

DISCUSSION PAPER

**SERVICE AND FINANCE PLAN FOR INITIAL DULLES CORRIDOR
EXPRESS BUSES TO LOUDOUN COUNTY
IN FISCAL YEAR 1995**

--October 7, 1994--

BACKGROUND

In January, 1994 Representative Frank Wolf assembled representatives of Fairfax and Loudoun Counties, the Washington Airports Task Force (WATF), the Metropolitan Washington Airports Authority (MWAA) and others in his office to discuss opportunities for express bus service for commuters from the Dulles Airport area to Tysons Corner and the West Falls Church Metrorail station. This original group met several times through 1994, and invited NVTC staff to participate beginning on July 26, 1994. Appendix A contains articles describing the initiation of this planning effort and a list of agencies participating.

At the July 26, 1994 meeting of the planning group, which has been convened under the auspices of the WATF, NVTC staff was invited to prepare a discussion paper that would help the group come to grips with the complex issues surrounding the project and eventually lead to a set of recommendations for consideration by local elected officials. For purposes of the discussion paper, the group asked that NVTC be assumed as the grant applicant and the agency seeking competitive service bids.

At this point Representative Wolf has obtained an earmark for \$950,000 of federal Section 3 capital funds from the Federal Transit Administration. A 20 percent local match is required. Staff of local governments and regional agencies are cooperating to identify park-and-ride sites and explore funding sources while seeking to resolve the many issues that surround such service.

This discussion paper sets forth a description of those issues, and develops a set of alternative service schedules and operating and capital budgets. Also, a draft project implementation schedule is provided showing that it would take approximately a year before service could begin, depending on whether buses are leased or purchased and on whether labor-related issues can be resolved quickly.

SUMMARY OF OPERATING SCENARIOS

As set forth below, four feasible operating scenarios are proposed. The simplest would operate as a shuttle with six peak flow trips each morning (and six each evening) from a park-and-ride site near Dulles Airport to the West Falls Church Metrorail station. This would require three buses used for 9 hours in each direction each day. At a rate of \$45 per hour for operations (the rate now paid by Fairfax County to its new private operator for Reston/Herndon service), annual operating costs would be about \$214,000. Assuming ridership of 250 one-way trips per day (derived from estimates in NVTC's 1994 Interjurisdictional Bus Study by Abrams-Cherwony & Associates) paying a one-way fare of \$2.00, annual revenues would be \$125,000. Consequently the net operating subsidy would be about \$89,000 annually and bus capital lease costs would add another \$92,000 annually. Total annual subsidy requirements would be about \$180,000 under this scenario.

Since the federal grant can only be used for capital purposes (such as bus purchase or lease or park-and-ride lot expenses), other potential sources of funding operations are suggested, including state aid and local contributions (in proportion to ridership). These potential financial obligations are examined below over a five-year horizon.

The paper also examines other operating scenarios that would carry service deeper into the core, with greater ridership, higher costs, and additional issues to be resolved.

NEXT STEPS

Upon further review of this discussion paper by the staff planning group (the next meeting is set for October 14, 1994), it is anticipated that a consensus service and financial plan will be prepared for consideration by local governments. This would result in a request by those local governments to an agency such as NVTC to file the grant application and presumably request bids for service. If such a request is made to NVTC, the commission would, of course, have to authorize its staff to proceed. Refer to Exhibit 6 for a possible sequence of steps required to implement service is approximately one year.

MAJOR ISSUES TO BE RESOLVED

A more detailed examination of several key issues associated with the federal grant process, operations and financing is given below. In this section, a list of the most important unresolved issues is presented. It can serve as a check-list of issues for the staff planning group as it continues to analyze alternatives.

Finance:

1. Local operating subsidies: Loudoun County has no apparent source of operating funds since it is committed to its own, new privately operated commuter system. The county may have limited capital funds and perhaps its services can be combined with the proposed new service with approximately the same financial obligation to the county. If subsidies are allocated solely based on jurisdiction of residence of ridership, it is very likely that Loudoun County would be assigned almost all of the costs, with a very modest share (if any) for Fairfax County.
2. Other possible funding sources: Excess Dulles Toll Road toll revenues may be available, at the option of the Commonwealth Transportation Board, but there are many competing users and VDOT may be reluctant to set a precedent for funding bus operating costs. If federal CMAQ/RSTP funds are to be sought to help fund system operations to start, an application is needed immediately to participate in the regional allocation process, and Seal matching funds may still be needed.

Operations:

3. Service to Tysons: The draft operating scenarios presented below do not include service to Tysons Corner. To do so, one or more stops would need to be identified and the financial consequences examined, recognizing that no firm demand estimates are available.

4. Reverse flow of service: The draft assumes buses are not operated in revenue service in the county-flow direction during each peak period. Possibilities for consideration include revenue service for employees of the U.S. Postal Service at one possible park-and-ride location or for Dulles Airport employees.
5. Access to the Pentagon: No bus bays are available at the Pentagon Metrorail Station, although parking lot locations might be used.
6. Fares: Operating scenarios described below assumed fares, for example, of \$2 per one-way trip for a shuttle to West Falls Church. This may be too high to attract the assumed ridership, given a much lower (50-cents) fare on the nearby five routes operated by the Fairfax Connector from Reston/Herndon to West Falls Church. On the other hand the assumed fares of \$3.00 for documentation service may be too low, since Loudoun County's existing service now charges \$4.00.
7. Competition with Metrorail: Bus Operating scenarios continuing to Rosslyn, Crystal City, the Pentagon and downtown District of Columbia may be perceived as diverting current or potential Metrorail riders.
8. Loudoun/WMATA compact agreement: Certain operating scenarios may be more or less likely to trigger a request by the WMATA Board for Loudoun County to begin contributing to the regional WMATA system.
9. NVTC allocation formula: Currently Loudoun County does not participate in NVTC's revenue allocation process, but depending on the specific operating scenario, such new services may trigger a request from NVTC's other jurisdictions that the county begins to participate.
10. Grant Issues: 13(c): As explained in detail below, the federal grant will require execution of an agreement certifying that labor will be protected. Jurisdictions must agree upon how this potential financial obligation will be shared and then organized labor must agree to the specific terms. Both NVTC and WMATA have existing 13(c) agreements. NVTC's covers only VRE operations, and this new service proposed would require new agreements among NVTC's jurisdictions regarding obligations and with the unions.
11. Only capital costs are eligible: Also, a 20 percent local match is required. If there are only modest costs of providing the park-and-ride site, perhaps new buses could be purchased with the grant including spares. This would give more leverage in managing the private operator, but could extend by many months the time before service could begin.

KEY ISSUES AFFECTING GRANT FUNDS

The Federal Transit Administration requires grant recipients to conclude a 13(c) labor protection agreement with organized labor --certified by the U.S. Department of Labor-- as a condition for receiving a grant. The purpose of Section 13(c) of the Urban Mass Transportation Act of 1964 is to protect currently employed transit workers from adverse impacts of federally funded projects, by providing, for example, up to six years of wages to displaced workers. (See Appendix B for more details.)

The labor protection agreements are required for both capital and operating grants and a model agreement was developed in 1975 by APTA, labor unions, the Department of Labor and other affected parties. The model agreement is the most expeditious approach to concluding 13(c) negotiations as FTA, Labor and the unions will usually sign off quickly on this document. The model agreement provides the following labor protections:

- o A definition of the project activities covered by the agreement that includes actions that may result from the expenditure of Federal funds (e.g., technological or management innovations), but excludes adverse impacts that are a result of normal business fluctuations.
- o Preservation of all existing collective bargaining rights.
- o Award of a "displacement allowance" to worker(s) who can demonstrate a causal relationship between the operations of the proposed service and a degradation of their work conditions. The allowance may be paid in lieu of wages and may last up to six years.
- o Re-training and re-location will be provided at the grantee's expense for displaced workers.

The 13(c) labor protection requirement for the receipt of federal funds limits the willingness (and ability) of Fairfax and Loudoun counties to participate directly in this proposed service. Fairfax County has specifically limited the federal role in its current Dulles bus program to acquisition and construction of park and ride facilities that will be used by carpools as well as express buses. Loudoun County is currently awarding a bus service contract to continue the Purcellville/Leesburg service which does not involve federal funding and, therefore, does not include 13(c) protections. Use of the federal grant to acquire or lease buses will in turn extend the 13(c) protections to the personnel driving and maintaining this equipment. This implication is important to the long-term consideration of how this equipment would be folded into the planned Fairfax and current Loudoun service. At this time, Fairfax County does not intend to use federal monies to buy or operate the Dulles express service (because of this 13(c) issue).

In order to accept the federal grant, the NVTC jurisdictions will have to accept the 13(c) responsibilities. If the service is essentially for Loudoun residents, it can be reasonably expected that other NVTC jurisdictions would examine the costs and benefits from their perspectives before agreeing to accept any 13 (c) responsibilities.

The challenge (and dilemma) is to spend federal funds on capital assets that the counties can continue to utilize productively after the grant is exhausted but do not require the counties to accept unwanted responsibility for labor protections. Apparently spending the entire grant on park-and-ride lot expenses would not "taint" the bus operations, but would require finding alternative, non-federal financial resources for bus capital costs.

Funding for the 20 percent local match of the federal grant has not yet been identified. Since Loudoun County has already programmed money for improvements that would support its new bus service (e.g., parking lots) perhaps these expenditures could constitute a local match, assuming Loudoun complies with federal purchasing requirements when it expends these local funds. The local match would also be eligible for inclusion in the annual NVTC capital grant application to VDRPT. If the state matching ratio continues at 30 percent, VDRPT would furnish \$71,250 of the \$237,500 local match. However, Loudoun's participation in VDR&PT funding programs may cause other NVTC jurisdictions to request that Loudoun County participate in NVTC's revenue allocation process. This would have financial implications for all NVTC jurisdictions.

KEY ISSUES AFFECTING SERVICE PROVISION

Two possible sites are under consideration. One has at least 300 spaces (at a U.S. Postal Service Facility) and the other has 100 spaces with the potential to grow. Loudoun County is continuing its search for parking locations. It is not known if the County will choose one large parcel (assuming 300 spaces are needed for bus passengers and carpoolers) or two or more smaller lots. For purposes of this plan, one location of approximately 300 spaces is assumed, to be located in the vicinity of Dulles Airport. When the region is able to decide upon and implement a permanent parking facility (e.g., through the Western Regional Park and Ride Study process), the service would be focused on this location and grant funds could be used for improvements. However, it is not clear when Loudoun, VDOT and other agencies will act and, therefore, the alternative may be a temporary, smaller lot that customers could lose at some future date when the bus service is re-routed to the new facility.

The express bus service can be designed to provide frequent shuttle service to West Falls Church Metrorail (with operating costs at the low end of the range), point-to-point travel to core employment in Arlington and the District (at higher costs), or a combination of Metrorail feeder and point-to-point. Access to Metrorail at West Falls Church or the Pentagon would require use of a bus bay on WMATA property whereas Metrorail interface at Rosslyn, Crystal City and downtown would occur on property owned by others. Presumably, an NVTC owned and operated service would not encounter difficulty or expense gaining access to WMATA property (except for indemnification), as the WMATA Board has adopted policies covering such access. In this analysis it is assumed that a service procured by NVTC would not trigger any new WMATA fees for Loudoun County, especially since such service would remove automobiles from the highways of the inner jurisdictions, help meet Clean Air targets and provide additional Metrorail revenues. The wording of the WMATA Board resolution incorporating Loudoun County into the Transit Zone states that neither Loudoun County nor the Authority shall owe anything to the other,

"until such time as Loudoun County applies for permission to use or contract with the Authority for transit service or facilities. At such time...the Board shall set such terms and conditions...consistent with the Compact, as it deems appropriate."

However, a record of discussion at the January 18, 1990, WMATA Board meeting at which the above resolution was adopted reflects that Loudoun County was not to be charged for the Loudoun County residents who, it was acknowledged, were already feeding into the system. This makes the policy somewhat ambiguous. NVTC should confirm its assumption by letter to WMATA before the service/financing plan is approved.

PROPOSED SERVICE PLAN

Four service plans were developed to examine the operating costs and possible ridership of different commuter bus options. All plans assume one parking lot; plans differ by destinations served and number of buses required. **Exhibit 1** summarizes the alternatives and presents operating schedules. The alternatives are designed to attract single occupant motorists by offering high-speed express bus service with limited stops. Alternative routing in the reverse direction to supplement existing service to Westpark, Tysons Corner, or Dulles Airport might also be considered at a later date if demand warranted such additions.

RIDERSHIP ESTIMATE

In the absence of a specific market analysis, ridership has been largely assumed based on the recent work by Abrams & Cherwony Associates, Inc. in its county-wide assessment for NVTC and Loudoun County. The 1990 census recorded 48,400 Loudoun commuters of whom 10percent worked in Arlington or Washington, D.C. Abrams estimates that transit can capture 1 - 5 percent of the travel market and, therefore, approximately 50 - 250 commuters would use the service. During the past year, express bus service on Route 12E operated by Fairfax County between the Centreville park-and-ride lot and the Vienna Metrorail station attracted 75 daily patrons on three runs per peak period. Based on the percentage of the market that the 12E service is estimated to be picking up, it is reasonable to assume that a Dulles-based service connecting to West Falls Church Metrorail would have a daily roundtrip ridership of approximately 125. This is in line with Abrams' estimate of 160 peak period patrons per day for proposed service originating in Sterling and accessing Crystal City and the District via the Dulles Toll Road, as the park-and-ride service would draw from a larger service area. A through-service, from the parking lot to Rosslyn and DC, for example, would most likely deliver about 20 percent more passengers, bringing daily roundtrips to 150 (or 300 one-way trips). Such a through service would be in line with Loudoun County's current service, which delivers passengers to Rosslyn, the Pentagon and the District.

PROJECT BUDGET

Five year operating and capital budgets are prepared for each of the service alternatives. **Exhibit 2** presents the costs and revenues estimated for each alternative using the current Fairfax/ATE contract for Reston/Herndon service which includes all operating and maintenance costs. The county provides the fleet. Capital costs are represented in this budget at 30 percent of total costs and have been identified in these calculations as they are assumed to be grant-funded, with the non-federal match provided from state sources. Based on the Fairfax County figures of \$45 per platform hour (operations only), the estimated operating deficit for the proposed service plans ranges from \$75,000 to \$158,000 per year.

Passenger revenues are estimated to be between \$125,000 and \$172,000 annually, depending upon fare policy and estimated ridership.

Exhibit 3-1 presents a low range of values for capital lease costs using Service Proposal 1. The federal grant, matched by toll revenues and VDRPT capital aid, easily finances the estimated lease costs and provides a significant surplus for parking lot improvements. If NVTC purchases the buses outright, then the acquisition costs of the buses will use all of the federal and state revenues identified in the capital sources of funds in Exhibit 3. Exhibit 3-2 is based on the more expensive Service Proposal 3 or 4.

A proposed distribution of sources and uses of funds to support operations is presented in **Exhibit 4**. Each service proposal has been estimated using platform-hour costs; capital costs are not included. The budget is based upon shared contributions for the operating deficit, with all affected entities contributing.

Exhibit 5 presents possible distributions of operating and capital requirements based on the estimated costs for Service Proposals 2 and 4.

PROJECT SCHEDULE

Exhibit 6 identifies the activities, responsibilities, and schedule for implementing the proposed service. This schedule is a rough estimate, as the time needed for factors such as the grant approval process and contract, and 13(c) negotiations, is difficult to forecast at this point.

EXHIBIT ONE**Proposal 1****P&R to West Falls Church**

Bus No.	Depart P&R	Arrive West Falls Church	Platform Hours
1	5:45AM	6:15AM	3
2	6:15AM	6:45AM	3
3	6:45AM	7:15AM	3
1	7:15AM	7:45AM	
2	8:00AM	8:30AM	
3	8:30AM	9:00AM	
Platform Hours Per Peak Period			9

Proposal 2**P&R to West Falls Church or Rosslyn/Pentagon**

Bus No.	Depart P&R	Arrive West Falls Church	Arrive Rosslyn	Arrive Pentagon	Platform Hours
1	5:45AM	6:15AM			4
2	6:15AM	6:45AM			4
3	6:45AM		7:30AM	7:45AM	3
1	7:15AM		8:00AM	8:15AM	
2	7:45AM		8:30AM	8:45AM	
Platform Hours Per Peak Period					11

Proposal 3**P&R to Rosslyn or Rosslyn/Pentagon/Crystal City**

Bus No.	Depart P&R	Arrive Rosslyn	Arrive Pentagon	Arrive Crystal City	Platform Hours
1	5:45AM	6:30AM			
2	6:15AM	7:00AM			
3	6:45AM	7:30AM	7:45AM	7:55AM	3
4	7:15AM	8:00AM	8:15AM	8:25AM	3
1	7:30AM	8:15AM	8:30AM	8:40AM	4
2	8:00AM	8:45AM	9:00AM	9:10AM	4
Platform Hours Per Peak Period					14

Proposal 4**P&R to Rosslyn/Northwest/Federal Triangle**

Bus No.	Depart P&R	Arrive Rosslyn	Arrive Northwest	Arrive Federal Triangle	Platform Hours
1	5:30AM	6:15AM	6:25AM	6:35AM	4
2	6:00AM	6:45AM	6:55AM	7:05AM	4
3	6:45AM	7:30AM	7:40AM	7:50AM	3
4	7:15AM	8:00AM	8:10AM	8:20AM	3
1	7:45AM	8:30AM	8:40AM	8:50AM	
2	8:15AM	9:00AM	9:10AM	9:20AM	
Platform Hours Per Peak Period					14

Exhibit 2

Annual Operating Budget
Complete Contract Services purchased at the rate of \$64.25 per platform hour

Service Proposal (1)	AM Departures	Buses Required	Platform-Hours per Day	Passengers per Day (2)	Hourly Cost	Daily Cost	Annual Cost	Annual Operating Costs (70%)	FARE Ur	Annual Revenues	Annual Operating Deficit	Annual Capital Costs (30%) (3)
Origin:												
Parking Lot/Bus Station												
Destination:												
1. West Falls Church Metro	6	3	18	250	\$64.25	\$1,156.50	\$289,125.00	\$202,387.50	\$2.00	\$125,000.00	\$77,387.50	\$86,737.50 \$164,125.00
2. West Falls Church Rosslyn Pentagon (first two runs to Falls Church metro last 3 runs bypass Falls Church w/ first stop in Rosslyn)	5	3	22	275	64.25	1,413.50	353,375.00	247,362.50	2.50	171,875.00	75,487.50	106,012.50 181,500.00
3. Rosslyn Pentagon Crystal City (first two runs go to Rosslyn only)	6	4	28	275	64.25	1,799.00	449,750.00	314,825.00	2.50	171,875.00	142,950.00	134,925.00 277,875.00
4. Rosslyn District of Columbia	6	4	28	208	64.25	1,799.00	449,750.00	314,825.00	3.00	156,250.00	158,575.00	134,925.00 293,500.00

Notes:

- 1 Four service options taken from Exhibit 1.
- 2 Passengers per day derived as follows:
Service proposal 1 estimated at 125 AM boardings; increased by 10% for through service to Virginia, increased by 20% for through service to D.C.
- 3 Assumed 30% of contract cost would cover eligible capital lease costs per FTA guidance.

Annual Operating Budget
Complete Contract Services purchased at the rate of \$64.25 per platform hour

Service Proposal (1)	AM Departures	Buses Required	Platform-Hours per Day	Passengers per Day (2)	Hourly Cost	Daily Cost	Annual Cost	Annual Operating Costs (70%)	FARE	Annual Revenues	Annual Operating Deficit	Annual Capital Costs (30%) (3)
Origin:												
Parking Lot/Bus Station												
Destination:												
1. West Falls Church Metro	6	3	18	250	\$64.25	\$1,156.50	\$289,125.00	\$202,387.50	\$2.00	\$125,000.00	\$77,387.50	\$86,737.50 \$164,125.00
2. West Falls Church Rosslyn Pentagon (first two runs to Falls Church metro last 3 runs bypass Falls Church w/ first stop in Rosslyn)	5	3	22	275	64.25	1,413.50	353,375.00	247,362.50	3.00	206,250.00	41,112.50	106,012.50 147,125.00
3. Rosslyn Pentagon Crystal City (first two runs go to Rosslyn only)	6	4	28	275	64.25	1,799.00	449,750.00	314,825.00	4.00	275,000.00	39,825.00	134,925.00 174,750.00
4. Rosslyn District of Columbia	6	4	28	208	64.25	1,799.00	449,750.00	314,825.00	4.00	208,333.33	106,491.67	134,925.00 241,416.67

Notes:

- 1 Four service options taken from Exhibit 1.
- 2 Passengers per day derived as follows:
Service proposal 1 estimated at 125 AM boardings; increased by 10% for through service to Virginia, increased by 20% for through service to D.C.
- 3 Assumed 30% of contract cost would cover eligible capital lease costs per FTA guidance.

Exhibit 3-1

Low Range Estimates to Lease Buses
Possible Capital Costs - Sources & Uses
(\$ 1994)

	Year 1	Year 2	Year 3	Year 4	Year 5	Totals
Uses:						
Bus Lease (1)	\$86,738	\$86,738	\$86,738	\$86,738	\$86,738	\$433,688
Parking Lot (2)	150,763	150,763	150,763	150,763	150,763	\$753,813
Total	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$1,187,500</u>

Sources:						
Federal Funds Jurisdiction Loudoun Fairfax State	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
VDR&PT	47,500	47,500	47,500	47,500	47,500	237,500
Total	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$237,500</u>	<u>\$1,187,500</u>

Notes:

- 1 Capital costs are assumed to be 30% of total. Values are based on Service Proposal 1 from Exhibit 2.
- 2 Unexpended capital funds (after bus costs) are available for parking lot improvements.

High Range Estimates to Lease Buses
Possible Capital Costs - Sources & Uses
(\$ 1994)

	Year 1	Year 2	Year 3	Year 4	Year 5	Totals
Uses:						
Bus Lease (1)	134,925	134,925	134,925	134,925	134,925	\$674,625
Parking Lot (2)	102,575	102,575	102,575	102,575	102,575	\$512,875
Total	\$237,500	\$237,500	\$237,500	\$237,500	\$237,500	\$1,187,500
 Sources:						
Federal Funds	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Jurisdiction						
Loudoun						\$0
Fairfax						
State						
VDR&PT	47,500	47,500	47,500	47,500	47,500	237,500
Total	\$237,500	\$237,500	\$237,500	\$237,500	\$237,500	\$1,187,500

Notes:

- 1 Capital are costs assumed to be 30% of total. Values are based on Service Proposal 3 or 4 from Exhibit 2.
- 2 Unexpended capital funds (after bus costs) are available for parking lot improvements.

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 1 West Falls Church Metro (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Totals</u>
Uses:						
Service Contract(2)	\$202,388	\$210,483	\$218,902	\$227,658	\$236,765	\$1,096,196
Sources:						
Passenger Revenue	\$125,000	\$127,500	\$130,050	\$132,651	\$135,304	\$650,505
Jurisdiction						
Loudoun (3)	28,041	32,237	37,032	42,005	47,158	186,473
Fairfax	9,347	10,746	11,820	13,002	14,303	59,218
State						
VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Total	\$202,388	\$210,483	\$218,902	\$227,658	\$236,765	\$1,096,196

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 2 West Falls Church Metro, Rosslyn, Pentagon (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Total</u>
Uses:						
Service Contract (2)	\$247,363	\$257,257	\$267,547	\$278,249	\$289,379	\$1,339,795
Sources:						
Passenger Revenue Jurisdiction	\$171,875	\$175,313	\$178,819	\$182,395	\$186,043	\$894,444
Loudoun (3)	30,165	35,824	41,689	47,758	54,025	209,461
Fairfax	5,323	6,121	7,040	8,096	9,310	35,890
State						
VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Total	\$247,363	\$257,257	\$267,547	\$278,249	\$289,378	\$1,339,795

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Exhibit 4-3

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 3 Rosslyn, Pentagon, Crystal City (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Totals</u>
Uses:						
Service Contract (2)	\$314,825	\$327,418	\$340,515	\$354,135	\$368,301	\$1,705,194
Sources:						
Passenger Revenue	\$171,875	\$175,313	\$178,819	\$182,395	\$186,043	\$894,444
Jurisdiction						
Loudoun (3)	87,508	95,428	103,684	112,287	121,248	520,154
Fairfax	15,443	16,678	18,012	19,453	21,009	90,595
State						
VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Totals	314,825	327,418	340,515	354,135	368,301	1,705,194

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 4 Rosslyn, District of Columbia (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Total</u>
Uses:						
Service Contract (2)	\$314,825	\$327,418	\$340,515	\$354,135	\$368,301	\$1,705,194
Sources:						
Passenger Revenue Jurisdiction	\$156,250	\$159,375	\$162,563	\$165,814	\$169,130	\$813,131
Loudoun (3)	100,789	108,923	117,398	126,226	135,418	588,753
Fairfax	17,786	19,120	20,554	22,096	23,753	103,309
State VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Total	\$314,825	\$327,418	\$340,515	\$354,135	\$368,301	\$1,705,194

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Exhibit 4-1L

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 1 West Falls Church Metro (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Totals</u>
Uses:						
Service Contract(2)	\$202,388	\$210,483	\$218,902	\$227,658	\$236,765	\$1,096,196
Sources:						
Passenger Revenue	\$125,000	\$127,500	\$130,050	\$132,651	\$135,304	\$650,505
Jurisdiction						
Loudoun (3)	28,041	32,237	37,032	42,005	47,158	186,473
Fairfax	9,347	10,746	11,820	13,002	14,303	59,218
State						
VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Total	\$202,388	\$210,483	\$218,902	\$227,658	\$236,765	\$1,096,196

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Exhibit 4-2L

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 2 West Falls Church Metro, Rosslyn, Pentagon (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Total</u>
Uses:						
Service Contract (2)	\$247,363	\$257,257	\$267,547	\$278,249	\$289,379	\$1,339,795
Sources:						
Passenger Revenue Jurisdiction	\$206,250	\$210,375	\$214,583	\$218,874	\$223,252	\$1,073,333
Loudoun (3)	946	5,850	11,020	16,469	22,209	56,494
Fairfax	166	1,032	1,945	2,906	3,919	9,968
State VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Total	\$247,362	\$257,257	\$267,548	\$278,249	\$289,379	\$1,339,795

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 3 Rosslyn, Pentagon, Crystal City (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Totals</u>
Uses:						
Service Contract (2)	\$314,825	\$327,418	\$340,515	\$354,135	\$368,301	\$1,705,194
Sources:						
Passenger Revenue	\$275,000	\$280,500	\$286,110	\$291,832	\$297,669	\$1,431,111
Jurisdiction						
Loudoun (3)		5,189	12,244	18,958	26,037	62,427
Fairfax		1,730	2,161	3,345	4,595	11,830
State						
VDR&PT	39,825	40,000	40,000	40,000	40,000	199,825
Totals	314,825	327,418	340,515	354,135	368,301	1,705,194

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Operating Costs - Sources and Uses
(\$ 1994)

Service Proposal 4 Rosslyn, District of Columbia (1)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Total</u>
Uses:						
Service Contract (2)	\$314,825	\$327,418	\$340,515	\$354,135	\$368,301	\$1,705,194
Sources:						
Passenger Revenue Jurisdiction	\$208,333	\$212,500	\$216,750	\$221,085	\$225,507	\$1,084,175
Loudoun (3)	56,518	63,680	71,200	79,093	87,375	357,866
Fairfax	9,974	11,238	12,565	13,958	15,419	63,153
State VDR&PT	40,000	40,000	40,000	40,000	40,000	200,000
Total	\$314,825	\$327,418	\$340,515	\$354,135	\$368,301	\$1,705,194

Notes:

- 1 Uses Fairfax County cost factor.
- 2 Assumes costs grow by 4% per year to reflect inflation.
- 3 Assigns costs to Loudoun & Fairfax Counties in proportion to residence of riders.

Exhibit 5-1

Total Sources/Uses for Service Proposal 2
(Low Range Estimates)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Total</u>
Uses						
Capital	237,500	237,500	237,500	237,500	237,500	1,187,500
Operating Deficit	75,488	81,944	88,728	95,854	103,336	445,350
Total	312,988	319,444	326,228	333,354	340,836	1,632,850
Sources						
Federal Jurisdictions	190,000	190,000	190,000	190,000	190,000	950,000
Loudoun	37,665	43,323	49,188	55,258	61,526	246,960
Fairfax	5,323	6,121	7,040	8,096	9,310	35,890
State VDRP&T	80,000 (1)	80,000	80,000 (2)	80,000	80,000	400,000
Total	312,988	319,444	326,228	333,354	340,836	1,632,850

Notes:

1 Assumes VDRP&T Demonstration funds for years 1 & 2.

2 Assumes VDRP&T Formula assistance in third year.

Total Sources/Uses for Service Proposal 4
(High Range Estimates)

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Total</u>
Uses						
Capital	237,500	237,500	237,500	237,500	237,500	1,187,500
Operating Deficit	158,575	168,043	177,952	188,321	199,171	892,062
Total	396,075	405,543	415,452	425,821	436,671	2,079,562
Sources						
Federal Jurisdictions	190,000	190,000	190,000	190,000	190,000	950,000
Loudoun	108,289	116,423	124,898	133,726	142,918	626,254
Fairfax	17,786	19,120	20,554	22,095	23,753	103,308
State VDRP&T	80,000 ⁽¹⁾	80,000	80,000 ⁽²⁾	80,000	80,000	400,000
Total	396,075	405,543	415,452	425,821	436,671	2,079,562

Notes:

- 1 Assumes VDRP&T Demonstration funds for years 1 & 2.
- 2 Assumes VDRP&T Formula assistance in third year.

Dulles express bus service eyed

by WILL SCHERMERHORN

Journal staff writer

Downtown Washington- and Tysons Corner-bound commuters who live in western Fairfax County could soon have a new, quicker way to get to work.

Fairfax and Loudoun county officials and airport officials plan to meet Monday afternoon to discuss a proposal for express bus service from U.S. Route 28 at Washington Dulles International Airport to Tysons Corner and the West Falls Church Metrorail station.

One bonus for riders: The buses would use the Dulles Access Road, sailing past the plodding rush hour traffic on the adjacent Dulles Toll Road.

Establishing bus service would be a necessary and inexpensive way to gauge whether commuter rail service along the Dulles Access Road would be successful, said U.S. Rep. Frank Wolf, R-10th District, host of the meeting to be held in his office.

"A lot of people talk about mass transit," he said, but it is important to develop bus ridership before launching an expensive railroad project.

The congressman credited Leo Schefer, pres-

ident of the Washington Airports Task Force, and Carrington Williams, chairman of the board of the task force, with the express bus idea.

The Airports Task Force is a private, nonprofit corporation formed to promote better air service at Dulles and Washington National airports and economic development near them. Williams also is chairman of the Planning Committee of the Metropolitan Washington Airports Authority, which operates the two airports.

The benefits of a bus service would include cutting the number of cars using the Dulles Toll Road and Dulles Access Road, reducing air pollution from automobile exhaust, and conserving energy through the use of mass transit, Wolf said.

It's possible that taxpayers would bear some of the cost of the bus service, even though riders would pay fares to ride, said Fairfax County Board of Supervisors Chairman Thomas Davis III, R-At Large. But running buses during rush hour, when many riders could be expected, would minimize that cost, he said.

He and Supervisor Robert Dix Jr., R-Hunter Mill, agreed it is too early to say just how the service would run or what it might cost.

More people work in Tysons Corner than in any other area in the region except for downtown Washington, Wolf said. The West Falls Church Metro stop would give access to the 74 rail stations and 366 bus routes served by the Washington Metropolitan Area Transit Authority.

Land for commuter park-and-ride lots could be donated by the airports authority, which owns land adjacent to U.S. 28, Wolf said.

The authority would welcome the opportunity to help out with area mass transit concerns, provided the plans would not interfere with its own goals, authority spokeswoman Tara Hamilton said.

"We're always willing to discuss proposals. We haven't seen the details of this one," Hamilton said.

The authority has allowed access to its properties and easements before and would consider doing so for commuter lots, Hamilton said. An example is the Dulles Toll Road, which was constructed within the access road's easement, in part because the authority was assured the new road would not impede traffic heading to or leaving Dulles, she said.

BUSWAY GROUP

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Appendix B. 13(c) Labor Protections

The Urban Mass Transportation Act of 1964,
as amended, requires that:

Section 13(c). "It shall be a condition of any assistance under Section 3 of this Act that fair and equitable arrangements are made, as determined by the Secretary of Labor, to protect the interests of employees affected by such assistance. Such protective arrangements shall include, without being limited to, such provisions as may be necessary for (1) the preservation of rights, privileges, and benefits (including continuation of pension rights and benefits) under existing collective bargaining arrangements or otherwise; (2) the continuation of collective bargaining rights; (3) the protection of individual employees against a worsening of their positions with respect to their employment; (4) assurances of employment to employees of acquired mass transportation systems and priority of reemployment of employees terminated or laid off; and (5) paid training or retraining programs. Such arrangements shall include provisions protecting individual employees against a worsening of their positions with respect to their employment which shall in no event provide benefits less than those established pursuant to Section 5(2)(f) of the Act of February 4, 1887 (24 Stat. 379), as amended. The contract for the granting of any such assistance shall specify the terms and conditions of the protective arrangements."