

**NORTHERN
VIRGINIA
TRANSPORTATION
COMMISSION**

ANNUAL REPORT 1971



Northern Virginia Transportation Commission

Chairman
Joseph Alexander

Vice Chairman
J. W. Russell

Secretary/Treasurer
Harold J. Casto

Commissioners

Fairfax County
Joseph Alexander
Herbert E. Harris, II
Charles Majer
Harold O. Miller

City of Fairfax
John W. Russell

City of Falls Church
Lee M. Rhoads

City of Alexandria
Charles E. Beatley, Jr.
H. Winfield McConchie

Arlington County
Joseph L. Fisher
Jay E. Ricks
Joseph S. Wholey

Virginia Department of Highways
John P. Mills, Jr.

Executive Director
Judson E. Edwards

Deputy Director
Jack O. Crawford

Shirley Highway Express Bus Project Participating Organizations

Northern Virginia Transportation Commission

U.S. Department of Transportation,
Urban Mass Transportation Administration

AB&W Transit Company

Arlington County

D.C. Department of Highways

Federal Highway Administration

Metropolitan Washington Council of Governments

Virginia Department of Highways

Washington Metropolitan Area Transit Authority

Washington Metropolitan Area Transit Commission

WV&M Coach Company

Chairman's Letter

The Honorable Linwood Holton, Governor of Virginia; Members of the Virginia General Assembly; Chairman and Members of the Arlington County Board and the Fairfax County Board of Supervisors; Mayors and Councilmen of Alexandria, Fairfax City, and Falls Church; and the Citizens of Northern Virginia

Sirs:

It is my pleasant duty in this Annual Report to review the work and activities of the Northern Virginia Transportation Commission during the Fiscal Year ended June 30, 1971.

This has been a momentous and rewarding year for the Commission. While it continued to plan for the long-term transportation needs of the residents of the Northern Virginia Transportation District, it also began operation of programs designed to meet immediate transportation objectives.

The Commission's goal remains the accomplishment of a single objective—facilitated movement of greater numbers of people over longer distances, and with fewer inconveniences.

The Commission believes that the provision of more efficient transportation benefits all residents of the Commonwealth, as well as our neighbors in sister jurisdictions in the National Capital Region. Economic development, employment and improved services are inseparable by-products of improved, efficient transportation.

The Commission would like to express its appreciation to all groups and individuals who provided so much assistance and took such an interest in its activities this past year. It solicits the continued support of all interested parties and pledges to strive unceasingly to make transportation in Northern Virginia a model not only for the National Capital Region, but for the nation.

Respectfully,



Joseph Alexander
Chairman

Structure, Goals, Highlights

The Northern Virginia Transportation Commission was created in 1964 by the Virginia General Assembly through the enactment of legislation establishing the Northern Virginia Transportation District. The Commission was empowered to manage its affairs and represent the District's more than 900,000 residents in transportation matters.

The District encompasses five political jurisdictions, including the Counties of Arlington and Fairfax, and the Cities of Alexandria, Falls Church and Fairfax. The Commission includes 11 elected members from the five city and county governments, and one member from the Virginia Department of Highways. Membership is apportioned by jurisdictional size, with four members from the Fairfax County Board of Supervisors, three from the Arlington County Board, two from the City of Alexandria, and one each from Fairfax City and Falls Church.

Coordinating Link

The Commission is the coordinating link with the Washington Metropolitan Area Transit Authority on the vital task of planning, financing and building the Metro rapid rail transit system in Virginia, and is represented on the WMATA Board by two directors and two alternates. NVTC aids in formulating policy on planning, design, location, construction and financing of transportation facilities, and cooperates with component governments and the Virginia Department of Highways to develop the Virginia position on transit planning.

The Commission reviews WMATA-proposed transit plans and any alterations, revisions or amendments, prior to adoption, and allocates among the component governments of the Transportation District the capital and operating costs to be borne by individual cities and counties in financing the construction and operating costs of the transit system.

The Commission represents the Transportation District on the Transportation Planning Board of the Metropolitan Washington Council of Governments. A member of the Commission is currently serving on both the Virginia Governor's Metropolitan Areas Transportation Study Commission and the Governor's Task Force on Transportation and Public Safety.

The NVTC staff monitors a variety of meetings of particular interest to the region, including meetings of the Operations, Planning, Engineering, Real Estate and Architecture Committee of WMATA; the Virginia Transportation Affairs Technical Advisory Committee; the city and county boards and planning commissions; meetings of the region's Transportation Planning Board and its technical committee, and of regional financial planning groups. The Commission holds monthly public meetings of its board, and numerous subcommittee meetings.

Through a special subcommittee, NVTC has developed a review process for both site planning and architectural design of Virginia Metro stations, to insure the opportunity for citizens, professional staffs, elected officials and developers within the jurisdictions to make suggestions and offer opinions.

The Commission's goal is to develop, in orderly fashion, a balanced transportation system for Northern Virginia, not only to meet long-term needs, but to resolve existing pressing transportation problems. Its authority was expanded in 1970 through amendments to the 1964 Act, allowing NVTC to acquire land for transit purposes and to contract with rail and bus carriers for commuter transit service. The Shirley Highway Express Bus-on-Freeway Project—a project that has received international attention—was made possible as a result of the expanded authority.

Transportation Day

Commission activities this year were highlighted on Northern Virginia Transportation Day, June 17, with groundbreaking for Metro's Rosslyn Station marking the first Metro construction in Virginia, and a ceremony spotlighting the inauguration of the NVTC-sponsored portion of the new Shirley Highway express bus service.

Transportation Secretary John A. Volpe depicted the Metro groundbreaking as an event "bringing the transportation capabilities of the region into closer alignment with its transportation needs," and keynote speaker Governor Linwood Holton noted that "to best serve area residents, a coordinated plan must be available, including rail rapid transit, buses, airplanes, and highways for private and public vehicles."

Nor was the oft-ignored pedestrian slighted on Northern Virginia Transportation Day, marking as it did the opening of a network of privately financed pedestrian walkways that will eventually link Rosslyn's complex of office buildings with the center's Metro station.

The start of Metro in Virginia and the inauguration of express bus service to aid area commuters in the past year represented the first brushstrokes in a portrait of balanced transportation. The Commission, in the months ahead, will be busy completing the canvas.

The Commission has launched a search for suitable methods of financing Northern Virginia's current and future transportation needs, including funds to meet the costs of the regional transit project, originally estimated at \$2.5 billion and now set at slightly under \$3 billion. System revenues are expected to support approximately \$880,000,000 of the revenue bonds to be issued by WMATA, and about \$1.7 billion will be provided on a two-thirds federal, one-third local matching fund basis. The federal share will be about \$1.1 billion, and the local share \$575,000,000, of which about \$150,000,000 is to be provided by Northern Virginia.

WMATA financial plans anticipate that the \$500,000,000 cost overrun would be financed by the two-thirds federal, one-third local basis,

with the total share allocated to Virginia being \$50,000,000.

Virginia jurisdictions will also be asked for an unspecified amount for the purchase of bus equipment for use before completion of the regional transit system; for funding of the Shirley Highway Demonstration Project; for NVTD planning and administrative requirements and for local coordination of land use and station access for the regional system.

In sum it is hoped that financial assistance will provide new and expanded bus service to residential areas in Northern Virginia, as well as improved bus operations on major radial corridors such as Columbia Pike, through special signalization devices, lane control signing and bus turnouts.

NVTC currently is seeking additional financial assistance to provide for advance acquisition of Metro sites for use as suburban fringe parking areas, and for transit impact planning relevant to transit station locations. Such financial aid is also needed to continue the on-going Shirley Highway Express Bus Project by modifying, expanding and improving service through operational review, and to continue the liaison functions of the Commission relative to regional rapid transit planning.



The Shirley Highway exclusive bus lane express service has added elements of speed, convenience and comfort to daily commuting, and the Shirley Highway bus project has provided for increased base and mid-day service as well.

I-95 Project

1.



On Monday morning, June 14, Shirley Highway commuters began boarding new buses with brightly colored interiors, floor carpeting, and form-fitting bucket seats—buses bearing the distinctive blue and white NVTC logo and the familiar red and white hallmark of the U.S. Department of Transportation.

The gently curving blue “S” and black-lettered “Shirley Express” on a rectangular field of blue identified the new NVTC buses as non-combatants in the twice daily vehicular warfare waged along Interstate 95 between Springfield and the Potomac bridges.

The appearance of the NVTC buses marked the beginning of phase one of the transit service improvement element of a national bus transit demonstration project, the Shirley Highway Express Bus-on-Freeway Project.

Using Shirley Highway’s exclusive bus lane, the first increment of 30 modern buses sped down the busway past the bumper to bumper line of creeping commuters amid the disarray of in-progress construction on Shirley Highway, crossed the new Potomac River centerspan at 14th Street and continued on priority lanes for buses crosstown to Farragut Square.

The startup of NVTC-sponsored Shirley Express service, with modernly equipped buses, financed under a \$2 million grant from UMTA and operated by AB&W Transit Co., marked a new era for Northern Virginia commuters and the end of months of pre-operational planning, negotiation, analysis and implementation. The Commission, DOT, UMTA, Virginia Department of Highways; AB&W Transit Co., and a host of other transportation groups, including the D.C. Department of Highways; Federal Highway Administration; Metropolitan Washington Council of Governments; Arlington County; Washington Metropolitan Area Transit Authority, Washington Metropolitan Area Transit Commission, and WV&M Coach Company, were all a part of the steering committee that initiated the project.

In meeting a commitment to provide real transportation relief to Northern Virginians now, the Commission had transformed a transportation

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3.



1. I-95 construction at the Mixing Bowl

2.-3. The NVTC and Shirley Express logos have become familiar trademarks representing swift, efficient bus transportation for Northern Virginians

Northern Virginia Transportation Commission

1. Left to right: Charles E. Beatley, Jr., and H. Winfield McConchie, City of Alexandria
2. Charles Majer, Fairfax County
3. Herbert E. Harris, II, Fairfax County
4. Harold O. Miller, Fairfax County
5. John P. Mills, Jr., Virginia Department of Highways
6. Lee M. Rhoads, City of Falls Church
7. Left to right: Joseph S. Wholey, Jay E. Ricks and Joseph L. Fisher, Arlington County
8. Standing, left to right: Harold J. Casto, NVTC Secretary/Treasurer; J. W. Russell, NVTC Vice Chairman, City of Fairfax. Seated: Joseph Alexander, NVTC Chairman, Fairfax County
9. Judson E. Edwards, NVTC Executive Director
10. Jack O. Crawford, NVTC Deputy Director



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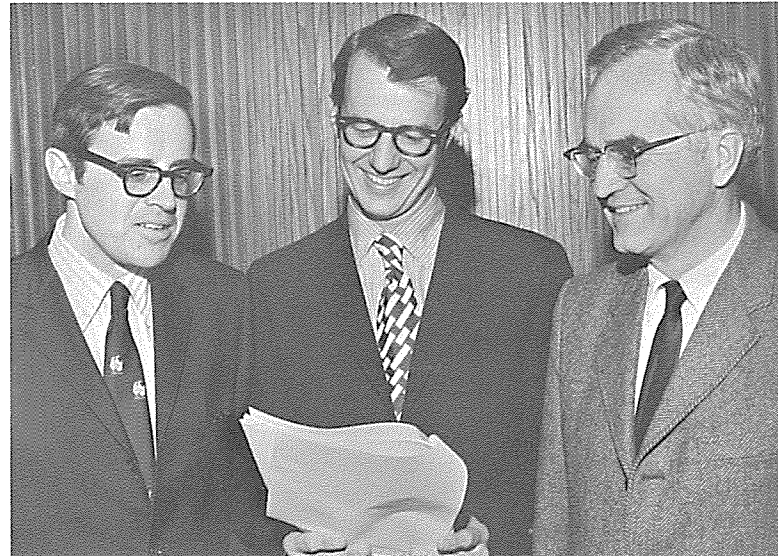
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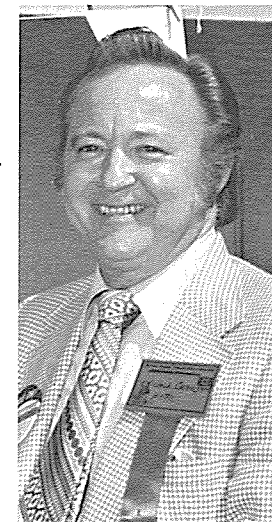
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theory into a transit reality holding great significance for the nation's traffic-choked cities.

The AB&W Transit Co. was already providing peak period bus trips to and from the District of Columbia when the Shirley Highway Project began. One project goal was an increase of daily trips, with the NVTC buses, both during peak period travel hours and in mid-day service. The project raised the total number of peak period bus trips from south of the "Mixing Bowl" to 294.

In planning the Shirley Highway Express Bus Project, the Commission recognized that motorists could not be lured from automobiles in the absence of more attractive transportation that was comfortable, convenient and accessible.

The Commission contracted for buses incorporating maximum interior appeal and comfort featuring air conditioning, a smoothline interior (free of advertising racks) and wider, vinyl-covered foam seats in attractive green and gold colors, complemented by coordinating melamine interior wall coverings offering outstanding durability.

Some of the vehicles are carpeted throughout for rider-appeal and reduced interior noise, representing an initial experiment on intra-city transit buses. In addition, they are equipped with the new Environmental Improvement Package to eliminate smog-producing exhaust emissions. The E.I.P. kits reduce unburned hydrocarbons in the diesel exhausts using newly designed injectors and a vertical exhaust pipe to better disperse odors.

Serious discussion of an express bus project on Shirley Highway began in 1964. Plans called for rebuilding the existing controlled access route, then two lanes in each direction separated by a median, into an eight-lane freeway with three lanes each way and two reversible lanes in the median. With the 1967 Federal Highway Administration policy statement recommending reserved bus lanes as a means of improving highway people-moving capacity, inter-agency planners provided for preferential or exclusive bus lanes on Shirley and redesigned three interchanges to allow for exclusive bus access to the reversible lanes.



1.

A feasibility study was conducted in 1969 to determine how bus rapid transit could be provided during the re-design construction, and, anticipating Metro, how bus and rail rapid transit could be integrated.

From September, 1969, when the first section of reserve bus lane was put into operation, rider response was excellent. That first section meant a morning bus trip time savings of 12 to 18 minutes. Almost immediately bus ridership increased nearly 20 percent.

Studies showed that more buses would be needed as express bus service was extended into the District and additional passengers were lured to public transit. NVTC then entered an agreement with UMTA for funds to purchase an initial increment of 30 new buses, to be operated and maintained through an agreement with AB&W Transit Co. The Commission worked with UMTA to develop a grant providing not only for additional equipment, but facilities and management for the new bus service as well.

With full program implementation, the frequency of bus service will be increased to 10 or 15 minute intervals during rush hour in many of the neighborhoods along Shirley Highway.

Fringe parking for the project has been provided at Springfield and Shirley Plazas, and, in September, the Commission moved a step closer to use of the future Metro Backlick Station location as a fringe parking area for Shirley Highway express bus patrons, with the advance acquisition of the site by WMATA.

Grading and paving improvements to the Backlick property will be made by WMATA, who will then lease it to NVTC until it is ready as a rapid rail facility. Estimates are that six and one half acres in the northwest corner of the site will provide space for 500 automobiles. Additionally, the Metro Huntington Station site has been acquired by WMATA and a plan is under consideration for the development of interim fringe parking for bus patrons.

The availability of free fringe parking is one of the keys to market expansion for the project, with present riders primarily being customers who live and work within walking distance of a

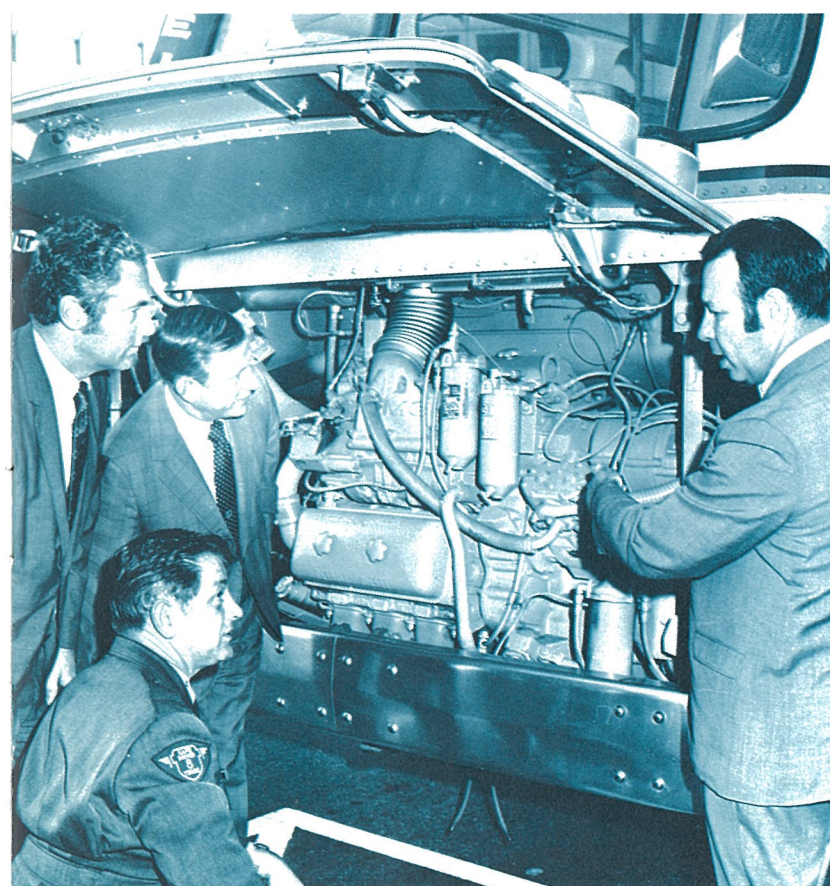


3.

1. Priority cross-town bus lane in the District
2. NVTC's express bus fleet
3. Attractive interiors contribute to rider comfort
4. Decreased exhaust emissions are promised by the Environmental Improvement Package, scrutinized by Transportation Secretary John A. Volpe, Commissioners Joseph Alexander and Charles Majer and AB&W driver Robert L. Smith
5. A fringe parking site, allowing the commuter the convenience of park-and-ride service



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bus line. Thus, emphasis has been placed on encouraging those without the luxury of easy access to rapid bus transit to drive to the nearest park 'n ride facility.

Between summer and early fall, passenger interest in the NVTC-sponsored Shirley service continued to increase. Peak period ridership on the new Shirley Express buses continued to swell during the vacation months of August, traditionally a period of transit ridership decline. The passenger count on August 17 showed 3,250 riders on NVTC service, over 2,000 of them new bus riders lured by the Shirley Highway Express buses.

Significantly, after only two months of service, the NVTC buses were operating at an 87% load factor (ratio of passengers to seats) during the peak a.m. and p.m. periods. The a.m. peak one-hour load factor stood at 117%, verifying the projected need for the next increment of 30 buses.

The Shirley Highway Express Bus Project has never been *exclusively* a commuter project.

From the beginning provisions were included for expanded mid-day and shopper service connecting shopping centers, hospitals, recreation areas, and other frequently visited points in the Shirley Highway Corridor. Such service was designed to be convenient for the maximum number of area residents.

The workings of the Shirley Highway project are being watched both nationally and abroad, marking Northern Virginia as a leader in innovative transit approaches that can be applied to other urban areas by the Urban Mass Transportation Administration, U.S. Department of Transportation. Exclusive busways are also being used to speed the trips of commuters in Northern New Jersey, and in the Blue Streak Demonstration Project in Seattle which attracts 12,000 passengers daily. An 11-mile exclusive busway is now being planned for the Los Angeles area, utilizing the San Bernardino Freeway, and two exclusive busways are to be built in Pittsburgh.

Locally the project may lead to additional solutions to the commuter snarl through exclusive busways or preferential treatment for buses over



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1. The problem . . . and the solution
2. Australian delegation visits I-95 project
3. Aerial view of Shirlington Circle

surface streets. Special signal devices, preferential lanes, bus turnouts and other improvements to give buses a time advantage over automobiles are being considered for major radial routes such as Columbia Pike and Arlington Boulevard.

The Commission's goal is the constant improvement of all modes of transit in the region. It is toward this goal that all its resources have been focused.



SHIRLEY EXPRESS INFORMATION

MID-DAY SHOPPERS' SPECIAL HIGH SPEED COMMUTER SERVICE

FOR ROUTE INFORMATION CALL 549-7800

Northern Virginia Transportation Commission

A variety of promotional materials produced throughout the year



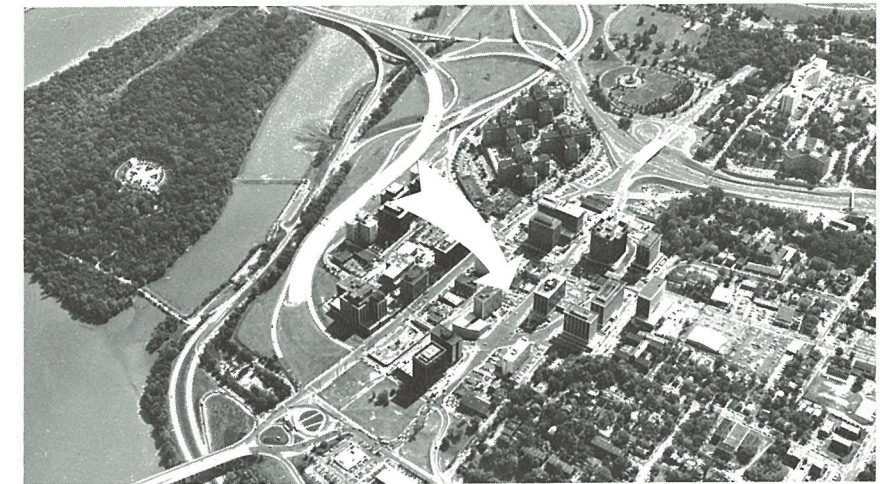
Metro

The prospect of rapid rail transit in Northern Virginia was one of the factors helping spur development of Rosslyn in the early 60's. More than 30 new buildings now share Rosslyn's skyline, and in less than 10 years Arlington County has converted a rundown area of shops, service stations and vacant lots to an urban complex of sleek, high-rise office and apartment buildings.

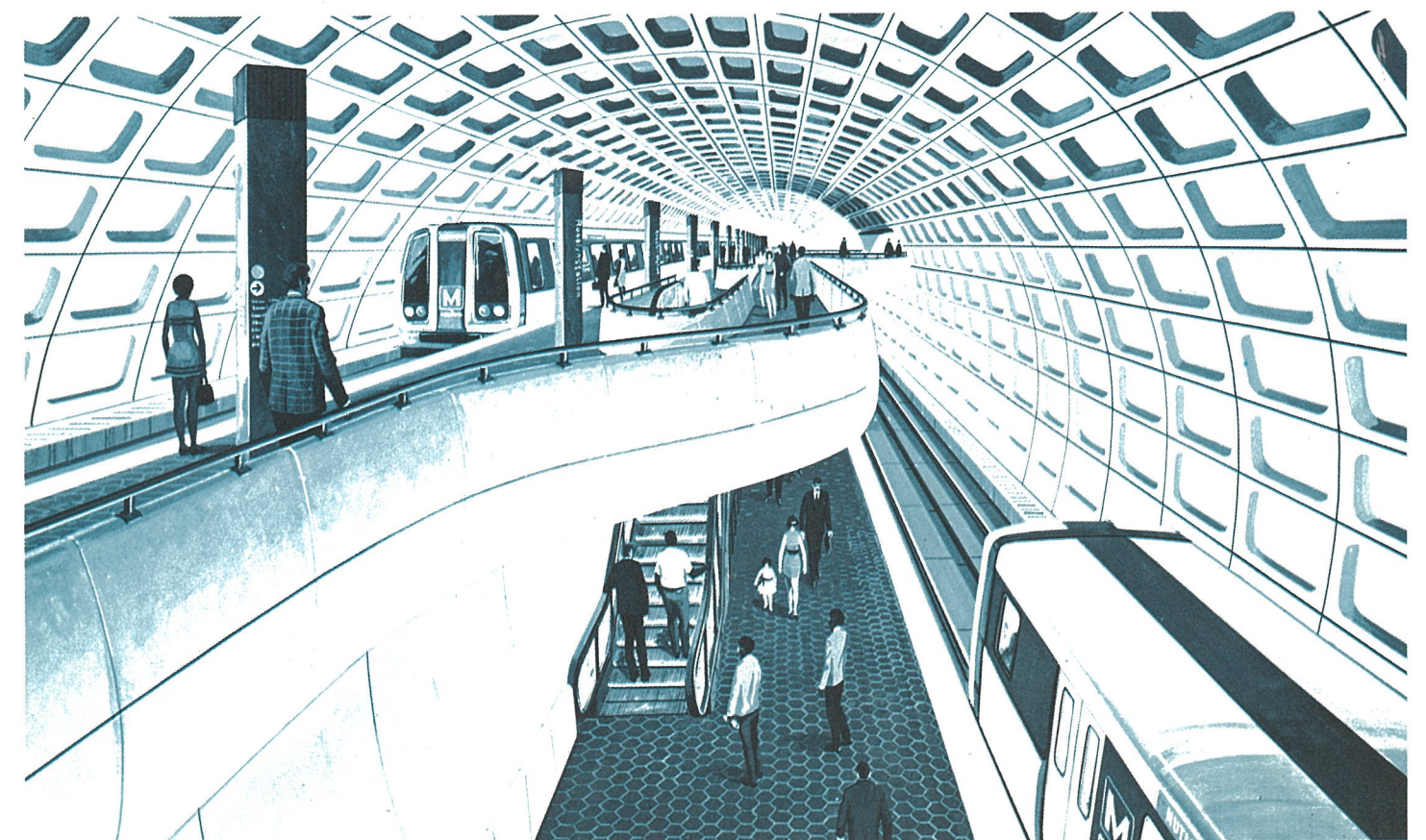
Rosslyn and similar developments, such as Crystal City, herald the new Virginia—the Virginia of Metro which will necessarily spur further development as its routes fan out through the Northern Virginia region.

The prospect of Metro helped make Rosslyn an employment center for more than 30,000 people, attracting several federal government agencies, including the Consumer and Marketing Service of the Department of Agriculture; the Bureau of Commercial Fisheries; the Foreign Service In-

1. Location of Rosslyn Metro station
2. Artist's rendering of Metro's Rosslyn Station



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stitute of the State Department and offices of the Army, Navy and Air Force.

It is no longer popular to speak of Metro coming to Virginia. Metro is here. Northern Virginia Transportation Day marked its arrival with a ground-breaking for Metro's Rosslyn Station on June 17, 1971.

Metro service in Rosslyn, expected to begin in January, 1975, will complement a highly developed road network, providing a more balanced transportation system.

The station itself will be one of only two split-level stations in the Metro system, with trains inbound for Washington on the upper level and outbound for the suburbs on the lower level. At 100 feet underground it is the second deepest station in the Metro system.

Situated under North Lynn Street between North 19th Street and Wilson Boulevard, the Rosslyn Station will serve as the junction point of the Huntington line which extends south into Alexandria, and the I-66 route, which travels west through Arlington into Fairfax County.

Metro will greatly change living patterns in Northern Virginia. By the mid-1970's, Mount Vernon area commuters will have the option of driving or taking feeder buses to the Huntington Metro Station off Route 1, about one mile south of the Capital Beltway. Today's 40-minute auto rush hour trip to the Pentagon will be pared to 13 minutes by Metro, or only 19 minutes to L'Enfant Plaza.

By the late 70's, Springfield commuters will be able to make the rapid transit journey from Backlick Station to downtown Washington in less than 30 minutes. Residents of Fairfax City, Falls Church and Vienna will be served by stations at Nutley Road, Route 7 and East Falls Church.

In all, Metro Virginia trackage will amount to 30.1 miles, with 20 stations planned in Arlington County, Fairfax County and the City of Alexandria. Some 11,000 parking spaces will be provided to encourage commuters to "park 'n ride," and Metro anticipates a system-wide patronage of 350,000,000 annual bus and rail passengers by 1990.



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1. Northern Virginia Transportation Day, June 17, 1971
2. Transportation Secretary John A. Volpe (right), Virginia Governor Linwood Holton (center) and NVTC Chairman Joseph Alexander discuss Metro's entry into Virginia on Northern Virginia Transportation Day



1.

1. Virginia Metro station sites
2. For Metro, the distance between Judiciary Square and Rosslyn is measured in thousands of man hours. As construction progresses in the District, it begins in Virginia.
3. Tunneling is a complex, arduous task, soon to become part of the Northern Virginia scene. The Rosslyn Station will be one of the deepest in the Metro system.

With the groundbreaking for the Rosslyn Station, Metro has also begun construction for twin tubes under the Potomac River linking the Foggy Bottom and Rosslyn stations. The tunnels will begin near the Watergate complex, round the northern tip of Theodore Roosevelt Island and approach the south end of Key Bridge. Another river crossing, roughly parallel to the present rail and 14th Street span, is slated for completion in 1977. In April a major construction contract for the mile-long twin Potomac tunnels was awarded jointly to Shea-Ball-S&M, for a bid price of \$23,397,053.

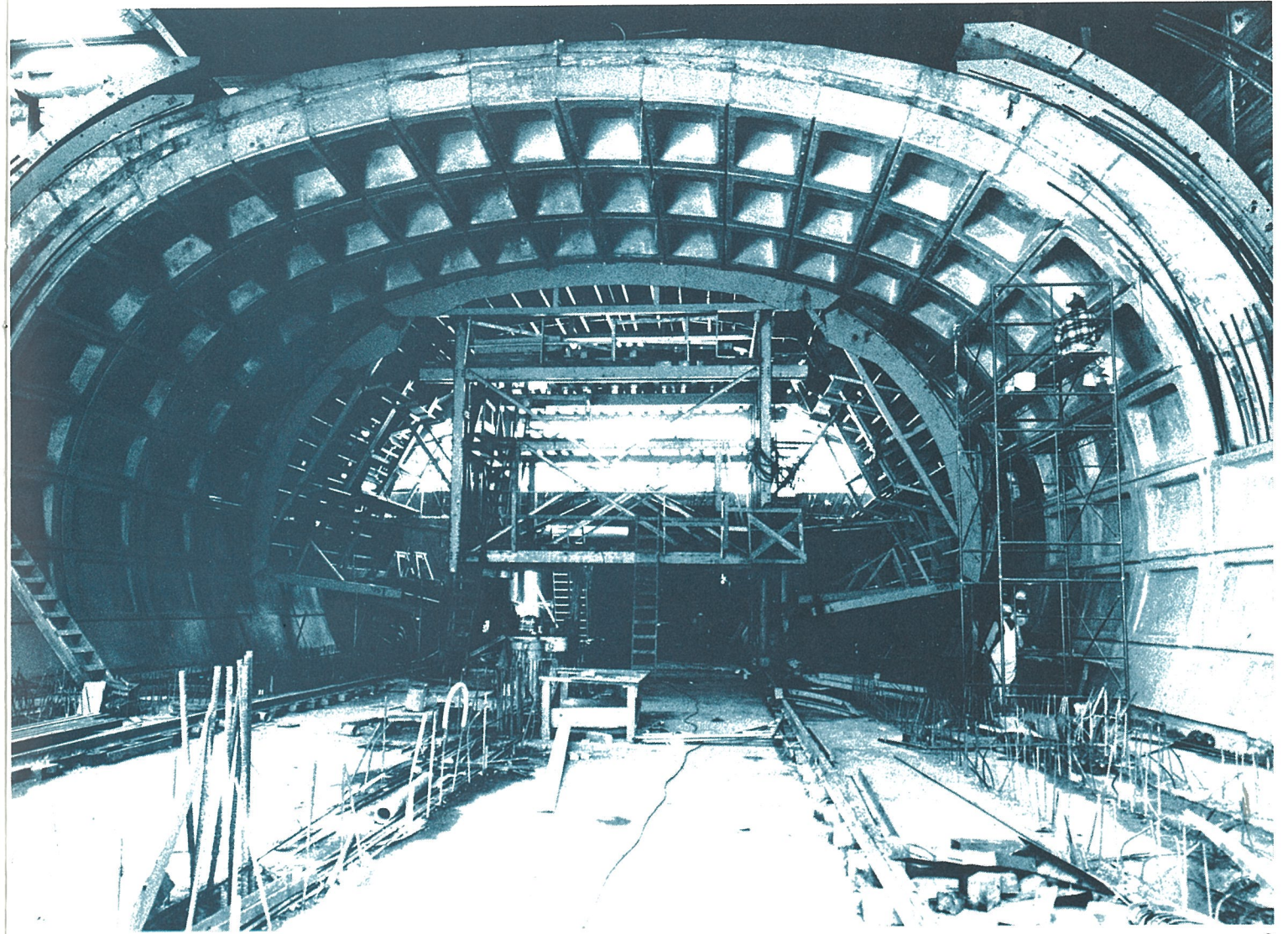
While the majority of the cost of rail transit has been borne by local Northern Virginia jurisdictions, the Metro system will benefit the entire state, spurring a boom in commercial and business investment to provide additional state tax revenue and employment opportunities, strengthening the state's fiscal position more than any single program in recent times.

In the years ahead, as suburban Northern Virginia continues its phenomenal population growth, the Metro system will be the link for countless regional complexes of shopping centers, office and apartment buildings and businesses of all types.

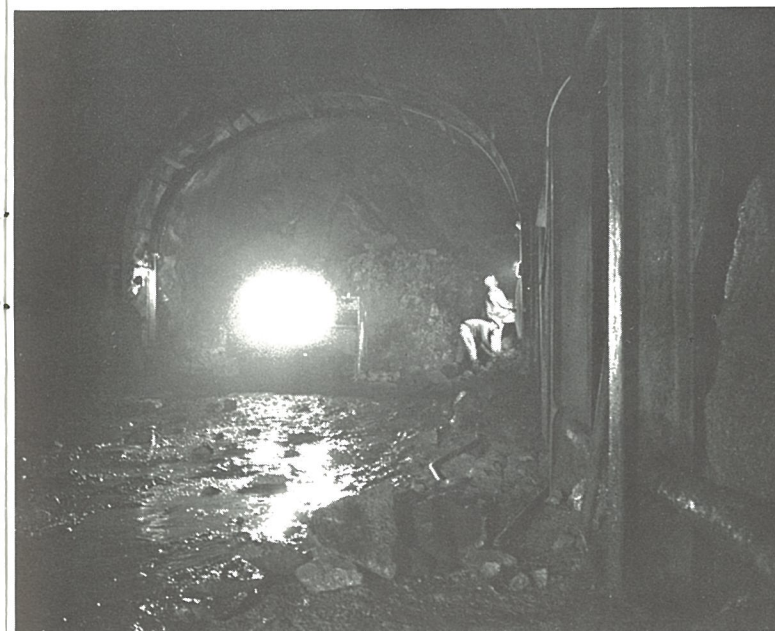
Metro construction will stimulate the density development of land, with highrise apartments and commercial centers earmarked near transit station locations. It will also allow for controlled corridor development and orderly growth, maintaining the integrity of already existing residential communities.

In the months ahead NVTC and other responsible transportation planning bodies will be refining and expanding the projected land use and transportation impact of Metro to allow for orderly local and regional development.

Metro is here—now—in the *new* Virginia!!!



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AUDIT REPORT

October 7, 1971

Northern Virginia Transportation Commission
2030 North 16th Street
Arlington, Virginia 22201

We have examined the balance sheet of the Northern Virginia Transportation Commission as of June 30, 1971, and the related statement of contributions received and funds applied for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Exhibit B, the statement of contributions received and funds applied, reflects the manner in which member contributions were expended or otherwise applied to future expenditures.

In our opinion, the accompanying financial statements referred to above present fairly the financial position of the Northern Virginia Transportation Commission at June 30, 1971, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.



BROWN, DAKES AND HOKE
Arlington, Virginia

EXHIBIT A

NORTHERN VIRGINIA TRANSPORTATION COMMISSION BALANCE SHEET JUNE 30, 1971

ASSETS

CASH:

Checking Account	\$ 7,914	
Savings Accounts		
Commission Funds	20,967	
Shirley Highway Demonstration Project Funds	1,142,514	
Petty Cash	50	
Accounts Receivable:		
Advances for Shirley Highway Demonstration Project	2,743	
Miscellaneous	4,108	
Prepaid Expenses	490	
Total Current Assets	\$1,178,786	

PROPERTY:

Furniture and Equipment, At Cost	\$ 14,413	
Leasehold Improvements	4,431	
	<u>\$ 18,844</u>	
Less Accumulated Depreciation	4,967	13,877
TOTAL ASSETS	\$1,192,663	

LIABILITIES AND EQUITY

CURRENT LIABILITIES:

Accounts Payable	\$ 9,829	
Due to Shirley Highway Demonstration Project—Funds Held in Trust	1,142,514	
Accrued Salaries Payable	15,042	
Accrued Payroll Taxes	602	
TOTAL LIABILITIES—Note	\$1,167,987	

COMMISSION EQUITY

TOTAL LIABILITIES AND COMMISSION EQUITY **\$1,192,663**

EXHIBIT B

NORTHERN VIRGINIA TRANSPORTATION COMMISSION STATEMENT OF CONTRIBUTIONS RECEIVED AND FUNDS APPLIED FOR THE FISCAL YEAR ENDED JUNE 30, 1971

CONTRIBUTIONS RECEIVED:

State of Virginia	\$ 50,000	
Local Jurisdictions:		
Fairfax County	\$ 81,332	
Arlington County	33,520	
City of Alexandria	21,462	
City of Fairfax	4,194	
City of Falls Church	1,992	142,500
TOTAL CONTRIBUTIONS RECEIVED	\$ 192,500	
Interest Earned on Savings Accounts	739	
TOTAL INCOME	\$ 193,239	
Less Unencumbered Funds	1,859	
TOTAL FUNDS RECEIVED	\$ 191,380	

FUNDS APPLIED:

Total Expenditures:		
Exhibit B-1	\$172,586	
Less Prior Year Obligations and Reserves Expended	6,679	\$ 165,907
Plus Obligations Incurred:		
Salaries and Payroll Taxes	\$ 15,644	
Operating Expenses (Accounts Payable)	9,829	25,473
TOTAL FUNDS APPLIED	\$ 191,380	

EXHIBIT B-1

NORTHERN VIRGINIA TRANSPORTATION COMMISSION SCHEDULE OF EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1971

Salaries	\$ 77,131
Payroll Taxes	2,370
Printing and Newsletter	7,185
Rent	3,611
Bonds, Legal and Accounting	1,115
Commissioners' Expenses	14,350
Supplies and Subscriptions	5,743
Telephone	1,905
Postage	1,695
Repairs and Maintenance	255
Travel and Transportation	15,051
Insurance and Retirement Program	11,100
Consultant Services and Technical Studies	6,856
Maps, Prints and Drawings	900
Miscellaneous	—
Equipment Acquisitions	5,305
Improvements to Office	3,711
Cash Contribution to Shirley Highway Demonstration Project	7,175
Agency Contingency	7,128
TOTAL EXPENDITURES	\$ 172,586

NORTHERN VIRGINIA TRANSPORTATION COMMISSION NOTE TO FINANCIAL STATEMENTS JUNE 30, 1971

Liabilities of the Commission do not include accrued annual leave payable to employees upon termination of employment. As of June 30, 1971, \$9,481.74 of unused annual leave had been earned by employees.

AUDIT REPORT

October 7, 1971

Northern Virginia Transportation Commission
2030 North 16th Street
Arlington, Virginia 22201

We have examined the balance sheet of the Shirley Highway Demonstration Project as of June 30, 1971, and the related statement of project costs from inception September 14, 1970 to June 30, 1971. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of project costs present fairly the financial position of the Shirley Highway Demonstration Project at June 30, 1971, and the results of its operations from inception, September 14, 1970 to June 30, 1971 in conformity with generally accepted accounting principles applied on a consistent basis.


BROWN, DAKES AND HOKE
Arlington, Virginia

EXHIBIT A

SHIRLEY HIGHWAY DEMONSTRATION PROJECT BALANCE SHEET JUNE 30, 1971

ASSETS

Cash	\$	15,814	
Investments Held		1,142,514	
Gross Project Cost—			
Exhibit B	\$1,451,451		
Less:			
Revenues from Service Improvement Operations—Net of Carrier's Draws (\$6,970)	\$	15,197	
Investment Income ..	3,514	18,711	
Net Project Cost		1,432,740	
Contracts:			
Federal Grant	\$	711,536	
Grantee's Subscribed Contribution	79,913	791,449	
TOTAL ASSETS		\$3,382,517	

LIABILITIES AND CAPITAL

Liabilities:			
Accounts Payable	\$1,282,019		
Unearned Grantee's Contribution	1,495		
TOTAL LIABILITIES		\$1,283,514	
Capital:			
Demonstration Grant	\$1,994,052		
Grantee's Contribution	104,951		
TOTAL CAPITAL		2,099,003	
TOTAL LIABILITIES AND CAPITAL		\$3,382,517	

EXHIBIT B

SHIRLEY HIGHWAY DEMONSTRATION PROJECT STATEMENT OF PROJECT COSTS FROM INCEPTION, SEPTEMBER 14, 1970 TO JUNE 30, 1971

Staff Salaries	\$	28,842
Employee Benefits	5,119	
Local Travel	846	
Non-Local Travel	623	
Office Rental	3,194	
Telephone	1,526	
Postage and Shipping	1,622	
Maps, Prints and Drawings	1,146	
Office Supplies	1,921	
Printing and Promotional Material	10,606	
Repairs and Maintenance	41	
Service Improvement Costs:		
Purchase of Buses	1,146,294	
Transit Service Contract—Schedule 1	161,828	
Consultant Contracts:		
Project Management	45,294	
Technical Services	24,481	
Legal Services	10,090	
Public Information	7,978	
TOTAL PROJECT COSTS		\$1,451,451

SCHEDULE 1

SHIRLEY HIGHWAY DEMONSTRATION PROJECT SERVICE IMPROVEMENT COSTS— TRANSIT SERVICE CONTRACT FROM INCEPTION, SEPTEMBER 14, 1970 TO JUNE 30, 1971

Reimbursement for Daily Diversion of Revenue	\$	19,450
Carrier's Fixed Fee	2,528	
Charter Expense	411	
Supervision—Shop and Garage	1,473	
Repairs to Revenue Equipment	9,300	
Servicing Revenue Equipment	2,430	
Tires and Tubes	3,615	
Supervision—Transportation	2,340	
Drivers' Wages	45,523	
Fuel and Oil	1,867	
Other Transportation Expense	5,713	
Station Expense	281	
Traffic Solicitation	143	
Tariffs and Schedules	16,235	
Tickets and Transfers	129	
Insurance	1,908	
Officers' Salaries	3,665	
Legal and Accounting	13,356	
Office Supplies and Store Expense	841	
Communication	129	
Employee Benefits	3,441	
Other General and Regulatory Expense	1,251	
Depreciation	148	
Taxes and Licenses:		
Fuel	849	
Tags	4,286	
Real Estate and Personal Property	251	
Payroll	4,411	
Sales	27	
Operating Rents	1,508	
Paving Employee Parking Area	11,080	
Utilities	118	
Other Shop and Garage Expense	1,188	
General Office Salaries	1,933	
TOTAL SERVICE IMPROVEMENT COSTS—TRANSIT SERVICE CONTRACT		\$ 161,828

**Northern Virginia Transportation Commission
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