: \$5.00 of that is covered by rider fare revenue and \$5.00 from the VRE Operating Budget. Under the TMP Step-up reduction strategy, VRE would continue to pay Amtrak \$10.00 per ticket, with only \$3.00 of that cost borne by the rider. VRE would pay \$5.00 per ticket from its Operating Budget. The TMP would fund the remaining \$2.00 ticket cost.

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

#### Authorization to Award a Contract for Contaminated Waste Removal Services – 9C

The VRE Operations Board is being asked to authorize the CEO to enter into a contract with Hepaco, LLC of Fredericksburg, Virginia, for contaminated waste removal services in an amount not to exceed \$175,000. The contract term will be for a base year plus two, one-year options. Resolution #9C-08-2012 would approve this authorization.

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

#### Authorization to Issue a Task Order for On-Site Support at VRE Maintenance Facilities – 9D

The Operations Board is being asked to approve Resolution #9D-08-2012 which would authorize VRE’s CEO to issue a task order under the MEC V contract to STV, Inc. to provide on-site mechanical process and audit support in an amount not to exceed \$282,750, plus a ten percent contingency of \$28,275 for a total amount not to exceed \$311,025. The scope of this task includes monitoring mechanical operations, rolling stock availability, and fleet performance on a daily basis. It will also include audits of equipment, both before and after routine maintenance and unscheduled repairs are performed by VRE contractors. STV will also audit VRE policies and Standard Operating Procedures to ensure compliance and then recommend modifications where needed.

Mr. Milde moved, with a second by Mr. Howe, to approve Resolution #9D-08-2012. The vote in favor was cast by Board Members Cook, Covington, Howe, Milde, Page, Smedberg, Stimpson, Way and Zimmerman.

#### Authorization to Sell Two Locomotives – 9E

The VRE Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to execute a sales agreement for two GP40PH-2C locomotives with Goodloe Leasing, LLC, or the next highest proposer, for the amount stated in the confidential envelope provided to Board Members. Back in June 2007, the Operations Board authorized staff to pursue the sale of VRE locomotives as they were replaced with new equipment. Since that time, VRE has sold 16 of the 18 available units. VRE received a proposal from Goodloe leasing to purchase the remaining two locomotives. Resolution #9E-08-2012 would accomplish this.

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

Mr. Milde stated that although it didn't apply to this action item, he would like to see more budget information and budget implications in general for all action items.

#### Referral of Preliminary FY 2014 VRE Operating and Capital Budget to the Commissions – 9A

Ms. Stimpson asked if this can be deferred until the September meeting. Chairman Covington asked staff if this is possible. Ms. Boxer explained that in the Master Agreement there is a requirement that the budget go to the Commissions at their September meetings. Mr. Cook stated that he needs to leave which will jeopardize the quorum. Mr. Zimmerman asked if the Board can pass on the budget to the Commissions without recommendation or endorsement. Mr. Cook suggested that the Board do that and then have a detailed presentation and discussion at the next Operations Board meeting. The Board can always amend it since it is just the preliminary budget. Mr. MacIsaac noted that once the Commissions act on the budget it is forwarded to the jurisdictions for their review. However, this doesn't mean that the Operations Board cannot continue to comment on it. In response to a question from Ms. Stimpson, Mr. MacIsaac stated that the budget process is designed to provide time for the jurisdictions to incorporate it into their own budget process. Chairman Covington suggested it be deferred.

Ms. Stimpson moved, with a second by Mr. Milde, to defer this item to the next meeting. The vote in favor was cast by Board Members Cook, Covington, Howe, Milde, Page, Smedberg, Stimpson, Way and Zimmerman.



### Adjournment

Without objection, Chairman Covington adjourned the meeting at 12:07 P.M.

Approved this 21<sup>st</sup> day of September, 2012.

---

Wally Covington  
Chairman

---

Susan Stimpson  
Secretary

### **CERTIFICATION**

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



---

Rhonda Gilchrest

Agreement with DRPT for VRE Fare Buy-Down

The VRE Operations Board recommends Resolution #2195, which authorizes NVTC's Executive Director to execute an amended project agreement with DRPT to reimburse VRE for reducing its Amtrak step-up fee to \$3.00 from \$5.00. As explained in the attached memo, in May 2011, VRE reduced the fee it charges to customers who board select Amtrak trains with VRE tickets. Since then sales of step-up tickets nearly doubled to 8,090 per month (about 385 per day).

To mitigate congestion during construction of the I-95 Express Lanes, the Transportation Management Plan would cover the additional \$2 reduction. To accomplish this, DRPT will issue an amendment to VRE's project agreement that NVTC's Executive Director must execute.



## **RESOLUTION #2195**

**SUBJECT:** Agreement with DRPT for VRE Fare Buy-Down.

**WHEREAS:** VRE riders possessing a multi-ride ticket can currently ride select Amtrak trains in conjunction with the purchase of a \$5 Step-Up fare;

**WHEREAS:** VRE was invited to participate as a member of the I-95 Express Lanes Transit/TDM Working Group in developing transit/TDM strategies to be included in the I-95 Express Lanes Transportation Management Plan (TMP);

**WHEREAS:** The TMP strategies are designed to mitigate the construction-related impacts of the Express Lanes project and reduce the number of vehicles using the I-95 HOV and general purpose lanes during the construction;

**WHEREAS:** The I-95 Express Lanes TMP approved by the Northern Virginia Regional TMP (RTMP) Advisory Committee on July 31, 2012 recommends reducing the VRE Step-Up fare from \$5/ticket to \$3/ticket to encourage commuters to shift from using I-95 to VRE and/or Amtrak trains during the Express Lanes construction; and

**WHEREAS:** Reducing the riders' cost of the Step-Up ticket is also anticipated to motivate additional VRE riders to take advantage of the Step-Up option and shift to Amtrak trains, thereby freeing up capacity on VRE trains for new riders.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes its Executive Director to execute DRPT's amended VRE project agreement to accomplish this fare buy-down.

Approved this 6th day of September, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer



# Virginia Railway Express Operations Board

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

## **AGENDA ITEM 9-B** **ACTION ITEM**

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

**FROM: RICH DALTON**

**DATE: AUGUST 17, 2012**

**RE: AUTHORIZATION TO AMEND THE VRE TARIFF TO REDUCE THE PRICE OF THE STEP-UP FARE**

---

### **RECOMMENDATION:**

The VRE Operations Board is being asked to authorize the Chief Executive Officer to amend the VRE tariff to reduce the price of the Step-Up fare from \$5.00 to \$3.00, effective November 1, 2012.

### **BACKGROUND:**

At the March 2011 Operations Board meeting, the Board authorized a change in the VRE fare policy and amendment of the VRE tariff to reduce the price of the Step-Up fare in an effort to mitigate crowded conditions on VRE trains, effective May 1, 2011. The cost to a rider for a Step-Up ticket was reduced from \$10.00 to \$5.00. Passengers riding on Amtrak trains with a Step-Up ticket must also purchase a VRE multi-ride ticket (i.e., Monthly, 10-ride or 5-day ticket).

Step-Up ticket sales (and resulting ridership) have more than doubled since the fare reduction was implemented, from about 3,520 tickets/month to 8,090 tickets/month. Based on ticket sales, that equates to an increase in ridership on Step-Up eligible Amtrak trains from about 170 trips/day to 388 trips/day.

In July 2011, VRE staff was invited to participate in the Transit/TDM Working Group for the I-95 Express Lanes (formerly HOT lanes) Transportation Management Plan (TMP). The Working Group was tasked with identifying transit/TDM measures that could be implemented in the I-95 corridor to mitigate the construction-related impacts of the

project and reduce the number of vehicles using the I-95 HOV and general purpose lanes during the construction of the Express Lanes. The transit/TDM strategies developed for inclusion in the TMP will be funded through the northern Virginia Regional TMP program budget. The TMP is funded for FY 2013 through FY 2015 to coincide with the Express Lanes construction schedule.

The Transit/TDM working group identified eight strategies to mitigate the impacts of construction of the I-95 Express Lanes on travelers in the I-95 corridor, including a strategy to further reduce, or "buy-down", the rider cost of the VRE Step-Up fare, from \$5.00 to \$3.00. It is projected additional VRE riders will take advantage of the Step-Up option and shift to the Amtrak trains, thereby freeing up capacity on VRE trains. New riders seeking to avoid traffic congestion on I-95 during the Express Lanes construction are also expected to be attracted to VRE and/or Amtrak trains. Since the majority of the Step-Up eligible trains are on the Fredericksburg Line, the fare reduction will have the greatest potential impact in the I-95 corridor. The fare change will be effective for the entire VRE system, however, so travelers on the Manassas Line and in the I-66 corridor stand to benefit as well.

VRE currently pays Amtrak \$10.00 per ticket for each VRE rider that chooses to use the Step-Up option; \$5.00 of that is covered by rider fare revenue and \$5.00 is covered by the VRE Operating Budget. Under the TMP Step-Up reduction strategy, VRE would continue to pay Amtrak \$10.00 per ticket, with only \$3 of that cost borne by the rider. VRE would pay \$5/ticket from its Operating Budget. The TMP would fund the remaining \$2/ticket cost. The TMP budget for the VRE Step-Up buydown strategy is \$960,000 spread over FY 2013-FY 2015.

The anticipated annual cost of the program and projected Step-Up ridership is shown in the table below:

	Step-Up Fare				
	\$10 fare per ticket (Prior to 5/1/11)	\$5 fare per ticket (Effective 5/1/11)	\$3 fare per ticket (Projected)	Incremental Increase FY13	Incremental Increase FY14
Annual Total Paid to Amtrak (\$10/ticket)	\$422,145	\$970,310	\$1,625,000	\$436,460	\$654,690
Fare Revenue	\$422,145	\$485,155	\$487,500	\$1,563	\$2,345
VRE Operating Budget	N/A	\$485,155	\$812,500	\$218,230	\$327,345
Regional TMP Budget	N/A	N/A	\$325,000	\$216,667	\$325,000
Annual tickets sold	42,215	97,031	162,500	43,646	65,469
Average Amtrak trips/day based on ticket sales	170	388	650	175	262

Note: Financial data for the \$10 Step-Up fare reflects the 12 months prior to 5/1/11; financial data for the \$5 fare reflects actual FY2012 expenses and revenue.



It is anticipated that the additional riders that switch from VRE trains to Amtrak trains due to the reduced Step-Up fare will be backfilled by new riders on VRE trains. As a result, it is projected that the Step-Up program will be revenue-neutral to VRE if 70% of the additional riders switching to Amtrak trains are backfilled by new VRE riders or approximately 183 new trips/day.

The northern Virginia Regional TMP (RTMP) Advisory Committee approved the I-95 Express Lanes TMP on July 31, 2012, including the VRE Step-Up Fare reduction strategy. The next step in implementing the TMP is to modify the VDOT-DRPT Interagency Agreement addressing the funding of the I-95 Express Lanes TMP transit/TDM strategies. DRPT will then issue an amendment to the master grant agreement with NVTC that covers VRE state funding to include the Step-Up buydown program funding. VRE staff is coordinating with DRPT and NVTC staff to execute the required agreements. In order to allow sufficient time to complete these steps, the proposed effective date for the reduced Step-Up fare is November 1, 2012. This will also allow time to coordinate a public information campaign for the Step-Up fare reduction and other I-95 Express Lanes transit/TDM strategies with VDOT and Virginia Megaprojects staff.

#### **FISCAL IMPACT:**

If implemented on November 1, 2012, the VRE cost for the program for FY 2013 would be \$218,230 more than budgeted. While new riders on VRE trains are expected to backfill open seats, it will occur over a transition period and staff believes the net cost impact to VRE in FY 2013 to be approximately \$100,000. These adjustments will be included in the revised budget for FY 2013. By FY 2014, staff estimates that new riders will have backfilled VRE trains sufficiently to result in no net additional cost to VRE.

Authorization to Sell Two VRE Locomotives.

The VRE Operations Board recommends approval of Resolution #2196. This resolution authorizes VRE's Chief Executive Officer to execute a sales agreement for two GP40PH-2C locomotives with Goodloe Leasing, LLC. The attached memorandum provides details. The price will be provided confidentially to commissioners prior to action on the resolution.



## **RESOLUTION #2196**

**SUBJECT:** Sale of Two VRE Locomotives.

**WHEREAS:** In June, 2007 the VRE Operations Board authorized VRE's CEO to pursue the sale of locomotives as they are replaced with new equipment;

**WHEREAS:** Goodloe Leasing, LLC has submitted a proposal to purchase VRE's remaining two GP40PH-2C locomotives; and

**WHEREAS:** VRE has received no other expressions of interest for these locomotives.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes VRE's Chief Executive Officer to execute a sales agreement for the two GP40PH-2C locomotives with Goodloe Leasing, LLC. for a price provided confidentially to NVTC's Board members.

Approved this 6th day of September, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer

Employment Agreement for VRE's Chief Executive Officer.

The VRE Operations Board has recommended that Doug Allen be offered employment as VRE's new CEO. Mr. Allen would serve at the pleasure of the two commissions according to the terms of an employment agreement. Following discussion in closed session of the agreement and an opportunity to meet Mr. Allen and ask questions, the commission will be asked to authorize the employment agreement with Mr. Allen, by adopting Resolution #2197.

To Convene a Closed Meeting

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

I move that the Northern Virginia Transportation Commission convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A. 1, for the purpose of discussing a personnel matter regarding the employment agreement of Mr. Allen.

To Reconvene into an Open Meeting

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

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



## **RESOLUTION #2197**

**SUBJECT:** Employment Agreement for VRE's Chief Executive Officer.

**WHEREAS:** The VRE Master Agreement as amended specifies that NVTC and PRTC have the authority to retain a VRE chief executive officer;

**WHEREAS:** The previous CEO has retired effective July 1, 2012 and the VRE Operations Board has conducted a nationwide search for his successor, using the services of a professional search firm;

**WHEREAS:** The VRE Operations Board considered several candidates and has now recommended to the commission that Doug Allen be offered an employment agreement to serve as VRE's CEO; and

**WHEREAS:** NVTC commissioners have had the opportunity to review that employment agreement.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes its Chairman to execute the subject employment agreement with Mr. Allen.

Approved this 6th day of September, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer





AGENDA ITEM #3

**TO:** Chairman Fiset and NVTC Commissioners  
**FROM:** Rick Taube and Claire Gron  
**DATE:** August 30, 2012  
**SUBJECT:** Support for VDOT's I-66 Inside the Beltway Multi-Modal Study

---

VDOT staff and consultants provided a presentation on the final report to NVTC on July 5, 2012 (copy attached). Discussion revealed that commissioners appreciated VDOT's study and were generally pleased with the resulting recommendations. Jurisdiction staffs reviewed the attached Resolution #2198, which applauds VDOT's efforts and recommendations. The commission is asked to approve the resolution.

In response to questions from NVTC commissioners, VDOT is providing more survey data. Excerpts are attached from a compilation of responses showing differences between respondents living inside and outside the Beltway.



## **RESOLUTION #2198**

**SUBJECT:** NVTC Support for the I-66 Multimodal Study (Inside the Beltway).

**WHEREAS:** The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) commissioned a study to address long-term multimodal needs within the I-66 corridor inside the Beltway;

**WHEREAS:** VDOT staff and consultants briefed NVTC on July 5, 2012 on the results of that study;

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC) acknowledges long-term issues and needs in the corridor, including the need to reduce highway and transit congestion and the need to increase mobility along major arterial roadways and bus routes within the corridor;

**WHEREAS:** The Final Report is a product of a year-long process which solicited the participation and comment of NVTC and its member jurisdictions, stakeholders, and the public;

**WHEREAS:** The recommendations detailed in the Final Report include a phasing strategy which is premised upon the implementation of core recommendations which include improvements supported or adopted by the region as detailed in the CLRP and the I-66 Transit/TDM Study, followed by package recommendations which can be phased as appropriate based on need and resources; and

**WHEREAS:** The package recommendations incorporate a combination of multimodal elements including transit, pedestrian, and bicycle improvements, and additions and enhancements to Transportation Demand Management (TDM) programs.

**NOW, THEREFORE, BE IT RESOLVED** that NVTC thanks VDOT and the project team for their effective work and willing consideration of jurisdictional concerns.

**BE IT FURTHER RESOLVED** that NVTC supports many of the recommendations of the I-66 Multimodal Study (Inside the Beltway) Final Report, dated June 8, 2012, pending further detailed study when and/if the need for their implementation arises.

**RESOLUTION #2198 cont'd**

**BE IT FURTHER RESOLVED** that NVTC believes any additional study and/or implementation should be done in consultation with NVTC and the affected local jurisdictions.

Approved this 6th day of September, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer

# Northern Virginia Transportation Commission Study Update



## I-66 Multimodal Study Inside the Beltway



July 2012

**CAMBRIDGE**  
SYSTEMATICS

Transportation leadership you can trust.

# Study Overview



TASK	Jul '11	Aug '11	Sep '11	Oct '11	Nov '11	Dec '11	Jan '12	Feb '12	Mar '12	Apr '12	May '12	Jun '12
Finalize Work Plan												
Identify Key Corridor Transportation Issues and Needs												
Develop Option Elements to Address Congestion, Reliability, and Mobility												
Commuter Survey to Solicit Feedback on Critical Issues and Needs												
Interviews with Elected Officials and Transportation Stakeholders												
Analyze and Evaluate Mobility Options to Develop Multimodal Packages												
Analyze and Evaluate Multimodal Packages												
Develop Recommendations for Enhanced Mobility on I-66												
Public Meetings												
Interim and Final Reports												
 Public Meetings  Report Delivered												



# Study Overview



- **Extensive outreach/input component**
  - » **Commuter survey (i.e., market research)**
  - » **Stakeholder interviews and personal briefings**
  - » **Participating Agency Representatives Committee**
  - » **Local government committee briefings**
  - » **Public information open houses**
  - » **Periodic fact sheets**
  - » **Study phone line, web page, email**

# Path to Recommendations



Mobility  
Option  
Elements

Mobility  
Options

Multimodal  
Packages

**Recommendations**

# Baseline Assumptions for 2040



- **Financially Constrained Long-Range Plan (CLRP)**
  - » I-66 restricted to Bus/HOV 3+ in the peak direction
  - » I-66 westbound spot improvements #1, #2, #3
  - » Same I-66 HOV hours of operation as today
  - » Silver Line Phase I (to Wiehle Avenue) and Silver Line Phase II (to Dulles)
- **Metrorail core capacity improvements, including systemwide 8-car trains**
- **Plus, I-66 Transit/TDM study recommendations**
  - » Priority Bus services on I-66, U.S. 29, and U.S. 50
  - » Corridor-focused TDM strategies (e.g., support for rideshare program operation, teleworking, transit subsidies)

# Multimodal Package Development



- **Some Mobility Option Elements were screened before the packages were developed:**
  - » **Metrorail expansion beyond core capacity improvements (WMATA determined additional tracks not needed before 2040)**
  - » **Metrorail extension to Centreville (outside study area; benefits minimal inside the Beltway)**
  - » **Light rail on U.S. 50 (supportive land use needed, bus on shoulder available as proxy)**
  - » **VRE extension options (outside study area; being addressed in Tier 1 EIS)**
- **VDOT elected to do a bus-on-shoulder pilot implementation outside of the study**



# Multimodal Package Development



- **Four multimodal packages developed with significant transit and roadway elements**
- **All packages also include...**
  - » **Bicycle/pedestrian projects (on and off-road) to improve access to transit and bicycle connectivity**
  - » **Enhanced TDM strategies (near doubling over baseline)**
  - » **Integrated Corridor Management (ICM), including enhanced ramp metering, dynamic merge, speed harmonization, advanced transit parking management, multimodal real-time traveler information, and signal priority for transit vehicles**

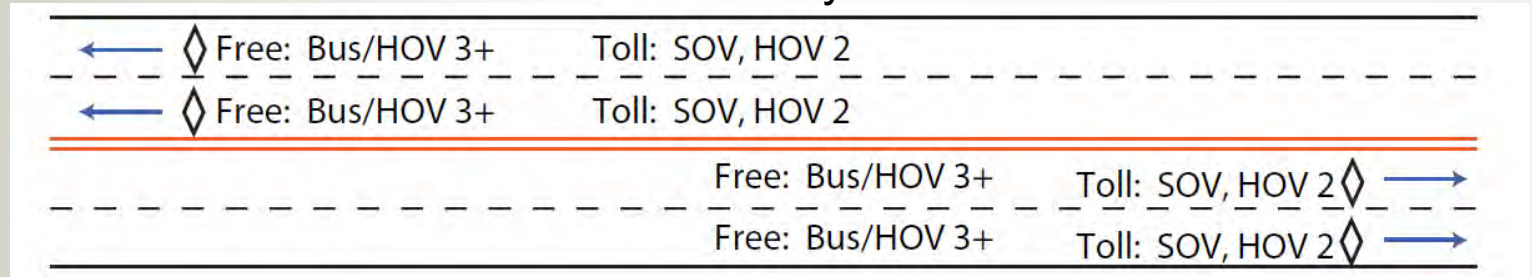
# Multimodal Package #1



## ● Convert existing I-66 to a Bus/HOV/HOT lane system

- 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



- » Bus transit service enhancements include
  - » Route changes and additions for local, regional, and commuter bus; many increases feed rail stations
  - » New and enhanced Priority Bus services with 10-minute peak period frequency
  - » More than 20% additional bus seats at cutlines



# Multimodal Package #2



## ● Convert I-66 to a Bus/HOV/HOT lane system and add a lane in each direction

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 ◇ →

- 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

## » Bus transit service enhancements include

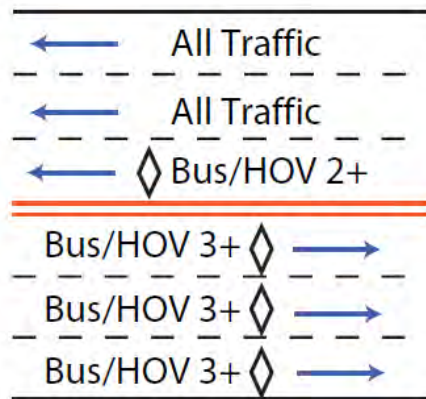
- » Route changes and additions for local, regional, and commuter bus; many increases feed rail stations
- » New and enhanced Priority Bus services with 10-minute peak period frequency
- » More than 20% additional bus seats at cutlines

# Multimodal Package #3

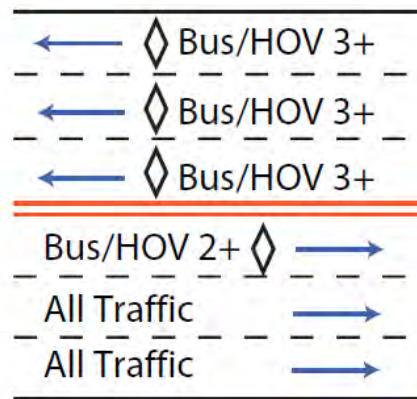


## ● Add a Bus/HOV lane to I-66 in each direction

### Morning Peak



### Evening Peak



### Off-Peak



## » Bus transit service enhancements include

- » Route changes and additions to local, regional, and commuter bus services; added U.S. 50 bus service
- » New and enhanced Priority Bus services with 10-minute peak period frequency
- » More than 30% additional bus seats at cutlines



# Multimodal Package #4



## ● Enhanced Bus Service and U.S. 50 Bus on Shoulder



- Headway on individual routes that were not part of trunk line services were set at a minimum of 15 minutes in the peak and 30 minutes in the off-peak.
- Trunk line routes were set for a combined headway of 15 minutes in the peak and 30 minutes in the off-peak.

- » Bus transit service enhancements include
  - » Increased transit service for all routes entering the study area (local, regional, commuter)
  - » Enhanced U.S. 50 bus service, using new bus-on-shoulder lane
  - » New and enhanced Priority Bus services with 10-minute peak period frequency
  - » More than 50% additional bus seats at cutlines

# Sensitivity Tests



- **Test 1: Modified Multimodal Package 1**
  - » HOT lanes are during peak periods only
- **Test 2: Modified Multimodal Package 3**
  - » Added lanes are HOT lanes

# Recommendations Framework



- **Review package benefits against study goals**
  - » Reduce congestion
  - » Improve mobility
- **Identify meritorious aspects and unique challenges of each package**
- **Review market research, public comments, stakeholder input, PARC feedback**
- **Provide decision support for future corridor investments**

# Recommendations



- **Tiered approach for long-term improvements**
- **Organized into two categories**
  - » **Core Recommendations – considered top priority**
  - » **Package Recommendations – derived specifically from the multimodal packages**



# Recommendations

## ● Core Recommendations

- » Implement improvements already contained in the 2011 Constrained Long Range Plan (CLRP)
  - Spot improvements along westbound I-66
  - Increasing the HOV occupancy restriction on I-66 from HOV 2+ to HOV 3+
  - Completing the Silver Line Metrorail extension to Loudoun County
  - Implementing the active traffic management element of an ICM approach



# Recommendations

## ● Core Recommendations (continued)

- » **Bus services and TDM measures from 2009 DRPT I-66 Transit/TDM Study**
  - e.g., Priority Bus services; TDM program enhancement
- » **Components of the WMATA Core Capacity Study**
  - e.g., 100-percent eight-car trains on the Metrorail Orange and Silver Lines



# Recommendations



- **I-66 Bus-on-Shoulder Pilot**
  - » **Outside of the I-66 Multimodal Study**
  - » **Working on implementation over the next two years**

# Recommendations

## ● Package Recommendations

- » Long-term planning-level proposal
  - Not intended to “leap frog” over the core recommendations
- » Considerations for timing and phasing of implementing the recommendations
  - Funding availability
  - Progress against core recommendations
  - Quality of operations and conditions on the existing key infrastructure assets





# Recommendations

## ● Package Recommendations (continued)

### » Elements from several packages

- Completion of the bicycle and pedestrian network
- Full operability of an ICM system inside the Beltway
- Addition and enhancement to TDM programs
- Implementation of the best performing transit recommendations from Multimodal Package 4





# Recommendations



## ● Package Recommendations (continued)

- » At the end, these elements are also needed to get the best combination of congestion relief and enhanced mobility
  - Implementation of HOT lanes on I-66
  - Addition of a third through lane on selected segment(s) of I-66
  - Explore full use of design waivers/exceptions



# I-66 Multimodal Study

Inside the Beltway

## Final Report



prepared for

**Virginia Department of Transportation**

**Virginia Department of Rail and Public Transportation**

prepared by

**Cambridge Systematics, Inc.**

with

**KFH Group, Inc.**

**MCV Associates, Inc.**

**Rummel, Klepper & Kahl, LLP**

**Sharp & Company, Inc.**

**Southeastern Institute of Research, Inc.**

**Toole Design Group LLC**

June 8, 2012

**CAMBRIDGE**  
SYSTEMATICS

# Executive Summary

The Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) commissioned the I-66 Multimodal Study to address long-term multimodal needs within the I-66 corridor inside the Beltway. This study builds on the recommendations of the 2005 Idea-66 Study and the 2009 I-66 Transit/TDM Study, and fulfills the commitment made to the National Capital Regional Transportation Planning Board (TPB) in TPB Resolution R12-2009.<sup>1</sup>

The goal of the I-66 Multimodal Study was to:

*Identify a range of current and visionary multimodal and corridor management solutions (operational, transit, bike, and pedestrian, in addition to highway improvements) that can be implemented to reduce highway and transit congestion and improve overall mobility within the corridor and along major arterial roadways and bus routes within the study area.*

Building on the region's 2011 Financially Constrained Long Range Plan (CLRP), the study considered a wide range of complementary and mutually supportive multimodal improvement options, balancing the needs and priorities of users and nearby residents. A multitude of options for improvement were considered, including expanded public transportation, additional highway lane capacity, transportation demand management (TDM), high-occupancy vehicle (HOV) policies, high-occupancy/toll (HOT) policies, congestion pricing, managed lanes, integrated corridor management (ICM), and bicycle and pedestrian corridor access.

This final report provides a summary of the year-long I-66 Multimodal Study and includes recommendations and actions that address the study goals. An interim report was published in December 2011 that documents the long-term issues and needs of the corridor, the market research key findings, and the development of an evaluation methodology to formulate and assess the mobility options and multimodal mobility option packages.

## Path to Study Recommendations

The path to developing a final set of recommendations was organized around a structured process for arriving at a set of multimodal solutions. Issues and needs germane to the study area were identified. Subsequently, an evaluation process, illustrated in Figure ES.1, provided a means to move from a starting point of numerous ideas – referred to as mobility option elements – down a path to recommendations, considering first a set of eight to ten discrete

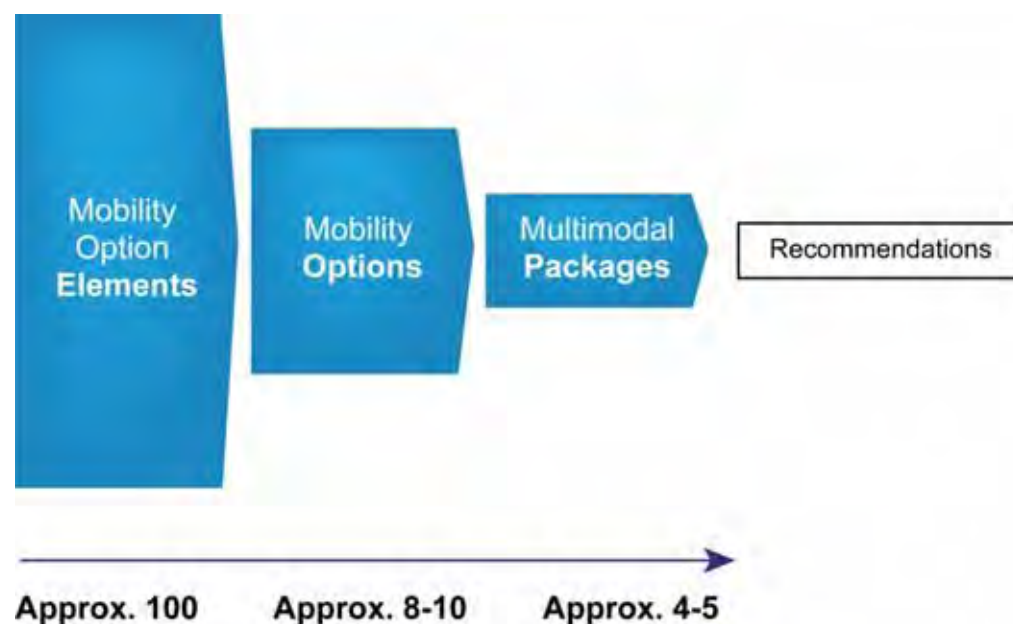
---

<sup>1</sup> National Capital Region Transportation Planning Board, Resolution on Inclusion in Air Quality Conformity Analysis of Submissions for the 2009 Constrained Long Range Plan (CLRP) and FY 2010-2015 Transportation Improvement program (TIP). TPB Resolution R12-2009, March 18, 2009.



mobility options and then narrowing to a set of four or five multimodal mobility option packages before developing recommendations.

**Figure ES.1 Path to Recommendations**



Feedback on key study topics was provided by members of a multi-jurisdictional Participating Agency Representative Committee (PARC) on a regular basis. In addition, public input was provided through market research conducted early in the evaluation process, as well as stakeholder interviews conducted throughout the project, and public meetings held at key milestones of the study.

Technical analysis, coupled with market research, stakeholder interviews, and jurisdictional input from the PARC meetings was used throughout the evaluation process – from identifying issues and needs to selecting a package of multimodal improvements for the long-term.

## **Mobility Option Elements**

Starting with a review of past plans and studies, and proceeding with input from the market research, members of the PARC and Lead Agencies on new strategies, a comprehensive list of mobility option elements was compiled. Section 5.0 of the Interim Report describes this process and lists the more than 100 mobility elements that were examined.

## **Issues and Needs**

A systematic process, as depicted in Figure ES.2, was undertaken to identify the issues and needs associated with the I-66 corridor inside the Beltway. Section 3.0 of the Interim Report

documents this process in greater detail. This comprehensive set of transportation issues and needs within the study addressed the following conditions:

1. Westbound roadway congestion;
2. Eastbound roadway congestion (including interchange capacity constraints at the Dulles Connector Road);
3. Capacity issues at I-66/arterial interchanges;
4. Non-HOV users during HOV operation hours;
5. Orange Line Metrorail congestion;
6. Adverse impact of roadway congestion on bus service;
7. Challenges to intermodal transfers (rail, bus, bicycle, car);
8. Bottlenecks on the Washington & Old Dominion (W&OD) and Custis Trails; and
9. Limitations/gaps in bicycle and pedestrian accessibility and connectivity.

**Figure ES.2 Process to Identify Issues and Needs**



## Mobility Options

The issues and needs were mapped against potential mobility solutions to screen over 100 mobility option elements down to 11 mobility options. These solutions – or mobility options – responded directly to the defined issues and needs in the corridor. The mobility options, organized by mode and submode, are listed in Table ES.1.



**Table ES.1 Mobility Options**

<b>Name</b>	<b>Brief Description</b>
Option A – HOV Restrictions	Designate I-66 lanes in both directions as Bus/HOV during peak periods
Option B1 – I-66 Bus/HOV/HOT Lane System Option 1	Convert I-66 into an electronically tolled Bus/HOV/high occupancy/toll (HOT) roadway
Option B2 – I-66 Bus/HOV/HOT Lane System Option 2	Convert I-66 into an electronically tolled Bus/HOV/HOT roadway and add a lane in each direction
Option C1 – I-66 Capacity Enhancement Option 1	Add lane designated HOV in both directions during peak periods
Option C2 – I-66 Capacity Enhancement Option 2	Add lane in both directions; designate HOV in peak period, peak direction only
Option D – Integrated Corridor Management	Deploy ICM strategies throughout the corridor
Option E – Arterial Capacity Enhancement	Enhance U.S. 50 through application of access management principles and implementation of a bus-on-shoulder lane
Option F – Metrorail Level of Service and Capacity	Provide an alternative connection between the I-66/Dulles Connector Road Corridors and South Arlington through an interline connection between the Orange Line and Blue Line
Option G – Bus Transit Level of Service and Capacity	Implement a range of enhancements to local, commuter, and regional bus services, including bus route changes and additions throughout the study area
Option H – Transportation Demand Management	Enhance TDM strategies drawn from the I-66 Transit/TDM Study
Option I – Bicycle/Pedestrian System Enhancements	Implement a range of bicycle and pedestrian improvements of varying scales

The effectiveness of the mobility options in addressing the issues and needs was assessed using various performance measures derived from an abbreviated application of the TPB travel demand forecasting model and other off-model analytical methods. Section 2.0 of this report presents the mobility option formulation and evaluation discussion.

## Multimodal Packages

Using the detailed assessment of the mobility options and input from the PARC, project stakeholders, and the public, the mobility options were combined into four multimodal packages. These four packages (outlined in Table ES.2) were comprised of elements of previously tested mobility options with some modifications and enhancements to better address the congestion and mobility goals of the corridor. All packages include a highway and transit component, ICM solutions, TDM programs, and bicycle and pedestrian improvements.

As documented in Section 3.0 of this report, all of the multimodal packages tested included transportation projects documented in the CLRP for 2040, along with the recommended bus services and TDM measures from the 2009 DRPT I-66 Transit/TDM Study. Metrorail core capacity improvements, including 100 percent eight-car trains on the Metrorail Orange and Silver Lines, were also included as part of the 2040 Baseline scenario for all the packages. Section 3.0 of this report describes the multimodal package assessment process and results.

**Table ES.2 Recommended Multimodal Packages**

Package	Multimodal Package Elements
#1	Option B1. I-66 Bus/HOV/HOT Lane System – Option 1 Option G. Bus Transit Level of Service and Capacity Option D. Integrated Corridor Management Option H. Transportation Demand Management Option I. Bicycle/Pedestrian System Enhancements
#2	Option B2. I-66 Bus/HOV/HOT Lane System – Option 2 Option G. Bus Transit Level of Service and Capacity Option D. Integrated Corridor Management Option H. Transportation Demand Management Option I. Bicycle/Pedestrian System Enhancements
#3	Option C1. I-66 Capacity Enhancement – Option 1 Option G. Bus Transit Level of Service and Capacity Modification: Additional buses serving Rosslyn and D.C. Core (i.e., K Street) destinations Option D. Integrated Corridor Management Option H. Transportation Demand Management Option I. Bicycle/Pedestrian System Enhancements
#4	Option G. Bus Transit Level of Service and Capacity Modification: Improve bus routing and LOS; improved headways further on Priority Bus Include U.S. 50 bus-on-shoulder operation Option D. Integrated Corridor Management Option H. Transportation Demand Management Option I. Bicycle/Pedestrian System Enhancements, including complementary bicycle facility along U.S. 50

## Sensitivity Tests

The evaluation of the four multimodal packages highlighted strengths and weaknesses in each package. This led to questions about how specific changes to a package might alter the results. To address these questions, two sensitivity analyses were conducted by modifying package features and performing a full run of the travel demand forecasting model. For the first sensitivity test, Package 1 was modified to test having the HOT operations only in effect during peak periods. The second sensitivity test modified Package 3 to have the new lane operate as a Bus/HOV/HOT lane 24/7 rather than as a Bus/HOV lane in the peak periods. Section 3.12 of this report discusses this analysis in more detail.

## **Recommendations for Enhanced Mobility on I-66 Inside the Beltway**

To formulate the final set of project recommendations, the study team considered the technical analysis, the market research, the stakeholder interviews, PARC input and public comments received at the public meetings and via webpage, email, and phone line. Recommendations were organized into two categories:

- Core Recommendations that are considered top priority; and
- Package Recommendations that are derived specifically from the multimodal packages evaluated in this study.

Section 3.0 of this report provides the detailed assessment of the multimodal packages. Section 4.0 provides a more robust discussion of overall study recommendations.

### **Core Recommendations**

The first tier of recommended improvements for the I-66 corridor inside the Beltway consists of the improvements in the corridor as included in the 2011 CLRP for 2040, including spot improvements along westbound I-66, increasing the HOV occupancy restriction on I-66 from HOV 2+ to HOV 3+, completing the Silver Line Metrorail extension to Loudoun County, and implementing the Active Traffic Management element of an ICM system.

The second tier of recommended improvements include the new transit services and TDM programs recommended by the 2009 DRPT I-66 Transit/TDM Study along with components of the WMATA enhancement plan deemed necessary to address Metrorail core capacity concerns in the I-66 corridor. The I-66 Multimodal Study did not evaluate the effectiveness of these improvements independently nor did it examine the timing and phasing strategy for them. It is assumed that the region will prepare a more rigorous implementation plan for these improvements as the travel conditions in the corridor warrant.

### **Package Recommendations**

A hybrid or composite package of elements from several packages is recommended for consideration as the third tier and end-state set of multimodal improvements (joining the first and second tier articulated as core recommendations). Outlined below are the elements of the proposed hybrid package of improvements. The scope, timing, and phasing of these elements should be reassessed and/or refined in the future in response to changing demographics, travel patterns and conditions in the corridor, and/or the implementation of the core recommendations of this study. The package recommendations include:

- Completion of the elements of the bicycle and pedestrian network as detailed in Section 4.3, to enhance service as a viable alternative to motorized trip making in the corridor. Consideration should be given to the priority determination in Section 4.3 as funding becomes available.

- Full operability of an ICM system inside the Beltway as detailed in Section 4.5. These strategies maximize the use, operations, and safety of the multimodal network within the study corridor.
- Addition and enhancement to the suite of TDM programs in the corridor as detailed in Section 4.4. As funding becomes available for TDM, consideration should be given to the priority grouping established in this study for implementation.
- Implementation of the best performing transit recommendations from Multimodal Package 4. This involves examination of all the transit service improvements in Multimodal Package 4 to determine those with the highest ridership in the corridor.
- Implementation of HOT lanes on I-66, potentially during peak periods only, to: provide new travel options in the corridor; utilize available capacity on I-66; provide congestion relief on the arterials; and provide new transit services as an alternative to tolled travel.
- Addition of a third through lane on selected segment(s) of I-66, depending on the monitored traffic flow conditions and demand both on I-66 and the parallel arterials.
- Explore the full use of commonly used or proven design waivers/exceptions to enable remaining within the existing right-of-way for I-66.

## Conclusions

While there is significant growth forecast for Northern Virginia between now and 2040, the multimodal transportation infrastructure, programs, and services defined in this report provide the means to accommodate the forecast growth and associated travel demand. The spectrum of recommendations – both core and package – covers a range of timeframes to 2040. The timing and phasing of implementation of the recommendations will require significant consideration of funding availability, progress against core recommendations, and the quality of operations and conditions on the existing key infrastructure assets.

The implementation of the recommendations will most likely require funding beyond existing and anticipated resources that are already committed to other state and local transportation priorities. Section 5.0 of this report provides a summary of a wide array of revenue options to fund the study recommendations. They include revenue sources associated with user fees, general taxes and specialized taxes or fees. Financing options are also considered that could include private equity investment in surface transportation through Public-Private Partnerships (P3), with financing packages that combine public and private debt, equity, and public funding.

***I-66 Multimodal  
Inside The Beltway  
Market Research Study:  
Comparison of those Who Live Inside  
the Beltway and those Who Live  
Outside the Beltway***

***February 29, 2012***



# Outline of Report

*Comparison of Commuters in the I-66 Corridor Who Live Inside the Beltway with those Who Live Outside the Beltway*

- Objectives and Methodology
- Detailed Findings
  - Tripographics
  - Perceptions of I-66
  - HOV Lanes on I-66
  - Proposed Changes to I-66
  - Roadway Changes
  - Transit
  - TDM
  - Scenario Testing
  - Bikes
- Conclusions and Implications



# Objectives and Methodology

# Market Research Objectives

- The I-66 Multimodal Inside the Beltway Market Research Study was designed to identify and assess the commute perceptions and preferences of commuters who regularly travel the I-66 corridor inside the Beltway. It assessed their perceptions of transportation, travel and mobility issues in the I-66 corridor, their responses to potential roadway and HOV changes, and their responses to various TDM and transit options and changes.
- This document reports the analysis of a comparison of two subsamples making up this larger study. This analysis compares:
  - Commuters who live inside the Beltway and
  - Commuters who live outside the Beltway
- This comparison is designed to identify similarities and differences between these groups that have implications for the types of programs, services and multimodal options that would best meet the needs of and be adopted by each group.

# Study Methodology

- In order to meet the objectives established for this research overall, an online survey was conducted among commuters in the I-66 corridor.
- The questionnaire covered a broad array of commute topics and required about 25 minutes to complete.
- In order to participate, respondents had to commute regularly in the I-66 corridor (at least 3 days a week). They could commute by SOV, carpool, local bus, express bus, VRE, Metrorail or bike.
- Respondents had to travel inside the Beltway. They could be traveling inside the Beltway only or both inside and outside the Beltway. If they traveled only outside the Beltway, they did not qualify for this study.

# Study Methodology

- In the analysis reported in this document, 1,883 respondents are classified as “Outside the Beltway” in that they live outside the Beltway. In comparison, 1,040 are classified as “Inside the Beltway.”
- The following modes are reported:
  - Eastbound SOV
  - Westbound SOV
  - Eastbound Carpool
  - Eastbound Local Bus
  - Eastbound Express Bus
  - Eastbound Metrorail
  - Westbound Metrorail
  - VRE
  - Bike



# Study Methodology

- For practical purposes, this analysis reports key measures only.
- Sometimes, a measure may not apply to a particular group, e.g., potential use of morning eastbound HOV lanes for commuters who do not travel east for their morning commute. In these instances, data are not reported, and “NA” is posted.
- Occasionally, a base size for a specific mode may be too small to analyze. In these instances, data are also not reported, and “NA” is posted.



# Detailed Findings



Detailed  
Findings



**Tripographics**

# With the Exception of Westbound SOVers, Commuters Who Live Outside the Beltway Are More Likely to Travel on I-66 than those Who Live Inside the Beltway

	Inside the Beltway			Outside the Beltway		
	<u>I-66</u>	<u>U.S. 50</u>	<u>U.S. 29</u>	<u>I-66</u>	<u>U.S. 50</u>	<u>U.S. 29</u>
SOV - East	42%	14%	3%	80%	6%	3%
SOV - West	88%	3%	1%	80%	13%	0%
Carpool - East	83%	1%	3%	98%	<1%	<1%
Local bus - East	NA	NA	NA	99%	1%	1%
Express bus - East	73%	11%	4%	99%	0%	0%

Q3/Q8/Q15. How many days a week (Monday through Friday) do you travel on I-66 / U.S. 29 / U.S. 50?

## Travel inside the Beltway

# As Would Be Expected, I-66 Commuters Who Live Outside the Beltway Are Much More Likely to Travel on I-66 Both Inside and Outside the Beltway

Question asked of those who travel on I-66 at least 3 days a week. Also note: This question asked only about travel on I-66. So, commuters could be traveling other roads inside the Beltway.

	Inside the Beltway		Outside the Beltway	
	Inside the <u>Beltway</u>	Both inside and outside the <u>Beltway</u>	Inside the <u>Beltway</u>	Both inside and outside the <u>Beltway</u>
SOV - East	73%	27%	24%	76%
SOV - West	38%	62%	NA	NA
Carpool - East	86%	14%	24%	76%
Local bus - East	NA	NA	20%	80%
Express bus - East	71%	29%	29%	71%
Metrorail - East	90%	10%	17%	83%
Metrorail - West	42%	58%	24%	76%
VRE	NA	NA	6%	94%

Q3a. When you travel on I-66 on your morning commute, do you travel only inside the Beltway or do you travel both inside and outside the Capital Beltway?

**Time leave  
home for  
morning  
commute**

Commuters Who Live Outside the Beltway tend to Leave Home Earliest in the Mornings, Especially those Who Commute by Metrorail and those Who Ride VRE

	Inside the Beltway				Outside the Beltway			
	<u>5:00 - 6:00 am</u>	<u>6:00 - 7:00 am</u>	<u>7:00 - 8:00 am</u>	<u>8:00 - 10:00 am</u>	<u>5:00 - 6:00 am</u>	<u>6:00 - 7:00 am</u>	<u>7:00 - 8:00 am</u>	<u>8:00 - 10:00 am</u>
SOV - East	7%	19%	34%	41%	31%	29%	21%	20%
SOV - West	6%	21%	38%	35%	26%	35%	9%	31%
Carpool - East	5%	20%	51%	23%	23%	39%	29%	8%
Local bus - East	NA	NA	NA	NA	28%	46%	21%	5%
Express bus - East	12%	34%	29%	25%	39%	42%	18%	2%
Metrorail - East	10%	32%	36%	22%	28%	45%	20%	8%
Metrorail - West	19%	36%	29%	15%	48%	25%	23%	4%
VRE	NA	NA	NA	NA	45%	35%	18%	4%
Bike	3%	21%	42%	34%	21%	30%	39%	9%

Q26. About what time do you typically leave home for your morning commute?



## Frequency of late to work

Those Who Live Outside the Beltway Are Most Often Late for Work Due to Traffic Delays and Congestion; But, Still, Half of SOV-ers and Carpoolers Who Live Inside the Beltway Are Late at Least Once a Week Due to Traffic

	Inside the Beltway				Outside the Beltway			
	At least once a week	About once a month	Less than once a month	Never	At least once a week	About once a month	Less than once a month	Never
SOV - East	51%	19%	16%	13%	71%	11%	10%	6%
SOV - West	53%	21%	18%	8%	62%	10%	13%	14%
Carpool - East	51%	20%	19%	8%	69%	18%	9%	2%
Bike	9%	10%	18%	62%	29%	11%	15%	44%

Note: Question asked about being 15 minutes late. Those living inside the Beltway may have shorter commutes. They may be late - but less than 15 minutes.

Q42a. About how often are you late to work 15 minutes or more due to traffic delays or congestion?

## Frequency of late to work

# Transit Riders Who Live Inside the Beltway Are Nearly as Likely to Be Late because the Train or Bus Is Late as those Living Outside the Beltway

	Inside the Beltway				Outside the Beltway			
	At least once a <u>week</u>	About once a <u>month</u>	Less than once a <u>month</u>	<u>Never</u>	At least once a <u>week</u>	About once a <u>month</u>	Less than once a <u>month</u>	<u>Never</u>
Local bus - East	NA	NA	NA	NA	36%	34%	21%	5%
Express bus - East	39%	24%	30%	5%	43%	22%	27%	6%
Metrorail - East	33%	30%	29%	6%	39%	29%	25%	5%
Metrorail - West	17%	34%	41%	3%	37%	27%	28%	2%
VRE	NA	NA	NA	NA	25%	35%	36%	3%

Note: Question asked about being 15 minutes late. Those living inside the Beltway may have shorter commutes. They may be late - but less than 15 minutes.

Q42. About how often are you late to work 15 minutes or more because the train or bus is late?

# Commuters Who Live Outside the Beltway Are More Likely to Use the HOV Lanes than those Who Live Inside the Beltway

	Inside the Beltway			Outside the Beltway		
	<u>5 days a week</u>	<u>1-4 days a week</u>	<u>Occasionally or never</u>	<u>5 days a week</u>	<u>1-4 days a week</u>	<u>Occasionally or never</u>
SOV - East	2%	9%	90%	6%	11%	83%
Carpool - East	43%	24%	33%	60%	30%	10%
Local bus - East	NA	NA	NA	37%	20%	41%
Express bus - East	20%	8%	70%	52%	30%	17%

Q71. How frequently during your weekday morning commute do you use the HOV lanes on I-66, either driving alone in your vehicle or traveling in a carpool, vanpool, bus or motorcycle?

**Use of HOV  
Lanes  
inside or  
outside  
Capital  
Beltway**

# Commuters Who Live Outside the Beltway and Use the HOV Lanes Are More Likely to Use the HOV Lanes Both Inside and Outside the Beltway than Commuters Who Live Inside the Beltway

*-- Recall that Respondents Had to Commute Inside the Beltway (not necessarily on I-66) in Order to Qualify for this Study --*

	Inside the Beltway				Outside the Beltway			
	Inside the Capital Beltway	Outside the Capital Beltway	Both inside and outside	Not sure	Inside the Capital Beltway	Outside the Capital Beltway	Both inside and outside	Not sure
SOV - East	76%	5%	2%	17%	39%	17%	32%	13%
Carpool - East	87%	1%	10%	2%	32%	7%	58%	2%
Local bus - East	NA	NA	NA	NA	31%	32%	29%	9%
Express bus - East	48%	3%	39%	10%	45%	3%	49%	3%

**Question  
asked of  
those who  
said that they  
used the HOV  
lanes.**

Q72. Do you use the HOV lanes on I-66 **inside** the Capital Beltway or **outside** the Capital Beltway on your regular morning commute?

## Time enter HOV lanes

Nearly Half of Eastbound SOV's Who Live Outside the Beltway and Use the HOV Lanes Say That They Use the Lanes Prior to 6:30 am; Peak Usage for Bus Riders and Carpoolers Who Live Outside the Beltway Is 6:30-7:30 am; SOV's and Carpoolers Who Live Inside the Beltway Have Later Commutes

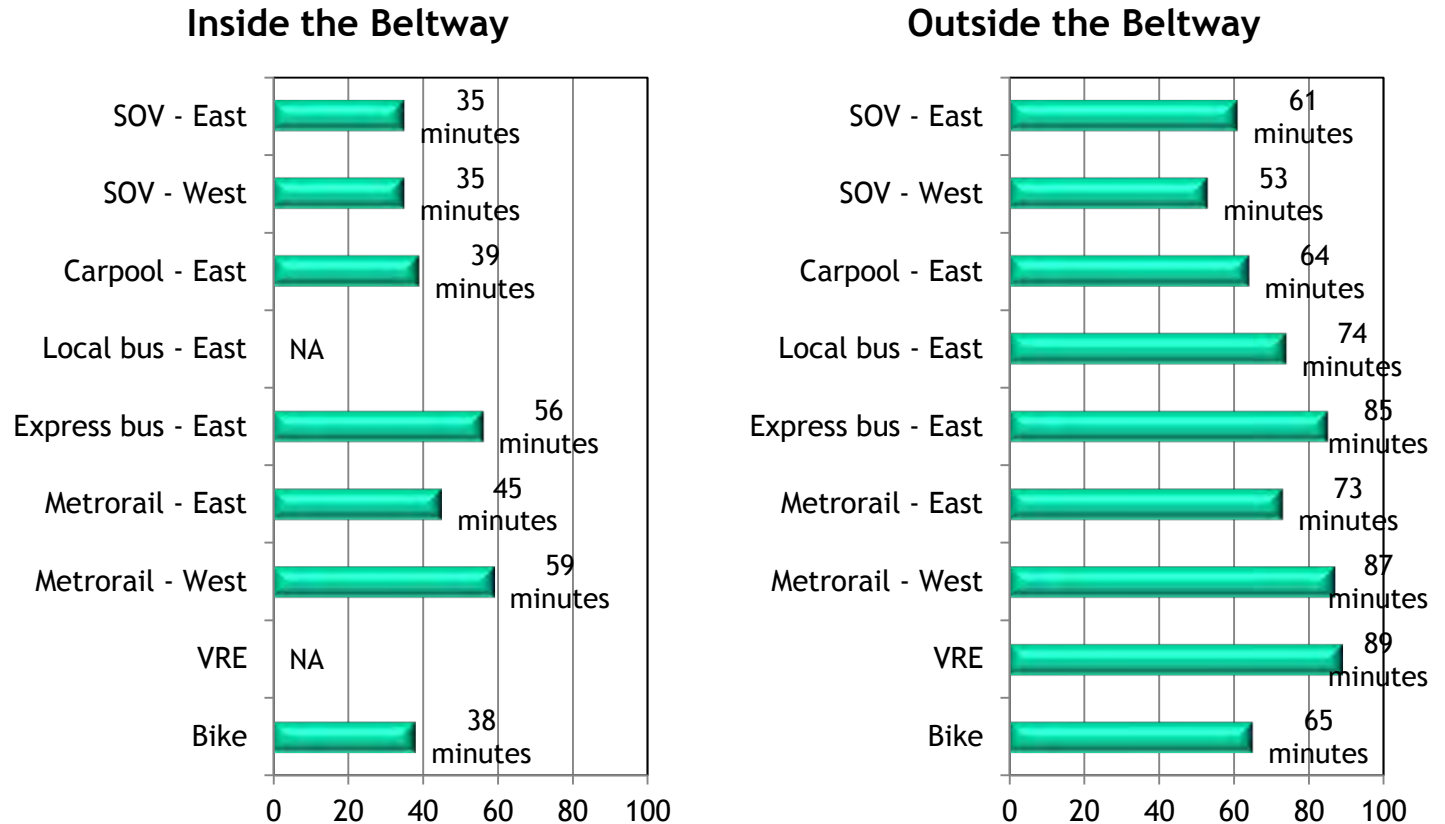
	Inside the Beltway				Outside the Beltway			
	<u>Before 6:30 am</u>	<u>6:30 - 7:30 am</u>	<u>7:30 - 8:30 am</u>	<u>8:30 - 9:30 am</u>	<u>Before 6:30 am</u>	<u>6:30 - 7:30 am</u>	<u>7:30 - 8:30 am</u>	<u>8:30 - 9:30 am</u>
SOV - East	24%	17%	24%	31%	49%	14%	13%	15%
Carpool - East	8%	37%	46%	9%	24%	43%	28%	6%
Local bus - East	NA	NA	NA	NA	28%	46%	23%	4%
Express bus - East	11%	45%	34%	11%	28%	46%	21%	4%

Note 1: Base sizes for inside the Beltway SOV - East and Express Bus are quite small. Interpret with caution.

Note 2: Some for each mode said they entered the HOV lanes after 9:30 am.

Q73. About what time most mornings do you typically enter the HOV lanes on I-66 inside the Beltway?

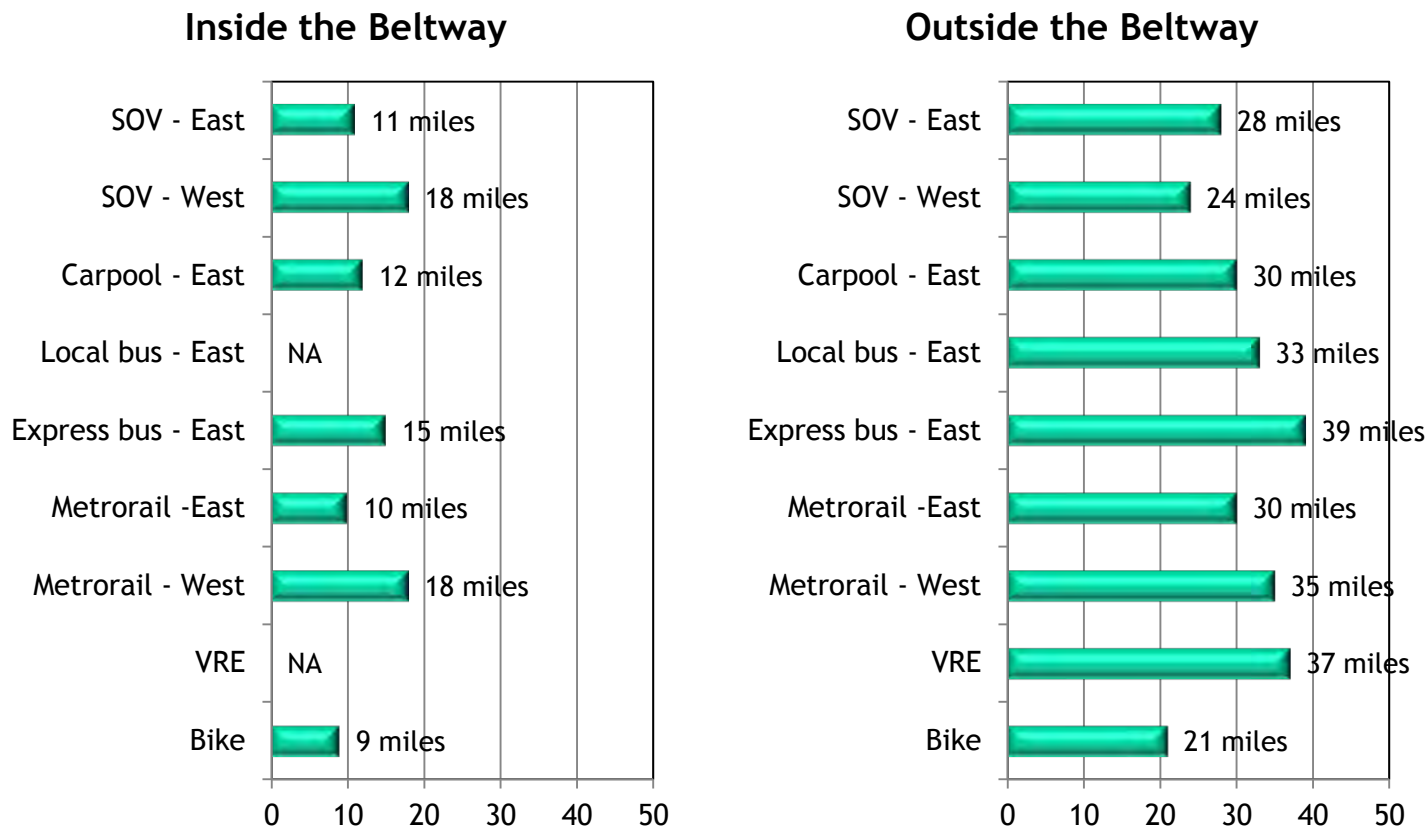
# Commuters Who Live Outside the Beltway Have Longer Commutes (in Minutes), Especially Express Bus Riders, Westbound Metrorail Riders and VRE Riders



Q55. On average, about how many minutes long is your total morning commute, door-to-door?

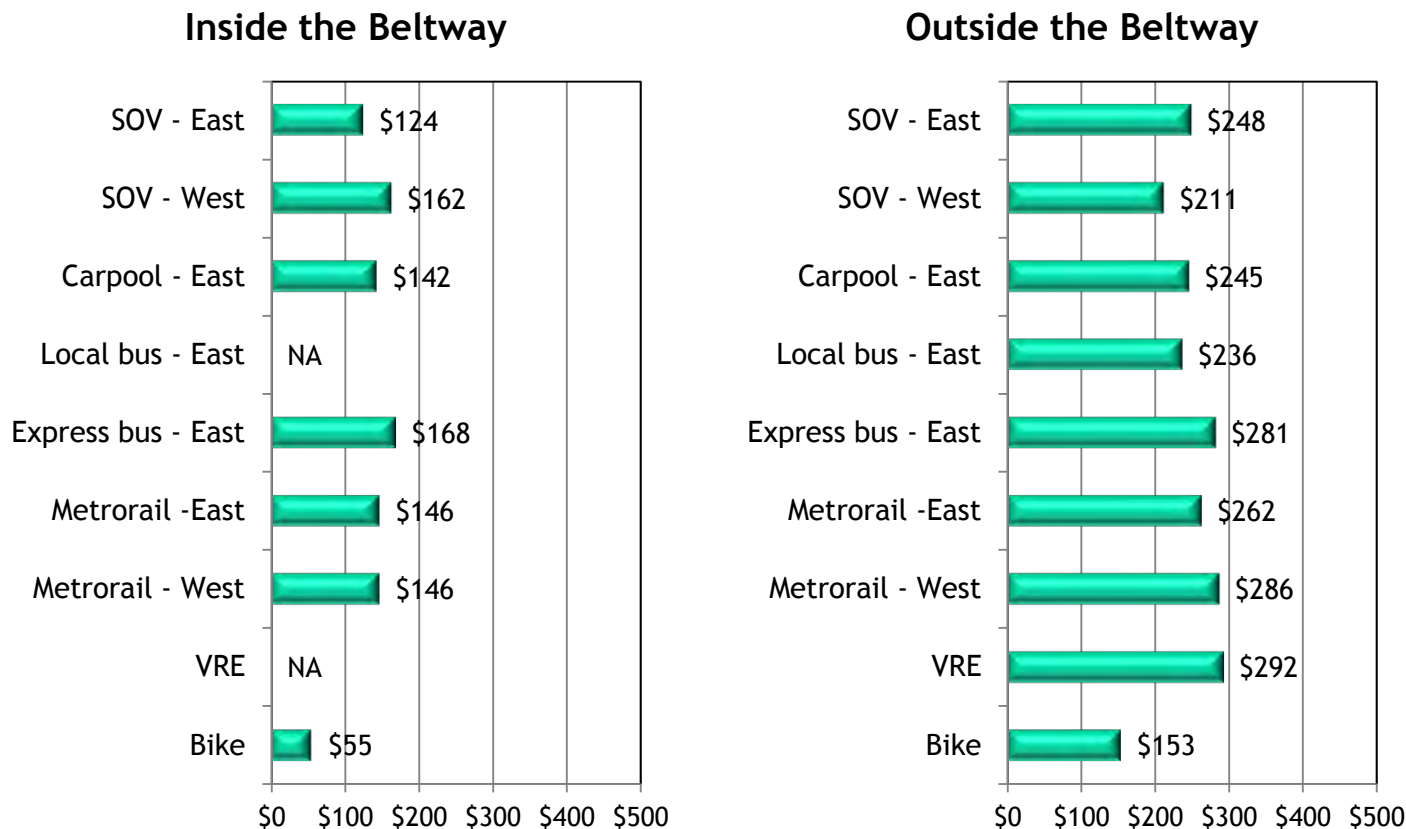


## Those Who Live Outside the Beltway also Have Longer Commuters in Terms of Distance Traveled



Q56. About how many miles long is your **total** morning commute, door to door?

## The Cost to Commute Is also Greater for those Who Live Outside the Beltway

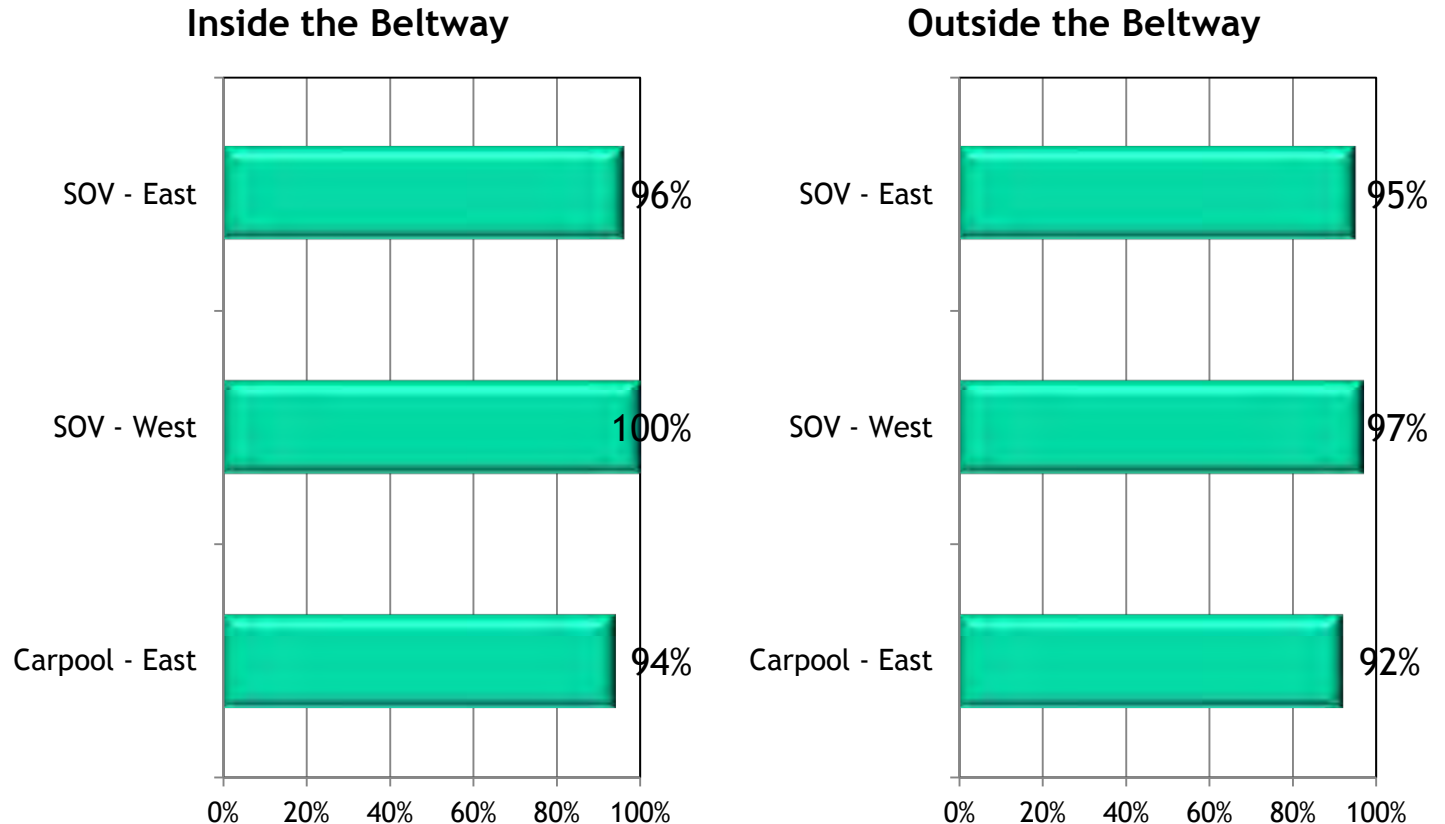


Q56a. About how much is the cost of your commute per month?

## Availability of parking

# Those Living Inside the Beltway and those Living Outside the Beltway Are Equally Likely to Have Parking Available at their Destination

Proportions indicate those who have parking available.



Q57. Is parking available at your destination?

## Pay to park

# Westbound SOVers - Both those Living Inside the Beltway and those Living Outside the Beltway - Are Most Likely to Have Free Parking

	Inside the Beltway			Outside the Beltway		
	Have to pay for parking and <u>use the lot</u>	Have to pay for parking but do not use the <u>lot</u>	No charge for <u>parking</u>	Have to pay for parking and <u>use the lot</u>	Have to pay for parking but do not use the <u>lot</u>	No charge for <u>parking</u>
SOV - East	55%	5%	41%	39%	4%	57%
SOV - West	9%	1%	90%	19%	0%	81%
Carpool - East	52%	21%	27%	47%	10%	43%

Question asked of those who said they have parking available.

Q58. Do you have to pay to park?



Detailed  
Findings



Perceptions of I-66

## Perceptions of I-66 corridor

For the Most Part, Commuters Who Live Outside the Beltway Are More Critical of I-66 Congestion than those Who Live Inside the Beltway; and, They Are Less Likely to Believe that there Are Enough Transportation Options in the Corridor - But, Both those Who Live Outside the Beltway and those Inside the Beltway Believe there Are Congestion Problems in the Corridor

	Inside the Beltway			Outside the Beltway		
	Due to congestion, more difficult to travel I-66	Congestion makes it difficult to predict how long trip will take	Are enough transportation options in the corridor	Due to congestion, more difficult to travel I-66	Congestion makes it difficult to predict how long trip will take	Are enough transportation options in the corridor
SOV - East	78%	78%	20%	95%	93%	15%
SOV - West	89%	82%	19%	87%	90%	19%
Carpool - East	73%	71%	32%	94%	91%	16%
Local bus - East	NA	NA	NA	94%	89%	23%
Express bus - East	71%	81%	27%	88%	84%	23%
Metrorail - East	72%	73%	33%	92%	89%	20%
Metrorail - West	71%	69%	28%	84%	88%	16%
VRE	NA	NA	NA	93%	95%	19%
Bike	54%	55%	33%	76%	77%	30%

Q69. To what extent do you agree with each of the following statements about travel in the I-66 corridor? Please use a scale of 1 to 5 for your answers, where “1” means that you “do not agree at all” and “5” means that you “agree very much” that the statement describes travel in the I-66 corridor.



# Detailed Findings



**HOV Lanes on I-66**

## Demand Discount Factor

*Many of the following slides report stated likelihood of usage of specific transit and TDM enhancements and alternatives or travel options. Research on research indicates that respondents often overstate their likelihood of usage in research surveys. A demand discount factor has been developed that allows researchers to more accurately project behavior.*

*This demand discount factor has been applied to the measures reported on the following slides when a 5-point “likelihood” scale is used, as appropriate. The values obtained by applying the demand discount factor are reported in (red parentheses).*

## Opinions of HOV on I-66

(continued on  
next slide)

When Combining Location of Residence and Mode, It Is Difficult to Identify Specific Patterns in Terms of Recognizing the Benefits of HOV on I-66; But, Eastbound Express Bus Riders Who Live Outside the Beltway Seem Most Likely to Believe that the HOV Lanes Save Time and Lessen Stress; Eastbound Carpoolers both Inside and Outside the Beltway Also Recognize these Benefits; SOVers Outside the Beltway Are Less Likely to Believe the HOV Lanes Save Time or Lessen Stress than SOVers Inside the Beltway

	Inside the Beltway				Outside the Beltway			
	Using HOV saves time	HOV makes it difficult to travel through corridor	Hybrid exemption should be removed	Using HOV lanes lessens stress	Using HOV saves time	HOV makes it difficult to travel through corridor	Hybrid exemption should be removed	Using HOV lanes lessens stress
SOV - East	63%	35%	32%	57%	45%	47%	43%	37%
SOV - West	NA	30%	34%	NA	NA	19%	31%	NA
Carpool - East	75%	13%	44%	62%	70%	15%	56%	51%
Local bus - East	NA	NA	NA	NA	57%	25%	55%	38%
Express bus - East	51%	15%	31%	45%	76%	21%	51%	60%
Metrorail - East	NA	17%	34%	NA	NA	32%	50%	NA
Metrorail - West	NA	15%	38%	NA	NA	31%	39%	NA
VRE	NA	NA	NA	NA	NA	31%	49%	NA
Bike	NA	13%	39%	NA	NA	14%	44%	NA

## Opinions of HOV on I-66

(continued from  
previous slide)

There Are No Distinctive Patterns for these Perceptions of HOV on I-66; Eastbound Carpoolers and Express Bus Riders Who Live Outside the Beltway Are Most Likely to Support Adding at Least One HOV Lane in Each Direction

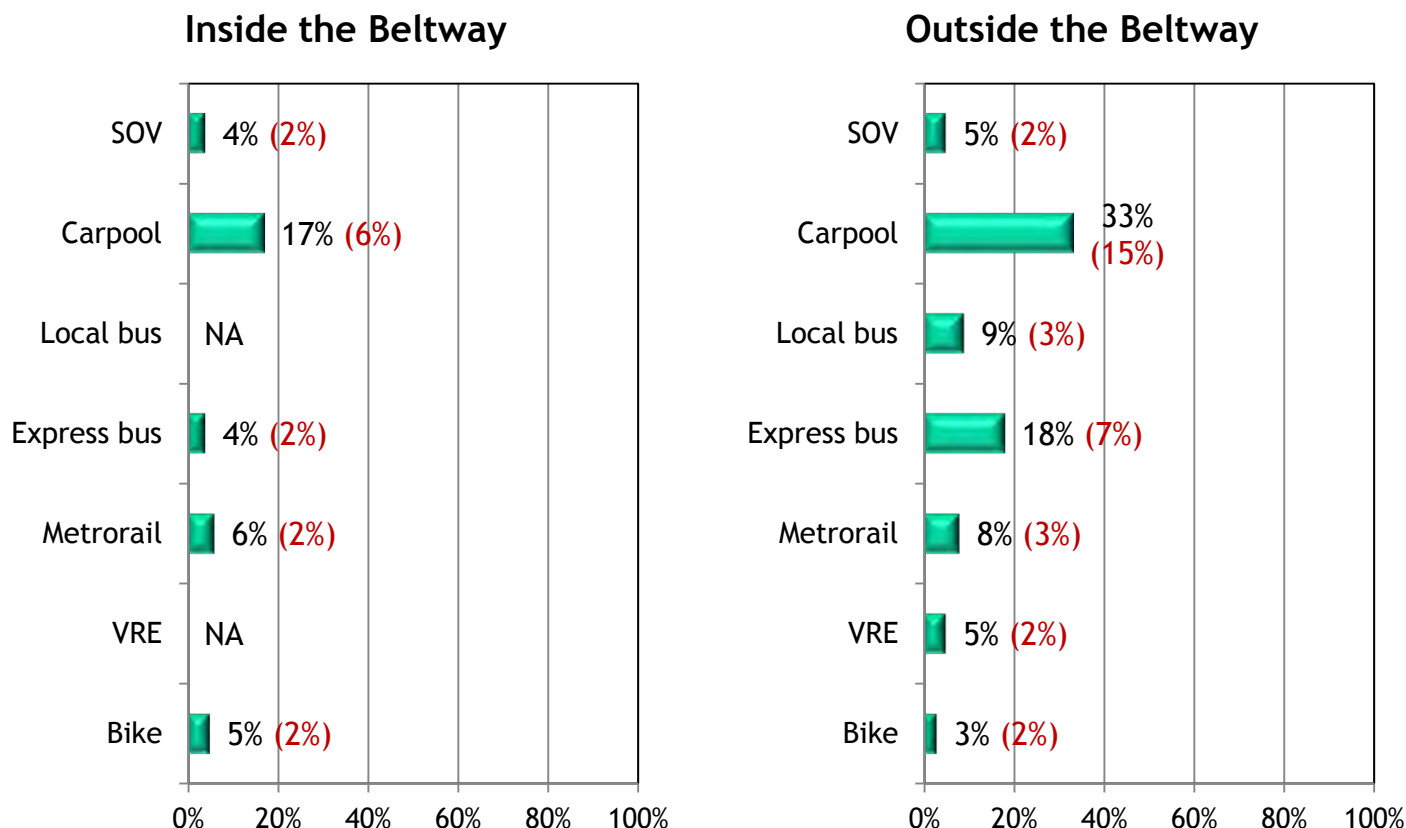
	Inside the Beltway					Outside the Beltway				
	Enforce- ment of HOV is ade- quate	Should add one or more HOV lanes/ each direction	HOV lessens impact of conges- tion	Have concerns about safety of HOV on I-66	Should be changed to HOV-3	Enforce- ment of HOV is ade- quate	Should add one or more HOV lanes/ each direction	HOV lessens impact of conges- tion	Have concerns about safety of HOV on I-66	Should be changed to HOV-3
SOV - East	34%	26%	36%	8%	11%	39%	38%	25%	17%	13%
SOV - West	27%	29%	30%	10%	12%	32%	31%	41%	16%	9%
Carpool - East	32%	39%	66%	10%	10%	30%	68%	57%	16%	14%
Local bus - East	NA	NA	NA	NA	NA	25%	57%	44%	13%	23%
Express bus - East	17%	30%	49%	9%	21%	34%	62%	54%	15%	31%
Metrorail - East	22%	28%	48%	8%	21%	31%	55%	45%	17%	24%
Metrorail - West	27%	40%	45%	8%	24%	32%	46%	36%	20%	14%
VRE	NA	NA	NA	NA	NA	30%	41%	34%	22%	18%
Bike	21%	18%	57%	6%	35%	14%	28%	44%	5%	33%

Q74. To what extent do you agree with each of the following statements about the HOV lanes on I-66 inside the Beltway? Please use a scale of 1 to 5 for your answers where "1" means that you "do not agree at all" and "5" means that you "agree very much."

66 Multimodal Study

**Impact of  
changing  
morning  
HOV hours  
-  
Eastbound  
morning  
commuters  
who do not  
currently  
use HOV**

**Among Commuters Who Do Not Currently Use the HOV Lanes,  
Lengthening the Hours of Enforcement Would Be Most Likely  
to Attract Carpoolers as New Users of the HOV Lanes --  
Especially among Commuters Who Live Outside the Beltway**

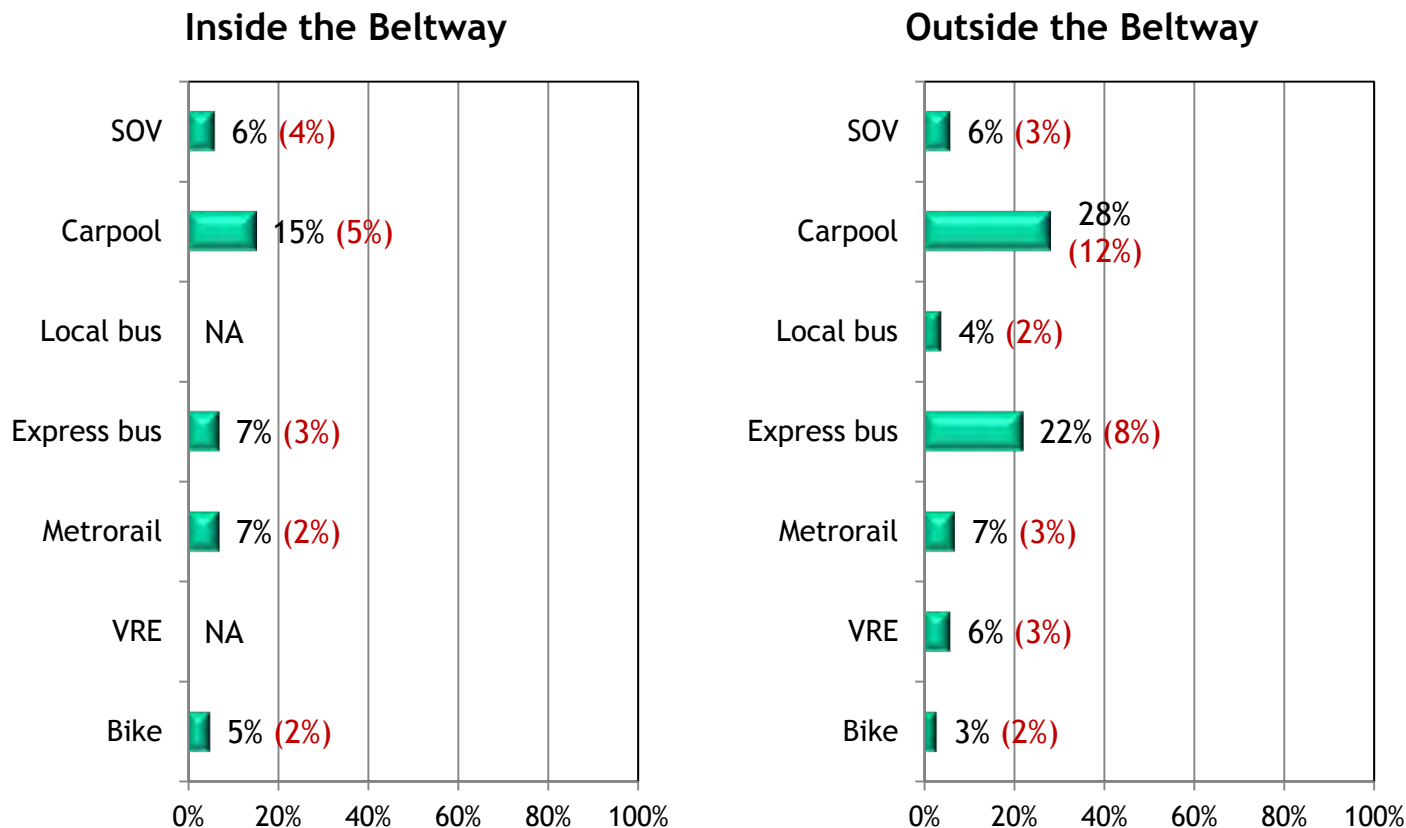


Q78. Assume that the HOV lane restrictions eastbound on I-66 inside the Beltway went into effect at 5:30 a.m. and stayed in effect until 9:30 a.m., instead of going into effect at 6:30 a.m. and staying in effect until 9:00 a.m. as they now do. How likely would you be to use the eastbound HOV lanes inside the Beltway for your morning commute if they went into effect at 5:30 a.m. instead of 6:30 a.m. and stayed in effect until 9:30 a.m. instead of 9:00 a.m.?

Impact of  
changing  
afternoon  
HOV hours

Westbound  
afternoon  
commuters  
who do not  
currently  
use HOV

# Changing the Afternoon Hours of HOV Would Also Most Likely Enhance the Appeal of HOV to Carpoolers Who Live Outside the Beltway - along with Some Express Bus Riders Who Live Outside the Beltway



Q79. Assume that the HOV lane restrictions westbound on I-66 inside the Beltway went into effect at 3:00 p.m. and stayed in effect until 7:00 p.m., instead of staying in effect from 4:00 p.m. until 6:30 p.m., as they now do. How likely would you be to use the westbound HOV lanes inside the Beltway for your afternoon commute if they went into effect at 3:00 p.m. and stayed in effect until 7:00 p.m.?



**Likelihood  
of using  
HOV lanes  
under  
various  
conditions**  
(continued on  
next slide)

Whether They Live Inside the Beltway or Outside, the Most Persuasive HOV Condition or Benefit Listed below Is Saving Time; Generally, Commuters from Outside the Beltway Are More Persuaded by All of the Conditions and Benefits Listed Below

	Inside the Beltway				Outside the Beltway			
	<u>Save time</u>	<u>Lessen stress</u>	<u>One HOV/bus lane added each direction</u>	<u>Hybrid exemption removed</u>	<u>Save time</u>	<u>Lessen stress</u>	<u>One HOV/bus lane added each direction</u>	<u>Hybrid exemption removed</u>
SOV - East	37% (16%)	28% (11%)	11% (5%)	8% (3%)	43% (18%)	36% (15%)	15% (6%)	13% (6%)
SOV - West	25% (10%)	20% (8%)	7% (2%)	5% (2%)	NA	NA	NA	NA
Carpool - East	42% (18%)	29% (13%)	22% (8%)	13% (7%)	51% (20%)	42% (19%)	32% (16%)	39% (18%)

Q77. How likely would you be to use the HOV lanes for your commute at least occasionally if:

**Likelihood  
of using  
HOV lanes  
under  
various  
conditions**  
(continued from  
previous slide)

# Commuters Who Live Outside the Beltway Are More Likely to Use the HOV Lanes Based on these Conditions and Benefits; Making It Easier to Find a Carpool Partner Is the Most Compelling Feature; Changing HOV to HOV-3 Is Least Compelling

	Inside the Beltway					Outside the Beltway				
	Easier to find carpool partner	Instant carpooling by smart-phone	Informal carpooling at designated locations	HOV lanes safer	Changed to HOV-3	Easier to find carpool partner	Instant carpooling by smart-phone	Informal carpooling at designated locations	HOV lanes safer	Changed to HOV-3
SOV - East	20% (8%)	17% (7%)	16% (6%)	8% (3%)	3% (1%)	28% (12%)	23% (10%)	21% (9%)	13% (5%)	5% (2%)
SOV - West	13% (5%)	11% (4%)	9% (3%)	4% (2%)	2% (1%)	NA	NA	NA	NA	NA
Carpool - East	9% (3%)	11% (5%)	8% (3%)	11% (4%)	6% (2%)	15% (5%)	24% (14%)	18% (8%)	24 % (12%)	12% (5%)

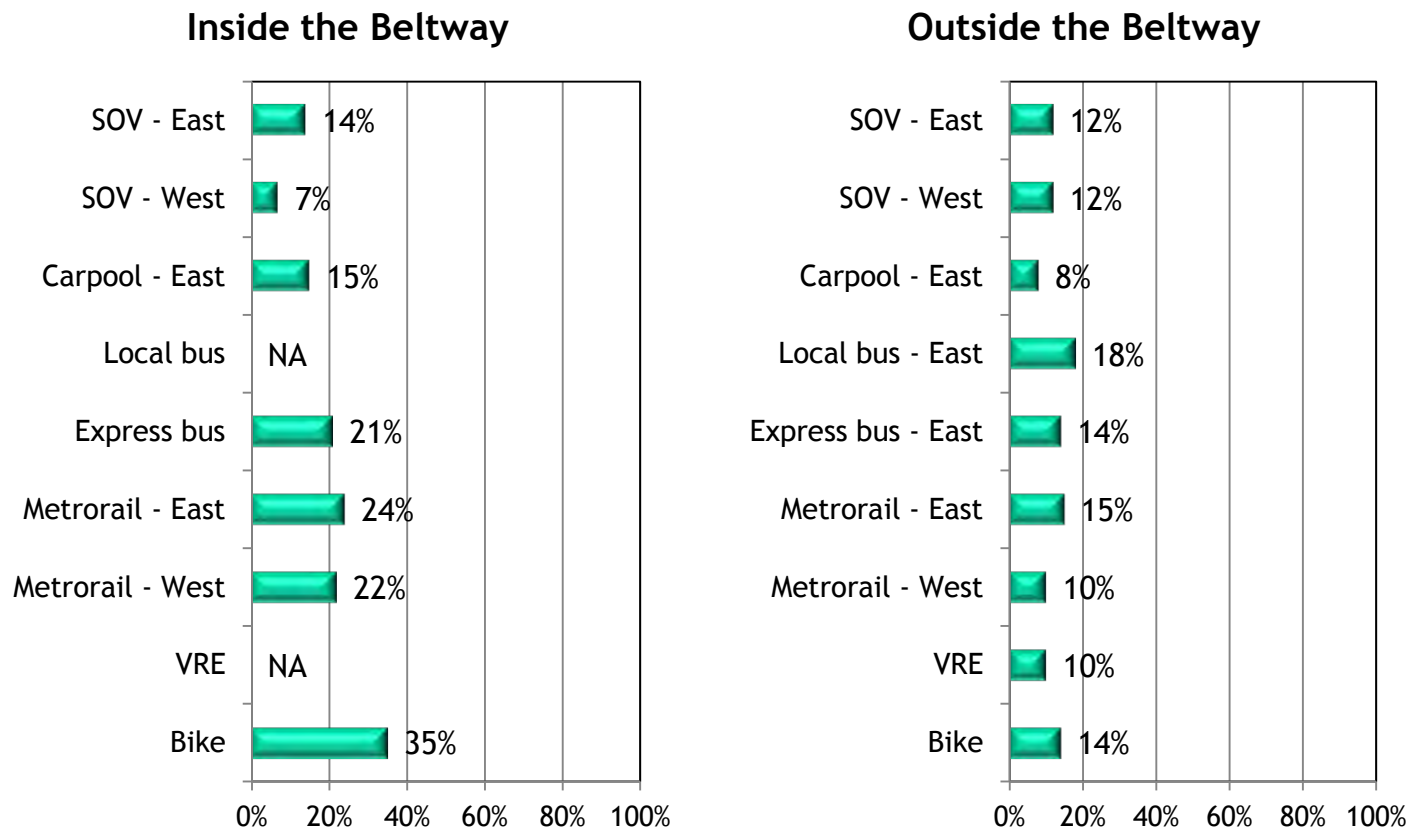
Q77. How likely would you be to use the HOV lanes for your commute at least occasionally if:



Detailed  
Findings

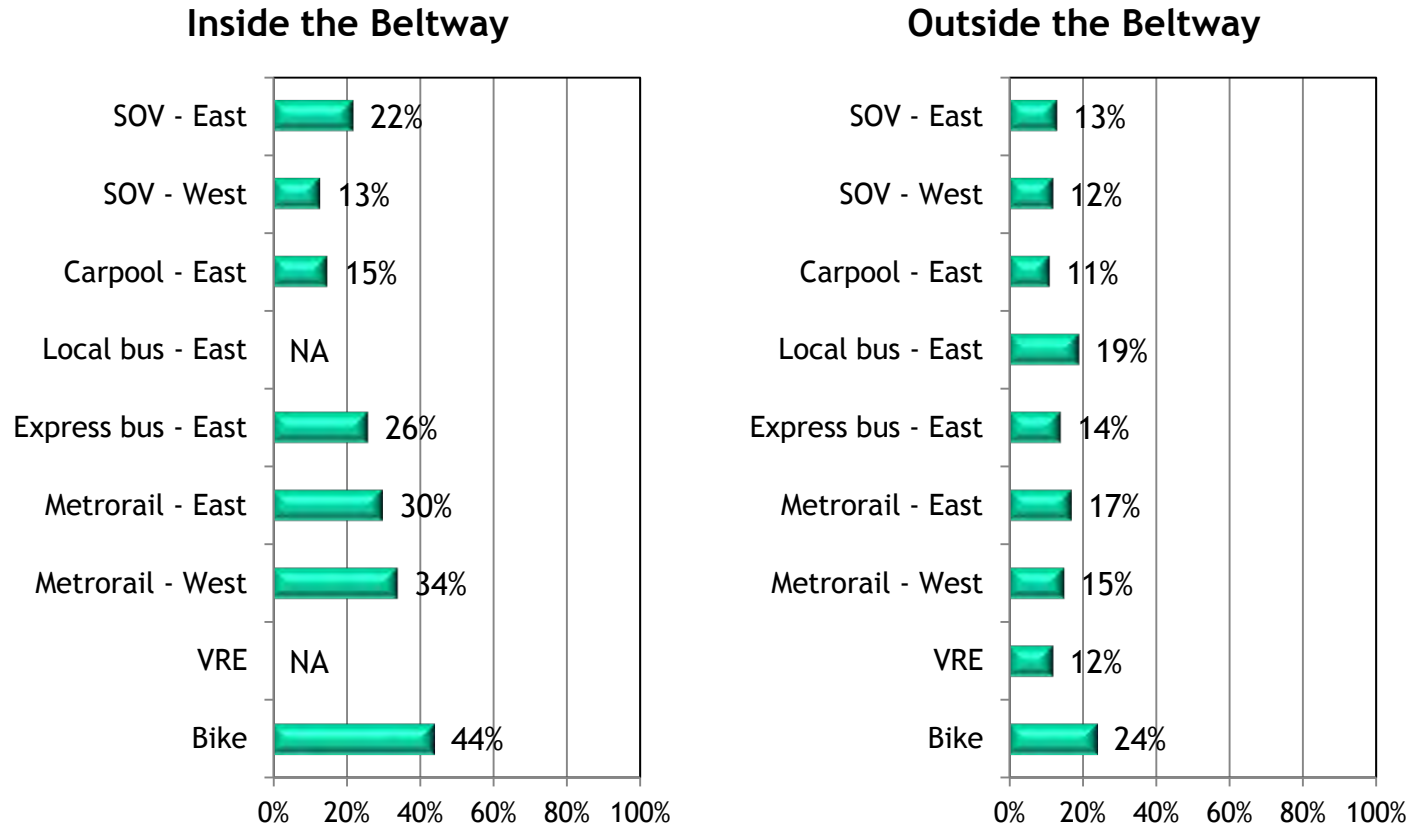
**Proposed Changes to I-66**

## Support for Tolls on I-66 Is Not Strong among those Living Inside or Outside the Beltway; But Generally, Slightly Greater Support Is Posted for those Inside the Beltway



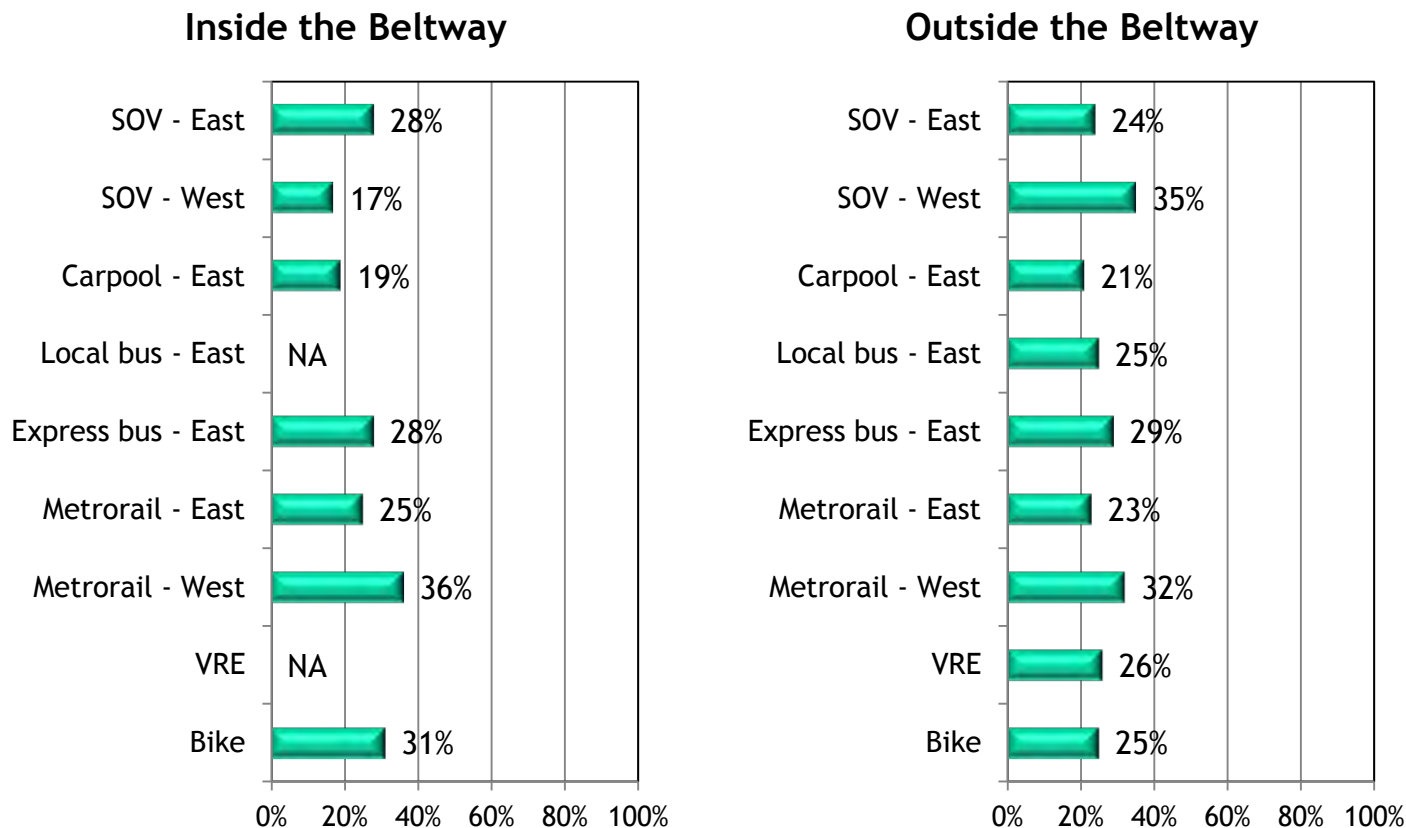
Q80. Assume that a toll is put in place for all traffic on I-66. All vehicles would pay a toll to travel on I-66. How supportive would you be of putting a toll on I-66? By supportive, we mean that you believe that tolling should be put in place inside the Beltway on I-66.

## Similarly, Support for Congestion Priced Tolling Is Low - and Is Higher among those Living Inside the Beltway



Q80a. [Description of congestion priced tolling] How supportive would you be of pricing possible tolls on I-66 using a congestion pricing approach? By supportive, we mean that you believe that congestion priced tolling should be put in place for tolls inside the Beltway on I-66.

## Support for HOT Lanes on I-66 Runs from 17-35% across All Groups



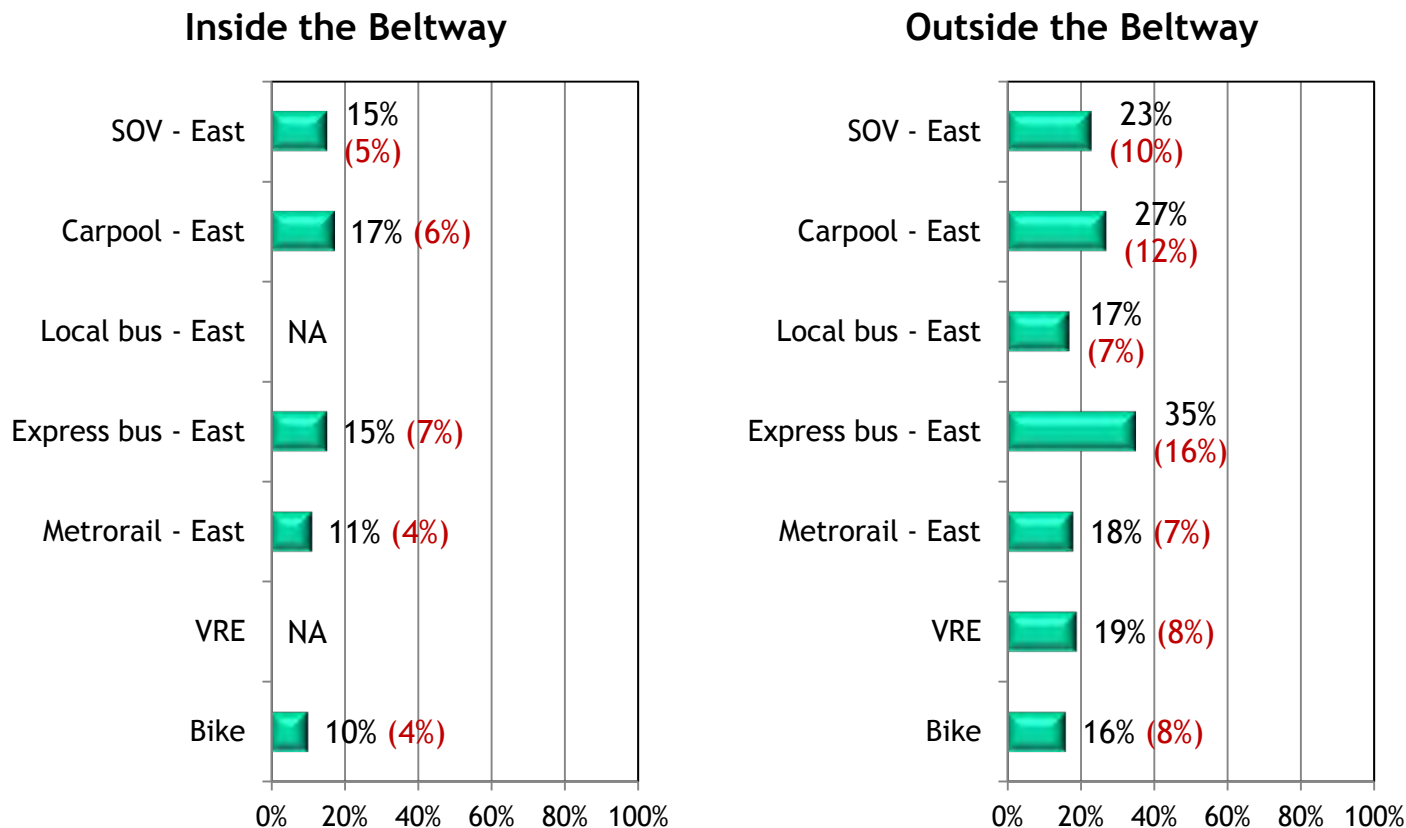
Q82. [Explanation of HOT lanes.] How supportive are you of implementing HOT lanes on I-66 inside the Beltway, 7 days a week, 24 hours a day? By supportive, we mean that you believe HOT lanes should be put in place on I-66 inside the Beltway.



Likelihood  
of using  
eastbound  
HOT lanes  
for  
morning  
commute

Question  
asked only  
of those  
who travel  
east in the  
morning.

## Likelihood of Using Eastbound HOT Lanes Is Greatest among those Who Live Outside the Beltway, Especially Express Bus Riders

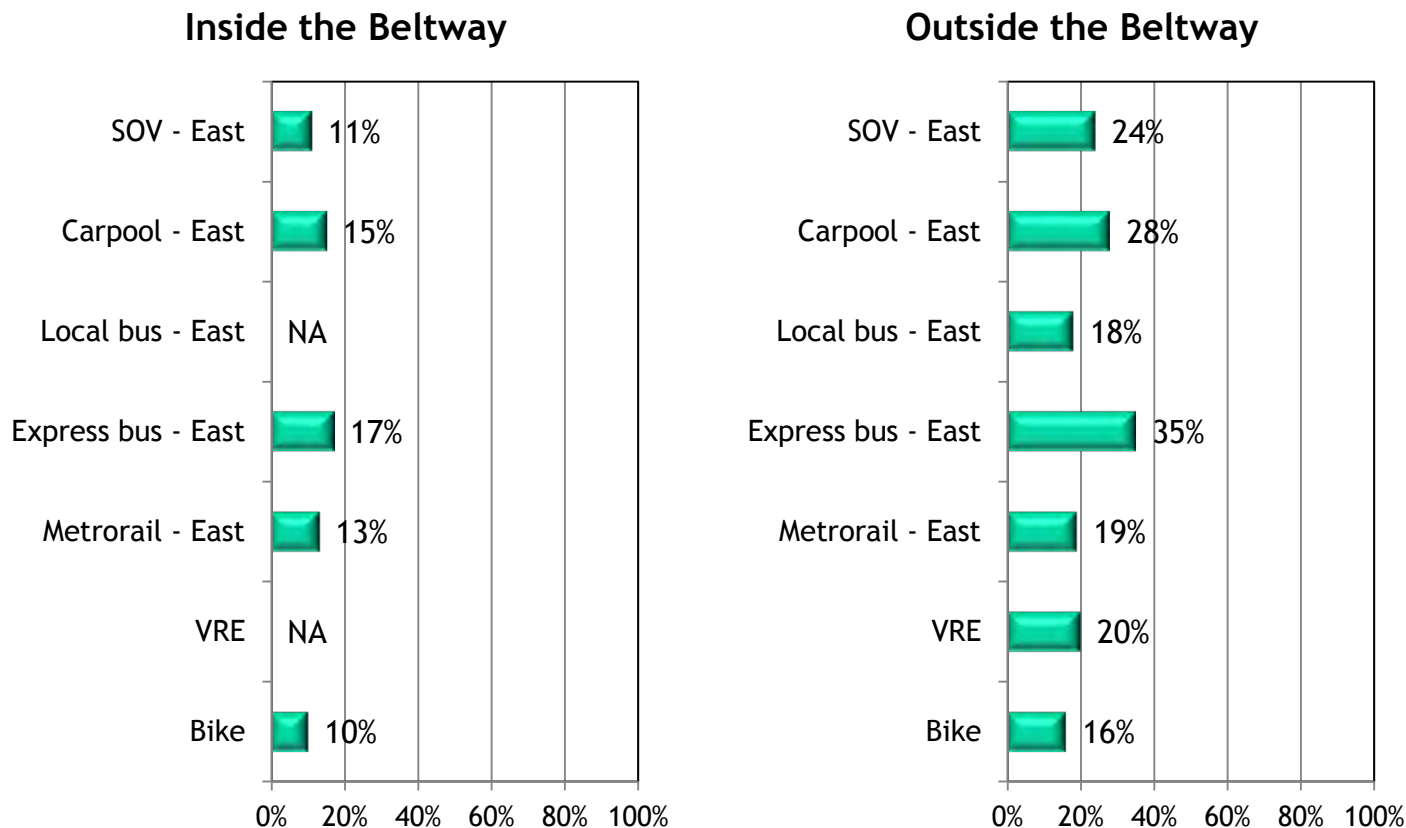


Q83. How likely would you be to use HOT lanes at least occasionally for your morning commute if they were put in place on eastbound I-66 inside the Beltway?

Likelihood  
of using  
westbound  
HOT lanes  
for  
afternoon  
commute

Question  
asked only  
of those  
who travel  
east in the  
morning.

## For Afternoon Westbound HOT Lanes, Likelihood of Usage Is also Greatest among those Who Live Outside the Beltway, Especially Express Bus Riders



Q84. How likely would you be to use HOT lanes at least occasionally for your afternoon commute if they were put in place on westbound I-66 inside the Beltway?



Detailed  
Findings



**Roadway Changes**

## Support for I-66 changes

In General, Commuters Who Live Outside the Beltway Are Slightly More Supportive of Changes to I-66, Especially those that Would Impact the Morning Eastbound Commute; Express Bus Riders Who Live Outside the Beltway Are Especially Supportive of Adding New HOV/Bus Lanes and a New Bus-Only Lane; SOVers Express Less Support for Most Changes

	Inside the Beltway				Outside the Beltway			
	Add new HOV/bus lanes	Add new bus-only lane	HOV-2 westbound in AM	Increase to HOV-3 eastbound	Add new HOV/bus lanes	Add new bus-only lane	HOV-2 westbound in AM	Increase to HOV-3 eastbound
SOV - East	31%	26%	21%	13%	30%	26%	15%	12%
SOV - West	27%	24%	9%	12%	35%	34%	18%	19%
Carpool - East	42%	32%	31%	14%	57%	38%	29%	11%
Local bus - East	NA	NA	NA	NA	63%	62%	35%	28%
Express bus - East	45%	56%	31%	33%	76%	80%	29%	38%
Metrorail - East	39%	39%	29%	24%	54%	53%	26%	26%
Metrorail - West	43%	48%	41%	36%	52%	54%	23%	21%
VRE	NA	NA	NA	NA	44%	39%	22%	23%
Bike	27%	33%	39%	38%	35%	19%	33%	38%

Proportions indicate those who are supportive of each change.

Q88. Numerous suggestions have been made by the public and by officials for changes to I-66 to improve the flow of traffic on I-66 inside the Beltway. How supportive are you of each of these possible changes to I-66 inside the Beltway? By supportive, we mean that you believe that this change should be made.



Detailed  
Findings

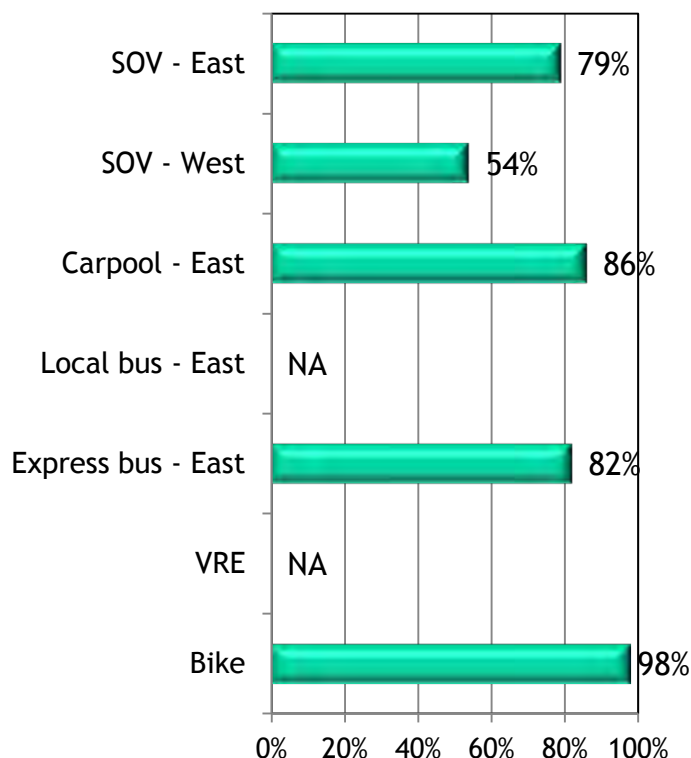


Transit

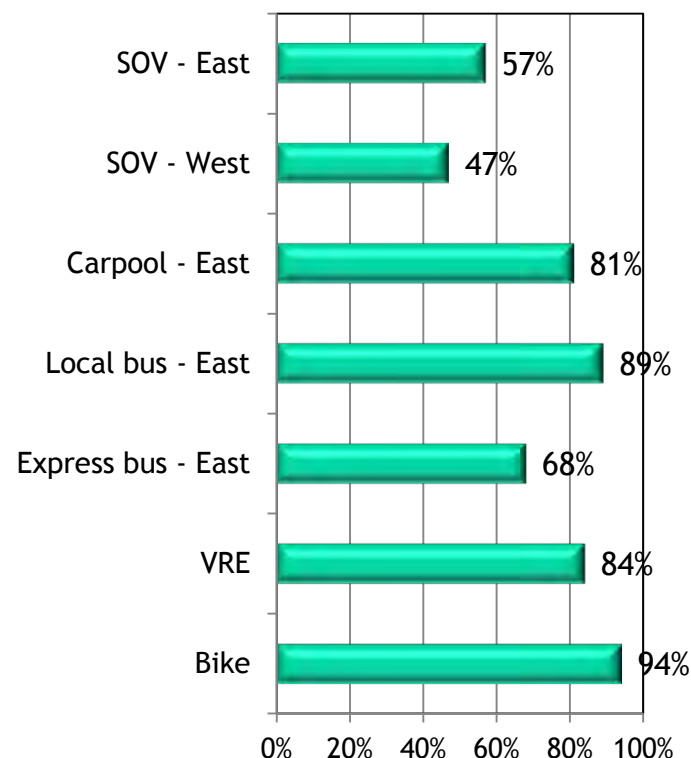
## Many Who Do Not Currently Ride Metrorail Have this Mode Available for their Commute, Both those Who Live Inside the Beltway and those Who Live Outside the Beltway

Question  
asked of  
those who  
do not  
currently  
ride  
Metrorail.

Inside the Beltway



Outside the Beltway



Q89. Is Metrorail available for at least a portion of your commute?

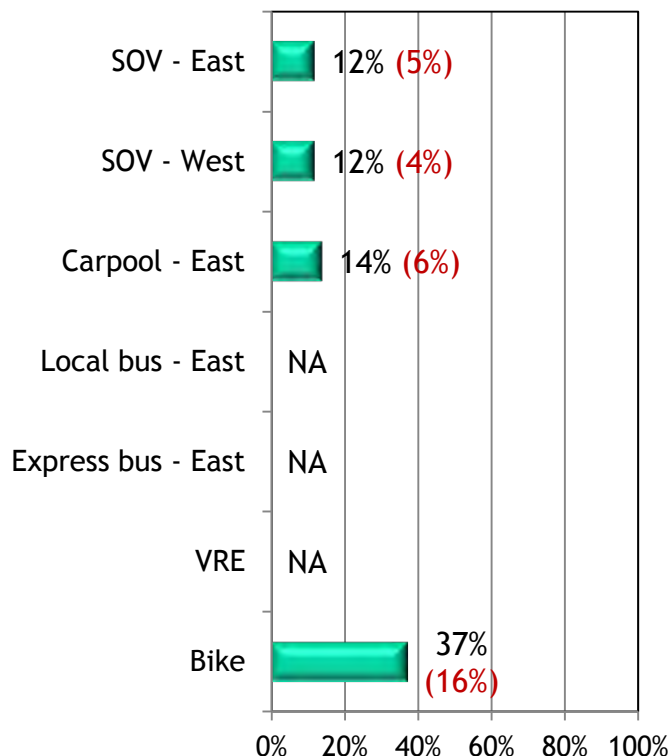


Likelihood  
of riding  
Metrorail

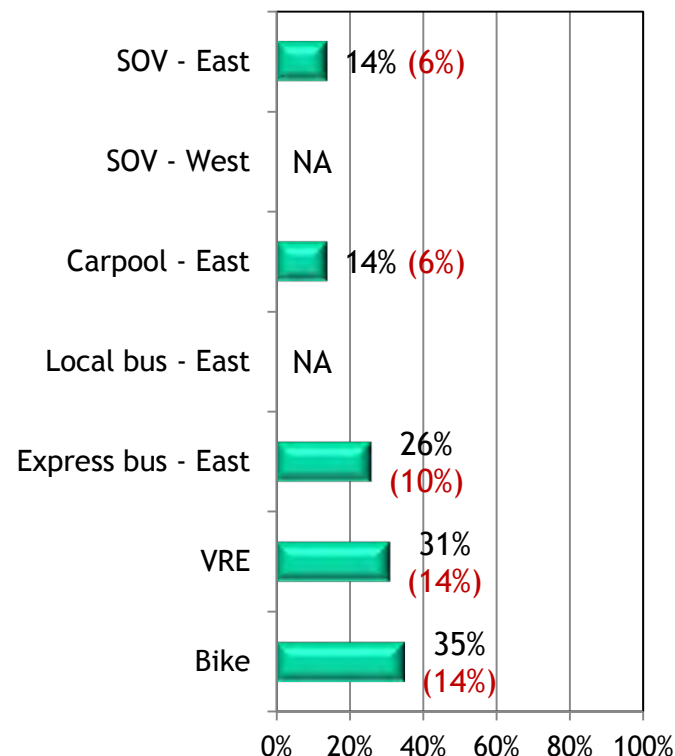
# Likelihood of Riding Metrorail in the Future Is about the Same for those Who Live Inside and Outside the Beltway

Question  
asked of  
those who  
do not  
currently  
ride  
Metrorail  
and it is  
available  
for their  
commute.

Inside the Beltway



Outside the Beltway



Q90. Regardless of the mode of transportation you use today for your commute, how likely are you to use Metrorail for at least part of your commute at least 1-2 days a week in the future? Please use a scale of 1 to 5 for your answer, where "1" means that you are not at all likely and "5" means that you are very likely.

**Likelihood  
of riding  
Metrorail  
under  
various  
conditions**

# Whether They Live Inside or Outside the Beltway, Commuters Are Generally Most attracted to Metrorail If It Is Faster than Their Current Mode

Proportions indicate those who would likely ride Metrorail for each benefit.

	Inside the Beltway						Outside the Beltway					
	If Metro-rail faster	More parking at stations	Trains less crowded	Trains came more often	Cost to ride reduced by 10%	Congestion lengthened 15 min	If Metro-rail faster	More parking at stations	Trains less crowded	Trains came more often	Cost to ride reduced by 10%	Congestion lengthened 15 min
SOV - East	63% (26%)	44% (16%)	41% (16%)	43% (16%)	24% (9%)	31% (11%)	66% (28%)	44% (18%)	34% (13%)	37% (15%)	36% (14%)	23% (9%)
SOV - West	68% (30%)	17% (7%)	19% (7%)	34% (12%)	24% (9%)	25% (9%)	NA	NA	NA	NA	NA	NA
Carpool - East	67% (27%)	31% (12%)	45% (18%)	42% (16%)	22% (9%)	23% (8%)	65% (28%)	39% (14%)	44% (25%)	36% (13%)	35% (14%)	23% (8%)
Local bus - East	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Express bus - East	NA	NA	NA	NA	NA	NA	63%	40%	49%	40%	42%	36%
VRE	NA	NA	NA	NA	NA	NA	65%	57%	53%	41%	43%	33%
Bike	57% (24%)	15% (6%)	48% (20%)	50% (21%)	21% (9%)	29% (11%)	41% (17%)	38% (16%)	41% (17%)	35% (13%)	32% (12%)	19% (8%)

Question asked of those who do not currently ride Metrorail and it is available for their commute.

44 Q91. How likely would you be to use Metrorail for at least part of your commute 1-2 days a week under each of the following conditions?

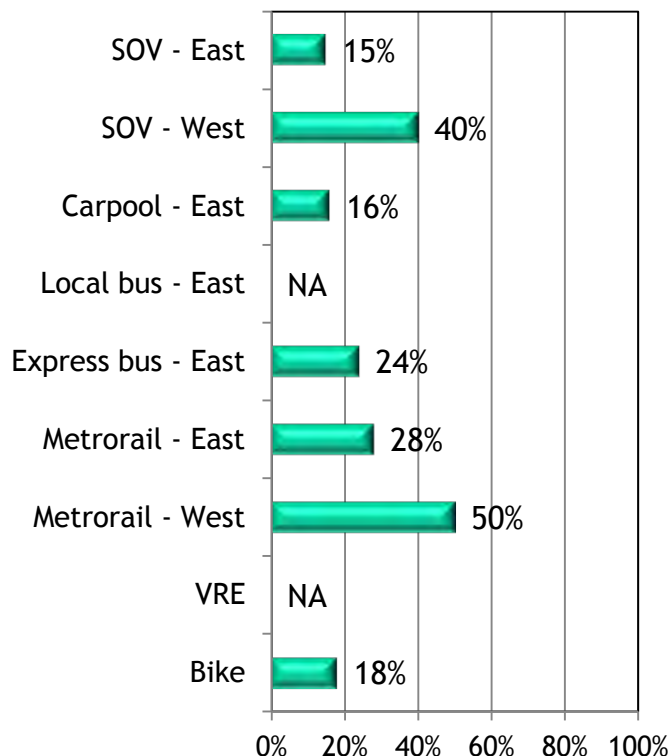
**I-66 Multimodal Study**

**Silver Line  
will be an  
option**

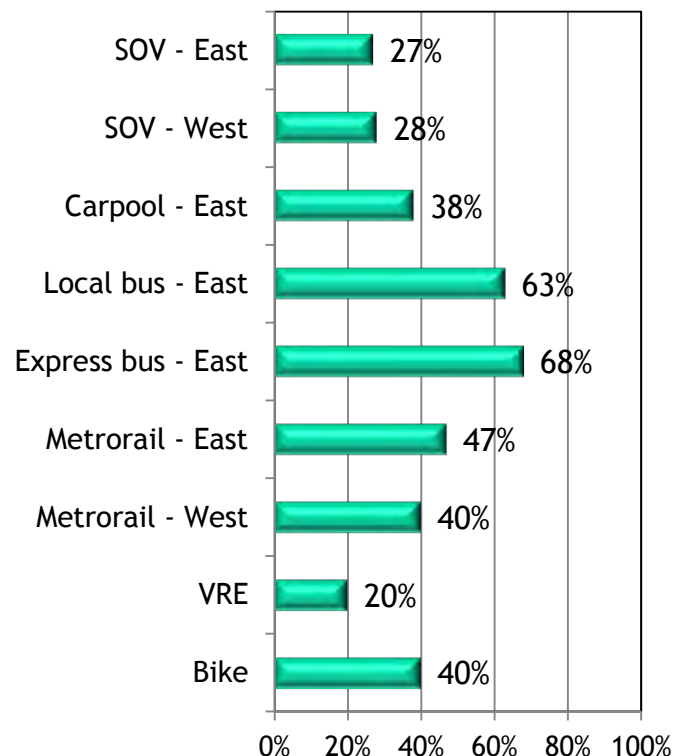
## While the Silver Line Will Be an Option for Both Some Inside and Outside the Beltway, It Will Most Often Be an Option for Local and Express Bus Riders Who Live Outside the Beltway

**Proportions  
indicate  
those who  
say that the  
Silver Line  
will be an  
option for  
them.**

**Inside the Beltway**



**Outside the Beltway**



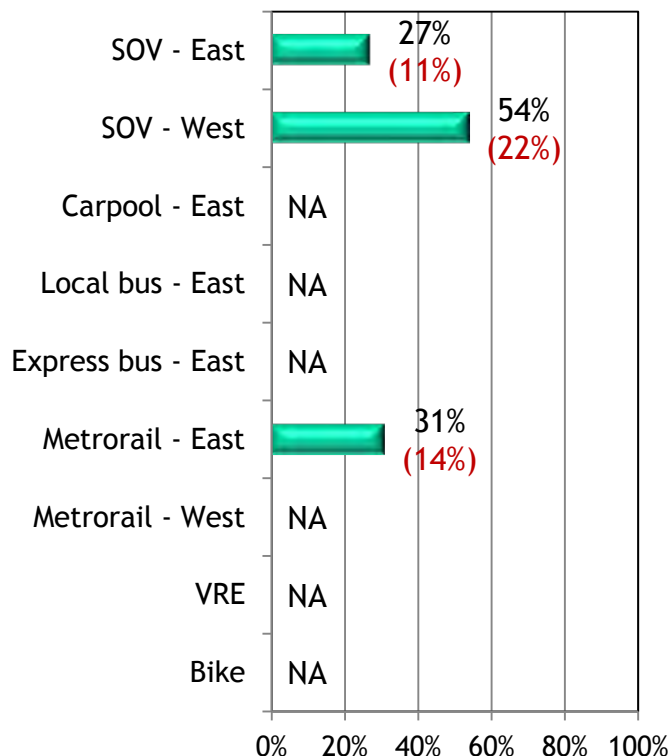
Q92. The Dulles Corridor Metrorail, sometimes called the “Silver Line,” will provide service to Dulles International Airport and Tysons Corner. It is scheduled to open in two phases in 2013 and 2016. When finished, will the “Silver Line” be a transportation option you could use for your commute even if you choose not to use it?

## Likelihood of using Silver Line

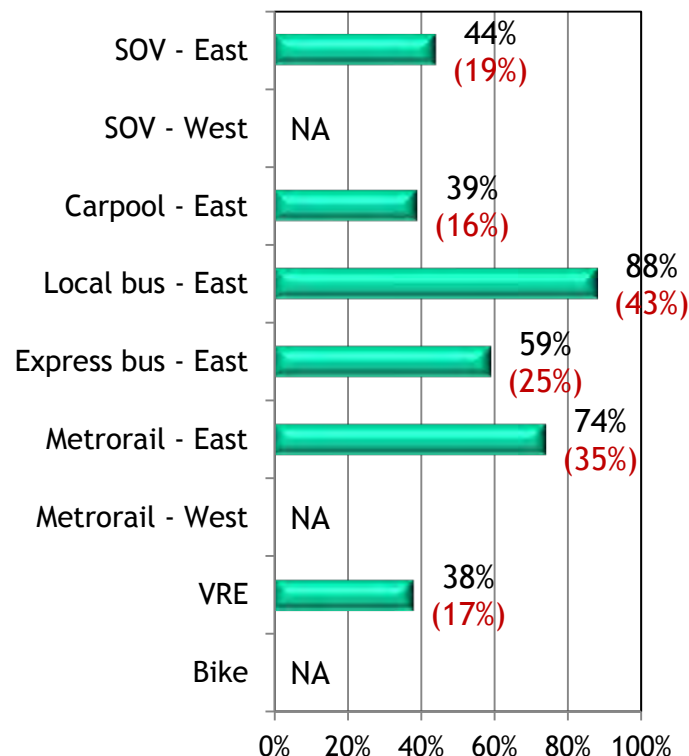
# Likelihood of Riding the Silver Line Is Greatest among Commuters Who Live Outside the Beltway, Especially Current Transit Users

Question asked of those who said Silver Line would be available for their commute.

Inside the Beltway



Outside the Beltway

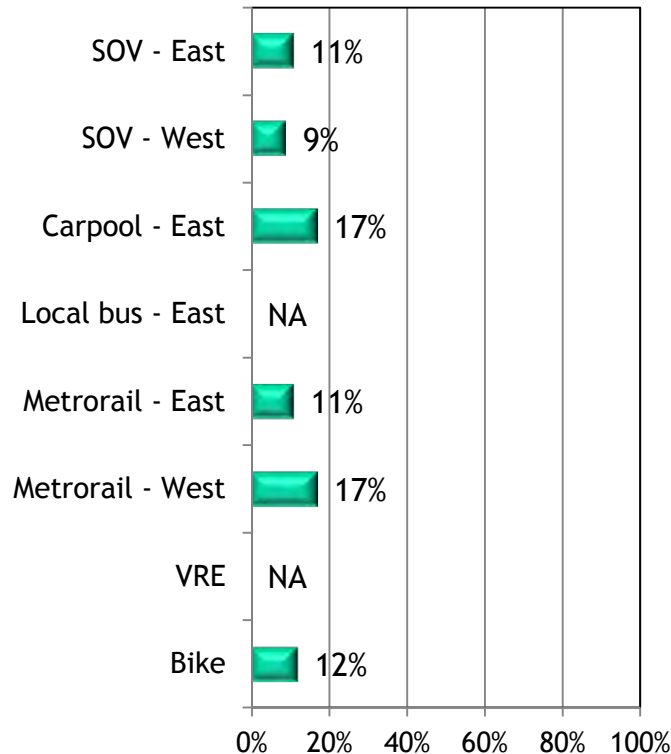


Q93. How likely will you be to use the Dulles Corridor Metrorail (“Silver Line”) for at least part of your commute 1-2 days a week when it opens?

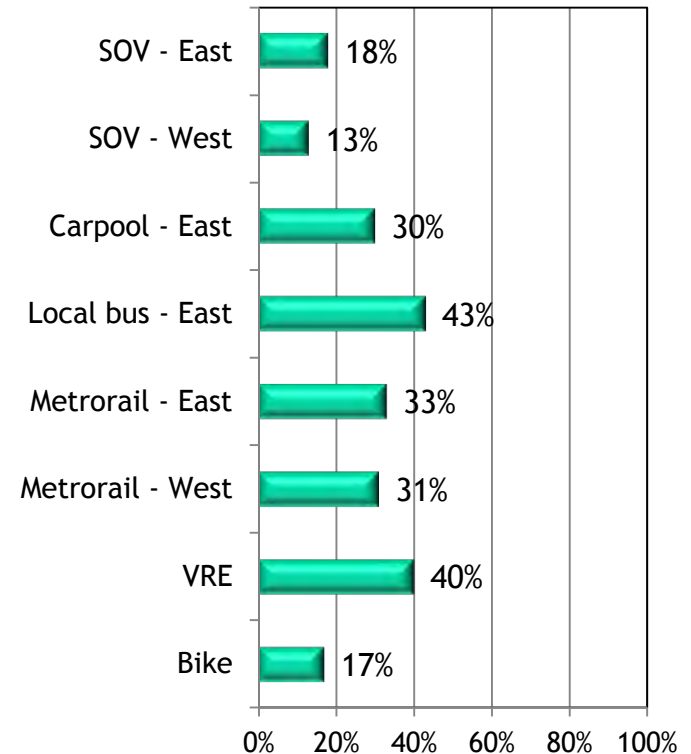
Availability  
of express  
bus

## Among Current Non-users, Express Bus Is More Likely to Be Available for those Who Live Outside the Beltway

Inside the Beltway



Outside the Beltway



Question  
asked of  
those who  
do not  
currently  
ride  
express  
bus.

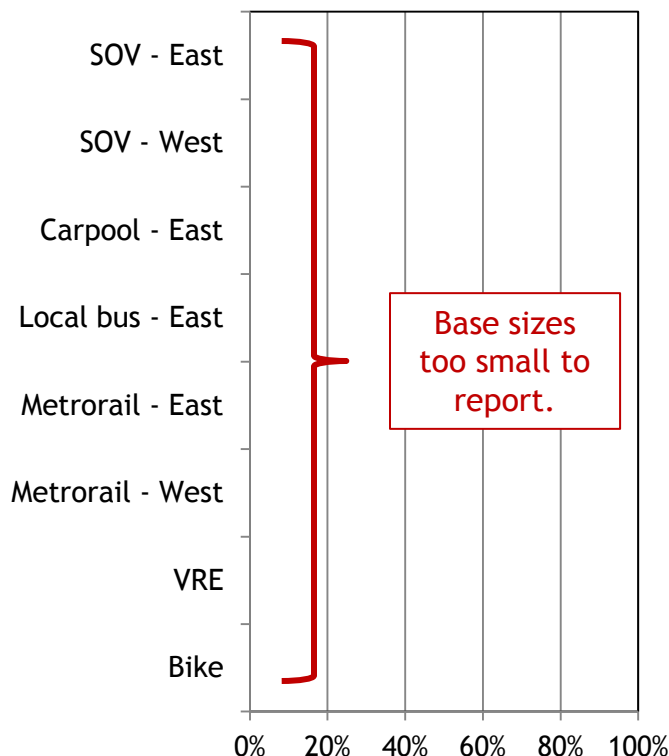
Q94. Is there express bus service reasonably available from the area where you commute? An express bus service is a motorcoach or bus, generally traveling longer distance with limited stops, taking commuters to their destinations. Is express bus service available from the area where you live to your destination that you could use?

Likelihood  
of riding  
express  
bus

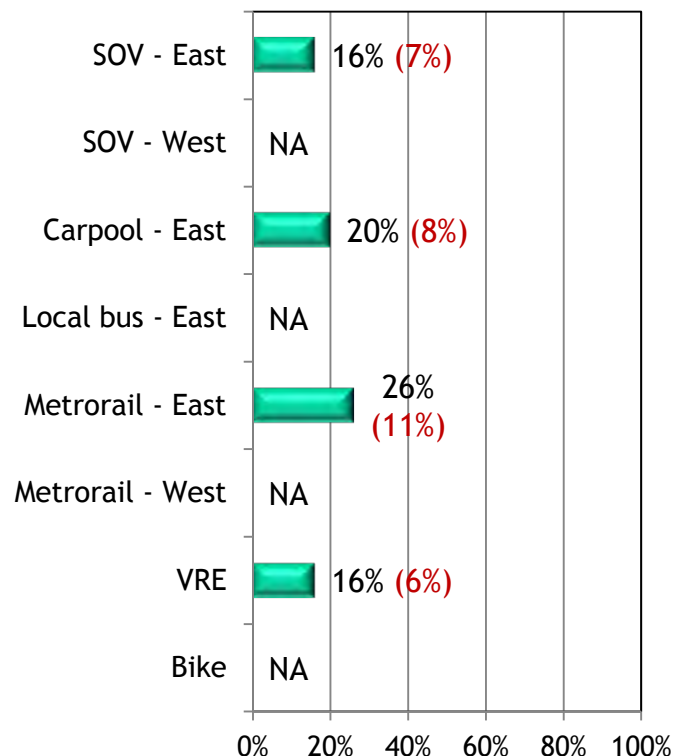
## Among those Who Do Not Currently Use Express Bus Service and It Is Available to Them, 16-26% Say They Are Likely to Use It in the Future

Question  
asked of  
those who  
have  
express  
bus service  
available  
but do not  
currently  
use it.

Inside the Beltway



Outside the Beltway



Q96. Regardless of the mode of transportation you use today for your commute, how likely are you to take an express bus in the future? Please use a scale of 1 to 5 for your answer, where "1" means that you are "not at all likely" and "5" means "very likely."



**Importance  
of express  
bus  
features**  
(continued on  
next slide)

All of the Changes to Express Bus Service Listed below Are Important for Attracting and Maintaining Riders with Importance Ranging from about 50% to over 75%

	Inside the Beltway				Outside the Beltway			
	Bus arrives/ departs on <u>time</u>	More frequent <u>service</u>	Later evening outbound <u>service</u>	Informa- tion available by cell or <u>email</u>	Bus arrives/ departs on <u>time</u>	More frequent <u>service</u>	Later evening outbound <u>service</u>	Informa- tion available by cell or <u>email</u>
SOV - East					61%	57%	55%	47%
SOV - West					NA	NA	NA	NA
Carpool - East					67%	61%	46%	50%
Local bus - East					NA	NA	NA	NA
Metrorail - East					79%	69%	59%	69%
Metrorail - West					NA	NA	NA	NA
VRE					68%	62%	50%	50%
Bike					NA	NA	NA	NA

Base sizes  
too small to  
report.

Question asked of those who have express bus service available but do not currently ride express bus regularly.

49

Q97. Please indicate how important each improvement would be in helping you choose to continue riding express bus service or to increase your usage. Use a scale of 1-5 for your answer where "1" means "not at all important" and "5" means "very important."

# These Changes Have Slightly Less Appeal, But, Still, They Are Important for Increasing the Potential to Use or Continue Using Express Bus Service

**Importance of express bus features**  
(continued from previous slide)

	Inside the Beltway				Outside the Beltway			
	Shuttle bus to pick-up <u>point</u>	New park-and- <u>ride</u>	Shuttle bus to <u>destination</u>	Centralized stations or <u>"hubs"</u>	Shuttle bus to pick-up <u>point</u>	New park-and- <u>ride</u>	Shuttle bus to <u>destination</u>	Centralized stations or <u>"hubs"</u>
SOV - East					43%	44%	41%	40%
SOV - West					NA	NA	NA	NA
Carpool - East					46%	44%	41%	44%
Local bus - East					NA	NA	NA	NA
Metrorail - East					39%	44%	32%	55%
Metrorail - West					NA	NA	NA	NA
VRE					31%	41%	30%	49%
Bike					NA	NA	NA	NA

Base sizes too small to report.

Q97. Please indicate how important each improvement would be in helping you choose to continue riding express bus service or to increase your usage. Use a scale of 1-5 for your answer where "1" means "not at all important" and "5" means "very important."

## Importance of express bus features

(continued from previous/on next slide)

# A Third to a Half Say these Features Are Important for Riding Express Bus; More Midday Service Is Least Compelling - Earlier Outbound Service and More Parking Are Most Compelling

	Inside the Beltway				Outside the Beltway			
	More parking spaces at <u>lot</u>	Earlier afternoon <u>outbound service</u>	Earlier morning <u>inbound service</u>	More midday <u>inbound service</u>	More parking spaces at <u>lot</u>	Earlier afternoon <u>outbound service</u>	Earlier morning <u>inbound service</u>	More midday <u>inbound service</u>
SOV - East					40%	39%	35%	23%
SOV - West					NA	NA	NA	NA
Carpool - East					50%	47%	38%	32%
Local bus - East					NA	NA	NA	NA
Metrorail - East					46%	52%	40%	38%
Metrorail - West					NA	NA	NA	NA
VRE					36%	54%	31%	47%
Bike					NA	NA	NA	NA

Base sizes too small to report.

Q97. Please indicate how important each improvement would be in helping you choose to continue riding express bus service or to increase your usage. Use a scale of 1-5 for your answer where “1” means “not at all important” and “5” means “very important.”

## Bike Facilities Have Limited Potential to Enhance the Appeal of Express Bus

	Inside the Beltway		Outside the Beltway	
	Bicycle racks at <u>park-and-ride</u>	Bicycle racks on <u>buses</u>	Bicycle racks at <u>park-and-ride</u>	Bicycle racks on <u>buses</u>
SOV - East	Base sizes too small to report.		15%	14%
SOV - West			NA	NA
Carpool - East			9%	11%
Local bus - East			NA	NA
Metrorail - East			20%	19%
Metrorail - West			NA	NA
VRE			12%	13%
Bike			NA	NA

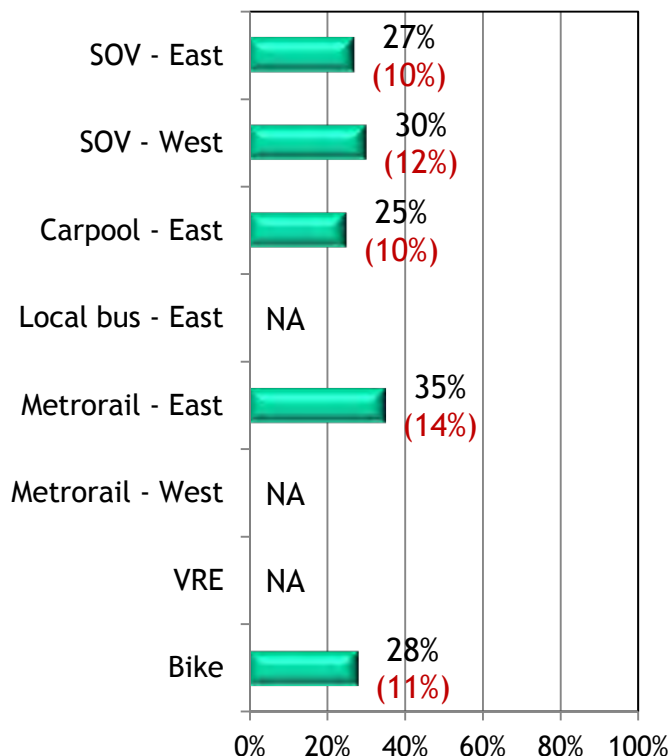
Q97. Please indicate how important each improvement would be in helping you choose to continue riding express bus service or to increase your usage. Use a scale of 1-5 for your answer where “1” means “not at all important” and “5” means “very important.”

Likelihood  
of using  
new  
express  
bus service

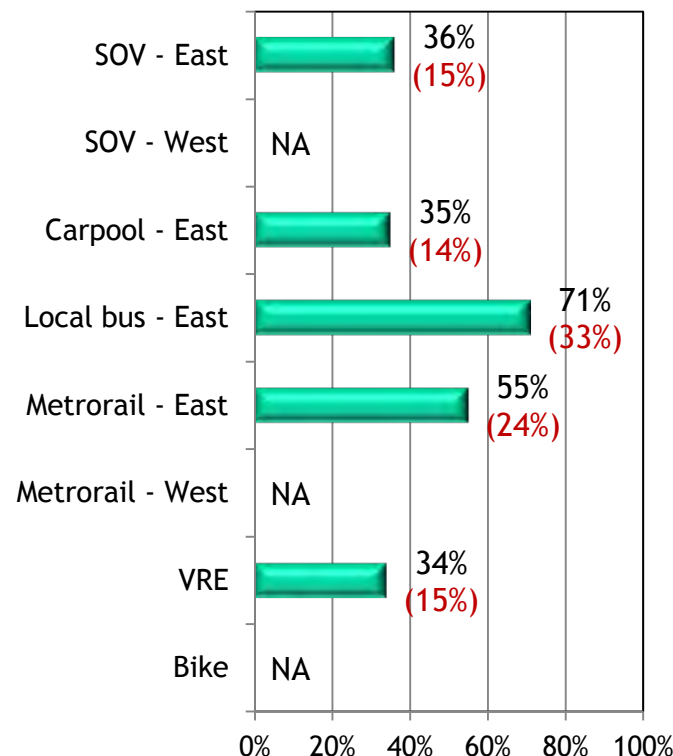
## Regardless of the Mode, Likelihood of Riding Express Bus in the Future among Current Non-riders Is Greater among those Who Live Outside the Beltway, Especially among Local Bus and Metrorail Riders

Question  
asked of  
those who  
do not  
currently  
have  
express  
bus service  
available.

Inside the Beltway



Outside the Beltway

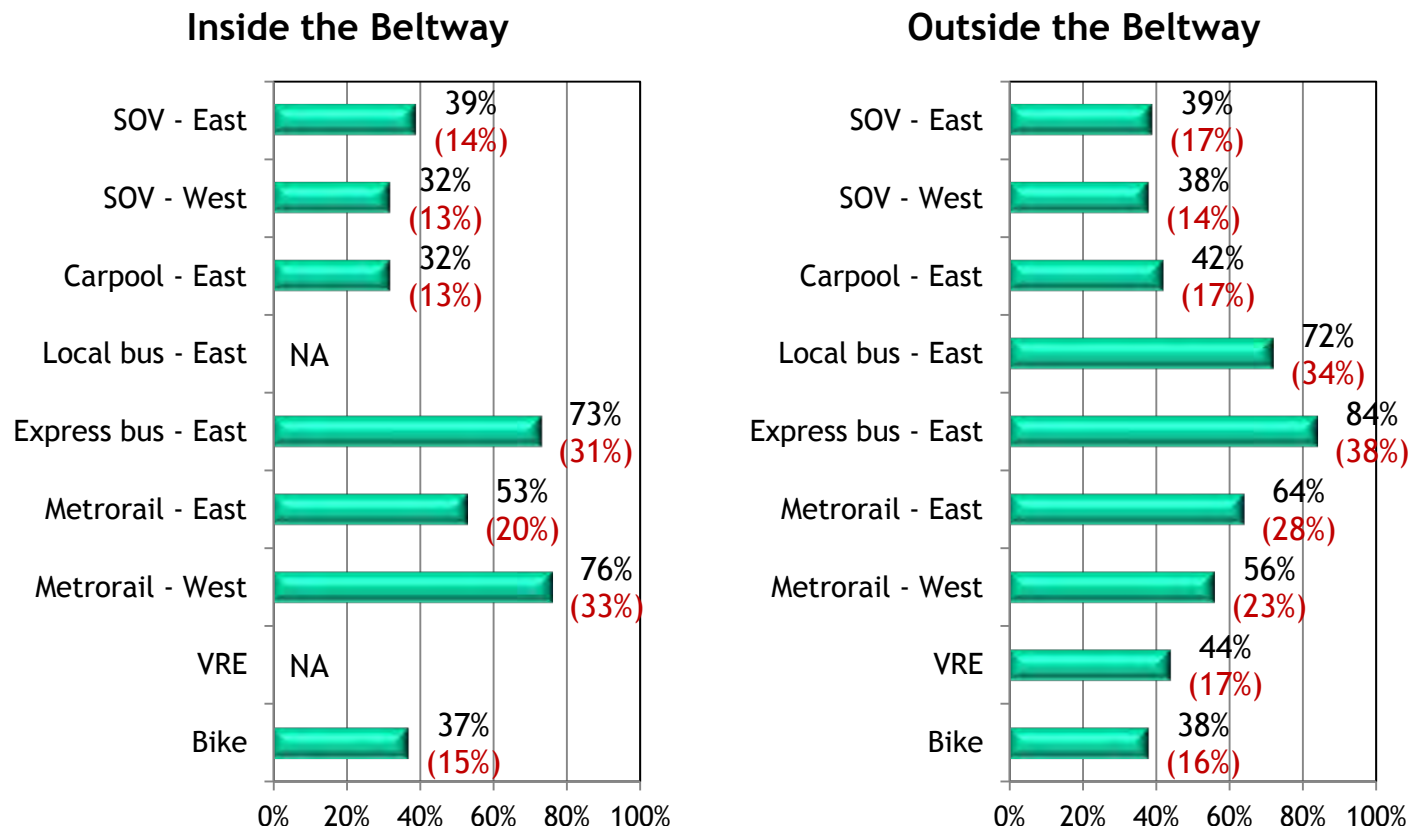


Q98. If new express bus service were available from where you live to where you work, how likely would you be to use it at least 1-2 days a week?

Likelihood  
of using  
Priority Bus  
service

## Priority Bus Appeals to those Who Live Inside the Beltway as well as those Outside the Beltway

Question  
asked of all  
respond-  
ents.



Q105. Suppose a Priority Bus service was conveniently accessible from the area where you live to your destination, that is the place where you work or attend school. How likely would you be to use a Priority Bus service for your regular commute to work or school at least 2 days per week?

**Likelihood of  
using Priority  
Bus based on  
specific  
features  
(continued on  
next slide)**

## Reducing How Long the Commute Is - A Time Savings - Makes Priority Bus Appealing to Both those Who Live Inside the Beltway and those Who Live Outside the Beltway; Reducing the Cost of the Commute Is Generally More Appealing to those Who Live Outside the Beltway

	Inside the Beltway					Outside the Beltway				
	Has limited stops	Reduced commute by 15 min	Runs every 10 minutes in peak /every 15 min in off-peak	Reduced cost of commute by 15%	Real- time info by phone, internet & station displays	Has limited stops	Reduced commute by 15 min	Runs every 10 minutes in peak /every 15 min in off-peak	Reduced cost of commute by 15%	Real- time info by phone, internet & station displays
SOV - East	54% (20%)	53% (22%)	49% (19%)	39% (15%)	44% (17%)	53% (22%)	49% (21%)	50% (21%)	48% (20%)	42% (17%)
SOV - West	46% (18%)	51% (22%)	44% (18%)	40% (16%)	39% (15%)	53% (20%)	57% (24%)	53% (21%)	56% (20%)	47% (20%)
Carpool - East	53% (21%)	59% (25%)	47% (20%)	42% (18%)	45% (17%)	63% (25%)	59% (25%)	57% (23%)	54% (22%)	47% (18%)
Local bus - East	NA	NA	NA	NA	NA	73% (37%)	83% (38%)	84% (38%)	73% (33%)	70% (29%)
Express bus - East	84% (36%)	86% (38%)	84% (38%)	73% (32%)	78% (32%)	89% (41%)	91% (41%)	86% (39%)	86% (39%)	80% (31%)
Metrorail - East	71% (29%)	76% (33%)	66% (27%)	63% (26%)	59% (24%)	77% (34%)	77% (34%)	75% (33%)	72% (31%)	65% (27%)
Metrorail - West	79% (35%)	79% (35%)	76% (33%)	74% (32%)	72% (30%)	73% (33%)	71% (32%)	77% (34%)	78% (36%)	67% (28%)
VRE	NA	NA	NA	NA	NA	67% (28%)	62% (26%)	64% (26%)	61% (26%)	55% (21%)
Bike	54% (22%)	57% (23%)	53% (22%)	40% (16%)	48% (20%)	56% (22%)	53% (21%)	49% (19%)	59% (21%)	51% (19%)



**Likelihood of  
using Priority  
Bus based on  
specific  
features**  
(continued from  
previous slide)

Among SOVers and Carpoolers, Westbound SOVers and Eastbound Carpoolers Living Outside the Beltway Could Most Be Converted to Priority Bus by the Benefits Listed Below; Overall, Current Transit Riders Are More Attracted to Priority Bus, Both those Who Live Inside the Beltway and those Who Live Outside the Beltway

	Inside the Beltway				Outside the Beltway			
	Advanced technology to improve performance	Stations as "hubs"	Runs every 15 minutes in peak /every 30 min in off-peak	Stops at stations rather than shelters	Advanced technology to improve performance	Stations as "hubs"	Runs every 15 minutes in peak /every 30 min in off-peak	Stops at stations rather than shelters
SOV - East	44% (17%)	35% (13%)	30% (11%)	30% (11%)	43% (17%)	41% (16%)	36% (15%)	34% (13%)
SOV - West	37% (15%)	34% (13%)	28% (11%)	27% (11%)	53% (20%)	44% (15%)	44% (17%)	44% (17%)
Carpool - East	45% (17%)	38% (15%)	30% (11%)	26% (10%)	50% (20%)	45% (18%)	38% (16%)	35% (13%)
Local bus - East	NA	NA	NA	NA	70% (31%)	62% (32%)	58% (24%)	62% (26%)
Express bus - East	78% (33%)	71% (28%)	61% (23%)	45% (17%)	80% (34%)	76% (32%)	75% (32%)	55% (23%)
Metrorail - East	63% (25%)	58% (22%)	41% (14%)	46% (17%)	68% (29%)	65% (27%)	54% (22%)	54% (22%)
Metrorail - West	67% (28%)	69% (29%)	57% (22%)	57% (24%)	69% (29%)	69% (29%)	58% (23%)	52% (21%)
VRE	NA	NA	NA	NA	55% (22%)	58% (22%)	54% (20%)	49% (18%)
Bike	64% (20%)	43% (18%)	29% (10%)	36% (14%)	49% (19%)	47% (18%)	40% (15%)	38% (14%)

56 Q107. How likely would you be to use Priority Bus services based on the following information about this service?

I-66 Multimodal Study

Detailed  
Findings

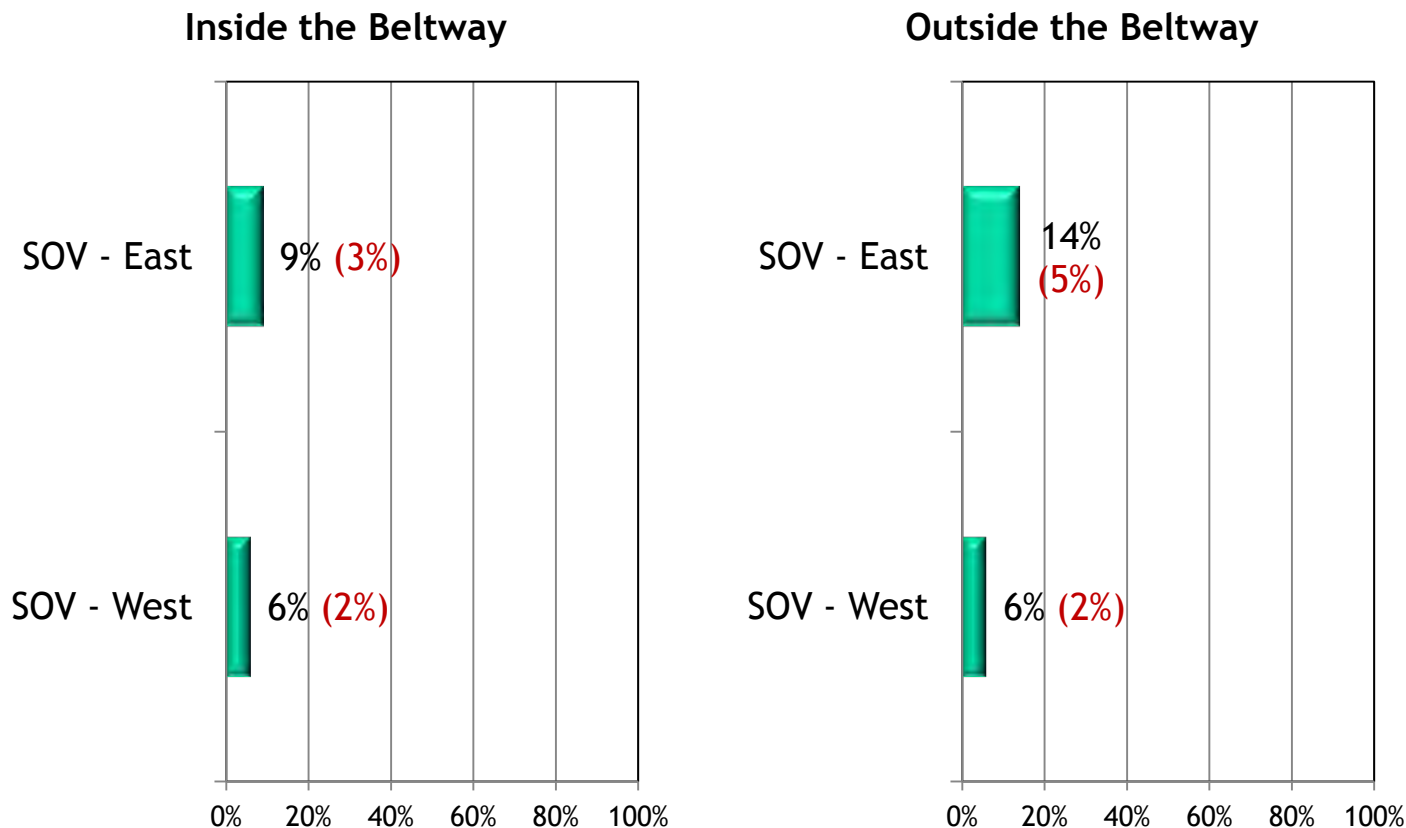


TDM

**Likelihood  
of  
carpooling**

# Among SOVers, Stated Likelihood of Carpooling Ranges from 6% to 14%, with the Greatest Interest Expressed by Eastbound Carpoolers Who Live Outside the Beltway

**Question  
asked of  
those who  
currently  
commute  
by SOV.**



Q123. Regardless of the mode of transportation you use today for your commute, how likely are you to carpool in the future?

## Telework

Teleworking Is an Option Adopted by A Fifth to Nearly Half of Commuters in this Corridor; Teleworking Is Most Popular among Transit Riders Who Live Outside the Beltway - Recall that Many of these Commuters Have Long Commutes

	Inside the Beltway					Outside the Beltway				
	<u>Never</u>	Occasion- ally, <1 day/ week	1 day/ week	2 days/ week	3 or more days a week	<u>Never</u>	Occasion- ally, <1 day/ week	1 day/ week	2 days/ week	3 or more days a week
SOV - East	72%	17%	8%	3%	2%	70%	14%	11%	5%	1%
SOV - West	67%	17%	6%	7%	2%	81%	6%	9%	3%	0%
Carpool - East	65%	23%	9%	2%	1%	66%	18%	11%	5%	<1%
Local bus - East	NA	NA	NA	NA	NA	67%	17%	13%	2%	0%
Express bus - East	72%	12%	12%	1%	2%	55%	20%	16%	10%	0%
Metrorail - East	68%	19%	9%	2%	2%	65%	17%	11%	6%	1%
Metrorail - West	67%	7%	14%	7%	5%	52%	19%	21%	8%	0%
VRE	NA	NA	NA	NA	NA	57%	20%	18%	3%	3%
Bike	67%	17%	10%	1%	3%	74%	12%	7%	7%	0%

Q134a. How often, if ever, do you telework?



Detailed  
Findings



**Scenario Testing**

# Choice Based Conjoint Analysis Was Used

- Conjoint analysis allows us to identify and prioritize the factors important in (purchase) decision making. It is sometimes referred to as “trade-off analysis” because respondents are asked to make trades that reflect what is and is not important to them. It is a multivariate technique that measures the relative importance of different variables, attributes or product features related to a brand, product or service.
- In these carefully controlled experiments, respondents are asked which one product they would select, given scenarios that vary specific conditions. In each scenario, the respondent is presented with a different combination of attributes and asked which combination they select. The type of decision that the respondents make in each scenario is designed to mimic the real market.
- Choice Based Conjoint was used for this analysis because it works well for decisions that are made for longer periods of time. That is, commuters do not typically change commute modes every day or even every week.

# Question Used for Scenario Testing

Please read the following 3 options, Option A, Option B, and Option C.

Option A	Option B	Option C
You could commute by (insert commute mode). Your commute trip would (be ____ minutes shorter/____ minutes longer/require the same amount of time as it currently does). It would cost _____ compared to your current commute.	You could commute by (insert commute mode). Your commute trip would (be ____ minutes shorter/____ minutes longer/require the same amount of time as it currently does). It would cost _____ compared to your current commute.	You could commute by (insert commute mode). Your commute trip would (be ____ minutes shorter/____ minutes longer/require the same amount of time as it currently does). It would cost _____ compared to your current commute.

Which would you be most likely to select for your commute, Option A, B or C?



# Attribute Levels Tested

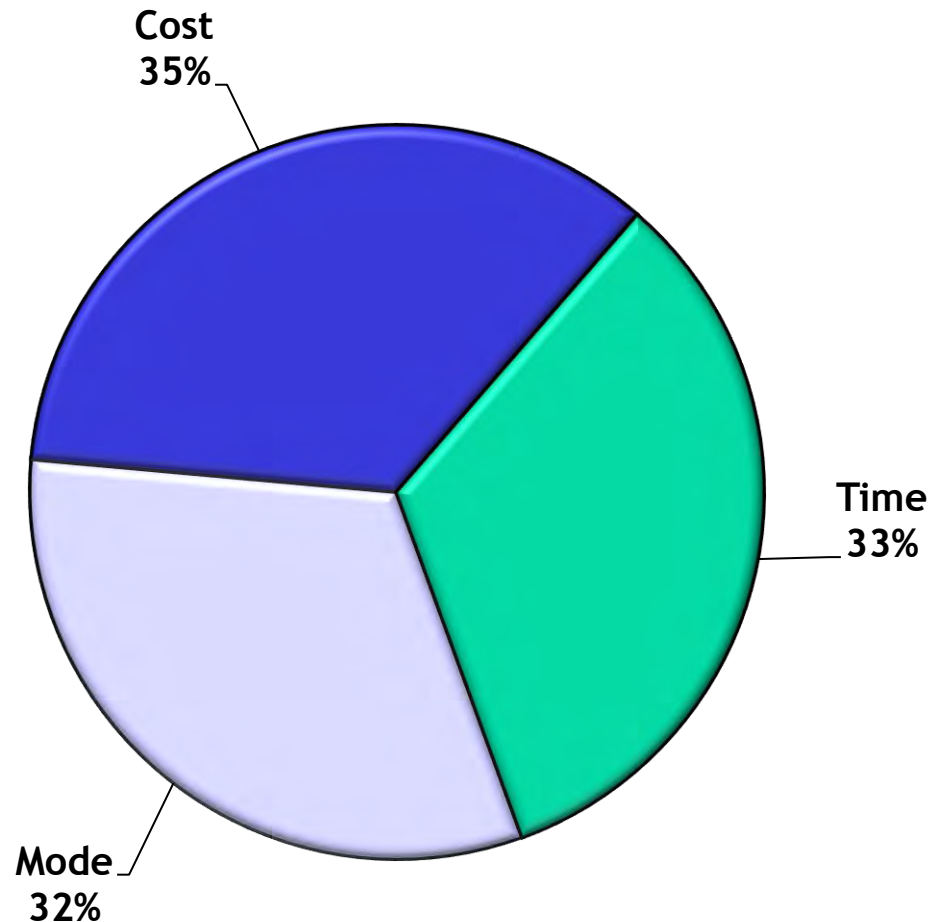
- Commute Mode:
  - Single occupancy vehicle
  - Carpool
  - Priority Bus
  - Metrorail
- Time Reduction:
  - 10% less than current commute
  - 20% less than current commute
  - 30% less than current commute
  - the same as current commute
  - 30% more than current commute
  - 20% more than current commute
  - 10% more than current commute
- Cost:
  - 10% less than current commute
  - 20% less than current commute
  - 30% less than current commute
  - the same as current commute
  - 30% more than current commute
  - 20% more than current commute
  - 10% more than current commute

(Note: Times were asked in terms of minutes rather than as percentages.)

# Inside the Beltway

**Relative  
impact of  
commute  
mode, cost  
and time  
Inside the  
Beltway**

Cost, Time and Mode Are about Equally as Important among those Living Inside the Beltway; So, a Commuter Who Lives Inside the Beltway Might Choose a Particular Mode Even If It Costs More than Another Mode or Takes More Time than Another Mode



## Part-worth Utilities Reflect the Desirability of (Preference for) Specific Features

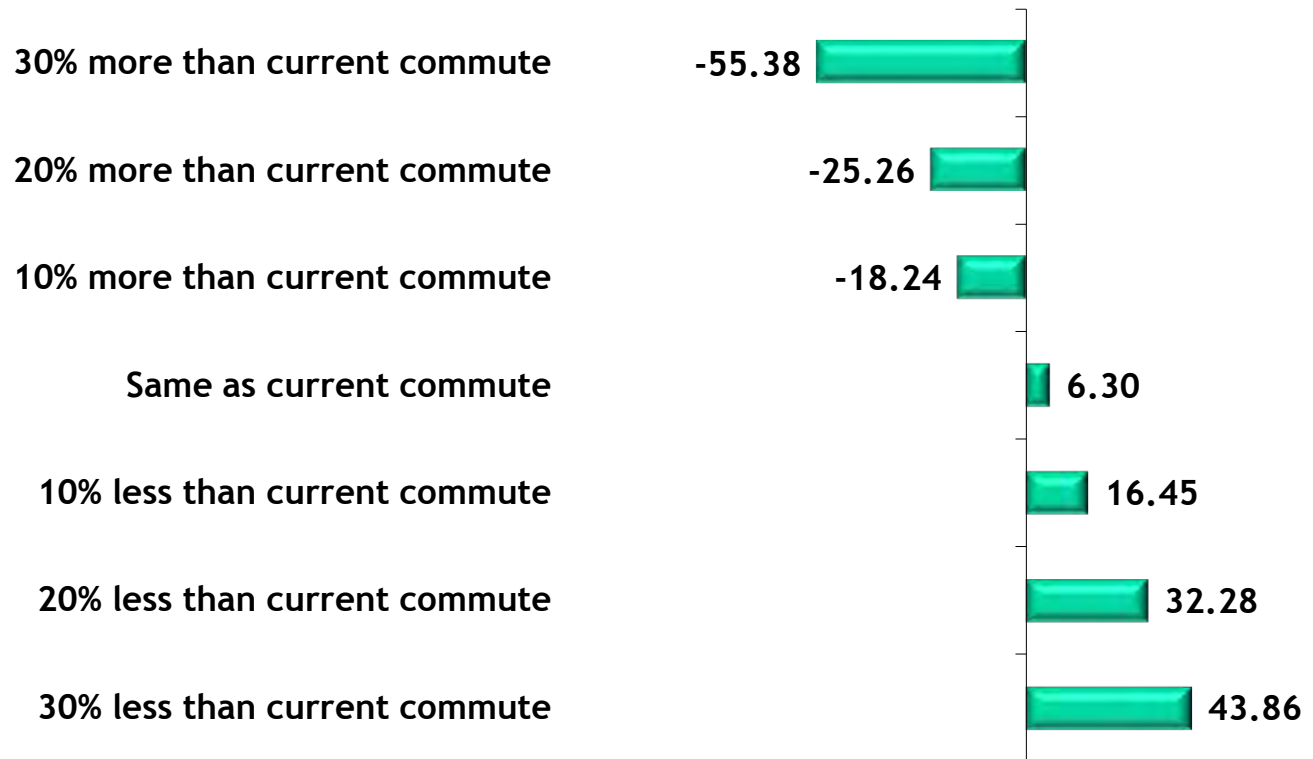
- The higher the utility, the more important the attribute.
- One level of an attribute should not be compared with one level from another attribute because conjoint utilities are scaled to an arbitrary constant within each attribute (zero-centered).
- Differences between two levels of one attribute can be compared to two levels of another attribute.

**Impact of  
time savings  
Inside the  
Beltway**

The larger the  
positive value,  
the more the  
attribute is  
preferred.  
The larger the  
negative  
value, the less  
an attribute is  
preferred.

# As with Respondents Overall, Preference Is Highly Correlated with Time Saved among those Living Inside the Beltway

## Time Reduction



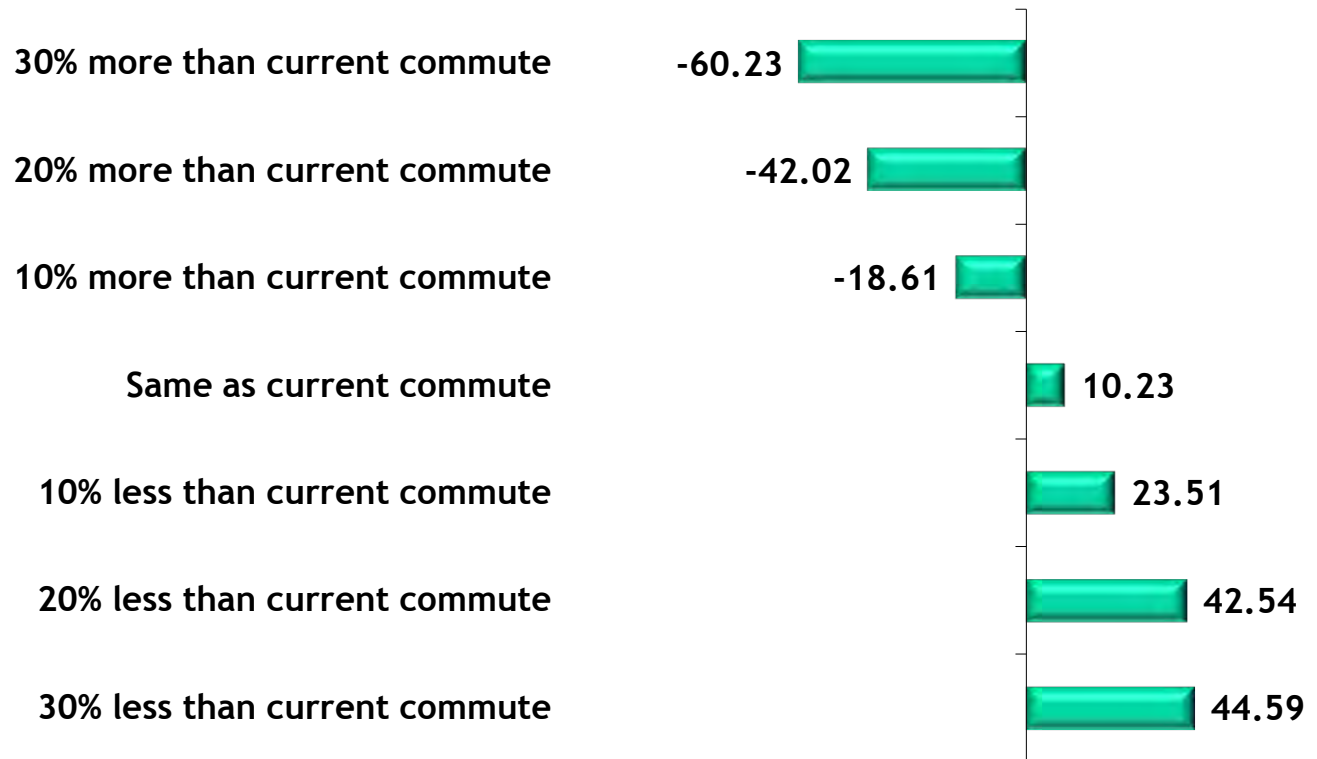
Impact of  
cost

Inside the  
Beltway

The larger the  
positive value,  
the more the  
attribute is  
preferred.  
The larger the  
negative  
value, the less  
an attribute is  
preferred.

## Among those Living Inside the Beltway, Preference Is Highly Correlated with Price; Lower Prices Are More Preferred

### Cost



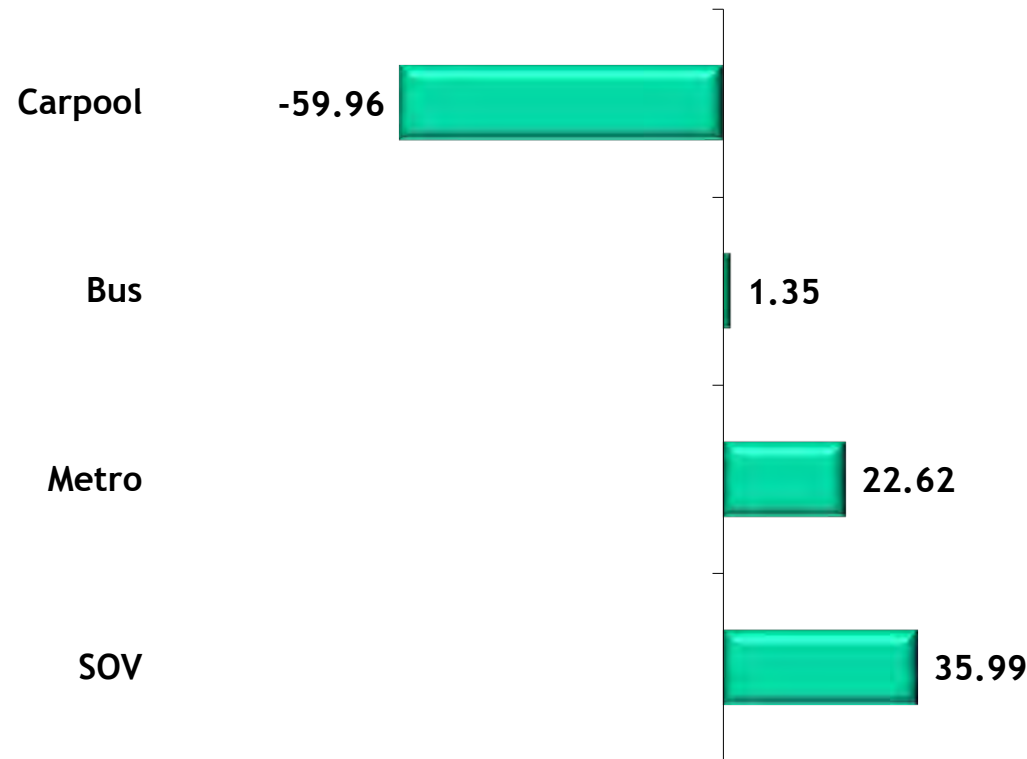
**Impact of  
mode  
Inside the  
Beltway**

# Those Inside the Beltway Strongly Prefer SOV or Metro versus Carpooling

-- Since Time, Mode and Cost Are All about Equal in Importance,  
SOV Could Be Selected on Any Given Day Although It Might Cost  
More or Take Longer to Get to the Destination --

The larger the  
positive value,  
the more the  
attribute is  
preferred.  
The larger the  
negative  
value, the less  
an attribute is  
preferred.

## Commute Mode



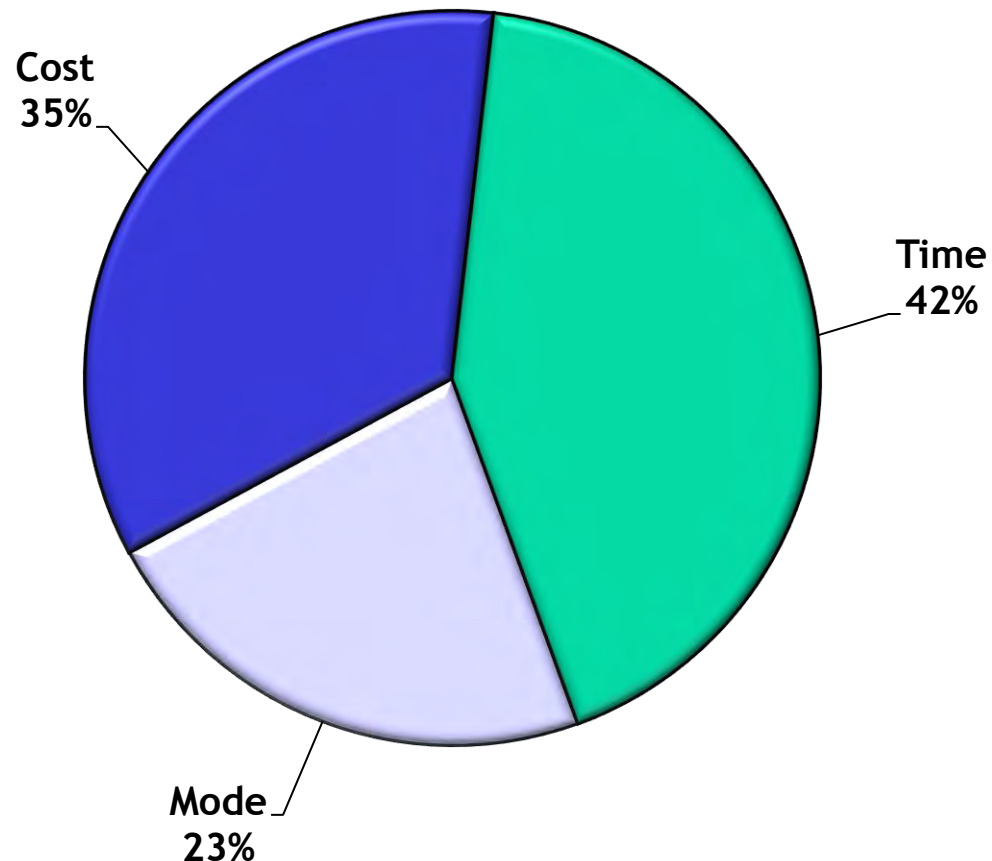


# Outside the Beltway

Relative  
impact of  
commute  
mode, cost  
and time

Outside the  
Beltway

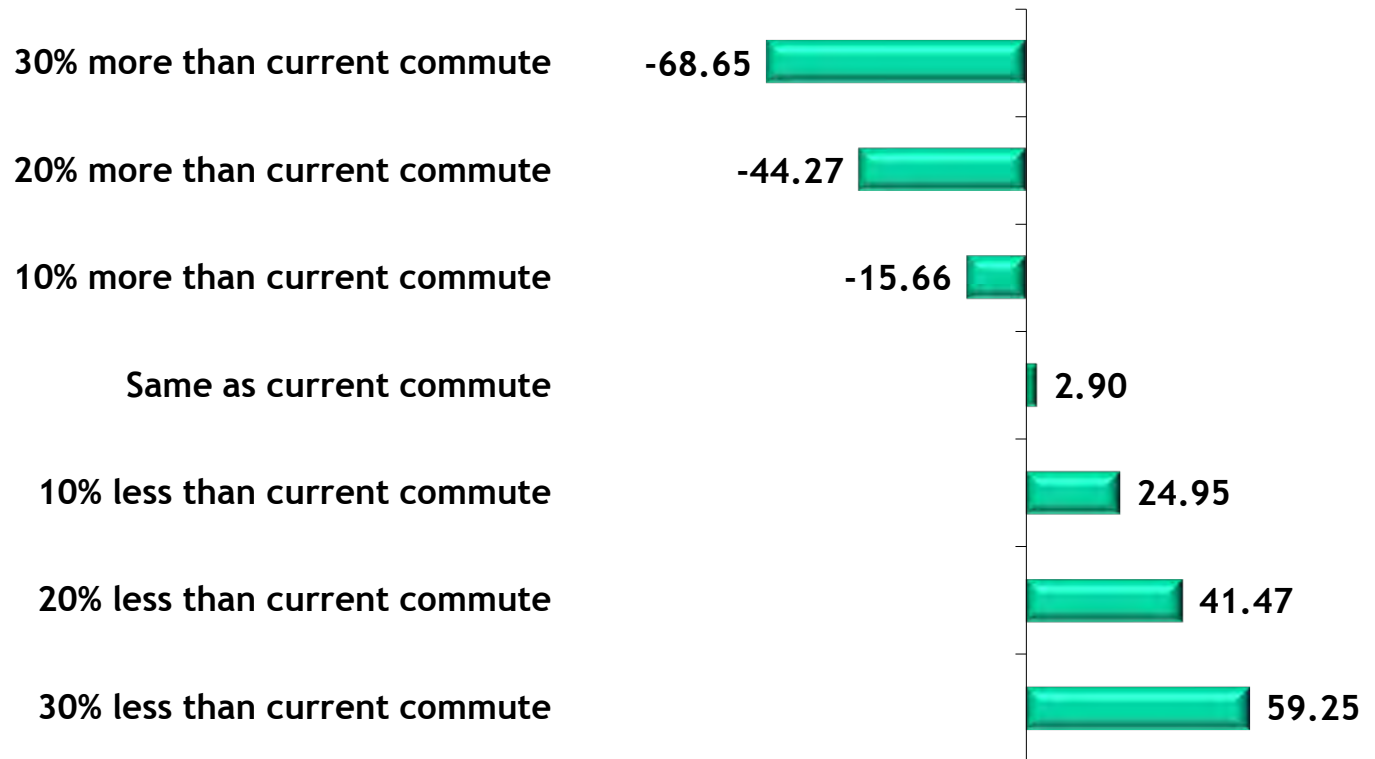
## Time Is More Important than Mode for Those Living Outside the Beltway



**Impact of  
time savings  
Outside the  
Beltway**

# As with Inside-the-Beltway Commuters, Preference Is Highly Correlated with Time Saved among Those Living Outside the Beltway

## Time Reduction

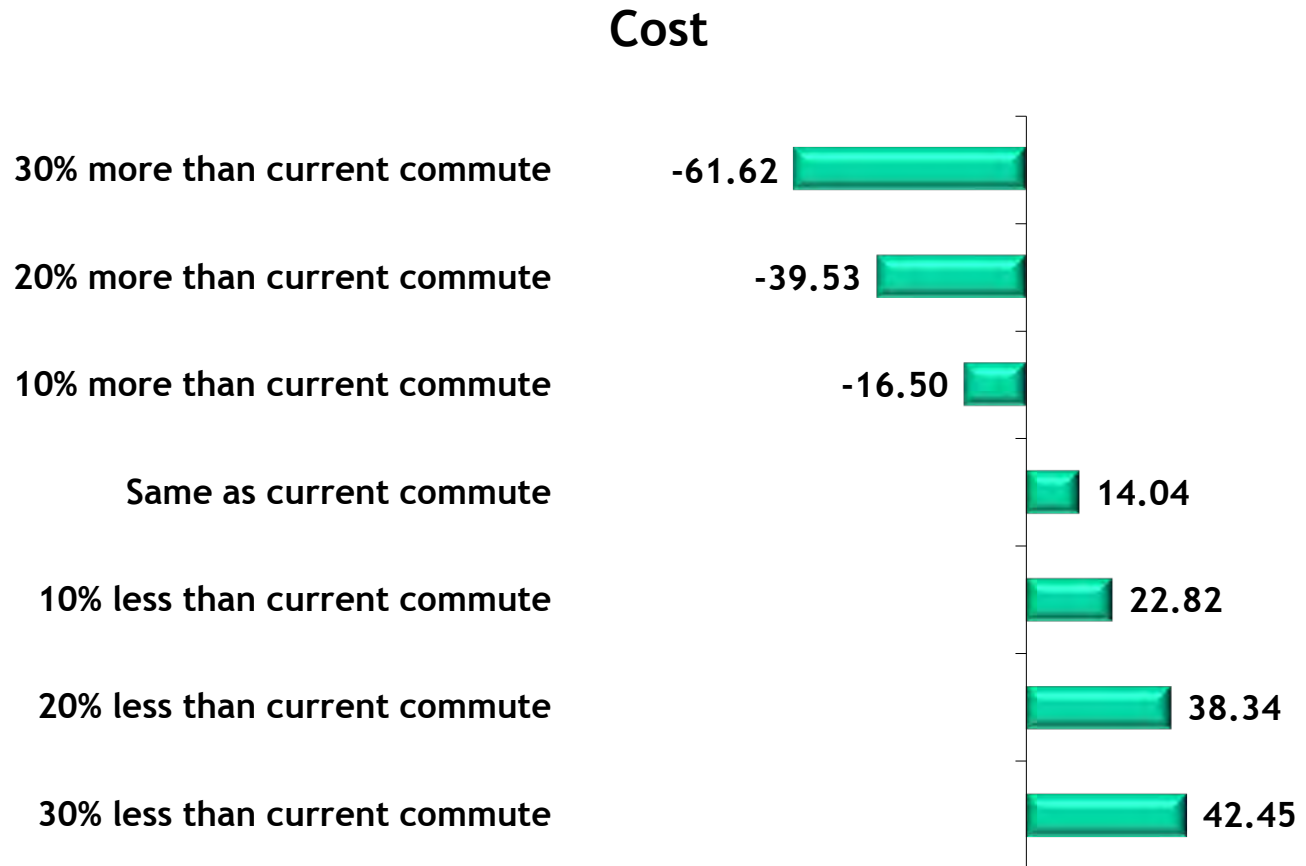


The larger the positive value, the more the attribute is preferred. The larger the negative value, the less an attribute is preferred.

# Among those Living Outside the Beltway, Preference Is Highly Correlated with Price; Lower Prices Are More Preferred

Impact of  
cost  
Outside the  
Beltway

The larger the  
positive value,  
the more the  
attribute is  
preferred.  
The larger the  
negative  
value, the less  
an attribute is  
preferred.

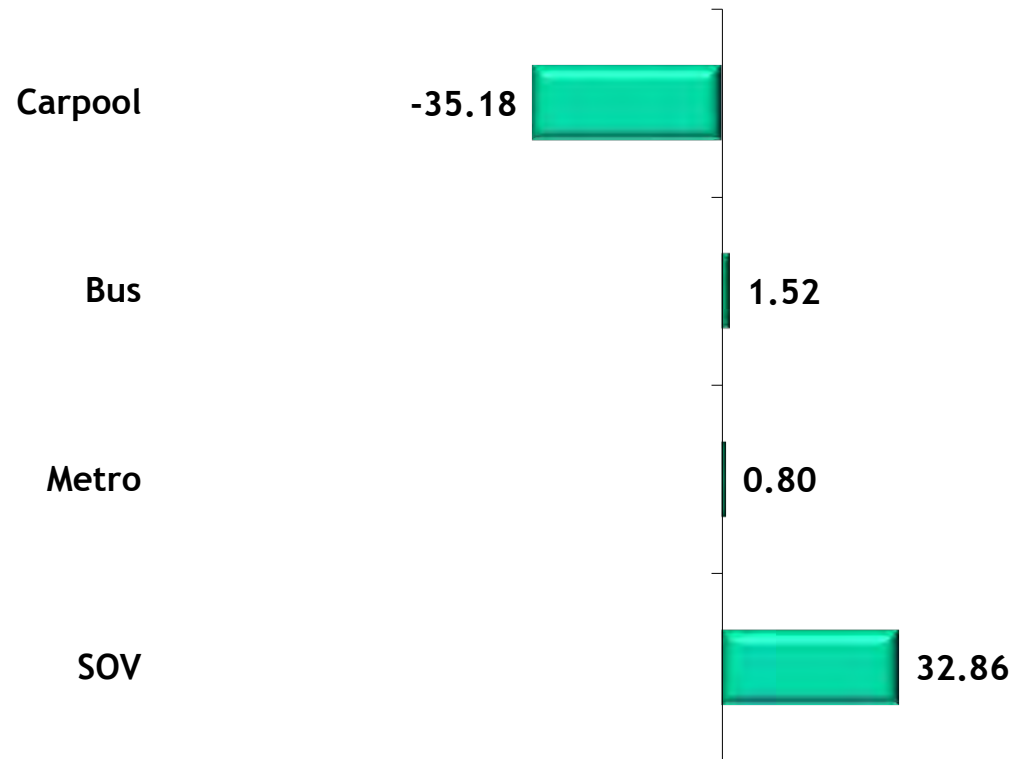


# Those Living Outside the Beltway Also Prefer SOV Travel versus Carpool Travel; But, Time or Cost Could Prevail Over Preference for SOV

Impact of  
mode  
Outside the  
Beltway

The larger the  
positive value,  
the more the  
attribute is  
preferred.  
The larger the  
negative  
value, the less  
an attribute is  
preferred.

Commute Mode





Detailed  
Findings



**Bikes**

Reasons for  
not riding  
bike for  
commute

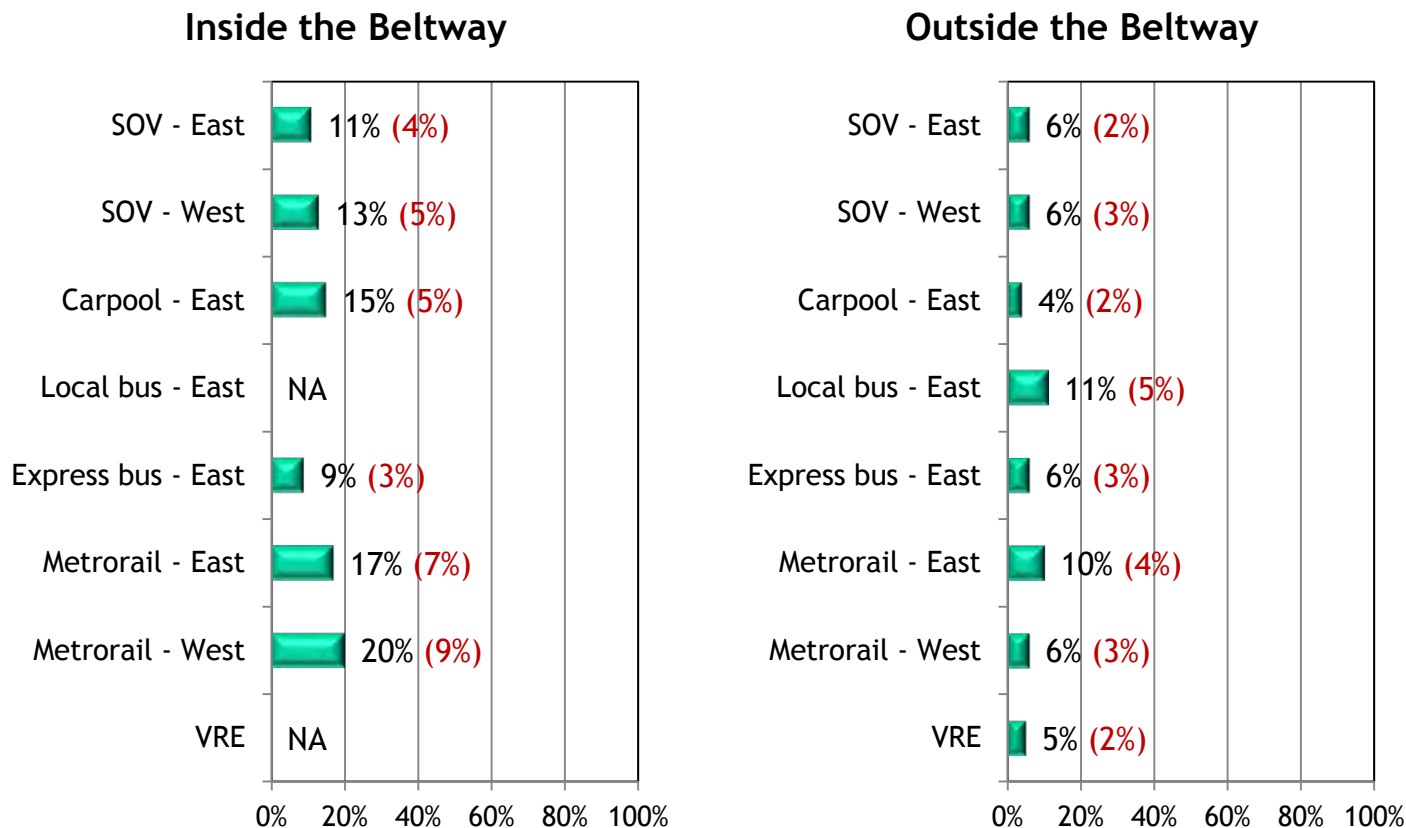
Most Often, Those Who Do Not Commute by Bike Say It Is Too Far to Ride a Bike; This Is Especially the Case for Commuters Who Live Outside the Beltway

	Inside the Beltway						Outside the Beltway					
	<u>Too far</u>	Con- cerns about <u>safety</u>	Too much to <u>carry</u>	Do not have a <u>bike</u>	Get too hot/too <u>cold</u>	Not physi- cally <u>able</u>	<u>Too far</u>	Con- cerns about <u>safety</u>	Too much to <u>carry</u>	Do not have a <u>bike</u>	Get too hot/too <u>cold</u>	Not physi- cally <u>able</u>
SOV - East	45%	36%	34%	26%	27%	9%	80%	27%	24%	17%	16%	8%
SOV - West	70%	30%	26%	19%	17%	6%	66%	38%	28%	31%	28%	13%
Carpool - East	47%	37%	32%	16%	27%	5%	84%	27%	23%	19%	19%	8%
Local bus - East	NA	NA	NA	NA	NA	NA	77%	31%	27%	20%	23%	5%
Express bus - East	61%	44%	43%	35%	28%	7%	82%	33%	28%	21%	20%	6%
Metrorail - East	41%	51%	33%	31%	33%	3%	74%	34%	27%	21%	22%	6%
Metrorail - West	49%	27%	20%	27%	12%	0%	75%	44%	44%	33%	33%	17%
VRE	NA	NA	NA	NA	NA	NA	80%	33%	29%	23%	23%	8%

Q114. Why do you not currently ride a bike to work?



# Those Who Live Inside the Beltway Are about Twice as Likely as those Outside the Beltway to Say that They Would Commute by Bicycle for at Least Part of their Commute in the Future



Q115. Regardless of the mode of transportation you use today for your commute, how likely would you be to ride a bike for at least part of your commute in the future?



AGENDA ITEM #4

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube

**DATE:** August 30, 2012

**SUBJECT:** Required Actions to Implement DRPT's New Grant Procedures.

---

Following an arduous period commencing on May 15, 2012 with DRPT Director Drake's letter announcing a sudden change in policy, the Commonwealth Transportation Board has approved a resolution directing that NVTC's jurisdictions must be the grantees for transit assistance in place of NVTC. NVTC can serve as an agent for those jurisdictions and run its approved Subsidy Allocation Model and hold the funds in trust. DRPT will no longer provide direct funding to NVTC to defray a portion of its operating costs, even though NVTC continues as a grantee for VRE.

An attachment lists the differences in DRPT's new approach versus the process used in the previous decades. It is open to interpretation whether the new process, which splits WMATA assistance into five pieces, provides more transparency and efficiency than the previous process.

Recommended Actions

Consistent with Virginia Code Sections 15.2-4518(5) and 58.1-638.A.5, the commission is asked to authorize staff to set up an account or accounts in which to receive state funds from DRPT as an agent and to apply for, invoice and allocate those funds using NVTC's Subsidy Allocation Model.

NVTC is also asked to authorize its staff to arrange transfers between the trust accounts of its WMATA jurisdictions if asked in order to allow any of those jurisdictions to meet October 1, 2012 billings from WMATA.

Resolution #2199 would accomplish those requested actions.



## **RESOLUTION #2199**

**SUBJECT:** Authorization to Implement Changes to Comply with New DRPT Allocation Requirements.

**WHEREAS:** The Virginia Department of Rail and Public Transportation (DRPT) is requiring that NVTC no longer serve as a grantee for its jurisdictions to receive state aid for WMATA and local bus service;

**WHEREAS:** Virginia Code Section 15.2-4518(5) provides the authority for NVTC to serve as an agent for its jurisdictions and Virginia Code Section 58.1-638.A.5 requires the use of NVTC's SAM for state funds provided for WMATA;

**WHEREAS:** DRPT is requiring that if NVTC's jurisdictions wish NVTC to perform as their agent, notice must be provided to DRPT;

**WHEREAS:** NVTC's WMATA jurisdictions do wish to use NVTC as an agent to facilitate state aid applications and invoicing and to continue to apply NVTC's Subsidy Allocation Model (SAM); and

**WHEREAS:** NVTC's WMATA jurisdictions wish to ensure that they all are able to meet their October 1, 2012 obligations to WMATA even if DRPT does not provide any FY 2013 funding by then.

**NOW, THEREFORE, BE IT RESOLVED** that consistent with Virginia Code Sections 15.2-4518(5) and 58.1-638.A.5, NVTC staff is authorized to create an account or accounts at a financial institution with which to receive state aid funds from DRPT as an agent for its jurisdictions and to apply for, invoice and allocate those funds using SAM.

**RESOLUTION #2199 cont'd**

**BE IT FURTHER RESOLVED** that NVTC staff is authorized to arrange transfers between its WMATA jurisdictions' trust accounts at NVTC at the request of its WMATA jurisdictions if necessary to allow any of those jurisdictions to meet their obligations to pay WMATA's October 1, 2012 billings.

Approved this 6th day of September, 2012.

---

Jay Fisette  
Chairman

---

Paul C. Smedberg  
Secretary-Treasurer

COMPARISON OF CURRENT AND NEW PROCESS FOR DRPT TRANSIT ASSISTANCE

-- August 27, 2012--

ACTIVITY	CURRENT PROCEDURE	NEW PROCEDURE
Grant Applications	Locals prepare local applications and NVTC checks, corrects and submits applications. NVTC prepares WMATA application and submits one application.	Locals prepare, NVTC checks and corrects, NVTC submits applications as agent. NVTC prepares five WMATA applications and submits as agent of locals.
Grantee	NVTC for locals. NVTC for WMATA. NVTC for its own budget. NVTC for VRE.	Five locals for local. Five locals for WMATA. Five locals for supplemental NVTC grant. NVTC for VRE.
Notice to DRPT of NVTC Agent Status	Not required.	Five local letters to DRPT.
Invoices	For local capital invoices, locals provide documentation to NVTC. NVTC checks, produces and submits grant invoices. For WMATA capital invoices, NVTC accumulates documentation, produces and submits grant invoices.	NVTC is an agent for the five jurisdictions, but other actions remain the same.
Receipt of Funds	NVTC receives local and WMATA funds as grantee in a single account, allocates using SAM and holds in trust.	Local jurisdictions have choice of own or NVTC account. When NVTC obtains the funds, it acts as an agent, with local permission, to allocate funds using SAM and hold in trust.
Accounting/Audit	NVTC's SAM resolution governs procedures and NVTC's financial statements account for total state aid according to GAAP. Local budgets also show state aid for each locality.	Each local jurisdiction accounts for state aid according to its individual interpretation of GAAP. NVTC's government-wide financials do not show total regional state aid nor does any single local jurisdiction.
Year-End NVTC State Aid Statements	Not required.	DRPT requires NVTC statements for local and NVTC boards and DRPT showing total state aid before and after allocation using SAM.



AGENDA ITEM #5

**TO:** Chairman Fisette and NVTC Commissioners

**FROM:** Rick Taube and Scott Kalkwarf

**DATE:** August 30, 2012

**SUBJECT:** NVTC Preliminary Budget for FY 2014

---

Each year at this time NVTC staff proposes a preliminary budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets. For FY 2014, NVTC staff is proposing a small increase in overall spending of 1.6 percent, with total expenditures rising to \$1.213 million from \$1.194 million in the FY 2013 approved budget.

NVTC's work program for FY 2013 is anticipated to contain all of the activities previously authorized as well as new projects.

Total contributions from state aid increase by 1.6 percent and local contributions will be held constant at \$284,247.

This preliminary budget has been reviewed by jurisdiction staff. With the approval of the commission, NVTC staff will forward the preliminary budget to the jurisdictions for their use in planning their FY 2014 budgets. NVTC will act on its final FY 2014 budget at its January, 2013 meeting.



**PRELIMINARY BUDGET**

**FISCAL YEAR  
2014**

**(July 1, 2013 – June 30, 2014)**

**-- September 6, 2012 --**



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**BUDGETED FISCAL YEAR 2014 REVENUE**  
(Preliminary)

	<b>FY 2012 Actual</b>	<b>Approved Budget FY 2013</b>	<b>Preliminary Budget FY 2014</b>	<b>FY 2014-2013 Budget Increase (Decrease)</b>	<b>Percentage Change</b>
1 Commonwealth of Virginia*					
NVTC	\$ 185,590	\$ -	\$ -		
NVTC Jurisdictions	568,805	736,093	-		
	<u>754,395</u>	<u>736,093</u>	<u>747,853</u>	<u>11,760</u>	<u>1.6%</u>
2 Alexandria	35,243	32,259	32,218		
3 Arlington	59,458	51,994	52,226		
4 City of Fairfax	6,142	7,684	6,751		
5 Fairfax County	174,499	169,504	173,465		
6 Falls Church	2,716	2,813	2,328		
7 Loudoun	13,257	19,993	17,259		
Total Local Jurisdictions	<u>291,315</u>	<u>284,247</u>	<u>284,247</u>	<u>-</u>	<u>0.0%</u>
8 Total Commonwealth of Virginia and Local Jurisdictions (Note 1)	1,045,710	1,020,340	1,032,100	11,760	1.2%
9 Interest and Other Revenue	977	2,000	1,500	(500)	-25.0%
10 Project Chargebacks (Note 2)	70,000	70,000	80,000	10,000	14.3%
11 Project Grant Billings	-	-	-	-	0.0%
12 Appropriated Surplus (Note 3)	(31,144)	102,000	99,700	(2,300)	-2.3%
Total Revenue	<u>\$ 1,085,543</u>	<u>\$ 1,194,340</u>	<u>\$ 1,213,300</u>	<u>\$ 18,960</u>	<u>1.6%</u>

\*Note: NVTC receives state operating and capital assistance for its WMATA compact members' annual commitments to WMATA and those jurisdictions' local transit systems. NVTC allocates this revenue among the jurisdictions based on NVTC's Subsidy Allocation Model (SAM), and holds the funds in trust for the jurisdictions' transit use. Before the funding is allocated, NVTC's SAM resolution states that amounts are to be applied to WMATA debt service, certain NVTC projects, and a portion of the general and administrative budget of NVTC. The amount used for NVTC's general and administrative expenses is determined each year by NVTC's approved budget. These expenses are funded by a combination of local funds and state operating funds allocated by DRPT to NVTC's members.

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**SCHEDULE OF FISCAL YEAR 2014 BUDGETED EXPENDITURES**  
(Preliminary)

		FY14 - FY13				
		FY 2012	Approved	Preliminary	Budget	Percentage
		Actual	Budget	Budget	Increase	Change
			FY 2013	FY 2014	(Decrease)	
<u>Personnel Costs</u>						
1	Salaries	\$ 642,900	\$ 697,950	\$ 706,300	8,350	1.2%
2	Intern	-	-	-	-	N/A
3	Temporary Employee Services	-	-	-	-	N/A
Total Personnel Costs		642,900	697,950	706,300	8,350	1.2%
<u>Benefits</u>						
Employer's Contributions						
4	FICA	46,105	48,100	48,500	400	0.8%
5	Group Health Insurance	63,287	103,500	96,800	(6,700)	-6.5%
6	Retirement	55,109	64,900	68,000	3,100	4.8%
7	Workers & Unemployment Compensation	539	3,300	3,100	(200)	-6.1%
8	Life Insurance	3,303	4,000	3,900	(100)	-2.5%
9	Long Term Disability Insurance	2,819	3,700	3,600	(100)	-2.7%
Total Benefit Costs		171,162	227,500	223,900	(3,600)	-1.6%
<u>Administrative Costs</u>						
10	Commissioners Per Diem	12,350	10,000	11,000	1,000	10.0%
<b>Rents:</b>		<b>183,073</b>	<b>189,500</b>	<b>196,500</b>	<b>7,000</b>	<b>3.7%</b>
11	Office Rent	173,627	177,700	186,000	8,300	4.7%
12	Parking / Metrochek	9,446	11,800	10,500	(1,300)	-11.0%
<b>Insurance:</b>		<b>5,978</b>	<b>6,400</b>	<b>6,100</b>	<b>(300)</b>	<b>-4.7%</b>
13	Public Official Bonds	2,325	2,300	2,300	-	0.0%
14	Liability and Property	3,653	4,100	3,800	(300)	-7.3%
<b>Travel:</b>		<b>5,214</b>	<b>5,800</b>	<b>5,500</b>	<b>(300)</b>	<b>-5.2%</b>
15	Conference Registration	250	-	-	-	N/A
16	Non-Local & Conference Travel	392	1,500	1,200	(300)	-20.0%
17	Local Meetings & Related Expenses	4,572	4,000	4,000	-	0.0%
18	Training & Professional Development	-	300	300	-	0.0%
<b>Communication:</b>		<b>8,010</b>	<b>8,740</b>	<b>8,500</b>	<b>(240)</b>	<b>-2.7%</b>
19	Postage	2,882	3,400	3,100	(300)	-8.8%
20	Telephone and Data	5,128	5,340	5,400	60	1.1%
<b>Publications &amp; Supplies</b>		<b>9,974</b>	<b>10,600</b>	<b>10,900</b>	<b>300</b>	<b>2.8%</b>
22	Office Supplies	2,483	3,200	3,000	(200)	-6.3%
23	Duplication and Paper	7,067	6,900	7,400	500	7.2%
24	Public Information	424	500	500	-	0.0%
<b>Operations:</b>		<b>5,426</b>	<b>11,500</b>	<b>11,000</b>	<b>(500)</b>	<b>-4.3%</b>
25	Furniture and Equipment (Capital)	2,644	4,000	4,000	-	N/A
26	Repairs and Maintenance	344	1,000	1,000	-	0.0%
27	Computer Operations	2,438	6,500	6,000	(500)	-7.7%
<b>Other General and Administrative</b>		<b>5,941</b>	<b>5,100</b>	<b>5,100</b>	<b>-</b>	<b>0.0%</b>
28	Subscriptions	189	-	-	-	N/A
29	Memberships	1,112	1,200	1,200	-	0.0%
30	Fees and Miscellaneous	3,653	3,000	3,000	-	0.0%
31	Advertising (Personnel/Procurement)	987	900	900	-	0.0%
Total Administrative Costs		235,966	247,640	254,600	6,960	2.8%
<u>Contracting Services</u>						
32	Auditing	35,515	21,250	28,500	7,250	34.1%
33	Consultants - Technical	-	-	-	-	N/A
34	Legal	-	-	-	-	N/A
Total Contract Services		35,515	21,250	28,500	7,250	34.1%
Total Operating Program		\$1,085,543	\$ 1,194,340	\$ 1,213,300	\$ 18,960	1.6%

# **NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

## **Explanatory Notes to Fiscal Year 2014 Preliminary Budget**

### **1. Commonwealth of Virginia and Local Jurisdictional Contributions**

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 14 budget is based on the FY 13 Subsidy Allocation Model.

### **2. Project Chargebacks**

This line consists primarily of charges for NVTC staff support for the VRE project and reimbursed from VRE's budget.

### **3. Appropriated Surplus**

Included as a source of revenue in the FY 14 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

### **4. Salaries**

The FY14 budget assumes the same staff level as FY13.

### **5. Group Health Insurance**

NVTC's health insurance group rates decreased slightly for the current policy period ending April 30, 2013, however they have increase an average of 15% over the previous five years. The FY 14 budget is based on the current actual rates with a provision for increasing rates. Staff has investigated alternative health insurance plans and has not identified any more cost effective plans at this time.

### **6. Retirement**

The budgeted amount of employer pension contributions for the target benefit pension plan is based on actuarial formulas using budgeted staff and salary levels for FY14. Because the formulas take into account factors in addition to payroll costs, such as years to retirement and investment return, changes in budgeted contributions do not necessarily change directly with budgeted payroll.

# **NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

## **Explanatory Notes to Fiscal Year 2014 Preliminary Budget**

### **7. Commissioners' Per Diem**

The FY 14 budget is based upon the regular meeting schedule, and includes per diems at the statutory rate of \$50 for commissioners other than senators and delegates, with a minimal contingency for increased attendance. Effective July 1, 2011, NVTC is no longer responsible for reimbursing the state for the \$200 per diem of senators and delegates.

### **8. Office Rent**

The administrative office lease was renewed during fiscal year 2011 for the period January 2011 through May 2021. Rent expense included in the FY14 budget is based upon the fixed costs of the lease, with a provision for increases in common area expenses.

### **9. Conference Registration**

This item has been eliminated with the FY 10 budget. Expenses charged to this item typically included the annual VTA and APTA conferences and a locally sponsored annual governmental accounting conference.

### **10. Local Meetings and Related Expenses**

NVTC hosts numerous regional meetings for the benefit of member jurisdictions. Costs of accommodating numerous meetings are the largest component of this line item, which also includes the costs of NVTC staff traveling to meetings elsewhere in the region. In prior budgets, this item is based on an average of previous year actual costs with an allowance for an increase in the number and cost of meetings. Effective with the FY 10 budget, the allowance has been eliminated and costs held below the average.

### **11. Training and Professional Development**

Actual expenditures fluctuate with the changing needs of staff. However, effective with the FY 10 budget, this item has been reduced to include only the minimum costs for required staff training in financial management.

# **NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

## **Explanatory Notes to Fiscal Year 2014 Preliminary Budget**

### **12. Postage**

This item is based on prior years' actual costs, and has been reduced slightly from the FY 13 budget which assumes a reduction in the volume of mailings with increased reliance on electronic communications.

### **13. Telephone and Data**

As part of the move to new leased office space, NVTC purchased a new phone system to replace the antiquated system previously owned. This new system has allowed NVTC to utilize newer technology at a lower monthly cost. A bundled fixed cost agreement with a new telephone and data provider was entered into during fiscal year 2011, for a significant savings and greater functionality than the previous arrangements.

### **14. Office Supplies**

The FY 14 budget for this item is based on the average of prior years' actual costs.

### **15. Duplication and Paper**

During fiscal year 2011, NVTC negotiated a five year copier lease and service contract for considerable savings over the previous arrangement. The duplication expenses of paper and staples, which are not included in the contract, have been budgeted based upon estimated usage levels.

### **16. Public Information**

In prior budgets this category was available to provide funding for larger public outreach projects, including meetings, media events, educational seminars, legislator tours, brochures and other communication tools. Except for the annual legislative tracking costs (Lobbyist-in-a-Box), funding for this budget category has been eliminated effective with the FY 10 budget. Incidental and limited costs for public outreach, such as copying, printing and supplies will be charged to those respective accounts.

# **NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

## **Explanatory Notes to Fiscal Year 2014 Preliminary Budget**

### **17. Furniture and Equipment**

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. The FY 14 budget includes a modest amount for the replacement of computer equipment.

### **18. Computer Operating Expense**

Computer operating expenses include outside network consulting and services, software upgrades and supplies, web hosting fees, and a provision for disaster recovery efforts. The FY 14 budget is based on an average of prior year actual costs, with a small provision for disaster recovery costs.

### **19. Advertising (Personnel/Procurement)**

The FY 14 budget includes a provision for personnel and procurement advertising. An average of prior years costs was used to develop the budgeted amount as this category fluctuates from year to year.

### **20. Auditing**

NVTC entered into a three-year contract for auditing services beginning with the audit of FY 08, with two, two-year options. The budget is based on the projected costs of the second two year option.

### **21. Consultants – Technical**

An allowance for non-grant funded technical assistance has been included in prior year budgets. Effective with the FY 10 budget, this allowance has been eliminated.

### **22. Legal**

An allowance for legal costs has been included in prior year budgets. Effective with the FY 10 budget, this allowance has been eliminated. NVTC will rely entirely on donated legal services from its jurisdictions.



AGENDA ITEM #6

**TO:** Chairman Fisette and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 30, 2012  
**SUBJECT:** Appointments to Vanpool Program Policy Advisory Board

---

The commission will be asked to appoint a slate of four nominees to serve on the Vanpool Program's Policy Advisory Board.

NVTC's Management Advisory Committee has been asked to produce a slate of nominees to fill the four membership slots on PAB to be appointed by NVTC. It will be provided as a blue sheet item at the meeting.

The Virginia Vanpool Incentive Program is underway following the execution of a Memorandum of Understanding by the three sponsoring agencies (NVTC, PRTC, GWRC). One of the initial tasks is to create a Policy Advisory Board (PAB). The MOU defines the structure, membership and responsibilities of PAB as follows:

A Program Advisory Board (PAB) shall be established to provide advice on Program products, administrative rules, budgets, and revenue calculations to the Program Sponsors, the PRTC Board, and Program staff. The PAB's views will accompany PRTC management's recommendations on all matters requiring PRTC Board approval (e.g., the budget; contract awards above the threshold delegated to the Executive Director; etc.) and the approval of the Boards of all three Program Sponsors. While the annual budget will be a primary focus, the PAB will also play a role in the review of program products, administrative rules, and revenue calculations, such that all of these products are vetted with the PAB before they are issued. The PAB is as an advisory group, so no formal vote-taking, parliamentary procedures, or formal bylaws are necessary to guide the group's deliberations. The views of PAB members, be they singly held or otherwise, are important for the Program Sponsors' governing boards to know, and thus the PAB's views will be routinely communicated as part of staff reports accompanying proposed actions.

Each of the Program Sponsors shall appoint no more than four representatives to the PAB, and the appointees shall serve for as long as the Program Sponsors decide at their own discretion. The model for PAB is the Jurisdictional and Agency Coordinating Committee of the Northern Virginia Transportation Authority. Representatives are welcomed from all agencies and jurisdictions participating in the Program. PAB will decide whether to invite additional representatives of vanpool operators and customers.





AGENDA ITEM #7

**TO:** Chairman Fiset and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** August 30, 2012  
**SUBJECT:** Status Report on DRPT's SJR 297 Report

---

DRPT is close to completing its draft final report and will convene a meeting of Virginia's transit systems to discuss the proposed model on September 6<sup>th</sup>.

NVTC staff has briefed the commission throughout the course of the two-year study. Because Northern Virginia receives about three-quarters of all statewide transit assistance, any changes to DRPT's methods must be viewed with concern.

NVTC staff has submitted comments to DRPT and participated actively on a stakeholders group. Unfortunately, the draft final report and the anticipated legislative proposals that will follow are expected to leave much to be desired and pose significant risk for Northern Virginia's transit systems.

Following presentation of a detailed PowerPoint by the NVTC staff, the commission is asked to discuss the DRPT study and provide direction about next steps.



# COMMONWEALTH of VIRGINIA

Thelma D. Drake  
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

(804) 786-4440  
FAX (804) 225-3752  
VIRGINIA RELAY CENTER  
1-800-828-1120 (TDD)

August 14, 2012

Greetings:

In February 2011, the Senate and House of Delegates agreed to Senate Joint Resolution 297 (SJR 297), which directed the Virginia Department of Rail and Public Transportation (DRPT) to study key issues relating to the distribution of funding to transit agencies within the Commonwealth of Virginia. Specifically, this legislation called for the examination of Virginia's current transit funding practices with respect to performance, prioritization, stability, and allocation. In conjunction with the study, DRPT formed the SJR 297 Funding Study Advisory Committee to gather input from transit agencies of varying sizes, as well as representatives from local governments, metropolitan planning organizations, transportation demand management agencies, and other interested parties from across Virginia. Over the course of eighteen months, DRPT, in consultation with the Advisory Committee, has completed its work and developed recommendations for allocating capital and operating assistance to Virginia's public transportation providers.

You are cordially invited to attend the SJR 297 Funding Study Statewide Transit and TDM Stakeholder Meeting on September 6, 2012 from 2:30 – 5:00 to be held at the Virginia Housing Authority located on 4224 Cox Road, Glen Allen, VA 23060. DRPT and the study team will present the findings of the SJR 297 Funding Study Report and the recommendations for allocating State capital and operating assistance to the Commonwealth's public transportation providers.

We look forward to seeing you on September 6<sup>th</sup>. Please feel free to contact Amy Inman, Manager of Transit Planning and SJR 297 Project Manager, 804-225-3207 or [amy.inman@drpt.virginia.gov](mailto:amy.inman@drpt.virginia.gov) if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads 'Thelma Drake'.

Thelma Drake  
Director

*The Smartest Distance Between Two Points*



AGENDA ITEM #8

**MEMORANDUM**

**TO:** Chairman Fisette and NVTC Commissioners

**FROM:** Rick Taube and Claire Gron

**DATE:** August 30, 2012

**SUBJECT:** Proposed Comments on DRPT's Statewide Transit/TDM Plan and SuperNova Study

---

Statewide Transit/TDM Plan.

DRPT is completing an update to its statewide transit TDM plan (see attachment). The horizon year is 2040. The plan finds that there are \$11.7 billion in capital needs over that period just to maintain a state of good repair. To keep from losing market share, transit would require \$63 billion in operating and maintenance costs over that time. The current level of spending for FY 2013 totals about \$840 million, or about \$23.5 billion over the 28-year period of 2012-2040.

At this point DRPT has not articulated the state's role in meeting that \$40 billion gap, or on how the state can contribute to the additional \$1.6 billion in needed transit capital and \$1.6 billion in Transportation Demand Management investments.

SuperNova Study.

DRPT held its third stakeholder meeting on the SuperNova Transit/TDM Vision Plan on August 1, 2012. DRPT presented draft policy/TDM and corridor recommendations. Following the presentation of draft plan recommendations, stakeholders participated in two roundtable work sessions to discuss the recommendations.

Policy/TDM recommendations focused on seven policy areas: transit and TDM marketing; planning; operations; transit facilities; access to transit; technology; and TDM. Corridor recommendations focused on the specification of transit modes and facilities to be provided for corridors in Northern Virginia. Consistent themes include improving connections and consistency to ease travel between systems, and increasing the dialog and cooperation between systems. Of particular interest is a recommendation that a "Super NoVa transit operating agency" or similar regional coordinating entity be established to help carry out the plan.

The meeting also included a discussion of DRPT's future plans for implementing the SuperNova recommendations, including timing, phasing, and funding for proposed policies and improvements. In addition to serving as SuperNova recommendations, recommendations will also be incorporated into the ongoing Statewide Transit/TDM Plan. SuperNova is expected to be completed by November 2012.

### Proposed Comments

The commission is asked to authorize Chairman Fisette to send a letter to DRPT Director Drake containing comments on both of DRPT's proposed plans. The comments were generated from discussions with NVTC's local staff members who are following the development of the plans/studies.

The comments to be contained in the letter are as follows:

#### Re: Statewide Transit/TDM Plan

1. The consulting team has done a good job in preparing the cost estimates and DRPT has been responsive to the input of stakeholders regarding the assumptions and methods used for the forecasts.
2. The state role in funding the statewide transit needs should be part of the plan, including a phased approach for meeting the needs. Without any discussion of funding sources, and an approach to obtaining the funds in reasonable pieces, the enormous needs are likely to be dismissed by those in a position to act on increased financial resources.
3. It is unclear how well DRPT has integrated the many existing regional plans that forecast transit needs, including those of MWCOG/TPB, WMATA, NVTA (e.g. TransAction 2040) as well as DRPT/VDOT (e.g. I-66 Multi-Modal Inside the Beltway and I-95 Express Lanes Transit/TDM). DRPT should explain whether its state priorities may have taken precedence over regional priorities in arriving at the specific projects included in the plan.
4. The needs documents in this study should be used in DRPT's SJR 297 study to help educate the General Assembly to the fact that DRPT cannot devise a new funding allocation scheme that avoids creating winners and losers unless additional new funding is provided to meet these needs.

#### Re: SuperNova Vision Plan

1. DRPT's stated objective of facilitating advance planning for transit/TDM opportunities in outlying areas likely to need it in the future is reasonable, and defining a study territory broadly to include neighboring states and the District of Columbia is defensible. But there already is a federally mandated regional planning process to accomplish such studies. Substituting Virginia state priorities for those developed regionally in cooperation with Maryland and D.C. should only be accomplished with careful consultation with the affected parties.

2. The state role in funding the identified transit needs should be included, along with a phased approach for meeting the needs.
3. The draft policy recommendation in SuperNova that calls for a single new regional transit operator should be removed. Northern Virginia is currently addressing the efficiency and consolidation issues at the request of the Northern Virginia General Assembly Delegation. The results of that effort should not be preempted by DRPT's premature recommendation.
4. As a starting point for the vision plan, DRPT could use the opportunity to explain why transit exists as it does today in this region. For example, several local bus systems arose to complement the regional Metrorail and VRE systems. They operate effectively as an interconnected network with the help of several regional bodies including NVTC. They all use the regional SmarTrip fare collection system. They serve local market niches in a manner highly valued by local customers and governments, who together provide the great majority of required funding. They are sized and operated based on the local ability to pay, given the state's valued but modest financial participation.
5. As SuperNova identifies new future transit/TDM service opportunities, it should be kept in mind that if the state does not intend to find new funding for these services, the burden will fall on local governments and existing transit services. This problem will be compounded if DRPT continues to press for allocation of scarce state transit funds to those systems with the greatest density of passengers and highest farebox recovery.



**DRPT**  
Virginia Department of Rail and Public Transportation

## Statewide Transit & Transportation Demand Management Plan Update

**SJR 297 Meeting  
July 30, 2012**

1

Defining Needs

## Statewide Plan Transit and TDM Investment Strategies


- Transit State of Good Repair (SGR)
- Transit & TDM Capacity Enhancements
- Transit Major Capital Projects

**DRPT**  
Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation Demand Management Plan Update

2

Defining Needs



**DRPT**  
Virginia Department of Rail and Public Transportation

**Transit**  
**Define Needs**

**DRPT**  
Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update 3

Defining Needs

**SGR Guidance**

- DRPT Asset Inventory Database
- Vehicle Type
- Vehicle Standard Lifecycles (e.g., 4,7,10,12 years)
- Identified existing vehicle replacement backlog for 2012
- Identified vehicle replacement schedule over the Plan period (2013 – 2040)
- Identified facilities and lifecycle replacement timeframes
- Does not address equipment and tool needs

**DRPT**  
Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update 4



## Defining Needs

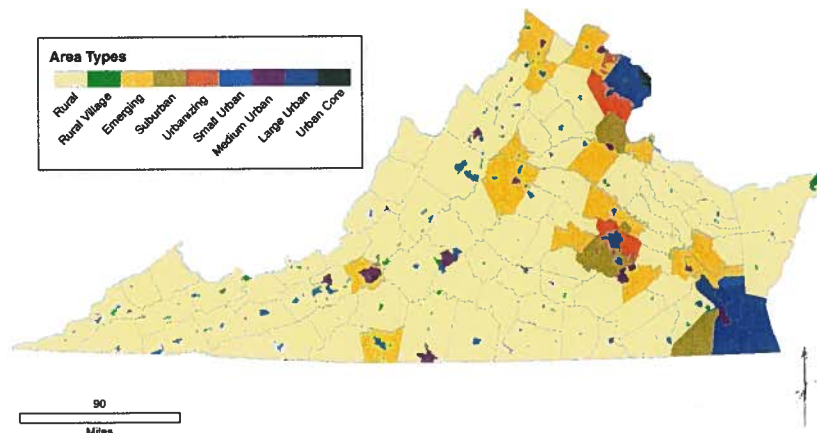
## Transit Capacity Enhancements Guidance

- Expand statewide capacity to meet needs of growing economy and population
- Identify un-served areas that exhibit characteristics supportive of transit services – determine service needs
- Identify under-served areas that exhibit characteristics supportive of higher levels and increased types of transit services – determine service needs

## Needs Analysis

## Transit Capacity Enhancements

### Existing Area Type Classifications



## Major Capital Projects Guidance

- Identify potential Major Capital Projects focused on managing congestion and increasing transit mode share
- Typical modes include Metrorail, bus rapid transit (BRT), light rail transit, streetcar and commuter rail
- Projects likely to rise out of rapid transit projects planning in various urban regions
- Projects likely to be identified in Long Range Transportation Plans (LRTPs)



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

7

## Major Capital Projects - Resources & Guidance

- Richmond Regional Mass Transit Study (May 2008)
  - 3 Tiers/Timeframes for Implementation
    - FY 2015-2016, Beyond 2025, Beyond 2035
  - Corridors and modes identified
  - Identified capital and O&M costs (escalated to 2012\$)
- Hampton Roads Regional Transit Vision Plan (Feb 2011)
  - 3 Timeframes for Implementation
    - Short-Term (by 2025), Long-Term (by 2035), & Extended (after 2035)
  - Corridors and modes identified
  - Identified capital and O&M costs (escalated to 2012\$)
- SuperNoVa Study Analysis and Project Identification (currently under study)



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

8

## Statewide Plan Transit Investment Scenarios

- **Low Investment**
  - Addresses SGR for existing and future growth vehicles
  - TDP Service improvements through 2018
  - Assumes Major Capital Projects currently under development
- **Moderate Investment**
  - Addresses SGR for existing and future growth vehicles
  - Increases service levels
    - TDPs through 2018
    - Service level growth consistent with area population growth 2019 through 2040
  - Assumes Lower Level of Major Capital Project Investment
- **High Investment**
  - Addresses SGR for existing and future growth vehicles
  - Increases service levels
    - Moderate Growth plus
      - 3% service hour growth / year – Top quartile performers
      - 2% service hour growth / year – 2<sup>nd</sup> quartile performers
  - Assumes High Level of Major Capital Project Investment



## Transit Results of Needs Analysis

## Needs Analysis

## SGR Vehicle Needs Low Investment Scenario

Replacement Category	Backlog	Ongoing Replacement by Period Interval					Total
Operator and Vehicle Type	2012	2013 - 2018	2019 - 2024	2025-2030	2031-2035	2036-2040	2012-2040
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>							
Metrorail	0	374	354	4	0	0	732
Metrobus	555	554	778	572	615	665	3,739
MetroAccess	0	2,002	2,132	2,030	1,739	1,779	9,682
<b>Virginia Railway Express (VRE)</b>							
Commuter Rail Cars	0	21	21	0	0	8	50
Commuter Locomotives	0	0	0	0	0	20	20
<b>All Other Virginia Operators</b>							
Buses	222	668	1,161	1,019	776	838	4,684
Vans	291	819	1,020	870	727	649	4,376
Support Vehicles	77	154	206	184	165	132	918
Ferries	1	1	1	0	0	1	4
<b>Human Services Operators</b>							
Buses	40	108	122	142	94	109	615
Vans	370	275	608	619	565	513	2,950
Support Vehicles	174	131	281	287	262	259	1,394
<b>Total Vehicle Replacements</b>	<b>1,730</b>	<b>5,107</b>	<b>6,684</b>	<b>5,727</b>	<b>4,943</b>	<b>4,973</b>	<b>29,164</b>

## Needs Analysis

## SGR Vehicle Needs Moderate Investment Scenario

Replacement Category	Backlog	Ongoing Replacement by Period Interval					Total
Operator and Vehicle Type	2012	2013 - 2018	2019 - 2024	2025-2030	2031-2035	2036-2040	2012-2040
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>							
Metrorail	0	374	354	4	0	0	732
Metrobus	555	554	812	775	809	865	4,370
MetroAccess	0	2,002	2,292	2,636	2,589	3,011	12,529
<b>Virginia Railway Express (VRE)</b>							
Commuter Rail Cars	0	21	21	0	0	8	50
Commuter Locomotives	0	0	0	0	0	20	20
<b>All Other Virginia Operators</b>							
Buses	222	668	1,161	1,019	1,431	1,093	5,594
Vans	291	819	1,164	1,230	747	684	4,935
Support Vehicles	77	154	246	302	211	168	1,158
Ferries	1	1	1	0	0	1	4
<b>Human Services Operators</b>							
Buses	40	108	122	142	94	109	615
Vans	370	275	688	685	615	569	3,202
Support Vehicles	174	131	281	287	262	259	1,394
<b>Total Vehicle Replacements</b>	<b>1,730</b>	<b>5,107</b>	<b>7,142</b>	<b>7,080</b>	<b>6,758</b>	<b>6,787</b>	<b>34,603</b>



## Needs Analysis

## SGR Vehicle Needs High Investment Scenario

Replacement Category	Backlog		Ongoing Replacement by Period Interval					Total
Operator and Vehicle Type	2012	2013 - 2018	2019 - 2024	2025 - 2030	2031 - 2035	2036 - 2040	2012 - 2040	
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>								
MetroRail	0	374	354	4	0	0	732	
Metrobus	555	554	812	775	879	1,040	4,615	
MetroAccess	0	2,002	2,407	3,125	3,377	4,296	15,207	
<b>Virginia Railway Express (VRE)</b>								
Commuter Rail Cars	0	21	21	0	0	8	50	
Commuter Locomotives	0	0	0	0	0	20	20	
<b>All Other Virginia Operators</b>								
Buses	222	668	1,161	1,229	1,501	1,115	5,896	
Vans	291	819	1,224	1,266	752	684	5,036	
Support Vehicles	77	154	266	311	208	168	1,184	
Ferries	1	1	1	0	0	1	4	
<b>Human Services Operators</b>								
Buses	40	108	122	142	94	109	615	
Vans	370	275	688	685	615	569	3,202	
Support Vehicles	174	131	281	287	262	259	1,394	
<b>Total Vehicle Replacements</b>	<b>1,730</b>	<b>5,107</b>	<b>7,337</b>	<b>7,824</b>	<b>7,688</b>	<b>8,269</b>	<b>37,955</b>	



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

13

## Transit Capacity Enhancements Service Hour Needs

		Total Revenue Hours (Interval Periods)					Grand Total	% Change
Investment Scenario		2013-2018	2019-2024	2025-2030	2031-2035	2036-2040		
Low	Public Transit	36,194,013	37,796,962	37,796,962	31,497,468	31,497,468	174,782,872	0%
	Human Services	7,288,008	7,288,008	7,288,008	6,073,340	6,073,340	34,010,704	0%
	<b>Total</b>	<b>43,482,021</b>	<b>45,084,970</b>	<b>45,084,970</b>	<b>37,570,808</b>	<b>37,570,808</b>	<b>208,793,576</b>	<b>0%</b>
Moderate	Public Transit	37,053,036	48,875,689	57,931,437	51,508,391	54,938,224	250,306,776	43%
	Human Services	7,676,839	8,246,147	8,746,045	7,694,003	8,096,723	40,459,757	19%
	<b>Total</b>	<b>44,729,875</b>	<b>57,121,835</b>	<b>66,677,482</b>	<b>59,202,394</b>	<b>63,034,946</b>	<b>290,766,533</b>	<b>39%</b>
High	Public Transit	40,063,449	54,754,449	64,514,828	56,684,455	60,033,404	276,050,584	58%
	Human Services	7,676,839	8,246,147	8,746,045	7,694,003	8,096,723	40,459,757	19%
	<b>Total</b>	<b>47,740,288</b>	<b>63,000,596</b>	<b>73,260,873</b>	<b>64,378,458</b>	<b>68,130,126</b>	<b>316,510,341</b>	<b>52%</b>

## Major Capital Project Implementation Timeframes

### Richmond Region Project Implementation

- Capital and O&M costs distributed evenly starting in Period of Implementation (FY 2015-2016, Beyond 2025, Beyond 2035 to 2040)
- Capital and O&M costs projected to Year of Expenditure Dollars

### Projects include:

- Broad Street BRT (later conversion to LRT)
- Midlothian Corridor Commuter Rail
- Ashland Corridor Commuter Rail
- Airport LRT

## Major Capital Project Implementation Timeframes

### Hampton Roads Region Project Implementation

- Capital and O&M costs distributed evenly starting in Period of Implementation (by 2025, by 2035, after 2035 to 2040)
- Capital and O&M costs projected to Year of Expenditure Dollars

#### Projects include:

- TIDE LRT extension to Virginia Beach
- TIDE LRT to Naval Station
- High Speed Ferry – Newport News/Naval Station/Harbor Park/Newport News/Hampton
- TIDE LRT – Harbor Park to Greenbriar
- TIDE LRT – Downtown Newport News/CNU/Huntington Pointe
- Commuter Rail – Williamsburg/LightFoot-Toano/Suffolk/Fentress
- Streetcar – Harbor Park/Portsmouth/Midtown Loop, Phoebus Waterfront/Coliseum Central, Portsmouth/Harbor Park
- BRT – Harbor Park to Harbour View (via Portsmouth)

## Major Capital Project Implementation Timeframes

### SuperNoVa Region Project Implementation

#### •Projects under study:

- Range of recommendations to be identified and discussed at Super NoVa stakeholder meetings this week
- Planning level capital and operating costs assumptions will be made in the Statewide Transit and TDM Plan, as appropriate.

Needs & Costs



**DRPT**  
Virginia Department of Rail and Public Transportation

## Transit Draft Needs Recommendations: Cost Estimates

**DRPT**  
Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update 39

Needs & Costs

## SGR Capital Costs Low Investment Scenario

(Millions YOY Dollars)

Replacement Category	Backlog	Ongoing Replacement by Period Interval					Total
Operator and Vehicle Type	2012	2013 - 2018	2019 - 2024	2025-2030	2031-2035	2036-2040	2012-2040
<b>Washington Metropolitan Area Transit Authority (WMATA)</b>							
Vehicles & Fixed Assets	\$0.0	\$1,258	\$1,210	\$1,436	\$1,407	\$1,631	\$6,943
<b>Virginia Railway Express (VRE)</b>							
Commuter Rail Cars	\$0.0	\$60.1	\$69.7	\$0.0	\$0.0	\$48.4	\$178.2
Commuter Locomotives	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$134.0	\$134.0
<b>HRT The Tide LRT Project</b>							
Fixed Assets	\$0.0	\$3.0	\$8.6	\$34.6	\$25.1	\$25.1	\$96.4
<b>All Other Virginia Operators</b>							
Buses	\$122.4	\$215.4	\$502.8	\$531.8	\$459.9	\$557.5	\$2,389.8
Vans	\$17.9	\$49.7	\$73.4	\$73.9	\$72.8	\$75.8	\$363.5
Support Vehicles	\$2.9	\$5.3	\$8.4	\$8.9	\$9.4	\$8.7	\$43.6
Ferries	\$9.4	\$10.5	\$11.9	\$0.0	\$0.0	\$19.6	\$51.4
Fixed Assets	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Human Services Operators</b>							
Buses	\$12.6	\$32.8	\$44.5	\$64.4	\$50.0	\$66.2	\$270.5
Vans	\$18.9	\$15.5	\$39.5	\$49.1	\$54.1	\$59.0	\$236.1
Support Vehicles	\$5.4	\$4.5	\$11.0	\$13.7	\$15.1	\$17.8	\$67.5
<b>Total Vehicle Replacement Costs</b>	<b>\$189.5</b>	<b>\$1,654.5</b>	<b>\$1,980.1</b>	<b>\$2,212.3</b>	<b>\$2,093.7</b>	<b>\$2,643.5</b>	<b>\$10,773.7</b>

**DRPT**  
Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update 40



## Needs &amp; Costs

## SGR Capital Costs Moderate Investment Scenario

(Millions YOY Dollars)

Replacement Category	Backlog	Ongoing Replacement by Period Interval					Total
Operator and Vehicle Type	2012	2013 - 2018	2019 - 2024	2025-2030	2031-2035	2036-2040	2012-2040
Washington Metropolitan Area Transit Authority (WMATA)							
Vehicles & Fixed Assets	\$0.0	\$1,032.7	\$1,210.3	\$1,435.9	\$1,407.3	\$1,631.4	\$6,717.7
Virginia Railway Express (VRE)							
Commuter Rail Cars	\$0.0	\$60.1	\$69.7	\$0.0	\$0.0	\$48.4	\$178.2
Commuter Locomotives	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$134.0	\$134.0
HRT The Tide LRT Project							
Fixed Assets	\$0.0	\$3.0	\$8.6	\$34.6	\$25.1	\$25.1	\$96.4
All Other Virginia Operators							
Buses	\$122.4	\$215.4	\$502.8	\$531.8	\$923.7	\$762.0	\$3,058.1
Vans	\$17.9	\$49.7	\$82.1	\$101.7	\$80.1	\$79.2	\$410.7
Support Vehicles	\$2.9	\$5.3	\$10.1	\$14.7	\$12.0	\$11.1	\$56.1
Ferries	\$9.4	\$10.5	\$11.9	\$0.0	\$0.0	\$19.6	\$51.4
Fixed Assets	\$0.0	\$435.2	\$6.8	\$0.0	\$0.0	\$0.0	\$441.9
Human Services Operators							
Buses	\$12.6	\$32.8	\$44.5	\$64.4	\$50.0	\$66.2	\$270.5
Vans	\$18.9	\$15.5	\$42.0	\$51.8	\$56.6	\$62.6	\$247.4
Support Vehicles	\$5.4	\$4.5	\$11.0	\$13.7	\$15.1	\$17.8	\$67.5
<b>Total Vehicle Replacement Costs</b>	<b>\$189.5</b>	<b>\$1,864.7</b>	<b>\$1,999.7</b>	<b>\$2,248.6</b>	<b>\$2,569.9</b>	<b>\$2,857.4</b>	<b>\$11,729.9</b>



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

41

## Needs &amp; Costs

## SGR Capital Costs High Investment Scenario

(Millions YOY Dollars)

Replacement Category	Backlog	Ongoing Replacement by Period Interval					Total
Operator and Vehicle Type	2012	2013 - 2018	2019 - 2024	2025-2030	2031-2035	2036-2040	2012-2040
Washington Metropolitan Area Transit Authority (WMATA)							
Vehicles & Fixed Assets	\$0.0	\$1,032.7	\$1,210.3	\$1,435.9	\$1,407.3	\$1,631.4	\$6,717.7
Virginia Railway Express (VRE)							
Commuter Rail Cars	\$0.0	\$60.1	\$69.7	\$0.0	\$0.0	\$48.4	\$178.2
Commuter Locomotives	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$134.0	\$134.0
HRT The Tide LRT Project							
Fixed Assets	\$0.0	\$3.0	\$8.6	\$34.6	\$25.1	\$25.1	\$96.4
All Other Virginia Operators							
Buses	\$122.4	\$215.4	\$502.8	\$658.2	\$973.2	\$779.5	\$3,251.5
Vans	\$17.9	\$49.7	\$85.7	\$105.1	\$81.1	\$79.2	\$418.7
Support Vehicles	\$2.9	\$5.3	\$10.9	\$15.1	\$11.8	\$11.1	\$57.1
Ferries	\$9.4	\$10.5	\$11.9	\$0.0	\$0.0	\$19.6	\$51.4
Fixed Assets	\$0.0	\$435.2	\$6.8	\$0.0	\$0.0	\$0.0	\$441.9
Human Services Operators							
Buses	\$12.6	\$32.8	\$44.5	\$64.4	\$50.0	\$66.2	\$270.5
Vans	\$18.9	\$15.5	\$42.0	\$51.8	\$56.6	\$62.6	\$247.4
Support Vehicles	\$5.4	\$4.5	\$11.0	\$13.7	\$15.1	\$17.8	\$67.5
<b>Total Vehicle Replacement Costs</b>	<b>\$189.5</b>	<b>\$1,864.7</b>	<b>\$2,004.1</b>	<b>\$2,378.8</b>	<b>\$2,620.2</b>	<b>\$2,874.9</b>	<b>\$11,932.3</b>



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

42


## Transit Capacity Enhancements Capital and O&M Costs

		Total Operating Costs (Interval Periods in Millions)					
Investment Scenario		2013-2018	2019-2024	2025-2030	2031-2035	2036-2040	Grand Total
Low	Public Transit	\$5,609.59	\$6,939.73	\$8,286.40	\$8,114.72	\$9,407.19	\$38,357.62
	Human Services	\$252.89	\$301.93	\$360.48	\$352.99	\$409.18	\$1,677.47
	<b>Total</b>	<b>\$5,862.48</b>	<b>\$7,241.66</b>	<b>\$8,646.88</b>	<b>\$8,467.71</b>	<b>\$9,816.37</b>	<b>\$40,035.09</b>
Moderate	Public Transit	\$5,703.40	\$8,685.54	\$12,016.85	\$12,625.02	\$15,704.47	\$54,735.29
	Human Services	\$267.35	\$342.48	\$433.61	\$447.92	\$546.43	\$2,037.79
	<b>Total</b>	<b>\$5,970.75</b>	<b>\$9,028.01</b>	<b>\$12,450.46</b>	<b>\$13,072.95</b>	<b>\$16,250.90</b>	<b>\$56,773.08</b>
High	Public Transit	\$6,237.89	\$9,833.69	\$13,533.79	\$14,029.11	\$17,330.83	\$60,965.30
	Human Services	\$267.35	\$342.48	\$433.61	\$447.92	\$546.43	\$2,037.79
	<b>Total</b>	<b>\$6,505.25</b>	<b>\$10,176.16</b>	<b>\$13,967.40</b>	<b>\$14,477.03</b>	<b>\$17,877.26</b>	<b>\$63,003.10</b>

- Operating cost assumptions:
  - Operating cost per hour based on agency operating costs as reported in TDPs or to DRPT
  - Operating costs in areas with multiple agencies are allocated based on the percentage of hours each agency provides in an area
  - Human services are assumed to cost \$31.15/hour in FY2012
  - Inflation factor of 3% per year

## Major Capital Project Capital and O&M Cost Estimates

(Millions YOY Dollars)		Values by Period Interval					
		Total in 2012 Dollars	2013 - 2018	2019 - 2024	2025 - 2030	2031 - 2035	2036 - 2040
<b>Capital</b>							
<b>Estimated Capital</b>							
Low End of Range		\$22,835	\$3,327	\$4,052	\$6,302	\$5,161	\$14,407
Middle of Range		\$26,720	\$3,578	\$4,423	\$7,042	\$5,911	\$18,382
High End of Range		\$30,604	\$3,829	\$4,794	\$7,782	\$6,660	\$22,358
<b>Operating &amp; Maintenance</b>							
<b>Estimated Operating &amp; Maintenance Costs</b>							
Low End of Range		\$550	\$105	\$147	\$275	\$276	\$720
Middle of Range		\$580	\$112	\$155	\$284	\$285	\$729
High End of Range		\$611	\$119	\$163	\$292	\$293	\$738



**DRPT**  
Virginia Department of Rail and Public Transportation

## Statewide Transportation Demand Management Needs and Cost Estimates

### 297 Stakeholders Meeting

July 30, 2012

1

## Steps for TDM Needs Assessment

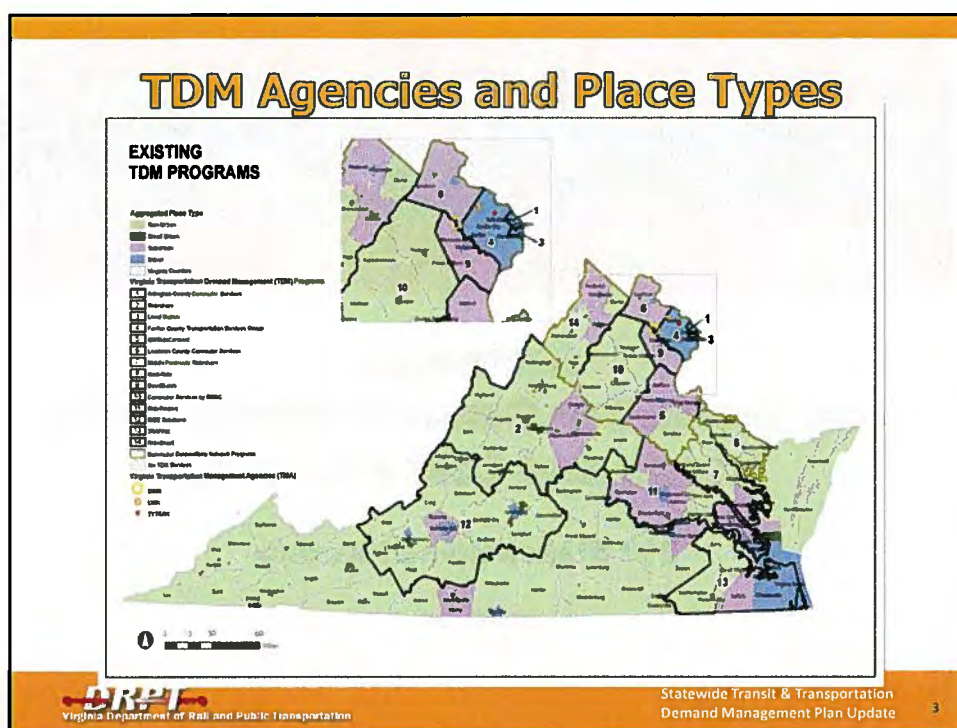
1. Define a standard structure for TDM programs by area type: service categories and associated TDM strategies
2. Array TDM categories and strategies by area type to define statewide TDM program targets
3. Assess existing programs against targets
4. Define a range of statewide TDM investment scenarios that close geographic and program delivery gaps
5. Estimate the cost of each investment scenario

**DRPT**  
Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

2






## TDM Service Categories by Area

Area Types	Urban	Small Urban	Suburban/Feeder		Non-Urban	
Primary Travel Markets	Work & Non-Work	Work & Non-Work	Work	Non-Work	Work	Non-Work
Primary Audience	Employees & Residents	Employees & Residents	Employees	Residents	Employees	Residents
Transportation Information						
Employer Services						
Education & Outreach						
Ridesharing						
Infrastructure						
Financial Incentives						
Support Services						
Land Use & Zoning						

H = High intensity; M = Medium intensity; L = Low intensity



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

4

## Recommended TDM Strategies by Area

Service Category	Aggregated Areas	Urban	Small Urban	Suburban/Feeder		Non-Urban	
	Area Types	Urban Core/ Large Urban/ Medium Urban	Small Urban	Urbanizing County/ Suburban County/ Emerging County		Rural Village/ Rural	
	Primary Market for TDM Strategies	Work & Non-Work	Work & Non-Work	Work	Non-Work	Work	Non-Work
Transportation Information	Retail/Mobile Store						
	Call Center/Help Line						
	Radio/TV/Paper						
	Websites/Social Media						
	Realtime Travel Information						
Employer Services	Commute Planning						
	Telework Support						
	Commuter Benefit Programs						
	CWS/AWS						
Education & Outreach	Corridor-level Programs						
	Bike						
	Walk						
Ridesharing	New Resident Kits						
	Ridematching						
	Vanpool Subsidy						
Infrastructure	Slug Lines						
	Park & Ride Lots						
	Private Shuttles						
	Carshare						
Financial Incentives	Bikeshare						
Financial Incentives	Goal-based programs						
Support Services	Guaranteed Ride Home						
Land Use & Zoning	TDM conditions						
	Parking management						



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

5

## Recommended TDM Strategies by Area

Service Category	Aggregated Areas	Urban	Small Urban	Suburban/Feeder		Non-Urban	
	Area Types	Urban Core/ Large Urban/ Medium Urban	Small Urban	Urbanizing County/ Suburban County/ Emerging County		Rural Village/ Rural	
	Primary Market for TDM Strategies	Work & Non-Work	Work & Non-Work	Work	Non-Work	Work	Non-Work
Transportation Information	Retail/Mobile Store	✓		✓	✓	✓	✓
	Call Center/Help Line	✓	✓	✓	✓	✓	✓
	Radio/TV/Paper	✓	✓	✓	✓	✓	✓
	Websites/Social Media	✓	✓	✓	✓	✓	✓
	Realtime Travel Information	✓	✓	✓	✓		✓
Employer Services	Commute Planning	✓	✓	✓		✓	
	Telework Support	✓	✓	✓		✓	
	Commuter Benefit Programs	✓	✓	✓		✓	
	CWS/AWS	✓	✓	✓		✓	
Education & Outreach	Corridor-level Programs	✓	✓	✓	✓		✓
	Bike	✓	✓	✓	✓		
	Walk	✓	✓	✓	✓		
Ridesharing	New Resident Kits	✓	✓	✓	✓		
	Ridematching	✓	✓	✓	✓	✓	✓
	Vanpool Subsidy	✓	✓	✓		✓	
Infrastructure	Slug Lines	✓	✓	✓			
	Park & Ride Lots	✓	✓	✓			
	Private Shuttles	✓		✓		✓	
	Carshare	✓		✓		✓	
Financial Incentives	Bikeshare	✓		✓			
Financial Incentives	Goal-based programs	✓	✓	✓	✓	✓	
Support Services	Guaranteed Ride Home	✓	✓	✓	✓	✓	✓
Land Use & Zoning	TDM conditions	✓	✓	✓	✓	✓	
	Parking management	✓		✓		✓	



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

6

## Sample TDM Gap Analysis

Service Category	TDM Strategies	Urban	TDM Agency	
		Work & Non-Work	Existing	Gap
Transportation Information	Retail/Mobile Store	✓	✓	
	Call Center/Help Line	✓	✓	
	Radio/TV/Paper	✓	✓	
	Websites/Social Media	✓	✓	
	Realtime Travel Information	✓	✓	Enhance
Employer Services	Commute Planning	✓	✓	
	Telework Support	✓	✓	
	Commuter Benefit Programs	✓	✓	
Education & Outreach	Corridor-level Programs	✓		New
	Bike	✓	✓	
	Walk	✓	✓	
	New Resident Kits	✓	✓	
Ridesharing	Ridematching	✓	✓	Enhance
	Vanpool Subsidy	✓		New
	Slug Lines	✓	✓	
Infrastructure	Park & Ride Lots			
	Carshare	✓	✓	Enhance
	Bikeshare	✓	✓	Enhance
Financial Incentives	Goal-based programs	✓		New
Support Services	Guaranteed Ride Home	✓	✓	
Land Use & Zoning	TDM conditions	✓	✓	
	Parking management	✓	✓	



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

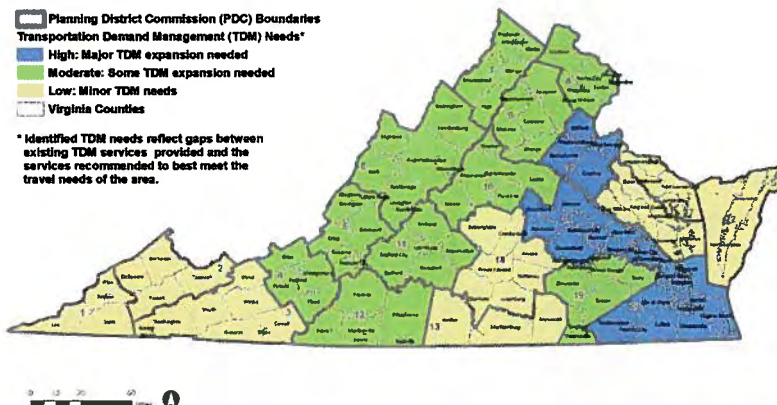
7

## TDM Needs Assessment

### TRANSPORTATION DEMAND MANAGEMENT (TDM) NEEDS BY PLANNING DISTRICT COMMISSION (PDC)

- Planning District Commission (PDC) Boundaries
- Transportation Demand Management (TDM) Needs\*
- High: Major TDM expansion needed
- Moderate: Some TDM expansion needed
- Low: Minor TDM needs
- Virginia Counties

\* Identified TDM needs reflect gaps between existing TDM services provided and the services recommended to best meet the travel needs of the area.



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

8



## TDM Investment Scenarios

- **Low Investment**
  - Maintains existing service levels for existing TDM programs with no growth
  - Costs escalated to year of expenditure dollars at 3% per year
- **Moderate Investment**
  - Closes geographic gaps to expand to a statewide TDM program while maintaining existing service levels
  - Costs escalated to year of expenditure dollars at 3% per year
- **High Investment**
  - Closes geographic gaps to provide statewide TDM service and increases existing service levels to recommended levels based on area type
  - TDM services increased to keep up with population growth and area type changes
  - Costs escalated to year of expenditure dollars at 3% per year

## Low Investment Scenario – Statewide TDM Costs

Name	FY 2010 Operating Budget
Arlington County Commuter Services	\$ 7,719,582
Charlottesville Rideshare	\$ 171,500
City of Alexandria Local Motion	\$ 360,450
Fairfax County Transportation Services Group	\$ 896,530
GW RideConnect	\$ 666,293
Loudoun County Commuter Services	\$ 367,376
Middle Peninsula Rideshare	\$ 62,825
NeckRide	\$ 60,000
OmniMatch	\$ 137,249
RRRC	\$ 110,000
RideFinders	\$ 1,498,336
Roanoke Ride Solutions	\$ 158,050
Traffix	\$ 1,000,000
Valley Commuter Assistance Program	\$ 159,500
Dulles Area Transportation Association	\$ 110,000
	<b>\$ 13,477,691</b>

**Grow existing services  
at 3% per year**

*Preliminary –  
costs under DRPT  
review*

**Total statewide costs  
2013-2040 =  
\$632,000,000 (YOE)**

NOTE: Based on costs documented in Long Range TDM Plans; Includes various funding sources

## Moderate Investment Scenario – Cost Basis for Unserved Regions

Name	PlaceType	TDM ID	FY 2010 Operating Budget	Census 2010 Population	Per Capita Cost	
Arlington County Commuter Services	Urban	1	\$ 7,719,582.00	207,627	\$ 37.18	
Charlottesville Rideshare	Urban, Small Urban, Suburban, Non-Urban	2	\$ 171,500.00	518,925	\$ 0.33	
City of Alexandria Local Motion	Urban	3	\$ 360,450.00	139,966	\$ 2.58	
Fairfax County Transportation Services Group	Urban	4	\$ 896,530.00	1,116,623	\$ 0.80	
GWrideConnect	Urban, Suburban, Non-Urban	5	\$ 666,293.00	327,773	\$ 2.03	suburban
Loudoun County Commuter Services	Urban, Small Urban, Suburban	6	\$ 367,376.00	353,372	\$ 1.04	urban
Middle Peninsula Rideshare	Suburban, Non-Urban	7	\$ 62,825.00	90,826	\$ 0.69	
NeckRide	Small Urban, Non-Urban	8	\$ 60,000.00	51,836	\$ 1.16	
Potomac & Rappahannock Transportation Commission	Urban, Suburban	9	\$ 137,249.00	454,096	\$ 0.30	
Rappahannock - Rapidan Regional Commission Commute	Small Urban, Non-Urban	10	\$ 110,000.00	164,674	\$ 0.67	small & non-urban
RideFinders	Urban, Small Urban, Suburban, Non-Urban	11	\$ 1,498,336.00	1,020,107	\$ 1.47	
Roanoke Ride Solutions	Urban, Small Urban, Suburban, Non-Urban	12	\$ 158,050.00	748,914	\$ 0.21	
Traffix	Urban, Small Urban, Suburban, Non-Urban	13	\$ 1,000,000.00	1,629,452	\$ 0.61	
Valley Commuter Assistance Program	Urban, Small Urban, Suburban, Non-Urban	14	\$ 159,500.00	222,152	\$ 0.72	
Dulles Area Transportation Association			\$ 110,000.00			
			\$ 13,477,691.00			

\*Highlighted per capita costs were used as base rates for similar areas types without existing TDM programs



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

11

### TDM Needs & Costs

## Moderate Investment Scenario – Statewide TDM Costs

Area Type	2010 Population w/out TDM	Scenario Cost per Capita	Total Cost (2010)
Urban	98,066	\$1.04	\$102,000
Suburban	78,106	\$2.03	\$159,000
Small Urban	103,331	\$0.67	\$69,000
Non-Urban	692,436	\$0.67	\$463,000
<b>Total New Services</b>			<b>\$792,000</b>
Total Existing Services			\$13,478,000
<b>Statewide Total</b>			<b>\$14,270,000</b>

Preliminary –  
costs under DRPT  
review

Close geographic service gaps  
& grow existing services at 3%  
per year

**Total statewide costs 2013-2040  
= \$669,000,000 (YOE)**



Virginia Department of Rail and Public Transportation

Statewide Transit & Transportation  
Demand Management Plan Update

12



## High Investment Scenario – TDM Enhancements

- **Urban Area Type:** Based on gap closure enhancements to Loudoun County TDM Program costs as documented in FY 2013 Annual Work Plan
- **Urban Core:** Enhancements to Urban Core costs based on Arlington County costs for retail/mobile stores, employer services and bikeshare
- **Suburban Area Type:** Based on gap closure enhancements to GWRideConnect TDM Program costs as documented in FY 2013 Annual Work Plan
- **Small Urban Area Type:** Based on gap closure enhancements to RRRC TDM Program costs as documented in FY 2012 Annual Work Plan
- **Non-Urban Area Type:** Based on gap closure enhancements to RRRC TDM Program costs as documented in FY 2012 Annual Work Plan
- **Statewide:** Gaps closed for real-time travel information and financial incentives

## High Investment Scenario – Statewide TDM Costs

Aggregated Area Type	TDM Costs per Capita	Annual TDM Cost (2010)
Urban Core	\$22.17	\$7,706,000
Urban	\$3.94	\$12,927,000
Suburban	\$2.23	\$5,006,000
Small Urban	\$2.26	\$1,076,000
Non-Urban	\$2.21	\$3,657,000
<b>TOTAL</b>		<b>\$30,372,000</b>

Preliminary –  
costs under DRPT  
review

**Compared to Low  
Scenario at \$13.5 M**

**Total statewide costs 2013-2040 = \$1.662 Billion (YOE)**

- Some level of TDM services provided statewide
- TDM services increased to keep pace with population growth
- TDM services also increased to account for changing area types between now and 2040

## 2013-2040 TDM Summary Capital and O&M Cost Estimates

Investment Scenario	TDM
Low Investment	\$632
Moderate Investment	\$669
High Investment	\$1,662

# Super NoVa Transit/TDM Vision Plan

---

Stakeholder Workshop

July 2012

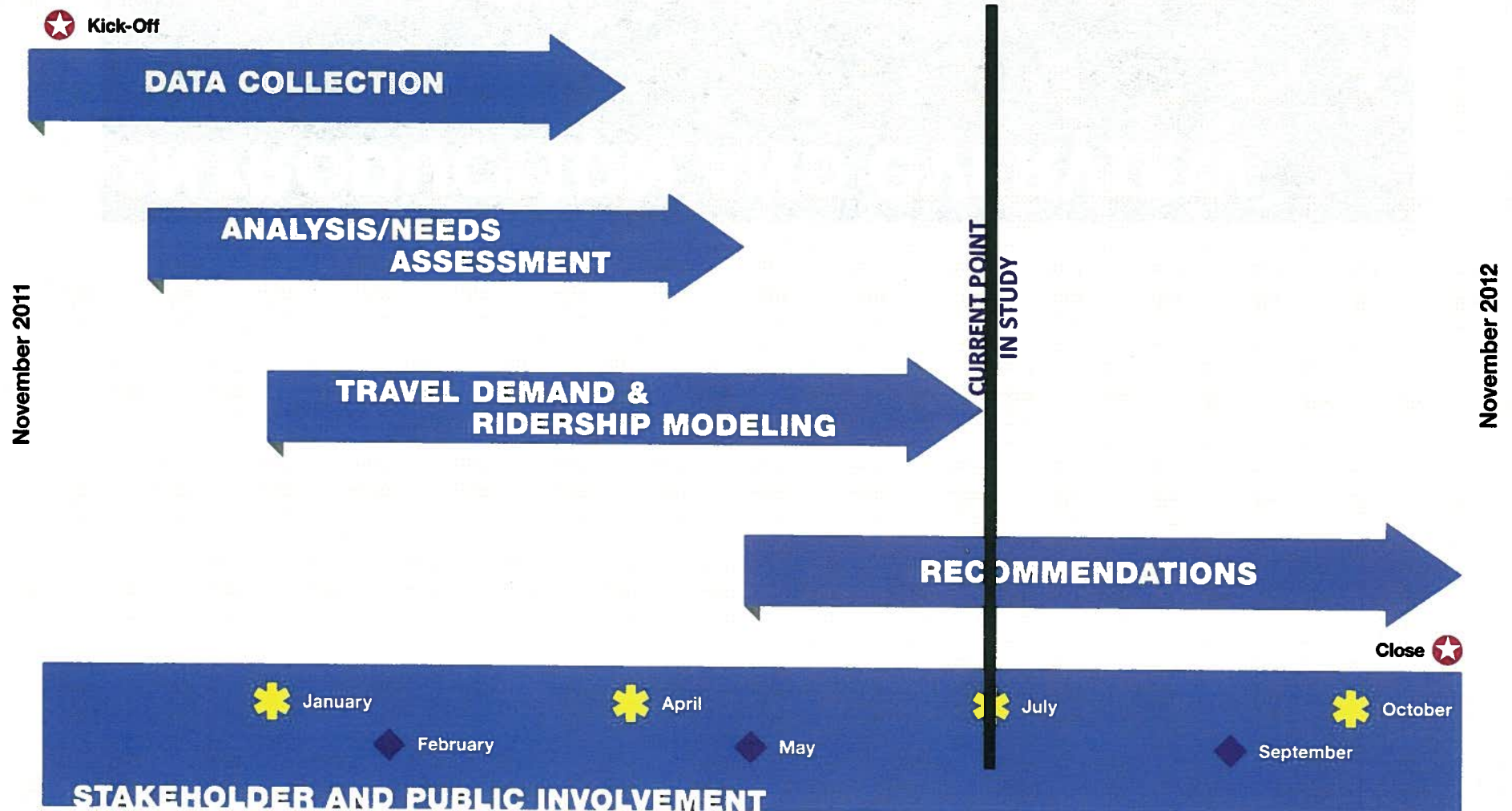


# Today's Objectives

- Recap where we've been
- Share analysis
- Discuss draft recommendations
- Comment on draft recommendations and provide additional ideas
- Gather input to guide refinement of draft recommendations

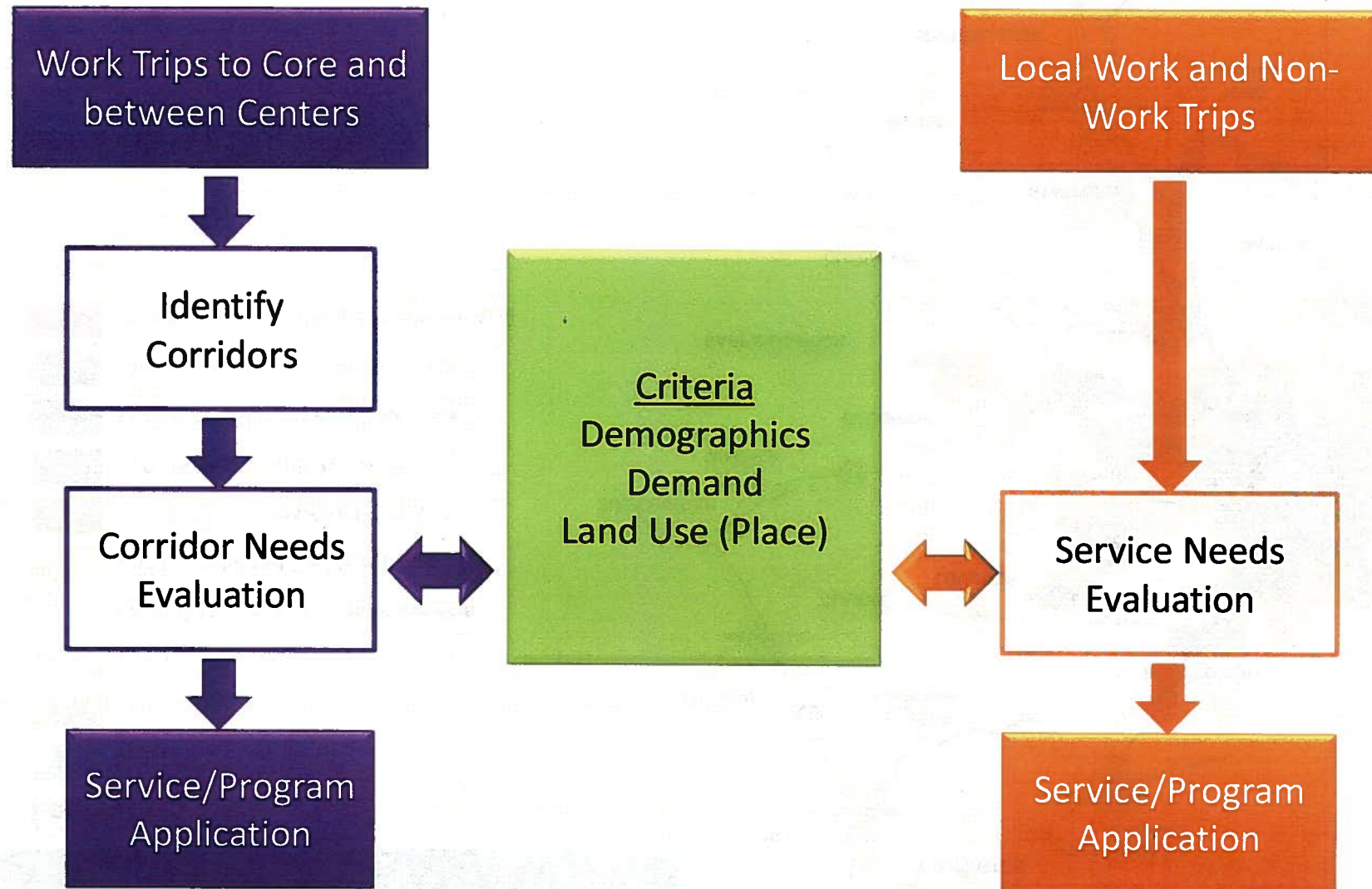
# INTRODUCTION AND OVERVIEW

# Project Schedule





# Needs Assessment & Recommendations Process



## Activity Density (2040)

### Legend



### Activity Density (2040)

### Fewer than 2 Jobs and People per Acre

### 2.01 to 7 Jobs and People per Acre

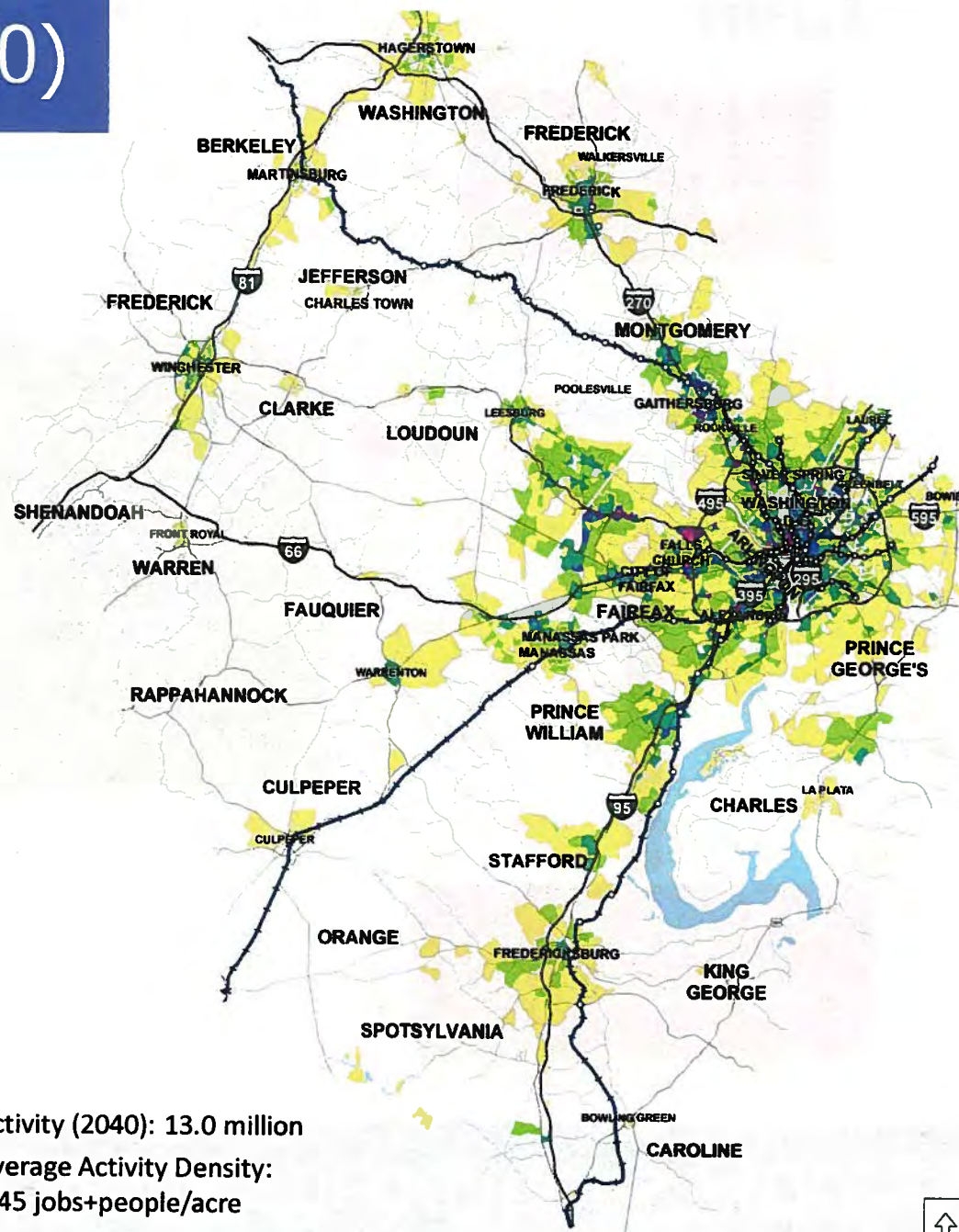
### 7.01 to 14 Jobs and People per Acre

### 14.01 to 34 Jobs and People per Acre

### 34.01 to 70 Jobs and People per Acre

### 70.01 to 100 Jobs and People per Acre

### More than 100.01 Jobs and People per Acre



**Activity (2040): 13.0 million**

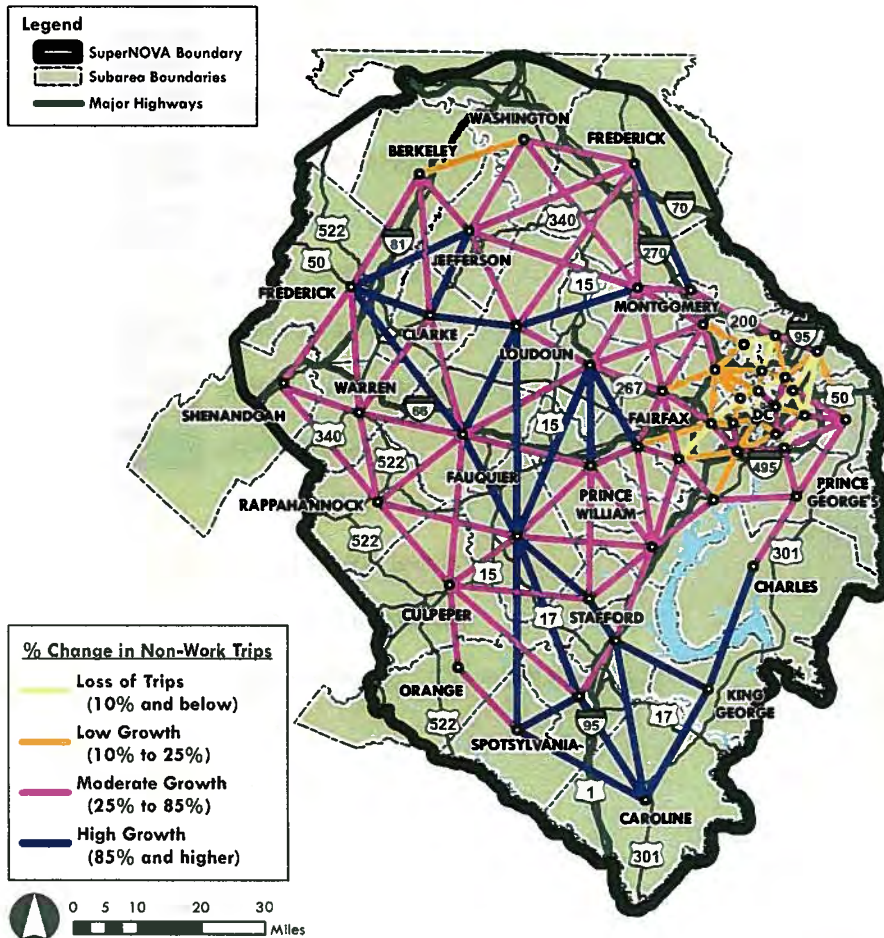
**Average Activity Density:**

**2.45 jobs+people/acre**

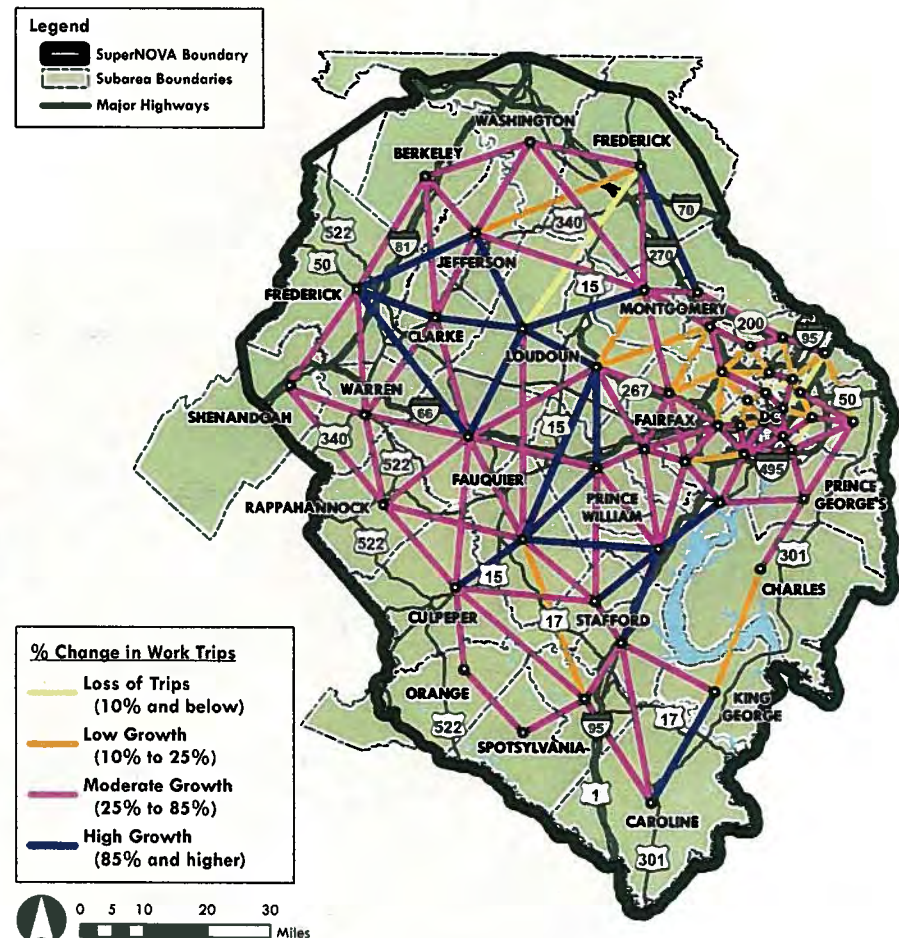


# Percent Change in Trip Growth (2010 to 2040)

## Non-Work Trips



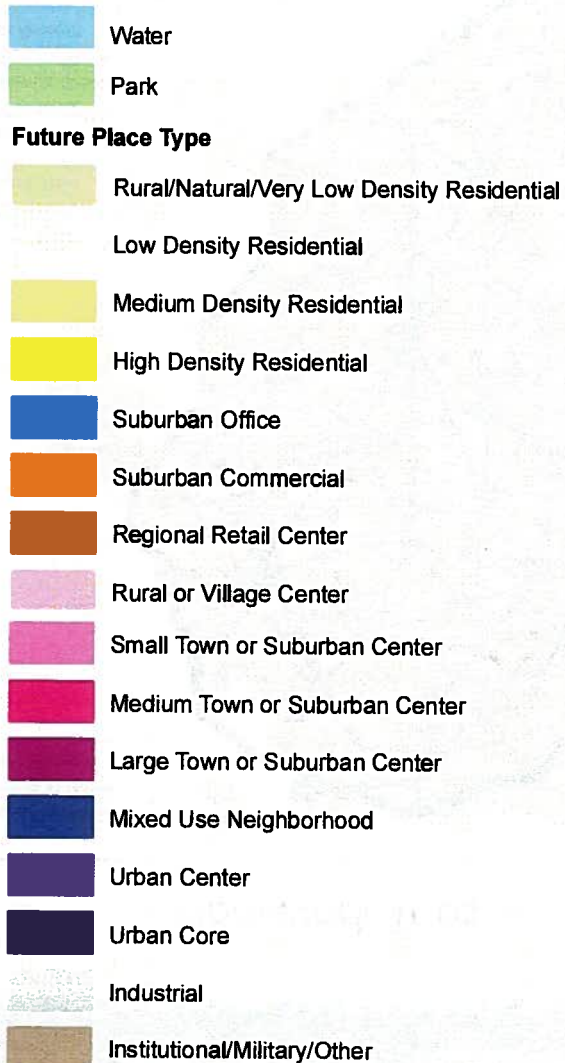
## Work Trips





# Future Place Types

## Legend



# Summary of Stakeholder Input

- Coordinate to provide transit and TDM service logically, not bounded jurisdictionally
- Establish hubs and transfer centers
  - Purposeful placement
  - Provide services
  - Facilitate access to the transit system from outer areas
- Make use of technology
- Take guidance from local and regional plans regarding specific transit projects
- Increase number of Potomac River crossings for transit
- Improve last mile conditions everywhere
- Serve non-work trips with transit and TDM
- Provide additional resources and funding for TDM agencies

# DRAFT POLICY RECOMMENDATIONS



# Policy Themes

- Transit and TDM marketing
- Planning
- Operations
- Transit facilities
- Access to transit
- Technology
- Transportation Demand Management

# Transit and TDM Marketing

- Policies

- Coordinated marketing
- Consistent branding
- Common language to refer to transit and TDM
- Educational programs

- Purpose

- Public understanding of transit and TDM
- Visibility/exposure of transit and TDM
- People's recognition of transit services and TDM programs
- Transit ridership and non-SOV mode use

# Planning

## ■ Policies

- Multi-jurisdictional transit and TDM planning
- Coordinated land use and transportation planning and policies
- Regional transit performance standard
- Performance-based transit funding
- Regional interoperability planning
- Continued Super NoVa transit & TDM dialogue

## ■ Purpose

- Regional Transit Development (or similar) Plan (TDP)
- Regional long-range TDM plan
- Services and programs match people's travel patterns
- More transit-supportive places
- More transit ridership and TDM use
- Allocate funding where it can be most effective

# Operations

## ■ Policies



- Super NoVa transit operating agency or;
- Unified operating plan
- Simplify bus routes
- Public private partnership
- Innovative delivery for transit operations
- Fare structures to incentivize transfers
- Integrated corridor management

## ■ Purpose

- Remove artificial barriers in operations
- Reduce/eliminate duplication of service
- Transit ridership
- Service delivery efficiency
- Private participation in transit operations
- Transit service coverage



# Transit Facilities

- Policies

- Capacity improvements for VRE & Metrorail
- System of intermodal transit centers (including P&Rs) with supporting infrastructure, services, and programs
- Innovative delivery methods for transit facilities
- Quality, context-sensitive community growth
- Development of transit vehicle storage and maintenance facilities

- Purpose

- Easy for people to access and understand TDM and transit
- Service connectivity
- Improved operations
- Access to transit
- Improved patrons' experience using transit
- Transit ridership and non-SOV mode use
- Private participation in public infrastructure

# Access to Transit

- Policies

- Programs to expand bicycling and walking to transit
- Transit stops and stations that maximize access
- Secure bicycle parking at transit stops and stations

- Purpose

- Bicyclist and pedestrian safety and accommodation
- Increased reach of transit
- Transit ridership

# Technology

## ■ Policies

- Comprehensive traveler information
- Develop a regional AVL requirement
- Open-source data
- Private investment in traveler information applications
- ITS as transportation infrastructure
- Inter/intra agency technology integration
- Multi jurisdictional technology planning

## ■ Purpose

- Make transit more convenient
- Improve operations through better data analysis
- Increase the competitiveness of transit services and TDM programs
- Increase the amount of real-time service information that is available
- Improve the interface between highway technology, TDM, and emergency response

# Transportation Demand Management

## ■ Policies

- Affordability, tourism, military, airports, aging in place, and other special populations
- Programs for specific corridors & activity centers
- TMAs in activity centers
- Sustainability through collaborative consumption (carshare, bikeshare, transit, rideshare, etc.)
- Public-private partnerships
- Super regional coordination
- Regional parking pricing
- Expanded Guaranteed Ride Home

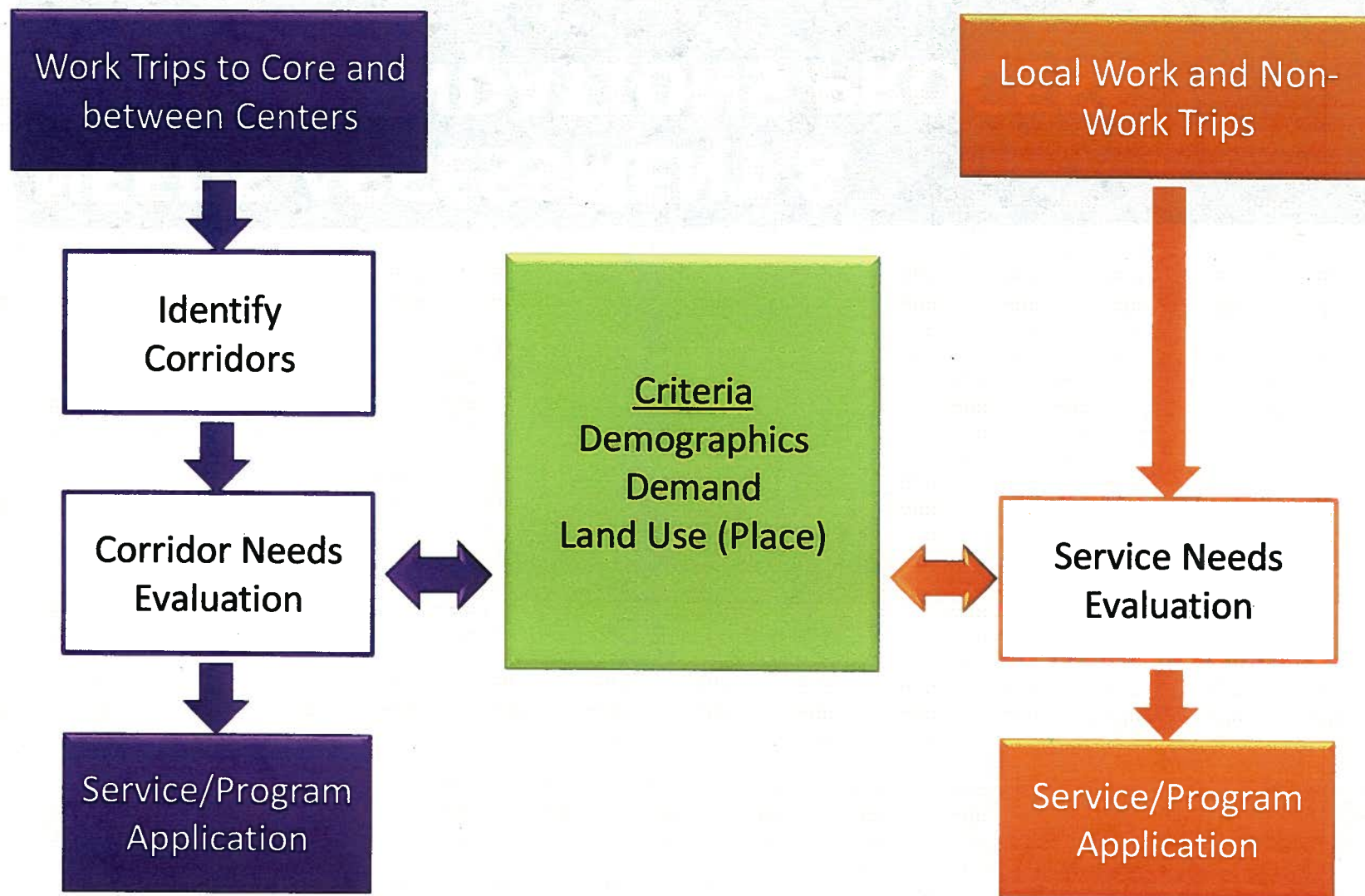
## ■ Purpose

- Reduced single-occupant vehicle travel
- Maximize existing transportation infrastructure
- Simplify people's understanding of available TDM resources



# NEEDS ASSESSMENT & RECOMMENDATIONS PROCESS

# Needs Assessment & Recommendations Process





# CORRIDOR EVALUATION

# Corridor Evaluations and Recommendations

- **Super-regional corridors**
  - Interstates and major state and US routes
  - Travel demand evaluation
  - Screening of corridors to target corridors having potential need for higher capacity transit services
  - Regional transit service is needed in all super-regional corridors
- **Sub-regional corridors**
  - Routes with comparatively higher travel demand as well as urban arterials
  - Activity and place-type evaluation
  - Identification of range of transit modes

# Super-regional Corridors

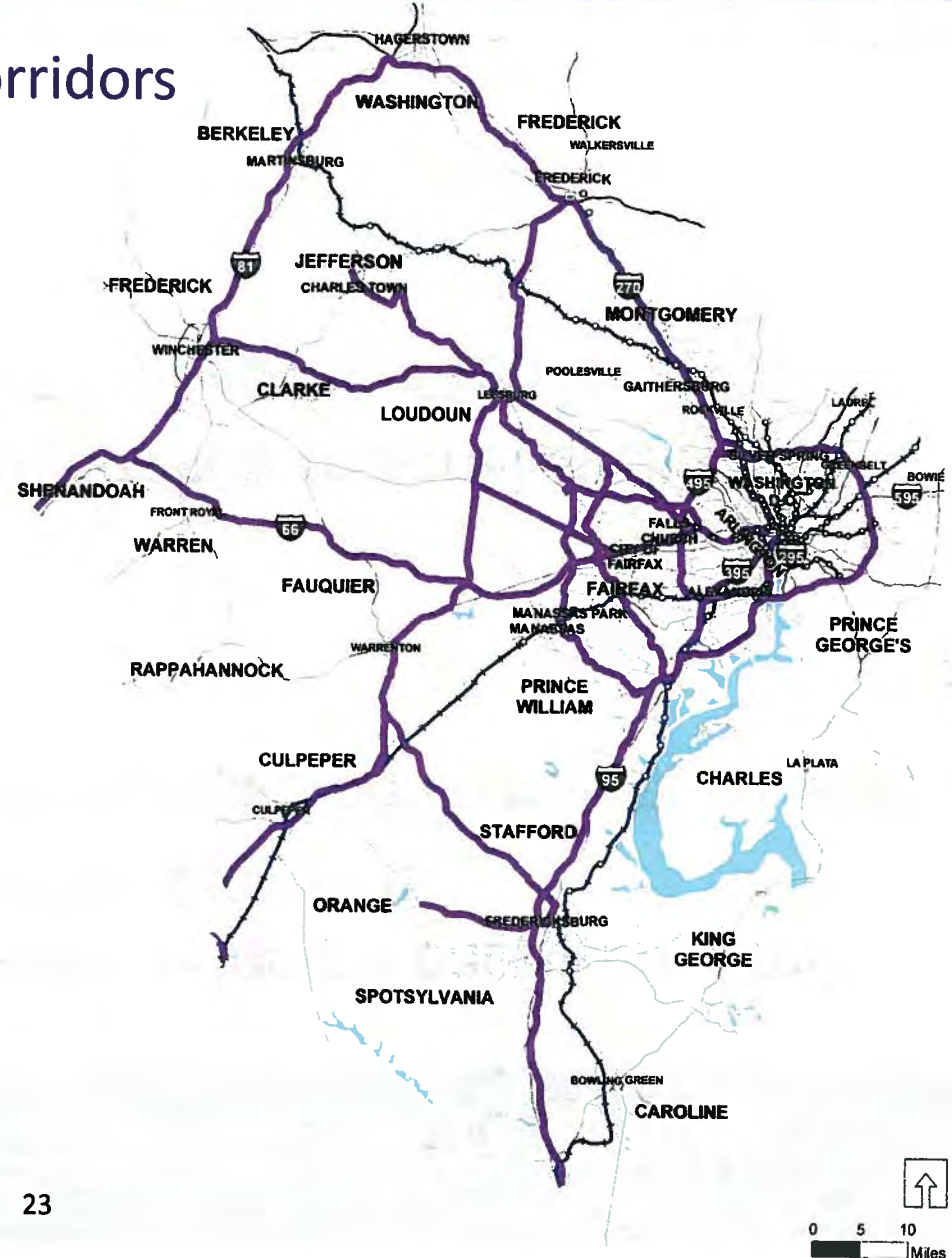
## Radial Corridors



## Circumferential Corridors



## All Corridors





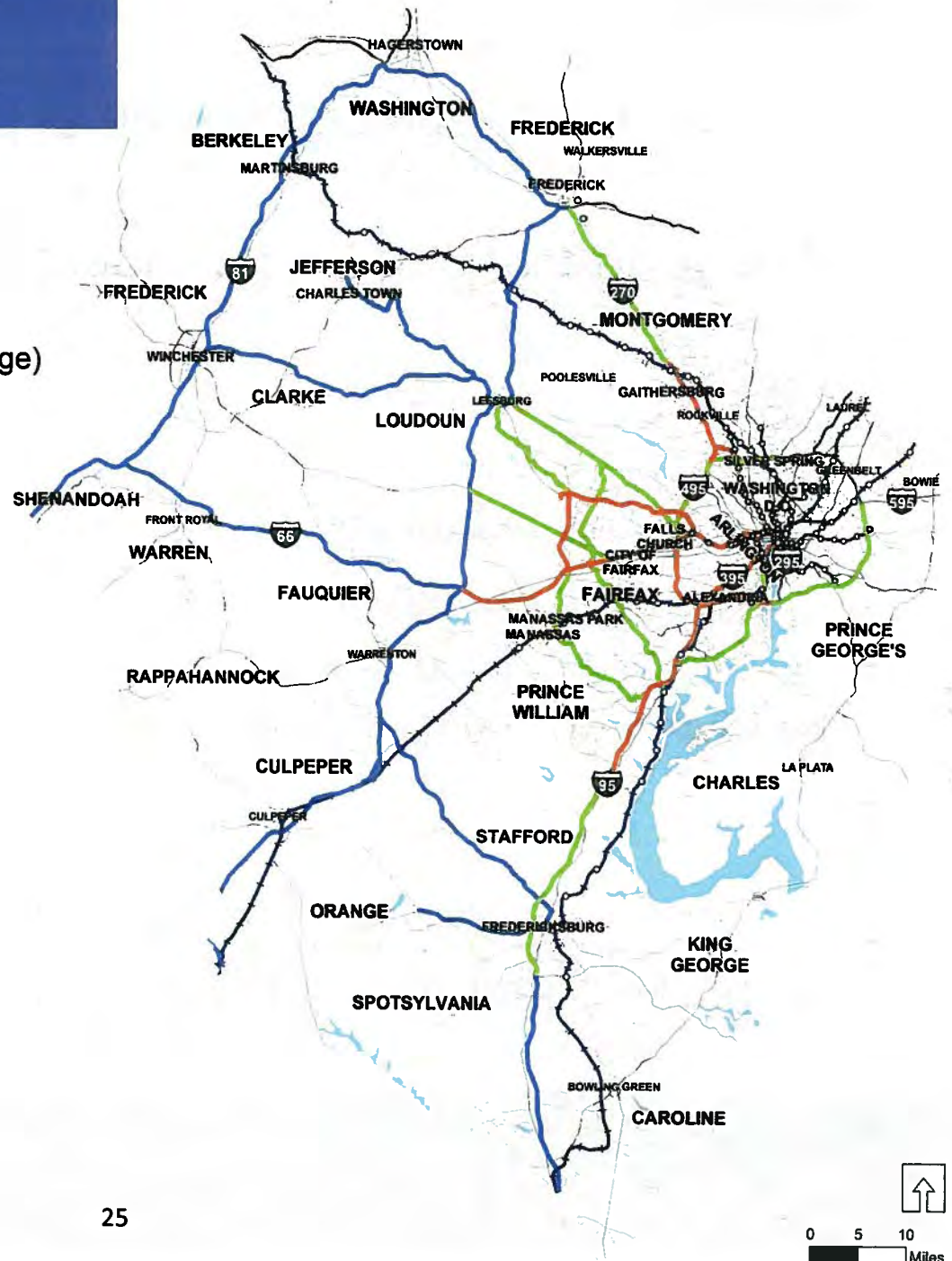
# Super-Regional Corridor Screening

- Work trips of 10 miles or greater in length based on 3-mile buffers of super-regional corridor segments
- Evaluation summarized into tiers based on comparative level of demand in each corridor
  - Tier 3. Highest demand
  - Tier 1 and 2. Lower demand
- Tier 2 and 3 corridors carried into sub-regional evaluation
- Tier 1 corridors considered for regional bus service

# Comparative Travel Demand Evaluation

## Comparative Travel Demand

- Tier 3 (more than 2/3 standard deviations greater than average)
- Tier 2 (within 2/3 standard deviations of average)
- Tier 1 (more than 2/3 standard deviations less than average)



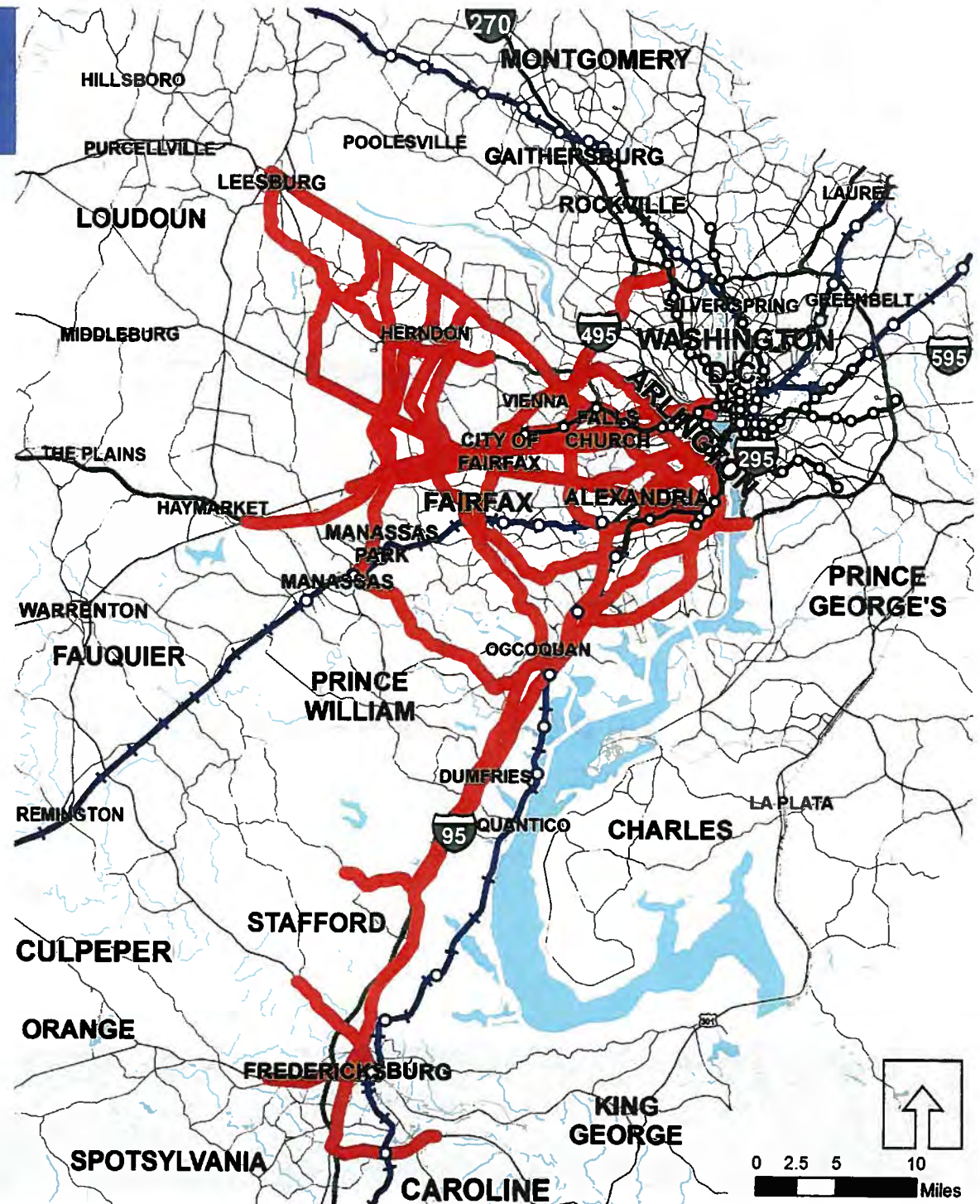
# Sub-Regional Corridor Evaluation

- Tier 2 and 3 corridors carried into sub-regional evaluation
- Urban arterial corridors added to evaluation
- Evaluation
  - Service Levels (based on activity density ranges)
    - Highest
    - Medium-high
    - Medium
    - Lowest
  - Service Types (based on place-type suitability)
    - All-day service
    - Commuter service
- Transit mode technology identified for each corridor segment based on evaluation conducted
- Transit service is needed in all sub-regional corridors



# Sub-Regional Corridors

 Evaluated Sub-Regional Corridors



# Place Types Relationship to Service Type

## Future Place Type

Rural/Natural/Very Low Density Residential

Low Density Residential

Medium Density Residential

High Density Residential

Suburban Office

Suburban Commercial

Regional Retail Center

Rural or Village Center

Small Town or Suburban Center

Medium Town or Suburban Center

Large Town or Suburban Center

Mixed Use Neighborhood

Urban Center

Urban Core

Industrial

Institutional/Military/Other

Suitable for  
Medium-Capacity  
All-day Transit Service

Suitable for  
High-Capacity  
All-day Transit Service



# Sub-regional Corridor Transit Mode Technologies

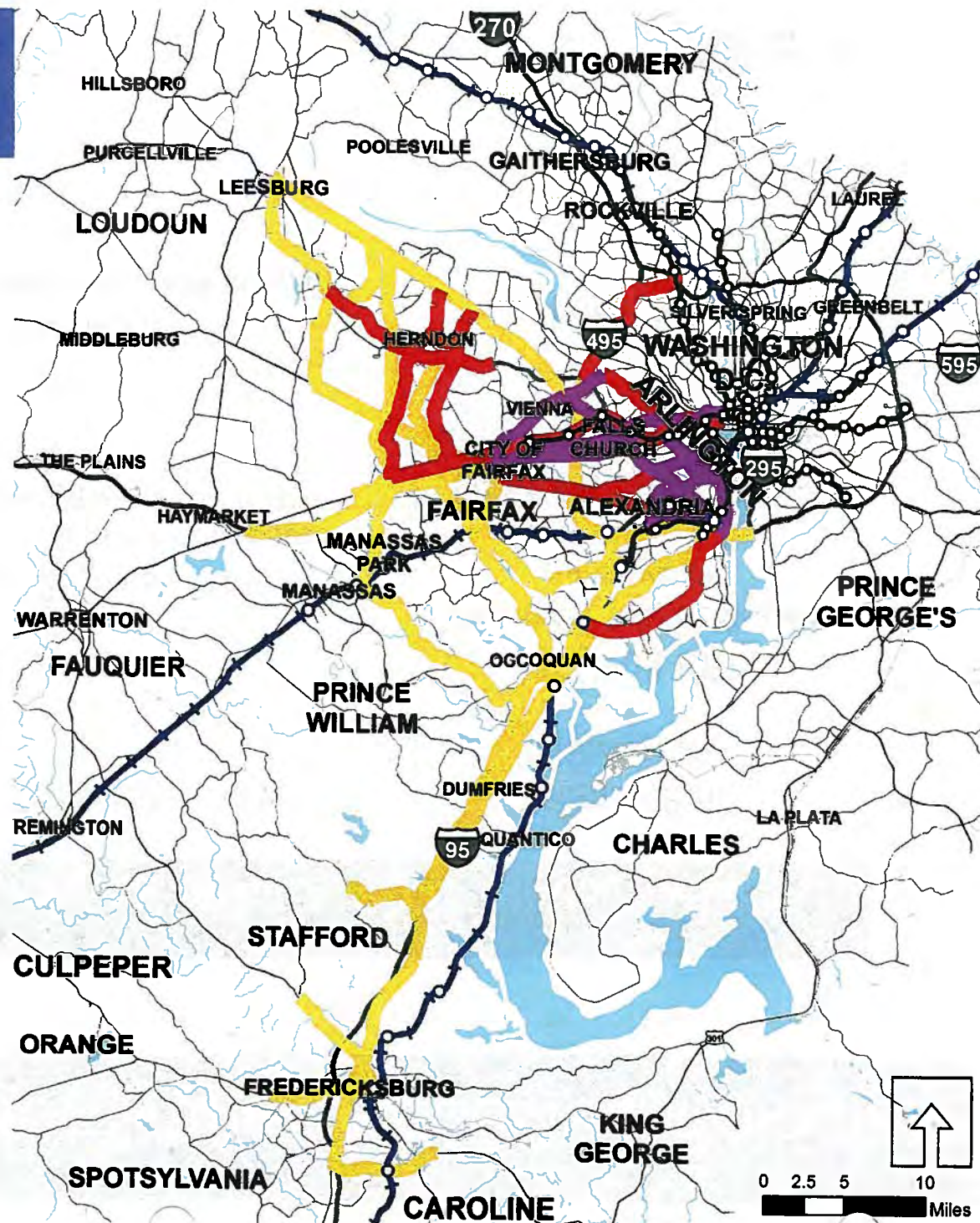
Service Level	Commuter Service	All-day Service
Highest	Commuter Rail (VRE)	Heavy Rail (Metrorail)
Medium High	Express Bus (Direct or limited stop, potential for off-peak service)	LRT/Full BRT (Mostly or fully dedicated runningway)
Medium		Light BRT/Rapid Bus (Partial dedicated runningway)
Lowest	Commuter Bus (Limited stop, peak oriented)	Local Bus



# Corridor Evaluation: Activity Density

## Service Level

- Highest (more than 29 people+employees/acre)
- Medium High (16 to 29 people+employees/acre)
- Medium (4.5 to 16 people+employees/acre)
- Lowest (less than 4.5 people+employees/acre)

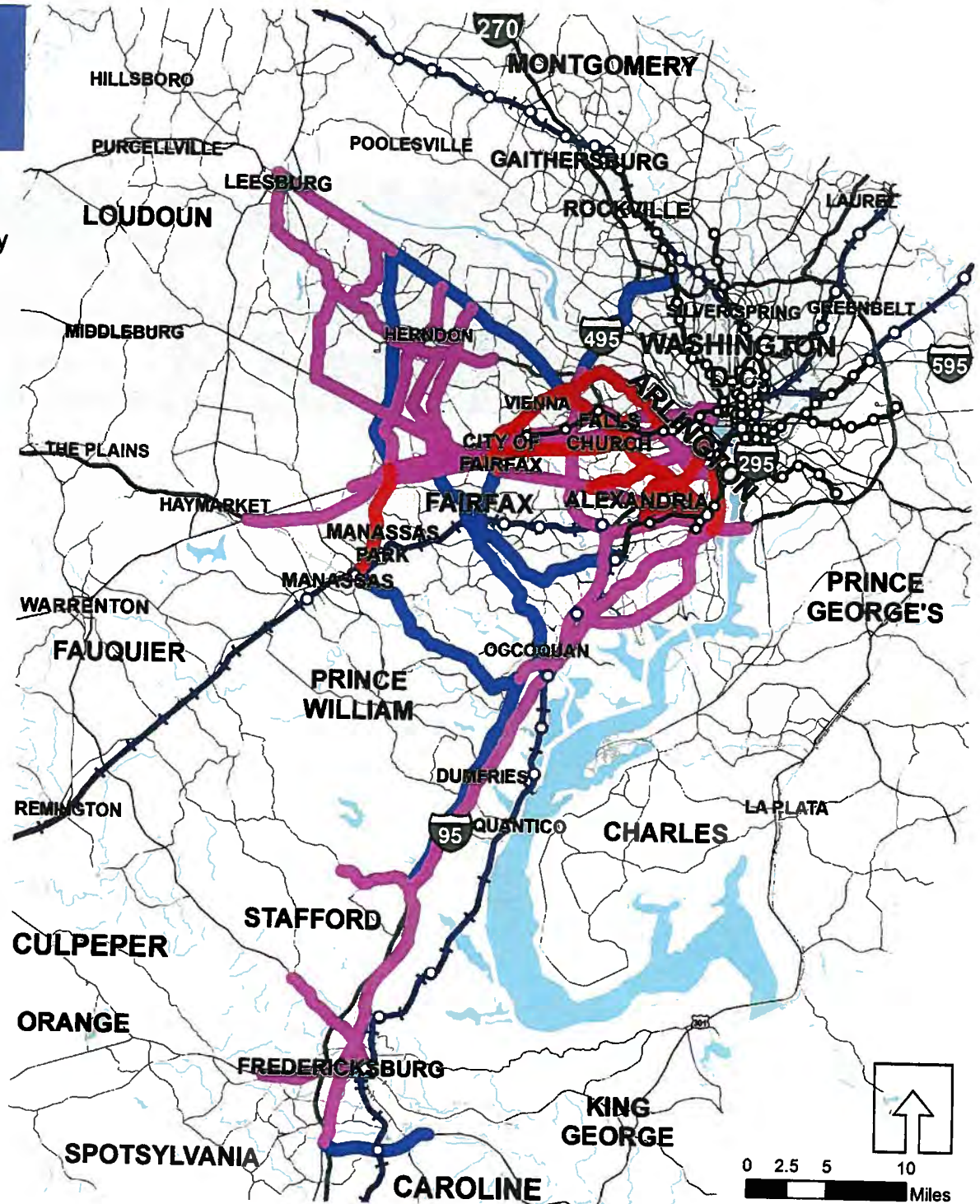





# Corridor Evaluation: Future Place Type

## Service Type

- High All-day (more than 35% high-capacity transit-suitable places)
- Medium All-day (more than 50% high- or medium-capacity transit-suitable places)
- Commuter





# DRAFT CORRIDOR RECOMMENDATIONS



# Services

## Transit Service Recommendation

### *All-Day Service*

■■■■■ Heavy Rail Extension

■ LRT/Full BRT

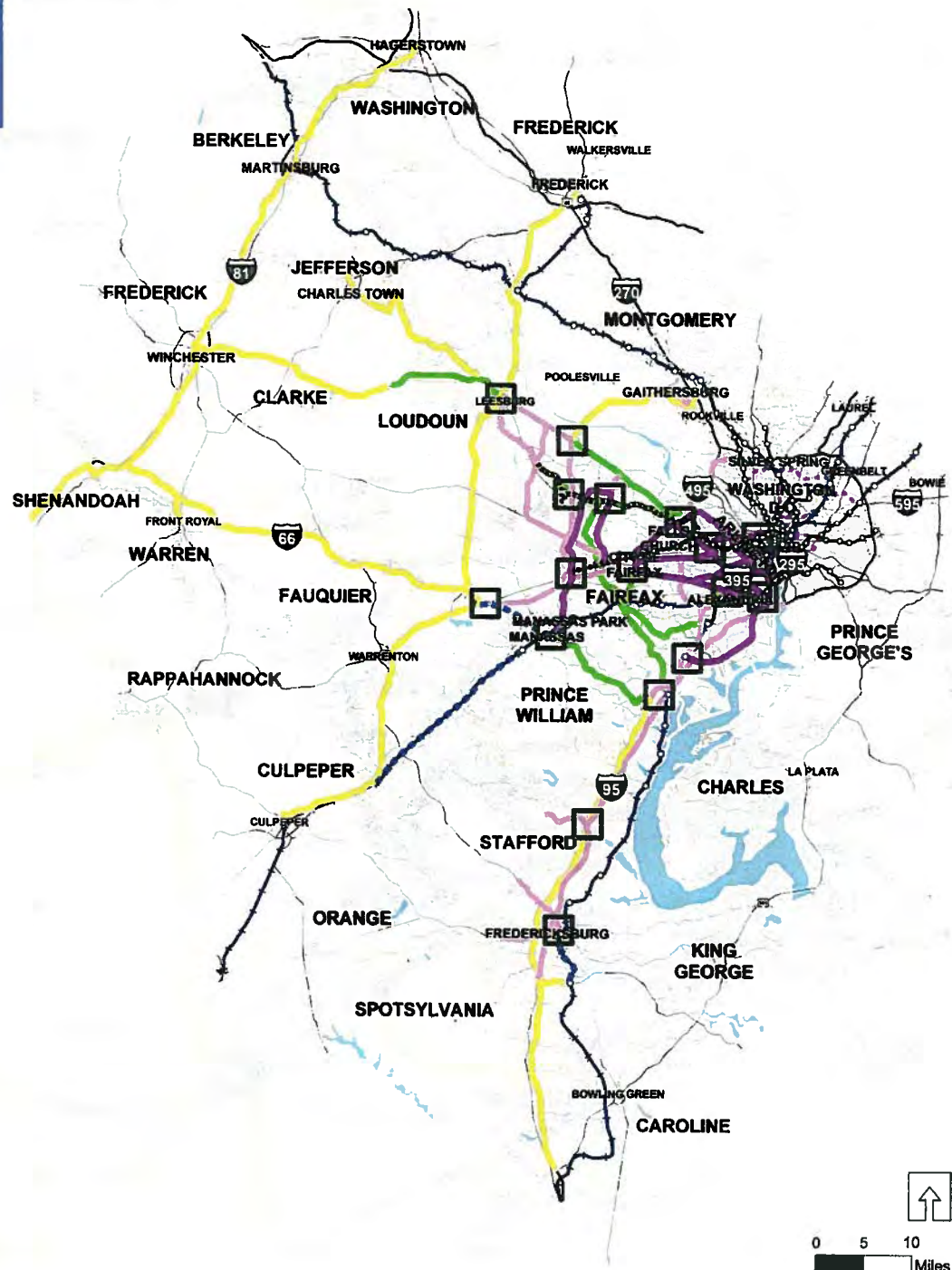
■ Light BRT/Rapid Bus

### *Commuter-Oriented Service*

■■■■■ Commuter Rail Extension

■ Express Bus

■ Commuter Bus



## Services

## Transit Service Recommendation

## All-Day Service

- ## ■■■■■■ Heavy Rail Extension

-  LRT/Full BRT

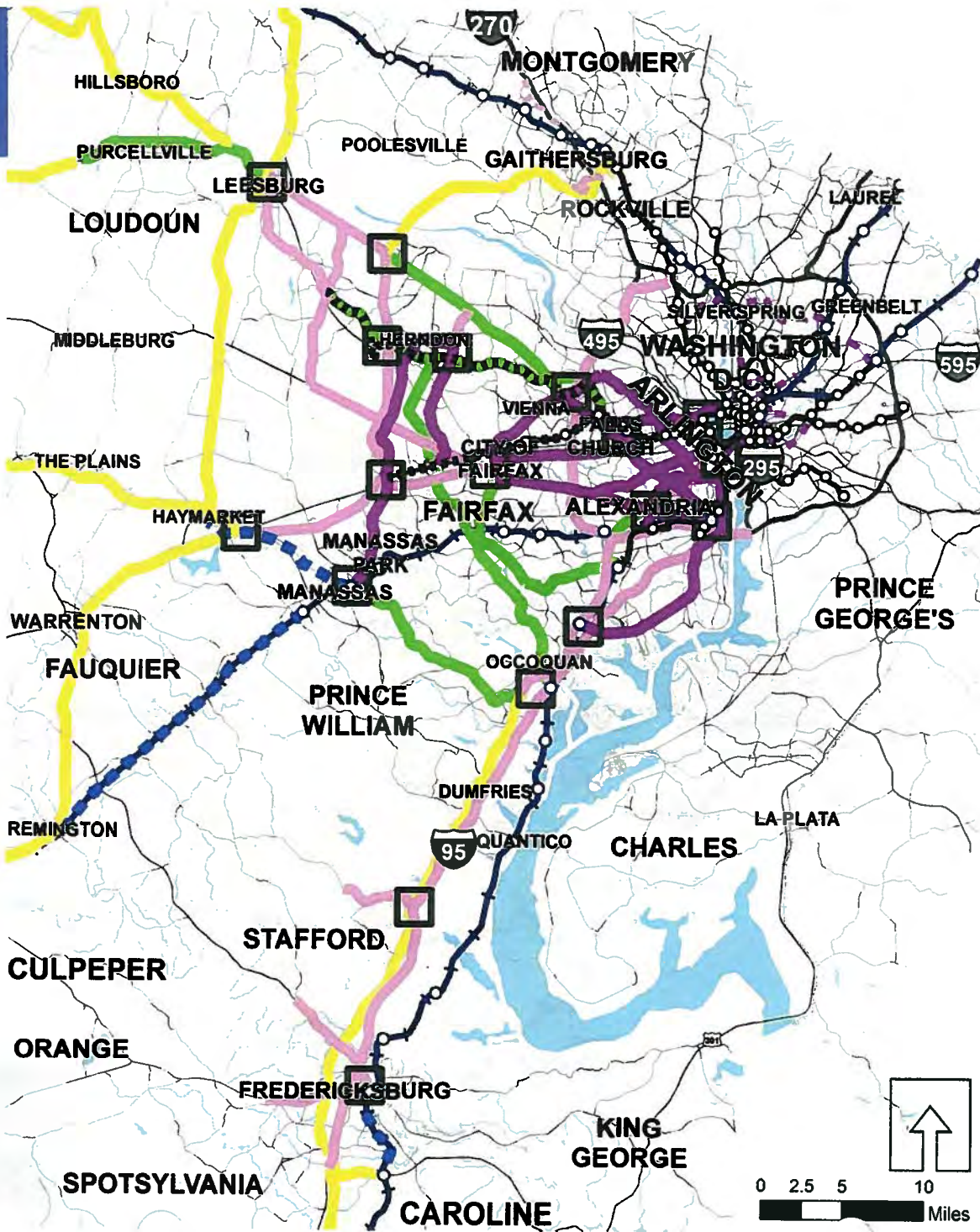
-  Light BRT/Rapid Bus

### ***Commuter-Oriented Service***

- ## Commuter Rail Extension

-  Express Bus

-  Commuter Bus

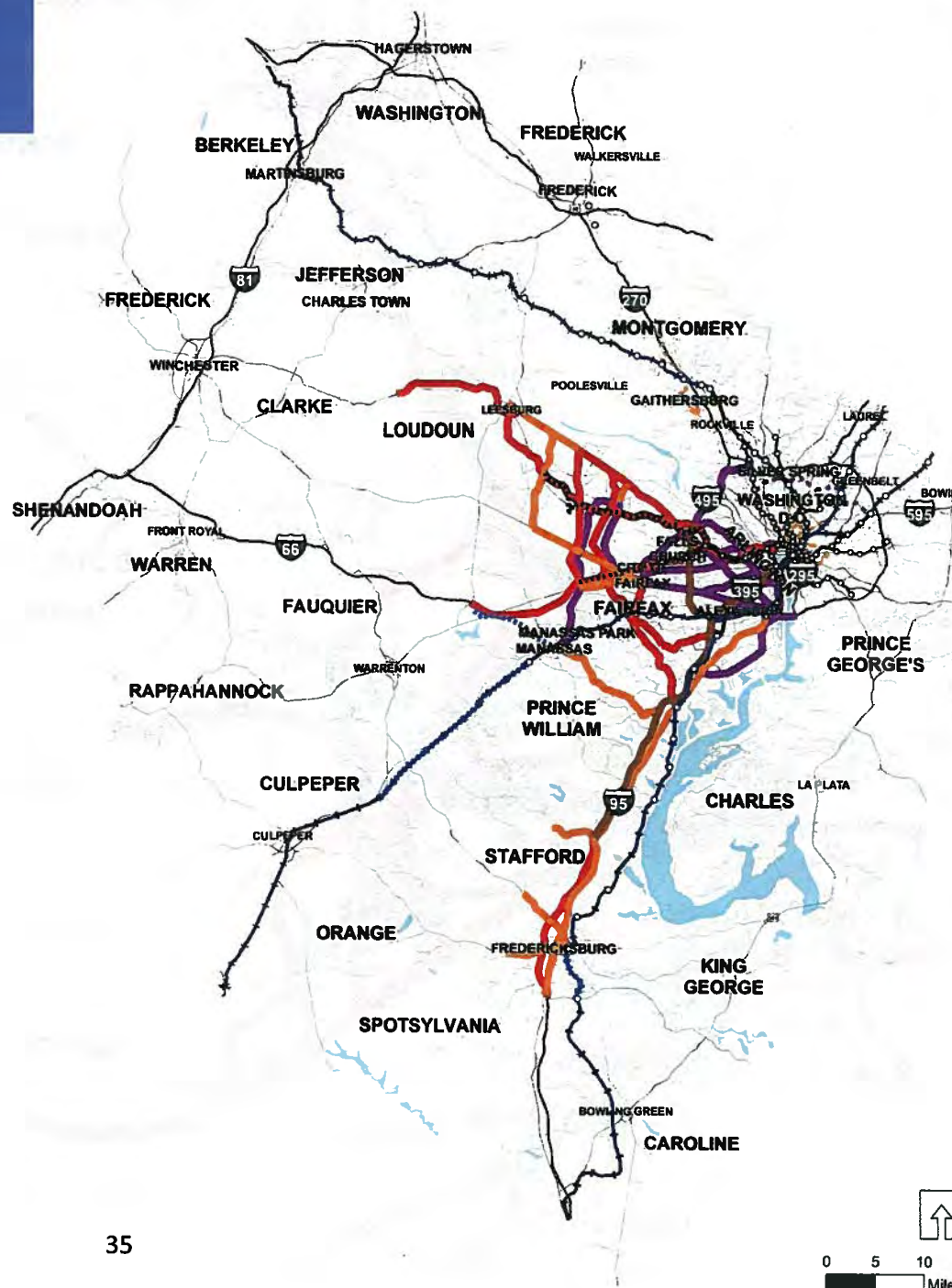




## Facilities







## Facility Recommendation

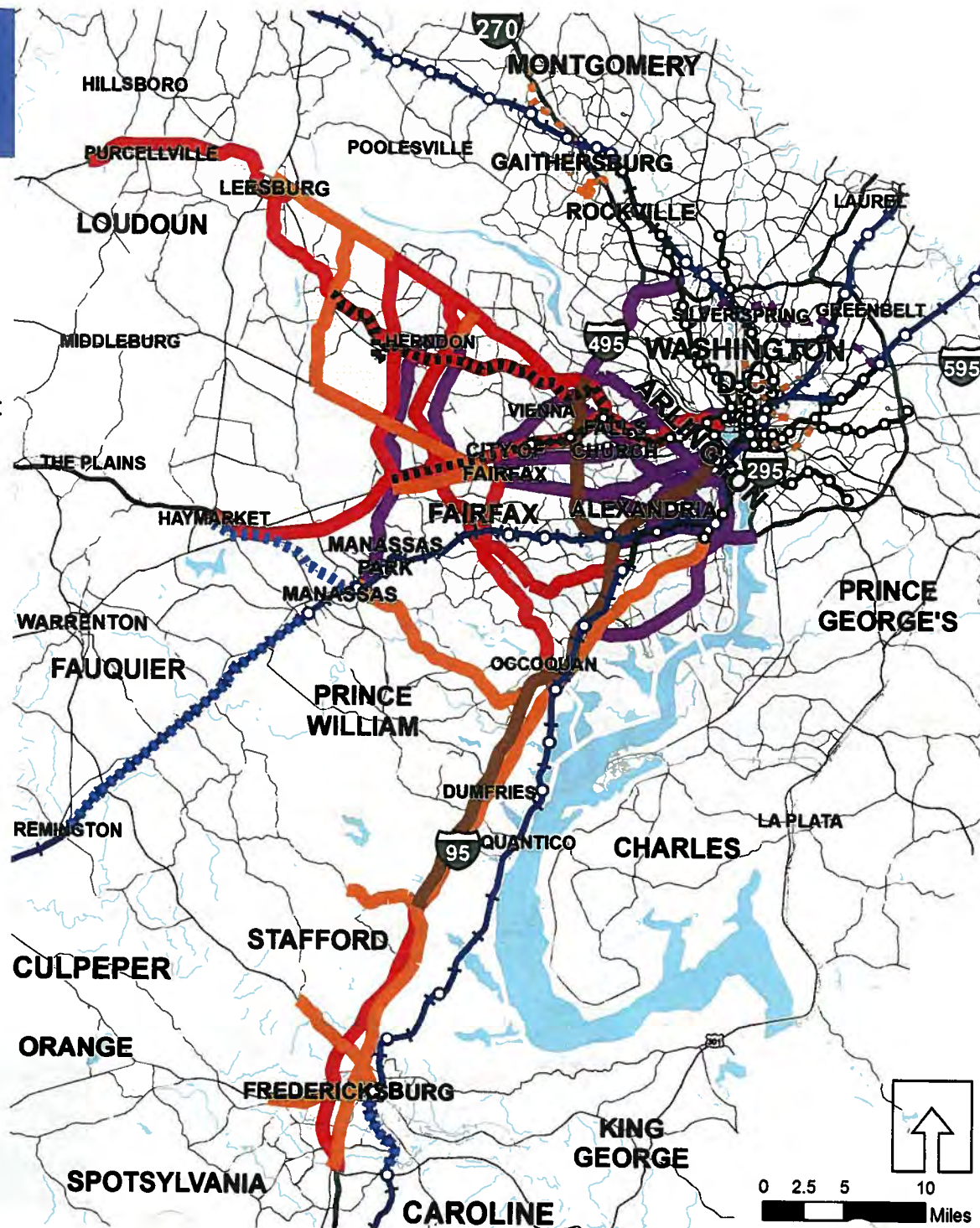
- Commuter Rail Extension
- Heavy Rail Extension (in roadway right-of way)
- Dedicated Transit Runningway
- Managed Lanes
- HOV with Operational Improvements for Transit
- Operational Improvements for Transit



## Facilities

### Facility Recommendation

-  Commuter Rail Extension
-  Heavy Rail Extension (in roadway right-of way)
-  Dedicated Transit Runningway
-  Managed Lanes
-  HOV with Operational Improvements for Transit
-  Operational Improvements for Transit








## Services and Facilities

### Transit Service Recommendation






### *All-Day Service*

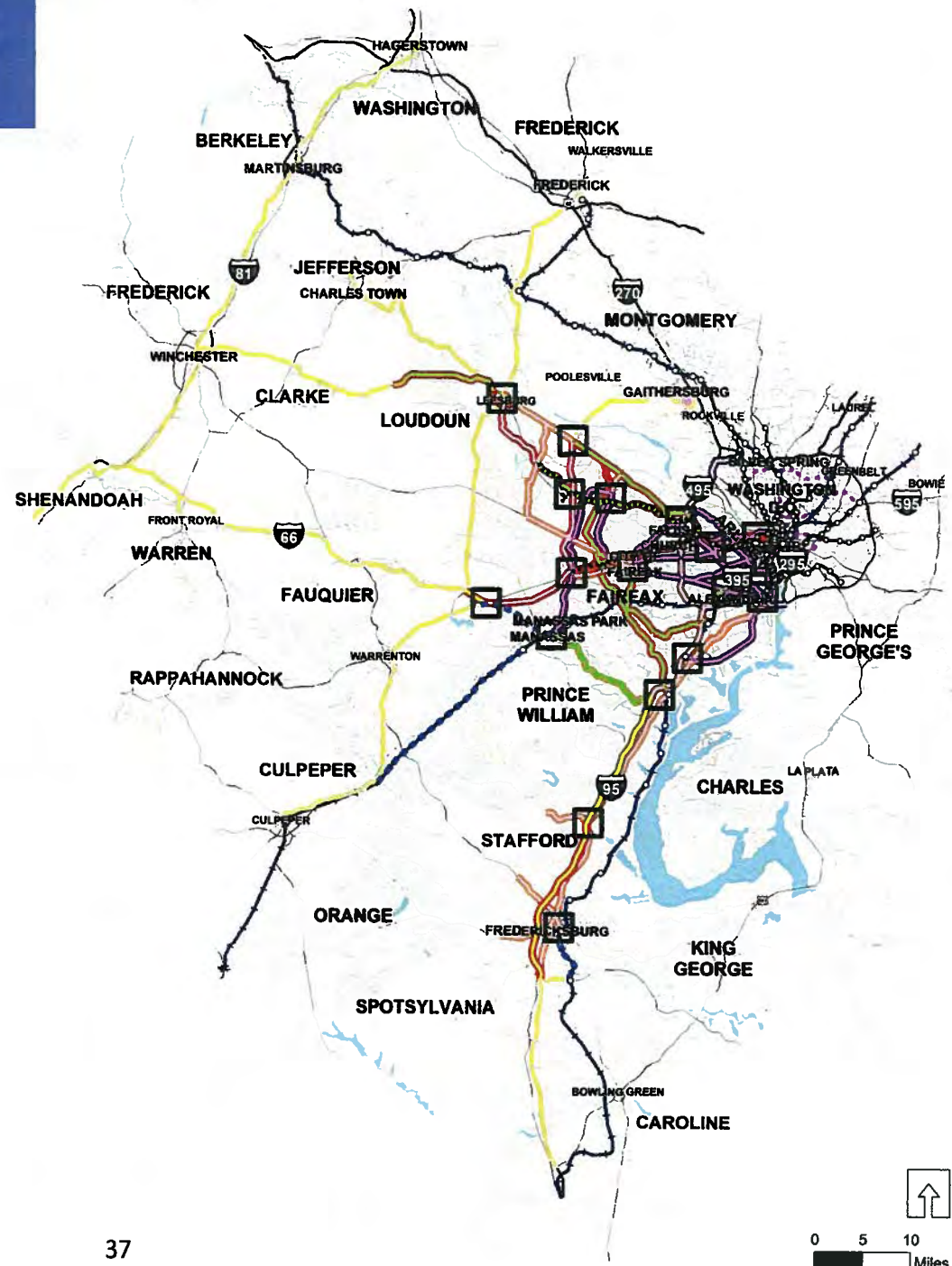
-  Heavy Rail Extension  
 LRT/Full BRT  
 Light BRT/Rapid Bus

### ***Commuter-Oriented Service***

-  Commuter Rail Extension  
 Express Bus  
 Commuter Bus

### Facility Recommendation

-  Commuter Rail Extension
-  Heavy Rail Extension (in roadway right-of way)
-  Dedicated Transit Runningway
-  Managed Lanes
-  HOV with Operational Improvements for Transit
-  Operational Improvements for Transit
-  Potential Regional Intermodal Center



# Services and Facilities

## Transit Service Recommendation

### *All-Day Service*

■■■■■ Heavy Rail Extension

■ LRT/Full BRT

■ Light BRT/Rapid Bus

### *Commuter-Oriented Service*

■■■■■ Commuter Rail Extension

■ Express Bus

■ Commuter Bus

## Facility Recommendation

■■■■■ Commuter Rail Extension

■■■■■ Heavy Rail Extension (in roadway right-of way)

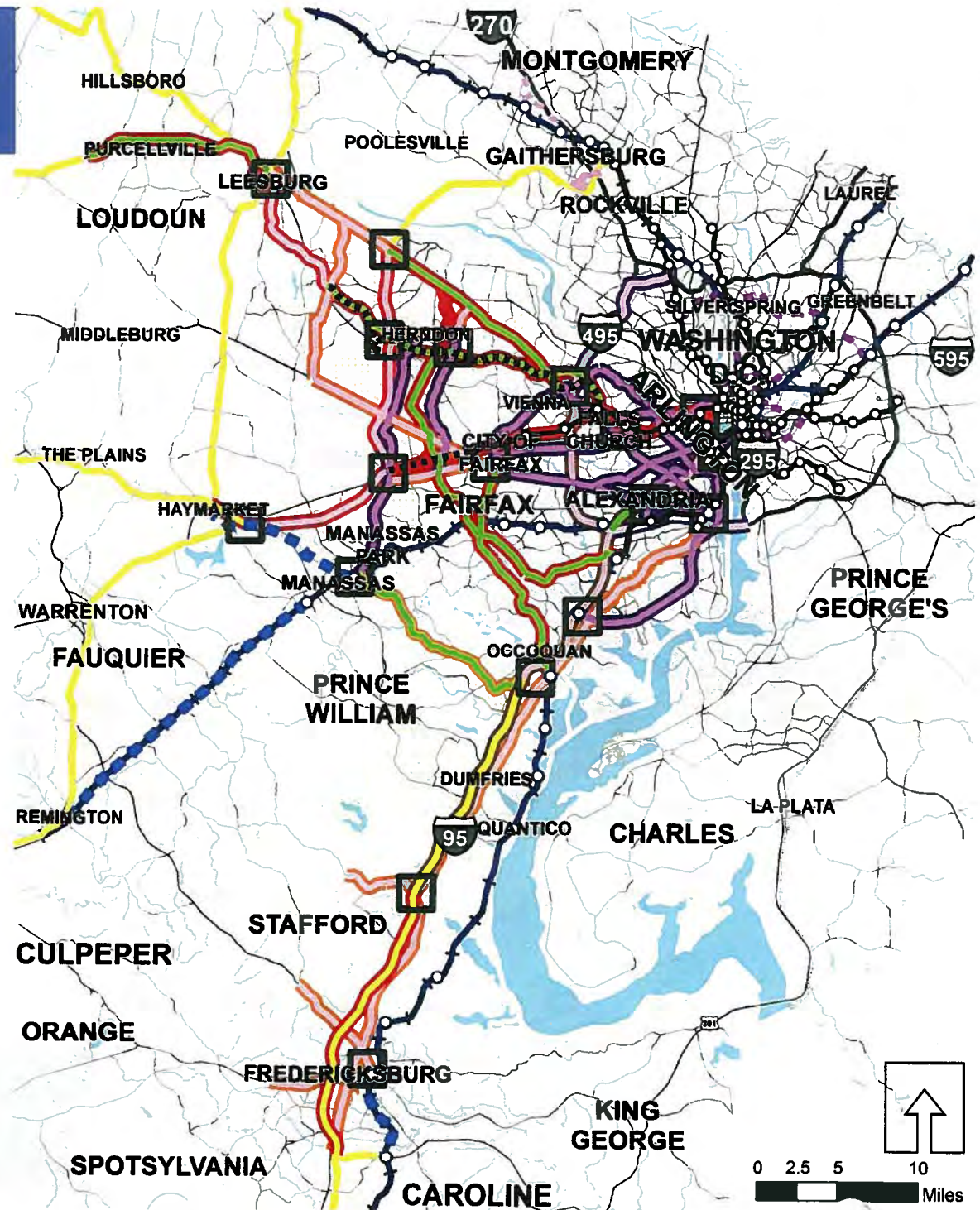
■ Dedicated Transit Runningway

■ Managed Lanes

■ HOV with Operational Improvements for Transit

■ Operational Improvements for Transit

□ Potential Regional Intermodal Center

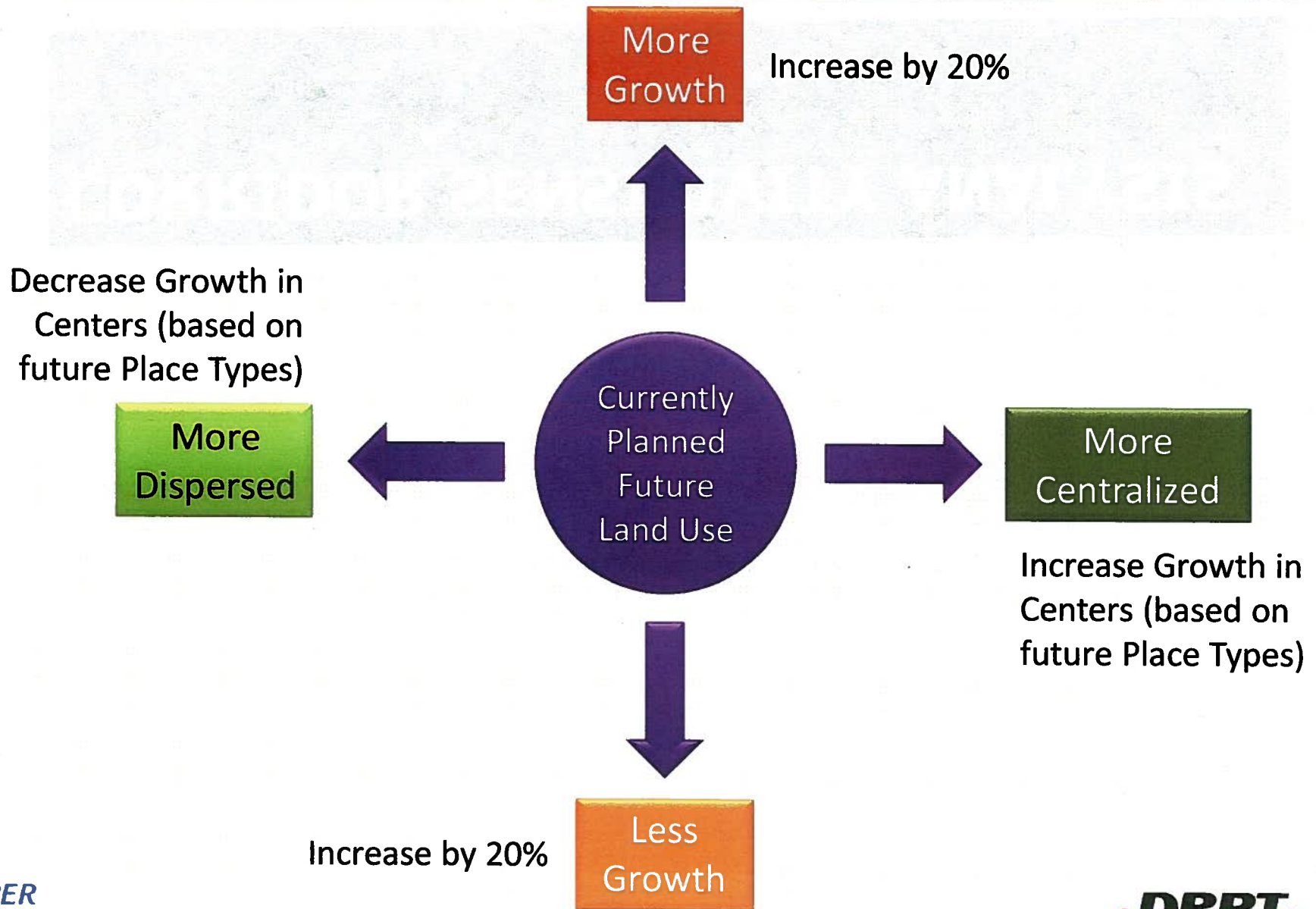






# CORRIDOR SENSITIVITY ANALYSIS

# Sensitivity Analysis



# Sensitivity Analysis

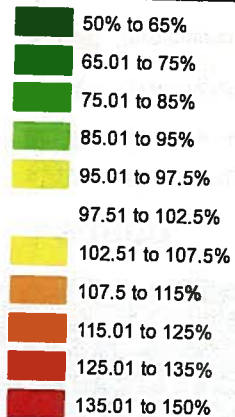
More Growth

More Dispersed

More Centralized

## Legend

### Change from Base Scenario



**SUPER  
NoVa**

Transit/TDM Vision Plan  
Visioning Mobility Beyond Boundaries

Less Growth

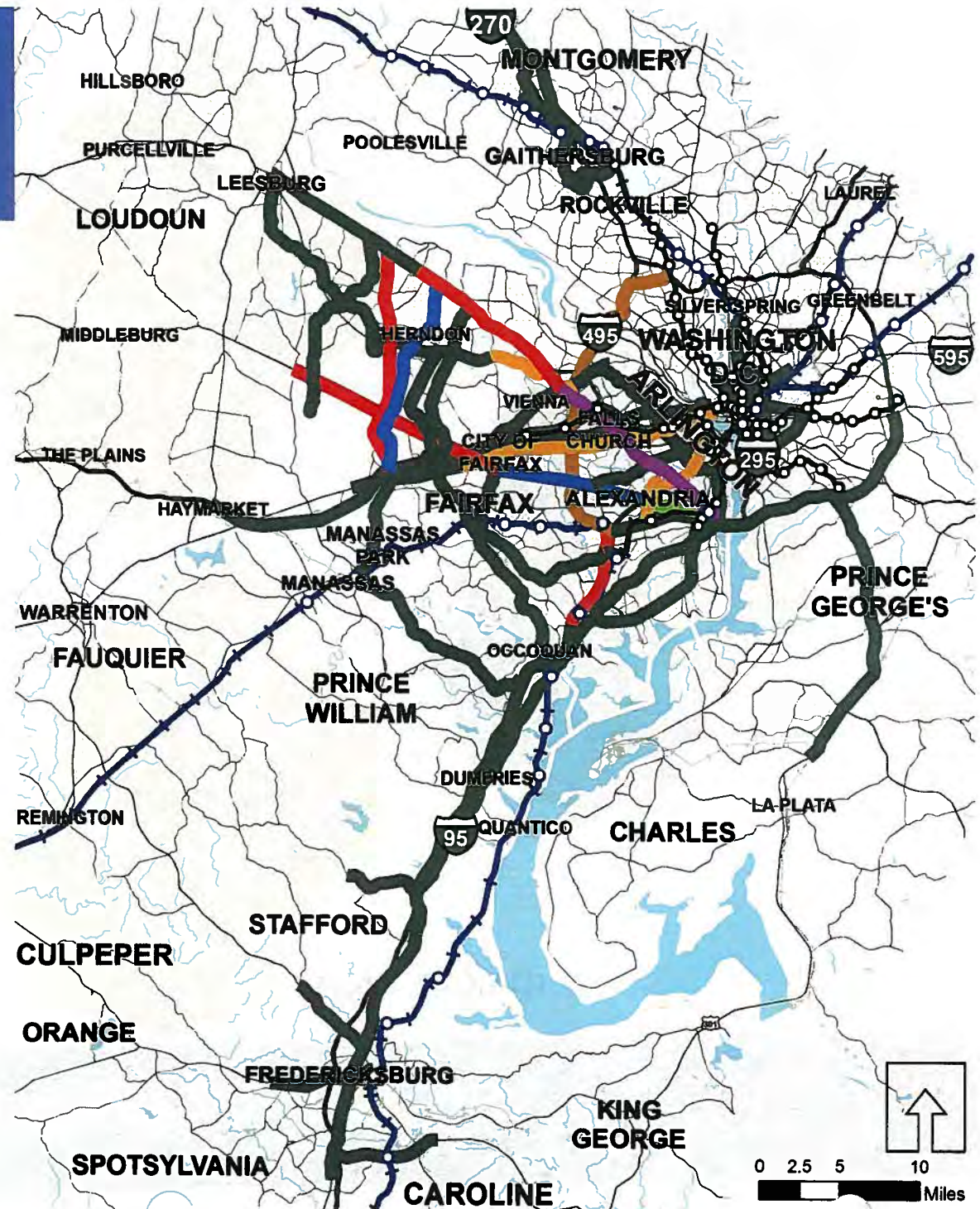


# Sensitivity Analysis: Effect on Corridor Recommendations

## Legend

### Effect of Sensitivity Analysis on Corridor Recommendation

- Recommendation Not Affected
- Recommendation Affected by Low Scenario
- Recommendation Affected by Low and Dispersed Scenarios
- Recommendation Affected by High Scenario
- Recommendation Affected by High and Dispersed Scenarios
- Recommendation Affected by High and Clustered Scenarios
- Recommendation Affected by Dispersed and Clustered Scenarios





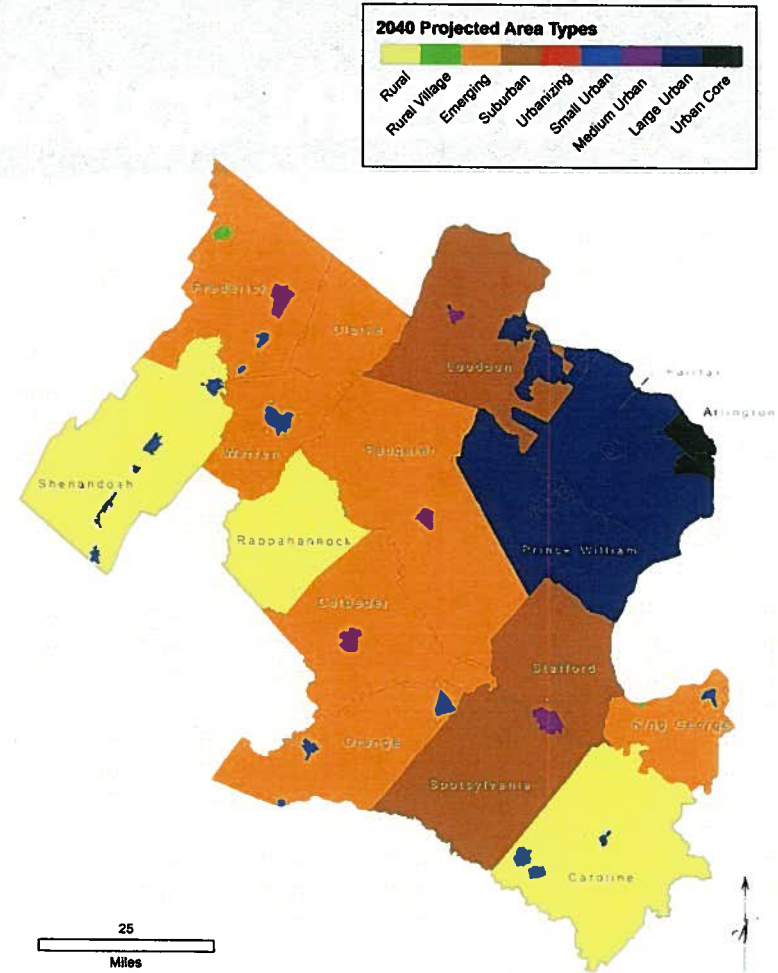
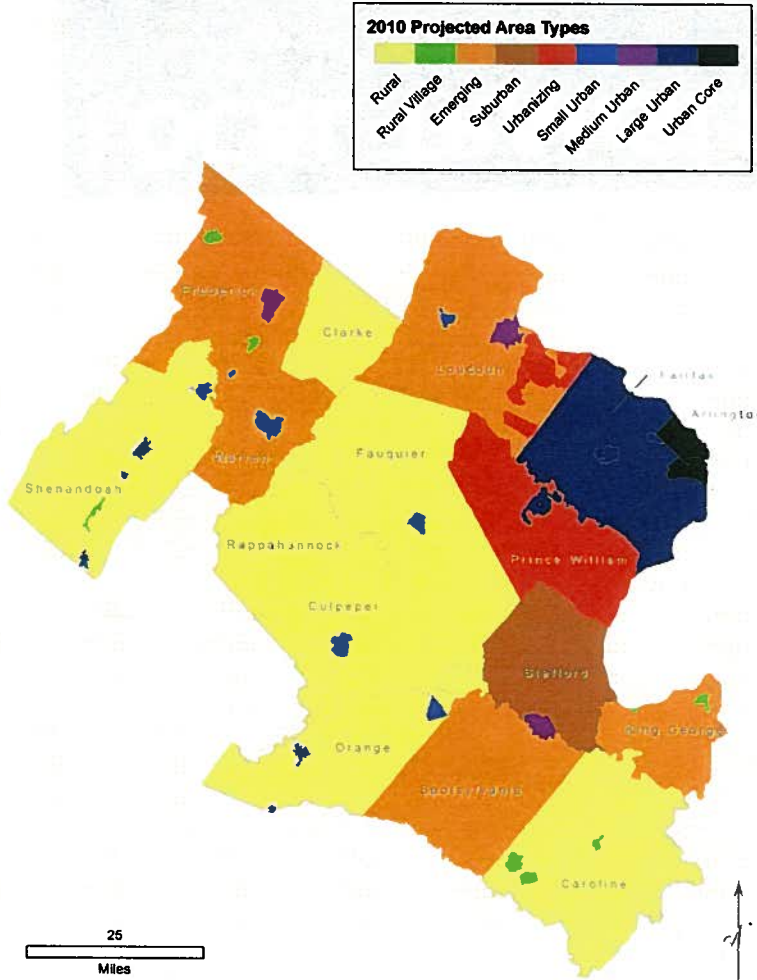
# LOCAL TRANSIT SERVICE NEEDS



# Urbanization

2010 Population = 2.9 million

2040 Population = 4.6 million



**Overall – 58% Increase in Population in Virginia Portion of Study Area**

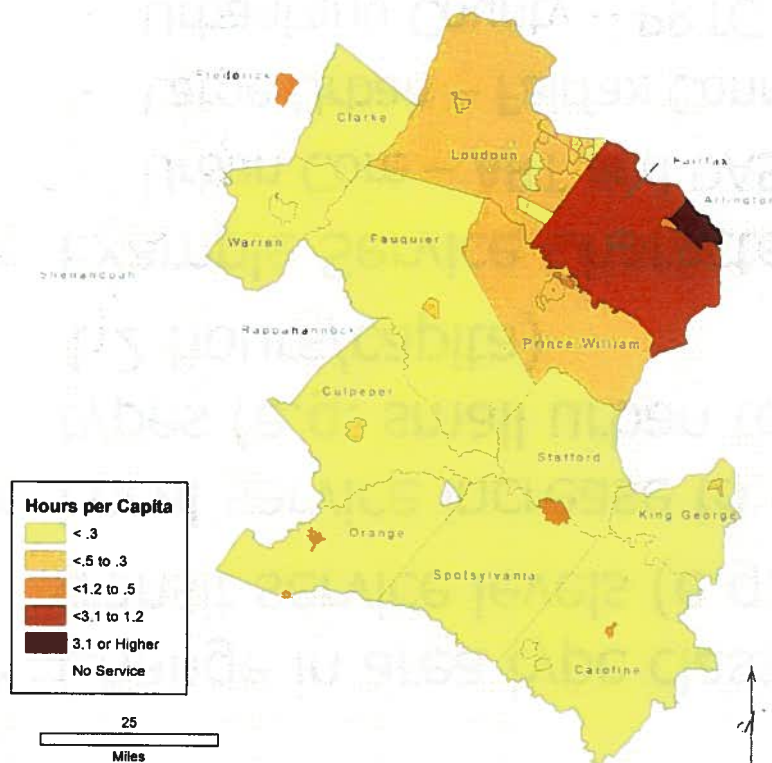


# Local Transit Service Needs

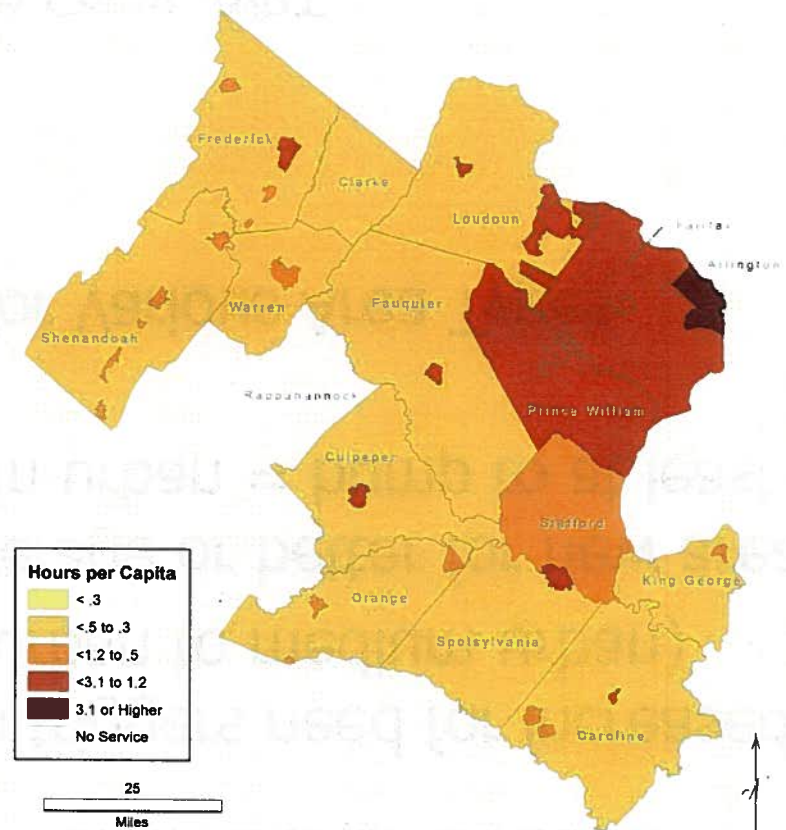
- Change in area type classification triggers need for increased transit service levels (e.g., small urban to medium urban)
- Local service increase to state average or better for new area types (e.g. small urban to medium urban = bump to at least 1.2 hours/capita)
- Example Service Characteristics for Various Area Types
  - Urban Core – ART and DASH
  - Large Urban – Fairfax Connector
  - Urbanizing County – PRTC
  - Emerging County – Western Loudoun County/VRT

# Potential Change in Service Hours/Capita

## 2010 Service Hours/Capita



## 2040 Service Hours/Capita



Source: Virginia Statewide Transit Plan

# Local Transit Service Needs

- Population change = 58%, but transit service needs increase = 111 to 137% → **Implies that the area is underserved today**
- Cross-jurisdictional area type changes result in need for inter-jurisdictional transit services (e.g., Eastern Loudoun and Fairfax County both fall in “Large Urban” category by 2040)



# TRANSPORTATION DEMAND MANAGEMENT

# TDM Strategies

## OUTER RING

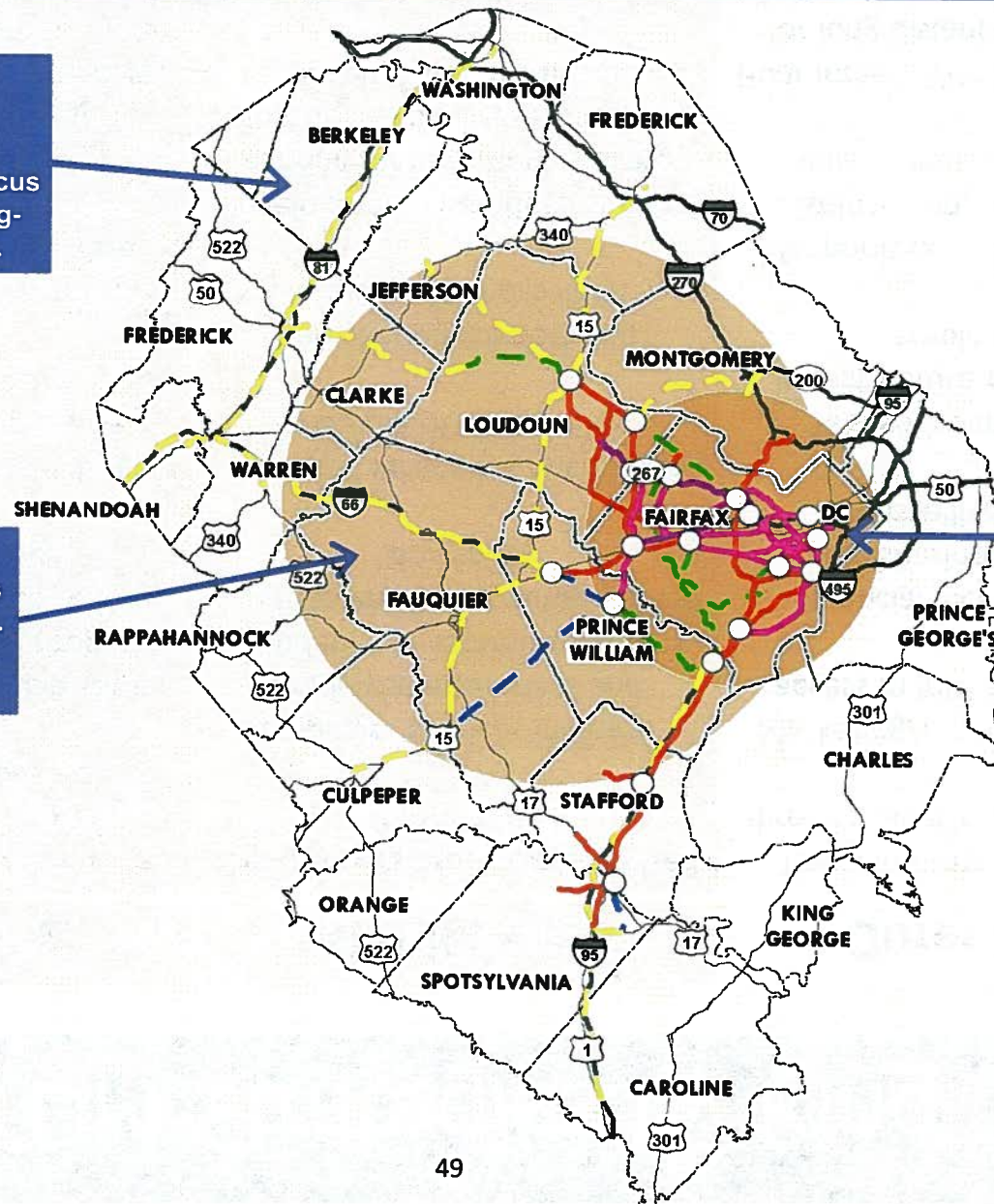
TDM helps provide access to jobs and services. Strategies focus on local trips and long-distance commutes.

## MIDDLE RING

TDM Strategies focus on Commute Options. Most non-work/local trips by SOV.

## INNER RING

More intensive TDM efforts to promote goal of car-free lifestyle with multimodal options for all trips.



### Transit Service Recommendation

#### Commuter Oriented Service

- Commuter Rail Extension
- Express Bus
- Commuter Bus

#### All-Day Service

- Heavy Rail Extension
- Light Rail/Heavy BRT
- BRT-Light/Rapid Bus
- Potential Regional Intermodal Center

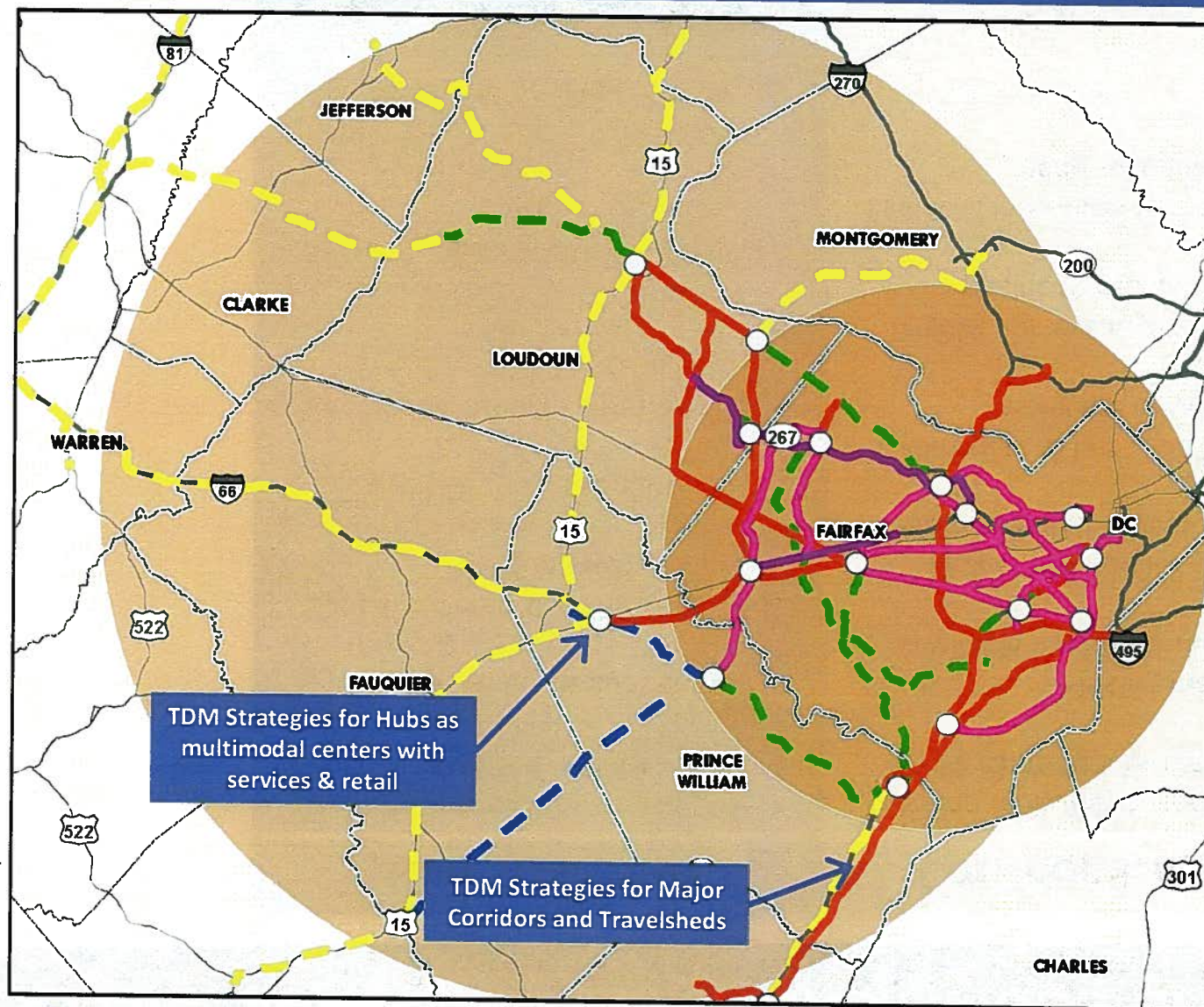


# TDM Strategies by Ring

Inner Ring	Middle Ring	Outer Ring
Coordinated real-time information turns disparate services into a single system	Trip planners provide customized information	Travel information pushed through radio/newspaper/mail
Employer services help setup telework and vanpool programs. Employees expect commute benefits package.	Employer services increase employee awareness and confidence in commute options, and help employers setup benefit programs	Marketing/Promotions boost access to jobs and services
Marketing/Promotions boost use and convenience of multimodal travel	Financial incentives encourage trial/use of new modes	Financial incentives and ridesharing increase affordability of travel
Bikeshare, carshare and other pay-per-use infrastructure provided	Ridesharing support and infrastructure provided	Telework support and infrastructure provided for employees
Development conditions support parking management, public infrastructure for non-SOV travel	Development conditions support parking management, private shuttles, showers/secure bike parking, and incentives	Vanpools provided for long-distance commutes and to supplement local transit
		Guaranteed Ride Home services for long distance commutes expanded



# TDM Strategies



## Transit Service Recommendation

### Commuter Oriented Service

- Commuter Rail Extension
- Express Bus
- Commuter Bus

### All-Day Service

- Heavy Rail Extension
- Light Rail/Heavy BRT
- BRT-Light/Rapid Bus

- Potential Regional Intermodal Center



# TDM Strategies for Transit Hubs and Corridors

Hub Strategies	Corridor Strategies
Real-time information displays for all available modes	Targeted radio/newspaper/mail/social media campaign for the travelshed
Park-and-ride spaces	Customized marketing materials for all available modes for the corridor
Signed, covered slug lines/rideshare pick-up area	All agencies/service providers coordinate and have defined roles
Overnight vanpool parking	Events held at hubs and destinations along the corridor
Secure bike storage, bike trails/lanes	Regular surveys to assess corridor-specific trends and needs
Carshare	Financial incentives to meet identified mode split goals
Served by private shuttles and local transit	
Dry-cleaners, convenience stores, ATM/banks, coffee shops/restaurants	
Events such as farmers' market, festivals, and Bike to Work Day	

# WORKSHOP

# Workshop Guidance

- Two Sessions – Rotate Topics
- Session 1 (45 minutes)
  - Transit Facilities and services or
  - TDM and policy
- Rotate and eat!
- Session 2 (45 minutes)
  - Transit Facilities and services or
  - TDM and policy
- Report out and group discussion



# Next Steps

- Collect comments and revise draft recommendations
- Prepare draft final recommendations and study report
- Public meetings and final presentation to stakeholders





AGENDA ITEM #9

**TO:** Chairman Fiset and NVTC Commissioners  
**FROM:** Rick Taube and Claire Gron  
**DATE:** August 30, 2012  
**SUBJECT:** WMATA Items.

---

A. WMATA Board Members' Report.

NVTC's WMATA Board members will have the opportunity to bring relevant matters to the attention of the commission. WMATA General Manager Richard Sarles has been invited to speak and respond to questions at NVTC's October 4, 2012 meeting.

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.



AGENDA ITEM #10

**MEMORANDUM**

**TO:** Chairman Fiset and NVTC Commissioners

**FROM:** Rick Taube and Claire Gron

**DATE:** August 30, 2012

**SUBJECT:** Regional Transportation Items

---

A. Northern Virginia Transportation and Planning Agency Efficiency and Consolidation Study.

The Task Force met on July 19<sup>th</sup> and August 23<sup>rd</sup> and will meet again on September 27<sup>th</sup>. Significant progress has been made by staff on the Jurisdiction and Agency Coordinating Committee in examining the five scenarios under active study. NVTC will review the draft final report at its October 4, 2012 meeting and consider the final report to the Northern Virginia General Assembly Delegation at its November 1<sup>st</sup> meeting.

Chairman Fiset will provide a summary of progress.

B. Motor Fuels Tax Collection Transition.

In less than a year collection of the 2.1% NVTC and PRTC motor fuels tax will transition to DMV from the Virginia Department of Taxation (TAX). Officials from DMV have participated in discussions with commission staff about how that department will ensure compliance and avoid errors in reporting. DMV's automated system currently collects statewide motor fuels tax (and others) and of the 140 or so distributors filing returns with TAX, only two or three do not also currently use DMV's system. Thus, transition to the new system on July 1, 2013 should be smooth, according to DMV. Also, DMV's system includes automatic verification so that if addresses and jurisdictions are entered into the system incorrectly, the tax payer will have to make a correction before the return is accepted. DMV's system also will capture each individual transaction, even if several customers receive deliveries from the same truck load.

A joint discussion with TAX and DMV has been set for mid-October to continue to review the proposed new approach and the transition to it.

Attached for your information is a table showing the corrections to jurisdictional allocations identified by TAX with NVTC staff assistance. Adjustments labeled #10 and #11 are new, amounting to over \$1.2 million of the \$5.2 million in adjustments to date.

C. List of Ongoing and Completed Transit-Related Plans, Studies and Projects.

NVTC staff compiled the attached lists which are available to the public on NVTC's website and which serve as menus to keep track of the many opportunities for information about potential transit improvements in this region.

D. Brookings Study on Jobs and Transit.

In July, the Brookings Institution released a new study, "Where the Jobs Are: Employer Access to Labor by Transit," which examines transit coverage and labor access rates in the top 100 largest metropolitan areas in the U.S. The DC region ranks 10<sup>th</sup> overall in transit coverage, with 88.5% of jobs in neighborhoods served by public transit. In the DC region, 99.8% of jobs in the city are served by public transit, and 84.0% of jobs in the suburbs are served by public transit.

The DC region ranks 23<sup>rd</sup> overall in labor access at 33.8%. Labor access is defined as the share of the region's population that can reach the typical job within 90 minutes via public transportation. In the DC region, jobs in the city can be reached by 56.9% of the population within 90 minutes, and jobs in the suburbs can be reached by 22.4% of the population within 90 minutes.

The study stresses the importance of improving transit access, particularly in the suburbs, to better connect jobs with the labor force. The study's profile for the DC region is attached. The full report is available at <http://www.brookings.edu/research/papers/2012/07/11-transit-jobs-tomer>.

E. Transit Ridership in Northern Virginia in FY 2012.

Northern Virginia transit providers logged over 148 million trips in FY 2012, approximately 76.1% of the total statewide trips. Preliminary FY 2012 ridership data indicates that ridership is up 1.7% from last year in Northern Virginia. Arlington Transit (ART) experienced the greatest growth in FY 2012 with ridership up 12.2% from last year. Other public providers in Northern Virginia experienced moderate growth rates from 0.4% to 6.1%, with only one provider, the City of Fairfax CUE, experiencing a slight decline in ridership of 0.2%.

Statewide, ridership is up 2.5% from FY 2011. The Staunton District experienced the highest growth rate in the state at 21.1%, followed by the Fredericksburg District

(15.7%) and the Hampton Roads District (9.4%). The Lynchburg District registered the greatest decline in ridership of 18.9% from FY 2011. After Northern Virginia, the Hampton Roads District logged the second largest number of trips, 21 million trips, or 11% of total statewide trips in FY 2012.

Attached is a chart detailing preliminary FY 2012 district totals as well as data for transit systems in Northern Virginia.

F. Financial Close on I-95 Express Lanes.

As described in the attached press release, VDOT has reached “comprehensive agreement and financial close” with the private-sector companies involved in the project. Construction will begin later in 2012 and be completed by late 2014. The private-sector sponsors known as “95 Express” will finance, build, operate and maintain the facility for 76 years while VDOT continues to own the facility. The project will cost \$925 million.

The project website is: [www.95expresslanes.com](http://www.95expresslanes.com).

NVTC  
Motor Vehicle Fuels Sales Tax Adjustments

(B)

	Period Posted	Adjustment From							Total
		Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	
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)
ADJ #9	3-12, received 5-12	-	-	-	(5,809.80)	-	(4.65)	(290,691.77)	(296,506.22)
ADJ #10	6-12, received 8-12	(21,110.31)	(57,679.83)	(174,833.31)	(177,189.19)	(14,683.08)	-	-	(445,495.72)
ADJ #11	6-12, received 8-12	(170,420.87)	(6,560.15)	(561,327.78)	-	(17,216.42)	-	-	(755,525.22)
		(1,105,805.77)	(146,553.48)	(2,396,415.56)	(403,889.28)	(833,454.15)	(8,347.84)	(290,691.77)	(5,185,157.85)

		Adjustment To							Total
		Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	
ADJ #2	11-10, received 1-11	11,948.00	-	-	-	-	29,077.00	70,344.54	111,369.54
ADJ #1	12-10, received 2-11	-	-	-	316,560.87	-	22,069.73	-	338,630.60
ADJ #3	2-11, received 4-11	6,843.00	-	-	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
ADJ #9	3-12, received 5-12	362.78	40.54	-	125,176.77	969.74	164,141.94	5,814.45	296,506.22
ADJ #10	6-12, received 8-12	80,150.95	131,191.46	118,681.48	115,471.83	-	-	-	445,495.72
ADJ #11	6-12, received 8-12	6,560.15	170,420.87	-	578,544.20	-	-	-	755,525.22
		172,171.36	307,616.26	118,713.29	4,114,899.52	111,212.67	282,824.05	77,720.70	5,185,157.85

Net Transfers to Date - (From) To								
Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	Total	
(933,634.41)	161,062.78	(2,277,702.27)	3,711,010.24	(722,241.48)	274,476.21	(212,971.07)	-	



### Current Transit-Related Studies/Projects

Author/Agency	Target Completion Date	Title	Location	Corridor	Notes	Website
<b>Long Range Planning</b>						
NVTC, NVTA, NVRC, PRTC	October 2012	<u>Northern Virginia Transportation and Planning Agency Efficiency and Consolidation Study</u>	Northern Virginia		The purpose of the study, per the General Assembly mandate, is to identify efficiency improvements to four Northern Virginia planning and transportation agencies and consider any benefits of possible consolidation of two or more of those agencies.	<a href="http://www.thinkoutsidethecar.org">www.thinkoutsidethecar.org</a>
DRPT	September 2012	<u>SJR297 Study</u>	Statewide		Study goal is to develop proposed changes to the Code of Virginia to maximize benefits to public transportation and to establish an efficient funding allocation process.	<a href="http://www.drpt.virginia.gov/activities/SJ297_TransitStudyCommittee.aspx">www.drpt.virginia.gov/activities/SJ297_TransitStudyCommittee.aspx</a>
DRPT	December 2012	<u>Super NoVa</u>	Northern Virginia		Comprehensive visioning plan for Northern Virginia and beyond.	<a href="http://www.supernovatransitvision.com">www.supernovatransitvision.com</a>
DRPT	December 2012	<u>Statewide Transit and Transportation Demand Management Plan Update</u>	Statewide			<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
WMATA	2013	<u>Regional Transit System Plan (RTSP)</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
NVTA	Fall 2012	<u>TransAction2040</u>	Northern Virginia			<a href="http://www.thenovaaauthority.org">www.thenovaaauthority.org</a>
MWCOG	Ongoing	<u>Region Forward</u>	DC Metro			<a href="http://www.regionforward.org">www.regionforward.org</a>
Governor's Office of Intermodal Planning and Investment (OIPi)	December 2012	<u>VTrans2035 Update</u>	Statewide		Update to the commonwealth's statewide long-range plan.	<a href="http://www.vtrans.org">www.vtrans.org</a>
Fairfax County	Spring 2013	<u>Countywide Transit Network Study</u>	Fairfax County			<a href="http://www.fairfaxcounty.gov/fcdot/2050transitstudy">www.fairfaxcounty.gov/fcdot/2050transitstudy</a>
MWCOG	Summer 2014	<u>Regional Transportation Priorities Plan (RTPP) for the National Capital Region</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
<b>Corridor Planning</b>						
City of Alexandria	January 2015	<u>Van Dorn/Beauregard Corridor Alternatives Analysis/Environmental Assessment</u>	City of Alexandria	Van Dorn Street, Beauregard Street		<a href="http://www.alexandriava.gov">www.alexandriava.gov</a>
VDOT	Winter 2012	<u>Interstate 95 Corridor Improvement Program</u>	Statewide	I-95		<a href="http://www.virginiadot.org/projects/i-95_corridor_improvement.asp">www.virginiadot.org/projects/i-95_corridor_improvement.asp</a>
Arlington County via WMATA	2017: Est. start of service	<u>Pike Transit Initiative</u>	Arlington County, Fairfax County	Columbia Pike	Arlington County Board and Fairfax County Board of Supervisors approved the Streetcar as the Locally Preferred Alternative in July 2012.	<a href="http://www.piketransit.com">www.piketransit.com</a>
WMATA, City of Alexandria	Winter 2013	<u>Potomac Yard Metrorail Station EIS</u>	City of Alexandria			<a href="http://www.potomacyardmetro.com">www.potomacyardmetro.com</a>
VDOT, DRPT, FHWA	December 2012	<u>Interstate 66 Tier 1 Environmental Impact Study</u>	Northern Virginia	I-66	Outside the Beltway	<a href="http://www.helpfix66.com">www.helpfix66.com</a>
NVTC	October 2013	<u>Route 7 Alternatives Analysis</u>	Northern Virginia	Route 7		<a href="http://www.thinkoutsidethecar.org">www.thinkoutsidethecar.org</a>
City of Falls Church	June 2013	<u>South Washington Street Transportation Study</u>	City of Falls Church	Washington Street		<a href="http://www.fallschurchva.gov">www.fallschurchva.gov</a>

Transportation/Transit Improvement Projects						
WMATA, City of Alexandria, Arlington County	2013/2014: Phased start of service	<u>Crystal City - Potomac Yard Transit Improvements Project</u>	Arlington County, City of Alexandria			<a href="http://www.ccpytransit.com">www.ccpytransit.com</a>
VDOT, DRPT, FHWA, Fluor, Transurban	2012	<u>495 Express Lanes Project</u>	Northern Virginia	I-495		<a href="http://www.495expresslanes.com">www.495expresslanes.com</a>
VDOT	2012	<u>Regional Transportation Management Plan (TMP)</u>	Northern Virginia	I-495, I-95/I-395	To mitigate impacts during the construction of Megaprojects.	<a href="http://www.viriniadot.org">www.viriniadot.org</a>
VDOT, DRPT, FHWA, Fluor, Transurban	2015	<u>95 Express Lanes Project</u>	Northern Virginia	I-95/I-395		<a href="http://www.vahotlanes.com/i95/project-info/">http://www.vahotlanes.com/i95/project-info/</a>
VDOT	2015	<u>95 Express Lanes Transportation Management Plan (TMP)</u>	Northern Virginia	I-95/I-395	To mitigate impacts during the construction of I-95 Express Lanes.	<a href="http://www.viriniadot.org">www.viriniadot.org</a>
MWAA, WMATA, VDOT, Fairfax County	December 2013: Est. start of Phase 1 service	<u>Dulles Corridor Metrorail Project</u>	Northern Virginia			<a href="http://www.dullesmetro.com">www.dullesmetro.com</a>
NVTC, PRTC, GWRC	January 2013	<u>Virginia Vanpool Incentive Program</u>	Northern Virginia	I-95/I-395		<a href="http://www.thinkoutsidethecar.org">www.thinkoutsidethecar.org</a>
<b>Other</b>						
MWCOG	Ongoing	<u>National Capital Region Congestion Reports</u>	DC Metro		Available quarterly	<a href="http://www.mwcog.org">www.mwcog.org</a>
MWCOG	2012	<u>Regional Priorities for Bus - 2012 Data Collection</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
MWCOG	Summer 2012	<u>Bus Priority Hot Spots Study</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
VDOT	Summer 2012	<u>I-66 Multimodal Study</u>	Northern Virginia	I-66	Inside the Beltway	<a href="http://www.viriniadot.org/projects/northernvirginia/i-66_multimodal_study.asp">www.viriniadot.org/projects/northernvirginia/i-66_multimodal_study.asp</a>

Regional Studies/Projects Archive (1998-2012)						
Author/Agency	Date	Title	Location	Corridor	Notes	
Capital Bikeshare	2012	Capital Bikeshare 2011 Member Survey Report	DC Metro			<a href="http://www.capitalbikeshare.com">www.capitalbikeshare.com</a>
MWAA	2012	Traffic and Revenue Study Update and 2012 Process for Establishing Toll Rates	Northern Virginia	Route 267 / Dulles Toll Road		<a href="http://www.mwaa.com">www.mwaa.com</a>
WMATA, City of Alexandria, Arlington County	2012	Transit Operations Plan	Arlington County, City of Alexandria	Route 1	Crystal City - Potomac Yard Transitway	<a href="http://www.ccpytransit.com">www.ccpytransit.com</a>
Arlington County	2011	Rosslyn Multimodal Transportation Study	Arlington County			<a href="http://www.arlingtonva.us">www.arlingtonva.us</a>
MWCOG	2011	Spring 2011 Skycomp Report: Traffic Quality on the Metropolitan Washington Area Freeway System	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
MWCOG	2011	2010 State of the Commute Survey Report	DC Metro		Documents trends in commuting behavior in the DC Metro area	<a href="http://www.mwcog.org">www.mwcog.org</a>
WMATA	2011	Making the Case for Transit: WMATA Regional Benefits of Transit	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
DRPT	2011	FY2011 Transit Performance Report	Statewide			<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
TPB	2011	Transportation Improvement Program for the Metropolitan Washington Region, FY2011-2016 (TIP)	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
DRPT	2011	How Virginia Is Using Transit and Transportation Demand Management Programs to Address Highway Congestion and Single Occupant Vehicle (SOV) Travel	Statewide			<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
DRPT	2011	Presentation on Route 1 Transit Study, SJ292	Northern Virginia	Route 1		<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
VDOT, FHWA	2011	I-95 HOT Lanes Project Environmental Assessment	Northern Virginia	I-95		<a href="http://www.virginiadot.org">www.virginiadot.org</a>
OIPI	2010	Governor's Multimodal Strategic Plan for the Commonwealth of Virginia	Statewide			<a href="http://www.vtrans.org">www.vtrans.org</a>
DRPT	2010	Funding Strategies for State Sponsored Intercity and High Speed Passenger Rail	Statewide			<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
WMATA	2010	Moving Metro Forward	DC Metro		Report of the Joint WMATA Governance Review Task Force	<a href="http://www.wmata.com">www.wmata.com</a>
TPB	2010	2007/2008 Household Travel Survey: Technical Documentation	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
TPB	2010	The Financially Constrained Long-Range Transportation Plan for the National Capital Region (CLRP), 2010	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
TPB	2010	Bicycle and Pedestrian Plan for the National Capital Region	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
WMATA	2010	Metrobus Fleet Management Plan	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
WMATA	2010	Rail Fleet Plan	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
DRPT	2010	I-95/I-395 Bus Rapid Transit Study	Northern Virginia			<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
OIPI	2010	Vtrans 2035, Virginia's Statewide Multimodal Long-Range Transportation Plan	Statewide			<a href="http://www.vtrans.org">www.vtrans.org</a>
TPB	2010	"CLRP Aspirations" Scenario: Final Report	DC Metro		Could include regional network of variably priced lanes with BRT	<a href="http://www.mwcog.org">www.mwcog.org</a>
WMATA	2010	Transit Service Impacts of the Base Realignment and Closure Recommendations in the Metropolitan Washington Region	DC Metro		BRAC - Ft. Belvoir - Mark Center	<a href="http://www.wmata.com">www.wmata.com</a>
WMATA	2010	Columbia Pike Transit Initiative: Project Initiation Package	Northern Virginia	Columbia Pike		<a href="http://www.piketransit.com">www.piketransit.com</a>
MWCOG	2010	Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century	DC Metro		Includes accessibility targets	<a href="http://www.regionforward.org">www.regionforward.org</a>
City of Fairfax	2010	Transit Development Plan	Fairfax City			<a href="http://www.fairfaxva.gov">www.fairfaxva.gov</a>
Fairfax County	2009	Fairfax County Transit Development Plan	Fairfax County			<a href="http://www.fairfaxcounty.gov">www.fairfaxcounty.gov</a>
WMATA	2009	Guidelines for the Design and Placement of Transit Stops	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
TPB	2009	2007/2008 Household Travel Survey: Major Findings for Regional Activity Centers/Clusters	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
TPB	2009	2007/2008 Household Travel Survey: Presentation of Findings on Walk and Bike Travel	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
MWCOG	2009	2008 Regional Bus Survey: Technical Report	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
TPB	2009	Update to the Coordinated Human Service Transportation Plan for the National Capital Region	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
DRPT	2009	I-66 Transit/TDM Study Final Report	Northern Virginia	I-66	Emphasis on BRT	<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
VDOT	2009	Route 1 Centerline Design Study	Northern Virginia	Route 1		<a href="http://www.virginiadot.org">www.virginiadot.org</a>
VDOT, MSHA, DRPT, and MTA	2009	Capital Beltway South Side Mobility Study, Phase 2 Final Report	Northern Virginia, Maryland	I-95, I-495	Woodrow Wilson Bridge	<a href="http://www.capitalbeltway.mdprojects.com/osSouthSideMobility.html">www.capitalbeltway.mdprojects.com/osSouthSideMobility.html</a>
Prince William County DOT	2009	Potomac River Commuter Ferry Service Study & Route Proving Exercise	Northern Virginia			<a href="http://www.pwcounty.org">www.pwcounty.org</a>
FHWA	2009	Alternatives Analysis Report, 14th Street Bridge Corridor Environmental Impact Statement	Northern Virginia, District of Columbia	I-395	14th Street Bridge	<a href="http://www.fhwa.dot.gov">www.fhwa.dot.gov</a>
VDOT	2009	Route 29 Corridor Study Final Report	Northern Virginia	Route 29		<a href="http://www.virginiadot.org">www.virginiadot.org</a>

WMATA	2009	<u>Feasibility Study of Real Time Parking Information at Metrorail Parking Facilities (Virginia Stations) - Final Report</u>	Northern Virginia			<a href="http://www.wmata.com">www.wmata.com</a>
City of Alexandria	2008	<u>Transportation Master Plan</u>	City of Alexandria		Identifies three high-capacity transit corridors	<a href="http://www.alexandriava.gov">www.alexandriava.gov</a>
WMATA	2008	<u>Bus Priority Corridor Network Plan</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
TPB	2008	<u>Evaluating Alternative Scenarios for a Network of Variably Priced Highway Lanes in the Metropolitan Washington Region</u>	DC Metro		Including network of high-quality bus transit on the priced network	<a href="http://www.mwcog.org">www.mwcog.org</a>
DRPT	2008	<u>I-95/I-395 Transit/TDM Study Final Report</u>	Northern Virginia	I-95, I-395		<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
WMATA	2008	<u>Metrorail Station Access and Capacity Study</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
MWCOG and TPB	2008	<u>National Capital Region Climate Change Report</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
Fairfax County	2007	<u>Transportation Plan Map</u>	Fairfax County			<a href="http://www.fairfaxcounty.gov">www.fairfaxcounty.gov</a>
Arlington County	2007	<u>Master Transportation Plan</u>	Arlington County			<a href="http://www.arlingtonva.us">www.arlingtonva.us</a>
TPB	2007	<u>Coordinated Human Services Transportation Plan for the National Capital Region</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
WMATA	2007	<u>Metrobus Network Evaluation and Future Fleet Needs</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
U.S. Army Corps of Engineers	2007	<u>Final Environmental Impact Statement for Implementation of 2005 Base Realignment and Closure (BRAC) Recommendations and Related Army Actions at Fort Belvoir, Virginia, Executive Summary</u>	Northern Virginia	Route 1	Ft. Belvoir	<a href="http://www.tetrattech-ffx.com/belvoir_braceis/index.htm">www.tetrattech-ffx.com/belvoir_braceis/index.htm</a>
NVTA	2006	<u>TransAction2030 Plan</u>	Northern Virginia		Updated previous plan to forecast current needs for all modes.	<a href="http://www.thenovaauthority.org">www.thenovaauthority.org</a>
TPB	2006	<u>Regional Mobility and Accessibility Study: Technical Report</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
VDOT and FHWA	2006	<u>Final Environmental Impact Statement, Capital Beltway Study</u>	Northern Virginia	I-495	HOT Lanes	<a href="http://www.fhwa.dot.gov">www.fhwa.dot.gov</a>
DRPT	2006	<u>Crystal City / Potomac Yard Corridor Transit Improvements Project, Phase I Environmental Site Assessment</u>	Northern Virginia	Route 1		<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
City of Falls Church	2005	<u>City of Falls Church Comprehensive Plan, Chapter 7: Transportation</u>	City of Falls Church			
DDOT	2005	<u>District of Columbia Transit Improvements Alternatives Analysis: Final Report</u>	District of Columbia			<a href="http://www.dc.gov/DC/DDOT">www.dc.gov/DC/DDOT</a>
MWCOG and TPB	2005	<u>Impacts of the U.S. Department of Defense (DoD) Base Realignment and Closure (BRAC) Recommendations For the Metropolitan Washington Region</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>
Breakthrough Technologies Institute and Environmental Defense	2005	<u>Changing Lanes: Linking Bus Rapid Transit and High Occupancy Toll Networks In Northern Virginia</u>	Northern Virginia			<a href="http://www.gobrt.org">www.gobrt.org</a>
Breakthrough Technologies Institute and Environmental Defense	2005	<u>BRT, HOT Lanes, and the Washington, DC Region: Fitting It All Together</u>	Northern Virginia			<a href="http://www.gobrt.org">www.gobrt.org</a>
DRPT	2005	<u>Crystal City/Potomac Yard Corridor Interim Transit Improvement Project, Draft Technical Memorandum: Project Summary</u>	Northern Virginia	Route 1		<a href="http://www.drpt.virginia.gov">www.drpt.virginia.gov</a>
Parsons Brinckerhoff	2004	<u>Virginia Railway Express Strategic Plan 2004-2005</u>	Northern Virginia	Haymarket-Gainesville		<a href="http://www.vre.org">www.vre.org</a>
OIPI	2004	<u>VTrans 2025, Virginia's Statewide Multimodal Long-Range Transportation Plan</u>	Northern Virginia			<a href="http://www.vtrans.org">www.vtrans.org</a>
WMATA	2004	<u>Washington Metropolitan Regional Bus Study, Phase 2 Implementation Plans</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
USDOT, FTA, VDRPT and WMATA	2004	<u>Dulles Corridor Metrorail Project Final Environmental Impact Statement and Section 4(f) Evaluation</u>	Northern Virginia	Dulles Metro		<a href="http://www.dullesmetro.com">www.dullesmetro.com</a>
WMATA	2003	<u>Regional Bus Study Final Report</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
VDOT	2003	<u>The Northern Virginia Bikeway and Trail Network Study Final Report</u>	Northern Virginia			<a href="http://www.virginiadot.org">www.virginiadot.org</a>
WMATA	2002	<u>Metro Core Capacity Study</u>	DC Metro			<a href="http://www.wmata.com">www.wmata.com</a>
FHWA	2000	<u>Final Supplemental Environmental Impact Statement/Section 4(f) Evaluation Summary, Woodrow Wilson Bridge Project</u>	Northern Virginia, Maryland	I-95, I-495	Woodrow Wilson Bridge	<a href="http://www.fhwa.dot.gov">www.fhwa.dot.gov</a>
VDOT	1999	<u>Northern Virginia 2020 Transportation Plan, Summary Report</u>	Northern Virginia			<a href="http://www.virginiadot.org">www.virginiadot.org</a>
VDOT	1998	<u>House Document No. 46: Route 1 Corridor Study, Fairfax and Prince William Counties</u>	Northern Virginia	Route 1		<a href="http://www.leg2.state.va.us">www.leg2.state.va.us</a>
TPB	1998	<u>The TPB Vision</u>	DC Metro			<a href="http://www.mwcog.org">www.mwcog.org</a>

## Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area

### Why Transit Access Matters

The suburbanization of jobs obstructs transit's ability to connect workers to opportunity and jobs to local labor pools. As metro leaders continues to grapple with limited financial resources, it is critical for transit investment decisions to simultaneously address suburban coverage gaps as well as disconnected neighborhoods.

For more information, read the full report at [brookings.edu/transitandlabor](https://brookings.edu/transitandlabor) or email [rharvey@brookings.edu](mailto:rharvey@brookings.edu).

### Transit Coverage in Washington

The share of jobs in the metropolitan area that are in neighborhoods with public transit service.

ENTIRE METRO AREA  
**88.5%** RANK 10

CITIES ONLY **99.8%**      SUBURBS ONLY **84.0%**

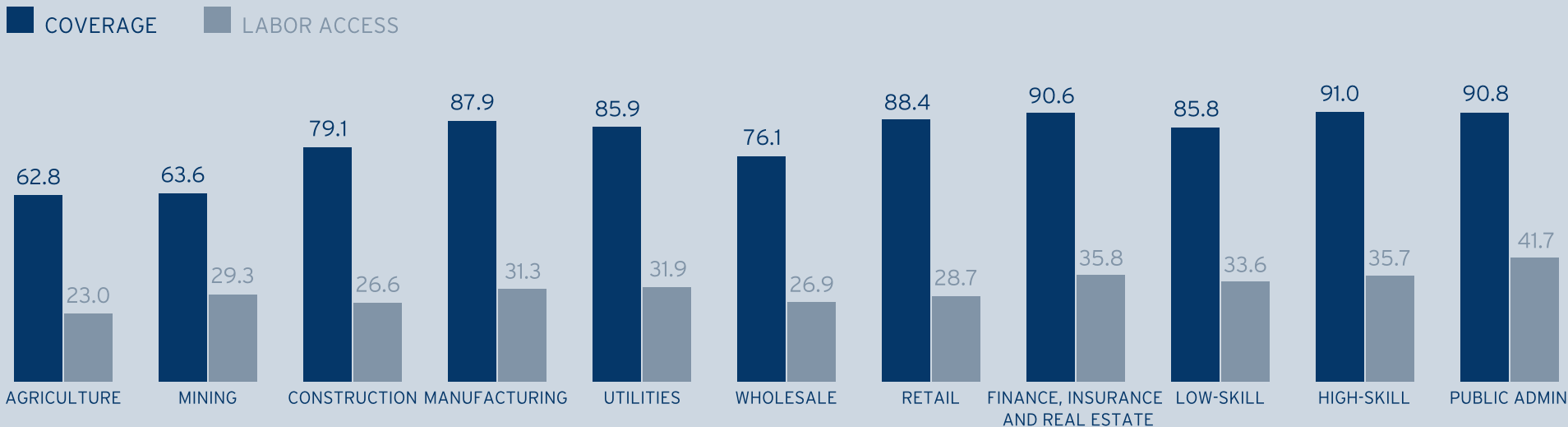
### Labor Access Rate in Washington

The share of the metropolitan population that the typical job can reach in 90 minutes via public transit.

ENTIRE METRO AREA  
**33.8%** RANK 23

CITIES ONLY **56.9%**      SUBURBS ONLY **22.4%**

### Transit Coverage and Labor Access, by Industry





### FY2012 Ridership in Virginia Transportation Districts

Transit System	FY2011	FY2012	Percent Change FY2011 - FY2012	Percent of Total FY2012 Statewide Trips
<b>Northern Virginia District Total</b>	145,720,232	148,235,822	1.7%	76.1%
Alexandria DASH	3,750,737	3,899,664	4.0%	2.0%
Arlington Transit (ART)	2,261,129	2,537,338	12.2%	1.3%
City of Fairfax CUE	910,549	908,367	-0.2%	0.5%
Fairfax County Connector	10,283,313	10,914,708	6.1%	5.6%
Loudoun County Transit (LCT)	1,210,542	1,260,603	4.1%	0.6%
Potomac and Rappahannock Transportation Commission (PRTC)	3,326,699	3,444,536	3.5%	1.8%
Virginia Railway Express (VRE)	4,645,591	4,771,987	2.7%	2.5%
Virginia Regional Transit (VRT)	728,253	738,193	1.4%	0.4%
WMATA Metrobus (NoVa only)	20,401,587	21,110,131	3.5%	10.8%
WMATA Metrorail (NoVa only)	98,053,085	98,486,192	0.4%	50.6%
Other Northern Virginia providers*	148,747	164,103	10.3%	0.1%
<b>Bristol District Total</b>	597,449	528,201	-11.6%	0.3%
<b>Culpeper District Total</b>	562,222	584,105	3.9%	0.3%
<b>Fredericksburg District Total</b>	744,052	860,827	15.7%	0.4%
<b>Hampton Roads District Total</b>	19,569,669	21,403,179	9.4%	11.0%
<b>Lynchburg District Total</b>	3,628,552	2,942,102	-18.9%	1.5%
<b>Richmond District Total</b>	10,613,246	10,796,446	1.7%	5.5%
<b>Salem District Total</b>	5,950,964	6,219,439	4.5%	3.2%
<b>Staunton District Total</b>	2,605,269	3,155,579	21.1%	1.6%
<b>State Total</b>	189,991,655	194,725,700	2.5%	100.0%

Source: Northern Virginia District ridership information obtained directly from individual transit systems except Virginia Regional Transit (VRT) and Other Northern Virginia Providers. Remaining data obtained from the Virginia Department of Rail and Public Transportation's (DRPT) June 2012 Ridership Report.

\* Includes private, nonprofit providers ECHO, Inc. and the Arc of Greater Prince William.

(F)

10

## News

## For Immediate Release

## Contact

July 31, 2012

Recommend

Sign Up to see what your friends recommend.

**Jeff Caldwell**  
Press Secretary  
(804) 786-2211

**Tamara Rollison**  
Virginia Department of Transportation  
(804) 786-2715

Tweet 0

## Governor McDonnell Announces Contract to Build 95 Express Lanes in Northern Virginia

### – VDOT reaches comprehensive agreement and financial close with private-sector companies to deliver I-95 HOV/HOT lanes project –

**WASHINGTON, DC** – Governor Bob McDonnell today announced that the Virginia Department of Transportation (VDOT) entered into a comprehensive agreement and reached financial close with a group of private-sector companies to build approximately 29 miles of express lanes on I-95 from Garrisonville Road in Stafford County to Edsall Road in Fairfax County. Construction will begin on the \$925 million project early next month.

"This is a historical day for transportation and the economy in Virginia," said Governor McDonnell. "In partnering with the private sector, VDOT is leveraging nearly \$1 billion dollars in congestion relief for the heavily traveled Northern Virginia region. Virginia is taking bold action to move more people with fewer cars by giving them more transportation choices that will save time and money, and improve the environment. The project will also support nearly 8,000 jobs over the construction period and stimulate \$2 billion in economic activity."

VDOT Commissioner Greg Whirley, in cooperation with the Office of Transportation Public-Private Partnerships, executed a comprehensive agreement and reached financial close with 95 Express Lanes LLC (a joint venture between Transurban DRIVE and Fluor Enterprises, Inc.). The agreement, signed under the Public-Private Transportation Act, allows VDOT to partner with 95 Express, which will make a substantial investment in the project and share in the financial risk of construction and operations. The agreement sets the framework for a long-term business relationship. Construction is expected to begin in 2012 and be completed by late 2014.

The project will expand and improve the existing HOV lanes from Dumfries to Edsall Road and extend new HOV lanes from Dumfries to Garrisonville Road, resulting in 29 miles of express lanes in which vehicles with three or more people can use for free. Vehicles with fewer than three passengers can choose to pay a toll to use express lanes or they can ride the general purpose lanes for free.

"The 95 Express Lanes combined with the nearly completed 495 Express Lanes will bring a transportation network that manages congestion efficiently, saving time and better connecting commuters with some of Virginia's most important employment centers and military sites," said Transportation Secretary Sean T. Connaughton.

Whirley added, "The project will bring transportation choices to commuters traveling to and from the Northern Virginia region. For the first time, commuters will have HOV access on I-95 from Dumfries to Garrisonville Road. North of Dumfries, the existing HOV lanes will be improved, resulting in better services for existing carpoolers and congestion relief."

Under the comprehensive agreement, VDOT will maintain ownership of the infrastructure and oversee 95 Express' activities. 95 Express will finance, build, operate and maintain the facility for a 76-year concession period. 95 Express will also assume risk of delivering the project on a performance-based, fixed-price, fixed-date contract, protecting users and taxpayers from cost overruns and delays.

"Virginia has again demonstrated its leadership in using innovative public-private partnerships to help deliver major transportation and economic outcomes," said Michael Kulper, president, Transurban North America. "The 95 Express Lanes will link directly to the new 495 Express Lanes to provide travelers throughout the region with faster and more predictable travel."

The key components of construction include:

- Extending nine miles of existing HOV lanes from Dumfries to Garrisonville Road in Stafford County, which alleviate one of the region's worst traffic back ups
- Expanding existing HOV lanes from two to three lanes for 14 miles between Prince William Parkway to vicinity of Edsall Road on I-395
- Making operational improvements to the existing two HOV lanes for six miles from Route 234 to Prince William Parkway
- Adding eight new or improved access points to and from HOV/HOT network at key interchanges
- Expanding and adding commuter parking lots

Financial and tolling highlights:

- Project will cost \$925 million with 95 Express providing \$854 million in funding. This includes an anticipated TIFIA loan of \$300 million, which is expected to be available in November 2012
- VDOT will provide \$71 million in public funds, a lower amount than the original estimate of \$97 million, due to lower-than-expected financing costs at closing.
- Tolls will be collected electronically using E-ZPass, including the new E-ZPass Flex, eliminating the need for toll booths
- HOV-3+, vanpools, motorcycles and buses travel free. Vehicles with one or two people will pay a toll to use the express lanes or ride the general purpose lanes for free. Tolls will vary based on real-time traffic conditions to manage the number of toll-paying customers who choose to enter the express lanes. Most customers are expected to pay to use express lanes only a couple of times a week when they need a faster trip, with a typical trip during rush hour costing between \$5 and \$6.
- Project will fund a safety and enforcement program including crews to assist disabled vehicles, incident detection technology and more Virginia State Police. The program is expected to significantly reduce HOV violators.

Park and ride lots:

- Alongside the 95 Express Lanes, VDOT is delivering new commuter lots, expanding existing lots, and improving access at a number of park and ride lots located in the I-95 corridor.

## nor McDonnell Announces Contract to Build 95 Express Lanes in Northern Virginia Page 2 of 2

- In 2012, there will be an additional 600 spaces at the Saratoga/EPG park and ride lot in Fairfax County and 700 spaces at the Telegraph Road-Old PRTC bus garage park and ride lot in Prince William County.
- By end of 2014, there will be 1,000 spaces at Staffordboro Boulevard in Stafford County and 1,000 spaces in Fredericksburg/Spotsylvania County at Gordon Road. A new 1,000-space garage will be constructed along with the new Potomac Nationals Stadium at Stonebridge in Prince William County.

Go to <http://www.vamegaprojects.com/> for more project information. Information is also available at <http://www.95expresslanes.com/>

The comprehensive agreement and exhibits will be posted by Aug. 7, 2012.

# # #

### Home | News | Blog

Contact the Governor

### Media Library

Video  
Photos  
Audio  
Speeches  
RSS Feeds  
Video Stream Archives

### About the Governor

Governor's Bio  
Meet The First Lady  
Governor's Calendar  
Scheduling Requests  
Executive Mansion

### Governor's Policy Office

Government Reform  
and Restructuring  
Executive Orders  
Executive Directives  
Staff Listing

### Governor's Cabinet

### Community Relations Our Commonwealth

Proclamations  
Flag Status  
Governor's Fellows Program  
Internship Application  
Governor's Holiday Hoops Classic  
Virginia.gov  
General Assembly

### Additional Links

PPEA - Alternative  
Fuel Vehicles  
Received Proposals  
Virginia Tech Panel  
Governor Archives  
2012 Press Book



AGENDA ITEM #11

**TO:** Chairman Fisette and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Colethia Quarles  
**DATE:** August 30, 2012  
**SUBJECT:** NVTC Financial Items for June and July, 2012

---

The financial reports for June and July, 2012 are attached for your information.



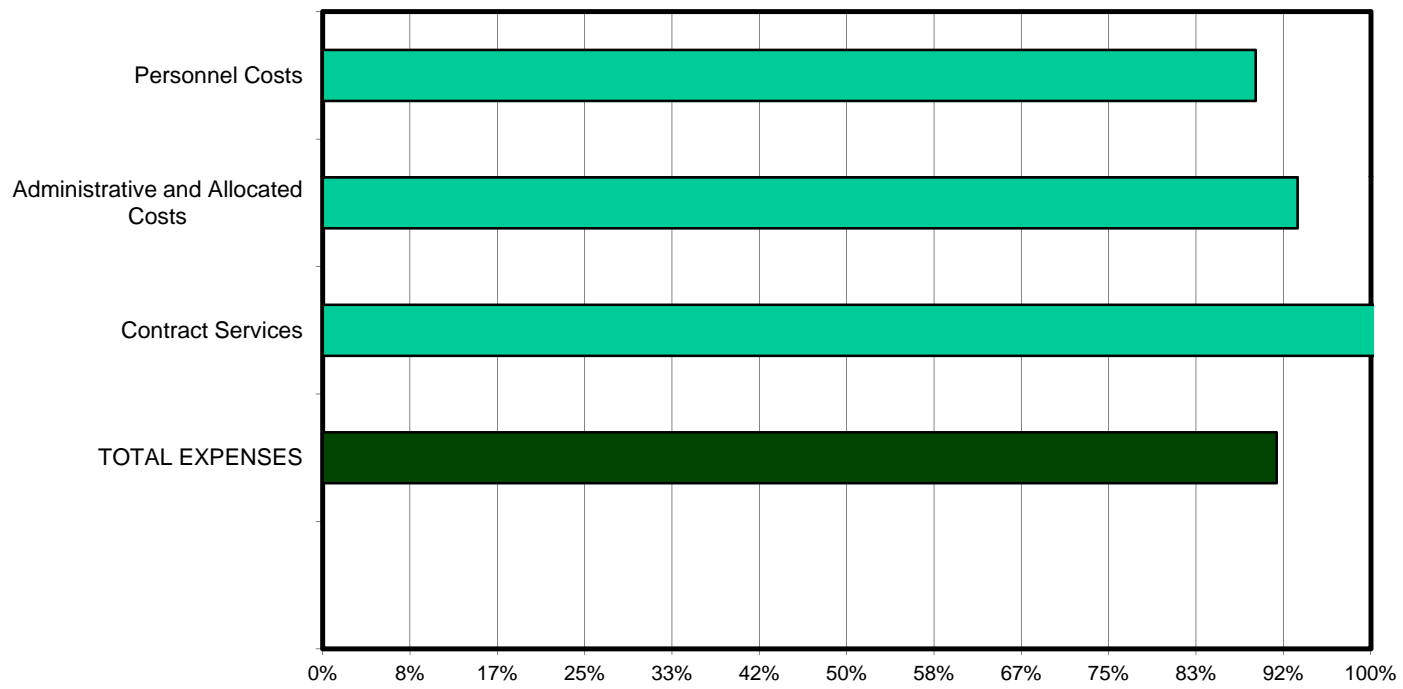
2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201  
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120  
E-mail [nvtc@nvtdc.org](mailto:nvtc@nvtdc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

# Northern Virginia Transportation Commission

Financial Reports  
June, 2012



Percentage of FY 2012 NVTC Administrative Budget Used  
June, 2012  
(Target 100% or less)



**Note: Refer to pages 2 and 3 for details**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**June 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	\$ 48,040.21	\$ 642,900.39	\$ 693,150.00	\$ 50,249.61	7.2%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	48,040.21	642,900.39	693,150.00	50,249.61	7.2%
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	5,331.04	46,105.31	48,250.00	2,144.69	4.4%
Group Health Insurance	4,879.83	62,529.10	92,900.00	30,370.90	32.7%
Retirement	4,584.37	55,109.37	68,800.00	13,690.63	19.9%
Workmans & Unemployment Compensation	(216.00)	538.50	3,100.00	2,561.50	82.6%
Life Insurance	260.03	3,302.97	4,000.00	697.03	17.4%
Long Term Disability Insurance	243.98	2,818.63	3,650.00	831.37	22.8%
Total Benefit Costs	15,083.25	170,403.88	220,700.00	50,296.12	22.8%
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	1,900.00	12,350.00	16,850.00	4,500.00	26.7%
<i>Rents:</i>	<i>15,559.64</i>	<i>183,073.10</i>	<i>185,100.00</i>	<i>2,026.90</i>	<i>1.1%</i>
Office Rent	14,834.64	173,627.50	172,900.00	(727.50)	-0.4%
Parking	725.00	9,445.60	12,200.00	2,754.40	22.6%
<i>Insurance:</i>	<i>846.93</i>	<i>5,977.70</i>	<i>5,600.00</i>	<i>(377.70)</i>	<i>-6.7%</i>
Public Official Bonds	200.00	2,325.00	2,300.00	(25.00)	-1.1%
Liability and Property	646.93	3,652.70	3,300.00	(352.70)	-10.7%
<i>Travel:</i>	<i>754.16</i>	<i>5,212.91</i>	<i>5,800.00</i>	<i>837.09</i>	<i>14.4%</i>
Conference Registration	-	250.00	-	-	0.0%
Conference Travel	-	391.75	1,500.00	1,108.25	73.9%
Local Meetings & Related Expenses	754.16	4,571.16	4,000.00	(571.16)	-14.3%
Training & Professional Development	-	-	300.00	300.00	100.0%
<i>Communication:</i>	<i>612.60</i>	<i>8,010.29</i>	<i>9,900.00</i>	<i>1,889.71</i>	<i>19.1%</i>
Postage	184.50	2,882.42	3,800.00	917.58	24.1%
Telecommunication	428.10	5,127.87	6,100.00	972.13	15.9%
<i>Publications &amp; Supplies</i>	<i>1,037.50</i>	<i>9,973.62</i>	<i>15,100.00</i>	<i>5,126.38</i>	<i>33.9%</i>
Office Supplies	-	2,482.64	3,100.00	617.36	19.9%
Duplication	1,013.60	7,067.08	11,500.00	4,432.92	38.5%
Public Information	23.90	423.90	500.00	76.10	15.2%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**June 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>	2,033.80	5,426.18	10,500.00	5,073.82	48.3%
Furniture and Equipment	1,904.80	2,644.35	3,000.00	355.65	0.0%
Repairs and Maintenance	-	344.30	1,000.00	655.70	65.6%
Computers	129.00	2,437.53	6,500.00	4,062.47	62.5%
<i>Other General and Administrative</i>	540.31	5,941.81	5,350.00	(402.81)	-7.5%
Subscriptions	-	189.00	-	-	0.0%
Memberships	144.82	1,111.69	1,400.00	288.31	20.6%
Fees and Miscellaneous	395.49	3,654.19	2,950.00	(704.19)	-23.9%
Advertising (Personnel/Procurement)	-	986.93	1,000.00	13.07	1.3%
Total Administrative Costs	<u>23,284.94</u>	<u>235,965.61</u>	<u>254,200.00</u>	<u>18,673.39</u>	<u>7.3%</u>
<u>Contracting Services</u>					
Auditing	7,000.00	35,515.00	27,360.00	(8,155.00)	-29.8%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>7,000.00</u>	<u>35,515.00</u>	<u>27,360.00</u>	<u>(8,155.00)</u>	<u>-29.8%</u>
 Total Gross G&A Expenses	<u><u>\$ 93,408.40</u></u>	<u><u>\$ 1,084,784.88</u></u>	<u><u>\$ 1,195,410.00</u></u>	<u><u>\$ 111,064.12</u></u>	<u><u>9.3%</u></u>

**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**June, 2012**

Date	Payer/ Payee	Purpose	Wells Fargo	Wells Fargo	VA LGIP	
	(Checking)		(Savings)	G&A / Project	Trusts	
RECEIPTS						
1	DRPT	Capital grant receipts				496,243.00
6	VRE	Staff support		6,262.40		
8	DRPT	Capital grant receipt - VRE			310,812.00	
13	DRPT	NVTA update grant receipt			63,630.00	
15	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				4,606,559.01
20	DPRT	Capital grant receipt				1,000,359.00
20	DRPT	Capital grant receipt - VRE			80,294.00	
21	DRPT	Capital grant receipt - VRE			4,620.00	
22	DRPT	Capital grant receipts				125,670.00
25	VRE	Staff support		6,354.87		
25	Staff	Expense reimbursement		1.50		
26	DRPT	Capital grant receipts				5,119,163.00
26	DRPT	Capital grant receipt - VRE			7,838.00	
27	DRPT	Capital grant receipts				545,701.00
30	Banks	Interest income		2.41	23.67	17,885.03
			-	12,621.18	467,217.67	11,911,580.04
DISBURSEMENTS						
1-30	Various	G&A expenses	(86,290.63)			
4	City of Fairfax	Other operating				(10,700.00)
8	VRE	Capital grant revenue			(310,812.00)	
20	VRE	Capital grant revenue			(80,294.00)	
21	Fairfax County	Other operating / other capital				(32,201,878.00)
21	VRE	Capital grant revenue			(4,620.00)	
19	Cambridge	NVTA 2040 update consulting	(63,630.26)			
26	VRE	Capital grant revenue			(7,838.00)	
28	Arlington County	Other operating / other capital				(3,138,452.00)
29	Stantec	NTD consulting	(32,853.80)			
30	Banks	Service fee	(35.60)	(20.55)		
			(182,810.29)	(20.55)	(403,564.00)	(35,351,030.00)
TRANSFERS						
20	Transfer	From LGIP to checking	150,000.00		(150,000.00)	
28	Transfer	From LGIP to LGIP (NTD project)			32,853.80	(32,853.80)
29	Transfer	From LGIP to LGIP (E schedule project)			12,452.45	(12,452.45)
			150,000.00	-	(104,693.75)	(45,306.25)
NET INCREASE (DECREASE) FOR MONTH			\$ (32,810.29)	\$ 12,600.63	\$ (41,040.08)	\$ (23,484,756.21)

**NVTC  
INVESTMENT REPORT  
June 2012**

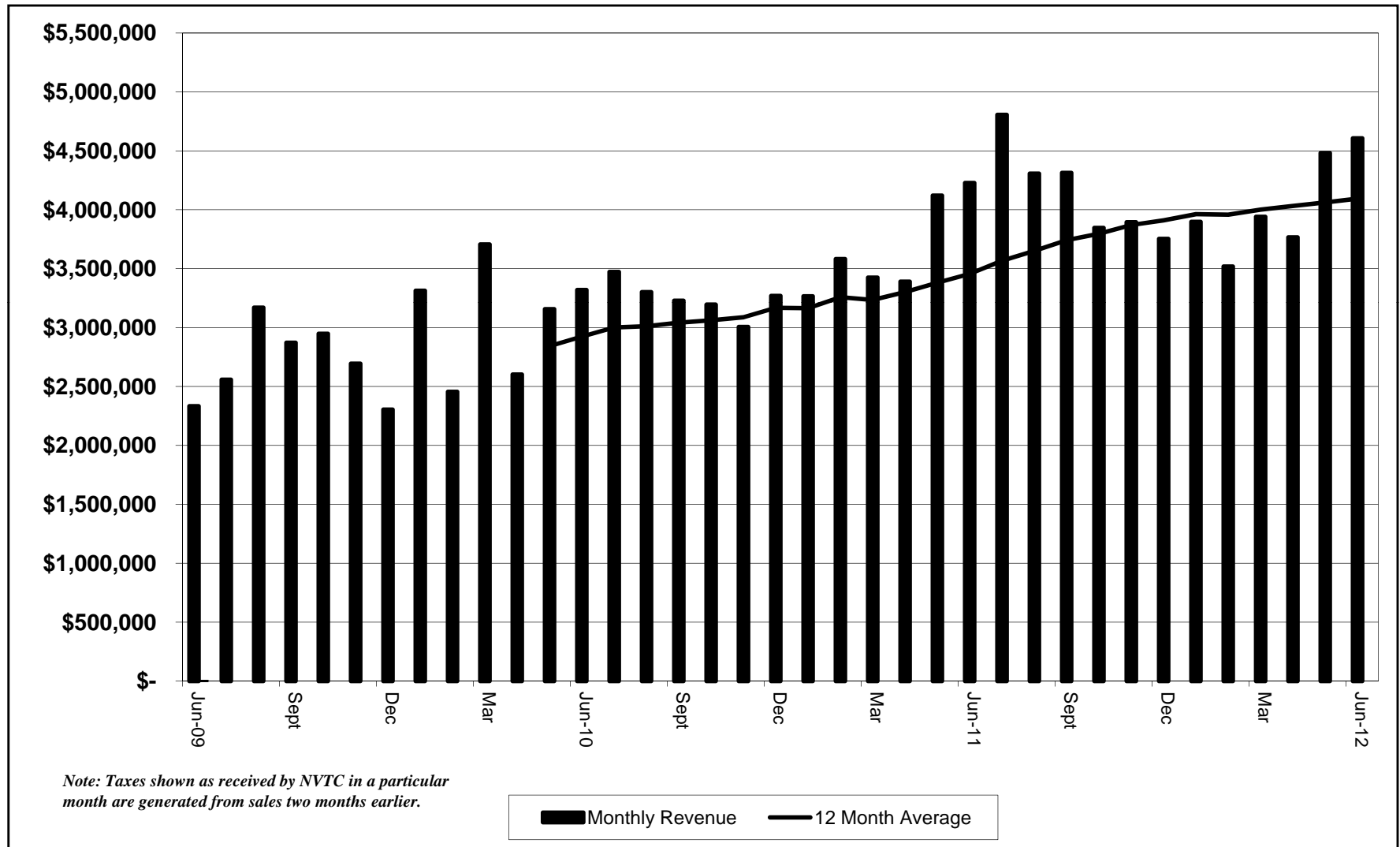
<b>Type</b>	<b>Rate</b>	<b>Balance 5/31/2012</b>	<b>Increase (Decrease)</b>	<b>Balance 6/30/2012</b>	<b>NVTC G&amp;A/Project</b>	<b>Jurisdictions Trust Fund</b>	<b>Loudoun Trust Fund</b>
<b><u>Cash Deposits</u></b>							
Wells Fargo: NVTC Checking	N/A	\$ 73,336.59	\$ (32,810.29)	\$ 40,526.30	\$ 40,526.30	\$ -	\$ -
Wells Fargo: NVTC Savings	0.020%	141,274.69	12,600.63	153,875.32	153,875.32	-	-
<b><u>Investments - State Pool</u></b>							
Bank of America - LGIP	0.164%	138,830,217.24	(23,525,796.29)	115,304,420.95	148,980.09	101,062,983.22	14,092,457.64
		<u>\$ 145,725,000.92</u>	<u>\$ (23,455,581.72)</u>	<u>\$ 115,498,822.57</u>	<u>\$ 343,381.71</u>	<u>\$ 101,062,983.22</u>	<u>\$ 14,092,457.64</u>



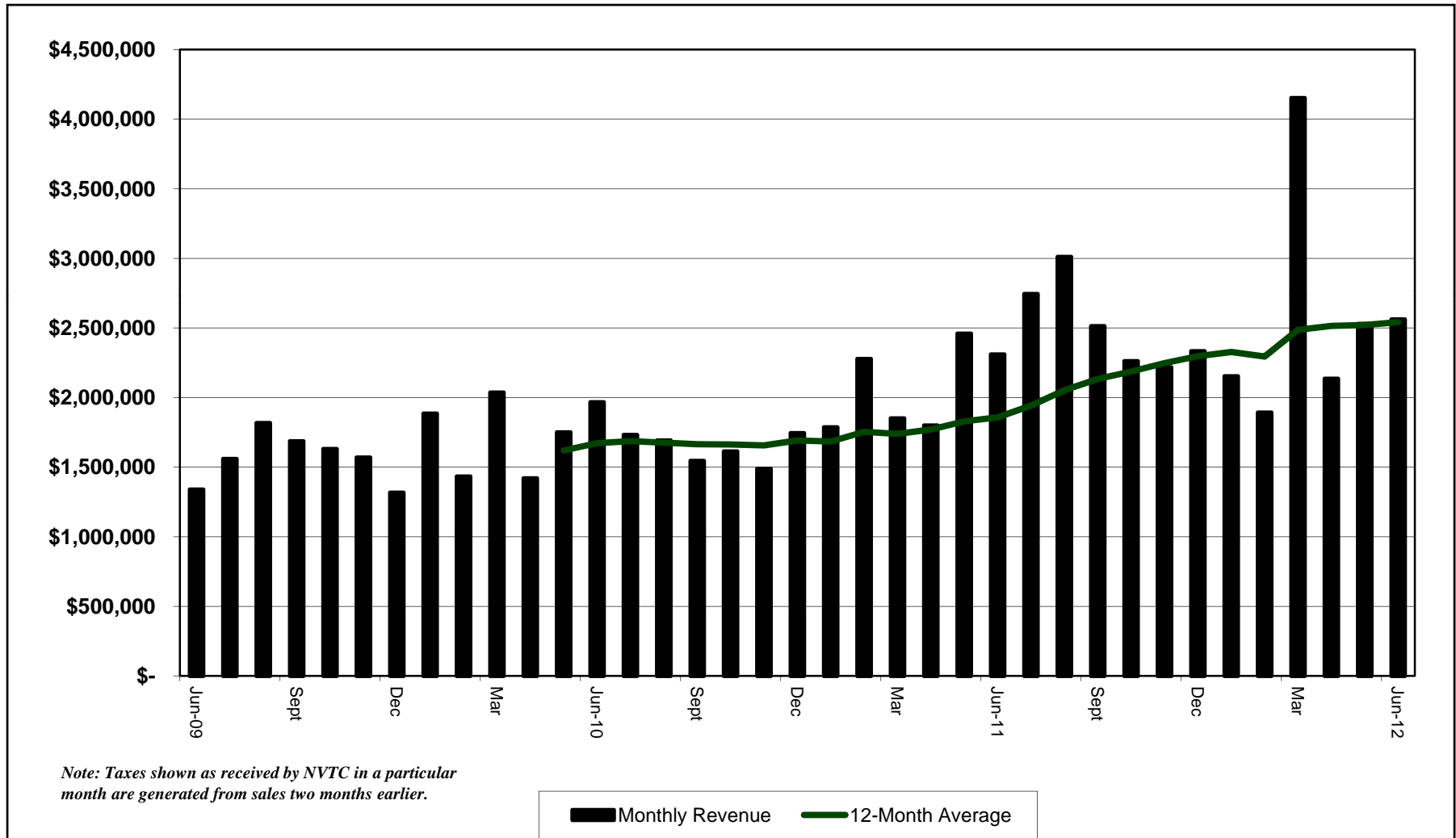
# NVTC MONTHLY GAS TAX REVENUE

## ALL JURISDICTIONS

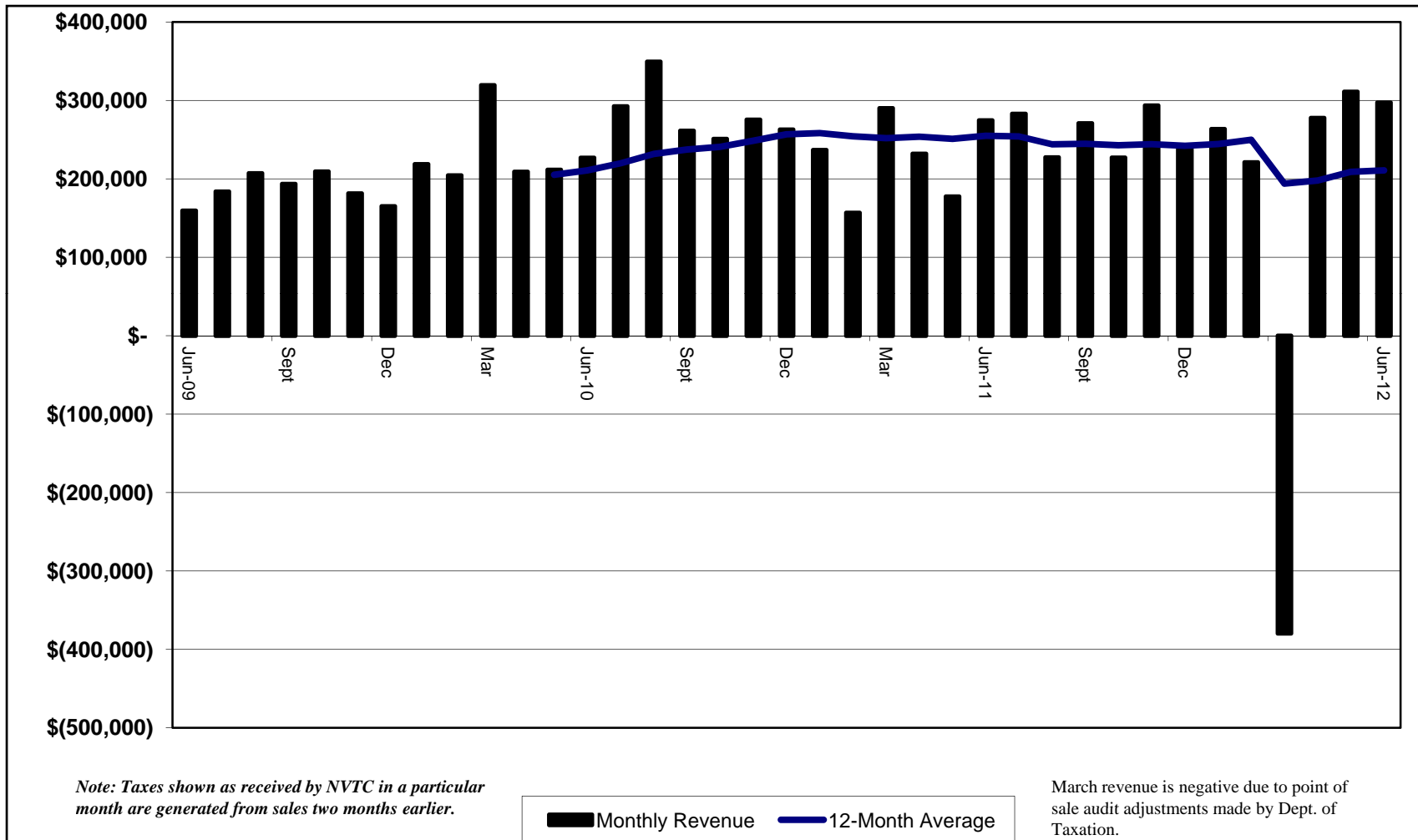
### FISCAL YEARS 2009-2012



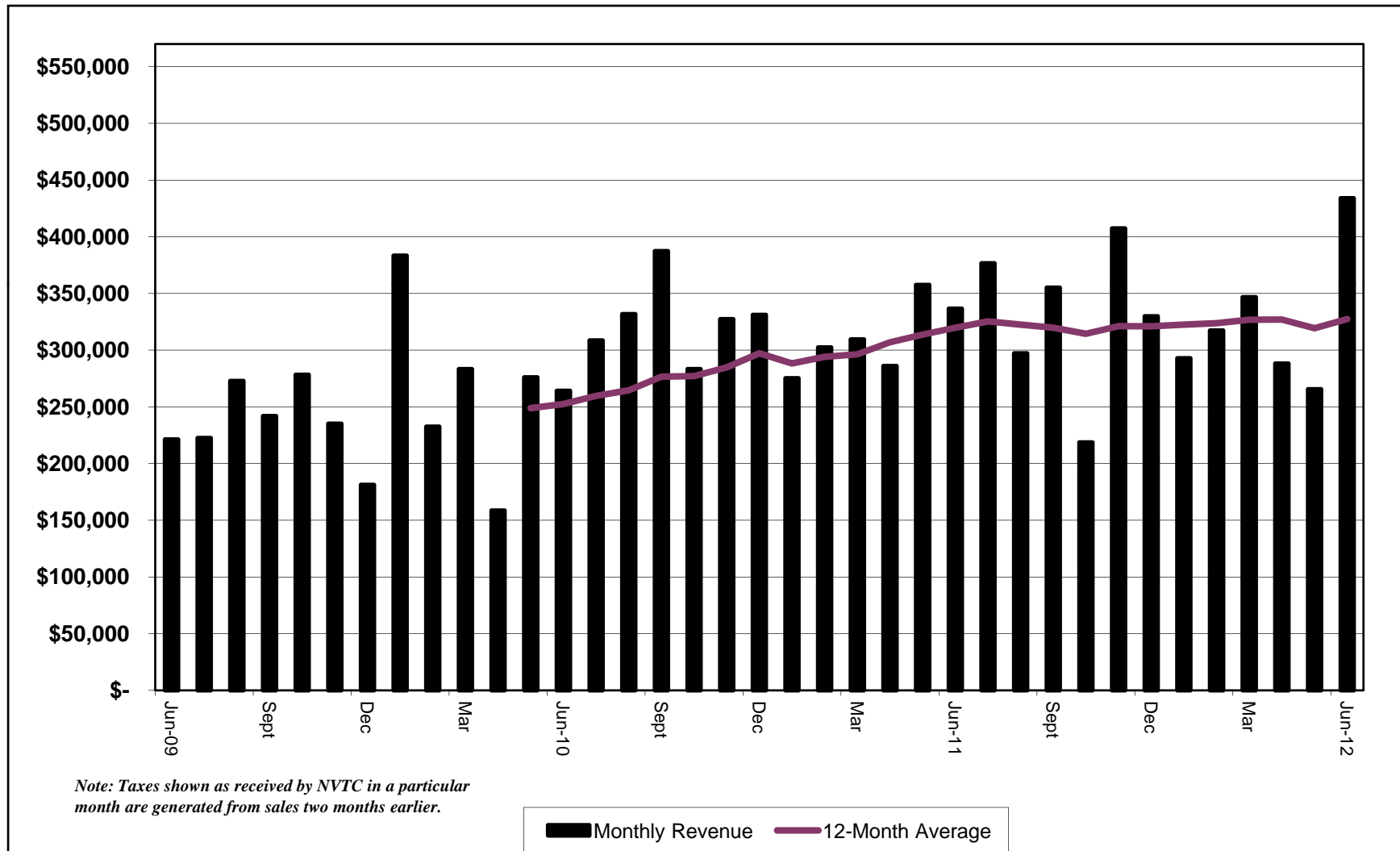
# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2009-2012



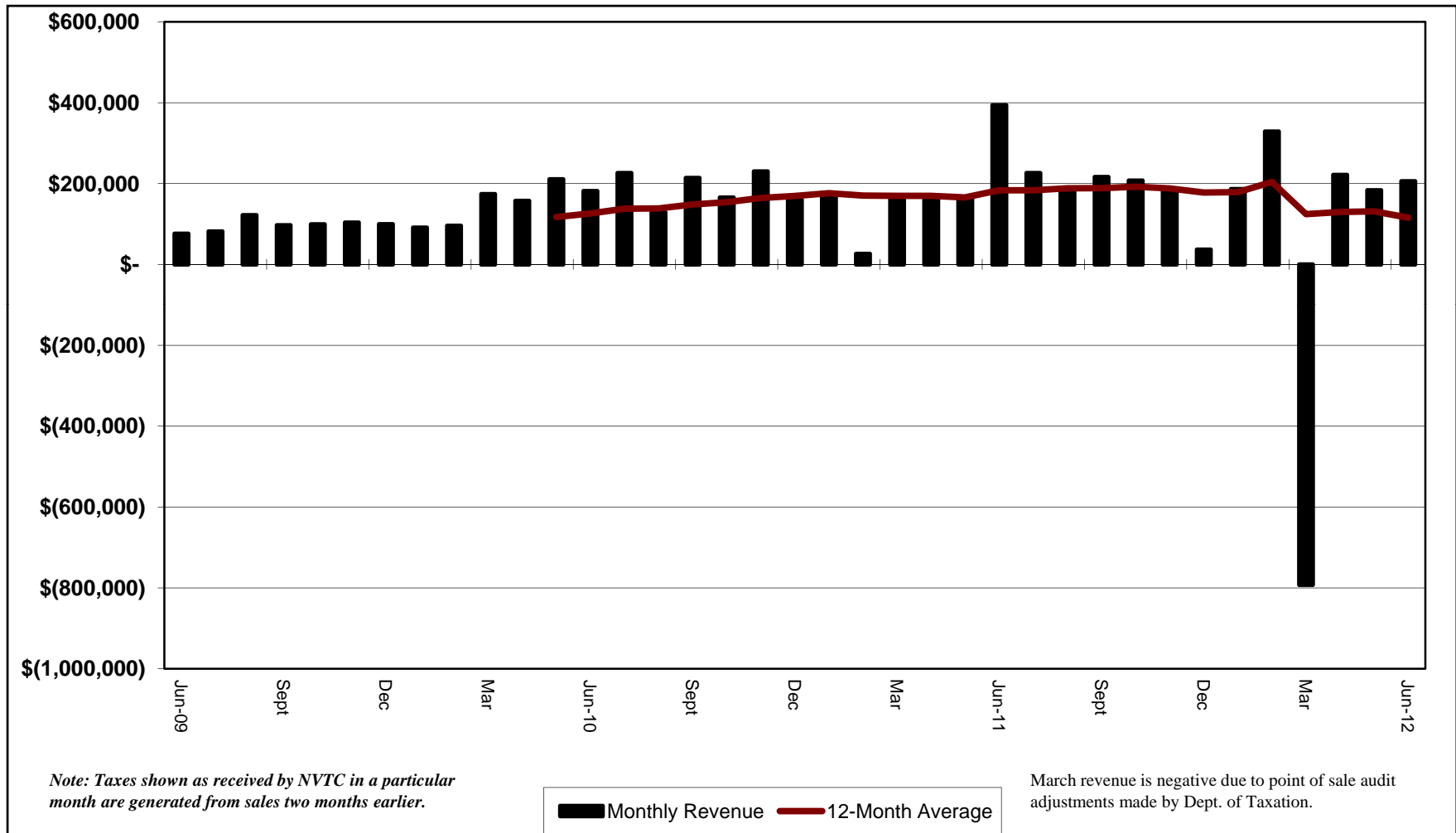
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2009-2012



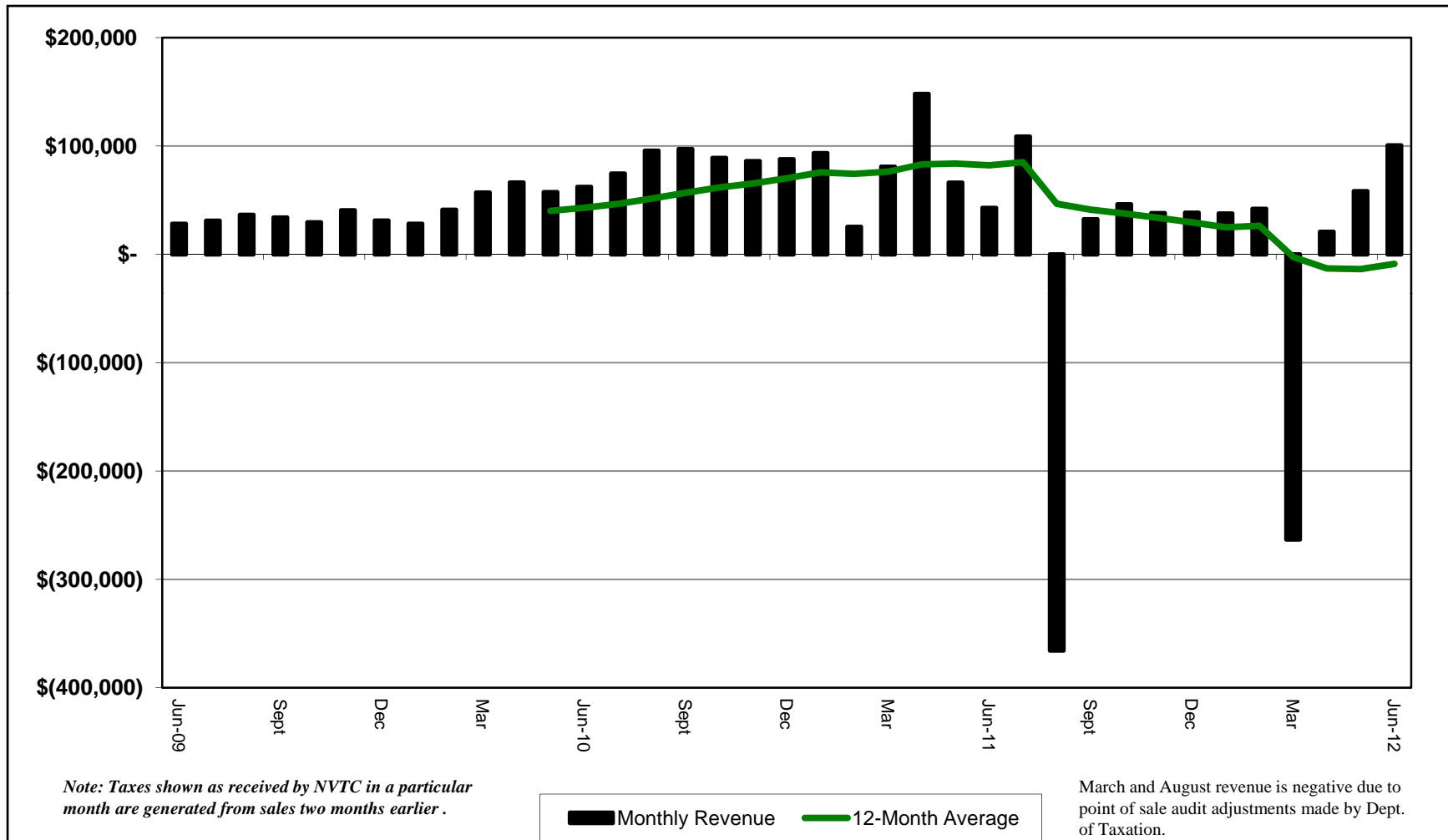
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2009-2012



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

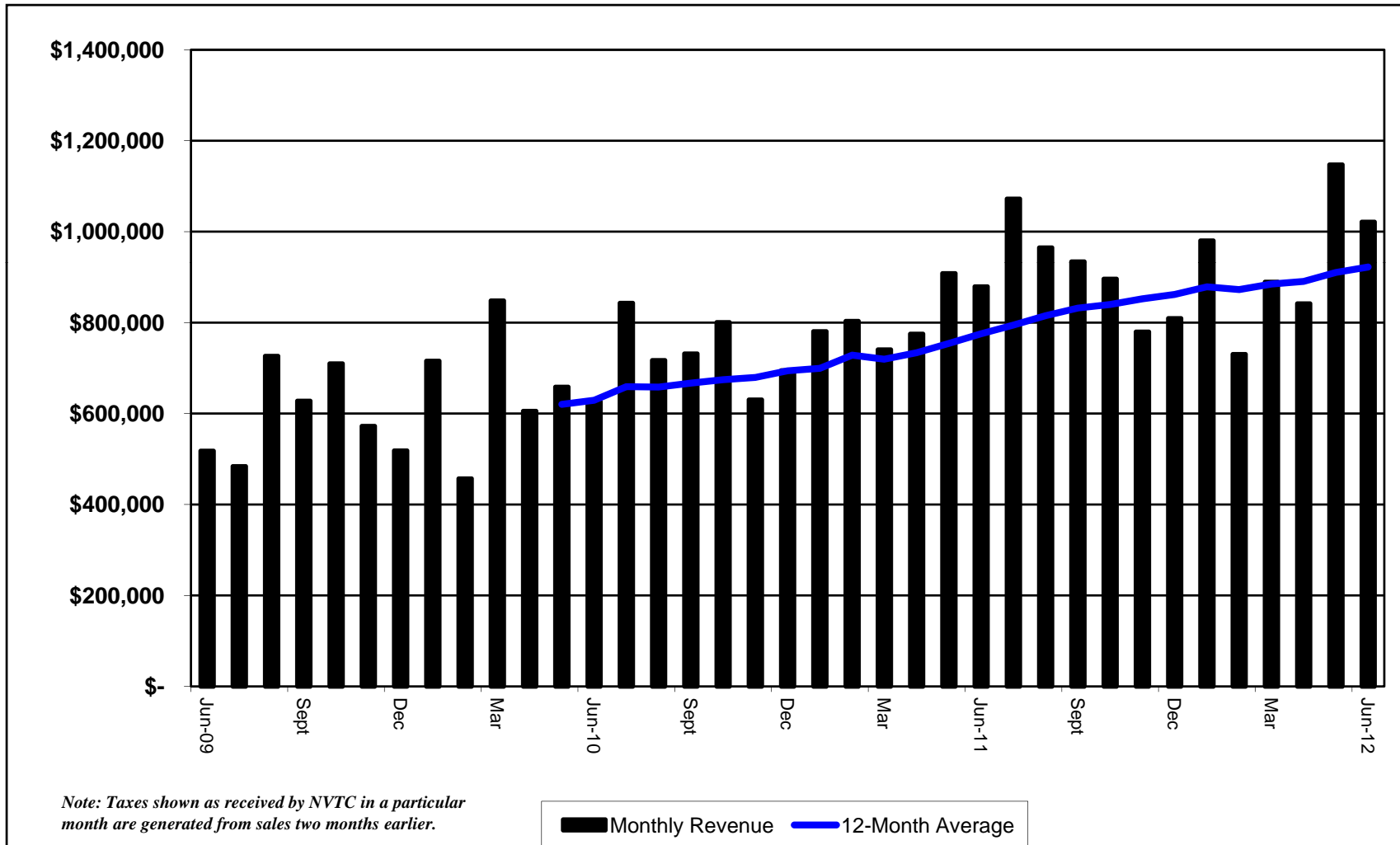


# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2009-2012





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)
ADJ #9	3-12, received 5-12	-	-	-	(5,809.80)	-	(4.65)	(290,691.77)	(296,506.22)
ADJ #10	6-12, received 8-12	(21,110.31)	(57,679.83)	(174,833.31)	(177,189.19)	(14,683.08)	-	-	(445,495.72)
ADJ #11	6-12, received 8-12	(170,420.87)	(6,560.15)	(561,327.78)	-	(17,216.42)	-	-	(755,525.22)
		(1,105,805.77)	(146,553.48)	(2,396,415.56)	(403,889.28)	(833,454.15)	(8,347.84)	(290,691.77)	(5,185,157.85)

		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
ADJ #9	3-12, received 5-12	362.78	40.54	-	125,176.77	969.74	164,141.94	5,814.45	296,506.22
ADJ #10	6-12, received 8-12	80,150.95	131,191.46	118,681.48	115,471.83	-	-	-	445,495.72
ADJ #11	6-12, received 8-12	6,560.15	170,420.87	-	578,544.20	-	-	-	755,525.22
		172,171.36	307,616.26	118,713.29	4,114,899.52	111,212.67	282,824.05	77,720.70	5,185,157.85

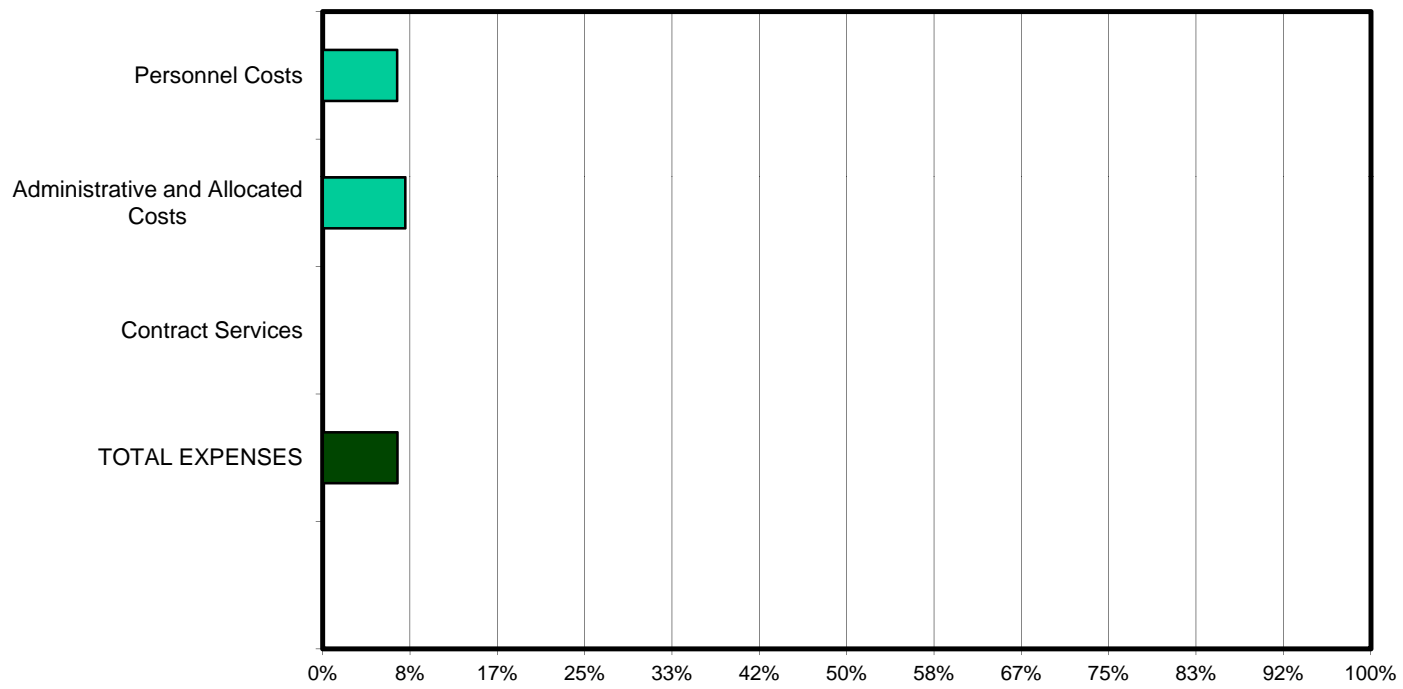
Net Transfers to Date - (From) To								
Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	Total	
(933,634.41)	161,062.78	(2,277,702.27)	3,711,010.24	(722,241.48)	274,476.21	(212,971.07)	-	

# Northern Virginia Transportation Commission

Financial Reports

July, 2012

Percentage of FY 2013 NVTC Administrative Budget Used  
July, 2012  
(Target 8.34% or less)



**Note: Refer to pages 2 and 3 for details**

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**July 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	\$ 51,748.64	\$ 51,748.64	\$ 697,950.00	\$ 646,201.36	92.6%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	51,748.64	51,748.64	697,950.00	646,201.36	92.6%
<b><u>Benefits</u></b>					
Employer's Contributions:					
FICA	3,603.69	3,603.69	48,100.00	44,496.31	92.5%
Group Health Insurance	5,306.60	5,306.60	103,500.00	98,193.40	94.9%
Retirement	4,475.00	4,475.00	64,900.00	60,425.00	93.1%
Workmans & Unemployment Compensation	67.42	67.42	3,300.00	3,232.58	98.0%
Life Insurance	260.03	260.03	4,000.00	3,739.97	93.5%
Long Term Disability Insurance	243.98	243.98	3,700.00	3,456.02	93.4%
Total Benefit Costs	13,956.72	13,956.72	227,500.00	213,543.28	93.9%
<b><u>Administrative Costs</u></b>					
Commissioners Per Diem	1,100.00	1,100.00	10,000.00	8,900.00	89.0%
<i>Rents:</i>	<i>15,552.81</i>	<i>15,552.81</i>	<i>189,500.00</i>	<i>173,947.19</i>	<i>91.8%</i>
Office Rent	14,827.81	14,827.81	177,700.00	162,872.19	91.7%
Parking	725.00	725.00	11,800.00	11,075.00	93.9%
<i>Insurance:</i>	<i>418.85</i>	<i>418.85</i>	<i>6,400.00</i>	<i>5,981.15</i>	<i>93.5%</i>
Public Official Bonds	170.00	170.00	2,300.00	2,130.00	92.6%
Liability and Property	248.85	248.85	4,100.00	3,851.15	93.9%
<i>Travel:</i>	<i>270.84</i>	<i>270.84</i>	<i>5,800.00</i>	<i>5,529.16</i>	<i>95.3%</i>
Conference Registration	-	-	-	-	0.0%
Conference Travel	-	-	1,500.00	1,500.00	100.0%
Local Meetings & Related Expenses	270.84	270.84	4,000.00	3,729.16	93.2%
Training & Professional Development	-	-	300.00	300.00	100.0%
<i>Communication:</i>	<i>415.83</i>	<i>415.83</i>	<i>8,740.00</i>	<i>8,324.17</i>	<i>95.2%</i>
Postage	(6.65)	(6.65)	3,400.00	3,406.65	100.2%
Telecommunication	422.48	422.48	5,340.00	4,917.52	92.1%
<i>Publications &amp; Supplies</i>	<i>860.18</i>	<i>860.18</i>	<i>10,600.00</i>	<i>9,739.82</i>	<i>91.9%</i>
Office Supplies	59.27	59.27	3,200.00	3,140.73	98.1%
Duplication	777.01	777.01	6,900.00	6,122.99	88.7%
Public Information	23.90	23.90	500.00	476.10	95.2%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**July 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>	461.99	461.99	11,500.00	11,038.01	96.0%
Furniture and Equipment	-	-	4,000.00	4,000.00	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	461.99	461.99	6,500.00	6,038.01	92.9%
<i>Other General and Administrative</i>	454.93	454.93	5,100.00	4,858.79	95.3%
Subscriptions	213.72	213.72	-	-	0.0%
Memberships	-	-	1,200.00	1,200.00	100.0%
Fees and Miscellaneous	241.21	241.21	3,000.00	2,758.79	92.0%
Advertising (Personnel/Procurement)	-	-	900.00	900.00	100.0%
Total Administrative Costs	<u>19,535.43</u>	<u>19,535.43</u>	<u>247,640.00</u>	<u>228,318.29</u>	<u>92.2%</u>
<u>Contracting Services</u>					
Auditing	-	-	21,250.00	21,250.00	100.0%
Consultants - Technical	-	-	-	-	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>-</u>	<u>-</u>	<u>21,250.00</u>	<u>21,250.00</u>	<u>100.0%</u>
 Total Gross G&A Expenses	 <u><u>\$ 85,240.79</u></u>	 <u><u>\$ 85,240.79</u></u>	 <u><u>\$ 1,194,340.00</u></u>	 <u><u>\$ 1,109,312.93</u></u>	 <u><u>92.9%</u></u>



**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**July, 2012**

	Payer/ Payee	Purpose	Wells Fargo (Checking)	Wells Fargo (Savings)	VA LGIP	
Date					G&A / Project	Trusts
RECEIPTS						
2	City of Alexandria	G&A contribution		8,064.75		
13	Dept. of Taxation	Motor Vehicle Fuels Sales tax revenue				2,912,017.00
16	DRPT	Capital grant receipt				1,079,301.00
16	DRPT	Capital grant receipt - VRE			310,812.00	
16	DRPT	NVTA 2040 update grant receipt			28,780.00	
17	DRPT	Capital grant receipt				127,485.00
20	DRPT	Project grant receipt			1,572.00	
20	DRPT	Capital grant receipt - VRE			3,638.00	
23	DRPT	Capital grant receipt - VRE			61,961.00	
26	DRPT	Capital grant receipt				147,333.00
27	VRE	Reimbursement for staff support		6,509.05		
27	Staff	Expense reimbursement		6.65		
27	Navy League	Expense reimbursement		900.00		
27	City of Falls Church	G&A contribution		2,813.00		
27	Brock-Norton	Insurance refund		51.73		
27	Arlington County	G&A contribution		12,998.50		
27	DRPT	Capital grant receipt - VRE			608.00	
31	Banks	Interest income		1.97	17.10	12,888.38
			-	31,345.65	407,388.10	4,279,024.38
DISBURSEMENTS						
1-31	Various	G&A expenses	(83,603.09)			
1	WMATA	Bus operating				(16,314,863.00)
1	WMATA	Rail operating				(9,543,496.00)
1	WMATA	Partransit operating				(3,117,365.00)
1	WMATA	Debt service				(1,092,146.00)
1	WMATA	CIP				(849,234.00)
1	WMATA	Project development				(206,250.00)
1	Arlington County	Other operating				(195,897.00)
13	Cambridge	NVTA 2040 update	(28,780.44)			
16	VRE	Grant revenue			(310,812.00)	
20	VRE	Grant revenue			(3,638.00)	
23	VRE	Grant revenue			(61,961.00)	
27	VRE	Grant revenue			(608.00)	
31	Banks	Service fee	(43.16)	(19.13)		
			(112,426.69)	(19.13)	(377,019.00)	(31,319,251.00)
TRANSFERS						
12	Transfer	From savings to checking	75,000.00	(75,000.00)		
12	Transfer	From LGIP to checking	75,000.00		(75,000.00)	
			150,000.00	(75,000.00)	(75,000.00)	-
NET INCREASE (DECREASE) FOR MONTH			\$ 37,573.31	\$ (43,673.48)	\$ (44,630.90)	\$ (27,040,226.62)

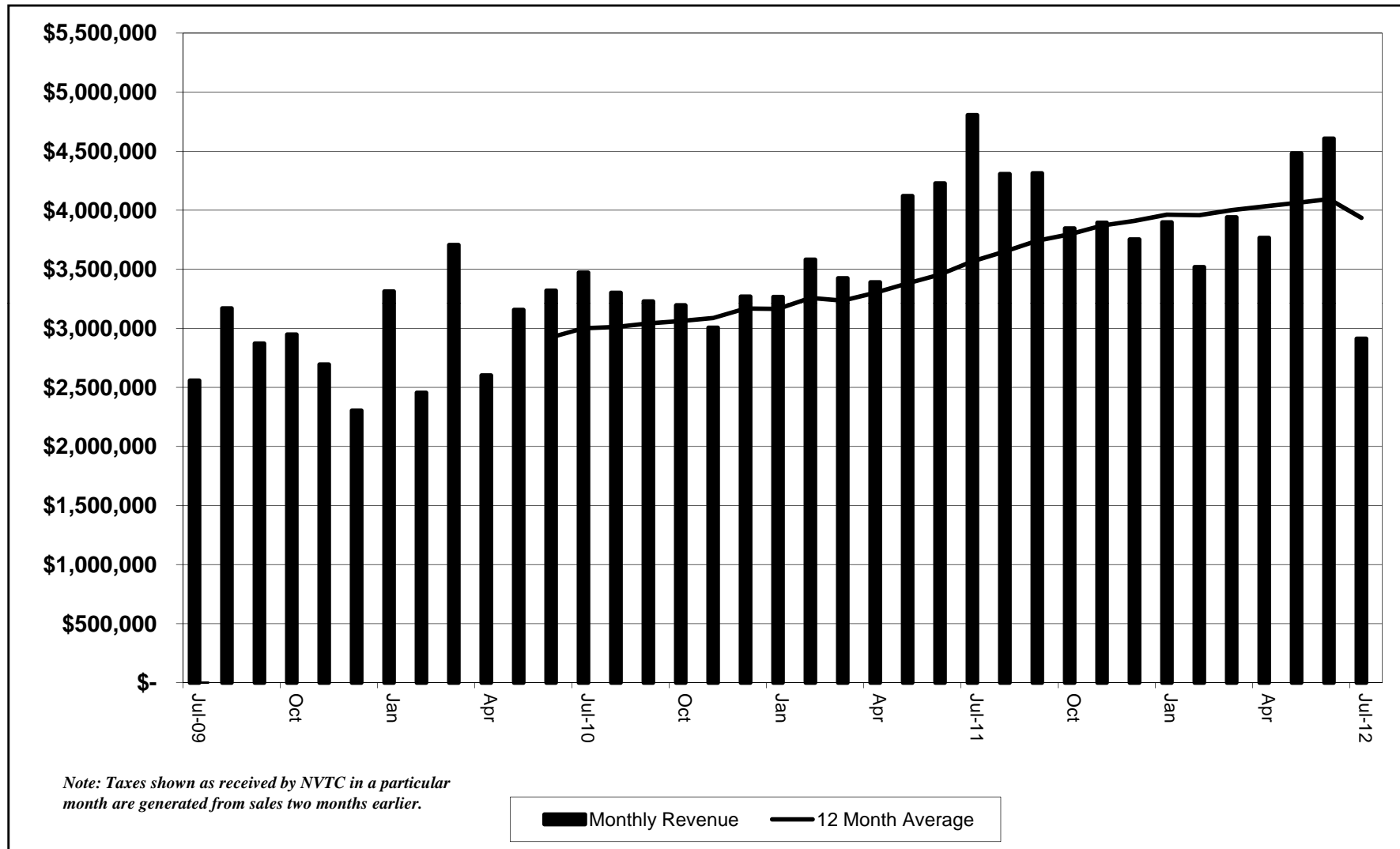
**NVTC  
INVESTMENT REPORT  
July 2012**

<b>Type</b>	<b>Rate</b>	<b>Balance 6/30/2012</b>	<b>Increase (Decrease)</b>	<b>Balance 6/30/2012</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	\$ 40,526.30	\$ 37,573.31	\$ 78,099.61	\$ 78,099.61	\$ -	\$ -
Wells Fargo: NVTC Savings	0.020%	153,875.32	(43,673.48)	110,201.84	110,201.84	-	-
<b><u>Investments - State Pool</u></b>							
Bank of America - LGIP	0.174%	115,304,420.95	(27,084,857.52)	88,219,563.43	104,349.16	73,413,908.04	14,701,306.23
		<u>\$ 115,498,822.57</u>	<u>\$ (27,000,533.46)</u>	<u>\$ 88,407,864.88</u>	<u>\$ 292,650.61</u>	<u>\$ 73,413,908.04</u>	<u>\$ 14,701,306.23</u>

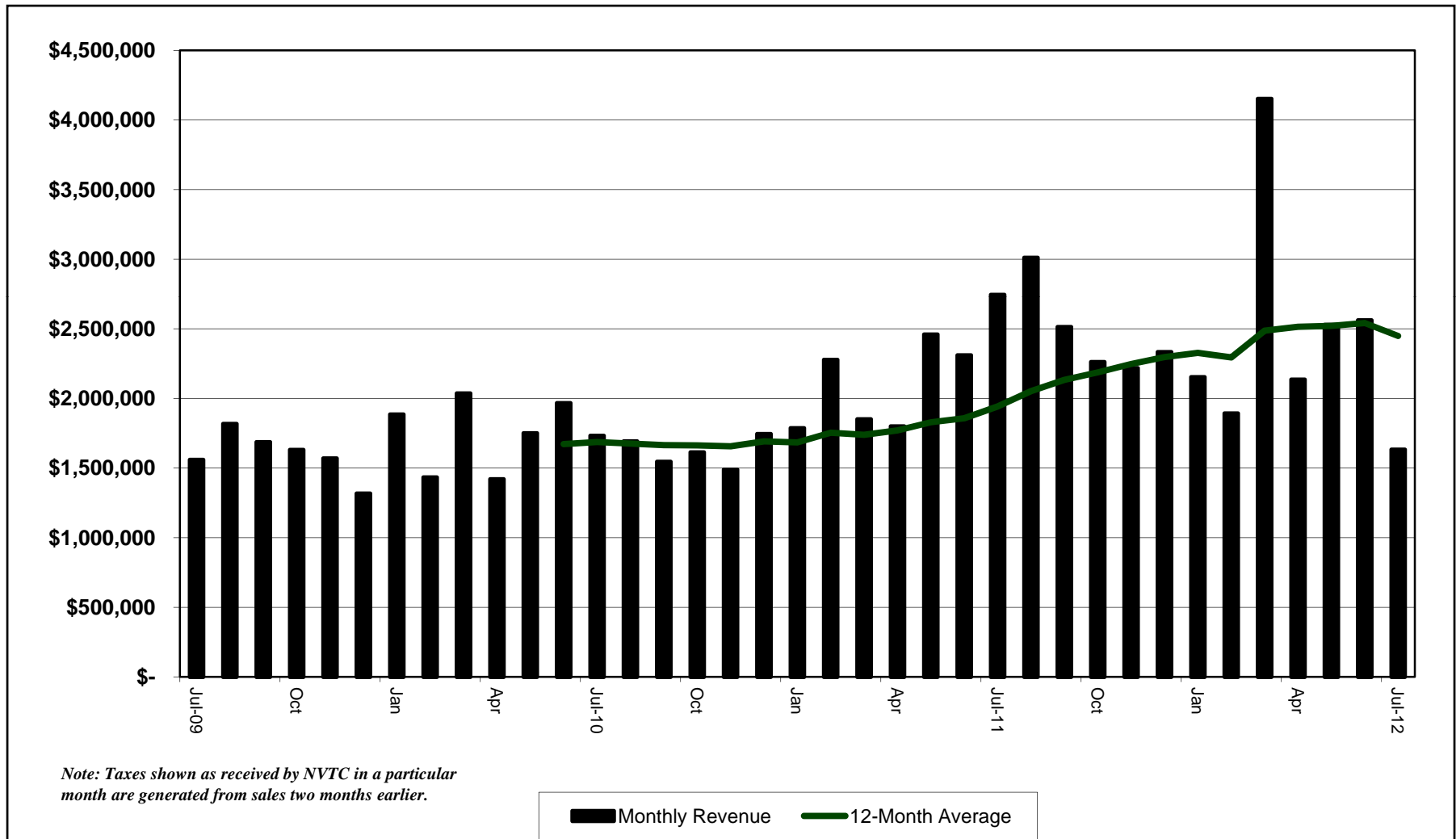
# NVTC MONTHLY GAS TAX REVENUE

## ALL JURISDICTIONS

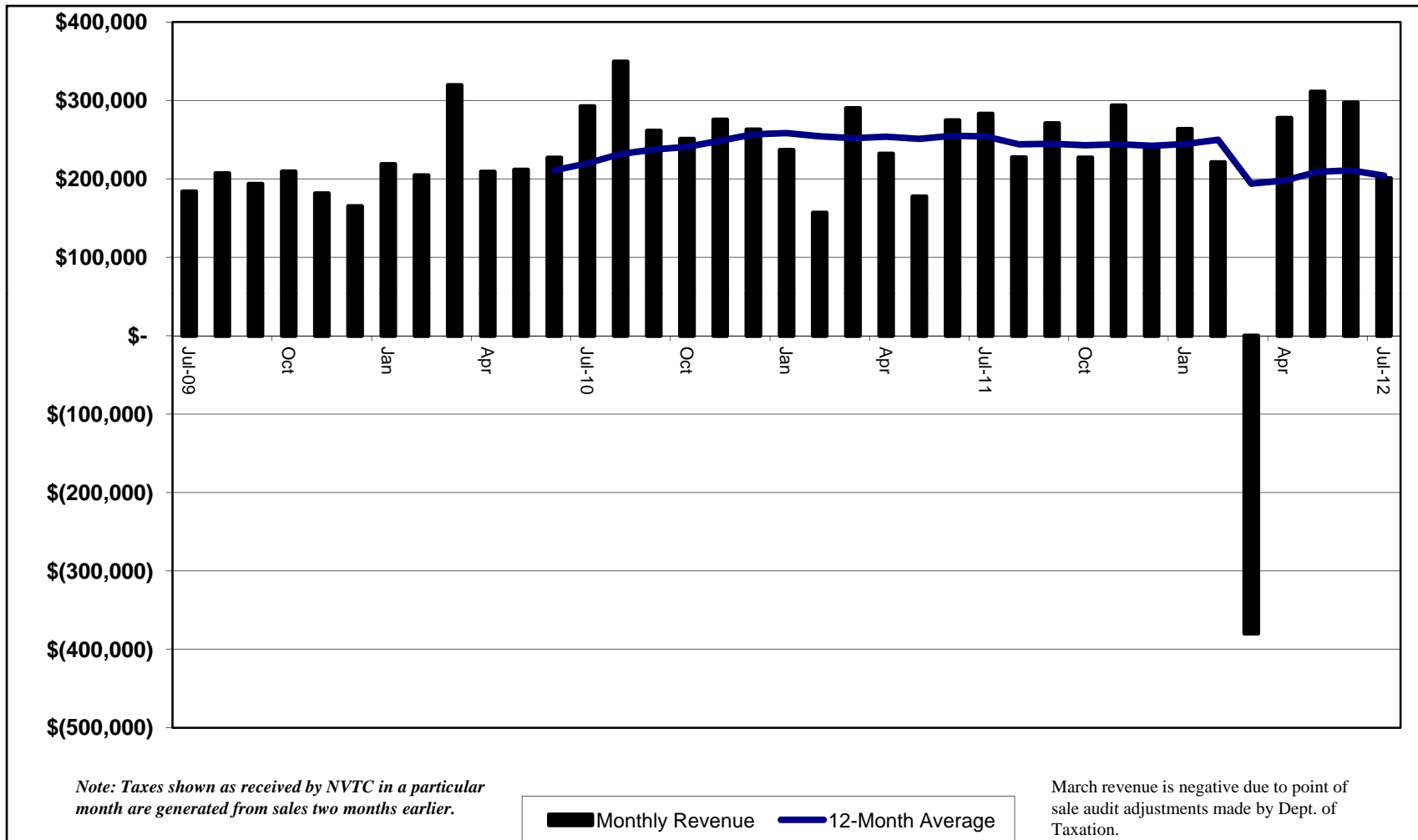
### FISCAL YEARS 2010-2013



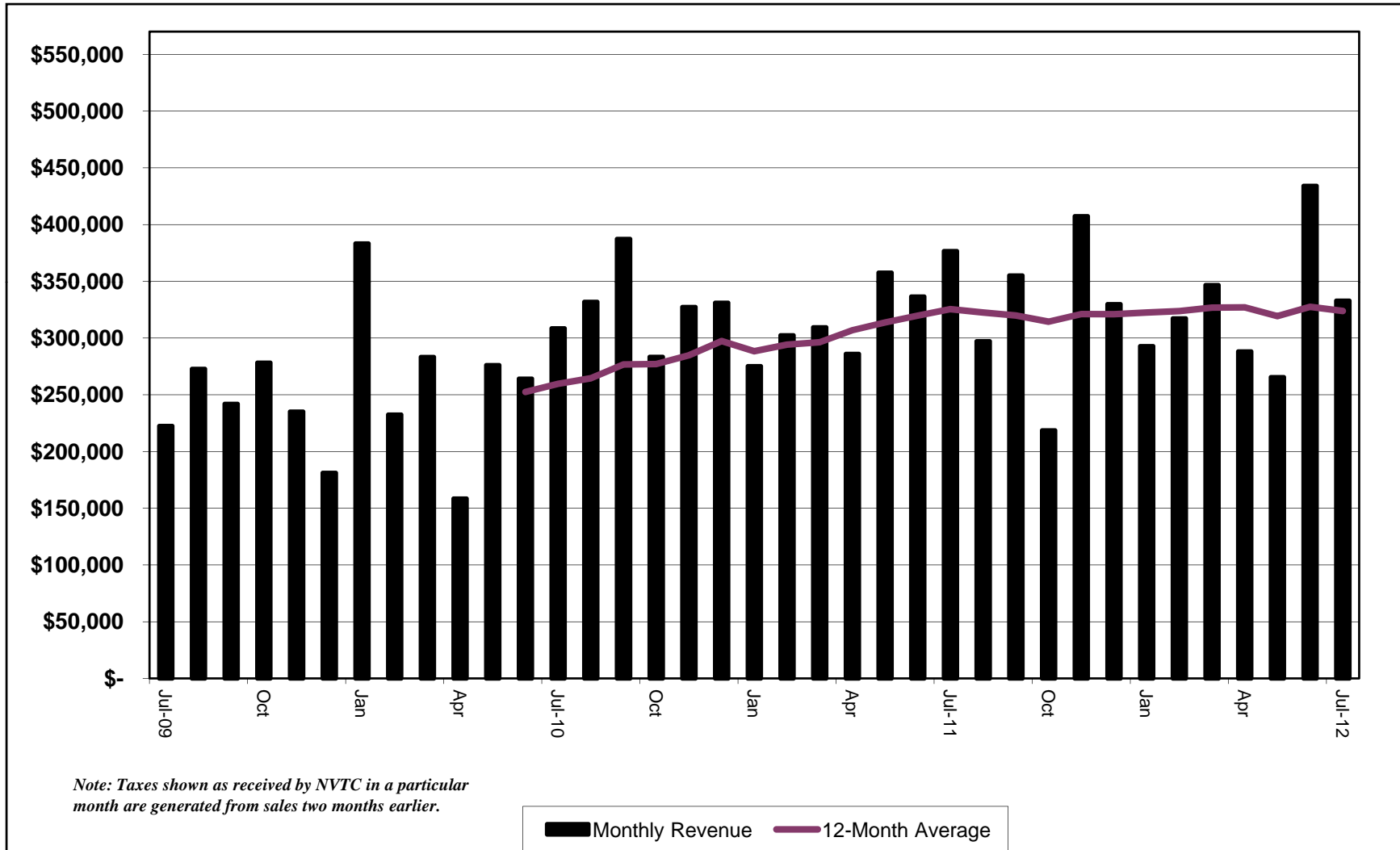
# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2010-2013



# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2010-2013

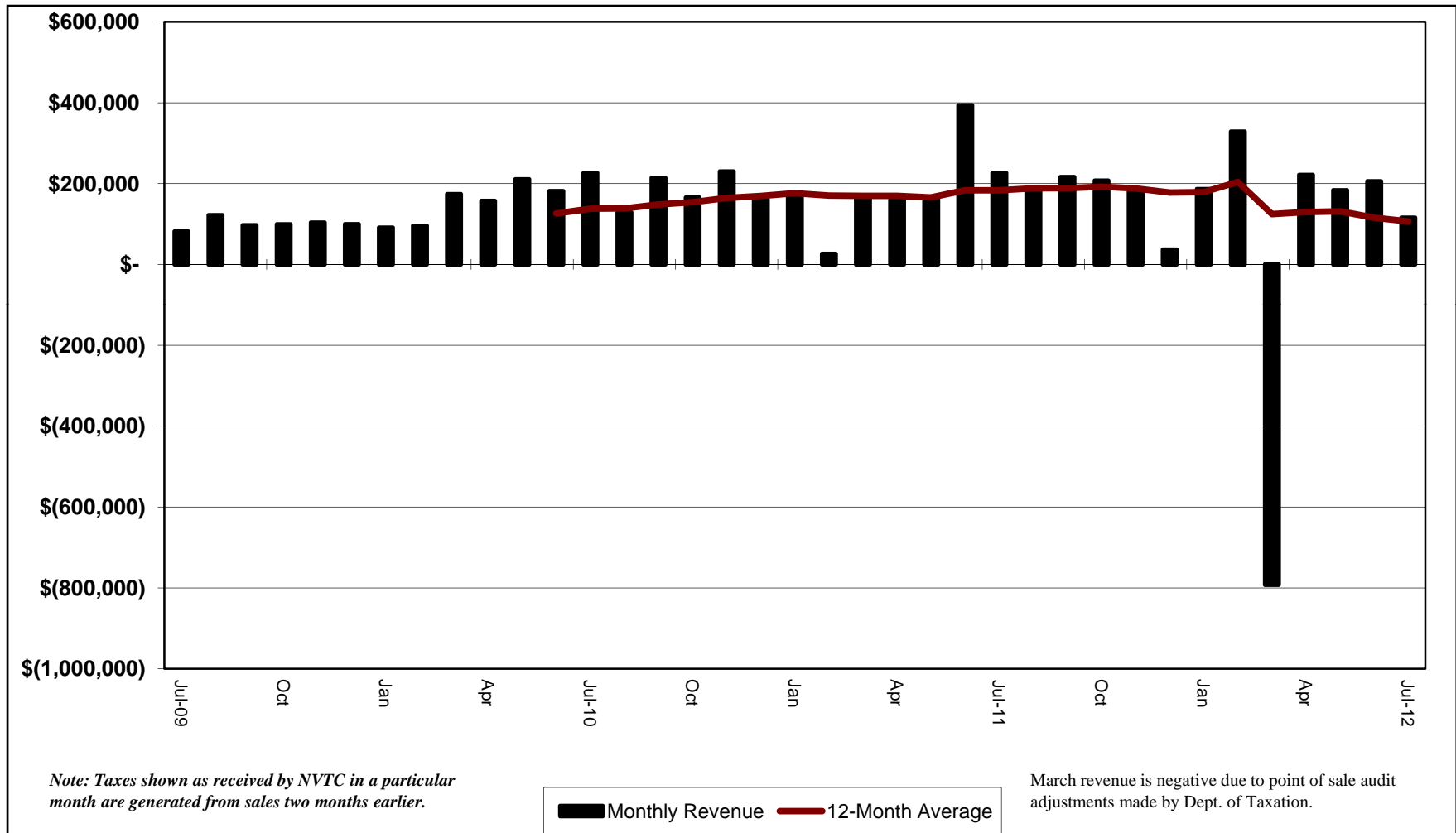


# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2010-2013

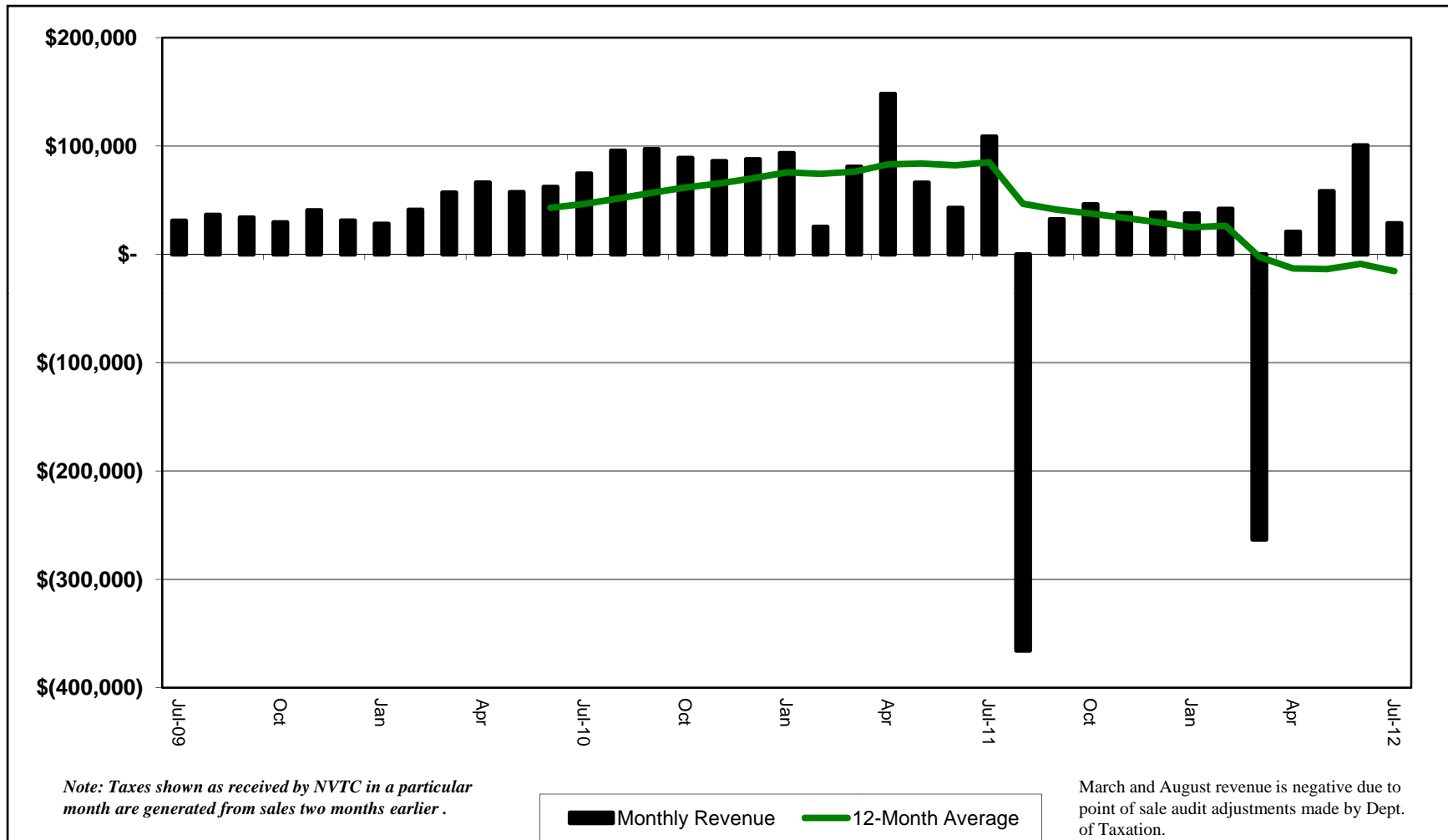




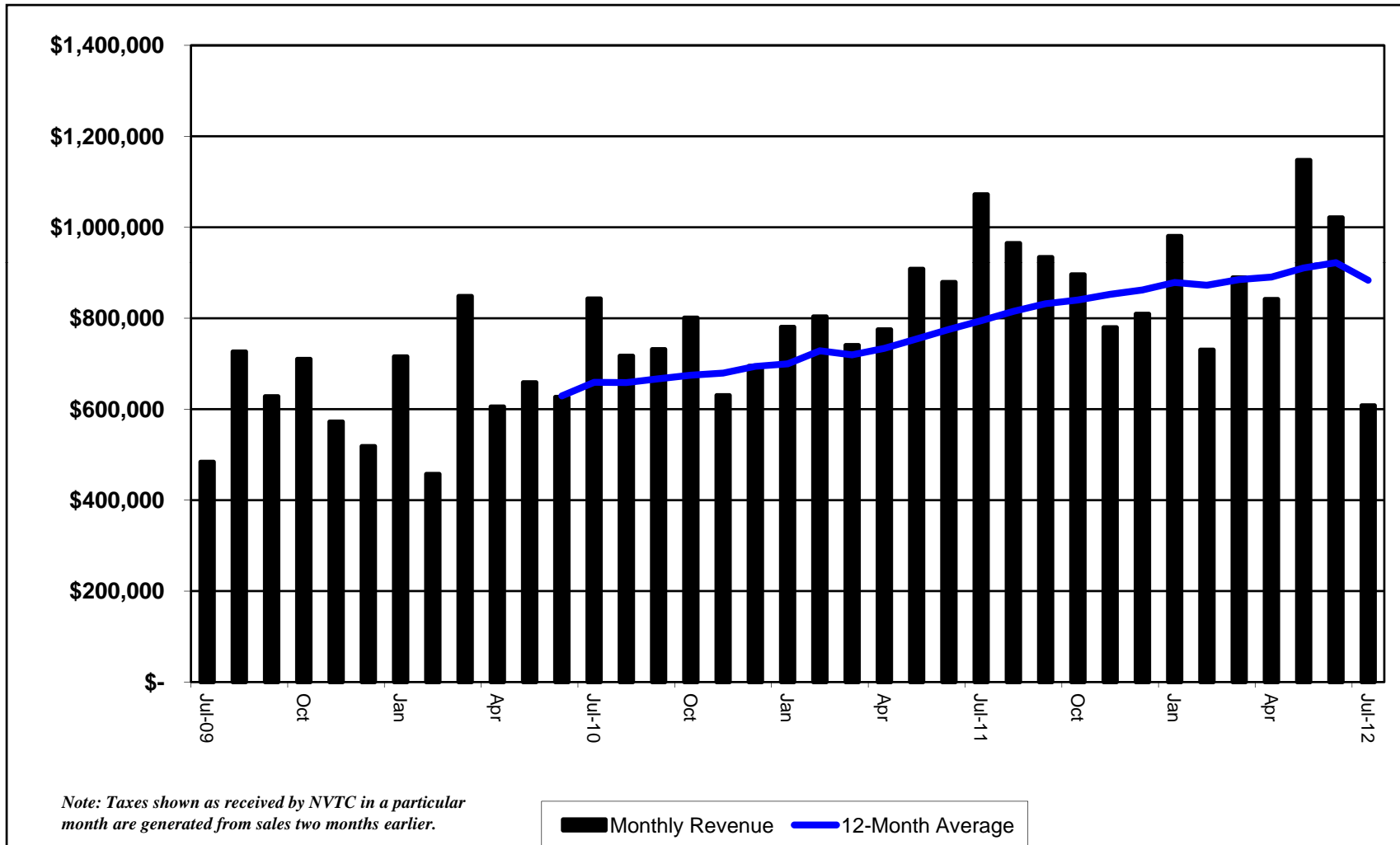
# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2010-2013



# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2010-2013



NVTC MONTHLY GAS TAX REVENUE  
LOUDOUN COUNTY  
FISCAL YEARS 2010-2013



**NVTC**  
**Motor Vehicle Fuels Sales Tax Adjustments**

	Period Posted	Adjustment From							Total
		Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	
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)
ADJ #9	3-12, received 5-12	-	-	-	(5,809.80)	-	(4.65)	(290,691.77)	(296,506.22)
ADJ #10	6-12, received 8-12	(21,110.31)	(57,679.83)	(174,833.31)	(177,189.19)	(14,683.08)	-	-	(445,495.72)
ADJ #11	6-12, received 8-12	(170,420.87)	(6,560.15)	(561,327.78)	-	(17,216.42)	-	-	(755,525.22)
		(1,105,805.77)	(146,553.48)	(2,396,415.56)	(403,889.28)	(833,454.15)	(8,347.84)	(290,691.77)	(5,185,157.85)

		Adjustment To							Total
		Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	
ADJ #2	11-10, received 1-11	11,948.00	-	-	-	-	29,077.00	70,344.54	111,369.54
ADJ #1	12-10, received 2-11	-	-	-	316,560.87	-	22,069.73	-	338,630.60
ADJ #3	2-11, received 4-11	6,843.00	-	-	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
ADJ #9	3-12, received 5-12	362.78	40.54	-	125,176.77	969.74	164,141.94	5,814.45	296,506.22
ADJ #10	6-12, received 8-12	80,150.95	131,191.46	118,681.48	115,471.83	-	-	-	445,495.72
ADJ #11	6-12, received 8-12	6,560.15	170,420.87	-	578,544.20	-	-	-	755,525.22
		172,171.36	307,616.26	118,713.29	4,114,899.52	111,212.67	282,824.05	77,720.70	5,185,157.85

Net Transfers to Date - (From) To								
Alexandria	Arlington	Fairfax City	Fairfax County	Falls Church	Loudoun	PRTC	Total	
(933,634.41)	161,062.78	(2,277,702.27)	3,711,010.24	(722,241.48)	274,476.21	(212,971.07)	-	