



# Northern Virginia Transportation Commission

The Ellipse at Ballston • 4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203 • (703) 524-3322/Fax 524-1756

**SEVENTH ANNUAL**  
**TRANSPORTATION SERVICE COORDINATION PLAN**

—SEPTMBER 1991—

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## ABSTRACT

This seventh annual report on NVTC's Transportation Service Coordination Plan brings together information about the current performance of Northern Virginia's transportation system, plans and studies for improvement, and widely accepted policies for local, state and federal actions to relieve congestion and enhance financial resources. The document serves many purposes, including offering the telephone numbers of appropriate contacts for a variety of transportation issues; giving ridership and operating results of the region's transit systems; reviewing recently completed and ongoing studies; helping to explain the complex interrelationships of transportation modes and the government agencies at many levels that promote, finance and regulate them; and proposing actions that will enhance the coordination of transportation services in the region.

A primary motivation for a report of this size and scope is that to devise effective strategies for coordinating a transportation system as massive and complex as that already in existence in Northern Virginia, citizens and public officials must first understand that system and the efforts that are already underway to improve it.

This TSCP report is organized into six sections, with 14 appendices. After an introduction, Section II continues with descriptions of current services and facilities, including transit and highways, HOV programs, taxis, airport ground transportation, and park-and-ride lots, among others. Section III looks at recently completed and ongoing demonstrations, studies and plans designed to better coordinate and/or expand this system. These items range from specific improvements (e.g. Wilson Bridge) to futuristic technologies with no specific site in Northern Virginia yet identified (e.g. magnetic levitation and intelligent vehicle highway systems).

Section IV identifies the serious financial and other implications of state and federal legislation, such as the federal Americans With Disabilities Act (that could cost as much as \$29 million for WMATA to comply) and the Clean Air Act Amendments of 1990 that could actually prevent major new traditional highways from being constructed in Northern Virginia. Section V reviews institutional solutions to the region's congestion problems, including the exciting potential of the new Transportation Coordinating Council, enhanced citizen and private sector involvement, and increased concern for integrating land use and transportation.

Section VI draws conclusions from the detailed descriptions provided in the report, including a set of "consensus" policy recommendations that, although not formally adopted by NVTC, seem to capture the essence of positions taken by a wide spectrum of interests in this region in public testimony during the past year.

A set of 14 appendices includes directories of transportation organizations, ridesharing agencies, transportation management associations, and the Virginia Railway Express (VRE). Also included are details on WMATA's fare structure, facts and figures about VRE and other providers, information about the region's response to the Americans With Disabilities Act, and a list of taxi companies by jurisdiction, among others.

The information and recommendations contained in the report have a sense of urgency. Difficult new local funding responsibilities for WMATA have become apparent (e.g. an additional \$381.5 million by 1997 beyond currently identified resources), plus the capital needs of the region's other public transit and ridesharing programs, as well as a likely new rail line in the Dulles Corridor, perhaps new highways and certainly high occupancy vehicle lanes. It is readily apparent that local governments alone cannot pay for these basic improvements. Yet, the improvements must be made if the region is to return to prosperity and regain its status as the "economic engine" of the Commonwealth.

NVTC's TSCP process is devoted to expressing the issues, reporting efforts to solve them, and proposing new approaches that --through better coordination--offer promise for the future.

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**SECTION I:**

**Introduction**

In the fifth annual report (September 1989), the focus was placed on alternatives for financing the transportation improvements that were identified in the Northern Virginia Transportation Plan. Special efforts to combine public and private resources were found to be necessary to reduce the \$7 billion shortfall of transportation funding identified between now and the year 2010. To that end, new studies were suggested to define priorities and establish new sources of revenue. New institutional arrangements also were described. NVTC's report also emphasized better marketing of public transit and ridesharing to improve the performance of existing systems.

For the sixth report (September 1990), the goal was to review and re-examine the major regional issues and projects that either currently affected public transportation or would influence the region in the near future. Transit activities within each jurisdiction along with a brief review of legislative actions that would have an impact on the region were presented. To carry forward the theme established at the 25th anniversary meeting of the Commission in December, 1989, an examination of technological innovations that could be applied in the region was presented. Given the difficult financial demands placed on the public transit infrastructure (as federal and state assistance shrink and ridership and needs to rehabilitate systems grow), regional coordination has become more important than ever.

This seventh annual report offers several areas of optimism for improving congestion, despite a sharp reduction in financial resources due to the ongoing recession that has hurt Virginia's economy.

For example, a new Transportation Coordinating Council (TCC) has convened at the request of Virginia Governor Wilder, consisting of the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC), as augmented by representatives of several towns and chaired by Northern Virginia's representative on the Commonwealth Transportation Board. The TCC will first identify projects of regional significance and develop procedures to update the regional transportation plan.

This report also describes the major implications of the Americans With Disabilities Act and the Clean Air Act Amendments of 1990 and the region's coordinated response.

The target audience for these reports, in addition to NVTC Commissioners, includes state and local government officials, citizens groups and consultants (who may need a ready baseline of transit and ridesharing data from which to begin their studies).

NVTC's Transportation Service Coordination Plan is not a typical government plan, in which routes are drawn on a map or specific equipment needs identified. Rather, the Commission's plan is part of a process which seeks to accomplish improvements by changes in the way local and state governments and the private sector think about, address and solve transportation problems.



In early 1984 the Northern Virginia Transportation Commission initiated a formal process for creating a Bus Service Coordination Plan by adopting a set of goals:

- o Improve transit information sharing within the region;
- o Provide better coordination of bus planning and services;  
and
- o Improve bus service benefits relative to costs.

This is the seventh in the series of reports on NVTC's Bus Service Coordination Process. Since the focus of the planning process has expanded beyond buses to include passenger rail and other High Occupancy Vehicle (HOV) strategies as well as highways, the report has been renamed to include transportation services.

The first annual report (September 1985) described the data that NVTC had gathered to initiate its planning process. The report also defined new processes and introduced new products. For example, computerized tools for analyzing and improving transit performance were developed, such as an automated ridership reporting system. Primary emphasis was on effective planning for restructuring bus service in the corridor served by Metrorail's Orange Line extension to Vienna.

The second annual report (September 1986) built on the base of its predecessor, by applying the tools developed earlier to specific issues, such as the problems pertaining to passenger connections between transit systems, information needs of passengers and policymakers, efficient operations and performance, and existing and future financial conflicts. The Commission's series of planning sessions and public hearings on bus service adjustments in the Orange Line corridor culminated in a highly successful opening of new Metrorail service in June 1986, with Metrorail ridership exceeding expectations and operating revenues exceeding costs.

For its third annual report (September 1987), NVTC's planning efforts focused on more effective transit marketing, assimilating substantial increases in state financial assistance, debating revised financial aid allocation formulas, furthering the commuter rail project and balancing accelerated construction of the Franconia/Springfield Metrorail station against competing financial needs. Given the serious and growing problem of traffic congestion and public demands for relief, the report systematically reported on activities of 22 agencies with some role in transportation in Northern Virginia. An appendix summarized over 30 recent and ongoing transportation planning studies.

In the fourth annual report (September 1988), an effort was made to bring together ridership and route information for all public transit systems in the region in order to facilitate public understanding of connections between the systems. Also, a detailed listing of transportation services for mobility-impaired persons was prepared.

Thus, the NVTC plan can never be "complete;" the process must be continually enhanced and revised to accomplish steady progress toward its objectives. The annual reports that describe the process and the progress are, therefore, more on the order of dynamic proposals rather than static blueprints. The reports set forth strategies across a broad front for coping with congestion and coaxing more productivity from scarce transportation resources.

The genesis of the Commission's planning process was Virginia Senate Resolution #20, passed in 1983, that directed NVTC and the former Virginia Department of Highways and Transportation (VDH&T, now VDOT) to conduct a thorough study of bus transportation in Northern Virginia. The resulting 1983 study (Report on the Feasibility and Desirability of Locally Sponsored Bus Service in Northern Virginia) concluded that while NVTC should not promote decentralization of bus service within the regional network operated by Metro, it should take an active role by developing a bus service management plan. That plan should examine feasible options for planning, routing, scheduling, establishing fare structures, operating, marketing, and coordinating a diverse set of public transportation services in Northern Virginia.

It is toward those goals (expanded to include other transportation modes) that NVTC's series of reports on its Transportation Service Coordination Plan is focused.

#### Role of the Northern Virginia Transportation Commission

NVTC was created by the Virginia General Assembly in 1964, and consists of 19 Commissioners representing six Northern Virginia jurisdictions and the Virginia Department of Transportation. Figure 1 shows the current membership.

NVTC provides a public transportation policy forum for the region, and is charged with allocating \$70 million in state and federal aid each year among its member jurisdictions. The Commission also appoints Virginia's two principal and two alternate members of the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA or METRO). WMATA operates Metrobus and Metrorail service in the District of Columbia, Maryland and Northern Virginia.

While NVTC does not yet operate permanent transit service, it has sponsored demonstrations, such as private taxis serving Metrorail stations in lieu of more expensive bus service. As evidenced by this Plan, the Commission has assumed an active role in coordinating transit and ridesharing services in Northern Virginia, and is working with local governments to maintain stable and reliable funding for these services. NVTC also seeks to improve transit connections and provide better information for passengers, while upgrading performance of transit operators. Marketing transit services is an area of intense current interest on the part of the Commission, as is leveraging public transit assistance through cooperation with the private sector.

Figure 1

NVTC OFFICERS AND COMMISSIONERS

—1991—

Ellen M. Bozman, Chairman  
Katherine K. Hanley, Vice-Chairman  
John Mason, Secretary-Treasurer

Arlington County

Ellen M. Bozman  
Albert C. Eisenberg  
Mary Margaret Whipple\*

Fairfax County

Joseph Alexander\*  
Sharon Bulova  
Katherine K. Hanley\*\*  
Audrey Moore  
Lilla Richards

Loudoun County

Betty W. Tatum

City of Alexandria

T. Michael Jackson\*\*  
Patricia S. Ticer

City of Fairfax

John Mason

City of Falls Church

Phillip J. Thomas

Virginia Department of Transportation

Sally H. Cooper

General Assembly

Senator Joseph V. Gartlan, Jr.  
Senator Edward M. Holland  
Delegate James F. Almand  
Delegate Bernard S. Cohen  
Delegate Robert E. Harris

\* Principal member of Metro Board

\*\*Alternate member of Metro Board

Figure 2 provides an outline of the Commission's 1991 work program, which it accomplishes with the assistance of its own staff and that of its member jurisdictions. More information about NVTC, its statutory mandate, history, accomplishments and a detailed listing of its 1991 workprogram is available in the Commission's 1991 Handbook. This document, as well as the earlier reports on the Transportation Service Coordination Plan, are available on request to the Commission.

### Overview of the 1991 Report

One important purpose of this series of TSCP reports is to inform elected officials, government staffs and citizens about the current status of the region's transportation system, plans for improvement, and methods to better coordinate existing and planned services and facilities.

To that end, this report continues with a section that provides highlights of the region's transportation services and facilities, with emphasis on public rail and bus systems. Section III summarizes the wide variety of ongoing demonstrations, studies and plans that are underway. These vary from the all-encompassing Northern Virginia Transportation Plan to very specific activities, such as Loudoun County's first transit demonstration project. The section concludes with a discussion of efforts to implement advanced technologies including magnetic levitation (maglev) and intelligent vehicle highway systems (IVHS).

Section IV describes several important legislative initiatives that have enormous implications for the provision of transportation in Northern Virginia, including the Americans With Disabilities Act and Clean Air Act, among others.

Section V examines the institutional framework for improving the region's transportation services and facilities. In addition to the new Transportation Coordinating Council (TCC), the private sector and citizens groups are being asked to play a stronger role.

Section VI reports the conclusions of the report, which are organized into a set of policies for implementation at the federal, state and local levels. These policies, although not formally adopted, are shared by a wide range of elected officials and citizens, as evidenced by public hearing records over the past year.

Several appendices follow, including directories of transportation organizations, Virginia Railway Express (VRE) officials, regional ridesharing organizations and Transportation Management Associations (TMA's) in Appendices A-D. Appendix E gives Metro's new fare structure (as of July 1, 1991); Appendix F adds public transit performance data for each individual local and regional bus system; Appendix G shows details about the Virginia Railway Express commuter rail project; Appendix H summarizes the ground transportation system serving Northern Virginia's airports; Appendix I reveals schedules for completing the final planned

Figure 2

1991 NVTC Workplan

1. VRE IMPLEMENTATION
2. SEEK NEW REVENUE SOURCES
3. LEGISLATIVE AGENDA
4. MARKETING
5. OBTAIN FEDERAL AND STATE AID
6. PRIVATE SECTOR INVOLVEMENT
7. SUPPORT IMPLEMENTATION OF THE CONCEPTS IN THE NORTHERN VIRGINIA TRANSPORTATION PLAN
8. REGIONAL TASK FORCES
9. NVTC ALLOCATION PROCESS
10. COMMUNICATIONS
11. PLANNING ASSISTANCE

Metrorail station in Northern Virginia at Franconia/Springfield; Appendix J adds details about the Americans With Disabilities Act; Appendix K provides an inventory of paratransit services; Appendix L describes the important new Transportation Coordinating Council; Appendix M is a schedule of I-95 HOV Lane Extensions; and Appendix N lists taxi services by jurisdiction.

The length of this report, describing the numerous studies and plans being undertaken by such a variety of actors, itself provides a clear illustration of the need for better coordination. Money is very scarce, congestion is getting worse, and existing facilities are in need of immediate repair. This is the serious challenge to which the Transportation Service Coordination Plan is addressed.

**SECTION II:**

**SERVICE AND FACILITIES**

This section of the TSCP provides highlights of the transportation services and facilities that are available in Northern Virginia. More details are available from the sources listed in the appendices.

Efforts to coordinate existing services and facilities and to plan, finance, build and operate new ones have a real urgency in Northern Virginia and throughout the Metropolitan Washington Area. Despite significant accomplishments in the past few years to build new facilities and operate new services, congestion is the preeminent local problem on most commuters' minds, according to a poll released in July, 1991 by the Northern Virginia Transportation Alliance. Forty-four percent of respondents listed transportation as the most important local issue, compared to only 9.2 percent for the next largest category (taxes, budget).<sup>1</sup> According to the Task Force on Growth and Transportation of the Metropolitan Washington Council of Governments:

If existing development trends continue and no highway improvements are made beyond those currently under construction or programmed for completion by 1995, some likely transportation impacts in our region would be:

- o Average travel speed on highways during peak periods would drop by about one-third, from 30 miles per hour to about 22 miles per hour;
- o Declining rush-hour speeds would result in longer morning and evening travel periods;
- o 80 percent of all peak period auto travel would occur in stop-and-go traffic, with major delays happening routinely; and
- o 57 percent of the entire highway network would operate at an unacceptable level of congestion during morning and evening rush hours.<sup>2</sup>

The Task Force concluded that solving such problems will be very difficult:

It will call for a concerted effort over several decades, require inspired leadership and cooperation and commitment from the public and private sectors. Federal, state and local governments must all play substantial and supportive roles to redirect the course we are now on....We do not want to leave behind a legacy of an ailing central city, sprawling suburbs, dirty air, polluted streams, crippling

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<sup>1</sup> Northern Virginia Transportation Alliance Report (August, 1991), page 1.

<sup>2</sup> A Legacy of Excellence for the Washington Region, Task Force on Growth and Transportation, MWCOG (June, 1991) pp. 12-13.



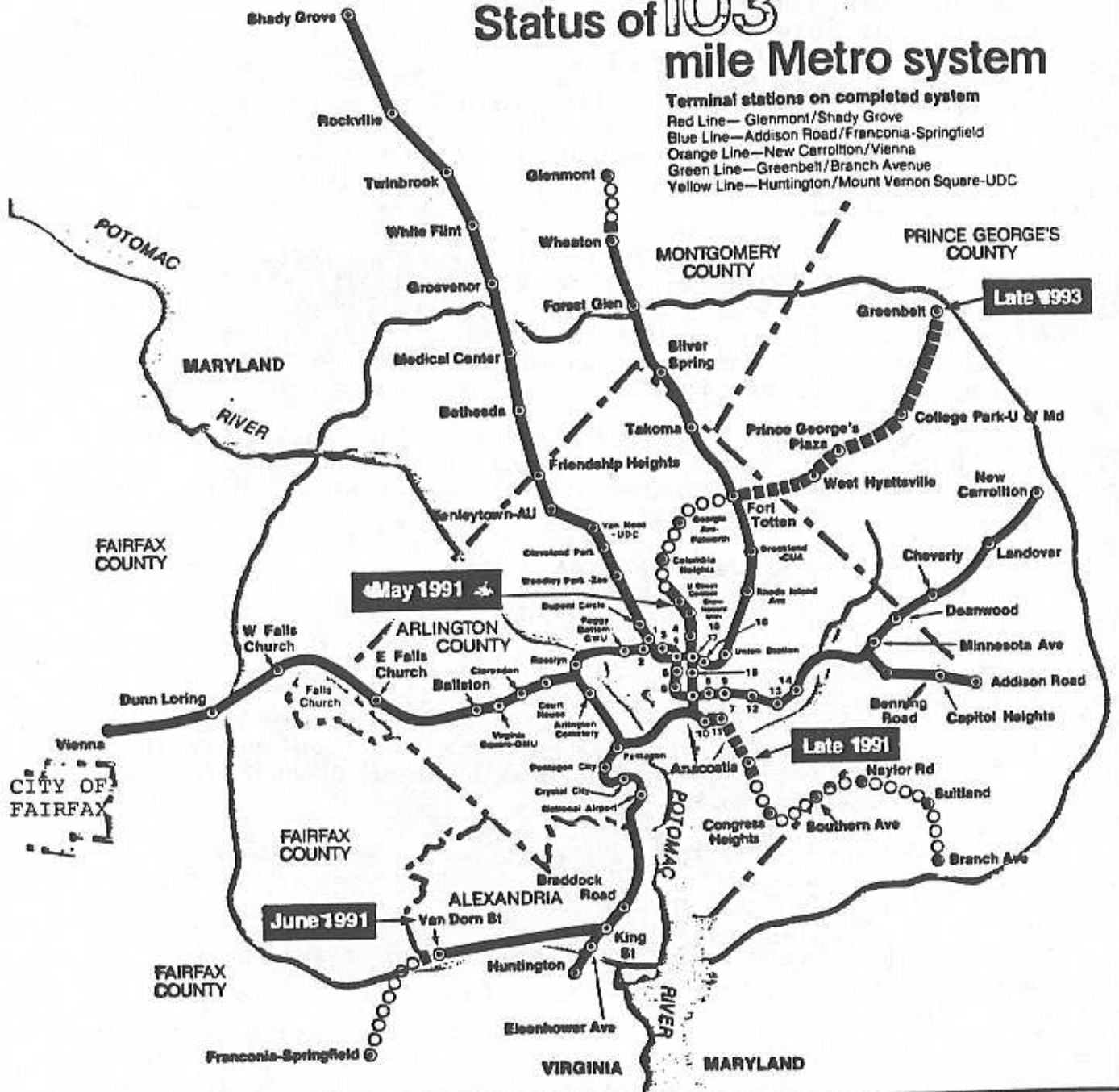
Figure 3

March 1991

# Status of 103 mile Metro system

Terminal stations on completed system

- Red Line—Glenmont/Shady Grove
- Blue Line—Addison Road/Franconia-Springfield
- Orange Line—New Carrollton/Vienna
- Green Line—Greenbelt/Branch Avenue
- Yellow Line—Huntington/Mount Vernon Square-UDC



## LEGEND

	Operating Lines	72.77 miles	63 stations
	Under Construction	16.25 miles	11 stations*
	Remainder of System	13.97 miles	6 stations

Total Mileage—102.99

Total Stations—83

1. Farragut North
2. Farragut West
3. McPherson Square
4. Metro Center
5. Federal Triangle
6. Smithsonian
7. L'Enfant Plaza
8. Federal Center SW
9. Capitol South
10. Waterfront
11. Navy Yard
12. Eastern Market
13. Potomac Ave
14. Stadium-Armory
15. Archives-Navy Mem'l
16. Judiciary Square
17. Gallery Pl-Chinatown
18. Mt Vernon Sq-UDC

### DATE

Projected start of operations for this segment based on approved schedule. Applies to all stations inbound from this point.

\*Not including lower level of Fort Totten Station which is under construction as part of the northern Green Line.



Washington Metropolitan Area Transit Authority  
800 Fifth Street, N.W., Washington, D.C. 20001

Office of Public Affairs

traffic congestion and an overall decline in the quality of life.

Clearly, reliable and effective public transit services and ridesharing must be part of any such coordinated response. This section focuses on the current experiences of the diverse public and private transportation operators in Northern Virginia.

### Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) operates three Metrorail lines in Northern Virginia: the Orange, Blue and Yellow lines. With the opening of the Van Dorn Street station in June of 1991, the region is now served by nineteen Metrorail stations; eleven are located in Arlington County, four in Fairfax County and four in the City of Alexandria. Metrorail stations often serve as connection points for various local bus systems as well as WMATA bus service. Approximately 123,000 passengers boarded Metrorail on an average weekday in Northern Virginia during the Spring of 1990.<sup>3</sup> Figure 3 shows the current and planned Metrorail system as of 1991.

Metrobus and rail fares increased on July 1, 1989 for the first time in five years, and again on July 1, 1991. Appendix E provides details about the newest Metro fares. For example, the maximum rail fare is now \$2.85 during rush hours and \$1.50 the rest of the time. The minimum price for a subway ride has increased by 15-cents to \$1.00, and the additional rush-hour fare is about 16-cents per mile. The minimum price for a Metrobus ride within Virginia using a Metrorail transfer is 60-cents (except where special discount feeder bus fares apply). The maximum price with a transfer is \$1.65, excluding routes that have special surcharges.

Metrorail is in operation from 5:30 A.M. to midnight on weekdays. On Saturday, hours are from 8:00 A.M. to midnight, and Sunday from 10:00 A.M. to midnight. The weekday evening rush-hour fare was extended from 6:30 to 7:00 P.M. on July 1, 1989. Accordingly, rush-hour fares are now in effect from 5:30 A.M. to 9:30 A.M. and from 3:00 P.M. to 7:00 P.M. on weekdays. Trains generally operate every three to six minutes during rush hour, and every six to 12 minutes during non-rush hours. Late-night and Sunday service is every 15 minutes. From Rosslyn into the District of Columbia, rush-hour service is every two minutes.

Metro currently provides parking at six of its stations in Northern Virginia for Metrorail users. These stations are as follows: Huntington, Van Dorn, Vienna, Dunn Loring, West Falls Church and East Falls Church. Each of these parking areas includes spaces for disabled persons. (See Figure 4.)

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<sup>3</sup> 1990 Spring Metrorail Survey, Washington Metropolitan Area Transit Authority.

Figure 4

METRORAIL PARKING IN NORTHERN VIRGINIA

<u>Name</u>	<u>Location</u>	<u>Spaces</u>
1. Huntington	Huntington Ave. at Fenwick Dr. Kings Highway north of Fort Dr.	3,095 <sup>1</sup>
2. Vienna	Median of I-66 at Nutley Rd.	3,567
3. Dunn Loring	Median of I-66 at Gallows Rd.	1,203
4. West Falls Church	Median of I-66 at Leesburg Pike	1,034
5. East Falls Church	Median of I-66 at North Sycamore Rd.	391
6. Van Dorn	Eisenhower Avenue in Alexandria	350

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<sup>1</sup> Total all day parking spaces available upon opening of new parking structure in October, 1991.

Bicycles are allowed on Metrorail by permit only after 7:00 P.M. weekdays and on weekends.

Figure 5 shows ridership trends on Metrorail (and Metrobus) systemwide over the past decade. As can be seen, Metrobus ridership has held steady while Metrorail ridership grew rapidly, reflecting bus service that has been reoriented to feed the expanding Metrorail system.

The most significant issues facing Metro relate to its heavy financing needs. For FY 1992, the Authority's operating budget is over \$600 million, of which slightly more than half will be covered by fares with local subsidies comprising most of the remainder. Metrorail covers more than three-quarters of its operating costs with farebox revenues.

WMATA's capital improvement program has identified \$775 million in needs through FY 1997 (see Figure 6), for such purposes as railcar overhaul, bus replacement, and rail station rehabilitation. Only about half of these funds has been identified within existing funding programs.

Congress authorized \$1.2 billion in federal funds in late 1990 to complete construction of the Metrorail system, but lowered its matching share to 62.5 percent from 80 percent. This almost doubled the amount that local governments must pay to complete the 103-mile Metrorail system.

Figure 7 reveals the WMATA subsidy amounts for which Virginia's local governments are responsible in FY 1992 (\$106.8 million) for Metro operations, capital improvements and construction.

Only one Virginia station segment remains unbuilt. According to the current schedule, the Franconia/Springfield segment could be completed as early as 1997 with existing federal funds, at a cost of \$219 million. Because this station will be part of a major transportation center serving Metrorail, Metro and local bus systems, the Virginia Railway Express, and ridesharing, plans for its prompt completion are noteworthy. Environmental issues associated with wetlands have required extensive redesign. More details are provided in Appendix I.

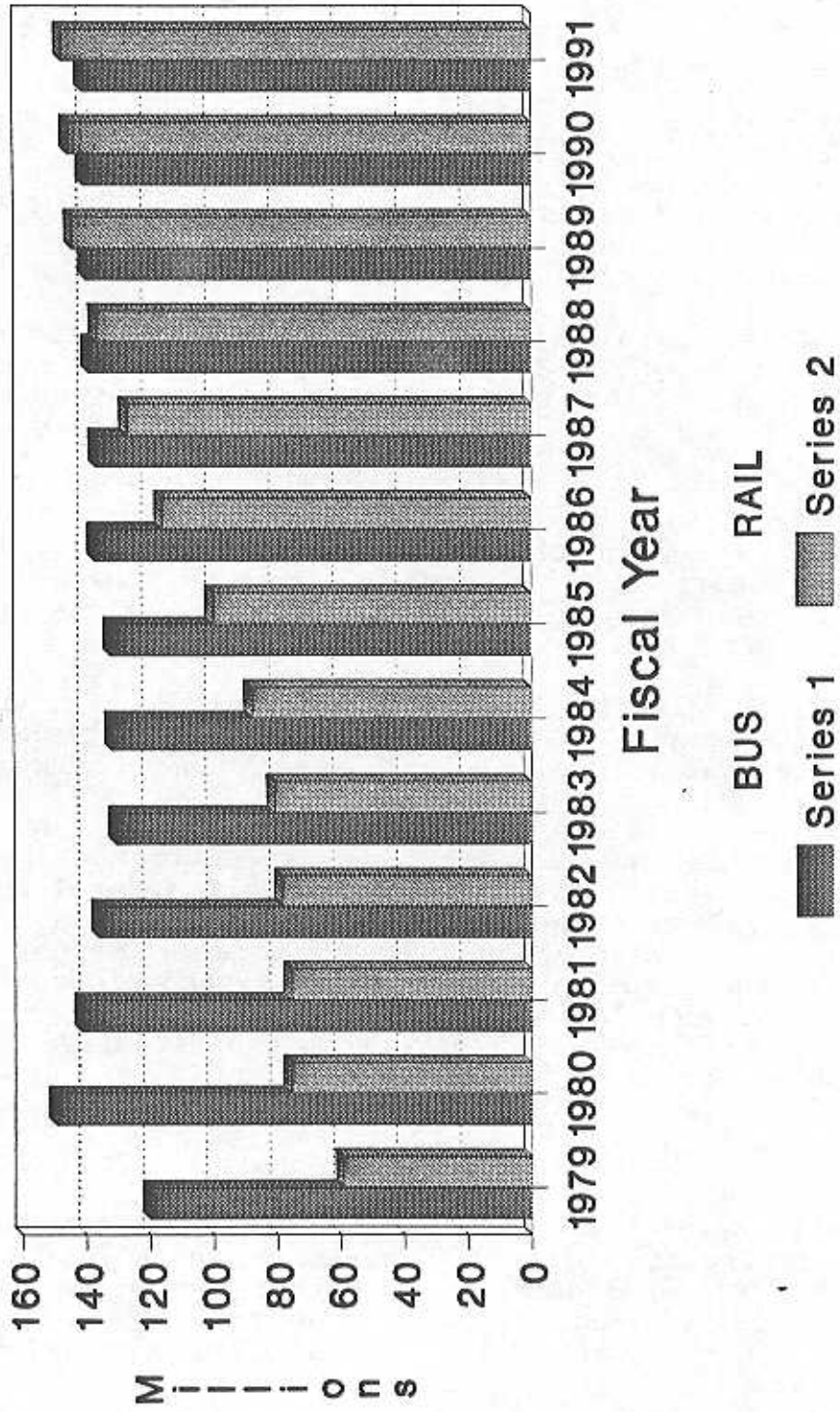
### Metrobus

Peak-period buses serve approximately 60,000 people per day in Northern Virginia; off-peak buses serve approximately 21,500 people per day. Peak-period Northern Virginia Metrobus service consists of seven major lines, 45 local lines for a total of 52 peak period lines. Off-peak service is provided by six major lines and 22 local lines.

On Saturdays Metrobus provides five Northern Virginia major lines and 22 local lines. Sunday service consists of four major lines and 14 local lines.

Figure 5

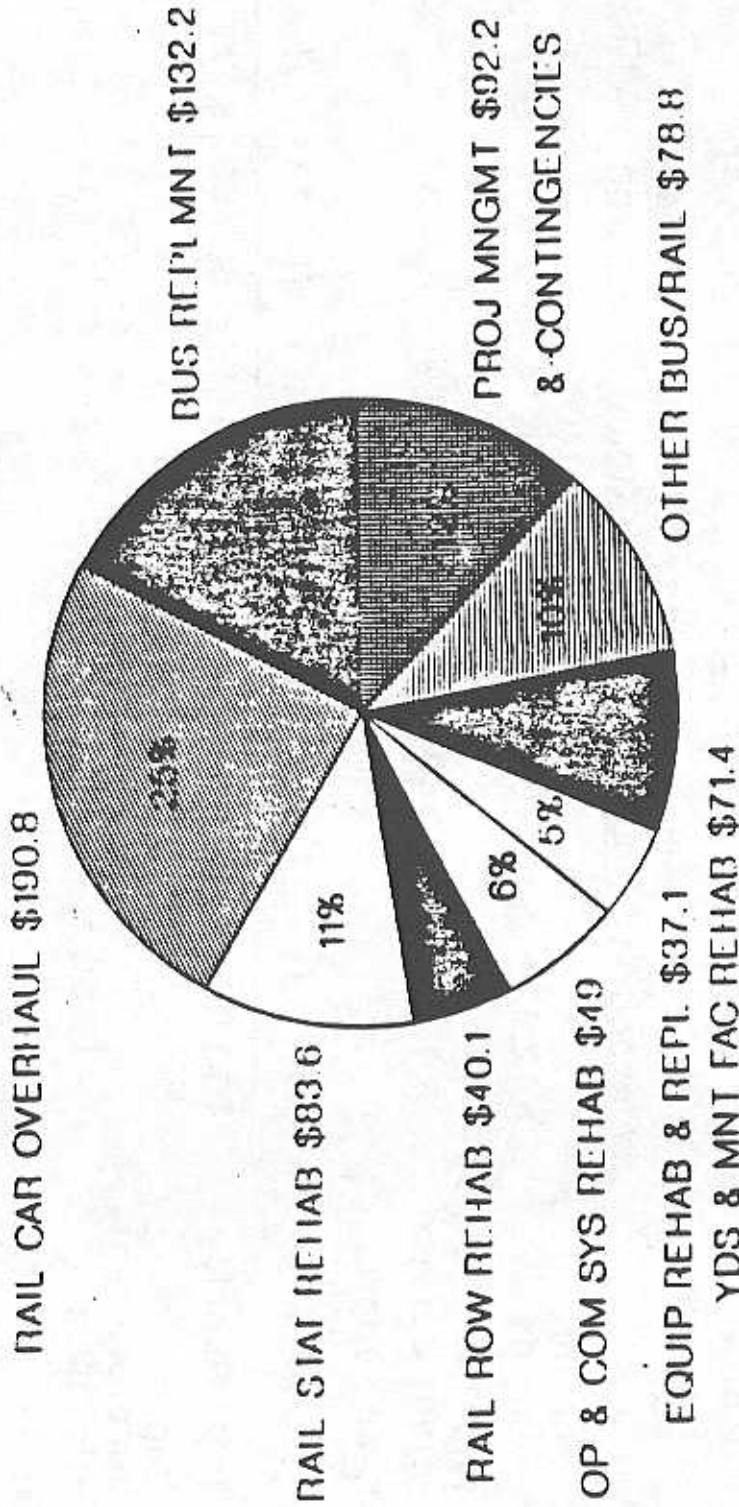
# SYSTEMWIDE METRO RAIL & METROBUS RIDERSHIP BY FISCAL YEAR, 1979 - 1991



Source: WMATA Planning

Figure 6

# CAPITAL IMPROVEMENT PROGRAM FISCAL 1992 - 1997 (\$ in Millions)



**Total Program: \$775.1 Million**

Figure 7

**M** metro **FISCAL 1992 - 1993 SUBSIDIES**

Allocations to Northern Virginia Jurisdictions		Fiscal 1992 Approved Budget				TOTAL
(in thousands of dollars)		Arlington	Fairfax	Fairfax	Falls	<u>VIRGINIA</u>
	<u>Alexandria</u>	<u>County</u>	<u>City</u>	<u>County</u>	<u>Church</u>	
Operating Subsidy	\$12,321	\$17,850	\$193	\$42,314	\$738	\$73,416
WMATA Debt Service	1,418	2,740	47	3,169	38	7,412
Less Federal Operating Assistance	(731)	(997)	(73)	(2,316)	(38)	(4,155)
<b>Total Subsidy</b>	<b>\$13,008</b>	<b>\$19,593</b>	<b>\$167</b>	<b>\$43,167</b>	<b>\$738</b>	<b>\$76,673</b>
Capital Improvement Program	1,462	2,575	62	3,865	194	8,158
Rail Construction Program	4,200	8,300	0	9,500	0	22,000
<b>Total - All Programs</b>	<b>\$18,670</b>	<b>\$30,468</b>	<b>\$229</b>	<b>\$56,532</b>	<b>\$932</b>	<b>\$106,831</b>

The above amounts do not include audit adjustments for prior year programs and the rail max fare reimbursement

Currently 35 percent of the Metrobus fleet is wheelchair lift-equipped. Metrobus also provides a lift equipped On-Call bus service for mobility-impaired persons who use routes not regularly serviced by lift-equipped buses.

Effective July 1, 1991, the base fare for riding Metrobus is now \$1.00 throughout the region. There is a 35-cent surcharge for crossing a zone during the peak hours of 5:30 A.M. to 9:30 A.M. and from 3:00 P.M. to 7:00 P.M. on weekdays. Crossing the Potomac River costs most riders an additional 35 cents, although those using Routes 11Y and P13 pay \$1.35 during peak periods and 80-cents during off-peak periods. During off-peak hours, the maximum fare is \$1.00 for trips anywhere within Northern Virginia.

The financial concerns described above for Metrorail also apply to Metrobus. In addition, garage location issues are of special significance within Northern Virginia. In Arlington, the Commonwealth Transportation Board has approved the extension of North Quincy Street across county owned land and over the rear of the Arlington Metrobus garage, making it unfeasible to continue bus activity at this location. In 1982, the Metro Transit Board adopted an eight garage program for the system with two garages in Northern Virginia. The Four Mile Run garage would be improved and continued and a new garage would be built to replace Arlington and Royal garages. While this plan has gone forward only incrementally, Arlington County has asked that the Arlington garage be closed, which, in part, occupies leased land for which a notice to vacate has been given.

If Fairfax County proceeds with plans to expand its bus system in the western part of the County, thereby reducing the number of Metrobuses needed to serve the County, a new plan may be necessary to accommodate the actual number of Metrobuses anticipated for the future, given that the Arlington garage may be closed soon. Excess capacity at Four Mile Run and Montgomery garages can assist with the redeployment. The reduced operating expenses with one less garage should assist greatly with funding this change. From time to time, Alexandria officials have also expressed an interest in considering closing the Royal Street Metrobus garage there.

The proposed new Fairfax Connector bus garage site is about five miles west of Vienna, but a condemnation hearing will be required (now scheduled for February, 1992), with construction expected to begin in Spring, 1993. The Board of Supervisors has approved \$19 million for the project, which will have a capacity of 150-200 buses. As many as 90-95 Metrobuses eventually may be replaced by Connector buses, beginning with completion of the garage in Spring, 1995 and extending over three years. The County may add another 60-65 buses in the Dulles Corridor.

In addition to garage location issues, this situation is illustrative of the desire of local governments to choose locally operated bus services over Metrobus for many routes as being less expensive to operate and easier to administer. Metro's new General Manager, David L. Gunn, has stated that he does not object to local governments taking over Metrobus routes, but there must be a plan



to do so that recognizes the impacts on operations of the remaining regional system.

Locating new bus garages can be very difficult, as neighborhood concerns about noise, diesel fumes and congestion may lead to opposition. Consequently, decisions about garage locations must carefully consider environmental safeguards and long-term strategic plans as well as short-term operating efficiencies.

Another Metrobus issue reflecting the need for coordination is that of Route W-3. Currently NVTC provides about two-thirds of the subsidy cost of this route which operates entirely in the District of Columbia. In 1984, the U.S. Defense Intelligence Agency transferred several thousand Virginia-based jobs to Bolling Field in the District of Columbia. To ease the transition for as many as a third of the employees (who were using public transit), NVTC agreed to share the subsidy for the new bus route based on the proportion of riders who reside in Northern Virginia. With the scheduled opening of the Anacostia Metrorail station on the Green Line in December, 1991, bus service to Bolling Field may be reconfigured with the W-3 absorbed into other routes, and at issue is whether NVTC and its jurisdictions should continue to share in the subsidy.

The W-3 route currently carries approximately 150 passengers on four morning and four afternoon rush-hour trips. In the Bolling/Anacostia military complex are 14,000 employees, 7,600 residents, 8,000 students and 3,000 reservists. The W-3 and the proposed new routes are unique in that virtually all of the revenue mileage occurs on federal property. In the past the federal government has not subsidized the commuting of its employees as some private employers have, but new federal legislation introduced by Maryland Senator Mikulski has led to a revised policy by the General Services Administration that permits such financial assistance to federal employees who use transit. Consequently, the federal government may play an expanded role in financing reconfigured bus service around Bolling Field.

#### Commuter Rail

NVTC and its partner, the Potomac and Rappahannock Transportation Commission, are about to open almost 100-miles of new commuter rail service. When 38 new railcars are delivered in early 1992, perhaps supplemented with additional rehabilitated rolling stock, commuters should have a safe, expeditious, reliable and affordable alternative to the traffic-clogged I-95 and I-66 corridors. Eight daily trips will be operated each workday morning and again each afternoon, four on each of the two rail lines. One line will originate south of Fredericksburg on the Richmond Fredericksburg and Potomac Railroad. The other will operate from a terminal called Broad Run near Manassas Airport on the Norfolk Southern Railway. Both lines will terminate at Union Station in the District of Columbia.

Together the two lines are expected to carry initially about 4,500 people (9,000 one-way trips), or the equivalent of a rush-hour lane of interstate highway traffic.

.Figure 8 shows the system with the stations that are planned or under construction and additional sites that may be developed in the future. Appendix G provides a fact sheet on the VRE, including selected travel times (e.g. Fredericksburg to Union Station is one hour and 15 minutes).

The fare collection system promises to be among the most innovative in the world, with a proof-of-payment system; credit-card activated ticket-vending machines; curbside ticket vendors; transit store distribution of mail and telephone orders; networks of regional and neighborhood retail outlets; and an automated customer information system.

Three major types of fare media will be available, including single-trip tickets, a 10-trip ticket at a 15 percent discount and monthly passes at a 30 percent discount. For all but the monthly pass, tickets must be validated in machines that stamp the date of travel. AMTRAK conductors will randomly check riders' tickets, and violators will be subject to fines of \$150. Based on the experience of other proof-of-payment systems, compliance is expected to be excellent, and VRE will save the expense of extra ticket collectors.

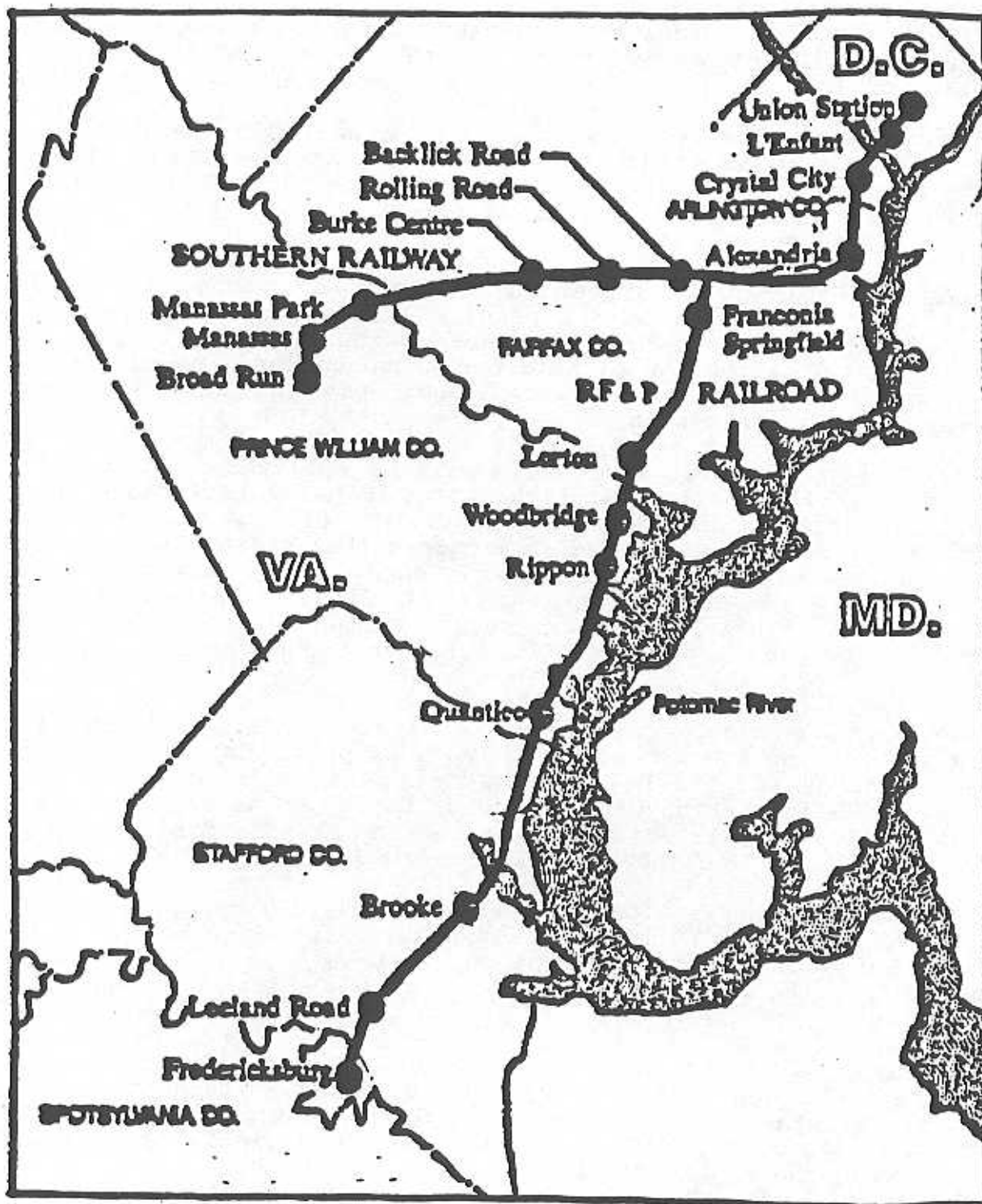
The automated customer information system (ACS) will permit customized station announcements, as well as providing a means for riders to order tickets by mail without needing to speak to an operator. VRE is working with Arlington County to establish a new transit store at Crystal City to serve as the primary distribution center for mail and telephone ticket orders.

Easy connections with the Metrorail system will be possible at several VRE stations, including Alexandria/King Street, Crystal City, L'Enfant, and Union Station. Local governments are cooperating with the two Commissions to establish feeder bus services.

The Virginia DOT has taken the lead in design and construction of parking lots and continues to provide valuable technical and financial assistance. The Commonwealth is responsible for about a third of annual costs, with local governments paying a third and riders paying the remaining third.

The Potomac and Rappahannock Transportation Commission (PRTC) was established in 1986 in order to facilitate the role of its members in the commuter rail project. Most of its members had not supported public transit financially prior to the VRE project. The two percent motor fuels tax that is collected within PRTC is financing the local share of commuter rail costs, with the balance used for public transit, ridesharing and highways.

Figure 8



● PLANNED STATIONS

0 10  
Miles

## Virginia Railway Express

It is clear that the process of planning and implementing the VRE project has been very beneficial to improved intergovernmental communications, as well as increased contacts between the freight railroads providing the rights-of-way and the state and local government sponsors. However, an unresolved organizational issue involves the governance of the VRE. Currently, the Operations Board consists of seven members (three from each Commission and one from VDOT) plus three alternates. That Board only acts in an advisory capacity to the two Commissions, and all financial and policy decisions must be made simultaneously by the two Commissions.

The Commissions have hired a rail manager who serves under contract. VRE has no other employees; staff of NVTC and PRTC perform VRE activities on a full- or part-time basis, with assistance from state and local staffs. The FY 1992 VRE budget identifies approximately 12 full-time equivalent positions that are needed. The Commissions are expected to debate the proper organization of the VRE in the Fall of 1991.

VRE has attracted the interest of potential commuter rail operators around the United States. To that end, NVTC and PRTC will co-sponsor with AMTRAK, MARC (the Maryland commuter rail administration), and the American Public Transit Association (APTA) the fifth annual Commuter Rail Conference. It will be held in the District of Columbia from April 12 through 15, 1992, and will feature several panel discussions on coordination, financing, and politics, among other subjects. NVTC co-sponsored the first such conference, which was held in Rosslyn in 1988.

#### Commuter Bus Service

Several commuter bus services are available for the regional commuter, ranging from a publicly subsidized operation, to a non-profit corporation, to profit-oriented services. Most rely on HOV facilities to shorten travel times and would benefit from HOV improvements. A brief description of each service is listed below, with a summary provided in Figure 9. Over the course of the year, the level of service may fluctuate and some carriers may even terminate service.

Aries-- This operation, which was started in 1962, provides commuter bus service from the City of Fredericksburg, Spotsylvania and Stafford Counties to Fort Belvoir. There are currently two daily trips leaving at 5:00 and 5:25 A.M., with 3:15 and 4:00 P.M. return trips on weekdays only.

BTS -- This carrier operates four buses from Front Royal to the CIA in Langley, the Pentagon, Crystal City, and the Navy Annex. The first bus leaves at 5:05 A.M. and starts the return trip at 3:35 P.M. Service started in 1985, and daily one-way passenger trips are approximately 240.

Figure 9

SUMMARY OF COMMUTER BUS SERVICES

NAME/ADDRESS	PHONE	SERVICE AREA	VEHICLES	AVERAGE PASSENGER TRIPS	FARES
Aries P.O. Box 192 Fredericksburg, Va 22404	(703) 898-6158	Fredericksburg Spotsylvania/Stafford TO: Fort Belvoir	2 Buses	140-150	\$38.00 Every two weeks
BT8 407 W. 15th Street Front Royal, Va 22630	(703) 635-7644	Front Royal TO: CIA, Pentagon, Crystal City, Navy Annex	4 Buses	240	\$32.50 Per week
Groome Transport 5500 Lewis Road Sandstone, Va 23150	(804) 222-7226	Richmond Airport TO: Fredericksburg, National Airport	8 Vans	170	\$19.00 Fredericks- burgs \$26.00 Nat'l Airport
Lee Coaches Route 4, Box 259-S Fredericksburg, Va 22405	(703) 371-6785	Fredericksburg TO: Crystal City, Pentagon, Fort Belvoir	6 Buses	552	\$54.00 Crystal City, Pentagon \$42.00 Fort Belvoir
National Coach Works 10411 Hall Industry Drive Fredericksburg, Va 22401	(703) 898-6959	Fredericksburg TO: Crystal City, Wash. D.C.	13 Buses	1000	\$6.50 Crystal City \$7.50 Wash. D.C
O & S Transit 1609 Barnett Drive Front Royal, Va 22630	(703) 636-9723	Front Royal TO: Pentagon	1 Bus	50	\$35.00 Pentagon Per Week
Prince William COMMUTERIDE ATE Management & Serv. Co. 2540 Horner Rd. Woodbridge, Va 22192	(703) 494-9166	Prince William TO: Vienna Metro, Pentagon, Downtown Washington	41 Buses	2800	\$30.00 Ten trip.
Quick's Commuter Service 41 RV Parkway Falmouth, Va 22405	(703) 373-6027	Fredericksburg TO:Crystal City, Pentagon,D.C., Rosslyn, Bailey's X-roads, Navy Annex	11 Buses	900	\$56.00 Every two weeks
Sterling Commuter Bus P.O. Box 452 Sterling, Va 22170	(703) 437-9428 (202) 225-7985	Sterling Park TO: Downtown Washington	2 Buses	120	\$35.00 Per week
White's Bus Rental 306 Wallace Lane Fredericksburg, Va 22401	(703) 820-8178	Fredericksburg TO: Pentagon, Washington	8 Buses	560	\$65.00 Every two weeks or \$130.00 Per month

\* Some figures are approximation.

Groome Transportation -- A fleet of eight vans provides hourly service between Richmond and National Airport via Fredericksburg, from 6:30 A.M. - 3:30 P.M. Northbound, and 10:30 A.M. - 7:30 P.M. Southbound. There is some weekend service.

Lee Coaches -- This company operates six buses from Fredericksburg. Three daily trips leave between 5:07 A.M. and 5:40 A.M. for Crystal City and the Pentagon. One trip departs for Fort Belvoir at 5:05 A.M. Ridership totals 552 one-way passenger trips each day.

National Coach Works of Virginia, Inc. -- This firm operates from the Fredericksburg area to Crystal City, the Pentagon and Washington D.C. with inbound pickups at several different locations in Spotsylvania and Stafford Counties. Morning trips leave as early as 4:55 A.M. with afternoon return trips starting at 3:35 P.M.

O & S Transit -- One route is run by this company from Front Royal to Langley (CIA), Rosslyn, Pentagon, and Crystal City.

Prince William COMMUTERIDE -- This is a County-wide, publicly subsidized system that operates 30 different routes, mainly to the Crystal City/Pentagon and the Downtown Washington area. The service is managed by the ATE Management and Service Company. The Potomac and Rappahannock Transportation Commission has taken over administration of the service from the County.

Quick's Commuter Service -- This service provides trips from Fredericksburg to the Pentagon, Crystal City, and Rosslyn. Buses are scheduled to arrive at the Pentagon between 6:15 A.M. and 7:05 A.M. Afternoon return trips leave the Pentagon between 3:30 and 4:40 P.M.

Sterling Commuter Bus -- This is a nonprofit operation that was started in 1974. Officers elected by members of a homeowners association administer the program, and a private charter company provides the actual bus service. Two buses utilize the Dulles Toll Road in serving the Pentagon, Rosslyn, downtown Washington, Capitol Hill and Union Station. The so-called subscription bus service is cooperating with Loudoun County to utilize a state experimental grant to improve service. The County had previously begun to help with marketing and distributing tickets.

White's Bus Rental -- This is another service that operates from Fredericksburg, Spotsylvania and Stafford Counties to the Pentagon and the District. The morning trips leave between 5:20 and 6:45 A.M., with afternoon departures from 4:00 to 5:45 P.M.

NVTC is working with selected firms to establish cooperative ticketing for Virginia Railway Express passengers who may need to use buses to return home.

In 1988 NVTC sponsored a study by SG Associates, Richard Pratt Consultants and Robert Hitlin Research Associates, to determine markets for improved commuter bus services in Northern Virginia. Household surveys in Loudoun and Prince William Counties were used together with econometric models to forecast potential ridership in three corridors. Given the paucity of service in the Route 7/Dulles Corridor, it seemed to be the best candidate for expanded service, and the Loudoun County experimental project, in cooperation with Sterling Commuter Bus, is designed to investigate further the feasibility of such expanded service. The study forecast an unmet demand of 175-200 trips each day.

### Washington Flyer

The Metropolitan Washington Airports Authority (MWAA) currently operates the system at an annual subsidy cost of about \$1.5 million. Figure 10 shows ridership trends and Appendix H gives more details about fares, routes and ridership.

Scheduled express bus service operates at one-half hour frequency from a terminal at 15th and K Streets in Northwest Washington D.C. to and from National and Dulles Airports. Three courtesy feeder bus routes operated by MWAA provide timed transfers from various locations in the District at the terminal. One-way fares are \$7 to National Airport and \$14 to Dulles.

From suburban Montgomery County, Maryland, MWAA operates hourly express bus service to and from the two airports at one-way fares of \$14 and \$17, respectively.

Express buses connecting National and Dulles Airports cost \$14 one-way (\$22 round trip).

Finally, seven-passenger vans operate every 20-minutes to and from the West Falls Church Metrorail station at a one-way fare of \$5.

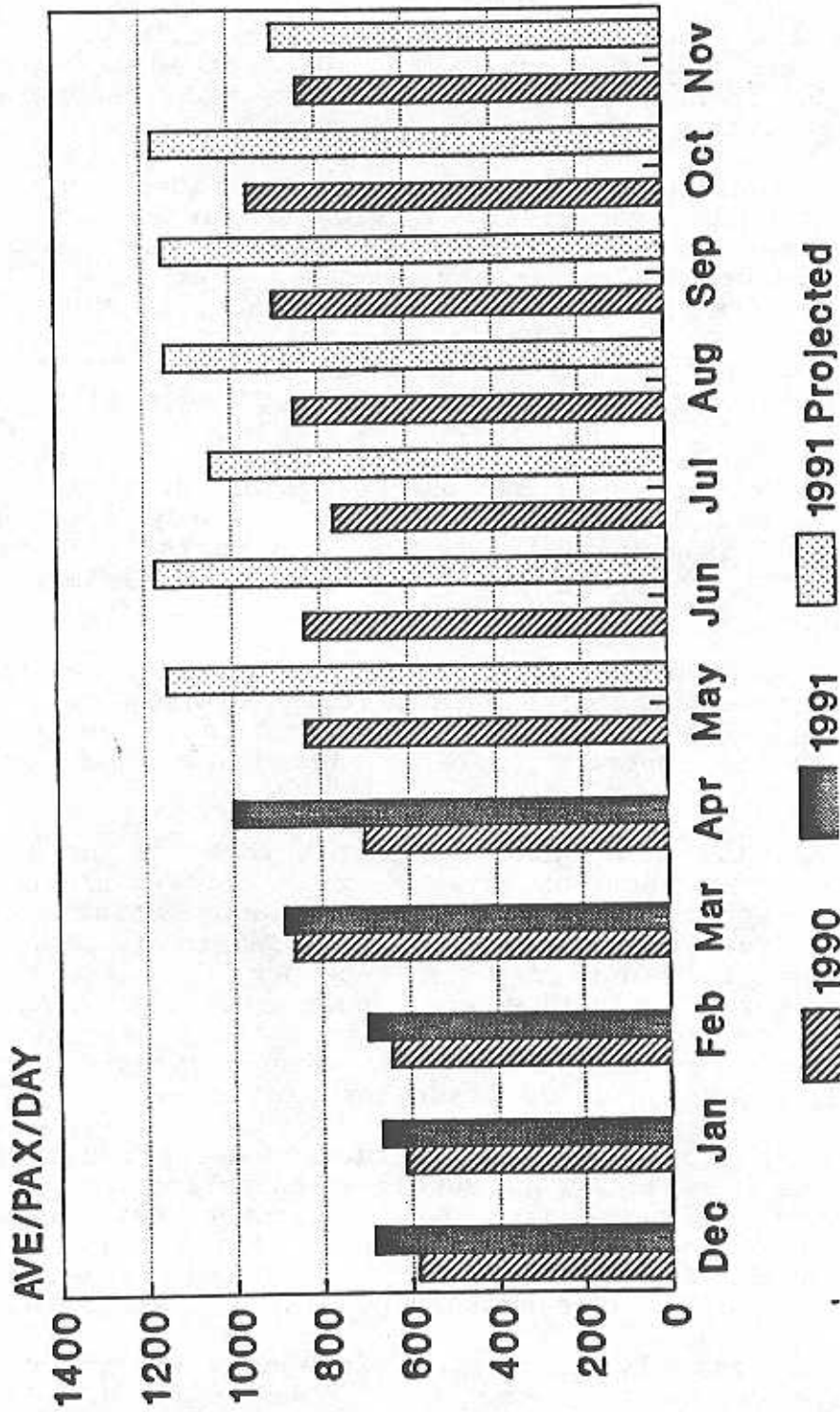
These scheduled services are operated under contract to MWAA by Pro Drive, which is primarily a safety training company. The firm provides all dispatchers and drivers. The contract is likely to be rebid when it expires on November 30, 1991.

MWAA also contracts for most other functions associated with the ground transportation system, including ticket sales (Airport Management, Inc.), operation of the Washington D.C. terminal (Convention Store), 24-hour, 7-day per week telephone information system (Ads 1001), nightly washing and bi-monthly detailing, and tires and fuel. MWAA contracts for taxi service and luxury limousine service at Dulles Airport and operates charters involving trips to or from one of its airports. Of the 275 taxis in the

Figure 10

# Washington Flyer Summary

## 1st Year Compared to 2nd Year



Business Office 20MAY91



fleet, 230 are 1990 or 1991 models, and all have electronic meters and are kept clean.

MWAA's objective is to provide good service. According to MWAA's Business Manager, Richard Griesbach, customer complaints and accidents are few, driver morale is excellent, ridership is increasing and subsidy costs are holding steady. Several charts are provided in Appendix H that reveal recent trends in ridership and cost recovery.

MWAA intends to increase frequencies as ridership grows, rather than buying larger vehicles. Service to Maryland began in July, 1990 and service between Dulles and National was started on March 1, 1991. Frequencies have been lengthened at West Falls Church, however (to three per hour from four per hour in April, 1991). On the West Falls Church to Dulles segment, ridership has grown from 25 passengers per day in December 1989 to 178 daily at present. This is the Authority's fastest growing route segment.

In 1984 the Federal Aviation Administration invested \$240,000 in radios, erected an antenna on the Tysons Marriott, and spent \$2 million on new luxury coaches. The Agency also established back-lighted dioramas at the two airports, established the Washington Flyer Magazine, and built a baggage claim ticket center at Dulles.

FAA contracted with a private operator based on service miles per contract week (to give an incentive to operate service rather than cut back as a previous operator had done). The new buses were provided to the contract operator, who had to fuel and maintain them.

By 1987, the contractor had filed for bankruptcy protection under Chapter 11. Four buses were lost to fires, presumably due to poor maintenance. Service quality was not satisfactory to MWAA (which was created in 1985). For example, trips to Tysons Corner hotels were often missed. On December 1, 1989, the contract operator was placed in Chapter 7 bankruptcy, and MWAA took over. Ten buses were completely refurbished with new engines and seats, at \$70-\$80,000 per bus. Twenty new seven-passenger mini vans were purchased, as were nine 24-passenger minibuses.

MWAA established the route structure described above, but did not continue stops at Tysons Hotels. Its philosophy was to provide alternatives to passengers for expensive taxi rides of \$35 (downtown D.C.) or \$45 (Gaithersburg). For Tysons locations MWAA believed taxis were economically feasible for most passengers compared to the probable express bus fare of \$9.

MWAA is actively discussing expanded contract operations on several fronts:

- 1) Tysons. Through the Northern Virginia Hotel Association, hotel managers are considering giving up their \$100,000 annual individual airport shuttles to contract with MWAA. MWAA would bill at cost, with no profit, according to Mr.

Griesbach. Customers would pay \$6 per one-way trip to Dulles Airport, which hotels may choose to pay.

- 2) Crystal City. Hotel managers there also are seeking to replace their own shuttles to National Airport. MWAA would likely charge customers a one-way fare of \$3.
- 3) Shared-Ride Taxi. MWAA has issued requests for proposals seeking to implement shared-ride taxis at reduced fares to passengers, using MWAA vehicles. The probable initial cost to the authority of \$4 to \$5 million will likely cause it to withdraw the request for the time being.

MWAA has not performed ridership forecasts or customer surveys, and would be interested in cooperating with NVTC to gather such information. The potential effects of the Americans with Disabilities Act are unknown by MWAA and are a cause of concern to managers of the ground transportation system.

When Fairfax County initiates its new express bus service in the Dulles Corridor, there may be opportunities to consolidate services. It must be remembered that MWAA controls access by for-hire vehicles to the airports. Although free shuttles are routinely granted access, they must have permits.

MWAA considers its ground transportation system successful, and its managers appear willing to respond to requests for expanded service. However, budget restraints require that any such expansion cover all costs. With respect to service to Tysons Corner, talks are now underway to restore service that was discontinued in December, 1989, but only if hotel managers agree to cover all costs. NVTC has written MWAA asking that the Authority consider relaxing that requirement as it does for downtown District of Columbia hotels. Fairfax County, in planning its express bus service in the Dulles Corridor should be prepared to cooperate closely with MWAA to consider consolidated service, or at least proper access to Dulles Airport.

### High Occupancy Vehicle Facilities

The Northern Virginia region has been and continues to be a national leader in the use of High Occupancy Vehicle (HOV) lanes. A number of projects are underway that will provide a greater opportunity for the commuter to benefit from this effective way of moving people.

#### I-95 Corridor

In the Spring of 1989, the Virginia Department of Transportation started extending the reversible High Occupancy Vehicle lanes from the Shirley Highway down the I-95 corridor. The 19.3 mile extension from Springfield to Quantico Creek will cost \$341.3 million, and completion of the extension is scheduled for

late 1996. The project has been broken into 11 phases. See Appendix M for a complete breakdown.

This HOV extension will incorporate the Traffic Management System (TMS) which consists of a series of cameras, computerized signs, entrance ramp metering, and closed circuit television.

### I-66

The interim HOV lanes in this corridor are being extended from their current terminus at the Capital Beltway, westward to Route 50. The actual configuration will be identical to the diamond lanes on I-95 south of Springfield. The inside diamond lane will be reserved for HOV use while the new lane (where the current shoulder exists), will be open to all traffic during the peak period. At other times, this outside lane will be closed to traffic and there would be no restrictions on the use of the inside lane.

In order to reserve the inside lanes for HOV traffic, two major interchanges will have to be modified where the Beltway and I-66 intersect. The exit from I-66 eastbound to the inner loop of the Beltway currently occurs from the left inside lane and will have to be turned into a right lane exit. Once again, the exit from the inner loop to I-66 westbound will have to be modified so the entrance ramp merges into the right-hand lane. The cost of reconstructing these interchanges was originally estimated to be \$1 million and \$2.5 million respectively, but recent estimates place the cost considerably higher. The project is expected to be completed by 1992. The total cost of this construction is expected to be \$22 million.

### Dulles Toll Road Corridor

In mid-July of 1990, the Commonwealth Transportation Board gave its unanimous consent to establishing rush-hour car pool restrictions for the new inside lanes of the Dulles Toll Road. These diamond lanes are scheduled to open in the Winter of 1991. The ten mile extension is expected to cost \$37 million.

The inside lane will be open to vehicles with three or more occupants from 6:30 A.M. to 9:00 A.M. eastbound, and from 4:00 P.M. to 6:30 P.M. westbound on weekdays. To accommodate these HOV lanes, an estimated \$3 million in interchange improvements at Route 7 will be needed immediately to eliminate possible safety hazards. (Figure 11 provides a listing of HOV lanes, hours, and usage.)

### Dulles Toll Road Extension

The Toll Road Corporation of Virginia has been given the final go-ahead by the State Corporation Commission for the Nation's longest privately operated toll road. The 14-mile roadway, costing an estimated \$180 million, will stretch from the western terminus

Figure 11

HIGH OCCUPANCY VEHICLE (HOV) HOURS AND USE  
(1990 A.M. PEAK PERIOD)

HOV FACILITY	PERSONS	DIRECTION	RESTRICTED HOURS	VEHICLES	PEOPLE
I-95 (inside diamond lanes)	HOV-3	Northbound Southbound	6:00 A.M. - 9:00 A.M. 3:30 P.M. - 6:00 P.M.	3,840	14,795
I-395 (reversible lanes)	HOV-3	Northbound Southbound	6:00 A.M. - 9:00 A.M. 3:30 P.M. - 6:00 P.M.	6,644	38,926
I-66 (inside the Beltway)	HOV-3	Eastbound Westbound	6:30 A.M. - 9:00 A.M. 4:00 P.M. - 6:30 P.M.	1,678	5,390
ALEXANDRIA:					
Washington Street	HOV-3 HOV-2	Northbound Southbound	7:00 A.M. - 9:00 A.M. 4:00 P.M. - 6:00 P.M.	141 223	508 673
Patrick Street-Rte. 1	HOV-2 HOV-2	Northbound Eastbound	6:00 A.M. - 9:00 A.M. 3:00 P.M. - 7:00 P.M.	499	1,038

Sources: Virginia Department of Transportation  
Alexandria Dept. of Transportation & Env. Services

of the Dulles Toll Road at Washington Dulles International Airport to Leesburg. The extended Toll Road will help relieve the congested Route 7 corridor. Although it is not an HOV facility, the Northern Virginia Transportation Plan designates its route as a possible HOV and/or rail corridor, extending to Leesburg.

Although the Toll Road is not slated to be completed until the Spring of 1993, the State Corporation Commission has approved the initial toll charges for automobiles. These initial fees are expected to be \$1.75 at the time the road is completed in mid-1994, and increased to \$2.00 by January 1996. The Commonwealth presently charges 85-cents to travel the current 15-mile Toll Road from the Capital Beltway to the Airport. This stretch of road provides the State with excess revenues, some of which will be used to fund public transit projects in the Dulles Corridor. It is expected to cost a person driving by car from Leesburg to the Beltway by way of the Toll Road extended and existing Toll Road \$2.40 on the opening day of the Extension.

Many areas of the United States are watching the developments of the first private toll road in Virginia since 1816 with keen interest. Since much of the right-of-way is donated by developers who feel the cost of the land they give to the Toll Road Corporation will be more than offset by rising land values on their remaining properties, the actual cost of the project should be less than if the State had to purchase the right-of-way. Further, it seems apparent that the State does not have sufficient funds to build the roadway at this time without jeopardizing other needed projects. If this project goes ahead as planned, there are several other proposals within the State that may invite similar private sector participation.

#### Regional Park and Ride Network

The region's first park-and-ride lot was established in 1955 at the Carter Baron Amphitheater in the District. The 800 space facility was used by commuters to park their cars and take express buses into the Central Business District.

A central feature of NVTC's Shirley Highway Express-Bus-On-Freeway Demonstration Project that occurred between 1971-1974 was the three park-and-ride lots. By 1972, there was a total of six formally designated park-and-ride lots. The commuting public quickly grasped the benefits of these lots. By 1973 there were 20 additional, unofficial park-and-ride locations in Northern Virginia. Users of these lots accounted for 80 percent of all the commuters who used park-and-ride lots to gain access to the Shirley Highway bus service.

Since 1977, the number of spaces available to commuters in Northern Virginia increased from 1,785 to 23,281 (by late 1989). More than 81 percent of these spaces are occupied (18,858 cars) on an average day, many at Metrorail stations.

An interesting outgrowth in this area has been the "instant carpool" phenomenon. As examples, commuters park in the Springfield area and the Rolling Valley Park-and-Ride lot (both in Fairfax County) and form lines with drivers pulling up and announcing their destinations. The commuters at the head of the line jump in when they locate the proper carpool. Central to the success of "instant carpooling" are these lots and quick access to the Shirley Highway HOV lanes. Also, good transit service is needed since many instant carpoolers use transit for their return trips. A total of about 2,600 daily commuters use this informal network of lots and instant carpools.

Fairfax County is undertaking a substantial effort to increase commuter parking opportunities in the County. Most prominent in this effort is the construction of parking structures at end-of-the-line Metrorail stations at Vienna and Huntington. In October, 1990 a new parking structure with 1,306 additional spaces opened at the Vienna Metrorail station bringing the total number of all-day spaces to 3,567. On an average weekday, this facility is about 90% full. In October, 1991 the new parking structure at the Huntington Metrorail station will open with an additional 765 spaces bringing the total number of all-day spaces to 3,095 at Huntington.

Fairfax County has paid about \$5,500 per space to expand parking at Vienna, and about \$6,000 per space at Huntington. This compares to about \$12,000-\$14,000 per space for Metro constructed parking garages.

Fairfax County received a \$7.3 million Suburban Mobility Grant from UMTA in March, 1991 to construct three park-and-ride lots. These three park-and-ride facilities will contain a total of approximately 1,000 spaces and are expected to be completed by December, 1992. The three facilities are listed below:

Rolling Valley	300 spaces
Reston South	350 spaces
Centreville	350 spaces

Fairfax County also plans to construct two new park-and-ride facilities in the Dulles Corridor; and 850 space parking structure on Sunset Hills Road and Business Center Drive in Reston and a 1,790 space structure at Monroe Street in Herndon. The facilities are anticipated to be completed in 1994 or 1995.

In Arlington, the Ballston Commons parking garage offers space for Metrorail commuters. The County intends to lower weekend and evening parking rates combined with more marketing.

Figure 12 presents a summary of many of the park-and-ride facilities located throughout the region.

Figure 12

## PARK AND RIDE LOTS IN NORTHERN VIRGINIA

JURISDICTION	NAME	ADDRESS	CAPACITY
Alexandria:	* Van Dorn Metrorail	Van Dorn St. & Eisenhower	350
Arlington:	* Ballston Commons Garage	Wilson Blvd. & Glebe Rd.	575
	* E. Falls Church Metrorail	N. Sycamore & Washington Blvd.	391
	* Four Mile Run Parking lot	Columbia Pike & Four Mile Run	35
	* Washington-Lee Parking Lot	N. Quincy & N. 15th St.	300
Fairfax City:	* Kutner Park	Germantown Rd. & Main St.	50
	* Fairfax City Municipal parking	Old Lee Highway & N. St.	100
Fairfax:	* Burke Ctr. Park & Ride Lot	Roberts Pkwy., north of Burke Center Pkwy.	440
	* Chi Chi's	Center Parkway	65
	* Dunn Loring Metro- rail sta.	I-66 & Gallows Rd.	1203
	* Fair Lanes Bowling Center	13814 Lee Highway	125
	* Fair Oaks Shopping Center	North of Hecht's	150
	* Hechinger's (Annandale)	6555 Little River Turnpike	56
(temporary)	* Holiday Inn	Bland & Augusta	50
	* Huntington	Huntington Ave., (Between Telegraph & Richmond Hwy)	3095
	* Lorton Park & Ride	South of Lorton Road, across from AMTRAK sta.	70
(temporary)	* MJ Design	Bland & Augusta	23
	* Parkwood Baptist Church	8726 Braddock Rd.	32
	* Reston Park & Ride	Sunset Hills Rd. & Wiehle Avenue	230
	* Rolling Valley Park & Ride	Old Keene Mill Rd., East of Shippett Blvd.	340
	* Springfield Mall	Springfield Mall Rd. & Frontier Drive	400
	* Springfield plaza	Bland St., Between Old Keene Mill & Amherst	133
	* Springfield United Methodist	7047 Old Keene Mill Rd.	101
	* Vienna Metrorail	I-66 & Nutley St.	3567
	* Wakefield Chapel -Rec. Center	Queensbury Drive	--
	* West Falls Church Metrorail	Rt. 7 & Haycock	1034
	* Zayre's Annandale	6457 Edsall Road, at Edsall & I-395	50
Prince William:	* Horner Rd.	Horner Rd. (Rt. 639)	375
	* Lake Ridge	Rt. 640 & Harbor Drive	200
	* Minnerville Rd.	Minnerville Rd. (Rt. 640)	555
	* Gordon Blvd.	Gordon Blvd. (Rt. 123)	180
	* Dumfries Rd.	Dumfries Rd. (rt. 234)	97
	* Potomac Mills	Potomac Mills Shopping Ct.	200
	* Pr. William Sq.	Smoketown Rd.	45
	* NVCC Commuter lot	Manassas Campus	226
	* Hillendale	Hillendale & Rt. 784	200
	* Manassas Mall	Rt. 234 & Sudley Rd.	200
Spotsylvania	* Fredericksburg	Rt. 3 & Rt. 95	493

## Local Bus Services

Many local governments provide bus service to their citizens that supplements the regional Metrobus routes. Also, special services to neighborhoods are available, as are so-called paratransit services (door-to-door service without a fixed-route, usually in small buses, vans or taxis).

Detailed operating data and route maps are provided in Appendix F.

## The City of Alexandria

Alexandria has a variety of transit services available to commuters. The City has four Metro stations, is served by Metrobus, DASH, the Fairfax Connector and has a number of smaller, specialized services such as DOT, the City's paratransit operation.

### DASH

The seven-year-old system is comprised of 28 distinctive blue and gold buses that carry more than 5,021 riders a day. There are six routes that serve Old Town, the West End, and points between the Braddock Road and Van Dorn Metrorail stations and the Pentagon.

Ridership has been on the rise the last three years due primarily to the City's rapid economic growth creating new jobs and riders. Many of the buses are near their 50-passenger capacity (including standees) on some routes. To help ease the crowding, DASH has received 9 more buses with a 60-passenger capacity (42 seats and standing room). These new buses, all of which are lift-equipped, are being used to serve the City's fourth Metrorail station--Van Dorn Street--as well as existing routes. An additional five buses have been ordered to expand service along Eisenhower Avenue.

DASH, which is operated by the Alexandria Transit Company, a non-profit public corporation owned by the City, employs a private management firm to manage the service (ATE Management and Service Company, Inc.). DASH was designed to supplement the regional bus and rail service provided by WMATA. The system was also designed to improve internal circulation within the City, improve access to Metrorail stations and to offer the City greater flexibility to respond to commuter demands. Fares cover about half the system costs, with the City paying the remainder. This is a high revenue to cost ratio compared to other bus systems, and reflects excellent ridership results. The subsidy is projected to be \$1,360,000 for the Fiscal Year 1991.

### Paratransit

The "DOT" service is the City of Alexandria's transit service for the mobility impaired. This program, which was started in 1985, utilizes taxicabs and wheelchair accessible vans to provide



fast and convenient transit for its patrons. The DOT program now serves over 1,050 citizens and averages approximately 1,900 taxi and 925 van trips per month. The number of annual trips has more than tripled from nearly 10,000 in the program's first full year to over 34,000 trips in FY 1991.

The service is open to any person living in or visiting the City who cannot use the regular transit bus system due to a disability. A physician's statement is required as part of the certification process handled by the Office of Transit Services.

DOT operates door-to-door with a fare of \$1.25 per one-way trip. There is no charge for a companion who provides assistance. The hours of operation are the same as the DASH bus service:

Monday - Friday from 6:00 A.M. to 11:30 P.M.  
Saturday from 6:30 A.M. to 11:45 P.M.  
Sunday from 8:00 A.M. to 9:30 P.M.

While same day service is provided if space is available, trips should be scheduled the day before. The DOT program is administered by the City's Office of Transit Services (703/838-3800).

#### MetroTaxi

In 1987 a new service was instituted to complement late night DASH and Metrobus service from the Braddock Road, King Street and Eisenhower Avenue Metrorail stations. This program, called MetroTaxi, operates from 8:00 P.M. to 12:30 A.M. from the aforementioned rail stations (plus the newly opened Van Dorn station) to any place within the City limits. The metered fare is discounted by \$1.00, which the City pays to the taxi companies that participate in the program.

Currently there are three cab companies (Alexandria Diamond Cab, Alexandria Yellow Cab, White Top Cab Company) that participate in this program and more than 500 trips are taken each month.

This successful service started as an experimental program sponsored by the Northern Virginia Transportation Commission.

#### Arlington County

By the virtue of its central geographic location and recognition of the benefits of transit, Arlington County is the host to eleven Metrorail stations that serve as the County's transportation foundation. In addition, the County also pays for Metrobus service, helps fund the Ballston Transit Store, and administers the Arlington Crystal City Trolley Replica.

### Crystal City Trolley-Replica Buses

The County purchased three new lift-equipped trolley-replica buses in March of 1990 to be used along the Crystal City Trolley's 2.8-mile circular route. The two-bus system, which operates exclusively in Crystal City, has 20 stops including the Crystal City Metrorail station. Service is provided from 6:30 A.M. to 6:30 P.M. Monday through Friday only. The fare is a nominal 35-cents and the system averages about 864 passengers per day. The trolley-replica is operated by ATE Management and Service Company, Inc.

### Other Paratransit

Other paratransit service in Arlington County is provided by the Farewheels program, along with a number of private organizations. This service is for elderly and disabled individuals who are also eligible for other social service programs. Certified recipients are given \$20 worth of transportation coupons every month. Taxis may be used only for medical appointments. Lift-equipped vans are also available. There are approximately 237 residents certified to use Farewheels, with about 70 using it on a regular basis. The County spends approximately \$65,000 annually on this service.

### The City of Fairfax

The CUE system expanded service in April, 1990 and now includes eight buses circulating along four routes that connect with the Vienna Metrorail station between the hours of 5:30 A.M. and 7:30 P.M. From 7:30 P.M. to 9:00 P.M., there are four buses operating, with two providing service from 9:30 P.M. to midnight. On weekends, four buses operate along the Gold and Green lines and transfers are free between these two lines. This bus system carried 817,000 passengers this past fiscal year, and averages just over 3,200 riders on a typical weekday.

Fares are 35-cents, and individuals with a valid George Mason University identification badge, citizens over the age of 60, and children under 3 years, all ride free of charge.

### Paratransit

The City of Fairfax utilizes the Farewheels program to provide transportation for the City's mobility impaired. There is a certification process involved and once enrolled in the program, the user can purchase for \$6 a booklet worth up to \$20 of coupons that are used to reimburse the taxi companies which participate in the program. Of the 70 or so City residents enrolled in Farewheels, approximately 25 use it on a regular basis.

## Fairfax County

### Fairfax Connector

The Fairfax Connector bus system is the largest bus service operated by a jurisdiction in Northern Virginia. At its inception in September 1985, the Connector consisted of 33 buses operating along 10 routes. By March of 1988 the system had expanded to 50 buses and 14 routes. The next phase of the fleet's expansion has coincided with the opening of the Van Dorn Metrorail station in June, 1991. The fleet increased from 55 buses to 72 at the end of Fiscal Year 1991. While the County has elected to purchase the buses, the actual operation is under contract with ATE Management and Service Company, Inc.

At this time the Connector system consists of 16 routes that serve southeastern Fairfax County. Ten routes feed the Huntington Metrorail station, charging patrons a nominal 50-cent fare. Three routes, also charging 50-cent fares, serve the new Van Dorn Metrorail station while the remaining routes that serve the Pentagon Metrorail station have a fare structure identical to that charged on the Metrobus system. Total ridership for Fiscal Year 1991 was just over 2.6 million with the average weekday ridership at approximately 10,350 patrons. In March, 1991, the Connector carried its 10 millionth passenger.

### Tysons Shuttle

The Tysons Shuttle provides weekday service during the morning and evening rush hours. The Shuttle operates between the West Falls Church Metrorail station, Tysons II, and the various residential and employment centers in the Westpark area of the County. On April 1, 1990, the County officially incorporated the service into its transportation network. (The shuttle, which started as an experimental project, had been administered by NVTC on behalf of the County). The two-bus shuttle is operated by a private contractor (TMSI, Inc.) and carries 295 passengers on the average weekday. The Shuttle provided service to 74,540 patrons in Fiscal Year 1991.

### RIBS

The Reston Internal Bus System (RIBS), which averages 280 riders per weekday, serves the Reston Community. Starting with the opening of the Reston Town Center in October of 1990, the three routes converge on the Timed Transfer Center affording the transit riders easy and convenient access to an express shuttle serving the West Falls Church Metrorail station. RIBS is rather unique in that it does not employ the use of posted bus stops. Rather, commuters can flag down the bus anywhere along the route. Like the Tysons Shuttle, RIBS is operated by TMSI, Inc. A total of 76,714 patrons used RIBS in the past Fiscal Year.

## Paratransit

The County has FASTRAN bus service, which is a centralized paratransit system that provides transportation to the mobility impaired for all of the County's Human Services agencies. Each agency may have particular guidelines, so it is best to call FASTRAN at 703/339-2021 to discuss the program and the individual's needs. This system is a zone-based operation with free transportation within a zone. Zone crossings result in the commuter paying a \$1 surcharge. The system, which averages about 35,000 riders per month, is operated by ATE Management and Service Company, Inc.

The County does have a door-to-door service for medical appointments called Dial-A-Ride. For more information, call 703/339-1358 between 8:00 A.M. and Noon. Users must complete their medical related trips between the hours of 10:00 A.M. and 2:00 P.M.

Lift-equipped service is also available on the Fairfax Connector. Reservations for this service must be made 24 hours in advance by calling 703/339-7200.

## Local Taxi Services

Private firms provide door-to-door service in each of Northern Virginia's jurisdictions. Appendix N gives the names of the firms, telephone numbers and number of vehicles. The extent to which entry into this industry and fares should be regulated by local governments is often debated nationwide. Private taxi firms are also candidates to cooperate with governments to provide paratransit service and to help meet the needs of elderly and handicapped riders.

In the mid-1980's, NVTC worked with Arlington to initiate the so-called Subway Shuttle Taxi that linked Ballston with Shirlington along the route of an existing Metrobus during evening hours and on weekends when the Metrobus did not operate. A private taxi firm operated the service under contract, and reported ridership of 40 on weekend days. Riders paid Metro fares, and taxis would deviate from the route to pick-up or drop off patrons.

The County has discontinued the service at the end of FY 1991. Among the issues that affected performance were construction requiring departure from the traditional route and generating rider confusion, and reporting difficulties. Also, the service required a high subsidy per person served.

In Alexandria, NVTC's original Subway Shuttle Taxi concept has undergone revisions and continues with the name of "Metro Taxi." The Alexandria experiment also illustrated some of the pros (e.g. very responsive taxi company managers, expanded ridership) and cons (e.g. driver hostility and record-keeping problems) of public/private partnerships.

**SECTION III:**

**DEMONSTRATIONS, STUDIES AND PLANS**

Faced with deteriorating traffic conditions and the need to renew existing facilities and provide new ones, many organizations throughout the Metropolitan Washington Area engage in planning, analyses and demonstrations. Most of these activities are coordinated through the area's Metropolitan Planning Organization (MPO), which is the Metropolitan Washington Council of Governments' National Capital Area Transportation Planning Board, or COG/TPB. Given the array of public and private organizations with interests in transportation, some duplication is inevitable, but to a large extent each study breaks new ground or approaches a common problem with a fresh perspective. However, a common failing of many of these activities is the lack of financial resources with which to implement them.

This section reviews several of the current activities that are likely to have the greatest impact on the direction taken by the region over the next two decades.

### Northern Virginia Transportation Plan

In 1988, Governor Baliles issued a charge to Northern Virginia, to create a planning process that would produce--within a year--a blueprint for transportation through the year 2010. The process, which was directed by Transportation Secretary Vivian Watts, featured a Policy Committee, a Technical Committee and a Citizens Committee. Modeling work was performed largely by the COB/TPB staff, and the process was guided by staff of the Northern Virginia District Office of VDOT.

The completed plan report<sup>4</sup> provided a map and ambitious list of proposed highway and transit projects. Among these were:

- 1) New Highways:
  - o Fairfax County Parkway
  - o Route 234 Bypass at Manassas
  - o Route 28 Bypass
  - o Prince William Parkway
  - o Dulles Toll Road Extension
  - o Ridgefield Road
  
- 2) Upgraded Highways
  - o Route 1
  - o Route 7
  - o Route 15
  - o Route 28
  - o Route 29
  - o Route 50
  - o Route 123
  - o Route 234
  - o Route 236

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<sup>4</sup> Northern Virginia 2010 Transportation Plan: Facilities, Financing, Continuing Process; VDOT (January 27, 1989).

- o Route 267
  - o George Washington Parkway
- 3) Interstate Improvements
- o I-66
  - o I-495 (Beltway)
  - o I-95
- 4) HOV and Transit Facilities and Services
- o HOV Grid
    - I-95 to Prince William/Stafford Line
    - I-66 from Gainesville to I-495
    - I-495 from Route 1 to Dulles Toll Road
    - Dulles Toll Road from Leesburg to I-495
    - Route 234 from Manassas to I-66
    - Route 1 from Ft. Belvoir to Alexandria
    - Braddock Road from Rt. 123 to I-495
  - o Rail Service
    - Metrorail to Franconia/Springfield
    - Rail from Vienna to Centreville along I-66
    - Rail in Dulles Corridor from West Falls Church to Leesburg
    - Commuter rail from Fredericksburg and Manassas
  - o Increased Bus Service to Link Major Activity Centers at Timed Transfer Points

To accomplish these improvements, over \$10 billion would be needed through the year 2010, of which about \$7.2 billion would have to come from new revenue sources. Net transit operating costs alone would be \$2.8 billion, and the overall shortfall of transit funding would be \$200 million annually, or \$4.4 billion over the period. Figure 13 summarizes the costs of the recommended plan; which excludes automobile operating costs.

Costs of several additional projects were not included, such as major improvements to the Beltway and Wilson Bridge, among others. Implementation of the plan has not formally begun, although parts are being pursued. The plan process has continued, with special corridor studies on I-95 underway, the Citizens Committee intact, and the new Transportation Coordinating Council set to undertake regular plan updates. A lack of funding has most severely constrained implementation of the Plan, although local concerns about some of the recommendations has also played a role (e.g. the Ridgefield Road recommendation led to a further study of options to link Prince William and Fairfax Counties in the I-95 corridor).

#### I-95

In the I-95 corridor, work continues to extend the separated carpool lanes south to Quantico.

Figure 13

**TABLE 1.**  
**TOTAL NET PUBLIC COSTS - Millions of Dollars (1988)**

Category	1995 Committed Projects	2010 Locally Adopted Plans	2010 Recommended Plan
<b>CAPITAL COSTS (1)</b>			
<b>1. Highways:</b>			
Freeway	\$ 209.9	\$1,104.8	\$1,684.3
Arterial	546.9	1,162.4	1,407.4
Other (2)	<u>155.8</u>	<u>165.4</u>	<u>165.4</u>
TOTAL	912.6	2,432.6	3,257.1
<b>2. HOV</b>			
Separate	168.8	672.8	753.3
Diamond	<u>15.0</u>	<u>15.0</u>	<u>563.8</u>
TOTAL	183.8	687.8	1,317.1
<b>3. Transit</b>			
Commuter Rail	59.0	59.0	118.0
Other Rail (3)	171.0	734.0	2,090.0
Bus on HOV	-0-	-0-	189.7
Metrobus and Local Bus (3)	<u>93.7</u>	<u>283.4</u>	<u>290.2</u>
TOTAL	323.7	1,076.4	2,687.9
<b>Total Capital Costs - All Modes</b>	<b>\$1,420.1</b>	<b>\$4,196.8</b>	<b>\$7,262.1</b>
<b>TRANSIT OPERATING COSTS -</b>			
<b>Total for the Period:</b>	<b><u>1988-1995</u></b>	<b><u>1988-2010</u></b>	<b><u>1988-2010</u></b>
VRE Commuter Rail	\$ 29.4	\$ 117.5	\$ 205.6
Metrorail (4)	148.7	496.4	907.2
Bus on HOV	-0-	-0-	490.7
Metrobus & Local Bus	<u>377.4</u>	<u>1,074.7</u>	<u>1,165.8</u>
<b>Total Operating Costs - All Modes</b>	<b>\$ 555.5</b>	<b>\$1,688.6</b>	<b>\$2,769.3</b>

**NOTES:** (1) Capital Costs are only for those projects shown on the respective plans. They do not include "minor" projects or maintenance with the exception of Note 2 below.

(2) The costs shown for "other highways" are for collector road projects and miscellaneous projects from local government CIP's but not included in any of the plans.

(3) Includes the rehabilitation of Metrorail and Metrobus stock and facilities. The Recommended Plan includes rail extensions to Centreville and Leesburg.

(4) Includes added operating costs of rail extensions in the Recommended Plan.



A special study<sup>5</sup> on alternatives in the I-95 corridor was commissioned by the Policy Committee of the Northern Virginia Transportation Plan in early 1989, in order to examine in greater detail the forecast 2010 travel demand in that corridor (defined to stretch as far north and west as I-66).

Using the Plan as a base, the study group defined three alternatives, including one which utilized HOV and transit options to the maximum extent. Originally 86 different approaches to improving mobility were identified. Subsets were evaluated according to 33 measures of congestion, highway system performance, commuter mode choice, air quality, disruption of neighborhoods and relative costs. Work is continuing.

In May, 1991, Virginia Transportation Secretary John Milliken announced that \$482 million would be recommended for Northern Virginia Interstate Highway Improvements over the next six years, including \$46 million to begin to "unravel the tangled interchange" at I-95/395/495 near Springfield in Fairfax County, which was dubbed by the Secretary as the "Mother of all interchanges."

#### I-66

In the I-66 corridor, work is underway to provide diamond HOV lanes west of the Beltway to Route 50. Secretary Milliken has announced \$112 million over the next six years to add a new lane in each direction from Route 50 to Manassas and to extend the HOV lanes 10.5 miles to Manassas. Construction could begin as early as 1993.

In addition, U.S. Representative Frank Wolf has included \$6 million in the FY 1992 Transportation Appropriation bill for preliminary design, engineering and environmental work on I-66.

The Northern Virginia Transportation Alliance, a private transportation advocacy group, has sponsored a study of I-66 improvements, with the cooperation of VDOT. The recommendations of this study may be utilized in designing the future I-66 work.

#### Beltway/Wilson Bridge

JHK and Associates completed a study for VDOT in which several alternatives for widening and improving the Beltway were identified. Several options included creating HOV lanes, which would be essential for implementing the timed transfer express bus/HOV grid recommended in the Northern Virginia Transportation Plan. While these alternatives are being evaluated, and sources of funding sought, Secretary Milliken has recommended \$16 million to improve the Beltway/Braddock Road interchange and \$46 million for the Springfield I-95/395/495 interchange. The 1992 House

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<sup>5</sup> "I-95 Corridor Study," VDOT Citizens Advisory Committee (February 5, 1991).

Appropriations Bill includes \$2 million for preliminary design of improvements to that "mixing bowl."

In late 1988, a private advocacy group called the "Do It Coalition" published an information guide on the Beltway, called an "Owners' Manual." The pamphlet contained a history of the Beltway (first plans were produced in 1928 by the National Capital Parks and Planning Commission and the official opening was on August 17, 1964), facts and figures (the Beltway is 66 miles long with 55 interchanges), and an interim action plan (more tow trucks, emergency phones, better signs).

The Wilson Bridge is the worst traffic choke point on the Beltway. VDOT and its counterpart in Maryland sponsored a design competition for bridge improvements. The entries have proven to be controversial, due to perceived problems with the environment and aesthetics. One proposal would leave the existing bridge and erect another with carpool lanes included. Since this is a federal bridge and improvements might cost as much as \$1 billion, funding is being sought from the federal government, but with no guarantee of success. While tolls have been mentioned as a possible means to help defray the costs, state and federal reviews to date have not found this to be a practical solution.

COG/TPB has included a 12-lane Wilson Bridge proposal in its FY 1992 Transportation Improvement Program to determine if the recommended 12-lanes will meet the interim conformity guidelines of the 1990 Clean Air Act amendments. Some groups have urged that more alternatives should have been considered by COG/TPB before such an action.

#### Dulles Corridor

In the Dulles Corridor, a staff group is continuing its work in response to a resolution passed by the Commonwealth Transportation Board (CTB) in September, 1990. The resolution called for:

...development as soon as feasible of a comprehensive, phased, multi-modal transportation program including rail service as its transportation objective for the Dulles Corridor...with the understanding that such a program shall be funded to the extent possible by revenues derived from the Dulles Toll Road in excess of those currently encumbered by law or by contract, or necessary for its operation and maintenance....

An implementation plan is to be provided that sets forth sources of funding and leads to rail service "at the earliest date practicable." The staff group created to produce such a program and implementation plan is led by VDOT's Northern Virginia District Office, and includes observers from the Northern Virginia Transportation Plan Citizens Committee and representatives of local governments, WMATA, the Metropolitan Washington Airports Authority (MWAA), NVTC and others.

The group has produced a number of draft scenarios, with various assumptions about the extent to which tolls will be increased, tax districts created, and bonding utilized. The costs of constructing various rail systems in the corridor, together with highway and bus improvements have been documented. A report by the staff group to the CTB should be available in approximately November, 1991, one year after the initial CTB resolution.

As part of overall activities in the Dulles Corridor, Fairfax County expects to complete several park-and-ride lots in the Corridor and initiate interim express bus service, using 60-65 buses, that will be integrated into the County's public transportation network.

In 1990, NVTC organized a major regional effort to produce a transit service plan for a new museum facility (National Air and Space Museum Annex of the Smithsonian Institution), which was expected to open by 1995 at Dulles Airport. The results were reported in detail in NVTC's 1990 Transit Service Coordination Plan.

The Plan called for bus service from the West Falls Church Metrorail station and a shuttle from the Airport Terminal to help serve 2,000-4,000 daily trips.

Since that time the status of the new facility has been clouded by a congressional committee that has sought to reopen competition for the site. Consequently, the location of even a scaled-back facility is uncertain, but the need to serve such a market at some point during the 1990's must be kept in mind as plans for the Dulles Corridor are produced.

#### Metro Strategic Planning

In late 1990, WMATA obtained authorization for \$1.2 billion in federal funds which may be enough, when combined with local funds, to complete the 103-mile Metrorail system within the next decade. Consequently, the Authority may now be more willing to explore future expansions of the rail system beyond the base 103-miles. Authority staff are active participants in the ongoing Dulles Corridor plan, in which extension of Metrorail to the Airport is under active consideration.

WMATA also has produced strategic planning documents and among the ideas under consideration by the Authority's Strategic Planning Committee to improve coordination are:

- o Simplify bus fares;
- o Easier bus-to-rail and rail-to-bus transfers;
- o Expanded reciprocal transfer agreements;
- o Combined Metrorail-commuter rail pass;
- o Regional transit pass;
- o Similar bus and rail service hours;
- o Timed transfers among buses and bus/rail;
- o Joint sales of WMATA and other public transit fare media;

- o Include all local transit services in WMATA's computerized customer information system;
- o Include local bus information on Metrobus bus stop signs; and
- o Distribute local bus schedules at Metrorail stations and by mail.

Implementation of these low-cost ideas by WMATA and its local bus and rail partners would result in great improvements for public transit users.

#### NVTC's Regional Transit "Connections Project"

Along the same lines as WMATA's strategic planning ideas for improved coordination the Northern Virginia Transportation Commission was awarded grants by the Urban Mass Transportation Administration and the Virginia Department of Transportation for the establishment of an innovative "Transit Store" and to develop brochures and posters providing information about the interrelationship of the region's many public transit services.

Opened in June, 1989, the Transit Store in Ballston (Arlington County) is the first retail sales, service and information outlet in the Commonwealth of Virginia dedicated to the sale of transit fare media (on site and by mail), as well as the dispensing of personalized, computerized transit and ridesharing information. Additionally, it is unique in its offerings of transit information and outreach service to the mobility-impaired population of the region. The Ballston Transit Store began as a one-year demonstration project operated as a public/private venture under the management of NVTC and the Ballston Partnership, a consortium of Ballston area businesses and governments. The project is continuing under funding by Arlington County and the Ballston Partnership with an expanded ridesharing role for the County. NVTC's state grant funds continue to help defray costs of assisting elderly and handicapped persons with their transportation needs. A transit store oversight committee establishes operating policy and provides guidance. The new location is in the heart of the Ballston Commons shopping mall.

In keeping with the "Connections" theme, NVTC--with the support of its graphic arts consultant Peter Muller-Munk Associates--developed and distributed over 15,000 brochures and transit maps. A "connections logo" was designed, providing a unified focal point for all project activities and transit store signage. The brochures were developed to consolidate, under an attractive cover, all transportation services and telephone numbers in the Northern Virginia area. "The Northern Virginia Transportation Guide" is a comprehensive guide to interconnected transportation services, including a user-friendly, color-coded table listing fares, transfer policies, park-and-ride lots, and mobility-impaired information. The "Ballston" and "Old Town Alexandria" Guides provide more area-specific transit information, illustrating locations of specific carrier transfer points and telephone information.

Large, two-sheet poster size maps are displayed in all Northern Virginia Metrorail stations. These maps were developed by NVTC to provide the transit rider with an up-to-date display and telephone listing of all transit carriers, and to accompany the "Northern Virginia Transportation Guide."

In May, 1990, NVTC sponsored a "Transit Awards Breakfast" at which it honored deserving bus drivers and administrators from regional, local and private transit and paratransit (door-to-door) providers. This event has become an annual tradition to promote public awareness of the diverse transit services available in Northern Virginia and to help instill pride among employees, with the second successful breakfast held during National Transit Awareness Week in May, 1991.

### Study of Reverse Commuting

In late July, 1990, COG published a detailed study of reverse commuting in the Metropolitan Washington Area (travel during rush hours away from the core employment areas of the District of Columbia, Crystal City, Rosslyn and the Pentagon).<sup>6</sup>

Among the findings were:

- o Reverse commuting is growing faster than traditional commuting, increasing by 45 percent to 74,000 daily trips from 1980 to 1988.
- o 44 percent of these reverse commuter trips are made by Alexandria and Arlington residents.
- o Half of the destinations were in Fairfax County.
- o 78 percent of the destinations are inside or just outside the Beltway.
- o The transit mode-share for reverse commuters dropped to 16 percent in 1988 from 18 percent in 1980, while transit's share of core-bound trips increased to 38 percent from 34 percent over the 1980-88 period. Transit fares are two to three times as high as automobile operating costs, except in specific areas with high parking costs. Those who use transit for such trips tend not to have access to private autos (20 percent versus five percent for in-bound commuters).
- o Transit has excess capacity in the reverse direction and consequent low incremental costs, but the wide availability of automobiles, low cost and quick auto travel times, and wide dispersion of employment sites make capturing more transit riders from this market problematic.

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<sup>6</sup> "Analysis of Reverse Commuting Patterns," MWCOG/TPB (July 27, 1990).

- o One possibility would be to alter Metrorail fares to be lower for reverse commutes (or perhaps use rail to bus discounts).
- o To reach suburban employment sites from Metrorail stations, employer sponsored vans or buses may be required.

### Study of Circumferential Transit

COG/TPB has applied for a federal grant to undertake another study that will explore the potential of improved transit to serve trips to suburban employers.<sup>7</sup> COG staff intends to link radial corridors with circumferential service.

Specifically, three configurations of transit service will be evaluated:

- o Express line-haul with separate feeder service;
- o Through routing (like Shirley Highway bus service); and
- o Timed transfers on a rail or HOV grid.

The demand for such services and the costs of providing them will be estimated in the study, which will have a budget of \$110,000 and require six months to complete.

### VRE Strategic Planning

The Virginia Railway Express Operations Board is planning for its future growth even before the first train carries revenue passengers. The Board recognizes that both GO-Transit in Toronto and MARC in Maryland began with initial one-way passenger trips of about 6,000 daily (VRE anticipates about 9,000). Today GO-Transit carries 100,000 daily one-way passenger trips and MARC is approaching 20,000.

If \$4 million annually in federal funds were to be provided for VRE capital (under the existing UMTA Section 9 formula grant program), VRE could add sufficient capacity to carry 20,000 daily passenger trips by the start of the 21st century.

Partners with which to cooperate in any such expansion must include WMATA, VDOT, Maryland, AMTRAK, CSX, RF&P, Norfolk Southern, Conrail and NVTC/PRTC local governments, as well as private land-owners and developers at potential station sites.

Whether to enlarge the tunnel under the U.S. Capitol at First Street is an important decision for VRE and AMTRAK, since otherwise traditional bi-level railcars cannot be purchased due to clearance

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<sup>7</sup> "Proposal for a Study of the Feasibility of Circumferential Transit Services in the Washington Metropolitan Area," MWCOG/TPB (April 25, 1990).

problems. VRE must decide by the end of 1991 about whether to purchase and rehabilitate used railcars or purchase additional single-level new railcars. Given the extensive lead times for railcar production, the Board decision on second-generation equipment must come soon thereafter.

More parking could be added at several existing VRE stations. Some flexibility to increase the frequency of VRE service is also possible, but will depend on the permission of the freight railroads that own the tracks.

Bus service connections could also facilitate reverse commuting (e.g. George Mason University from Burke Centre, IBM from Broad Run, and Potomac Mills from Rippon).

Service could be extended toward Bealeton on the NS perhaps to Gainesville, and as far south as Richmond on the RF&P, again depending on the cooperation of the freight railroads and affected jurisdictions.

AMTRAK has served notice that its Northeast Corridor capacity has become severely constrained and it will look to its partners in commuter rail projects to help finance needed improvements.

Possible capital costs for some of these expansion projects include \$16 million for service south to Richmond, \$10 million to serve Ft. Belvoir with reverse commute access, and \$20 million for First Street Tunnel improvements.

#### Reston Transit Center/Timed Transfer Demonstration Project

Since October of 1990 the Reston Internal Bus System (RIBS) has been operating on a Timed Transfer System. This is a demonstration project sponsored by an experimental grant from the Virginia Department of Transportation, Fairfax County, and by private funds from Reston Town Center. The experimental grant is for a one-year period, so the Timed Transfer System will operate through October, 1991 at which time an evaluation of the project will be conducted.

Under the Timed Transfer System the three RIBS routes converge on the transit center, located in the Reston Town Center, every 40 minutes. At the transit center passengers can make convenient transfers. During midday hours the Reston Express also meets the RIBS buses at the transit center, providing a direct link to the West Falls Church Metrorail station.

The idea of a Timed Transfer system is to provide centralized and efficient bus service. The October 1990 project implementation date was chosen to coincide with the opening of the Reston Town Center.

## Loudoun County Transit Demonstration Project

Loudoun County joined NVTC in 1990, after initiating its own transportation district commission during the previous year. In addition to becoming an active member of NVTC, Loudoun County sought and was awarded a VDOT experimental transit grant to assist the Sterling Commuter Bus system provide better service and expand ridership.

Using NVTC's 1988 commuter bus study as a guide, the current private, public-service operator may be capturing only about a third of the potential market.

The County proposed a two-part approach for the most effective utilization of the program grant. The 1988 NVTC Market Study needs to be updated and correlated with other studies that have been made. From an analysis of this revised material, a service plan will be developed identifying the most appropriate application of additional service. The second part of the project would provide operational assistance to support the additional service. The form of operational assistance would be similar to the innovative program the County has already initiated with Sterling Commuter Bus in November, 1990.

Under this program, the County purchases full fare tickets from Sterling Commuter Bus which are then marketed to new riders at a substantial discount. By this means, new riders are introduced to the service with the intent that they will become permanent full fare riders. The ticket program is coupled to a promotional effort undertaken by County staff and the volunteers of the Sterling Commuter Bus. Included in the promotional effort is: local newspaper advertising, public media events, information posters, homeowner associations contact, and securing local business support. A major objective of the program is to bring ridership levels to the point at which operations costs are self-sustaining.

### Maglev

Magnetic levitation technology, called Maglev for short, may be competitive for trips of 100 to 600 miles at speeds well over 200 miles per hour. A one-mile test segment has been integrated into the Berlin Subway system. The Federal Railroad Administration has about \$6 million available to support Maglev and the Corps of Engineers has another \$4 million. As much as \$750 million is included in the Senate version of the Surface Transportation Efficiency Act of 1991.

A local group, called MAGTRANS, has been exploring the possibility of including the Commonwealth of Virginia in any regional Maglev system. The group proposes that implementing such a system would help continue the economic growth of the region, provide spill-over technologies that could be used in other industries, and would be an environmentally safe technology that would reduce the use of petroleum and would be virtually noiseless. Connections could be explored between the three airports in the



region (Dulles, Baltimore-Washington and National) as well as with local and regional transit systems at such locations as Union Station in the District of Columbia or King Street in Alexandria and with other airports and transportation centers (e.g. Richmond, Tidewater). With the construction over the next several years of a 14-mile Maglev system connecting Orlando International Airport with Walt Disney World, realistic construction and operational cost data will be available to better evaluate the Maglev against more conventional technology.

Another group, known as Maglev USA, is working to establish the Baltimore-Washington corridor as a federal demonstration site. Senator Mikulski is seeking a \$500,000 federal authorization for that purpose. Governor Wilder of Virginia has asked that his state be included in any federal project to demonstrate such service in the Northeast Corridor (Boston to Washington, D.C.).

### Intelligent Vehicle Highway Systems

A host of systems is included under this heading, labelled IVHS, ranging from automobile dashboard-navigation systems to automobile trains that incorporate radar, electronic sensing devices, lasers and even satellites to produce an efficient highway system. One firm has proposed a navigation system--the motorist information system--that would be tested in the Northern Virginia region.

The goal of this navigation system is to supply the driver with real time traffic information that allows the commuter to avoid congested areas and thereby obtain greater utilization of the existing roadway infrastructure. The navigation system consists of a TV monitor placed in the car that displays a map of the area. A continuous stream of information is beamed from a traffic control center to the car, with congested areas highlighted on the monitor. The key to this system is that it works with constantly updated information and displays the trouble spots on the map. These features allow the driver to confidently plot an alternative route. This method is an alternative to helicopter-based traffic reports that direct the driver, since most commuters are unwilling to follow verbal directions to alternative routes, particularly over unfamiliar terrain.

This system might be useful for one Northern Virginia region in particular: The area would extend from I-66 up through the Dulles Access Road and the Route 7 corridor and down to and including the American Legion Bridge on the Capital Beltway.

Dulles Toll Road commuters soon will be able to pay their tolls electronically. The system consists of an electronic tag, called a transponder, that is attached to the license plate. As the drivers pass a certain point, sensors in either the pavement or on an overhead sign will charge a toll automatically by deducting the total from revenue encoded in the transponder. The commuter will pay a security deposit for the use of the transponder and will have three payment options available. Commuters may be billed through

the mail, have the charges appear on their credit card statement, or go to a designated location to add money to their account. This system should decrease lines at toll plazas and be more convenient for commuters since they won't have to slow down or fumble with change.

This automatic vehicle identification system, which is being used in New Orleans and Dallas to automatically pay tolls, could be used in other ways. For example, the transponder can allow two-way communications and be combined with the navigation-type system outlined above. Thus, not only would the toll be paid, but the sensor could transmit information about congested areas that lie ahead and pick-up information about traffic flow. This information could be used by the driver to steer away from the congested area and by the traffic control center to relieve pressure in the congested area by changing the traffic signals to slow traffic heading to the choke point.

Though the use of such technologies may seem futuristic, the technology to implement these navigational systems exists today. However, as in many other areas, the U.S. lags behind the Japanese and Europeans in this field. Western Europe has pledged \$5 billion over the next eight years for research in this type of technology. Two taxi companies in Osaka, Japan have dashboard monitors that display traffic reports, maps and train and airline schedules. In contrast, total U.S. investment to date by the government and universities is estimated at \$20 million, with only \$2.3 million in federal funds spent this year. The Department of Transportation estimated that IVHS cars will help boost the sale of auto electronics from an \$8.5 billion market to a \$28 billion a year industry by the turn of the century.

U.S. Representative Frank Wolf has announced that \$750,000 is included in the FY 1992 federal transportation appropriations bill for George Mason University to conduct research on IVHS. The University would provide \$250,000 matching funds. Representative Wolf stated that Northern Virginia's infrastructure "is perfect for demonstration and testing of IVHS technologies," including interstate and primary roads, toll roads, bridges and draw bridges, subway and bus transit, and two airports.

**SECTION IV:**

**LEGISLATION**

Woven into the tapestry of transportation facilities and services, plans, studies and demonstrations described above, are several new and important themes emerging from state and federal legislation.

### SJR 188

Senate Joint Resolution 188 of the 1991 General Assembly session calls for a study to be completed for the 1993 General Assembly session and the Governor (with an interim report to the 1992 General Assembly session and the Governor). The subject is improvements in the allocation process for the Commonwealth's Transportation Trust Fund. The study must also address the need for rail and freight passenger services and programs, including funding sources.

VDOT is conducting a series of public hearings asking those who testify to address, among other issues:

- o Considerations in defining equity;
- o Appropriateness of programs "funded off the top" of the formula (of which transit assistance is one);
- o Relative allocations to parts, airports, highways, rail and transit;
- o Advisability of a rail fund; and
- o Formula alternatives.

In testimony to VDOT regarding SJR 188, NVTC's Chairman Ellen Bozman stated that NVTC receives approximately \$50 million in financial assistance annually from VDOT programs, and uses the proceeds to support vital public transit services in our region, including Metrorail, Metrobus, the Fairfax Connector, Alexandria DASH, City of Fairfax CUE Bus, Arlington's Crystal City Trolley Replica Bus, and (soon) the Virginia Railway Express.

She added that the Commission has sponsored transportation financial allocation studies in the past, the most recent being a detailed analysis of KPMG Peat Marwick, completed in January, 1990.

That study, using the Northern Virginia Transportation Plan as a base, examined federal, state and local sources of funding for the region's \$10 billion in estimated needs through the year 2010. For 1988 (the study year), an estimated \$490 million of transportation revenues were paid by Northern Virginia residents to the state and federal governments. Approximately two-thirds of every dollar paid by our residents and businesses to the Commonwealth for transportation purposes was returned to the region. Almost three-quarters of state motor fuels tax collections was returned to us. A much lower proportion (slightly more than half) was returned to the region from federal motor fuels taxes.

NVTC's position is that both federal and state allocation processes are unfair to Northern Virginia and need to be adjusted. Formulas should take into account the extent to which traffic congestion exists by allocating more of the funds to states and

regions with relatively high levels of vehicle miles traveled per lane-mile of highway.

The Surface Transportation Efficiency Act of 1991, recently passed by the Senate, does not satisfactorily resolve all inequities in federal formula assistance, but does offer increased flexibility to shift funds from highway to transit use, based on local assessments of the most effective means to reduce congestion and improve air quality. Whatever reauthorization bill eventually is signed into law by the President will very likely have enormous implications for state transportation programs. Mrs. Bozman urged VDOT to carefully consider these implications in its SJR 188 study.

At the state level, the SJR 188 study provides an excellent opportunity to reexamine the entire process, to be certain that funds flow in an equitable and effective manner to support all the Commonwealth's regions and all transportation modes.

To be most effective, any revisions in the state allocation process must be accompanied by additional revenues. Transportation needs are so great in Northern Virginia alone, that existing financial resources cannot begin to meet them. For example, the capital budgets of the Washington Metropolitan Area Transit Authority for the Fiscal Years 1991 through 1997 require \$775 million, primarily for railcar overhaul, bus replacement, rail station rehabilitation, and safety improvements. To pay for these essential capital projects, an additional \$381.5 million is needed from Virginia, Maryland and the District of Columbia beyond currently projected sources.

Turning to Metrorail construction, Congress has lowered the federal share to 62.5 percent from 80 percent. That means the local share almost doubled. To complete the remaining 103-mile system, almost \$800 million is needed in local funding between now and FY 1997.

Adding these enormous local Metro funding responsibilities to the capital needs of our other public transit and ridesharing programs, plus a likely rail line in the Dulles Corridor, plus new highways and High Occupancy Vehicle lanes, it is readily apparent that local governments alone cannot pay for these basic transportation improvements. Yet, the improvements must be made if the region is to return to prosperity and regain its status as the "economic engine" of the Commonwealth.

#### Clean Air Act

In November, 1990 the Federal Clean Air Act Amendments were signed into law. According to USDOT officials, this legislation provided an "extremely detailed and complex law that will have a major impact on the programs of the FHWA and UMTA."

So-called "interim conformity guidance" has been issued for the period November, 1990 through November, 1991. The final DOT/EPA

conformity rules presumably will be issued before the end of the year.

Basically, the guidance requires heavy emphasis by Metropolitan Planning Organizations (MPO's), especially in non-attainment areas (those not meeting clean air standards), on implementing transportation control measures (TCM's) in approved state implementation plans (SIP's). These amendments and rules will seriously constrain the ability to use federal funds to build traditional highways in urban areas. For example, Transportation Improvement Programs (TIP's) must demonstrate a reduction in emissions compared to the baseline (no build) scenario.

Combined with the promised flexibility for MPO's to shift funds from highways to transit that may result from the renewal by Congress of surface transportation programs this year, the Clean Air Act Amendments offer a powerful incentive to implement transit alternatives to traditional highways. However, transit itself will have to alter traditional ways of providing service. For example, the traditional diesel engine for buses must be eliminated in the next few years.

#### Americans With Disabilities Act of 1991

This federal legislation, together with rules promulgated during 1991 by the U.S. Justice Department, Architectural and Transportation Barriers Compliance Board, USDOT and others, is having a major impact on all aspects of U.S. transportation, especially public transit providers. Basically, accessibility is to be guaranteed, with all new buses lift-equipped, and paratransit services provided for those who are unable to use fixed route services.

An implementation plan for paratransit service must be prepared by this region's transit operators to comply with the act. A regional paratransit coordinating committee has been established to produce such a plan, which is due January 25, 1992.

Appendix J contains the first quarterly report of this committee, including a list of members, preliminary findings and proposed principles and schedule. A synopsis of major provisions of the implementation rules is also included in the appendix.

Appendix K describes the existing paratransit systems in Northern Virginia.

According to the Urban Mass Transportation Administration, complying with the rules will be very costly. UMTA suggests that an annual average compliance cost to provide the paratransit service would be \$28.7 million for each of the ten largest U.S. transit systems, including WMATA. Systems serving populations of 500,000 to 1 million should expect to pay about \$5.8 million annually (e.g. Fairfax County).

## Surface Transportation Efficiency Act of 1991

This major surface transportation five-year reauthorization bill was passed by the Senate on June 19, 1991. It provides \$122 billion for highways and transit, including \$46 billion of flexible highway funds that could be used for transit projects. For transit, \$21 billion is provided over five years, well above current levels of about \$3 billion annually, but below the \$6 billion annual amounts needed to restore inflation-adjusted funding levels of the early 1980's.

The bill also provides some improvement in Virginia's share of highway funds.

The House has not yet considered its version of the bill.

In addition to the increased funding, a very important aspect of the bill is the increased local flexibility afforded to Metropolitan Planning Organizations (MPO's) to shift funds among modes. Given safeguards provided in the act, and through the Clean Air Act Amendments, the ability to shift transit funds to highway uses in major urban areas is very restricted.

### Transit Pass Tax Exemption

The current limit of tax deductible employer contributions for transit fares paid by employees is \$21 monthly. If an employer provides more than this amount, the entire amount is fully taxable to both employer and employee. By contrast, free employee parking remains totally untaxed, no matter how great the cost. This establishes an inappropriate financial incentive against transit and ridesharing, despite growing public concerns about congestion, clean air and energy conservation.

Two bills currently before Congress are among those that would allow at least \$60 in monthly tax free transit pass incentives and eliminate the taxation of the entire amount for payments in excess of the maximum (Representative Matsui's HR 1145 and Senator Moynihan's S26).

A recent COG study<sup>1</sup> reinforced the importance of establishing a level playing field for transit and private automobiles. The authors determined average market rates being charged at various locations, the number of employees who pay or receive free parking, and the dollar value of free versus paid parking. Among the findings were:

- o Despite Tysons Corner's large employee density (20,000 employees per square mile), mostly free parking is provided and transit use is low. Metrorail users might pay \$2.50 per day to park at stations.

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<sup>1</sup> "Commuter Parking Cost Study," MWCOG/TPB (April, 1991).

- o Average daily downtown District of Columbia parking charges range from \$5.30 to \$7.50.
- o In the downtown area, 118,000 commuters receive free parking as an employee fringe benefit, or 38 percent of all cars parked. About one-quarter of cars parked free are at federal facilities.
- o At outlying business districts such as Alexandria, 67 percent of cars park free.



**SECTION V:**

**INSTITUTIONS**

With the widespread pessimism about the state of Northern Virginia's transportation system, and the diversity of organizations seeking to find solutions, it is not surprising to find numerous proposals for institutional reforms. Among these are ideas such as that of the Northern Virginia Transportation Alliance, which is seeking a strong regional authority with power to raise funds and build highways and transit projects, perhaps including the controversial East and West Bypasses. Others fear any such agency would be subject to the control of development interests and too far removed from the voters.

Faced with such a diversity of opinion about how best to organize the public and private sector to plan and implement needed transportation facilities and services, the new Transportation Coordinating Council (TCC) which had its first meeting on July 24, 1991, offers great promise to mediate competing interests.

### Transportation Coordinating Council (TCC)

This new organization consists primarily of the membership of NVTC and PRTC, plus representatives of several towns and of a Citizens Committee. There are 36 members altogether. The Northern Virginia representative on the Commonwealth Transportation Board is chairing the group, which was established by Governor Wilder. The idea originated at NVTC in the late 1980's when then Chairman (now Transportation Secretary) John Milliken called for a regional body to help set priorities and update Northern Virginia's Transportation Plan.

At the first meeting on July 24, 1991, Governor Wilder stated his objectives for the process to include:

- o Create an environment for consensus (this body is larger with wider participation, including VDOT, than other regional groups).
- o Spark new ideas for funding.
- o Provide a forum for local concerns.
- o Devise new solutions.

The Secretary of Transportation reported that an important aspect of the TCC is bringing local elected officials into the process to produce a plan, implementation priorities and policies that provide balance between highways and transit.

In his charge to the TCC, the Chairman of the group, Byron Waldman, defined the workprogram to include:

- o Updating the regional transportation plan.
- o Reviewing local plans for conformity and completeness.
- o Adopting guidelines for key regional projects, setting priorities and developing realistic programs for financing.
- o Priorities would be provided to meet the Spring, 1992 schedule of the CTB's state allocation process.

The Chairman also urged the TCC to avoid becoming bogged down with a weighty structure, and to keep the process flexible. The members suggested that the implications of the Clean Air Act, local land use plans, the Surface Transportation Efficiency Act of 1991, and uncertain state revenue streams are all subjects requiring careful consideration by the TCC.

An active 50-member citizens advisory committee to the TCC has already called for consideration of land use alternatives in the Dulles Corridor and special attention to Transportation Demand Management.

The TCC has requested a briefing from VDOT staff about progress in implementing the 1989 Northern Virginia Transportation Plan, including projects and technologies that appear to be working well and those that are not.

Members also suggested that a detailed mission statement should be prepared by the TCC and that attention be given to the status of the Eastern Bypass, given major traffic jams being experienced by truck-related incidents on I-95.

The TCC will meet quarterly, with its second meeting set for November 13, 1991 at 7:30 P.M.

Appendix L provides a copy of the TCC's scope of work and a list of members.

#### Transportation Management Associations

Transportation Management Associations (TMA's) form a new institutional mechanism that can be used to coordinate the needs of activity centers with ridesharing and transit services. The Reston Timed Transfer Center is a prime example of how TMA's can work with local governments and regional agencies. Staff from Fairfax County, NVTC and WMATA worked with Reston's TMA (Reston Town Center Joint Committee) to realign bus routes to provide the area with better service. In addition, NVTC worked with the TMA for the Ballston area (Ballston Partnership's Ballston Area Transportation Association) in opening the Ballston Transit Store. Office space and other in-kind grants were provided to help make the store a success.

TMA's usually have full- (or part-) time executive directors or managers who serve at the pleasure of a Board of Directors consisting primarily of private business people, with some representation of local governments. Member dues usually fund the employee outreach programs, surveys, ridematching, and marketing efforts of the TMA's. Occasionally government grants are utilized.

The Dulles Area Transportation Association has applied for a grant from the UMTA/FHWA Operational Action Program for Improving Urban Mobility. It seeks to deploy an Advanced Traveler Information System in the Dulles area, including the application of Intelligent Vehicle Highway Systems (IVHS) technologies. The

project will combine travel demand management (TDM), freeway incident management, and transit service improvements. These include "guaranteed ride home" programs to provide free trips by taxi for transit users or ridesharers who must travel home during non-peak hours. Other TDM actions are:

- o Better transit service.
- o Promotion of ridesharing.
- o Customized commute service such as subscription buses and vans.
- o Incentives for using commuting alternatives (e.g. preferential HOV parking, on-site services such as dry cleaning).
- o Flexible work schedules or telecommuting (work at home) to reduce peak travel.
- o Park-and-ride network.
- o Transit sensitive site design.

The grant would seek to demonstrate "real time" carpool matching to provide current lists of interested commuters for a greater likelihood of successful matches. This may be done by television or video/audio-tex systems.

For freeway incident management, roadside transmitters or coaxial cables could broadcast current information to cars and homes, and roadside variable message signs could also be used. For the future in-vehicle navigation systems might also guide drivers away from incidents. For Metrorail and Metrobus, electronic displays at stops could indicate the arrival time of the next vehicle. Because many users of the Dulles Toll Road will choose to use transponders for the "Fastoll" system (automatic debiting), these devices may also be used to provide data on travel times by various routes.

#### Private Sector

In addition to TMA's, other private initiatives offer great promise. The Route 28 Improvement Tax District is providing \$110 million for widening of that important facility. The Virginia Toll Road Cooperation is seeking to build and operate an extension of the Dulles Toll Road from the Dulles Airport to Leesburg. Elsewhere, the California Private Transportation Corporation has signed a franchise agreement with the California Department of Transportation to build and operate a 10-mile private toll road in Orange and Riverside Counties at a cost of \$88 million.

MWCOG hosts annual conferences in which public and private transit providers meet to exchange information on future plans. It also has a permanent committee of private transit providers, currently chaired by James McLary of TMSI, Inc., an Alexandria-based transit management firm.

### Citizen Involvement

As described above, citizens are participating actively in the new Transportation Coordinating Council, as they did in the earlier Northern Virginia Transportation Plan. The Friends of the Virginia Railway Express is a group of 200 citizens boosting the implementation of the new commuter rail system.

NVTC co-sponsors with WMATA public hearings on rail and bus fare and route changes in an effort to solicit the views of riders before changes are made. VRE also conducted an extensive set of hearings and meetings regarding its fare structure before the two Commissions acted to adopt the fares.

MWCOG's Task Force on Growth and Transportation warned that the region risked paralysis without developing a consensus building process. In its June, 1991 report it quoted the Director of the Transportation Research Board, Tom Deen:

Our biggest danger...is not that we will take the wrong action, but that we will take no action--that we will remain paralyzed by conflicting goals, interest group views, and professional solutions confronting us. Though we have the resources, knowledge and technology, we cannot move ahead unless we can develop a unifying vision around which we can rally.<sup>9</sup>

### Land Use

As described above, MWCOG's Task Force on Growth and Transportation provided in its June, 1991 report a clarion call to arms to develop an all-inclusive process to join land use and transportation considerations into a successful strategy to beat traffic congestion:

If current trends continue, widespread traffic congestion is inevitable in the future because new employment sites have been developed with an insufficient mix of housing options close by. The dispersion of employment and household growth will result in densities too low to support transit and other high occupancy vehicle modes. And as residential developments are built farther and farther from the center of the region, where they cannot be well served economically or environmentally, the cost of living will continue to rise. We will quickly find that the quality of life we expect from our economic prosperity will be harder and harder to achieve.<sup>10</sup>

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<sup>9</sup> Task Force Report at 17.

<sup>10</sup> Task Force Report at 12.

While some would argue that transit, even rail transit, still can be cost-effective without massive densities, the Task Force's concern is well-founded for understanding local land use, both current patterns and plans for the future, when preparing transportation solutions for congestion.

To that end, the Northern Virginia Planning District Commission sponsors annual Land Use and Transportation Seminars for local elected officials that are well attended and informative. That agency also is seeking federal grant funds to examine the before and after impacts of the VRE commuter rail system on local land use near stations.

**SECTION VI:**

**CONCLUSIONS**

In the past year public testimony by Northern Virginia interests before federal agencies and congressional committees, at state hearings by VDOT and the CTB, and at local hearings on Metro service changes and VRE fares, has displayed remarkable unanimity. Some specific differences remain (e.g. should there be a powerful regional transportation authority in Northern Virginia, or will the Transportation Coordinating Committee be sufficient to guide the region to set priorities and implement projects?). However, public sentiment expressed by local elected officials, business interests and citizens seems to strongly support the following policies.

At the federal level:

- 1) Increased flexibility to shift program funds to achieve local priorities.
- 2) Where new standards and regulations are imposed, provide financial resources to help achieve them.
- 3) Concentrate on raising more revenue and distributing it equitably according to transportation use and with consideration for where the revenue was raised.
- 4) Revise the tax code to remove anti-transit biases.
- 5) Avoid red-tape that holds up local progress on transit projects that are widely favored by citizens, environmentally sound and help conserve energy.
- 6) Allow the appropriate use of tolls on federal facilities.
- 7) Provide a steady, predictable, long-term source of funding that facilitates borrowing by recipients to leverage funds.

At the state level:

- 1) Return more funds to Northern Virginia based on level of transportation use and source of revenue.
- 2) Involve local governments and citizens in decision-making on funding and priorities.
- 3) Concentrate on projects that have real prospects of success rather than abstract wish lists.
- 4) Provide credits in the funding allocation process for projects that promote ridesharing and public transit use.
- 5) Consolidate and simplify funding categories.
- 6) Leverage state transportation funds through borrowing and other means.
- 7) Work with the private sector to obtain privately funded facilities for public use (e.g. Dulles Toll Road Extension).



At the local level:

- 1) Integrate land use planning with transportation planning.
- 2) Identify, purchase and reserve rights-of-way for future transportation projects.
- 3) Involve the public in decision-making, including the Transportation Coordinating Council.
- 4) Recognize the implications of federal Clean Air Act regulations for producing the annual Transportation Improvement Plan, and move promptly to incorporate highway and transit projects into an environmentally sound strategy.
- 5) Complete the 103-mile Metrorail system and look for opportunities to expand rail service in a cost-effective manner.
- 6) Utilize transportation demand management techniques to make better use of existing facilities, working cooperatively with public/private Transportation Management Associations.

While these policies are not formally adopted, they do appear to have widespread support. As described in this Transportation Service Coordination Plan, Northern Virginia has an extensive transportation network with a wide array of agencies working very hard to improve its performance, but the public's perception is that the region is falling further behind. If the policies listed above were to be implemented, many believe that the region would show improvements and face the future with a firm resolve to beat congestion.

This TSCP is one small part of that process, and has attempted to provide a comprehensive source of information about the region's transportation system, problems, and potential.

**APPENDICES**

**APPENDIX A**

**DIRECTORY OF TRANSPORTATION ORGANIZATIONS**

TRANSPORTATION DIRECTORY  
FOR NORTHERN VIRGINIA

Regional

- (202) 223-6800 Metropolitan Washington Council of Governments
- (703) 783-POOL RIDE FINDERS carpool/vanpool information
- (703) 685-8100 Metropolitan Washington Airports Authority
- (703) 685-1400 WASHINGTON FLYER ground transportation to Dulles and  
National Airport
- (703) 471-4242 Dulles: airline, airport information
- (202) 962-1234 Washington Metropolitan Area Transit Authority (METRO)
- (202) 962-1245 Elderly/Disabled assistance, ID cards
- (202) 637-7000 METRO bus/rail information
- (202) 962-1825 METRO ON-CALL lift-equipped buses
- (703) 359-1100/60 Virginia Department of Transportation
- (703) 642-0700 Northern Virginia Planning District Commission
- (703) 524-3322 Northern Virginia Transportation Commission
- (703) 369-6173 Potomac and Rappahannock Transportation District Comm.
- (703) 524-3322 Virginia Railway Express
- (703) 734-9754 Dulles Toll Road Operations Center

City of Alexandria (All 703 Area Code)

- 838-3800 Alexandria Transportation Planning Board
- 838-3800 DOT specialized disabled transportation
- 838-3800 RIDESHARING carpool/vanpool/transit
- 370-DASH DASH bus information

Arlington County (All 703 Area Code)

- 358-3698 Arlington Transportation Commission
- 358-4786 Farewheels - paratransit
- 358-3575 Arlington Trolley Replica Bus
- 528-3541 Ballston Transit Store

City of Fairfax (All 703 Area Code)

358-7859 CUE Bus/general transit/Farewheels information

Fairfax County (All 703 Area Code)

246-1100 Office of Transportation  
246-1111 RIDESOURCES carpool, vanpool, transit  
246-5242 Human Services Transportation  
339-7200 FAIRFAX CONNECTOR bus information  
548-4545 Reston RIBS bus information  
548-4545 Tysons Shuttle information  
359-8400 FASTRAN (over 60) info and referral

City of Falls Church (All 703 Area Code)

241-5040 Planning Department  
241-5005 Farewheels - subsidized taxi  
359-8400 FASTRAN info and referral

Loudoun County (All 703 Area Code)

777-0246 Department of Planning and Zoning

**APPENDIX B**

**DIRECTORY OF REGIONAL RIDESHARING RESOURCES**

## Regional Ridesharing Resources

The Ride Finders Network has been working since 1974 to match the region's commuters who wish to join car or van pools. This coordinating program, which is operated by the Metropolitan Washington Council of Governments, works by linking the ridesharing programs operated by the City of Alexandria, Arlington County, Fairfax County, Loudoun County and various other entities throughout the greater metropolitan region into one computer network. Of the 9,700 commuters in the system, one third come from the jurisdictions listed above.

REGIONAL RIDESHARING PROGRAMS

Local Government

Ride Finders Network  
Metropolitan Washington Council of  
Governments  
777 North Capitol Street, Ste. 300  
Washington, DC 20002  
(202) 962-3333 (business)  
783-POOL (rideshare info)

Federal Facility:  
National Capital Region

Mr. Michael Ziskind  
Mr. Michael Jones  
General Services Administration  
7th and D Streets, S.W.  
Room 2048 WpBOC  
Washington, DC 20407  
(202) 472-4492

General Information

Mr. Wayne Berman  
US Department of Transportation, FHWA  
Office of Traffic Operations  
Room 3101, HTO-34  
400 7th Street, S.W.  
Washington, DC 20590  
(202) 659-0602

FEDERAL RIDESHARING PROGRAMS

Housing and Urban Development

Ms. Marion Jones  
Mail & Transportation Specialist  
Department of Housing & Urban Dev.  
451 7th Street, S.W., Room 5176  
Washington, DC 20410-3700  
(202) 755-5703

Pentagon

Ms. Delilah Young  
Ridesharing Coordinator  
P.O. Box 46301  
Washington, DC 20050-6301  
(202) 697-6251

Nuclear Regulatory Commission

Ms. Renea Bailey  
Administrative Services Coordinator  
US Nuclear Regulatory Commission  
Washington, DC 20555  
(301) 492-0251



VIRGINIA RIDESHARING PROGRAMS

Statewide

Ms. Viktoria Fox/Lauren L. Giannotti  
Virginia Ridesharing Program  
Rail & Public Transportation Division  
Virginia Department of Transportation  
1221 East Broad Street  
Richmond, VA 23219  
(804) 786-8089

Alexandria

Mr. Stephen R. Hayes  
Ridesharing Coordinator  
Alexandria Ridesharing Service  
Office of Transit Services  
P.O. Box 178 City Hall  
Alexandria, VA 22313  
(703) 838-3800

Arlington County

Ms. Robin Bard  
Ridesharing Coordinator  
Ballston Transit Store  
4200 N. 9th Street  
Arlington, VA 22203  
(703) 528-3541

Fairfax County

Ms. Dorothy Cousineau  
Ridesharing Coordinator  
Fairfax County RIDESOURCES  
Office of Transportation  
4050 Legato Road  
Fairfax, VA 22033  
(703) 246-1100 (business)  
(703) 246-1111 (rideshare info)

Lord Fairfax Planning District:  
Clarke, Frederick, Page,  
Shenandoah, and Warren Cos.;  
City of Winchester;  
and Towns of Luray and  
Front Royal

Mr. Rob Kinsley  
Associate Director  
Planning District Commission  
103 East 6th Street  
Front Royal, VA 22630  
(703) 635-4146

Loudoun County

Ms. Lynne Roberts  
Ridesharing Coordinator  
Loudoun County  
39 Catoclin Circle  
Leesburg, VA 22075  
(703) 478-1850

VIRGINIA RIDESHARING PROGRAMS  
(continued)

Prince William County

Ms. Laretta Ruest  
Project Director  
Commuteride  
Prince William County  
1 County Complex Court  
Prince William, VA 22192  
(703) 335-7009 (business)  
Eve. & Weekends: (703) 369-7665  
From Washington: 631-1703 x6846

Rappahannock Area: Caroline,  
King George, Spotsylvania,  
and Stafford Counties, and  
City of Fredericksburg

Ms. Diana Utz  
Rappahannock Area Development  
Commission (RADCO)  
P.O. Box 863  
Fredericksburg, VA 22404  
(703) 373-2890 (business)  
(703) 373-7665 (rideshare info)

Rappahannock-Rapidan Planning  
District: Culpepper, Fauquier,  
Madison, Orange and  
Rappahannock Counties;  
and Towns of Culpepper,  
Gordonsville, Orange and  
Warrenton

Ms. Melody Miller/Ms. Tersea Hurlock  
Ridesharing Coordinator  
Rappahannock-Rapidan Commuter Services  
121 West Locust Street  
Culpepper, VA 22701  
(703) 825-2739

**APPENDIX C**

**DIRECTORY OF TMA'S**

**Transportation Management Associations**

**Ballston Area Transportation Association**  
c/o Ballston Partnership  
Mr. William Demas  
Chairman  
4200 N. 9th Street  
Arlington, Virginia 22203  
(703) 528-3541

**Dulles Area Transportation Association**  
Dr. Sid Steele  
Executive Director  
Suite 138  
13873 Park Center Road  
Herndon, Virginia 22071  
(703) 689-9598

**Reston Town Center Joint Committee**  
Mr. Karl Ingebritsen  
Transportation Manager  
Suite 1400  
11800 Sunrise Valley Drive  
Reston, Virginia 22091  
(703) 620-3015

**TEMPO**  
Ms. Cynthia Fondriest  
Executive Director  
1725 Duke Street  
Suite 660  
Alexandria, Virginia 22314  
(703) 519-8970

**TYTRAN**  
Mr. Pat McEvoy  
President  
P.O. Box 3264  
Tysons Corner, Virginia 22103  
(703) 821-3000

**APPENDIX D**

**VRE DIRECTORY**

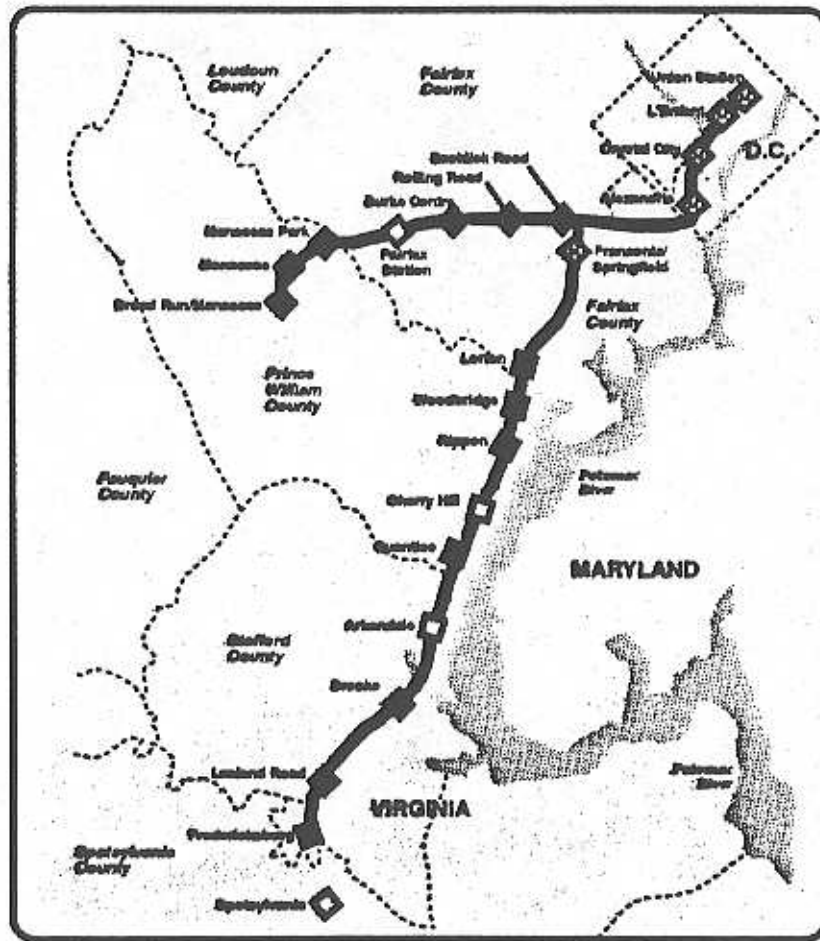


# Virginia Railway Express

A Transportation Partnership

## PROJECT DIRECTORY:

### CONSTRUCTION OF VRE FACILITIES



PROJECT DIRECTORY

Construction of VRE Facilities

<u>Contents</u>	<u>Page</u>
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OWNERS

Northern Virginia Transportation Commission

Contact: \* Steve Roberts, Director of Project Development

\* Alan Tron, Transportation Analyst

Phone: (703) 524-3322

Fax: (703) 524-1756

Address: 4350 North Fairfax Drive, Suite 720  
Arlington, Virginia 22203

Responsibilities: Project management and coordination.

Potomac and Rappahannock Transportation Commission

Contact: \* Randall Farwell, Senior Transportation Planner/Analyst

Phone: (703) 490-4811

Fax: (703) 490-5254

Address: 1519 Davis Ford Rd., Suite One  
Woodbridge, Virginia 22192-2737

Responsibilities: Automated Customer Service & Attitudinal/Market  
Research.

Virginia Railway Express

Contact: \* Tom Waldron, Rail Manager

Address: 4350 North Fairfax Drive, Suite 720  
Arlington, Virginia 22203

Phone: (703) 524-3322

Fax: (703) 524-1756

Responsibilities: Provide technical expertise on equipment, service,  
facilities, and in other aspects of this project.



JURISDICTIONAL STAFF

Arlington County

Contact: \* Ed Tennyson, Public Works Planning Coordinator

Phone: 358-3698

Fax: 358-3594

Address: Mr. Tennyson  
Dept. of Public Works  
#1 Courthouse Plaza, Suite 717  
2100 Clarendon Blvd.  
Arlington, VA 22201

Responsibilities: Provide coordination assistance with County departments.

Station: Crystal City

City of Alexandria

Contact: \* Mary Anderson, Division Chief, Transit & Transit Planning

Phone: (703) 838-3800

Fax: (703) 838-6436

\* Larry Grossman, Chief of Comprehensive Planning

Phone: (703) 838-4666

Fax: (703) 838-4998

\* L.A. McCracken, Transportation Planning Technician

Phone: (703) 838-4411

Fax: (703) 838-4998

Address: City Hall, P.O. Box 178  
Alexandria, Virginia 22313

Responsibilities: Special use permits, design review, and general coordination.

Station: Alexandria (King Street).

City of Fredericksburg

Contact: \* T. Michael Naggs, Director of Code and Compliance

Phone: (703) 372-1080 Fax: (703) 372-1158

\* Eric F. Nelson, Planner

Phone: (703) 372-1010 Fax: (703) 372-1158

Address: P.O. Box 7447  
Fredericksburg, Virginia 22404

Responsibilities: Permits for Fredericksburg. Historic review,  
station renovation and parking.

Station: Fredericksburg

City of Manassas

Contact: \* Liz Weller, City Planner

Phone: (703) 257-8223 Fax: (703) 335-0042

Address: P.O. Box 560  
Manassas, Virginia 22110

Responsibilities: Project coordinator for all questions concerning  
this station.

Station: Manassas.

Fairfax County

Contact: \* Tom Biesiadny, Transportation Planner

Phone: (703) 246-1154 Fax: (703) 691-2889

Address: 4050 Legato Road  
Fairfax, Virginia 22033

Responsibilities: Coordination of parking lots & station platforms,  
Fairfax County permits, and anything that requires  
Fairfax County assistance. Permits for Backlick  
Road, Burke Centre, Lorton and Rolling Road.

Stations: Backlick Road, Burke Center, Lorton, Rolling Road

City of Manassas Park

Contact: \* Troy Taylor, Zoning Administrator

Phone: (703) 335-8820

\* Fred Wharton, Fire Marshall & Building Official

Phone: (703) 335-0053

\* William Kiefer, Public Safety Director

Phone: (703) 335-8845

The City's Fax Number: (703) 335-0053

Address: 1 Park Center  
Manassas Park, Virginia 22111

Responsibilities: o Approving zoning, zoning rules and regulations.  
o Mr. Kiefer is responsible for the Emergency  
Action Plan at this location.

Station: Manassas Park

Prince William County

Contact: \* John Schofield, Assistant Director of Public Works

Phone: (703) 792-6757 Fax: (703) 792-6828

Address: 4361 Ridgewood Centre Drive  
Prince William, Virginia 22192

Responsibilities: Mr. Schofield has been acting as the liaison  
between the County and VRE on permitting and other  
issues.

Stations: o Broad Run, Quantico, Rippon.  
o The County will approve the permits for the Manassas Park  
station.  
o Broad Run Yard

Spotsylvania County

Contact: \* Henry Yankowski, Plans Reviewer

Phone: (703) 582-7042 Fax: (703) 582-6957

Address: Plans Review  
P.O. Box 220  
Spotsylvania, Virginia 22553

Responsibilities: Mr. Yankowski is the primary contact for obtaining permits associated with the construction of the layover yard.

Facility: Layover Yard located in Spotsylvania County.

Stafford County

Contact: \* Kevin Nelson, Planner

Phone: (703) 659-8669 Fax: (703) 659-6824

Address: P.O. Box 339  
Stafford, Virginia 22554

Responsibilities: Any issues concerning the Brooke and Leeland Road Stations.

Stations: Brooke, Leeland Road.

VIRGINIA DEPARTMENT OF TRANSPORTATION

I. Overall Responsibility:

Contact: \* Sally Hill Cooper, Director of Rail and Public Transportation

Phone: (804) 786-4798

Address: Rail & Public Transportation  
Virginia Dept. of Transportation  
1401 East Broad St.  
Richmond, Virginia 23219

II. General Coordination

Contact: \* George Conner, Assistant Rail & Public Transportation Administrator

Phone: (804) 786-1052

\* Robert Payne, Senior Rail Transportation Engineer

Phone: (804) 786-1059 Fax: (804) 786-7286

Address: Rail & Public Transportation  
Virginia Dept. of Transportation  
1401 East Broad St.  
Richmond, Virginia 23219

Responsibilities: Coordinating the design and construction of the parking lots with their associated commuter rail station. Coordination of lease agreements with railroads; act as consultant on project related contracts. Contact with USDOT, provide technical assistance as needed; responsible for property acquisition at some locations.

III. Area Specific

Contact: \* Harry Lee, Fredericksburg District Location and Design Engineer

Phone: (703) 899-4215 Fax: (703) 899-4105

Address: Virginia Dept. of Transportation  
P.O. Box 808  
Fredericksburg, Virginia 22401

Responsibilities: Design of the parking facilities for all the stations with the exception of Backlick and Rolling road in Fairfax County.

\* Andy Myruski, Resident Engineer

Phone: (703) 899-4300 Fax: (703) 899-4168

Address: Virginia Dept. of Transportation  
P.O. Box 808  
Fredericksburg, Virginia 22404-0808

Responsibilities: Construction of the commuter rail parking lots  
within Stafford County.

\* Andy Baily, Resident Engineer

Phone: (703) 359-1220 Fax: (703) 359-1247

Address: 3565 Chain Bridge Road  
Fairfax, Virginia 22030

Responsibilities: Construction of the commuter rail parking lots  
located within Fairfax County.

\* Dan Liston, Resident Engineer

Phone: (703) 361-2151 Fax: (703) 361-8948

Address: P.O. Box 249  
Manassas, Virginia 22110

Responsibilities: Construction of the commuter rail parking lots in  
Prince William County.

#### IV. Financial

Contact: \* Chip Badger, Assistant Administrator for Public  
Transportation

Phone: (804) 786-8135

Address: Rail & Public Transportation Div.  
Virginia Dept. of Transportation  
1401 East Broad St.  
Richmond, Virginia 23219

Responsibilities: Any issues that involve the expenditure of State  
funds on this project.

I. Construction Management:

DeLeuw Cather & Company

Contact: \* Ronald Kleppinger, P.E.

Phone: (703) 491-9263 Fax: (703) 490-5254

Address: C/O PRTC  
1519 Davis Ford Rd., Suite One  
Woodbridge, Virginia 22192-2737

Responsibilities: Construction Manager for VRE Stations and Yards with the exception of project activities at Union Station. As the contracting agency, all communication with Mr. Kleppinger should be through NVTC.

II. L'Enfant Station

Facchina Construction Company, Inc.

Contact: \* Paul Facchina

Phone: (301) 870-3369 Fax: (301) 870-3784

Address: P.O. Box 186  
La Plata, Maryland 20646

Responsibilities: Facchina will build the L'Enfant Station.

R.L. Banks & Associates, Inc.

Contact: \* Ken Withers

Phone: (202) 296-6700 Fax: (202) 296-3700

Address: 1717 K Street N.W., Suite 1010  
Washington, DC 20006-1515

Responsibilities: General Advisor; liaison with Conrail and other railroads regarding L'Enfant. Coordination with D.C., NPS, Boston Properties, J.F. Donahoe & Sons.

III. Layover Yards

Henderson Construction Company, Inc.

Contact: \* David Henderson, Sr.

Phone: (703) 898-2177 Fax: (703) 891-1612

Address: 121 McLaws Street  
Fredericksburg, Virginia 22401

Responsibilities: Henderson will be building the yards at Crossroads  
and Broad Run.

IV. Station Construction

Keystone Builders, Inc.

Contact: \* Joseph Bucaro--Norfolk Southern Stations

\* Steve Richbourg--RF&P Stations

Phone: (703) 968-9395 Fax: (703) 968-7817

Address: 14325 Willard Road, Suite 100  
Chantilly, Virginia 22021

Responsibilities: Keystone will build the stations along the RF&P and  
the Norfolk Southern lines.

V. General Design

STV/Seelye Stevenson Value and Knecht

Contact: \* Chuck Kubisiak, Senior Project Manager

Phone: (212) 777-4400 Fax: (212) 529-5237

Address: 225 Park Avenue South  
New York, NY 10003

Responsibilities: STV was the A-E consultant, will be reviewing shop  
drawings and providing assistance in various areas  
as needed.



10

Daniel, Mann, Johnson, & Mendenhall

Contact: \* Martin Green, Senior Architect

Phone: (301) 576-1300 Fax: (301) 576-1305

Address: 201 North Charles Street, Suite 1900  
Baltimore, MD 21201

Responsibilities: DMJM was the architect subcontractor to STV on this project. They will be reviewing shop drawings and providing other services as needed.

VI. Ticket Vending Machines

Schlumberger Technologies: Parking and Transit Systems

Contact: \* Jack Edger, Sales Director

Phone: (804) 523-2178 Fax: (804) 523-2173

Address: 825-B Greenbrier Circle  
Chesapeake, VA 23320

Responsibilities: Schlumberger Technologies will be providing the Ticket Vending Machines (TVMs) and will assist with related matters such as the installation, etc.

VII. Other Parties

Bravo & Associates, Inc.

Contact: \* Marie Marques Bravo

Phone: (301) 869-3355

Address: 1501 Gravenhurst Terrace  
North Potomac, MD 20878

Responsibilities: General advisor on scheduling and contracting matters for all non-rolling stock related matters.

Charles E. Smith Companies

Contact: \* Bob Sudol, Project Manager

Phone: (703) 769-1440 ext. 1805 Fax: (703) 892-4031

Address: 2345 Crystal Drive  
Arlington, VA 22202

[Charles E. Smith Continued]

Responsibilities: Represent Charles E. Smith Company at the Crystal City site.

Manassas Airport

Contact: \* Ollie Cramer, Airport Manager

Phone: (703) 361-1882

Fax: (703) 257-8286

Address: 10522 Terminal Road  
Manassas, Virginia 22110

Responsibilities: Mr. Cramer is the liaison between the VRE and the Airport and was involved in the negotiations for the easement from the Airport needed for the lead track at the Broad Run Facility.

Metropolitan Washington Airports Authority

Contact: \* Harlan Byers, Manager, Engineering & Maint. Div.

Phone: (202) 685-8060

\* Diane Hirsch, Engineer

Phone: (703) 685-8070

Fax: (703) 892-4088

VIII. Alexandria Renovation - A/E Work

Alpha Corporation

Contact: Philios Angelides, P.E.

Phone: (703) 709-2206

Fax: (703) 709-0643

Address: 45665 Willow Pond Plaza  
Sterling, Virginia 22170

Responsibilities - Alpha Corp. will be doing the Architectural Engineering work at the Alexandria Station. All contact with Alpha should go through Steve Roberts of the NVTC.

Address: Washington National Airport  
Washington, DC 20001

Responsibilities: The Authority must be included in the coordination activities associated with the Crystal City walkway easement.

IIX. Public Address System

A solicitation has not been issued at this time.

IX. Newspaper Vending

Contact: \* Tony Mineart

Phone: (202) 334-5821 Fax: (202) 334-505

Address: The Washington Post  
1150 15th St., N.W.  
Washington, D.C. 20071

Responsibilities: Vending and recycling of newspapers at the VRE stations.

RAILROADS

AMTRAK

Contact: \* Jim Simpson, Director Operating Services & Development

Phone: (202) 906-3886 Fax: (202) 906-2652

Address: National Railroad Passenger Corp.  
60 Massachusetts Ave., N.E.  
Washington, D.C. 20002

Responsibilities: Liaison for AMTRAK issues.

Conrail

Contact: \* C. Guveiyian, Jr., Terminal Supervisor

Phone: (301) 558-1505

Address: Consolidated Rail Corporation  
6000 E. Lombard St.  
Baltimore, MD 21224

\* J.W. Christoff, Trainmaster

Phone: (202) 789-5895

Address: Consolidated Rail Corporation  
Benning Yard  
225- 33rd St., S.E.  
Washington, D.C. 20019 Fran Giacoma

\* R. D. Bookwalter, Project Engineer,

Phone: (301) 558-1579 or Phone: (215) 596-2923

Address: Mr. Bookwalter  
Consolidated Rail Corporation  
The Belvedere, 11th Floor  
One East Chase Street  
Baltimore, MD 21202

Responsibilities: Coordinate activities associated with the construction of the L'Enfant station.

Norfolk Southern Corporation

Contact: \* C.W. Moorman, Assistant Vice President-Stations,  
Terminals & Transportation Planning

\* David C. Orrison, Assistant Chief Engineer-Special  
Projects.

Phone: (404) 529-1450 Fax: (404) 527-2580

Address: 99 Spring Street, S.W.  
Atlanta, GA 30303

Responsibilities: Lease agreements for the stations on this line;  
liaison for coordination on activities that involve  
the railroad.

Richmond, Fredericksburg & Potomac Railroad Company'

Contact: \* Ken Proffit, Engineer of Design and Construction

\* Jim Smith, Chief Engineering and Mechanical Officer

Phone: (804) 257-3210

Address: P.O. Box 11005  
Richmond, Virginia 23230

Responsibilities: Lease agreements, general coordination on  
activities that involve the railroad.

• CSXT will take over railroad operations of RF&P. New contacts may be  
added.

UTILITIES

I. Fiber Optics:

AT&T

Contact: \* James Bates, Communication Technician

Phone: (703) 430-5018 Fax: (703) 430-5014

Address: 11820 Leesburg Pike, Room 102  
Herndon, Virginia 22070

Responsibilities: plant and cable protection for depots.

MCI

Contact: \* Jack Mays

Phone: (214) 470-3617

Address: 400 International Parkway  
Richardson, Texas 75087

U.S. Sprint

Contact: \* Jerry Donnelly, Network Restoration Supervisor

Phone: (703) 689-5375 Fax: (703) 689-5502

\* Terry Ingraham, Area Supervisor

Phone: (804) 783-6176 Fax: (804) 782-6911

Address: 12502 Sunrise Valley Drive  
Reston, Virginia 22096

Responsibilities: Coordinate for digging on or along Sprint line  
areas, line restoration, etc.

Williams Communication

Contact: \* Tom Jugus, Maintenance Coordinator

Phone: (301) 738-8100

Address: 600 East Jefferson St.  
Rockville, MD 20852

Responsibilities: Fiber Optics along the RF&P line. Call  
1-800-327-9686 72 hours prior to construction  
along their line.

II. Electrical Power

Northern Virginia Electric Cooperative

Contact: \* Sue Malcom

Phone: (703) 754-6728 Fax: (703) 754-6777

Address: P.O. Box 310  
Gainesville, Virginia 22065-0310

PEPCO

Contact: \* Sharon T. Glick, Representative, Customer Engineering-DC Region

Phone: (202) 872-3040

Address: Room 322  
1900 Pennsylvania Avenue., N.W.  
Washington, D.C.

Rappahannock Electric Cooperative

Contact: \* John Peck

Phone: (804) 633-5011 ext. 3215

Address: P. O. Box 7388  
C-04001  
Fredericksburg, Virginia 22404-4001

Responsibilities: Supply power to the Crossroads Yard.

VEPCO

Contact: \* Al Lytle, Senior marketing Services Representative

Phone: (703) 359-3052 Fax: (703) 359-3103

Address: 12316 Lee Jackson Memorial Highway  
Fairfax, Virginia 22033

Responsibilities: Coordinator between VEPCO & VRE for VEPCO service areas.

III. Telephone Service

Chesapeake & Potomac Bell Telephone

Contact: \* Jim King

Phone: (703) 373-9950

Address: 901 Prince Edward Street  
Fredericksburg, Virginia 22401

Responsibilities: Provide telephone service to the Crossroads Yard.

Contel

Contact: \* Joe Gibson

Phone: (804) 779-4131 Fax: (804) 779-3339

Address: P.O. Box 900  
Mechanicsville, Virginia 23111

Responsibilities: Coordinate to provide phone services to various facilities and for any digging along their lines.

IV. Pipeline

Plantation Pipeline Company

Contact: \* Thomas R. Bickel, Pipeline Engineer

Phone: (404) 364-5887 Fax: (404) 364-5981

Address: 945 East Paces Perry Road  
Atlanta, GA 30326

Responsibilities: Coordinate construction that would affect the pipeline located along the RF&P Right-of-Way.

V. General Communications

Virginia Department of Information Technologies

Contact: \* Doug Wilson

Phone: (804) 344-5537 Fax: (804) 786-4177

Address: 110 South 7th St., 1st floor  
Richmond, Virginia 23219

Responsibilities: Provide guidance on communications matters.



**APPENDIX E**

**METRO FARE STRUCTURE FOR FY 1992 AND 1993**

FY1992/FY1993 FARE PROPOSAL

STAFF RECOMMENDATION

AS MODIFIED BY THE BOARD BUDGET COMMITTEE

ON MAY 2, 1991

<u>METRO RAIL</u>	<u>CURRENT</u>	<u>FY92</u>	<u>FY93</u>
PEAK - BASE TIER	.85	1.00	1.00
- GRADUATED TIER	.16	.16	.19
- TAPERED TIER	.135	.145	.165
- CAP	2.55	2.85	3.15
OFF-PEAK - BASE TIER (0-7 MILES)	.85	1.00	1.00
- TIER TWO (7-10 MILES)	1.10/1.25	1.25	1.50 *
- TIER THREE (10 + MILES)	1.25	1.50	1.75 *
ELDERLY & DISABLED (ALL DAY)	1/2 PEAK MAX .85	1/2 PEAK MAX 1.40	1/2 PEAK MAX 1.55
SHORT TRIP DISCOUNTED FARECARD	—	\$4.75	Eliminate

**OTHER**

ELIMINATE ANACOSTIA REDUCED FARE WHEN THE ANACOSTIA STATION OPENS

10% BONUS ON \$20.00+ VALUE FARECARD - FY93

RETAIN 5% BONUS ON ALL FARECARD PURCHASES OF \$10.00+

\* INDICATES THAT PUBLIC HEARING (DURING FY1992) WILL BE NEEDED FOR IMPLEMENTATION.

METROBUS

	<u>CURRENT</u>	<u>FY92</u>
- VA 25¢ REDUCED FARE	.25	.50
- VA 50¢ REDUCED FARE	.50	.75
- P.G. 60¢ REDUCED FARE	.60	1.00
- INTRA ARLINGTON CO. TRIPS	.85	1.00
- ARLINGTON CO. R/T TRANSFER	.90	1.05
- REDUCED RIVER CROSSING CHARGE	.30	.35
- DISCOUNT TOKENS (20 TOKENS)	16.00	17.00 <sup>1/</sup>

FLASH PASSES

DC BASE - BUS ONLY	15.00	17.00
DC BASE w/ RAIL VALUE (4.00)	16.00	18.00
MD BASE - BUS ONLY	15.00	17.00
MD-DC PASS - BUS ONLY	22.00	25.00
VA BASE w/ RAIL VALUE (5.50)	17.00	19.00
VA TWO-ZONE w/ RAIL VALUE (5.50)	22.00	25.00
VA THREE-ZONE w/ RAIL VALUE (6.00)	29.00	32.00
VA FOUR-ZONE w/ RAIL VALUE (6.00)	35.00	Eliminate
ARLINGTON COUNTY PASS w/ RAIL VALUE (15.75)	20.00	23.00
FAMILY/TOURIST PASS (4 PASSES)	6.00	8.00
ONE-DAY WEEKEND PASS (1 PASS)	N/A	TBD **

1/ COST FOR DISCOUNTED TOKENS WOULD INCREASE TO \$18.00 IN FY93

\*\* WOULD BE INTRODUCED SOMETIME IN FY1992. PRICE TO BE DETERMINED. PUBLIC HEARING REQUIRED. WOULD REPLACE THE FAMILY/TOURIST PASS IN FY1993.

ATTACHMENT 1  
FY 1992 FARE CHANGES  
EFFECTIVE JUNE 29, 1991

1. Peak Period Metrorail Fares <sup>1/</sup>

- o The fare for the first three composite miles <sup>2/</sup> will be \$1.00.
- o The charge for each composite mile between three and six will be 16 cents.
- o The charge for each composite mile over six will be 14.5 cents, with a maximum fare of \$2.85.
- o The reduced fare program which provides a 10 cent downward adjustment of peak period fares for stations in the District of Columbia east of the Anacostia River will be eliminated when the Anacostia Station is opened.

2. Off-Peak Period Metrorail Fares <sup>3/</sup>

- o The fare for the first seven composite miles will be \$1.00.
- o The charge for composite miles exceeding seven up to ten composite miles will be \$1.25.
- o The charge for all trips exceeding ten composite miles will be \$1.50.

3. Peak Period Metrobus Fares

- o The base fare in all jurisdictions will be \$1.00.
- o The intra-Virginia zone boundary charges will be 35 cents each.

4. Off-Peak Metrobus Fares

- o The base fare in all jurisdictions will be \$1.00.
- o The District of Columbia - Maryland State line crossing charge will be 65 cents.

<sup>1/</sup> Peak period fares will be in effect beginning when the rail system opens to 9:30 a.m. and from 3:00 p.m. to 7:00 p.m., Monday through Friday, except national holidays.

<sup>2/</sup> A composite mile is the average of the straight-line (airline) distance between stations and the actual over-the-rail distance.

<sup>3/</sup> Off-peak period fares are in effect for persons entering the rail system between 9:31 a.m. and 2:59 p.m. and between 7:01 p.m. to closing Monday through Friday, and all day on Saturdays and Sundays and national holidays.

7. Changes in Flash Pass Program - The bi-weekly Flash Pass program will consist of the following:

- o DISTRICT OF COLUMBIA BASE FLASH PASS - This pass will cost \$18.00 and contain \$4.00 in rail value. The bus portion of this pass is good for the base fare only in the District of Columbia. This pass is not valid in the suburban jurisdictions, nor can it be used as partial payment of an interstate fare.
- o DISTRICT OF COLUMBIA BUS ONLY PASS - This pass will cost \$17.00 and contain no rail value. The bus portion of this pass is good for the base fare only in the District of Columbia. This pass is not valid in the suburban jurisdictions, nor can it be used as partial payment of an interstate fare.
- o MARYLAND BASE FLASH PASS - This pass will cost \$17.00 and contain no rail value. The bus portion of this pass is good for the base fare only in Maryland. This pass is not valid in the District of Columbia or Virginia, nor can it be used as partial payment of an interstate fare.
- o MARYLAND-DISTRICT OF COLUMBIA FLASH PASS - This pass will cost \$25.00 and contain no rail value. The bus portion of this pass is good for the regular bus fare between and within Maryland and the District of Columbia, or for the base fare during peak periods in Virginia, and for the full fare for any bus trip systemwide during the off-peak periods.
- o VIRGINIA BASE FLASH PASS - This pass will cost \$19.00 and contain \$5.50 in rail value. The bus portion of this pass is good for the base fare only in Virginia. This pass is not valid in the District of Columbia or Maryland, nor can it be used as partial payment of an interstate fare.
- o VIRGINIA TWO-ZONE FLASH PASS - This pass will cost \$25.00 and contain \$5.50 in rail value. The bus portion of this pass will be valid for the regular bus fare for any two zones within Virginia or for the base fare within the District of Columbia or Maryland during the peak periods, and full fare for any bus trip systemwide during the off-peak periods.
- o VIRGINIA THREE-ZONE PASS - This pass will cost \$32.00 and contain \$6.00 in rail value. The bus portion of this pass will be valid for the regular bus fare for any trip within Virginia or for the base fare within the District of Columbia or Maryland during the peak periods, and full fare for any bus trip systemwide during the off-peak periods.

o Reduced Bus Fares for Combined Bus/Rail Round Trips in Arlington County

The bus fare for combined bus/rail round trips in Arlington County will be \$1.05.

- o The river crossing charge will be 35 cents on Routes 13, and 38B.

9. Other Charges

- o Metrobus tokens will be sold in quantities of 20 for \$17.00 (Tokens will be refunded at a value of \$0.85).
- o The concept of a one-day weekend pass is approved. Implementation will be deferred until such time as the program is fully developed.
- o A \$4.75 rail discount farecard is established for short trips at all times. With this discount farecard, any rail trip for which the regular fare would be \$1.00 will cost 95 cents.

**APPENDIX F**

**PUBLIC TRANSIT DATA**

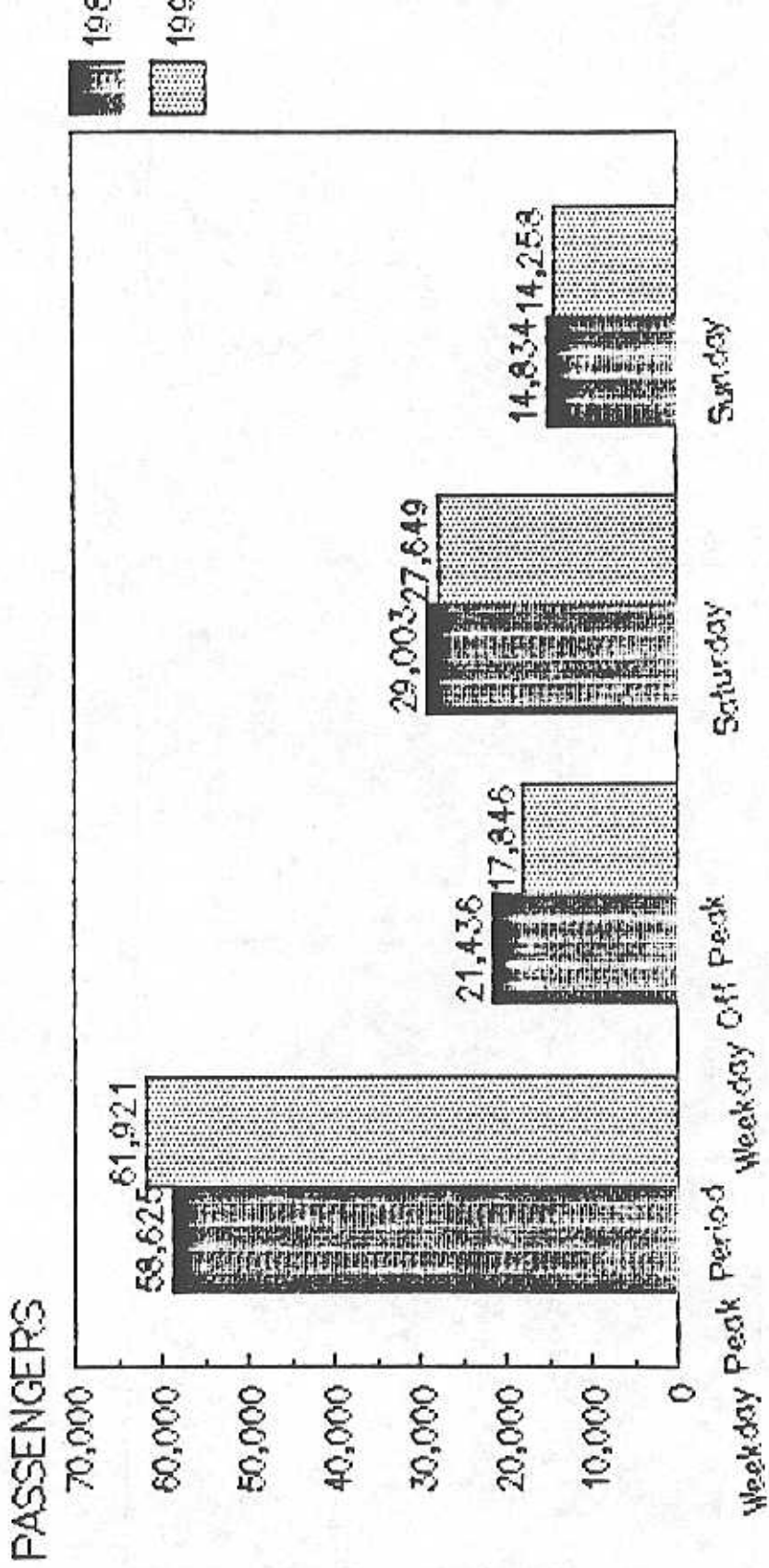
# PUBLIC TRANSIT SYSTEMS OPERATING IN NORTHERN VIRGINIA

-- 1990 --

	# VEHICLES	AVG. DAILY BOARDINGS	FY91 OPERATING BUDGET
METRO BUS	408	79,767	70,088,378
METRO RAIL	198	123,068	76,106,348
FAIRFAX CONNECTOR	55	8,500	4,125,160
ALEXANDRIA'S DASH	19	4,682	1,769,000
CITY OF FAIRFAX CUR	14	2,780	1,353,790
RESTON RIBS	2	235	253,000
TYSONS SHUTTLE	2	290	83,000
CRYSTAL CITY TROLLEY	3	650	303,425

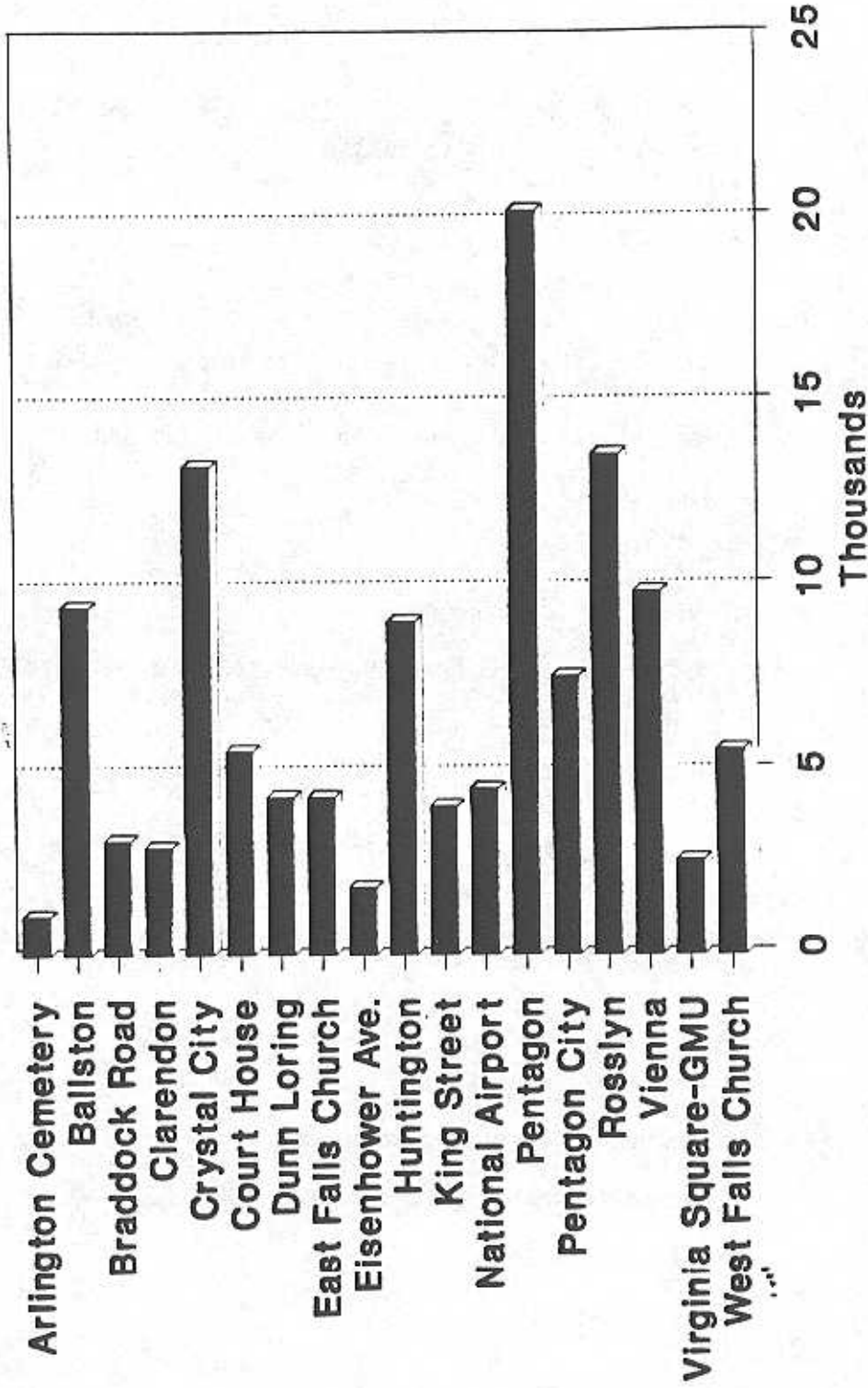


# VIRGINIA METROBUS COMPARISON OF 1989 & 1990 RIDERSHIP



Source: WMATA, Office of Planning  
"Metrobus Service Productivity Report".

# DAILY METRORAIL PASSENGER BOARDINGS VIRGINIA STATIONS ONLY

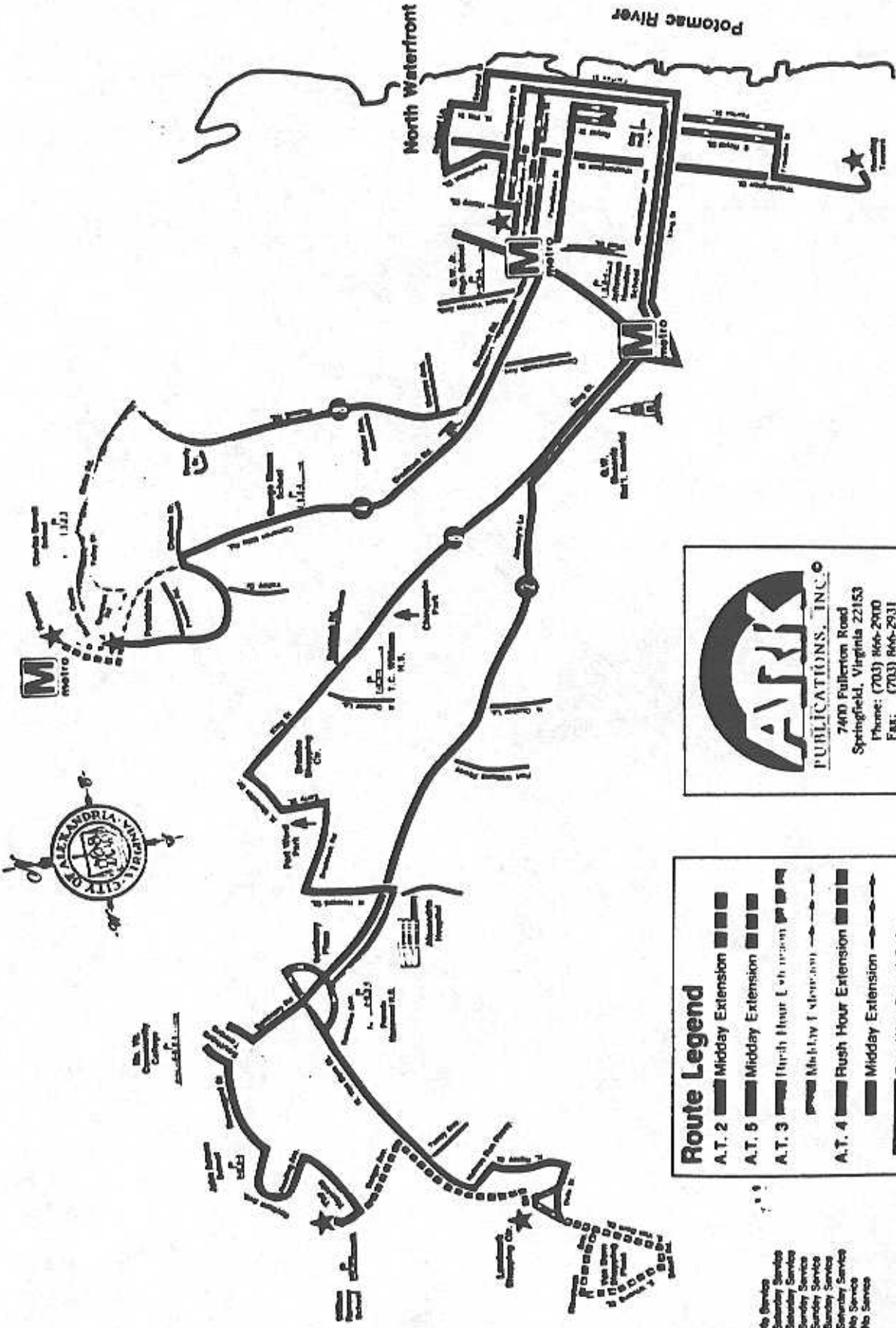


Boardings for May, 1991

Alexandria

1. DASH: 370-DASH
  
2. DOT: Specialized Transportation 838-3800  
for the Disabled
  
3. MetroTaxi: Diamond Cab 549-6200  
Airport/White Top/Silver Cab 683-4004  
Columbus Cab 684-7373  
National Cab 548-7415  
Yellow Cab of Alexandria 549-2500
  
4. Senior Taxi: 836-4414
  
5. Transportation Planning: 838-3800  
Transportation Demand Management  
Transportation Management Plans (Ordinance #3024)  
Traffic Modeling

# DASH TRANSIT MAP



**ATK**  
**PUBLICATIONS, INC.**  
 7400 Pullerton Road  
 Springfield, Virginia 22153  
 Phone: (703) 866-2000  
 Fax: (703) 866-2931

**Full-service Printer for Virginia, D.C. and Maryland**

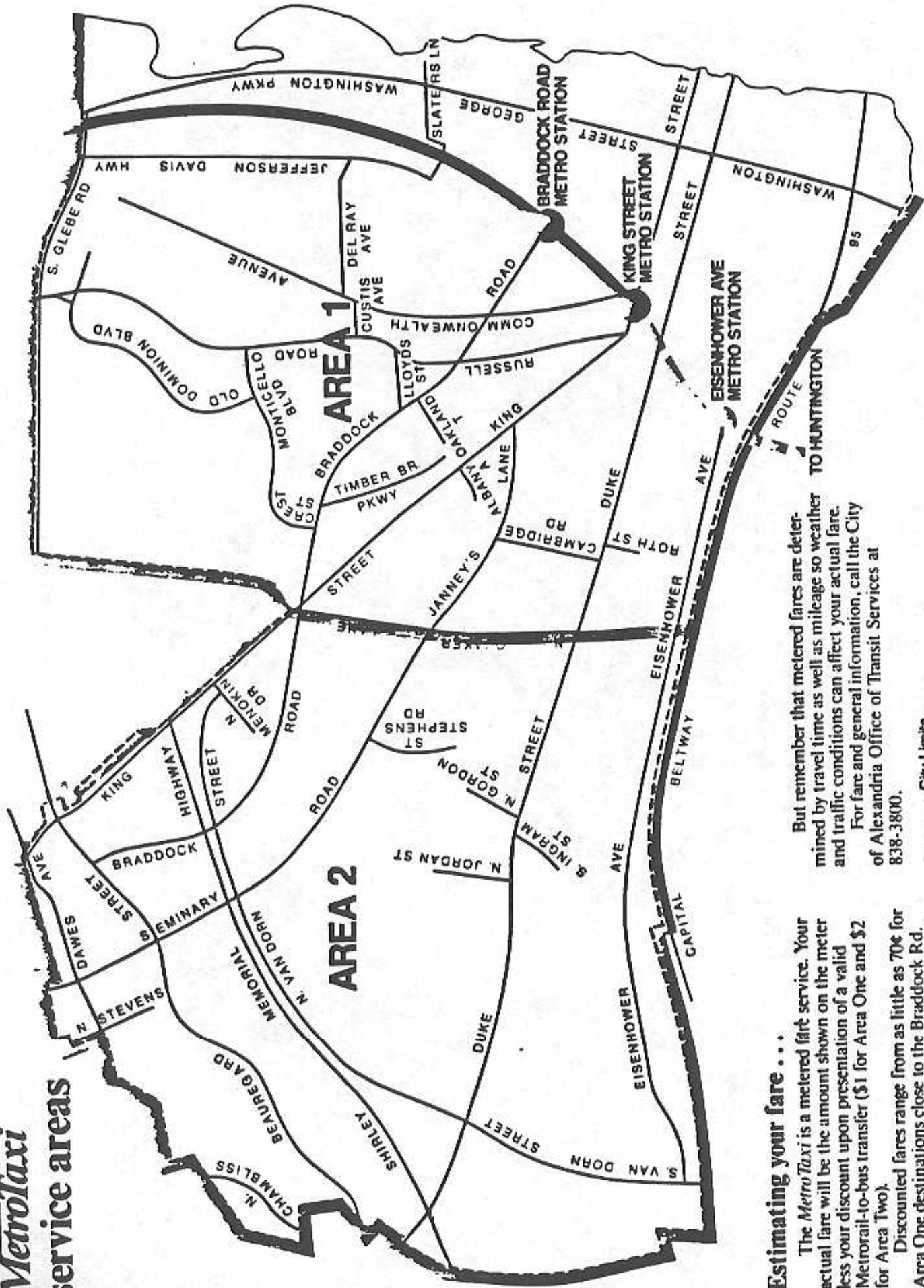
**Route Legend**

- A.T. 2 Midday Extension
- A.T. 5 Midday Extension
- A.T. 3 Rush Hour L.V. Extension
- A.T. 4 Rush Hour Extension
- Midday Extension
- One Way Travel Only
- Metrorail Stations
- Terminal Point

**HOLIDAY SCHEDULES**  
 New Year's Day - No Service  
 Martin L. King, Jr.'s Birthday - Saturday Service  
 George Washington's Birthday - Saturday Service  
 Memorial Day - Sunday Service  
 Independence Day - Sunday Service  
 Labor Day - Sunday Service  
 Columbus Day - Sunday Service  
 Thanksgiving Day - No Service  
 Christmas Day - No Service

**REGULATIONS**  
 DASH passengers are asked to observe rules which prohibit smoking, eating or drinking on the bus. Drivers may refuse service to anyone not observing rules or whose behavior is hazardous to vehicle or passengers.

# Metrolaxi service areas



## Estimating your fare . . .

The *Metrolaxi* is a metered fare service. Your actual fare will be the amount shown on the meter less your discount upon presentation of a valid Metrolaxi-to-bus transfer (\$1 for Area One and \$2 for Area Two). Discounted fares range from as little as 70¢ for Area One destinations close to the Braddock Rd. or King St. Metrolaxi Stations to approximately \$5 or more for more distant destinations in the West End of Area Two.

But remember that metered fares are determined by travel time as well as mileage so weather and traffic conditions can affect your actual fare. For fare and general information, call the City of Alexandria Office of Transit Services at 838-3800.

- City Limits
- Area Boundaries
- Streets

Arlington

1. Crystal City Trolley Replica: 358-3575
2. Farewheels: 358-4786

# DASH Ridership for FY 1990



SOURCE: DASH



# Crystal City Arlington, Va.

Arlington County  
Department  
of  
Public Works

Advanced  
Technology, Inc.  
620-8328

  
**THE  
CENTURY  
BUILDING**  
920-7677

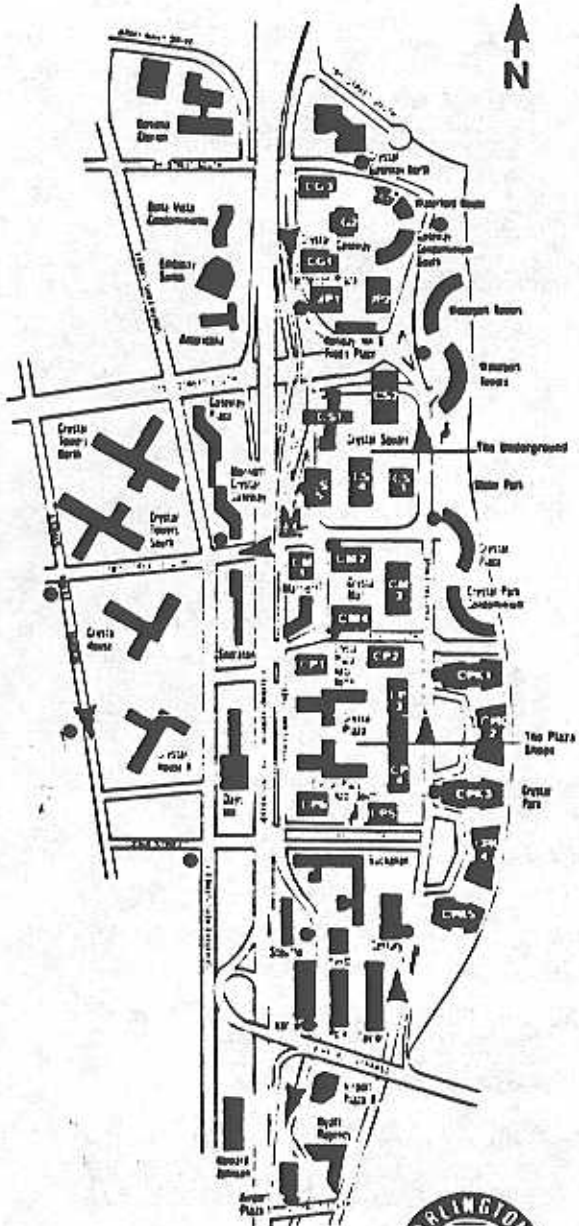
  
**DAYS INN**  
920-8500

Polk & Taylor  
Buildings  
920-1423

  
**Fred's Place**  
The place for ribs  
at the Holiday Inn  
521-1600

  
**Holiday  
Inn**  
521-1600

  
**SMITH**  
Charles E. Smith  
Companies  
920-8500



- Trolley runs 6:30 a.m.-6:30 p.m. Monday-Friday
- 25c exact change or token required
- Complete loop takes 15 minutes
- 8-minute intervals

Trolley Route  
Handicapped  
Access to Mall  
JUNE 1989 EDITION

  
CRYSTAL GATEWAY **Marriott**  
920-3230  
CRYSTAL CITY **Marriott**  
521-5500

**Jefferson  
Plaza**  
920-5000

  
**THE UNDERGROUND  
AT CRYSTAL CITY**  
Shopping Excitement  
Down Under

  
**Chesapeake Grill**  
at the  
MARTIN LUTHER KING JR. CENTER  
892-4699

**STOUTER  
CONCOURSE HOTEL**  
979-6800

Heitman  
Virginia  
Management Inc.  
521-1821

**Airport  
Plaza  
Associates**  
785-9191

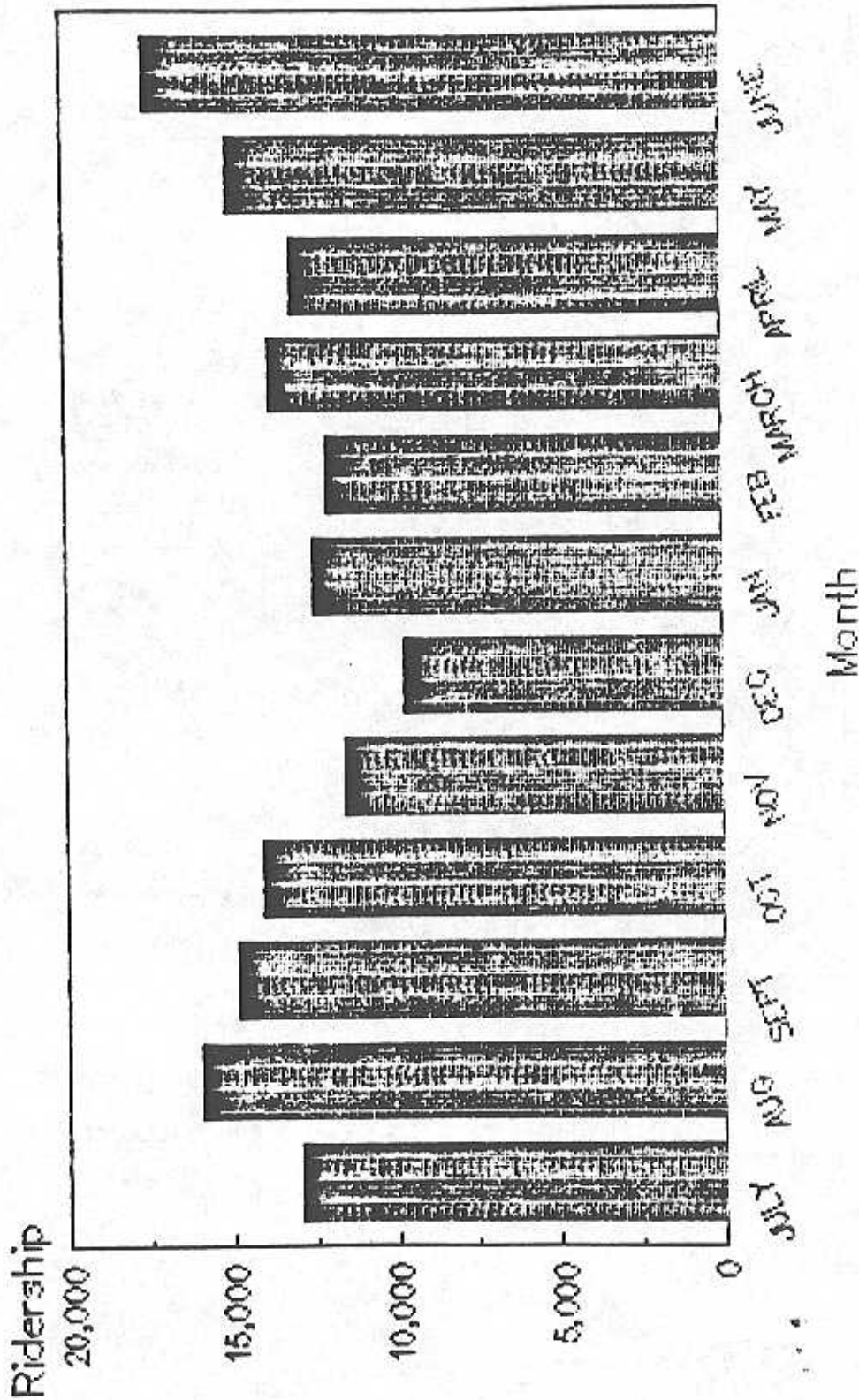
  
**Sheraton  
Crystal City Hotel**  
The hospitality people of **ITT**  
486-1111





# CRYSTAL CITY TROLLEY

Ridership for FY 1990



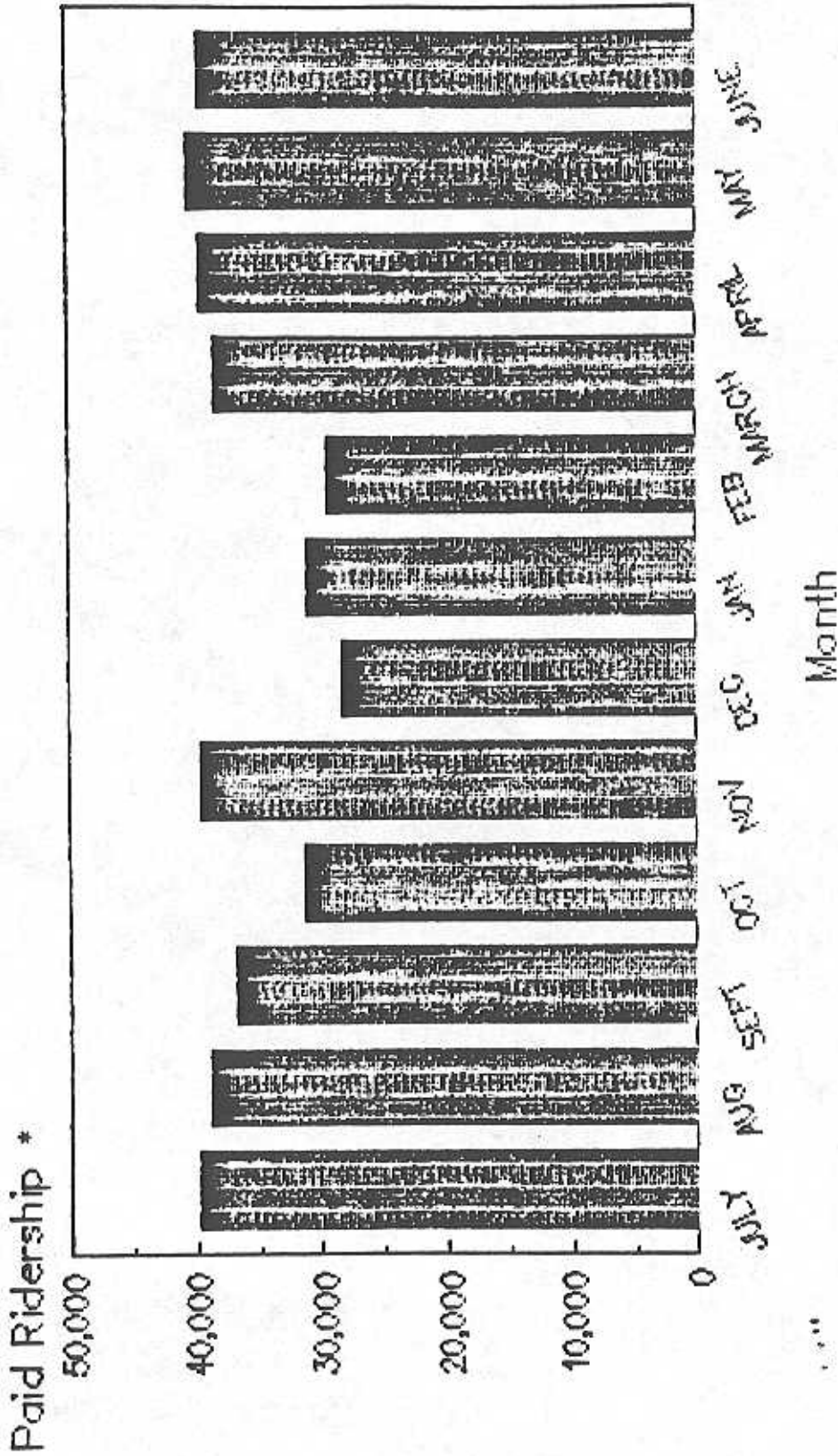
SOURCE: Arlington County, Dept. of Public Works

City of Fairfax

1. CUE bus: 385-7859
2. Transit Services Information: 385-7855

# CUE BUS SYSTEM

## Paid Ridership for FY 1990



SOURCE: City of Fairfax, Office of Transit & Utilities

\* NOTE: George Mason University provides approximately \$200,000.00 annually for its students and faculty to ride CUE without paying a fare. Approximately 300,000 trips are taken by GMU riders, in addition to those shown in this graph.

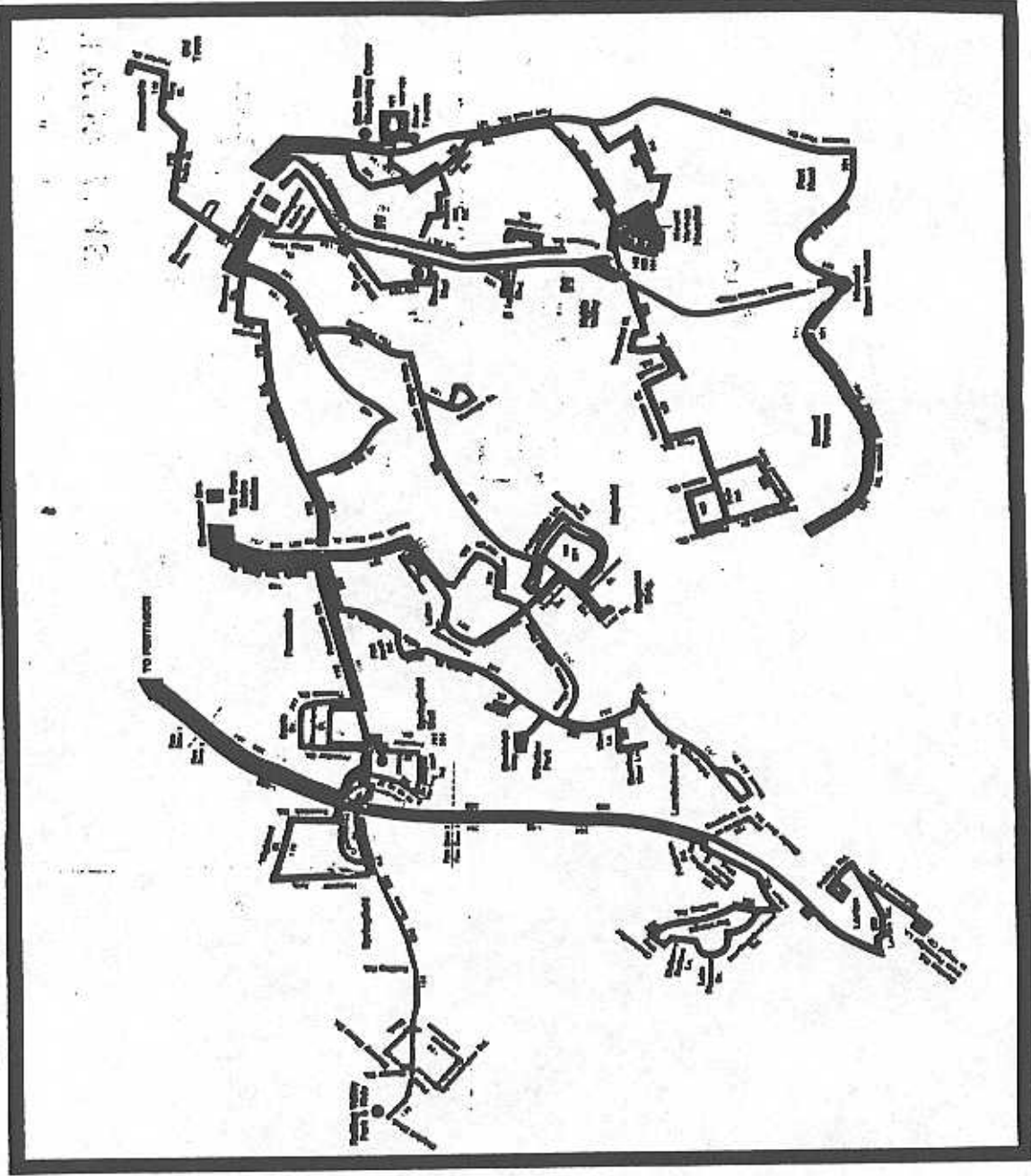
Fairfax County

1. **Fairfax Connector:** 339-7200
2. **Tysons Shuttle:** 548-4545
3. **RIBS:** 548-4545

# Fairfax Connector



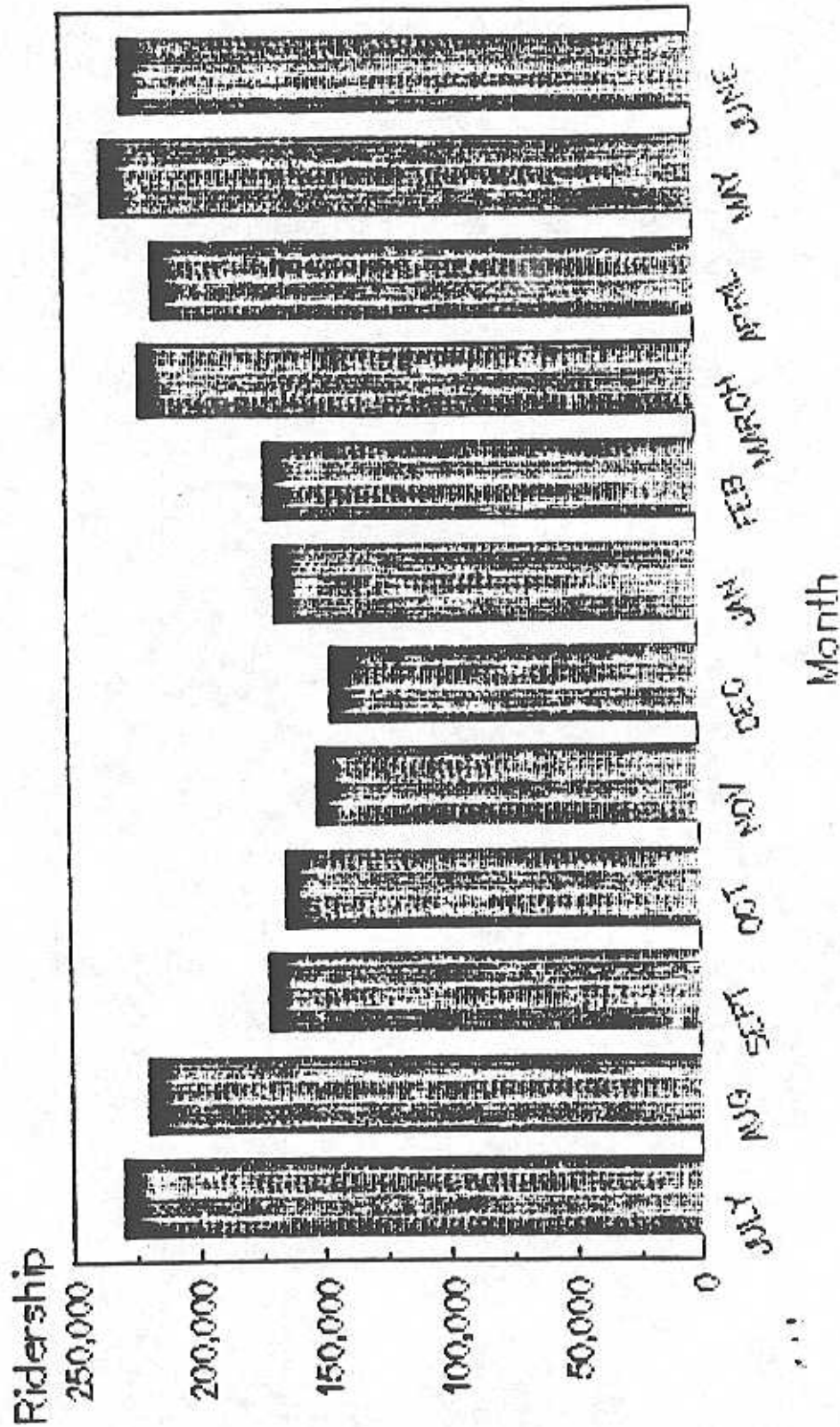
# SYSTEM MAP



- | ROUTE NUMBER | AREA OF SERVICE  |
|--------------|--|
| 101          | Mt. Vernon to Huntington via Fort Hunt Road                                    |
| 102          | Health Hill to Huntington via Sherwood Hall Lane and Quantico Road             |
| 103/104      | Bechtel Annex to Huntington Loop   |
| 105          | Woodburn to Huntington via Richmond Highway                                    |
| 106          | Mount Vernon Hospital to Huntington via Mt. Vernon Square and Richmond Highway |
| 107          | Mt. Vernon to Huntington via Richmond Highway                                  |
| 108          | Hayfield to Huntington via Virginia Hills                                      |
| 109          | Springfield to Huntington via Van Dorn and Rice Hill Drive                     |
| 110          | Springfield to Alexandria via Huntington and Franconia Road                    |
| 201          | Hayfield to Van Dorn via Manchester Lakes and Kingsboro                        |
| 202          | Landsdowne to Van Dorn via Beulah Street                                       |
| 203          | Mount Air to Van Dorn via Kingsboro  |
| 202          | Franconia to Pentagon  |
| 203          | Lorton to Pentagon   |
| 204          | Serraigs to Pentagon   |

# FAIRFAX CONNECTOR

Ridership for FY 1990



Source: Fairfax County, Office of Transportation

## Tyson's Shuttle Holiday Schedule

Labor Day	No Service
Columbus Day	Bus "A" Only
Veterans' Day	Bus "A" Only
Thanksgiving Day	No Service
Christmas Day	No Service
New Year's Day	No Service
Martin Luther King Day	Bus "A" Only
President's Day	Bus "A" Only
Memorial Day	No Service
Independence Day	No Service

## Tyson's Shuttle Snow Emergency Plan

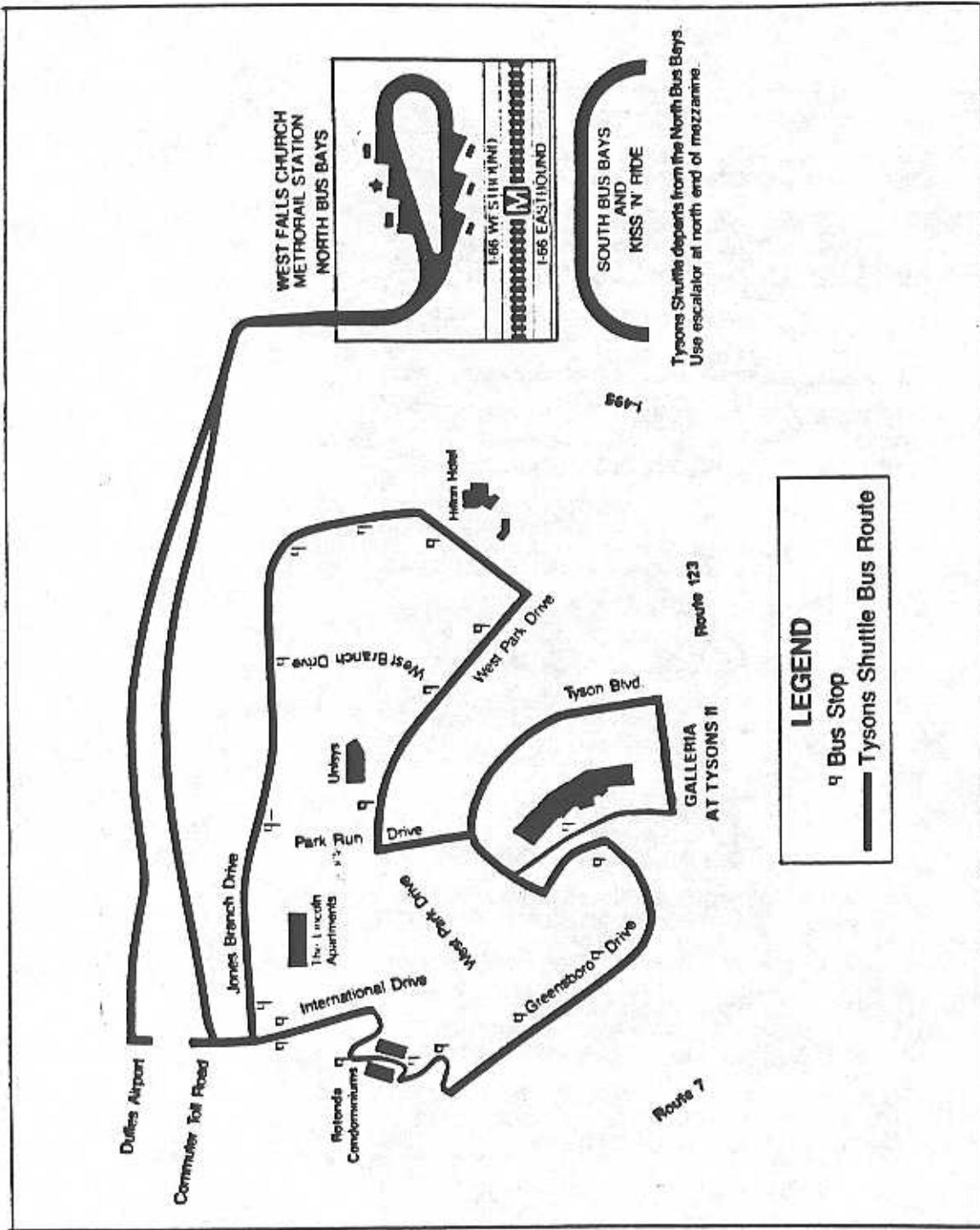
The Tyson's Shuttle will conform to the regional snow emergency plan and adjust service during inclement weather, triggered by announcement of the Federal Government, bus service will be established as soon as possible to accommodate early releases and at least one hour prior to delayed openings.

## Wheelchair Lift Service

To schedule a wheelchair lift-equipped bus, call 548-4545 24 hours in advance.

## Operator

Transportation Management Service, Inc.  
901 N. Washington Street, Suite 401  
Alexandria, Virginia 22314  
Call (703) 548-4545 for customer information.



**LEGEND**

□ Bus Stop

— Tyson's Shuttle Bus Route

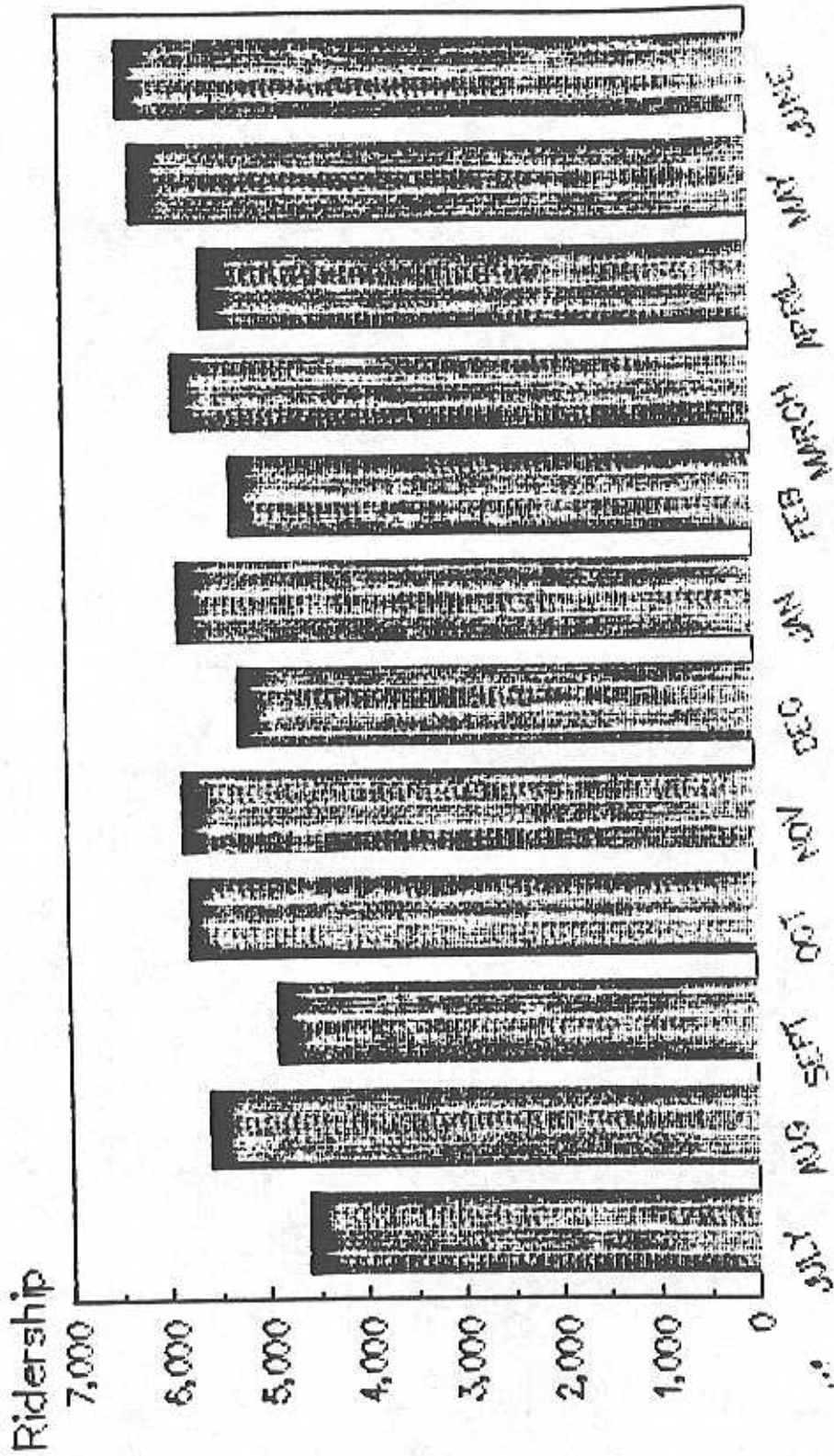
WEST FALLS CHURCH  
MEMORIAL STATION  
NORTH BUS BAYS

E-66 WEST SIDE (NPI)  
E-66 EASTBOUND

SOUTH BUS BAYS  
AND  
KISS 'N' RIDE

Tyson's Shuttle departs from the North Bus Bays.  
Use escalator at north end of mezzanine.

# TYSONS SHUTTLE Ridership for FY 1990



SOURCE: Fairfax County, Office of Transportation



\*RIBS\*

**WEEKDAY SCHEDULE**

(Subject to change without notice)

(Read Top to Bottom)

COUNTERCLOCKWISE - BLUE											
MAP KEY		7:20 AM	7:25	11:30 AM	12:45 PM	2:00 PM	3:15 PM	4:30 PM	5:45 PM		
1	Lake Anne Center			11:30 AM	12:45 PM	2:00 PM	3:15 PM	4:30 PM	5:45 PM		
2	Cedar Ridge			11:35	12:50	2:05	3:20	4:35	5:50		
3	Fellowship House			11:43	12:58	2:13	3:28	4:43	5:58		
4	Hechingers			11:47	1:02	2:17	3:32	4:47	6:02		
5	Library			11:57	1:12	2:27	3:42	4:57	6:12		
6	Sunrise Valley @ USGS Entrance	6:46 AM		12:06 PM	1:21	2:36	3:51	5:06	6:21		
7	The Greens		10:56 AM	12:09	1:24	2:39	3:54	5:09	6:24		
8	Hunter's Woods Village Center	6:50		11:00	12:15	1:30	2:45	4:00	5:15	6:30	
9	Soapstone & Glade	6:53		11:03	12:18	1:33	2:48	4:03	5:18	6:33	
11	South Lakes Village Center	7:01		11:11	12:26	1:41	2:56	4:11	5:26	6:41	
13	Tall Oaks Village Center	7:11		11:21	12:36	1:51	3:06	4:21	5:36	6:51	
14	Lake Anne School	7:18		11:28	12:41	1:56	3:11	4:26	5:41	6:56	
15	Fellowship House	7:18		11:28	12:43	1:58	3:13	4:28	5:43	6:58	
1	Lake Anne Center	7:20		11:30	12:45	2:00	3:15	4:30	5:45	7:00	

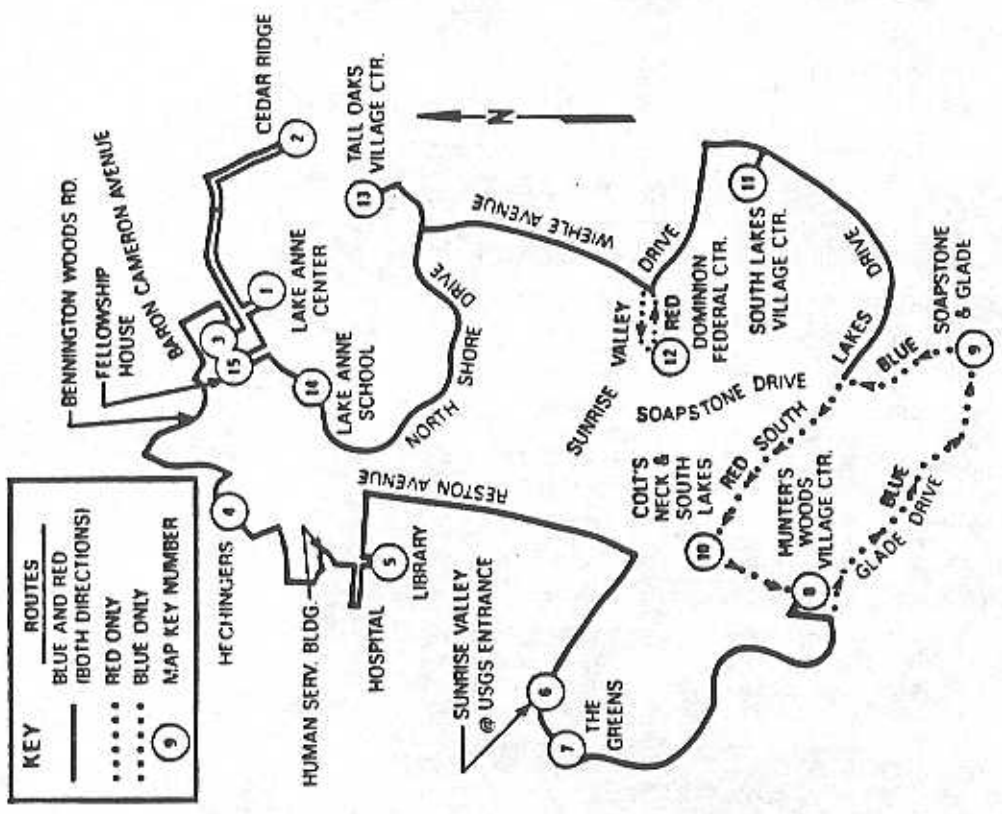
CLOCKWISE - RED											
MAP KEY		7:00 AM	7:30 AM	8:15 AM	9:30 AM	10:45 AM	12:00 PM	1:15 PM	2:30 PM	3:45 PM	5:00 PM
1	Lake Anne Center	7:00 AM	7:30 AM	8:15 AM	9:30 AM	10:45 AM	12:00 PM	1:15 PM	2:30 PM	3:45 PM	5:00 PM
15	Fellowship House	7:02	7:32	8:17	9:32	10:47	12:02	1:17	2:32	3:47	5:02
14	Lake Anne School	7:04	7:34	8:19	9:34	10:49	12:04	1:19	2:34	3:49	5:04
13	Tall Oaks Village Center	7:09	7:39	8:24	9:39	10:54	12:09	1:24	2:39	3:54	5:09
12	Dominion Federal Center	7:14	7:44	8:29	9:44	10:59	12:14	1:29	2:44	3:59	5:14
11	South Lakes Village Center	7:19	7:49	8:34	9:49	11:04	12:19	1:34	2:49	4:04	5:19
10	Colt's Neck & South Lakes	7:27	7:57	8:42	9:57	11:12	12:27	1:42	2:57	4:12	5:27
8	Hunter's Woods Village Center	7:30	8:00	8:45	10:00	11:15	12:30	1:45	3:00	4:15	5:30
7	The Greens	7:38	8:08	8:51	10:06	11:21	12:36	1:51	3:06	4:21	5:36
6	Sunrise Valley @ USGS Entrance	7:39	8:09	8:54	10:09	11:24	12:39	1:54	3:09	4:24	5:39
5	Library	7:46	8:16	9:03	10:18	11:33	12:48	2:03	3:18	4:33	5:48
4	Hechingers	7:56	8:26	9:13	10:28	11:43	12:58	2:13	3:28	4:43	5:58
3	Fellowship House	8:02	8:32	9:17	10:32	11:47	1:02	2:17	3:32	4:47	6:02
2	Cedar Ridge	8:10	8:40	9:25	10:40	11:55	1:10	2:25	3:40	4:55	6:10
1	Lake Anne Center	8:15	8:45	9:30	10:45	12:00	1:15	2:30	3:45	5:00	6:15

\*Starts at Cedar Ridge at 6:58 AM

0 INDICATES THAT BUS GOES TO USGS BLDG.

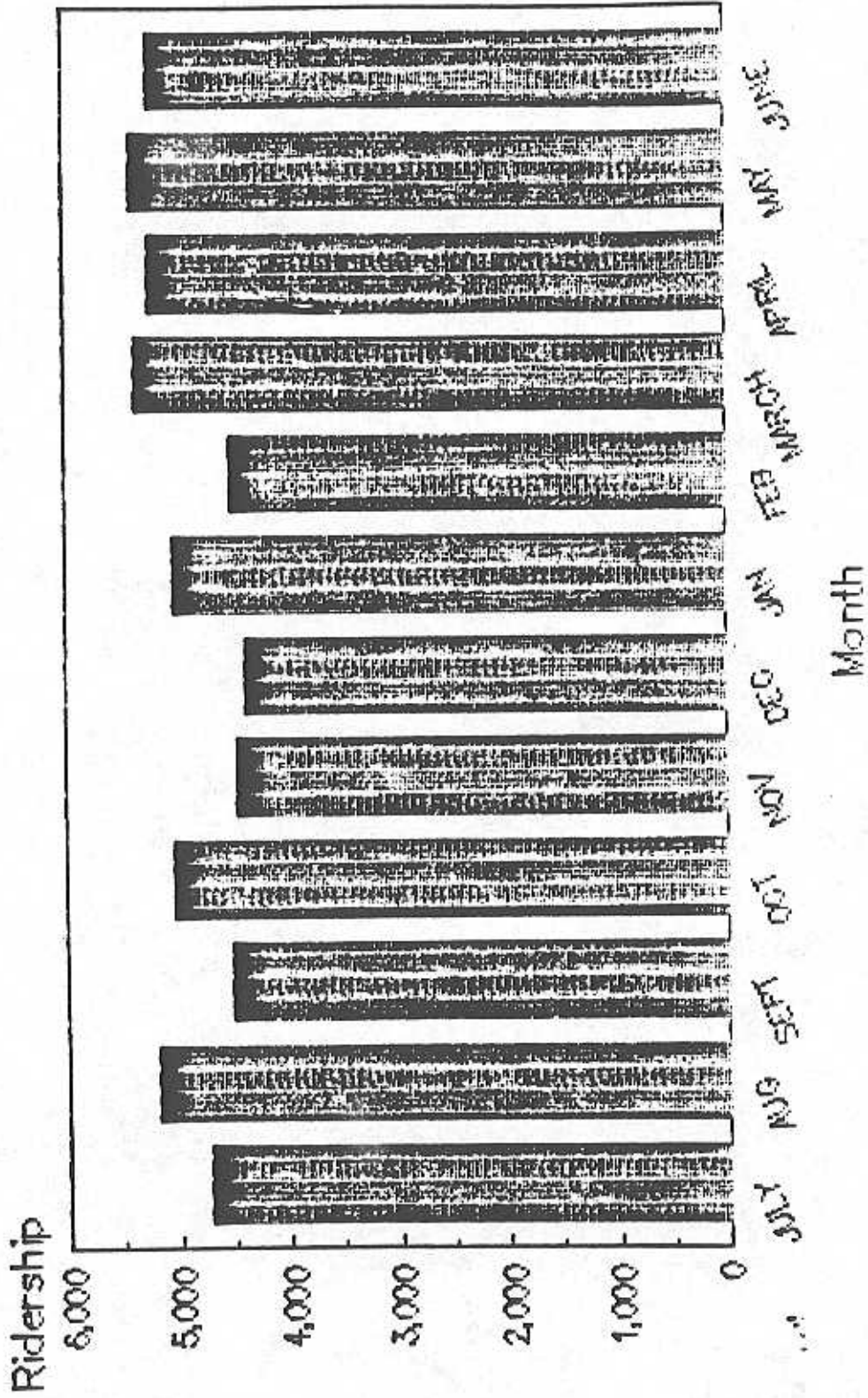
--- INDICATES END OF RUN; BUS RETURNS TO GARAGE

**ROUTE MAP**



BUSES OPERATES IN CONTINUOUS LOOP AROUND RESTON IN BOTH DIRECTIONS ON ALL PARTS OF THE ROUTE, EXCEPT AS SHOWN. BUSES OPERATING "COUNTERCLOCKWISE" DISPLAY A BLUE SIGN; "CLOCKWISE" BUSES DISPLAY A RED SIGN

# RIBS Ridership for FY 1990



SOURCE: Fairfax County, Office of Transportation

**APPENDIX G**

**VIRGINIA RAILWAY EXPRESS FACT SHEET**



# Virginia Railway Express Operations Board

4350 North Fairfax Drive • Suite 720 • Arlington, Virginia, 22203 • (703) 524-3322/Fax (703) 524-1756

## FACT SHEET ON VIRGINIA RAILWAY EXPRESS

- ◆ The Virginia Railway Express (VRE) is Northern Virginia's new commuter rail service, with a scheduled starting date of October 1991.
- ◆ VRE is a transportation partnership of the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission and the people of Virginia.
- ◆ VRE will run on trackage owned by four existing railroads:
  - ◇ AMTRAK
  - ◇ Conrail
  - ◇ Richmond, Fredericksburg and Potomac Railroad (RF&P)
  - ◇ Norfolk Southern Railway
- ◆ Service connects Manassas and Fredericksburg with Union Station in the District of Columbia.
- ◆ One line will travel north-south via RF&P track between Fredericksburg and Crystal City; another line will operate east-west along the Norfolk Southern Railway between the Manassas Airport and Alexandria, where it joins the RF&P.
- ◆ A Conrail bridge spanning the Potomac River takes VRE into the District of Columbia, where stops will be made at L'Enfant Station and VRE's northern terminus, AMTRAK's Union Station.
- ◆ VRE stations at King Street in Alexandria, Crystal City, L'Enfant, and Union Station are all in close proximity to Metrorail.
- ◆ When the service begins, eight trains will be utilized. Trains will have a seating capacity of up to 550 passengers or more.
- ◆ VRE ridership projections expect a minimum of 4,500 roundtrip riders daily per one full year of operation. However, given the extreme highway congestion and substantial recent housing development in the outlying Washington Metropolitan area, this figure could prove to be conservative.
- ◆ The system is expected to remove the equivalent of a full rush-hour freeway lane of traffic from Northern Virginia's crowded commuting corridors.
- ◆ VRE's initial service will provide four roundtrips on each line Monday through Friday, with inbound service during morning rush hour and outbound service in the evening.
- ◆ The trip is estimated to take:
 

Fredericksburg	⇒	Alexandria: 53 minutes
Fredericksburg	⇒	Union Station: 1 hour and 15 minutes
Manassas Airport	⇒	Alexandria: 37 minutes
Manassas Airport	⇒	Union Station: 55 minutes
Woodbridge	⇒	Alexandria: 24 minutes
Woodbridge	⇒	Union Station: 42 minutes

⇒ Return trips are the same length.

- ◆ Current fare proposals being considered by the Commissions include three types of tickets:

- ◇ a single ride ticket
- ◇ a 10-trip ticket
- ◇ a monthly pass

Under the proposals, the monthly pass would be discounted approximately 30% off the cost of a month's worth of single rides, and the 10-trip ticket would be discounted 15% off the cost of ten single rides.

- ◆ Public hearings on a proposed fare structure are scheduled for Spring 1991.

- ◆ Altogether, 18 station locations are planned:

- ◇ Union Station (C)\*
- ◇ L'Enfant Station (C)
- ◇ Crystal City Station (C)
- ◇ Alexandria Station (C)
- ◇ Franconia/Springfield Station - 1993 (RF&P)\*\*
- ◇ Lorton Station (RF&P)
- ◇ Woodbridge Station (RF&P)
- ◇ Rippon Station (RF&P)
- ◇ Quantico Station (RF&P)
- ◇ Brooke Station (RF&P)
- ◇ Leeland Road Station (RF&P)
- ◇ Fredericksburg Station (RF&P)
- ◇ Backlick Road Station (NS)\*\*\*
- ◇ Rolling Road Station (NS)
- ◇ Burke Centre Station (NS)
- ◇ Manassas Park Station (NS)
- ◇ Manassas Station (NS)
- ◇ Broad Run Station (NS)

\* (C): Common to both routes

\*\* (RF&P): Richmond, Fredericksburg, and Potomac Railroad

\*\*\* (NS): Norfolk Southern Railway

- ◆ In addition, if Spotsylvania County joins the VRE, a station may be opened there.

- ◆ Each station will be handicapped accessible. Mobile handicapped lifts at each station will enable train personnel to assist handicapped riders onto the trains.

- ◆ Other proposed amenities of the stations include: canopied, sheltered platform areas partially enclosed with full height wind screens as protection against inclement weather; modular station and platform design; prominent schedule board; newspaper vending machines; benches; regular trash and recyclable trash containers; a public address system tied to a central control facility; public telephones; and, of course, ticket vending/validating machines.

- ◆ Three yard locations are planned:

- ◇ Crossroads Layover Yard - in Spotsylvania
- ◇ Broad Run Layover Yard - in Manassas
- ◇ Ivy City Coach Yard - in Washington, DC

- ◆ The layover yards will be used for overnight storage, cleaning, and minor maintenance of VRE commuter trains (locomotives and cars).

- ◆ Both layover yards will have: storage tracks with adjacent graveled service roads, a parking lot for the train and

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**APPENDIX H**

**WASHINGTON FLYER**

# GROUND TRANSPORTATION

## FROM WASHINGTON DULLES INTERNATIONAL AIRPORT



### WASHINGTON FLYER EXPRESS BUS

Purchase tickets at Washington Flyer service desks located on the lower level at the Main Terminal, adjacent to baggage claim.

#### To Washington National Airport

Hourly service, approx 45 min  
One Way \$14 / Round Trip \$22\*

#### To Maryland

Hourly service, approx. 45 min. to Maryland Terminal in Bethesda, with continuing courtesy shuttle service to 12 suburban Maryland hotels in Bethesda, Rockville and Gaithersburg.

One Way \$17 / Round Trip \$32\*

#### To Downtown D.C.

Half-hourly service, approx 45 min. to downtown terminal located at 15th and K streets NW, with continuing courtesy shuttle service to 12 downtown Washington hotels.

One way \$14 / Round trip \$22\*

#### To Metro

Half-hourly service, approx 20 min. to West Falls Church Metrorail station. (Virginia)

One way \$5

See Metrorail Information for subway fares and routes.

\*Children under six ride free. Fares and schedules subject to change.



### WASHINGTON FLYER LIMOUSINE

Stretch limousine and executive class sedans available for both advanced reservations and walk-up passengers.

Prices start at \$42 for downtown Washington and suburban Maryland destinations.



### WASHINGTON FLYER TAXI

Washington Flyer Taxis are available curbside.

Prices range from \$35 to \$47 to any destination in metropolitan Washington and suburban Maryland.

## FROM WASHINGTON NATIONAL AIRPORT



### WASHINGTON FLYER EXPRESS BUS

Purchase tickets at Washington Flyer service desk located at the Interim Terminal, adjacent to baggage claim, and at the Main Terminal, North end of the traffic circle.

#### To Washington Dulles International Airport

Hourly service, approx 45 min.  
One Way \$14 / Round Trip \$22\*

#### To Maryland

Hourly service, approx 35 min. to Maryland Terminal in Bethesda, with continuing courtesy shuttle service to 12 suburban Maryland hotels in Bethesda, Rockville and Gaithersburg.

One Way \$14 / Round Trip \$26\*

#### To Downtown D.C.

Half-hourly service, approx 20 min to downtown terminal located at 15th and K streets NW, with continuing courtesy shuttle service to 12 downtown Washington hotels.

One way \$7 / Round trip \$12\*

\*Children under six ride free. Fares and schedules subject to change.



### METRO RAIL

Departures from Washington National Airport Metrorail station located outside the Main Terminal.

See Metrorail Information for subway fares and routes.



### WASHINGTON FLYER LIMOUSINE

Stretch limousine and executive-class sedans available for both advance reservations and walk-up passengers.

Prices start at \$23 for downtown Washington and suburban Maryland destinations.



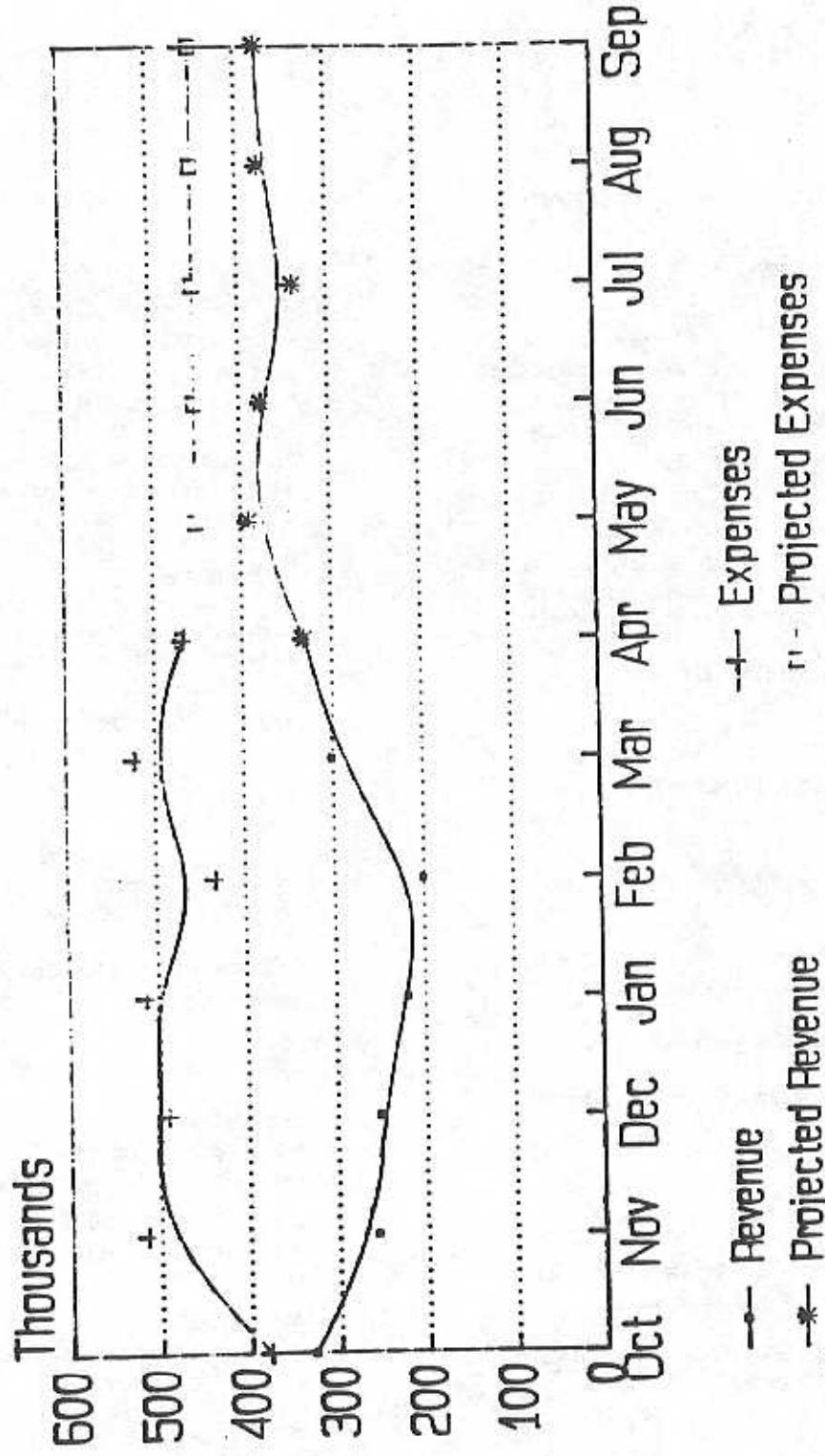
### TAXI

Taxis are available curbside.

Prices range from \$10 to \$47 to any destination in metropolitan Washington and suburban Maryland.



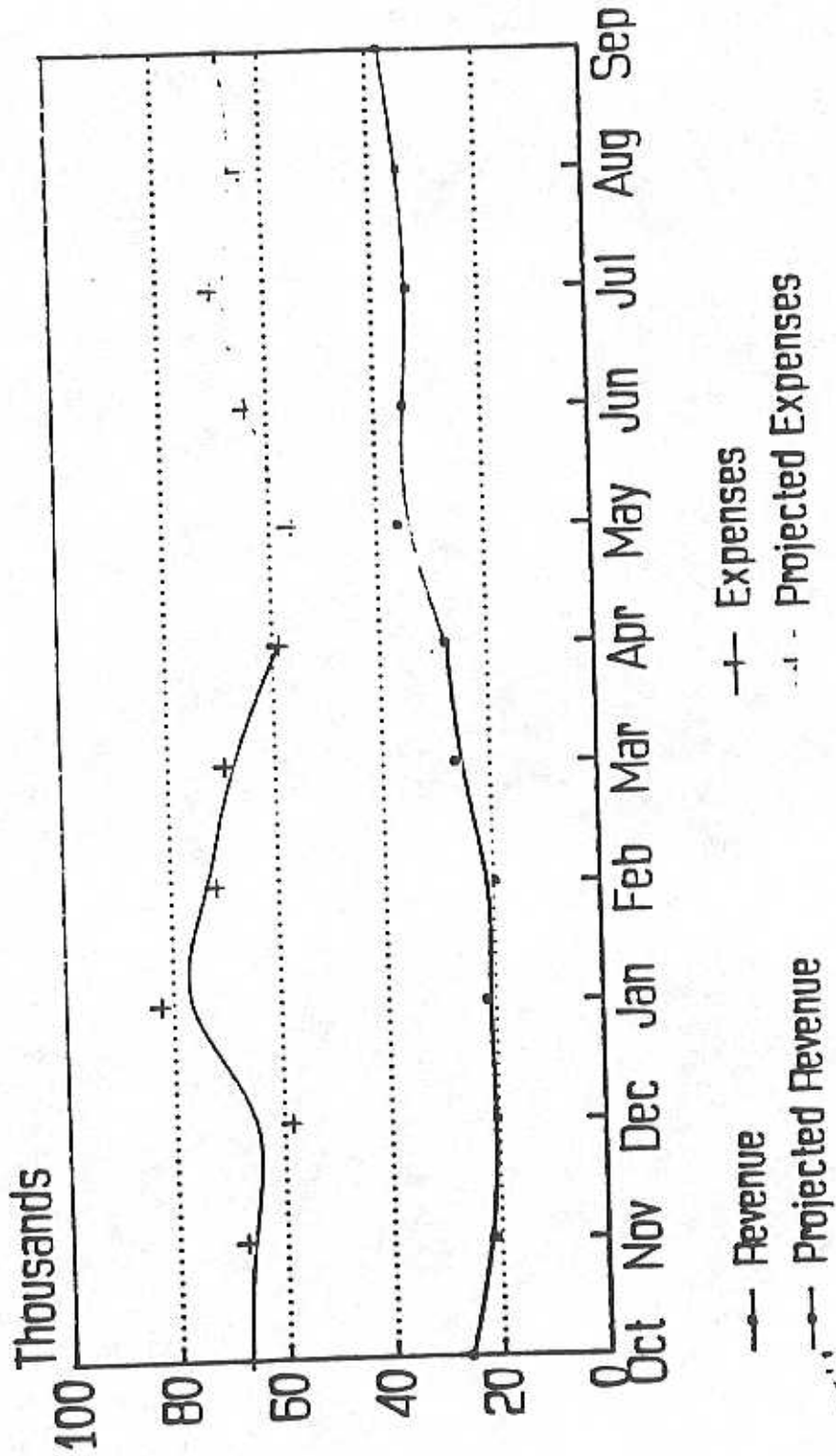
# Washington Flyer FY'91 Revenue-to-Expenses



Business Office 20MAY91

# Washington Flyer Routes

## Revenue-to-Expenses IAD-WFC Metro



Business Office 20MAY91

**APPENDIX I**

**CONSTRUCTION SCHEDULE FOR THE  
FRANCONIA/SPRINGFIELD METRORAIL STATION**

J/H ROUTE: VAN DORN TO FRANCONIA-SPRINGFIELD  
ASSUMPTIONS/STRATEGIES: BUDGET AND SCHEDULE

ASSUMPTIONS

- o Current approved alignment will not change.
- o Design funding of \$6.1 million will be provided by Fairfax County in time to award the design contract modification.
- o Letter of No Prejudice Authority will be received from UMTA to start design by mid July, 1991 before Federal funds are available.
- o Design scope will be fixed by June 30, 1991 and not changed thereafter.
- o Common corridor horizontal and vertical separation distance criteria will be waived as required.
- o Corps of Engineers will not require completion of wetland mitigation before commencement of construction.
- o If WMATA agrees to design and construct VRE station, it will be done in a way which does not lengthen the metrorail design and construction schedule.
- o Fairfax County and other agencies will complete design reviews and provide all comments to WMATA within 10 working days.
- o Federal and local funds will be available to support the construction schedule.

STRATEGIES

- o Use pre-cast girders in station and line section.
- o Award separate early site work contract in 1992.
- o Bid the parking structure for both pre-cast and cast-in-place alternatives.
- o Continue to pursue additional cost reductions during the final design process.

RESULTS

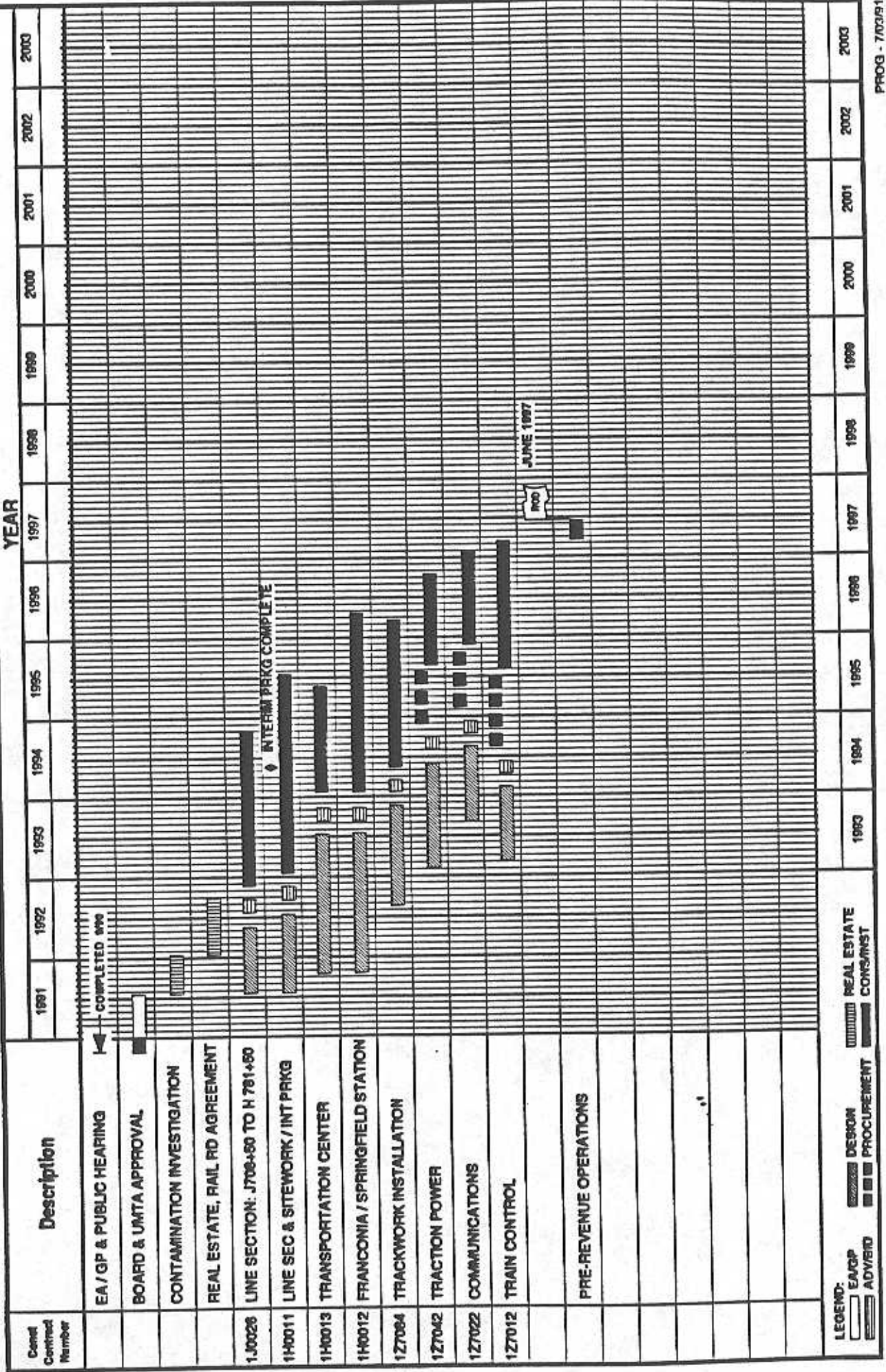
- o ROD in mid 1997.
- o Cost savings of \$20 million which includes savings in construction and overhead costs.

1625m2



metro

# D&C SCHEDULE - 103 MILE SYSTEM J/H ROUTE: VAN DORN TO FRANCONIA/SPRINGFIELD



PROG  
07/02/1991  
FILE: AMH-COMP2

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
METRO RAIL CONSTRUCTION PROGRAM  
103 MILE SYSTEM

J/N ROUTE: VAN DORN STREET TO FRANCONIA-SPRINGFIELD

BUDGET AND COST COMPARISON ANALYSIS (\$ IN MILLIONS)

BUDGET ITEMS	ORIGINAL COST (UNCONSTRAINED) (SEE NOTE 2)	SAVINGS (SEE NOTE 1)	FAST TRACK		SOURCE OF FUNDING
			PROGRAM COST WITH SAVINGS (SEE NOTE 2)	ICCA	
PRELIMINARY ENGINEERING	--	--	0.20	0.20	--
DESIGN	6.10	--	6.10	5.10	1.00
REAL ESTATE	7.90	-0.80	8.70	8.70	--
CONSTRUCTION (STRUCT. & FIR.)	148.60	13.10	135.30	117.80	17.50
SYSTEMWIDE	28.10	--	28.10	28.10	--
SUBTOTAL	190.50	12.30	178.40	159.90	18.50
INSURANCE	17.60	6.50	13.10	11.70	1.40
CONTINGENCY	12.40	1.00	11.40	10.20	1.20
PROJECT MANAGEMENT	60.03	2.69	37.34	37.34	--
TOTAL	260.53	20.49	240.24	219.14	21.10

NOTE: 1- COST SAVINGS ARE RELATED TO THE PARKING STRUCTURE AND CONSIST OF USING  
PRE-CAST CONCRETE, REPLACING ESCALATORS WITH STAIRS AND DELETING THE  
COMPUTER SERVICE AREA.

2- FAST TRACK SCHEDULE AND ORIGINAL SCHEDULE ARE IDENTICAL.

**APPENDIX J**

**AMERICANS WITH DISABILITIES ACT**

FIRST QUARTERLY REPORT  
OF THE  
REGIONAL PARATRANSIT COORDINATING COMMITTEE

FEBRUARY - APRIL 1991

This is the first quarterly report of the Regional Paratransit Coordinating Committee (RPCC). The RPCC was established by the WMATA Board of Directors, through Board Resolution 90-65, to provide a forum for an exchange of information, ideas and strategies to meet the paratransit requirements of the Americans with Disabilities Act (ADA).

The RPCC is composed of transportation professionals and planners and human service agency representatives from the WMATA Compact member jurisdictions and two regional agencies (refer to Attachment 1), along with Authority staff. Representation by the District of Columbia was delayed until the committee's April 30 meeting when representatives from the Offices of Mass Transit and Human Services were in attendance; the City of Falls Church has declined to participate on the Committee. The RPCC is chaired by three members who represent Maryland, Virginia and the District of Columbia.

The RPCC, or its subcommittees, has been meeting on a bi-weekly basis since mid-February. The Committee has address a number of issues relating to the complementary paratransit service requirements of the ADA, including:

- o a review of the proposed USDOT regulation, which was issued on April 4 as a NPRM, implementing the transportation requirements of the ADA;
- o a review of the definitions of the "ADA-eligible" population;
- o development of an inventory of existing local government paratransit services that could be used to comply with the requirements of the ADA;
- o examination of the service area and level of service criteria requirements for complementary paratransit service; and
- o a review of the requirements and a schedule for development of a paratransit service plan, which must be submitted to UMTA by January 26, 1992.

In conducting these analyses, the Committee established fourteen Preliminary Findings and Proposed Principles to guide the development of a regional paratransit service plan (refer to Attachment 2). In general, these findings and principles state that WMATA is responsible for development, implementation and monitoring of paratransit services in order to remain eligible for federal funding; additional paratransit services will be required to meet the requirements of the ADA; additional funding from all local governments may be necessary to provide this





service; cost effective approaches using existing local government paratransit services, user-side subsidy programs, and contracted services with private providers should be pursued to the maximum extent feasible; the accessible Metrorail system, the accessible Metrobus "On-Call" service, and the accessible fixed route bus services will be integrated into the paratransit service plan; and efforts should be undertaken to implement travel training programs in order to "mainstream" disabled persons onto regularly scheduled accessible fixed route services.

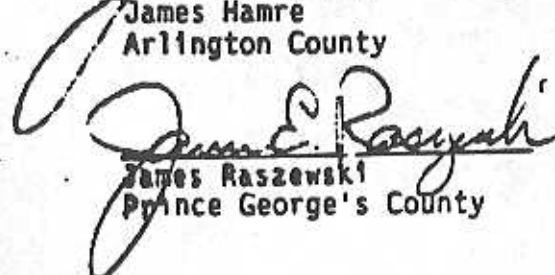
The Committee has also conducted some preliminary analyses of the cost of providing paratransit service to the ADA-eligible population. We have found that local governments in the metropolitan area, exclusive of data which has yet to be provided by the District of Columbia, currently spend approximately \$15 million annually in providing paratransit services to senior citizens, disabled persons and low income residents, and these services do not meet the level of service comparability criteria established by the ADA. The USDOT, in its recent NPRM, presented information indicating that the cost of complying with the ADA paratransit service requirements could approach \$28 million annually in each of the ten largest metropolitan areas.

There is a considerable amount of work that has to be accomplished in a short period of time to develop a paratransit service plan, to submit it to UMTA by January 26, 1992, and then to begin implementation of the paratransit service. The Committee has devoted substantial effort to defining the activities and time schedule to meet the plan submittal deadline of January 26, 1992 (refer to Attachment 3). We have concluded that the Committee does not possess all the requisite resources or the time available to develop the plan and to begin implementation in accordance with mandated deadlines. Therefore, we recommend that WMATA contract for consultant assistance for plan development, service implementation activities, and initial service monitoring and evaluation. It is the Committee's opinion that this is the only way in which WMATA and the region can develop and implement a cost effective paratransit service for ADA-eligible persons.

The Committee will continue to seek cost effective and efficient solutions for paratransit services, while fully complying with the requirements of the ADA.

  
Gordon Aoyagi  
Montgomery County

  
James Hamre  
Arlington County

  
James Raszewski  
Prince George's County

ATTACHMENT 1

REGIONAL PARATRANSIT COORDINATING COMMITTEE (RPCC)

COMMITTEE MEMBERS

Gordon Aoyagi	Montgomery County
Eddie Espinosa	Montgomery County
James Raszewski	Prince George's County
Richard Hedding	Prince George's County
James Hamre	Arlington County
Kathleen Desmond	Arlington County
Marsha Spears	City of Alexandria
Chris Hamilton	City of Alexandria
Glenn Millis	Fairfax County
Chris Jenks	Fairfax County
Richard Fruehauf	City of Fairfax
Louise Armitage	City of Fairfax
Douglas Stallworth	District of Columbia
Joan Jones	District of Columbia
Richard Taube	NVTC
Lou Farber	WSTC

## ATTACHMENT 2

### REGIONAL PARATRANSIT COORDINATING COMMITTEE

#### PRELIMINARY FINDINGS AND PROPOSED PRINCIPLES TO GUIDE IN THE DEVELOPMENT OF A REGIONAL PARATRANSIT SERVICE PLAN

1. The Americans with Disabilities Act requires the region to do more than is being done today in terms of providing paratransit service to persons with disabilities.
2. The United States Department of Transportation issued an NPRM for complying with the paratransit provisions of the Americans with Disabilities Act on April 4, 1991; these regulations will be finalized by July 26, 1991. This provides the Committee with sufficient information to develop a paratransit service plan for the region such that it can be submitted to the Department of Transportation by the January 26, 1992 deadline, and to allow the implementation process to begin in compliance with the new law. The Committee has developed a schedule of activities to meet the plan submittal date.
3. WMATA should take the leadership role for the region in developing the coordinated paratransit service plan. The plan should be developed and implemented in close coordination with the Regional Paratransit Coordinating Committee. The plan will be comprehensive, coordinated, and inclusive of all local paratransit efforts.
4. WMATA, as the regional transit operator, is responsible for developing and monitoring the implementation of the regional paratransit program to assure eligibility for the continued receipt of federal funds.
5. In terms of actual service delivery, WMATA's major role should be to continue its emphasis on providing top-quality accessible Metrobus and Metrorail service. This is especially important in the context of the paratransit service plan, since some paratransit service may take the form of feeder service to the accessible fixed-route services (rail and bus) in operation throughout the region.
6. The region's paratransit service plan should take full advantage of existing paratransit services operated by local governments to the extent that they qualify under the new regulations. However, as is the case with regularly scheduled bus service, local governments should be able to arrange with WMATA to provide paratransit service if they wish to do so. In turn, WMATA could either be the direct operator of the service or contract with private operator(s), whichever is the most cost-effective method. All WMATA costs associated with providing paratransit service would be accounted for separately and billed directly to the appropriate jurisdiction.

7. Some of the existing paratransit services of the region's local governments will need to modify their practices and procedures if they are to be counted in terms of compliance with new federal requirements.
8. The financial situation with the region's local governments is such that existing paratransit services are not expanding, and some are facing the prospects of reducing service because of budget constraints.
9. In all likelihood, additional financial resources will need to be identified for providing enhanced paratransit services in the region to comply with new federal regulations.
10. For federal compliance purposes and in the interest of being sensitive to the needs of disabled persons who will be using this service, it is important for the region's paratransit services to be fully coordinated and user friendly.
11. Efforts to develop a service plan to comply with the paratransit requirements of the ADA will focus on developing cost effective methods of meeting the requirements of the new law. The development of the initial plan shall not assume the availability of a waiver due to "undue financial burden."
12. In the course of developing a comprehensive regional paratransit service plan, actions should be undertaken to help "mainstream" disabled people who may be able to use regularly scheduled accessible service, as opposed to paratransit. More emphasis should be placed on travel training and other accessible public transportation programs to achieve this objective.
13. While deadlines imposed by ADA are tight and the costs of complying may be substantial, the Committee recognizes that the participating jurisdictions have a responsibility to all of their citizens to develop and implement a plan for paratransit service for disabled persons at a reasonable cost to taxpayers.
14. The Committee does not possess all the requisite resources or sufficient time to develop a regional paratransit service plan. Therefore, to supplement WMATA and RPCC staff efforts, RPCC recommends that WMATA contract for consulting services to develop and implement this plan within the identified work schedule.

### ATTACHMENT 3

#### TIME SCHEDULE - REGIONAL PARATRANSIT PLAN

<u>Date</u>	<u>Activity</u>
1991	
March	Form and organize RPCC
April	UMTA issues Notice of Proposed Rule Making (NPRM)- Complimentary Paratransit Service Plan Requirements RPCC formulates response to NPRM
April- July	Develop approach for Regional Paratransit Plan <ul style="list-style-type: none"><li>o Develop eligibility and certification requirements</li><li>o Define service area and service levels requirements</li><li>o Identify discrepancies between existing paratransit, fixed route bus service and service criteria of ADA for each jurisdiction and region as a whole.</li><li>o Estimate demand for complimentary paratransit service not currently being served by jurisdictions' paratransit services and accessible bus/rail services.</li><li>o Recommend paratransit fare structure</li><li>o Determine method and organization of paratransit service</li><li>o Estimate capital and operating needs</li><li>o Develop phase-in plan and implementation schedule</li></ul>
July	UMTA issues final rule on Paratransit service plan requirements Develop initial draft of Regional Paratransit Plan Present to WMATA Elderly/Disabled Committee
August	Finalize draft of Plan
September	Final comment of Plan from Elderly/Disabled Committee, WMATA Board of Director, Compact Member Jurisdictions.  Announce Public Hearing
October	Hold Public Hearing
November	Finalize Plan by RPCC Submit final plan to WMATA Board and member jurisdictions for approval
December	Certification of Regional Plan by local jurisdictions Approval by Board of Directors
<u>1992</u>	
January	MWCOG Technical Committee review and approval of Plan MWCOG Transportation Planning Board certification of conformance
January 25	Regional Paratransit Service Plan due to UMTA Regional Office - Philadelphia.

**APPENDIX K**

**INVENTORY OF EXISTING PARATRANSIT SERVICES**

**INVENTORY OF EXISTING LOCAL GOVERNMENT  
PARATRANSIT SERVICES**

The following is an inventory of paratransit services currently provided in the local jurisdictions. It is expected that these services will be used within the respective jurisdictions, to the maximum extent possible, to provide complementary paratransit service in compliance with the Americans with Disabilities Act's Regulations. The inventories provide relevant information on the current characteristics and conditions of the services. The following services and programs are included in the inventory: DOT Program-Alexandria; FAREWHEELS-Fairfax City; FASTRAN-Fairfax County; Paratransit Bus, Taxi Voucher and Call 'N' Ride-Montgomery County; and Call-A-Bus, Taxi Voucher and Senior Transportation Services-Prince George's County.

(6/25/91)

## DOT PROGRAM

1. **Jurisdiction:** Alexandria, Virginia

2. **Paratransit System Description:**

Paratransit service utilizing taxicabs and wheelchair accessible vans for persons who cannot use regular transit buses because of disabilities.

3. **Vehicles/Vehicle Capacity:**

10 lift-equipped vans and 132 taxi cabs

Van Capacity:

1 Van:	3	ambulatory	(2 non-ambulatory)	)
2 Vans:	4	"	(1 "	)
2 Vans:	5	"	(2 "	)
1 Van:	6	"	(1 "	)
1 Van:	7	"	(3 "	)
2 Vans:	8	"	(3 "	)
1 Van:	12	"	(3 "	)

4. **Hours of Service:**

6:00 a.m. - 11:30 p.m. (Monday - Friday)

6:30 a.m. - 11:45 p.m. (Saturday)

8:00 a.m. - 9:30 p.m. (Sunday)

5. **Policy Making:**

Alexandria City Council with input from the Alexandria Commission on Disabled Persons and the Department of Transportation and Environmental Services.

6. **Ridership: (1991 Projection)**

32,916 (1991 projected one-way rides)

[25,536 one-way rides were taken in 1990]

7. **Regional Trips/Inter-Jurisdictional Trips:**

No interjurisdictional trips.



DOT Program continued:

8. Advance Notice:

Encourage trips to be scheduled one day in advance. "On-Call" service is provided on a space available only basis.

9. Trip Purpose Restrictions: None

10. Intake Process:

City Office of Transit Services, with written application and physician's statement.

11. Eligibility Criteria:

Any person living in or visiting Alexandria who has a disability which prevents him or her from using the regular transit bus.

12. Fares:

Door-to-door service: \$1.25

Bus stop-to-bus stop service: Same fare as DASH service (currently \$0.65)

13. Annual Costs: 1990: \$201,313  
1991: \$277,124

14. Dispatch System:

Contracts with Senior Citizens Employment & Services to act as reservation agent who manually compiles the trip requests. Daily, trip requests are faxed to taxi/van contractor who then is responsible for assignment and scheduling of vehicles.

15. Cost Per Trip:

\$15.00 per van trip

Taxi trips are charged at metered rate, less the \$1.25 fare with a 7% discount on the difference.

16. Service Area: City limits of Alexandria

17. Voids in Service: Interjurisdictional Trips

## FAREWHEELS PROGRAM

1. **Jurisdiction:** City of Fairfax, Virginia
2. **Paratransit System Description:**  
Unlimited paratransit by FAREWHEELS contract.
3. **Vehicles/Vehicle Capacity:** (Regionwide)  
8 lift-equipped vans, 4 ramp-equipped vans and 300 taxi cabs  
Van Capacity:

1 Van:	16	passengers			
1 Van:	15	"			
1 Mini-Van:	7	"			
2 Vans:	3	ambulatory passengers,	2	wheelchairs	
2 Vans:	3	"	"	,	3
1 Van:	14	"	"	,	3
3 Vans (ramp):	4	"	"	,	1
1 Van: (ramp):	3	"	"	,	2
4. **Hours of Service:** 24 hours a day/7 days a week
5. **Policy Making:** Fairfax City Council
6. **Ridership:** 36 annual riders  
750 trips per year
7. **Regional Trips/Inter-Jurisdictional Trips:**  
None, with the exception of limited trips to the Vienna Metrorail Station.
8. **Advance Notice:** None required
9. **Trip Purpose Restrictions:**  
No trip purpose restrictions. Trips are limited to origins and destinations within the City limits and/or along the CUE bus route.

FAREWHEELS Program continued:

10. Intake Process:

Written application submitted to Human Services. No medical statement required for most situations. CUE Bus responsible for actual certification.

11. Eligibility Criteria:

City residents or residents along CUE route with inability to use CUE bus.

12. Fares:

\$1.50 (approx.) taxi service  
\$3.00 (approx.) wheelchair equipped van

13. Annual Costs: \$3,000.00

14. Dispatch System: Rider calls taxi or wheelchair provider directly.

15. Cost Per Trip: \$5.00 Taxi Service  
\$45.00 Wheelchair equipped van

16. Service Area:

Fairfax City limits, Fair Oaks Hospital, Vienna Metrorail Station and George Mason University

17. Voids in Service: Inter-jurisdictional trips

## FASTRAN

1. **Jurisdiction:** Fairfax County, Virginia

2. **Paratransit System Description:**

1. Advance Reservation DIAL-A-RIDE service (DAR)- Client-based paratransit service.
2. Standing Order Service (SOS)- Regularly scheduled group trips, no reservation required.
3. Discretionary Cab Program (CAB)- Taxi service for off-hour and emergency requirements. (Supplements paratransit service).

3. **Vehicles/Vehicle Capacity:**

112 22' (20 passengers) & 24' (24 passengers) Coaches (74 lift-equipped) Lift equipped buses can carry 12 seated, 2 wheelchairs or 14 seated, 2 wheelchairs, depending upon whether the vehicle is 22' or 24' in length.

4. **Hours of Service:**

1. (DAR) 8:00 a.m. - 4:30 p.m. (weekdays)
2. (SOS) 6:00 a.m. - 6:00 p.m. (weekdays)
3. (CAB) 24 hours a day (weekdays and weekends)

5. **Policy Making:**

County Office of Human Services- Transportation Services (TS) in conjunction with the County Transportation Advisory Council (TAC) for review and approval by County Board of Supervisors.

6. **Ridership: (1991 Projection)**

1. (DAR) 72,908 passenger trips
2. (SOS) 417,658 passenger trips
3. (CAB) 2,727 passenger trips

7. **Regional Trips/Inter-Jurisdictional Trips:**

Limited to Northern Virginia destinations. Trips are only provided for County residents.

**FASTLAN continued:**

**8. Advance Notice:**

1. (DAR) 24 hours to a week in advance
2. (SOS) 4 working days
3. (CAB) No notice required

**9. Trip Purpose Restrictions:**

Medical, essential appointments, shopping (standing order school and work trips provided through funding made available by other County agencies)

**10. Intake Process:**

1. (DAR) Computerized and centralized by Office of Human Services. Registration can be performed by phone with income or disability proof obtained directly from existing information maintained by other County agencies. Written proof may be required from other passengers.
2. (SOS) Conducted by other agencies, using various methods. Written notification of eligibility is required.
3. (CAB) No specific intake procedure.

**11. Eligibility Criteria:**

1. (DAR) County residents, low income requirement with an inability to use private or public transportation alternatives.
2. (SOS) Clients of County agencies or their delegate service providers, including the developmentally disabled, the mental ill, the elderly and low-income groups.
3. (CAB) Not applicable, service is discretionary (as needed)

FASTRAN continued:

12. **Fares:**

1. (DAR) Free local service for a one-zone trip, \$1.00 for a two-zone crossing, \$1.50 for a three-zone crossing. (County is divided into 3 zones, the boundaries of which consist of I-95/I-395 and I-66.)
2. (SOS) Determined by agencies on contract
3. (CAB) Varies by trip

13. **Annual Costs:** \$ 3,196,662 (net operating costs)

14. **Dispatch System:** (This should actually be called scheduling)

Computerized and centralized, advance registration required 24 hours to one week in advance, trips are batch scheduled and trip adjustments are made on the road via a 2-way radio system.

15. **Cost Per Trip:** \$13.89 (fully allocated)

16. **Service Area:**

Origins: Fairfax County, City of Falls Church\* and Fairfax City\*

Destinations: Fairfax County, the City of Falls Church, Fairfax City, Alexandria, Arlington, and Loudoun County.

\*Service provided to Falls Church and Fairfax City residents through inter-jurisdictional agreement.

17. **Voids in Service:**

- The system is currently driven by income eligibility.
- No regularly scheduled work or school trips are provided.

**APPENDIX L**

**TRANSPORTATION COORDINATING COUNCIL**

**ESTABLISHMENT**

**OF A**

**NORTHERN VIRGINIA**

**TRANSPORTATION COORDINATING COUNCIL**

**(TCC)**



## I. Establishment of a Northern Virginia Transportation Coordinating Council (TCC)

### Purpose

The purpose of establishing the Transportation Coordinating Council is to ensure that the cooperative long-range transportation planning process for Northern Virginia, established during the Subregional Planning effort, will continue; that the results of the process (the Plan) will be refined and updated as circumstances require; that the implementation of improvements called for in the Plan will be continually monitored; that Plan priorities will be established; and, that funding for Plan priorities will be collectively and actively pursued. The TCC will provide policy guidance for the implementation of the Northern Virginia Transportation Plan through a consensus decision-making process.

### TCC Structure

Elected officials drawn from the Northern Virginia Transportation Commission (NVTC) and the Potomac-Rappahannock Transportation Commission (PRTC) will form the core membership. The Northern Virginia member of the Commonwealth Transportation Board, a gubernatorial appointee, will chair the Commission. All voting members will be state or local elected officials.

In addition to its one (1) NVTC member, Loudoun County may add one (1) Supervisor who is not an NVTC Commissioner to the TCC; Prince William County will determine which three (3) of its six (6) PRTC Commissioners will represent Prince William County on the TCC; all eight (8) General Assembly Commissioners from NVTC and PRTC will serve on the TCC; the Towns of Leesburg, Herndon and Vienna each have one (1) representative who will serve on the TCC; WMATA will be represented through the four (4) NVTC Commissioners from Arlington, Alexandria and Fairfax who serve on the WMATA Board; and, the Chairman, the Virginia Department of Transportation's (VDOT's) NOVA District Administrator, the VDOT Director of Rail and Public Transportation, and the Chairman of the Citizen Advisory Committee will serve as ex-officio members.

### Supporting Committees

The TCC will be supported in its efforts by a Technical Committee and a Citizen Advisory Committee.

## Technical Committee

The structure of the Technical Committee will be similar to that used during the development of the Subregional Base Plan, with appropriate staff representation from each of the Counties, Cities and Towns of Northern Virginia, as well as from the transportation planning and implementing agencies.

The Chair of the Citizen Advisory Committee (or a designee) will also be a member of the Technical Committee. It is anticipated that the Citizen Advisory Committee will coordinate extensively with the Technical Committee in a non-voting capacity.

## Citizen Advisory Committee (CAC)

The Subregional CAC, as currently comprised, will serve for one (1) year, from the date of inception of the TCC. The second year, the Secretary of Transportation will designate up to 30 appointees to serve a one-year term. In addition, each member locality will appoint one (1) citizen representative and one (1) additional representative for each 100,000 increment of population to serve a two-year term. The third year, the Secretary will reappoint or designate up to 30 appointees to serve a two-year term. It will be the prerogative of the Secretary and the member localities to reappoint or revise their respective designated representation according to the two-year cycles.

## Responsibilities

### TCC

Major responsibilities of the TCC will be: identifying from the Plan those improvements which are of key regional significance; prioritizing improvements; actively pursuing funding for implementation of priority projects; oversight of the Continuing Subregional Transportation Planning process; and, monitoring of local transportation plans to ensure consistency with the overall Subregional Plan.

### Technical Committee

Major responsibilities of the Technical Committee will be provision of technical guidance to the TCC on matters related to the Subregional Planning process. This will include: providing recommended guidelines to the TCC for identifying projects which are of key regional significance; applying the guidelines adopted by the TCC to select those projects, and forwarding a recommended project list to the TCC; developing recommended guidelines for prioritizing projects, and applying those guidelines at the direction of the TCC to establish recommended Plan priorities; drafting a proposed Master Agreement outlining future TCC technical procedures and activities; reviewing local plans and programs

for consistency with the Subregional Plan, and forwarding findings to the TCC; providing technical review of on-going Subregional Plan Corridor Studies, and making recommendations to the TCC regarding incorporation of recommended improvements into the Subregional Plan.

### Citizen Advisory Committee

The functions of the CAC will include monitoring of, and coordination with, the TCC and the Technical Committee, to ensure that a full range of policy viewpoints and options is considered; a "clearinghouse" function to bring a regional perspective to common local concerns; and, an advocacy role to help develop support for regional solutions to transportation priorities.

## II. Major Tasks to be Accomplished Within the Next Year

### TASK I      Developing Guidelines for Projects of Key Regional Significance

- The Technical Committee will provide for TCC consideration recommended guidelines for selecting from the Subregional Plan projects of "Key Regional Significance".
- The TCC will discuss these guidelines and revise as necessary, based on input from the CAC and localities.
- When finalized, the TCC will direct the Technical Committee to proceed with applying these guidelines in selecting projects from the Plan.

### TASK II      Selection of Projects of Key Regional Significance

- Using guidelines from the TCC, the Technical Committee will identify projects of regional significance. It is envisioned that these will be major transportation initiatives which will significantly affect the defined regional transportation system, whether or not they are located in one or more jurisdictions. Each key regional project will contain a total cost estimate and an estimated cost schedule (denoted as "year 1", "year 2", etc.). The cost schedule will be based on project needs, and not necessarily funding availability. The Technical Group will forward the proposed project list to the Transportation Coordinating Council.
- The Transportation Coordinating Council will forward the project list to the CAC and to all localities and instrumentalities for review and comment.
- The Citizen Advisory Committee will review the project list and forward recommendations and comments to the TCC.

- Each member locality and instrumentality will review the project list and may, at its discretion, hold public hearings. The governing bodies may (1) forward formal recommendations and comment to the TCC, or (2) develop positions for TCC discussion.
- After further discussion, the TCC will formally adopt a list of key regional projects and estimated costs. This list will form the basis for subsequent annual reviews, and for proceeding with project prioritization and implementation once the Master Agreement (discussed below) is complete.

**Task III Develop Guidelines and Policies for Future Review and Implementation of the Northern Virginia Subregional Plan**

- With input from the Technical Committee and the CAC, the TCC will define a formal process to include:
  - methods to prioritize projects of key regional significance and to identify and secure adequate funding for those projects;
  - an on-going structure and procedure for reviewing Northern Virginia transportation projects to monitor consistency with the Northern Virginia Subregional Transportation Plan, and for updating the Plan on a periodic basis.
  - a structure to include guidelines for voting procedures, incentives for compliance, and - when required - committee organization.
- These guidelines, once finalized and adopted, will be formalized into a Master Agreement which will provide the context for conducting all future TCC activities.

**Task IV Draft Master Agreement**

- Using the TCC's guidelines and policies, the Technical Committee will draft a proposed Master Agreement to govern future review and implementation of the Northern Virginia Transportation Plan, and forward it to the TCC for consideration.
- After discussion, the TCC will forward the proposed agreement to the CAC, all localities and instrumentalities for consideration.
- The CAC will review the proposed master agreement and forward recommendations and comments to the TCC.

- Each member locality and instrumentality will review the master agreement and may, at its discretion, hold public hearings. The governing bodies may (1) forward formal recommendations and comment to the TCC, or (2) develop informal positions for TCC discussion.
- After receiving comments and making necessary revisions, the TCC will formally approve a master agreement to govern future review and implementation of the Subregional Plan. The TCC will return the approved Master Agreement to the governing bodies of all technical group members for signature.

#### Task VI Implementation of TCC Master Agreement

This will include (on an on-going basis) all activities called for in the Master Agreement. First among these activities will be the prioritization of the projects previously identified as being of "Key Regional Significance", and the initiation of an annual review process for determining consistency with the Subregional Plan.

At this point, based on current programming and funding cycles, it is anticipated that the annual review process will begin in June and conclude in October of each year.

# THE NORTHERN VIRGINIA TRANSPORTATION COORINATING COUNCIL

TECHNICAL GROUP
<p><b>Lead Staff - Northern Virginia VDOT</b></p> <p>NVTC PRTC METRO TPB/COG WMATA NVPDC RADCO FHWA UMTA FAA Arlington Fairfax Loudoun Prince William Stafford Alexandria Fairfax City Falls Church Fredericksburg Manassas Manassas Park Herndon Leesburg Vienna Citizen Chair (or designee)</p>

CITIZEN GROUP *
<p><b>Lead Staff - Northern Virginia VDOT</b></p> <p><b>Support Staff - MVPDC</b></p> <p>Up to 30 appointed by the Secretary of Transportation  <b>1 appointed by each county, city or town plus</b>  <b>1 appointed by each locality for each 100,000 population</b></p>

\*NOTE: This structure will be initiated one year after the commencement of the ICC. During the first year, the current membership of the Subregional CAC will serve as the Advisory Committee to the ICC.

TRANSPORTATION COORDINATING COUNCIL
<p><b>Lead Staff Northern Virginia VDOT</b></p> <p>CTB-Chair*            General Assembly-8            Alexandria-2            Arlington-3            Fairfax-5            Fairfax City-1            Falls Church-1            Loudoun-2            Prince William-3            Stafford-2            Manassas-1            Manassas Park-1            Fredericksburg-1            Leesburg-1            Vienna-1            Herndon-1            Citizen Chair*            VDOT Dist. Admin.*            VDOT Dir. Rail &amp; Pub. Transp.*</p> <p>*Ex officio (no vote)</p>

- Consensus decision-making
- 1 vote per member
- No. Va. CTB appointee is chair
- General Assembly members are PRTC or NVTC commissioners
- All local members must be elected officials
- All city and county members must be PRTC or NVTC commissioner
- Loudoun may add one Supervisor to TCC who is not NVTC commissioner
- WMATA representation includes
  - 1 Arlington
  - 1 Alexandria
  - 2 Fairfax
- TCC Chair, Citizen Chair, and 2 VDOT staff members are ex officio members with no vote

# NORTHERN VIRGINIA TRANSPORTATION COORDINATING COUNCIL

## Membership Guidelines

### Commonwealth Transportation Board

1 Northern Virginia Representative\*

### Virginia Department of Transportation

1 Northern Virginia District Administrator\*

1 Director of Rail and Public Transportation\*

### Citizen Group

1 Chair\*

### Northern Virginia Transportation Commission

5 General Assembly Members

### Potomac and Rappahannock Transportation Commission

3 General Assembly Members

### Northern Virginia Local Elected Officials

Alexandria - 2 NVTC Commissioners

Arlington - 3 NVTC Commissioners

Fairfax - 5 NVTC Commissioners

Fairfax City - 1 NVTC Commissioner

Falls Church - 1 NVTC Commissioner

Fredericksburg - 1 PRTC Commissioner

Herndon - 1 Council Member

Leesburg - 1 Council Member

Loudoun - 1 NVTC Commissioner, plus

- 1 Board Member

Manassas - 1 PRTC Commissioner

Manassas Park - 1 PRTC Commissioner

Prince William - 3 PRTC Commissioners

Stafford - 1 PRTC Commissioner

Vienna - 1 Council Member

\*ex officio (no vote)

## I-95 HOV LANE EXTENSION

These facilities will be barrier-separated, reversible HOV lanes.

<u>Phase</u>	<u>Description</u>	<u>Cost (in millions)</u>
I	A 4.4 mile section from south of Edsall Road to north of Accotink Creek. Construction started in March, 1991 and should be completed by the Spring, 1994.	\$57
II	Construction started in June, 1989 on 0.6 mile section of roadway straddling both sides of Route 644 (Franconia Road). This includes the construction of a pedestrian bridge over I-95, the widening of Backlick Road along a one mile, and other activity. This section should be completed in November, 1992.	31
III	Construction of a new bridge across the Occoquan east of the existing bridge. Construction, which started this summer, should take one year.	8.6
IV	Construction of the Horner Road bridge and approaches and access roads to the nearby commuter parking lot. (Spring, 1992 to Fall, 1993.)	10.9
V	The construction of 2.3 miles of reversible lanes to within 1.5 miles of the Occoquan River from north of Accotink Creek. Construction will start in the Fall, 1992 and take two years.	36
VI	The reconstruction of both the existing north and south bound bridges over the Occoquan River. Construction is scheduled for the Fall of 1992 through the Spring, 1994.	21



VII	Complete the remaining 1.5 mile segment of reversible lanes up to the Occoquan River, starting in the Fall, 1992. Construction is expected to take two years.	30
VIII	From the Occoquan River to .9 miles south of Route 123. Construction will take two years and is expected to start in the Fall of 1993.	36.4
IX	Construction of 2.5 miles of reversible lanes from Route 123 to Opitz Blvd./Smoketown Road. This phase will start in the Fall of 1993 and should be completed by the Fall of 1995.	16.6
X	This 5.3 mile section, from Opitz Blvd./Smoketown Road to Quantico Creek, will be constructed over a two year period starting in the Fall of 1994.	25.7
XI	This final phase will consist of extending the Traffic Management System from Springfield to Quantico Creek.	18.9

**APPENDIX M**

**I-95 HOV LANE EXTENSION**

## TCC Policy Committee Membership

Chairman: Byron E. Waldman\*  
CTB Northern Virginia Representative

### Northern Virginia Local Elected Officials

Alexandria (2 NVTC Commissioners):	T. Michael Jackson Patricia S. Ticer
Arlington (3 NVTC Commissioners):	Ellen M. Bozman Albert C. Eisenberg Mary M. Whipple
Fairfax (5 NVTC Commissioners):	Joseph Alexander Sharon Bulova Katherine K. Hanley Audrey Moore Lilla Richards
Fairfax City (1 NVTC Commissioner):	John Mason
Falls Church (1 NVTC Commissioner):	Phillip J. Thomas
Fredericksburg (1 PRTC Commissioner):	William Greenup
Herndon (1 Council Member):	Mayor Tom Rust
Leesburg (1 Council Member):	Mayor Robert E. Sevilla
Loudoun (1 NVTC Commissioner):	Betty W. Tatum
(1 Board Member):	Ann Kavanagh
Manassas (1 PRTC Commissioner):	Vice Mayor James Payne
Manassas Park (1 PRTC Commissioner):	William Wren
Prince William (3 PRTC Commissioners):	Kathleen K. Seefeldt Robert L. Cole John D. Jenkins
Stafford (1 PRTC Commissioner):	John M. Porter
Vienna (1 Council Member):	Mayor C. A. Robinson, Jr.

TCC Policy Committee Membership  
(continued)

General Assembly Members

NVTC Commissioners:

Senator Joseph V. Gartlan, Jr.  
Senator Edward M. Holland  
Delegate James F. Almand  
Delegate Bernard S. Cohen  
Delegate Robert E. Harris

PRTC Commissioners:

Senator John H. Chichester  
Senator Charles J. Colgan  
Delegate David G. Brickley  
Delegate Harry J. Parrish

TCC Citizen Advisory Comm. Chairman

Margaret Vanderhye\*

Virginia Department of Transportation

Northern Virginia Dist. Admin.

Claude D. Garver, Jr.\*

Director of Rail and Public Trans.

Sally Cooper\*

\* Ex Officio

**APPENDIX N**

**TAXI SERVICE BY JURISDICTION**

TAXI SERVICE BY JURISDICTION

<u>Jurisdiction</u>	<u>Company</u>	<u>Phone<sup>1</sup></u>	<u>Number of Cabs</u>
Alexandria	1. Alexandria Diamond Cab 3035 Mt. Vernon Ave.	549-6200	150
	2. Alexandria Yellow Cab 3025 Mt. Vernon Ave.	549-2500	196
	3. Alexandria VIP Cab 3600 Jefferson Davis Hwy.	549-6900	58
	4. Columbus Cab 1307 Prince Street	684-7373	45
	5. King Cab 104 S. Henry	549-3530	54
	6. White Top Cab 226 W. Glebe Road	683-4004	<u>111</u>
		<b>TOTAL:</b>	
Arlington	1. Red Top Cab of Arlington 1200 N. Hudson	522-3333	274
	2. Arlington Yellow Cab 1200 N. Hudson	527-2222	110
	3. Arlington Blue Top Cab 905 N. Glebe Road	243-8294	145
	4. Crown Cab Company 2324 N. Dinwiddie	528-0202	23
	5. Friendly Cab Company 139 S. Barton Street	979-2082	20
	6. Hess Cab Company 730 N. Frederick	841-1555	<u>33</u>
		<b>TOTAL:</b>	
Fairfax & Other Areas	1. Red Top Cab Co. of Ffx. 11 Hillwood Ave.	834-4444	45
	2. Falls Church Yellow Cab 11 Hillwood Ave.	534-1111	245 (1)
	o Annandale Yellow Cab 11 Hillwood Ave.	941-4000	
	o Bailey's Cross Roads Yellow Cab 11 Hillwood Ave.	820-2626	
	o Burke Yellow Cab 11 Hillwood Ave.	941-4000	
	o McLean Yellow Cab 11 Hillwood Ave.	356-3151	
	o Tysons Corner Yellow Cab 11 Hillwood Ave.	534-1111	
	o Vienna Yellow Cab 11 Hillwood Ave.	938-7272	
	o Fairfax Yellow Cab 11 Hillwood Ave.	941-4000	
	3. Springfield Yellow Cab 7956 E. Twist Lane	451-2255	59
	4. Herndon-Reston Cab 7956 E. Twist Lane	451-7200	6
	5. Belvoir Taxi Service 7956 E. Twist Lane	781-7040	<u>10</u>
	<b>TOTAL:</b>		365

(1) Represents corporate total.

**TAXI SERVICE BY JURISDICTION (Continued)**

<u>Jurisdiction</u>	<u>Company</u>	<u>Phone</u>	<u>Number of Cabs</u>
Loudoun	o Country Side Cab 6 Pidgeon Hill Dr., Sterling	444-2259	13 (2)
	o Dulles Sterling Taxicab 1526 Millikens Bend Rd. Herndon	481-8181	6
	o Loudoun Country Yellow 11 Hillwood Ave., Falls Church	437-9100	(2)
(Contract Service)	o Washington Flyer Taxi 90 South Glebe Road	528-4440	<u>260</u>
		<b>TOTAL:</b>	<b>279</b>

(2) Part of the 245 total listed for Falls Church Yellow Cab.

**TAXI OVERSIGHT AGENCIES**

Alexandria:	Hack Inspector's Office Mr. Sunny Huffman	838-4240
Arlington:	Hack Inspector's Office Detective Dan Wine	358-4258
Fairfax County <sup>2</sup> :	Consumer Affairs Office Ms. King	359-9161
Loudoun County:	There is no oversight agency.	

<sup>1</sup> All telephone numbers are Area Code 703.

<sup>2</sup> Includes City of Fairfax, Falls Church.

