



## SIXTEENTH ANNUAL REPORT



**TRANSPORTATION UPDATE  
OCTOBER 2000**

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## LIST OF ACRONYMS AND ABBREVIATIONS

<b>AAA</b>	American Automobile Association
<b>AAR</b>	Association of American Railroads
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ADA</b>	Americans with Disabilities Act
<b>ART</b>	Arlington Transit System
<b>ARTS</b>	Automated Routing Transportation System (WMATA's customer service database)
<b>APTA</b>	American Public Transportation Association
<b>AQPAC</b>	Air Quality Public Advisory Committee
<b>AVI</b>	Automated Vehicle Identification
<b>BATA</b>	Ballston/Rosslyn Area Transportation Association
<b>CAAA</b>	Clean Air Act Amendment
<b>CAC</b>	Citizens Advisory Committee
<b>CIP</b>	Capital Improvement Program
<b>CLRP</b>	Constrained Long Range Plan
<b>CMAQ</b>	Congestion Mitigation & Air Quality Improvement Program
<b>CO</b>	Carbon Monoxide
<b>CTB</b>	Commonwealth Transportation Board
<b>CUE</b>	CUE Bus (City of Fairfax)
<b>DASH</b>	Alexandria Transit Company
<b>DATA</b>	Dulles Area Transportation Association
<b>DRM</b>	Division of Risk Management
<b>EPA</b>	Environmental Protection Agency
<b>FAMPO</b>	Fredericksburg Area Metropolitan Planning Organization
<b>FHWA</b>	Federal Highway Administration
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>GIS</b>	Geographic Information System
<b>GMU</b>	George Mason University
<b>GPS</b>	Global Positioning Satellite System
<b>GRH</b>	Guaranteed Ride Home
<b>GSA</b>	General Services Administration
<b>HJR</b>	House Joint Resolution
<b>HMOF</b>	Highway Maintenance and Operations Fund
<b>HOT Lanes</b>	HOV-Free/Toll Other
<b>HOV</b>	High Occupancy Vehicle
<b>HUD</b>	Department of Housing and Urban Development
<b>IRS</b>	Internal Revenue Service
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>ITS</b>	Intelligent Transportation Systems
<b>LOV</b>	Low Occupancy Vehicle
<b>MARC</b>	Maryland Rail Commuter Service
<b>MDOT</b>	Maryland Department of Transportation
<b>MIS</b>	Major Investment Study
<b>MOU</b>	Memorandum of Understanding

## LIST OF ACRONYMS AND ABBREVIATIONS (Con't)

<b>MPO</b>	Metropolitan Planning Organization
<b>MSA</b>	Metropolitan Statistical Area
<b>MTA</b>	Mass Transit Administration of Maryland
<b>MWAA</b>	Metropolitan Washington Airports Authority
<b>MWAQC</b>	Metropolitan Washington Air Quality Committee
<b>MWCOG</b>	Metropolitan Washington Council of Governments
<b>NHS</b>	National Highway System
<b>NO<sub>x</sub></b>	Nitrogen Oxide
<b>NPS</b>	National Park Service
<b>NTD</b>	National Transit Database (Formerly Section 15 Data)
<b>NVRC</b>	Northern Virginia Regional Commission (formerly NVPDC)
<b>NVTA</b>	Northern Virginia Transportation Alliance
<b>NVTC</b>	Northern Virginia Transportation Commission
<b>O<sub>3</sub></b>	Ozone
<b>PRTC</b>	Potomac and Rappahannock Transportation Commission
<b>RADCO</b>	Rappahannock Area Development Commission
<b>RFP</b>	Request for Proposals
<b>RSTP</b>	Regional Surface Transportation Program
<b>SCC</b>	State Corporation Commission
<b>SIP</b>	State Implementation Plan
<b>SJR</b>	Senate Joint Resolution
<b>SOV</b>	Single Occupant Vehicle
<b>STARS</b>	Surface Transportation Authority & Regulatory Act
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TAGS</b>	Transportation Association of Greater Springfield
<b>TCC</b>	Transportation Coordinating Council
<b>TEIF</b>	Transportation Efficiency Improvement Program
<b>TERM</b>	Transportation Emissions Reduction Measure
<b>TIP</b>	Transportation Improvement Program
<b>TLC</b>	Transit Link Pass between MARC, Metro and VRE
<b>TMA</b>	Transportation Management Association
<b>TPB</b>	Transportation Planning Board of the National Capital Region
<b>TRB</b>	Transportation Research Board
<b>TRDI</b>	Transit Ridesharing Development Initiative
<b>TRIP</b>	Train Information Provider
<b>TRIP II</b>	Toll Road Investors
<b>TSCP</b>	Transportation Service Coordination Plan
<b>TTF</b>	Transportation Trust Fund
<b>TYTRAN</b>	Tysons Transportation Association
<b>USDOT</b>	U.S. Department of Transportation
<b>UVA/VA</b>	University of Virginia/Virginia Tech.
<b>VACO</b>	Virginia Association of Counties
<b>VDRPT</b>	Virginia Department of Rail and Public Transportation
<b>VDOT</b>	Virginia Department of Transportation
<b>VML</b>	Virginia Municipal League

## **LIST OF ACRONYMS AND ABBREVIATIONS (Con't)**

<b>VOCs</b>	Volatile Organic Compounds
<b>VPSI</b>	Van Pool Services, Inc.
<b>VRE</b>	Virginia Railway Express
<b>VTA</b>	Virginia Transit Association
<b>WABA</b>	Washington Area Bicyclist Association
<b>WATF</b>	Washington Airports Task Force
<b>WMATA</b>	Washington Metropolitan Area Transit Authority
<b>WMTIS</b>	Washington Metropolitan Traveler Information Service
<b>WSTC</b>	Washington Suburban Transit Commission



# INTRODUCTION

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The Northern Virginia Annual Transportation Update has been an evolving document since it was first written in the early 1980's. What was originally a transportation services coordination plan is now a comprehensive document full of transportation facts and information. This year's document is the sixteenth version of the Annual Update and continues the tradition of providing information on the most important transportation and transit stories of the last year. The format is designed to allow a reader to quickly find information on hundreds of transportation issues. The report also provides information on the issues that shape the region and the institutional and legislative settings within which transportation policies and programs are planned and implemented.

This year, the Northern Virginia region faced a series of transportation related challenges. First, project cost estimates for two major regional transportation projects (the Springfield Interchange and Woodrow Wilson Bridge) were revised to amounts well over their anticipated budgets. As a result, several transit strategies designed to reduce congestion generated from the construction of these projects had to be eliminated. Another setback was the lack of funding available for transit in Northern Virginia's submission to the Constrained Long Range Plan. This near absence of transit projects was particularly noteworthy as the guiding Northern Virginia 2020 Plan called for a balance between highway and transit. As the region is faced with these real challenges in funding transit, the importance of transit to the economy and lifestyle of our region should not be overlooked. Throughout the document, success stories are provided as a reminder of the importance of transit in a balanced transportation system.

The document is made up of 13 sections that provide data in the form of summary tables. The Appendix contains contact information for agencies with responsibilities for regulating, planning, financing, and operating specific parts of the complex transportation system. Components original to this document include a matrix of regional studies and projects, which includes the project's purpose, study area, costs and contact; a list of area park and ride lots cross checked against state and jurisdictional lists; and information on a new comprehensive performance database being developed and maintained by NVTC. In addition, transit highlights from the past year have been identified and are presented in Tables 2 and 3. NVTC hopes you find this year's document to be an informative resource. As always, staff welcomes feedback by telephone (703-524-3322); fax (703-524-1756); e-mail ([nvtc@nvtc.org](mailto:nvtc@nvtc.org)) or through direct links on the NVTC website ([www.cns.state.va.us/nvtc](http://www.cns.state.va.us/nvtc)).

## SECTION 1: THE ROLE OF NVTC

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The Northern Virginia Transportation Commission (NVTC) was created by the Virginia General Assembly in 1964, and consists of 19 commissioners, representing six member jurisdictions: Arlington, Fairfax and Loudoun counties, and the cities of Alexandria, Fairfax, and Falls Church. Five of the 19 commissioners are appointed from the General Assembly, including three from the House of Delegates and two from the Senate. The other commissioner is the director of the Virginia Department of Rail and Public Transportation, who represents the Virginia Secretary of Transportation. **Table 1** lists NVTC's officers and commissioners for 2000.

NVTC provides a transportation policy forum for the region, and is charged with allocating approximately \$70-\$100 million in state, regional and federal transit assistance each year among the member jurisdictions. NVTC also appoints Virginia's two principal and two alternate members to the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA or Metro) and three principals and one alternate member of the Virginia Railway Express (VRE) Operations Board.

The commission is a strong advocate of adequate, stable and reliable funding to finance public transit, and also supports ridesharing and other effective measures for improved efficiency of the region's transportation systems. NVTC policies endorse easy to understand fare structures and convenient interchange of riders between all public and private transportation services. The commission also provides transit to the region in the form of demonstrations of innovative services, such as hybrid-electric and express buses and taxis serving Metrorail stations, and is co-owner of over 80 miles of commuter rail service.

While the commission's primary emphasis is on public transit and ridesharing, it also provides a forum for debate and analysis of issues involving all modes of transportation (particularly related to financing). NVTC commissioners are members of the Transportation Coordinating Council, which sets transportation priorities for Northern Virginia and works closely with the Transportation Planning Board of the National Capital Area in determining allocations of federal transportation funds and completing long term transportation plans. Refer to the **Appendix** for a brief description of regional agencies that set and carry out transportation policies and programs.

**TABLE 1: NVTC OFFICERS AND COMMISSIONERS**

**--2000 --**

David F. Snyder, Chairman  
 Kerry J. Donley, Vice Chairman  
 Christopher Zimmerman, Secretary-Treasurer

<p><b>Arlington County</b>                  Paul Ferguson                  Jay Fiset                  Christopher Zimmerman<sup>1,4</sup></p>	<p><b>City of Alexandria</b>                  Kerry J. Donley                  William D. Euille<sup>2</sup></p>
<p><b>Fairfax County</b>                  Sharon Bulova<sup>3</sup>                  Gerard E. Connolly                  Katherine K. Hanley<sup>1</sup>                  Dana Kauffman<sup>2, 3</sup>                  Elaine McConnell<sup>3</sup></p>	<p><b>City of Fairfax</b>                  Scott Silverthorne</p>
<p><b>Loudoun County</b>                  William D. Bogard</p>	<p><b>City of Falls Church</b>                  David F. Snyder</p>

**Virginia Department of Rail and Public Transportation**  
 Leo J. Bevon

**General Assembly**  
 Delegate James F. Almand  
 Delegate Richard H. Black  
 Delegate Roger L. McClure  
 Senator William C. Mims  
 Senator Mary Margaret Whipple

<sup>1</sup> Principal member of WMATA Board  
<sup>2</sup> Alternate member of WMATA Board  
<sup>3</sup> Principal member of VRE Board  
<sup>4</sup> Alternate member of VRE Board

## SECTION 2: TRANSIT HIGHLIGHTS

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According to the American Public Transportation Association (APTA), public transportation systems across the country have recorded a 4.8 percent increase in ridership for the first quarter of this year, as compared to the same period in 1999. Last year, the country's transit systems saw an annual total of over 9 billion trips - the highest peak in annual ridership since 1960. This increase was not selective as increased trips could be found on every mode, on various systems throughout the country. In our region, the APTA quarterly report shows that the Washington Metropolitan Area Transit Authority (WMATA) had an 8.5 percent increase in ridership. In the category of bus systems serving one million people, WMATA reported a 13 percent increase. Among commuter rail systems, the Virginia Railway Express (VRE) had one of the highest increases with 20.4 percent.

The tables that follow provide even more good news about transit in our area. They include both accomplishments of NVTC and its member jurisdictions (**Table 2**) and those that were shared by the entire Northern Virginia region (**Table 3**).

**TABLE 2: NVTC HIGHLIGHTS**

<b>Highlight</b>	<b>Description</b>
Congestion Mitigation Plan Policy Adopted	On July 6, 2000, NVTC adopted a policy on congestion mitigation that provides guidelines and goals that will help facilitate a successful congestion mitigation effort. Recommendations are given for steering committee participants, budget management, public involvement, strategy implementation, and funding. The full policy can be found in the Regional Studies section.
ELECTREK Service Begins	The Falls Church Electric Bus service got underway in Fall, 2000. These hybrid-electric buses connect Falls Church with neighboring Metrorail stations as part of a two-year demonstration project. The service runs two peak and one off-peak loops and is operated by WMATA. Virginia Power is also a partner.
New Gas Tax Guide Developed	During the summer of 2000, NVTC developed a guide to understanding the two percent gas tax in Northern Virginia. This document is designed to improve communication between state sales tax collectors, local business license offices, and gas station owners. NVTC will continue to work to facilitate compliance with the two percent gas tax. NVTC jurisdictions use the proceeds (about \$14 million annually) to fund transit.
NTD Data Collection	In September 1998, NVTC began a coordinated National Transit Database information collection effort for service providers in NVTC's jurisdictions. The new reports bring almost a million dollars of new federal funding each year for WMATA. NVTC's consultants conducted on-board ridership surveys on local bus systems in Summer, 2000 to enhance management information and provide data for WMATA's Regional Bus Study.
NVTC Website Grows	NVTC's website was launched in May 1999 to provide information about NVTC and its projects, as well the region's transportation system as a whole. This year the site will add a new transportation research section and a procurement page. Links are provided to over 80 related sites.
Performance Database Launched	NVTC is developing a performance database that will maintain current performance data for local and regional transit systems. ART, CUE, DASH, Fairfax Connector, VRE, OmniLink, OmniRide, Metrobus and Metrorail and Loudoun County Commuter Service are among the transit providers whose data will be maintained by NVTC. Results will be available on NVTC's website.

**TABLE 2: NVTC HIGHLIGHTS (continued)**

<b>Highlight</b>	<b>Description</b>
Ridership Increases on Regional Code Red Days	For the first time last year, free bus rides were offered throughout Northern Virginia on Code Red Days. The project is coordinated by NVTC and includes Fairfax Connector, Metrobus (Northern Virginia only), Alexandria DASH, Arlington Transit, Loudoun Commuter Bus, OmniRide, OmniLink, CUE, and Falls Church Electrek. During the 2000 Code Red Ozone Alert season, ridership on free transit fare days increased over normal daily averages by as much as 8% on Alexandria DASH and 12% on CUE, thereby providing an effective incentive to help clean the region's air.
Route 1 Corridor Bus Study Begins	In July 2000, notice to proceed was given to consultants to begin work on the NVTC-managed Route 1 Corridor Bus Study. This study will recommend new transit services, modifications of existing services, and locations for future transit facilities in the Route 1 corridor. Final recommendations are expected in February, 2001 for use by VDOT in its Route 1 Centerline Study.

**TABLE 3: REGIONAL HIGHLIGHTS FOR FY 2000**

Highlight	Description
<b>Fare Policies/Incentives</b>	
VDRPT Regional Smartcard Initiative	VDRPT has compiled almost \$9 million to equip all local bus systems and VRE with fare collection equipment that will provide full compatibility with WMATA's SmarTrip (Smartcard) system. Also, a regional clearinghouse for SmarTrip and SmarTag (Dulles Toll Road) transactions will be established. About \$1.2 million of NVTC grant funds are part of the total.
MARC-VRE Cross Honor Agreement	VRE and MARC, Maryland's commuter rail system, have a cross-honor agreement that allows patrons of one service to connect to the other at no extra charge on reverse-flow trains. For example, VRE customers can travel to and from Baltimore on a VRE ticket. For more information on the agreement check <a href="http://www.vre.org/service/marc.htm">www.vre.org/service/marc.htm</a> .
Metrochek Expansion Launched	On April 21, 2000 President Clinton issued an executive order requiring that federal agencies in the Washington Area offer their employees transit subsidies of up to \$65 per month. Agencies must implement this policy by October 1, 2000. The Metrochek benefit option is available to public and private employers and is deductible as a business expense. Metrocheks are accepted at over 100 bus, rail and commuter services in the region. A copy of the Executive Order can be found at <a href="http://www.fta.dot.gov/library/policy/cc/eo13150.htm">www.fta.dot.gov/library/policy/cc/eo13150.htm</a> .
SmartBenefits	June 2000 WMATA and the U.S. DOT debuted a special "SmartBenefit" service. Thirty-three participating DOT employees are testing a new way to load Metrochek benefits onto a SmarTrip card. By simply swiping the card, the Metrochek benefit is loaded automatically at the Metrorail station's Passes/Farecards machines. After an evaluation of this method the authority will provide this convenient service as early as fall of 2000. For more information check <a href="http://www.wmata.com/bus%5Fops/smartbenefits.htm">www.wmata.com/bus%5Fops/smartbenefits.htm</a> .
<b>New Service/Openings</b>	
Circulator Bus Service in Springfield Area	Initiated in October, 1999, a circulator bus system is now providing service in the Springfield Area. Sponsored by the Transportation Association of Greater Springfield (TAGS) and operated by WMATA, these buses travel a five-mile circular route around Springfield serving the Franconia-Springfield Metrorail Station as well as the Springfield Mall. Fares are \$0.25 with peak frequencies of 12 minutes. More information on the Springfield Circulator service can be found at <a href="http://www.wmata.com/Timetables/VA/S8081.pdf">www.wmata.com/Timetables/VA/S8081.pdf</a> .

**TABLE 3: REGIONAL HIGHLIGHTS FOR FY 2000 (continued)**

Highlight	Description
Greyhound Grand Opening	A new Greyhound station opened at the Franconia-Springfield Metrorail Station. The facility includes a ticket counter, luggage tagging area, sheltered seating and restrooms. On March 20, VRE entered into a cross-honor agreement with Greyhound that allows VRE tickets to be presented for a special voucher to ride the bus. Greyhound currently serves Union Station, Franconia-Springfield, Woodbridge and Fredericksburg. For more information on the cross-honor agreement, check <a href="http://www.vre.org/service/seatnotes/seatnt94.htm">www.vre.org/service/seatnotes/seatnt94.htm</a> .
<b>Passenger Amenities</b>	
Metrorail Extended Hours	Beginning June 30, 2000 the Metrorail system is remaining open until 2:00am on Friday and Saturday nights under a one-year pilot program approved by WMATA's Board of Directors. This demonstration follows the success of the 8-month pilot program extending weekend hours until 1:00am. See <a href="http://www.wmata.com/USINGMET/hours_and_fares.htm">www.wmata.com/USINGMET/hours_and_fares.htm</a> for more information.
OmniLink Extended Hours	On July 3, 2000, OmniLink hours of operation were expanded. Buses run from 5:30am to 10:30pm, instead of the previous 7:30am to 6:00pm. Customer Service office is open from 5:30am to 8:30pm. OmniLink also began providing service across Prince William County in July, including expanded service and more transfer options. Ridership increased 60% in the first six months following these enhancements. Information on these new services is available at <a href="http://www.omniride.com/familyofservices.htm#link">www.omniride.com/familyofservices.htm#link</a> .
VRE Bi-level Service	On March 20, 2000 bi-level trains began service on the Fredericksburg line. Thirteen new double decker cars from Kawasaki Rail Car, Inc. add an additional 50 seats each, compared to single level cars. These new cars allow VRE to provide more seating capacity within its very limited mid-day storage space and constraints on the number of trains that can be operated. See <a href="http://www.vre.org/about/bi-levels.htm">http://www.vre.org/about/bi-levels.htm</a> for more information on the bi-levels.
VRE Midday Trains	Effective October 18, 1999 four new midday trains (#323, 325, 334 and 336) were added to the Manassas Line to provide VRE riders with greater flexibility. Since that time, ridership on the Manassas Line has increased by 17%, compared to 8% on the Fredericksburg line – which does not yet offer mid-day service. More information on the Manassas mid-day trains is available at <a href="http://www.vre.org/service/schedule.htm#Manassas">http://www.vre.org/service/schedule.htm#Manassas</a> .



**TABLE 3: REGIONAL HIGHLIGHTS FOR FY 2000 (continued)**

Highlight	Description
VRE Security Blanket Program	In August of 1999, VRE introduced a revolutionary rider incentive called the " <b>Security Blanket.</b> " This program guarantees that if you take a VRE train that is scheduled to arrive 30 minutes prior to your daycare's closing - you will get to your station no later than 15 minutes after the scheduled arrival time or VRE will reimburse your daycare late fee. Riders can use this service up to four times each year. More information as well as participation forms are available at <a href="http://www.vre.org">www.vre.org</a> .
<b>Project Development</b>	
Additional Metro Parking Approved	In Spring, 2000, the Virginia Legislature approved \$26 million for additional parking initiatives (approximately 1,000 new spaces) at the Franconia-Springfield and West Falls Church Metrorail stations. The Virginia Secretary of Transportation has indicated a willingness to provide approximately \$800,000 in interim funding. This funding would be used to pay for initial project costs such as a feasibility study. For more information contact Shiva Pant at (202) 962-1234.
<b>Regional Planning</b>	
Northern Virginia 2020 Plan Approved	On December 16, 1999, the Transportation Coordinating Council unanimously adopted the Northern Virginia 2020 Transportation Plan. This plan is a comprehensive study, based on approved local comprehensive and/or transportation plans, identifying multi-modal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods and which also support expansion of the local economy. More information on the 2020 Plan can be found in the Regional Studies section as well as the project web site, <a href="http://www.nova2020.org">www.nova2020.org</a> .
Regional Bus Fare Buydown Program	NVTC, Fairfax County, city of Fairfax, and WMATA were charged with developing a revamped program for FY 2001. The group developed a list of guidelines for choosing routes as well as priorities for funding. A four-year program was recommended. Free fares will be offered on routes on Metrobus, Fairfax Connector and CUE beginning with I-66 in FY01; 1-95 (Springfield Interchange) in FY02, Dulles Corridor in FY03 and finally the Route 1 corridor in FY04. More information can be found in the Balanced Transportation System Section.

## SECTION 3: REGIONAL STUDIES

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### Major Investment Study History

In implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) following its 1991 enactment, USDOT required the preparation of major investment studies (MIS) for certain major projects using federal funds. In preparing a MIS, a region would carefully consider its options before recommending a particular course of action. Specifically, these MIS's helped determine how best to address mobility needs in a corridor by examining multiple modes of travel and their possible interactions.

When TEA-21 was adopted in June of 1998, the requirement for a separate MIS document was eliminated. In its place, TEA-21 called for the integration of the MIS requirement into the required planning and environmental analysis. This change was directed at eliminating any duplicative actions or analysis, while also making the MIS an integral part of the planning process. By integrating into the National Environmental Policy Act (NEPA) process, it was expected that stronger consideration of environmental and economic impacts could be achieved during early system level planning. In addition, improvement to the transition process from planning to the development of actual projects was also desired.

On May 25, 2000, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) published a notice of proposed rulemaking in the Federal Register for comment. Under this proposed rule, the implementation of NEPA would be revised to further emphasize the opportunity to facilitate timely and effective transportation decisions. Comments were due on September 23, 2000. Sponsoring agencies are now in the process of categorizing and grouping comments in preparation for responding. These comments and responses will be included in the preamble to the final rule, once published. More information is available through the FHWA web page at [www.fhwa.dot.gov](http://www.fhwa.dot.gov).

### Regional Studies

In addition to MIS's, other studies that are more limited in scope are also underway in the region. Some of the studies focus on a particular mode or travel corridor, while others are concerned with one aspect of travel, such as safety. **Table 4** contains alphabetized information on studies that are regional in nature, demonstration projects, or new developments of particular interest.

**TABLE 4: REGIONAL STUDIES**

<b>Study</b>	<b>Purpose and Study Area</b>	<b>Status</b>	<b>Expected Completion Date</b>	<b>Estimated Cost of Study</b>	<b>Cost of Preferred Strategy</b>	<b>Lead Agency</b>	<b>Contact Phone</b>	<b>Online Contact</b>
<b>CORRIDOR STUDIES</b>								
<b>I-66 NEPA Analysis</b>	Examine multi-modal investment strategies in the I-66 corridor from the Beltway to Gainesville.	The NEPA process was initiated in Spring, 2000. In April, a meeting was held with VDOT and jurisdictional/agency staff to identify issues and concerns. A scoping package is being developed for use in the consultant selection process.	Study anticipated to be completed in late 2003	\$10 million to study I-66 rail/highway improvements outside the Beltway	TBD	Virginia Department of Transportation (VDOT), Northern Virginia District Office	Steve Suder (703) 383-2217	A web page link has not yet been established.
<b>I-95 Extension of HOV Lanes Study</b>	The study will examine the feasibility and demand of extending the HOV lanes from the Prince William County line south to the vicinity of Route 3 in the city of Fredericks-burg.	The study began in April 2000. A citizen information briefing took place on July 27, 2000.	Winter 2000/2001	Approximately \$350,000 (part of joint study)	TBD	VDOT	Marsha Fiol Fredericksburg District Study Hotline: 1(800) 862-1386	Email: I95HOV/CDStudy @vdot.state.va.us Website: <a href="http://www.vdot.state.va.us/proj/95exthovx.html">www.vdot.state.va.us/proj/95exthovx.html</a>
<b>Capital Beltway Rail Feasibility Study</b>	This project is studying the feasibility of constructing rail from the existing mass transit rail facilities at Springfield to the mass transit rail facilities at or near Tysons Corner. The study will also examine extending rail beyond Tysons Corner into Maryland.	Notice to proceed was given to the consultants in May, 2000. Activity centers between Springfield and Tysons Corner have been identified and three potential alignments mapped for each of the four technology options (heavy rail, light rail, mono-beam technology, and bus rapid transit). Demand analysis for potential alignments will continue through the summer.	March, 2001	\$900,000	TBD	VDRPT	Corey Hill Beltway Rail Hotline 1 (877) 955-0495	Email: info@beltwayrail.org Website: <a href="http://www.beltwayrail.org">www.beltwayrail.org</a>
<b>Dulles Corridor Transportation Study</b>	Determine the nature of future improvements in the Dulles corridor. The Dulles Corridor Task Force (established August, 1998) recommended a four phased program, beginning with express bus and ending with a Metrorail extension to Tysons Corner (2006) and eventually Dulles (2010).	FTA approved an application to enter preliminary engineering (PE) and NEPA analysis in March, 2000. PE and NEPA work commenced on June 6, 2000.	PE/NEPA to be completed in 2002	PE/NEPA expected to cost approximately \$40 million, including \$8 million from the Commonwealth.	Approximate-ly \$213 million for BRT capital costs and \$1.9 billion for rail capital costs	VDRPT	Karl Rohrer (703) 247-6607	<a href="http://www.wmata.com/expansion/dulles/home.htm">www.wmata.com/expansion/dulles/home.htm</a>

**TABLE 4: REGIONAL STUDIES**

Study	Purpose and Study Area	Status	Expected Completion Date	Estimated Cost of Study	Cost of Preferred Strategy	Lead Agency	Contact Phone	Online Contact
<b>Ferry Service Feasibility Study</b>	Study will determine if there is a need for a ferry service in Northern Virginia and how it could ease congestion during the reconstruction of the Springfield Interchange and the Woodrow Wilson Bridge. Impact analysis will be done on key roadways; other modes of transportation and the environment.	Three recommendations were made, including (1) utilizing VDOT's departmental resources to facilitate and support private service (2) exploring integration of private ferry boat service with existing local public transportation infrastructure and (3) a local/regional grant funded demonstration project - to be considered only if a private ferry operator is not available.	The study began in November, 1999 with a final draft report completed in April, 2000.	\$261,000	N/A	VDOT	Katherine Graham (804) 786-4198	Email: graham_ka@vdot.state.va.us Website: <a href="http://www.vdot.state.va.us/proj/nova/ferry/Ferry_TOC.html">www.vdot.state.va.us/proj/nova/ferry/Ferry_TOC.html</a>
<b>Maryland Capital Beltway Corridor Transportation Study</b>	Determine the feasibility of providing HOV lanes along the Maryland portion of the Beltway, in each direction, and of providing transit links serving circumferential travel in the same or nearby corridors.	Alternatives currently under consideration include HOV lanes, light rail, heavy rail, express bus, and others. The study team is in the process of selecting strategies that will be carried forward for more detailed study.	2002	\$6.2 Million	TBD	MTA Maryland State Highway Administration	Lorenzo Bryant (410) 767-3754 Sue Rajan (410) 545-8514	<a href="http://www.sha.state.md.us/oppe/plan_projects.pdf">www.sha.state.md.us/oppe/plan_projects.pdf</a>
<b>Potomac Yard/Crystal City Area Transportation Study</b>	Study developed out of General Assembly request to the Secretary of Transportation. Study scope includes analyzing options for transportation improvements affecting the Crystal City and Potomac Yard areas of Arlington County and the city of Alexandria.	VDOT completed review of the final report in November of 1999. Study recommendations included a shuttle bus for the Potomac Yard site, light rail between Braddock Road and the Pentagon Metro, the straightening of the Monroe Avenue Bridge and other options to alleviate congestion, address cut-through traffic and improve circulation and safety in the area.	Completed	Approximately \$63,000	Preliminary Planning Estimates are over \$316,000,000.	VDOT	Chris Detmer (804) 786-3599	<a href="http://www.vdot.state.va.us/proj/nova/potomacyardx.html">www.vdot.state.va.us/proj/nova/potomacyardx.html</a>

**TABLE 4: REGIONAL STUDIES**

Study	Purpose and Study Area	Status	Expected Completion Date	Estimated Cost of Study	Cost of Preferred Strategy	Lead Agency	Contact Phone	Online Contact
<p><b>Southeast High Speed Rail Tier I Environmental Impact Statement (EIS)</b></p>	<p>In 1992, the USDOT designated five high speed rail corridors nationwide, which included portions of the Southeast High Speed Rail Corridor (SEHSR). The North Carolina Department of Transportation - Rail Division and VDRPT are managing the study as the corridor runs from Washington, D.C. to Charlotte, NC.</p>	<p>The tiered EIS is has been initiated. A tiered EIS is a multi-step approach that will examine the need for the project as well as concentrate on regional effects of the corridor. Public hearings were held in Alexandria and Woodbridge in June, 2000.</p>	<p>The Tier I EIS should take between two to three years to complete.</p>	<p>\$2-3 million for the Tier 1 analysis, including public and agency involvement</p>	<p>TBD</p>	<p>NC DOT - Rail Division and VDRPT</p>	<p>Alan Tobias (804) 786-1063</p>	<p><a href="http://www.sehsr.org">www.sehsr.org</a></p>
<p><b>U.S. Route 1 Corridor Bus Study</b></p>	<p>Assess potential transit improvements in the Route 1 corridor between the Huntington Metrorail Station and Prince William County. This study, along with the Route 1 Location Study, is the next step after the MIS, which was completed in 1998.</p>	<p>The final agreement with the selected consultant was signed at the end of May. A kick-off meeting of the technical committee was held in June. The consultant has begun collecting data and stakeholder outreach will begin in Fall, 2000.</p>	<p>January, 2001</p>	<p>\$125,000</p>	<p>TBD</p>	<p>NVTC</p>	<p>Tamara Ashby (703) 524-3322</p>	<p><a href="http://www.cns.state.va.us/nvtc/Projects.html">www.cns.state.va.us/nvtc/Projects.html</a></p>
<p><b>U.S. Route 1 Location Study</b></p>	<p>This study will obtain location approval for the proposed widening of US Route 1 from the Stafford County/Prince William line to the Beltway in Fairfax County.</p>	<p>A MIS was completed in March 1998. The recommended concept included highway, transit, and streetscaping. Five million dollars for the study was included in the FY00 Six Year Improvement Program. An additional \$2 million is still needed. Consultant notice to proceed is immanent and a public hearing is planned for early next year.</p>	<p>Draft report to be issued by end of 2001</p>	<p>\$7 million</p>	<p>TBD</p>	<p>VDOT, Northern Virginia District Office</p>	<p>Tom Folse (703) 383-2191</p>	<p>Email: Folse_TK@vdot.state.va.us</p>

**TABLE 4: REGIONAL STUDIES**

Study	Purpose and Study Area	Status	Expected Completion Date	Estimated Cost of Study	Cost of Preferred Strategy	Lead Agency	Contact Phone	Online Contact
<b>Virginia I-95/I-495/I-395 Interchange "Mixing Bowl" Congestion Management Plan</b>	Purpose is to develop mitigation options for the anticipated traffic congestion to occur during the reconstruction of the "Mixing Bowl" interchange. The study area includes the entire I-95 corridor from Edsall Road to Fredericksburg.	Three subcommittees - incident management, local network operations (LNO), and transportation demand management (TDM) - were formed to evaluate options to reduce congestion and make recommendations to the Steering Committee. Between these subcommittees, \$28 million has been allocated for projects. TDM and transit strategies have received \$10,153,669 (36%).	On-going throughout construction period.	N/A	\$28 million has been allocated to congestion mitigation efforts. Evaluation of and revisions to the strategies will continue for the duration of the project.	VDOT	Ken Wester VDOT Richmond (804) 786-2702 Project Hotline 1-877-9595-222	Website: <a href="http://www.springfieldinterchange.com">www.springfieldinterchange.com</a>
<b>Virginia Capital Beltway Environmental Study</b>	This study involves analysis of environmental impacts based on the alternatives developed in the MIS - including express and HOV lanes and expanding the regional bus system. The study area includes the Beltway between the I-95/395 interchange and the American Legion Bridge.	In June of 2000, VDOT made public the decision to elevate the current Capital Beltway National Environmental Policy Act (NEPA) review from an Environmental Assessment (EA) to an Environmental Impact Statement (EIS). This change was recommended based on the need for more right-of-way and the associated impacts to sensitive areas such as wetlands and parks.	Complete Draft EIS- early 2001. Local Public Hearings- early 2001. Final EIS- summer-fall 2001.	\$11.3 million budgeted for planning and preliminary engineering.	TBD	VDOT	Ken Wilkinson (804) 371-6758 Beltway Hotline (703) 359-MOVE	Email: Beltway_study@parsons.com Website: <a href="http://project1.parsons.com/capitalbeltway/">http://project1.parsons.com/capitalbeltway/</a>
<b>Woodrow Wilson Bridge Study</b>	The project will replace the Woodrow Wilson Bridge (WWB) and adjacent interchanges. The project area extends from Telegraph Road (past Rt. 1) to the WWB. Includes I-295, MD210, and all roadways in between.	Based on the EIS, the Federal Highway Administration signed the Record of Decision on June 16, 2000. The final load pile test was completed in July, 2000. Advertisement of the Phase I Potomac River dredge contract occurred in August, 2000 with the Notice to Proceed targeted for October, 2000.	Completion of first of the twin spans is planned for late 2004. Completion of the second bridge and interchanges is expected in late 2006.	N/A	While not yet fully funded, the project cost is estimated at \$1.97 billion.	Federal Highway Administration	Woodrow Wilson Bridge Hotline (703) 519-9800.	Website: <a href="http://www.wilsonbridge.com">http://www.wilsonbridge.com</a>

**DATA/INFORMATION COLLECTION AND REGIONAL COMMISSIONS/PANELS**

<b>MWCOG Data Collection Reports</b>	Includes Metro Core Cordon Counts, Volume on Radial Transportation Facilities Crossing the Capital Beltway, and the HOV Report. These traffic and transit counts monitor the performance of major elements of the Long Range Plan.	These reports are updated on a three year cycle. Data for the Volume on Radial Transportation Facilities Crossing the Capital Beltway will be collected in Spring, 2001 with a final report released in Fall, 2001. The Metro Core Cordon Count will have data collected in Spring, 2002 with the final report released in Fall, 2002. Finally, data for the HOV Report will be collected in Spring 2003, with a final report in Fall, 2003.	N/A	Included in Unified Planning Work Program	N/A	Metropolitan Washington Council of Governments (MWCOG)	Jim Hogan (202) 962-3318	<a href="http://www.mwco.gov">www.mwco.gov</a>
<b>Virginia Commission on Transportation Policy</b>	Established by Governor Gilmore in January, 1999 to evaluate existing transportation planning, define transportation policy to take advantage of new technology and changing demographics, and examine other issues such as funding and technology innovations.	The Commission is made up of business and civic leaders and is chaired by Northern Virginia's CTB member Kenneth Klinge.	The final report should be completed by December 1, 2000.	N/A	TBD	Commonwealth of Virginia, Office of the Governor	Dan Shoemaker, Office of the Secretary of Transportation (804) 786-3655	<a href="http://www.thedigitaldominion.com">www.thedigitaldominion.com</a>
<b>Regional Electronic Payment Systems Partnership Project</b>	This project will develop a regional electronic payment systems plan. This plan can be used to update and advise regional decision makers as to the issues involved in implementing a regional, multimodal electronic payment system and its benefits.	Once existing conditions have been inventoried, consideration will be given to a regional electronic payment system. If appropriate, a feasibility study and implementation plan will be developed.	Expected Completion Date is Fall, 2000.	\$100,000	TBD	VDOT, with study management by NVTC	J.R. Robinson, VDOT, (804) 786-6677 Sharmila Samarasinghe, NVTC, (703) 524-3322 Leisa Moniz USDOT Volpe Center (617) 494-3793	Email: <a href="mailto:sharmila@nvtcd.org">sharmila@nvtcd.org</a> .

<b>MWCOG Update of the 2000 Regional Constrained Long Range Plan (CLRP)</b>	Develop regional consensus on transportation projects and policies that implement the goals and objectives of the adopted Vision Plan. The plan includes the identification of potential sources for additional funding through 2025.	The state project submissions have been approved for air quality conformity analysis by the Transportation Planning Board. Conformity runs will occur during the summer, with adoption of the CLRP scheduled for the fall of 2000.	CLRP adoption scheduled for October, 2000.	N/A	N/A	MWCOG	Ron Kirby (202) 962-3200	<a href="http://www.mwcoq.org">www.mwcoq.org</a>
<b>Northern Virginia 2020 Transportation Plan</b>	Create a new multi-modal transportation plan to help Northern Virginia prioritize projects; ensure an interconnected, efficient transportation system; support and enhance comprehensive plans/land use goals; and implement new funding options.	The TCC adopted the 2020 Plan on December 16, 2000. The TCC will continue to work on transportation priorities and funding as well as coordination of land use and transportation planning through the year 2000. In addition, the Plan will be updated by the TCC every two years.	Complete	Estimated Cost \$500,000	A total estimated cost of \$30.1 billion is needed to implement the Plan through the year 2020.	VDOT, Northern Virginia District Office	Steve Suder (703) 383-2217	<a href="http://www.nova2020.org">www.nova2020.org</a>
<b>NVTC Bus Data Collection Study</b>	Consultants were asked to design survey methods for completing National Transit Database (NTD) reports and for compiling jurisdiction-specific bus ridership. Consultants were then asked to collect the data using the approved methods.	The survey methods report was completed in July, 1999. Initial NTD ridership counts were completed and FY98 NTD reports were submitted by several local transit systems. These reports should result in almost \$1 million of extra annual revenue (5307) from FTA.	Methods and initial data collection completed.	\$160,000	N/A	NVTC	Sharmila Samarasinghe (703) 524-3322	<a href="http://www.cns.state.va.us/nvtc/Projects.html">www.cns.state.va.us/nvtc/Projects.html</a>
<b>NVTC Bus Passenger Origin Destination Survey</b>	Collect rider characteristics of Northern Virginia transit systems.	The survey was conducted during the summer of 2000. Survey administration ongoing as of August, 2000.	March, 2001	\$105,000	N/A	NVTC	Sharmila Samarasinghe (703) 524-3322	<a href="http://www.cns.state.va.us/nvtc/Projects.html">www.cns.state.va.us/nvtc/Projects.html</a>



<b>SJR 121 - Joint Subcommittee to Study Creation of a Northern Virginia Regional Transportation Authority</b>	The joint subcommittee is tasked with determining the purpose, needs, benefits, authority, composition, responsibility, and funding of a Northern Virginia Regional Transportation Authority.	The Committee will meet four times between September and December. The Committee is made up of elected officials and citizens.	The last meeting is scheduled for December 13, 2000. Findings and recommendations shall be submitted in time for the 2001 Session of General Assembly.	Direct costs are not expected to exceed \$12,450.	N/A	Commonwealth of Virginia, Senate	Tommy Gilman (804) 698-7450	<a href="http://senate.state.va.us">http://senate.state.va.us</a>
<b>WMATA Regional Bus Study</b>	Purpose is to develop a comprehensive bus plan for regional and nonregional operations. The plan would make the existing system more efficient and responsive to growth. The study area includes the 1500 square miles of regional service.	Stakeholders discussions expected to occur throughout the summer and fall. Comprehensive operational and future markets analysis is to begin in October, 2000.	February, 2002	Estimated at \$1,850,000	TBD	WMATA	Ron Downing (202) 962-2308	<a href="http://www.wmata.com/expansion/bus/bus_study/project_fact_sheet.htm">www.wmata.com/expansion/bus/bus_study/project_fact_sheet.htm</a>
<b>WMATA Regional Fare Collection Study</b>	Purpose is to develop a regional fare collection strategy and business plan in sufficient detail to identify key issues and support regional decision making on whether and how to proceed with improved integration.	The final report was submitted in May, 2000	Complete	Approximately \$195,000 funded jointly by WMATA, COG, MDOT, and VDOT	Approximately \$20.8 million in additional capital costs required to implement recommended strategies.	WMATA	Greg Garback (202) 962-1358	<a href="mailto:ggarback@wmata.com">ggarback@wmata.com</a>

## **Study Costs**

In addition to providing information on study areas and project status, **Table 4** also strives to communicate the magnitude of the study efforts in Northern Virginia. Based on the prices available for the studies listed, over \$29 million is being spent in this region for studies alone. While most studies have not reached the recommendation phase, those that have will require billions more for engineering and construction costs. This area has some of the worst traffic problems in the country. In fact, the Texas Transportation Institute calculates that congestion in this metropolitan region is second only to Los Angeles. However, the transportation budget is constrained and funds have not been identified to cover the majority of the costs to implement the study recommendations. While the region struggles to find funding for current projects, new projects are moving forward requiring even more funding.

## **Public Participation**

Cooperative planning and public participation have been long-standing components of studies in Northern Virginia, as required by federal regulations. However, effectively involving the public in planning and project development poses a significant challenge. Some citizens are skeptical about whether they can truly influence the outcome of a highway or transit project and are discouraged by the complexity of the local, state and federal planning processes and requirements. The goal of public participation efforts is to provide information to the public and stimulate discussion that can influence the design and implementation of the project. This process allows planners to be aware of public concerns and collect their ideas while working to achieve consensus early in the transportation planning process, rather than run up against conflict at the end.

In addition to holding public meetings and hearings, most agencies are also turning to the Internet to further encourage public involvement. Agencies are now providing information on major transportation projects on a project web page, such as the Capital Beltway Rail Feasibility Study at [www.beltwayrail.org](http://www.beltwayrail.org). These web sites are often designed to provide users with information on the project, the names and phone numbers of people to contact for more information, a mechanism to ask questions, and the option to be added to the mailing list. In addition, the web site for the Capital Beltway Rail Feasibility Study is also being designed to provide maps, conceptual alternatives and public meeting presentations so that interested citizens can obtain all the information from the public meetings at any time.

## **Congestion Mitigation**

The development of Congestion Mitigation Plans (CMP) has been underway for the past several years for the Springfield Interchange and Woodrow Wilson Bridge projects. Reductions in the amount of funding allocated to

congestion mitigation efforts, including transit strategies, prompted NVTC to adopt a CMP policy on July 6, 2000 (**Table 5**). While the Woodrow Wilson Bridge CMP currently does not comply with the policy, NVTC hopes that future major construction projects can use the policy to facilitate successful congestion mitigation efforts as well as communicate that policy to the public.

## **TABLE 5: NVTC POLICY ON CONGESTION MITIGATION PLANS**

**-- Adopted July 6, 2000 --**

1. Policy steering committees for congestion mitigation plans (CMP) for major transportation projects in Northern Virginia should always include local elected officials from affected jurisdictions who can balance the need to mitigate congestion with the need to complete the project promptly within available budgets. These meetings should be open to staff and the public.
2. With the assistance of staff from appropriate agencies, project steering committees should develop congestion mitigation plans and budgets based on realistic trip reduction targets designed to mitigate traffic congestion during construction.
3. Congestion mitigation plans should always include an appropriate balance of techniques providing menus of choices for commuters, including incentives for increased use of transit, ridesharing, vanpooling and telecommuting, as well as the use of new technologies (ITS) in proportion to contributions made by these modes to achieving trip reduction targets and with due regard for the need to complete projects on time and within budget.
4. Congestion mitigation budgets should be compared to amounts provided for similar projects in this region and in comparable areas of the United States. If a proposed budget is not consistent with budgets for similar projects, the steering committee and federal funding agencies should have reasonable explanations.
5. Proposed decisions on CMP budgets should be shared with the public and public responses should be considered in reaching a final decision by the federal funding agency.
6. CMP measures should be implemented promptly before construction causes major delays.
7. CMP expenditures should not be the cause of delays in overall project implementation or reduced project scopes.
8. Failure to provide adequate CMP funding from the project budget is fundamentally inequitable since it may result in a transfer of funding responsibility and traffic congestion costs to the affected local jurisdictions, which do not have financial resources available to bear the burden that should be assumed by the federal funding agencies.

## SECTION 4: RAIL SERVICES

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### Metrorail

Since its opening in 1976, the Metrorail system has served as the core of the region's transportation system as shown in **Table 6**. **Figure 1** compares annual Metrorail ridership for fiscal years 1995 through 2000. Recent highlights include:

- During fiscal year 2000 (July 1, 1999, through June 30, 2000), Metrorail ridership soared to its highest level in history with a total of 163,275,000 trips taken by passengers. Increases in gas prices since March, 2000 is one likely reason for this increase.
- In 1999 WMATA launched "RideGuide," an Internet based trip information resource that customers of Metrorail, Metrobus, and local transit systems can use to plan their public transit trips. Customers using this resource are asked for their location at the start of the trip and for their intended destination point. The system then provides estimated travel time, locations to board buses and/or rail, as well as transfer points and fares.
- In May 2000, WMATA marked the first anniversary of its SmarTrip fare card. This permanent, rechargeable smartcard farecard is "contactless" (meaning the card does not need to be inserted into a traditional card reader to deduct the fare; instead the SmarTrip card needs to be waved within a few inches of the specially marked targets at WMATA fare gates). The SmarTrip card can also be used to pay for parking at WMATA operated parking facilities.

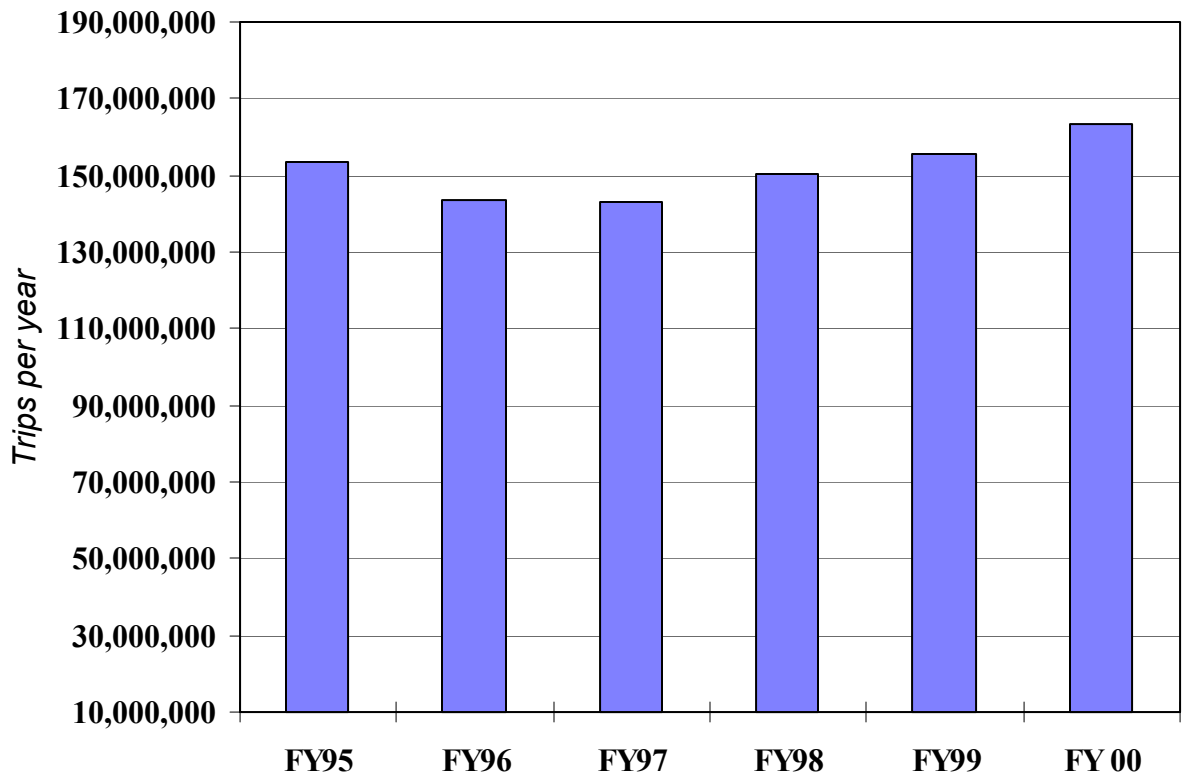
With completion of the originally planned 103-mile Metrorail system to occur in early 2001, WMATA is focused on doubling transit ridership by the year 2025 through the Transit Service Expansion Plan. Proposed projects intended to enhance Metrorail in Northern Virginia include:

- Dulles Corridor Project
- Construction of a new parking garage at the Vienna Metro Station on the Orange Line and expanded parking at the Franconia/Springfield garage.

**TABLE 6: FY2000 METRORAIL RIDERSHIP SUMMARY**  
**Average Daily Boardings**

	Weekday	Saturday	Sunday
<b>Stations in Alexandria</b>			
Blue/Yellow Line Stations			
Braddock Road	3,481	1,097	961
Van Dorn Street	3,285	1,410	1,152
Eisenhower Avenue	1,108	375	254
King Street	5,232	2,701	2,200
<b>Total Alexandria By Day:</b>	<b>13,106</b>	<b>5,583</b>	<b>4,567</b>
<b>Stations in Arlington</b>			
Orange Line Stations			
East Falls Church	3,756	1,563	1,572
Ballston	10,450	3,772	3,061
Virginia Square	2,334	674	652
Clarendon	2,752	921	847
Courthouse	7,079	2,509	2,012
Rosslyn	14,672	4,820	4,008
Total by Day:	41,043	14,259	12,152
Blue/Yellow Line Stations			
Arlington Cemetery	1,759	2,394	3,319
Pentagon	15,548	2,698	2,741
Pentagon City	11,058	9,651	7,067
Crystal City	12,108	4,316	3,298
National Airport	5,039	3,494	4,850
Total by Day:	45,512	22,553	21,275
<b>Total Arlington By Day:</b>	<b>86,555</b>	<b>36,812</b>	<b>33,427</b>
<b>Stations in Fairfax County</b>			
Orange Line Stations			
Vienna	10,238	4,369	4,410
Dunn Loring	4,216	1,663	1,593
West Falls Church	6,973	2,039	2,011
Total by Day:	21,427	8,071	8,014
Blue/Yellow Line Stations			
Huntington	7,787	2,527	2,292
Franconia-Springfield	7,131	3,490	2,985
Total by Day:	14,918	6,017	5,277
<b>Total Fairfax By Day:</b>	<b>36,345</b>	<b>14,088</b>	<b>13,291</b>

**FIGURE 1: METRORAIL RIDERSHIP, Fiscal Years  
1995-2000**



- Light Rail along US Route 1 from the Pentagon to Alexandria – a pre-final report was released in April, 2000 which identified a range of alternative alignments for Light Rail in this corridor. This report was issued to jurisdictions for comment and a final report will be published at the end of September, 2000.

More complete plans for Metrorail system extensions and enhancements are summarized in **Table 7**.

### **Virginia Railway Express (VRE)**

The Virginia Railway Express is a joint commuter rail project of NVTC and PRTC. In 1992, VRE began peak period service from Fredericksburg and Manassas into Washington DC, with stations in Alexandria, Crystal City, L'Enfant, and Union Station, as well as at suburban locations along the 81 miles of right-of-way. In June, 2000, VRE celebrated its eighth year in operation and reported a total of 14 million passenger trips since its opening. In Fiscal Year 2000, the service reported an estimated 2 million passenger trips, with weekday passenger trips averaging over 8,300 (see **Figure 2**). VRE has maintained on-time performance at a remarkable 90% average.

VRE ridership following the 1998 CSXT derailment and subsequent period of very poor on-time performance during track repairs has demonstrated a significant rebound. Increased demand for housing in the outer counties (e.g. Stafford and Prince William) and congestion due to construction of road improvement projects in VRE's service corridor (e.g. Springfield Interchange improvement project) have been factors that have led to this ridership growth. In addition, several customer service programs initiated during FY 2000 have contributed to improved responsiveness to customers.

VRE awarded a contract in June, 2000 to design, furnish, install, test and maintain an integrated fare collection system that will replace the first generation cashless ticket vending machines. The new system (also cashless) has provisions for future interoperability with WMATA SmarTrip, including the capability to purchase VRE media, add value, and utilize Metrochek benefits via a regional clearinghouse. The provision for interoperability with WMATA is being financially supported by VDRPT.

Additional VRE service enhancement programs are summarized in **Table 7**.



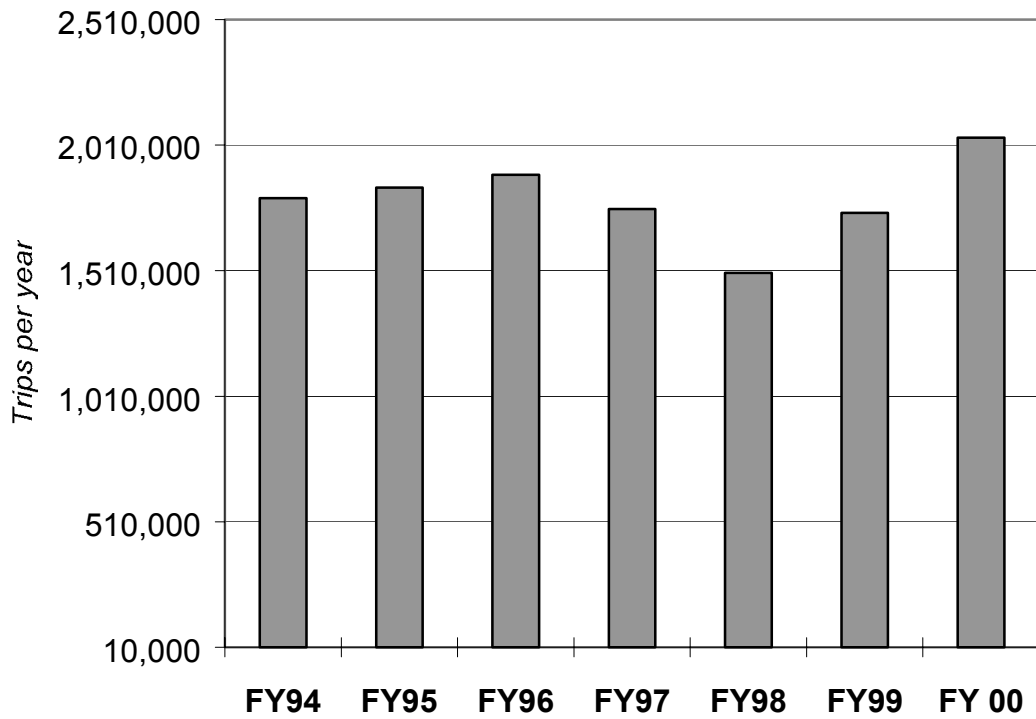
**TABLE 7: RAIL SERVICE ENHANCEMENTS**

<b>Enhancements</b>	<b>Location/Line</b>	<b>Description</b>
<b>Metrorail</b>		
Additional Parking at Rail Stations	Franconia/Springfield, West Falls Church, and Vienna	The Virginia Legislature approved funding for approximately 1,000 new spaces at the Franconia-Springfield and West Falls Church Metrorail stations. This funding would be used to pay for initial project costs such as a feasibility study. In addition, a second parking garage at the Vienna Metro is under construction.
Extended Hours	System wide	The Metrorail system is now open until 2:00 A.M. on Friday and Saturday nights under a one-year pilot program approved by WMATA's Board of Directors.
SmartBenefits	System wide	In June, 2000 WMATA and the U.S. DOT debuted a special "SmartBenefit" service. By simply swiping the card, the Metrochek benefit is loaded automatically at the Metrorail station's Passes/Farecards machines.
Station Enhancements	Yellow, Blue, and Orange	Station enhancement projects at the Ballston, King Street, Clarendon, and Rosslyn stations are currently underway.
<b>Virginia Railway Express</b>		
Prince William Metro Direct	Prince William County – Franconia/Springfield Metro Station	This bus service is operated all day by PRTC between Potomac Mills, Woodbridge VRE station and Franconia/Springfield Metro station. VRE passengers (with valid tickets) may ride free of charge.
Midday Train Service	Manassas Line	Four new trains are available on the Manassas line.
Transfer to Metrobus and Local Bus	NVTC District	VRE passengers with valid tickets can transfer to any Metrobus or local bus traveling to or from a VRE station within the NVTC district for no additional charge.
Parking Lot Expansion	System wide	Leeland Road Station 300 (new), Fredericksburg Station 250 (new), Broad Run Station 65 (new/restriped), Manassas – Prince William Street 30 (new).

**Table 7: Rail Service Enhancements (continued)**

Enhancements	Location/Line	Description
<b>Virginia Railway Express</b>		
Respaced Mafersa Seats	System wide	In response to customer comments, VRE undertook a work program to respace the seats in all Mafersa coaches. Four inches of legroom were added between the seats and the benches were inclined slightly to make them more comfortable.
Free Ride Certificates	System wide	To ensure service reliability to VRE patrons, VRE guarantees that regularly scheduled trains will arrive at the stations within 30 minutes of the scheduled times; if not, VRE will provide certificates to all affected passengers on that route which can be used for one free ride on VRE trains.
Customer Information – Spanish	System wide	To assist its Spanish-speaking patrons, VRE has established a Spanish-speaking customer service and train service call center.
Bi-Level Railcars	System wide	Thirteen Kawasaki double decker coaches, with an additional 50 seats compared to each single-level railcar, were introduced in January 2000.
L'Enfant Ticket Sales Office	System wide	VRE opened a ticket sales office at L'Enfant in July 2000. This sales office, located on the L'Enfant platform, accepts Metrochek, sells tickets for cash and check, and accepts Metrochek reimbursement forms.
Security Blanket	System wide	This year, VRE introduced a revolutionary rider incentive called the "Security Blanket." This program guarantees that if you take a VRE train that is scheduled to arrive 30 minutes prior to your daycare's closing - you will get to your station within 15 minutes of the scheduled arrival time or VRE will reimburse your daycare late fee.
VRE Integrated Fare Collection System	System wide	The existing cashless ticket vending machines will be replaced with a new system by the end of calendar 2002. New passenger incentives include a Clubcard for frequent riders, and proof of payment issuing machines. The new fare collection system has a built-in capability for future interoperability with a Washington Metropolitan area wide smartcard system.

**FIGURE 2: VRE RIDERSHIP, Fiscal Years  
1994-2000**



## **Intercity Rail**

Another rail option for Northern Virginians is Amtrak, which serves VRE stations at Alexandria, Woodbridge, Quantico, and Fredericksburg as well as offers intercity rail links to various points throughout the United States. VRE customers can use their tickets on most of the Amtrak trains serving VRE stations.

VDRPT is administering a high-speed rail program that will improve Amtrak services and also provide VRE with greater reliability and more flexibility by upgrading track and related facilities in the Washington-Richmond corridor.

Acela is the new name for Amtrak's service along the Northeast corridor. The new electric trains, engineered by a consortium of Bombardier and Alstom, use tilt technology for a smooth ride up to 150 mph. For example, a typical trip between Washington D.C. and New York City will be two hours and 45 minutes and a typical trip between New York City and Boston will be three hours.

## SECTION 5: BUS SERVICES

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### Metrobus

Besides offering a number of primarily interjurisdictional routes, Metrobus serves as an essential and effective feeder service to the rail lines. **Table 8 and Figure 3** track ridership trends for Metrobus service. Over the past year, several noteworthy Metrobus improvements and projects have been initiated and include the following:

- In June 1999, WMATA implemented a Fare Simplification and Integration Program for Metrobus, as well as for local bus systems. This system offers customers reduced fares and provides more "seamless services" between bus and rail throughout the region.
- In May 2000, WMATA launched a region-wide bus study to explore the efficiency of its current bus service, which will enable the transit authority to improve bus service in the future.
- The WMATA bus facility at the Pentagon Metrorail station, is being relocated and redesigned as part of the major renovation effort undertaken by the Pentagon Renovation Office.
- The following projects are also being initiated:
  - Ballston-MU Station Access Improvement Project
  - Shirlington Metrobus Station Project
  - Clarendon Canopy and Metro Park Improvement Project
  - Crystal City Canopy Project

### Local Bus Systems

Many local jurisdictions also provide bus service. Major bus service expansions and enhancements planned for Northern Virginia are summarized in **Table 9**. **Table 10** provides system descriptions, contact names and telephone numbers. Ridership for local bus systems between fiscal 1994 (when available) and 2000 is shown in **Figures 4-10**. For data on transit ridership and system performance, see **Table 11**.

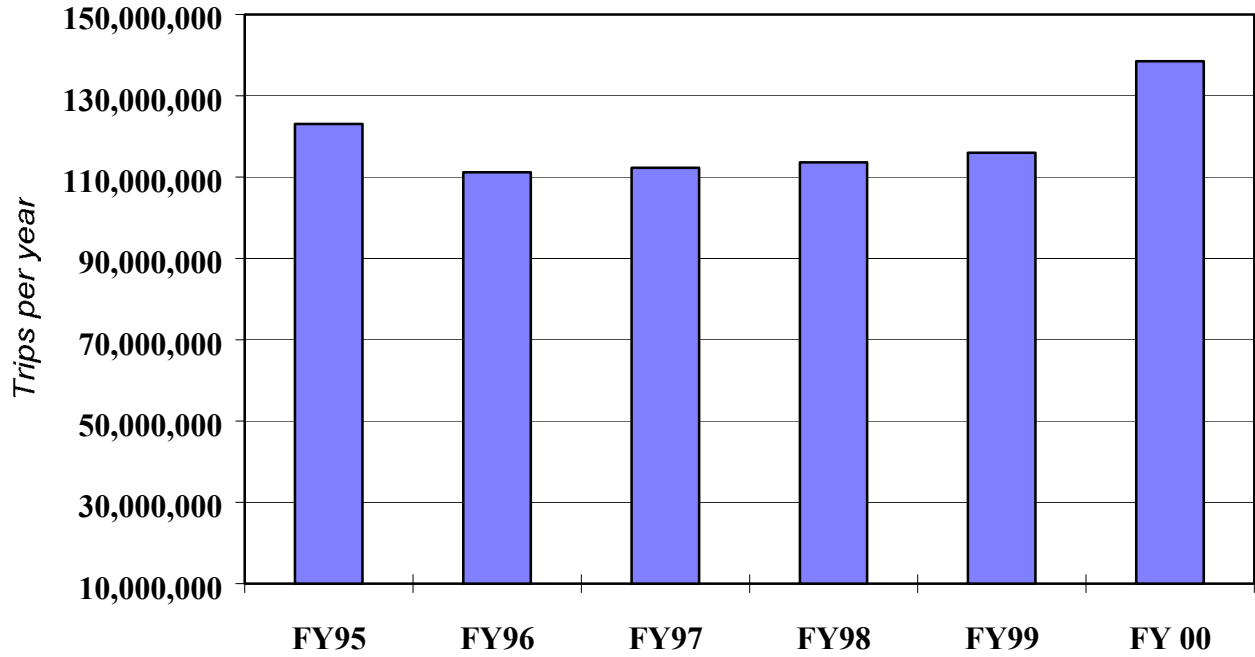
**TABLE 8: NORTHERN VIRGINIA METROBUS RIDERSHIP SUMMARY, FY 99 AND FY 00**

**Average Daily Ridership**

	FY 99*	Weekday FY 00	% Change	FY 99*	Saturday FY 00	% Change	FY 99*	Sunday FY 00	% Change
<b>Ballston Terminal Services</b>									
1B,B/,C,D,E,F,Z,Z/	2,992	4,040	35	1,596	1,863	17	702	1,540	119
2A,B,B/,C,G	3,345	3,698	11	1,474	1,739	18	1,000	898	-10
10B,B/,C,D	2,905	4,226	45	2,140	2,768	29	1,246	1,691	36
22A,B,B/,F	2,583	2,599	1	0	0	-	0	86	n/a
23A,B,C,C/,T,T/	3,595	4,024	12	2,105	2,456	17	1,211	1,787	48
24M,P	675	829	23	211	426	102	0	160	n/a
25A,A/,F,F/,G,J,P,P/,R	1,647	1,913	16	211	265	26	439	281	-36
25B	1,020	1,416	39	596	578	-3	0	85	n/a
38B	1,127	2,361	109	965	1,225	27	456	821	80
<b>Subtotal</b>	<b>19,889</b>	<b>25,106</b>	<b>26</b>	<b>9,298</b>	<b>11,320</b>	<b>22</b>	<b>5,053</b>	<b>7,349</b>	<b>45</b>
<b>Rosslyn Terminal Services</b>									
3A,B,C,E,F	2,635	3,110	18	930	1,059	14	719	750	4
4A,B,E,H,S	2,143	2,469	15	596	596	0	526	473	-10
<b>Subtotal</b>	<b>4,778</b>	<b>5,579</b>	<b>17</b>	<b>1,526</b>	<b>1,655</b>	<b>8</b>	<b>1,246</b>	<b>1,223</b>	<b>-2</b>
<b>Pentagon Terminal Services</b>									
7A,A/,C,E,F,H,P,W,X	4,325	4,930	14	1,491	1,625	9	772	4,611	497
8S,W,X,Z	1,190	1,790	50	0	52	n/a	0	187	n/a
9A,B,C,C/,E	3,508	5,537	58	2,912	3,480	19	1,737	2,052	18
10A,A/,E	2,345	3,195	36	1,263	1,559	23	737	1,258	71
13A,B,F,G,M	1,099	1,405	28	228	420	84	281	439	56
16A,B,B/,C,D,E,F,G,J	7,135	8,276	16	3,228	4,473	39	2,263	2,516	11
16L	83	243	192	0	0	-	0	0	-
16S,U,W,X	1,917	2,067	8	0	223	n/a	0	6	n/a
17 Series	1,837	2,391	30	0	330	n/a	0	44	n/a
18 Series	1,472	2,175	48	0	0	-	0	140	n/a
21A,B,C,D,F	845	1,254	48	0	0	-	0	65	n/a
28F,G	603	673	12	0	52	n/a	0	0	-
29C,E,H,X	1,722	2,147	25	0	33	n/a	0	225	n/a
<b>Subtotal</b>	<b>28,083</b>	<b>36,083</b>	<b>28</b>	<b>9,123</b>	<b>12,247</b>	<b>34</b>	<b>5,789</b>	<b>11,543</b>	<b>99</b>
<b>Other Terminal Services</b>									
2W	226	280	24	0	0	-	0	130	n/a
3W,Z	286	422	48	0	55	n/a	0	93	n/a
11P,P/	95	163	71	0	0	-	0	32	n/a
11Y	159	482	204	0	0	-	0	48	n/a
12 Series	1,317	1,572	19	0	2	n/a	0	207	n/a
15K,L	508	807	59	0	55	n/a	0	6	n/a
20 Series	405	569	41	0	42	n/a	0	63	n/a
24T	135	200	48	0	0	-	0	0	-
26G,H,H/	75	673	793	0	0	-	0	0	-
28A,B,B/	3,750	5,527	47	2,719	3,090	14	1,649	2,675	62
29K,N,N/	1,540	2,134	39	842	1,278	52	0	115	n/a
<b>Subtotal</b>	<b>8,496</b>	<b>12,829</b>	<b>51</b>	<b>3,561</b>	<b>4,522</b>	<b>27</b>	<b>1,649</b>	<b>3,369</b>	<b>104</b>
<b>Metrobus Total-Virginia</b>	<b>61,246</b>	<b>79,597</b>	<b>30</b>	<b>23,509</b>	<b>29,744</b>	<b>27</b>	<b>13,737</b>	<b>23,484</b>	<b>71</b>

\* Derived from FY 99 Annual Ridership

**FIGURE 3: METROBUS RIDERSHIP, Fiscal Years  
1995-2000**



**TABLE 9: BUS SERVICE EXPANSION AND ENHANCEMENT PROJECTS (FY00)**

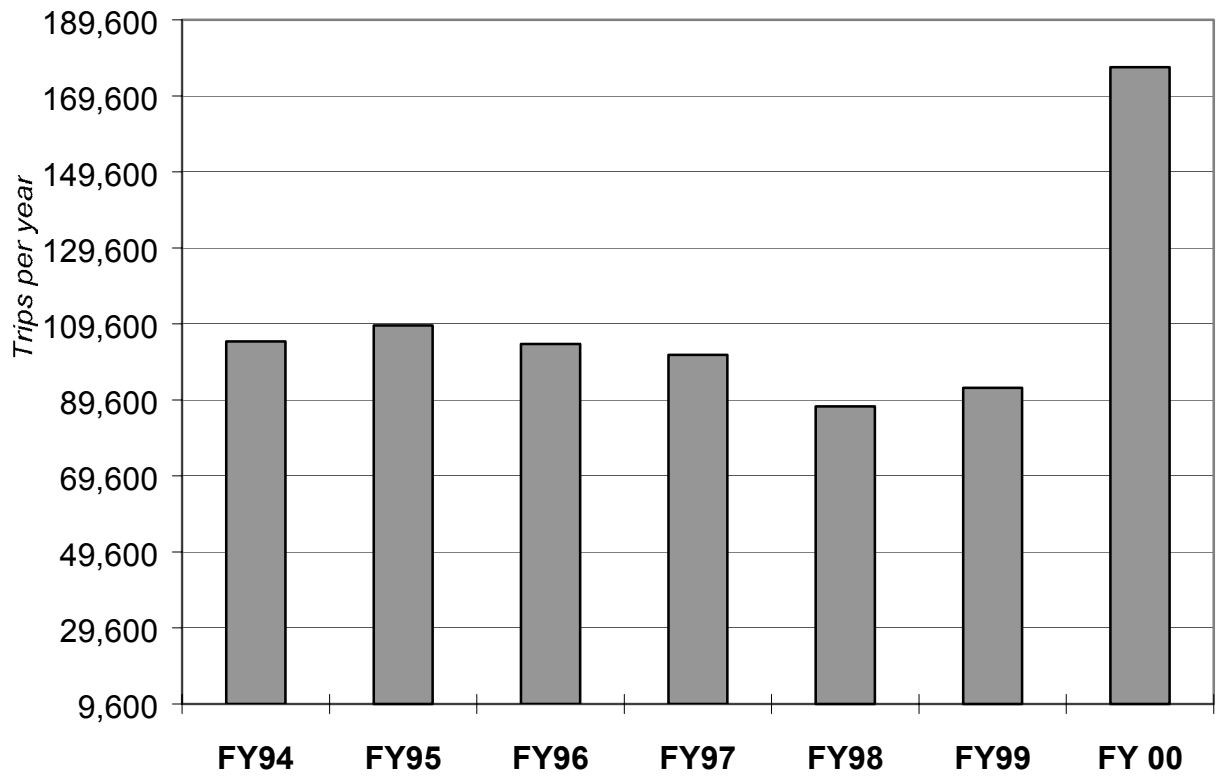
Service Provider		Status	Contact Information
<b>New Service</b>			
New Buses	DASH	Five new Gillig 35' buses introduced into service replacing five 1984 Orion buses.	Eric Randall, DASH (703) 370-3274
Park and Ride	Fairfax Connector	Herndon Monroe Park-and-Ride opened in July, 1999.	Tom Black, Fairfax Connector, (703) 324-1197
Express Bus Service	Fairfax Connector	Implemented Dulles Corridor Express Bus Service as part of the Phase 1 Dulles Corridor Rapid Transit Project.	Tom Black, Fairfax Connector, (703) 324-1197
New Buses	Fairfax Connector	20 new Orion buses placed into revenue service at the Huntington Operation Division.	Tom Black, Fairfax Connector, (703) 324-1197
Additional Service	Fairfax Connector	Route 401 Sunday service added, as well as Route 303 weekday service enhancements.	Tom Black, Fairfax Connector, (703) 324-1197
New Buses	OmniRide	16 new 30' buses and 13 new 40' buses were ordered for FY 01. In addition, 17 used MCI coaches were purchased for service expansion and to temporarily replace the old buses until new buses arrive.	Eric Marx, PRTC (703) 580-6117
Mixing Bowl Express	OmniRide	This service was implemented for the Route One South and Montclair areas serving the Pentagon and an area east of the 14th Street terminating at L'Enfant.	Eric Marx, PRTC (703) 580-6117
Feeder Service	OmniRide	New VRE feeder service route was created to relieve parking congestion at Manassas Park VRE station.	Eric Marx, PRTC (703) 580-6117
MetroDirect	OmniRide	Allows passengers to travel between Potomac Mills, Woodbridge VRE and Franconia/Springfield. Operates throughout the day providing peak direction and reverse commute service.	Eric Marx, PRTC (703) 580-6117
<b>Enhancements</b>			
GPS Communicators	City of Fairfax CUE	GPS automated communicators on 6 new buses, operational starting May, 2000.	Alex Verzosa (703) 385-7889
Fares	DASH	Fee for monthly pass reduced to \$25 from \$30 and \$40 (Pentagon service).	Eric Randall, DASH (703) 370-3274
Operations Center Enhancements	Fairfax Connector	Herndon operations center expanded and enhanced.	Tom Black, Fairfax Connector, (703) 324-1197



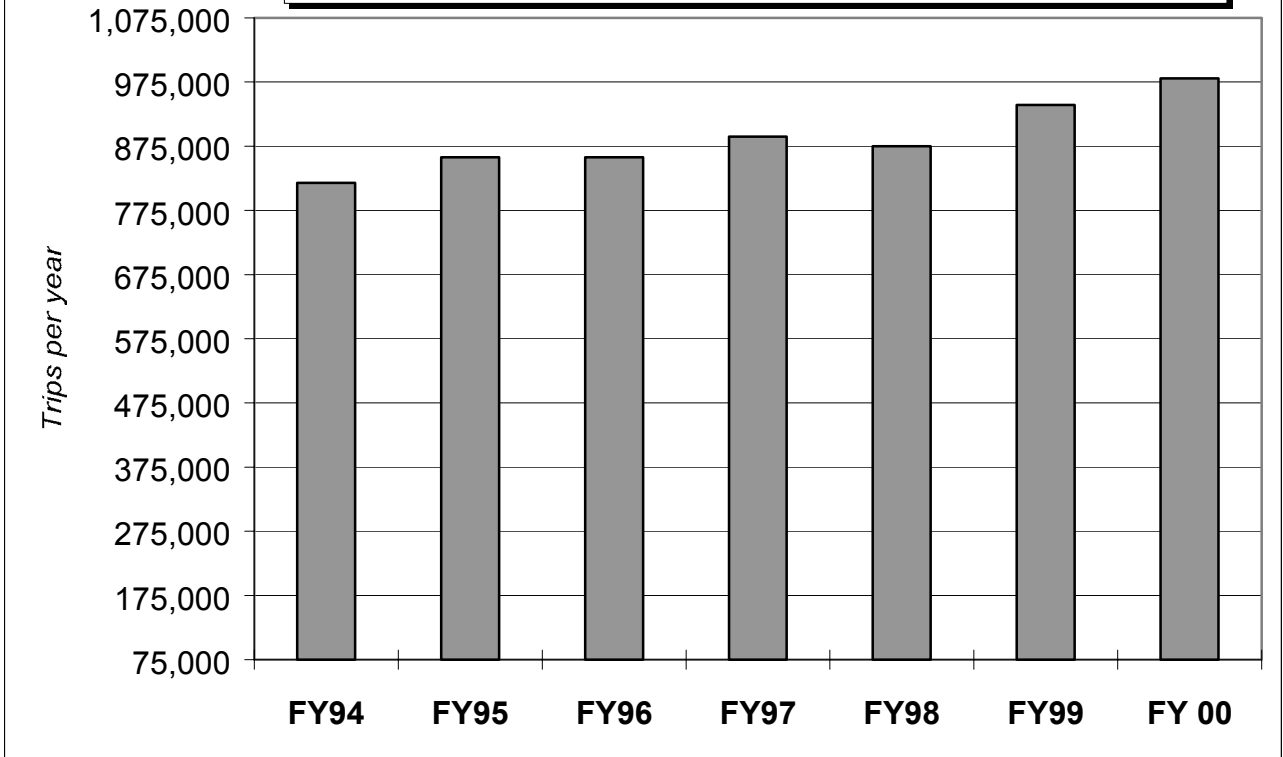
**TABLE 10: DESCRIPTION AND CONTACT INFORMATION  
FOR NORTHERN VIRGINIA PUBLIC BUS SYSTEMS**

	<b>Service Description</b>	<b>Contact for Route Planning/ Performance</b>	<b>Telephone</b>
<b>Local Bus Service</b>			
Metrobus	Provides bus service in Maryland, DC, and Northern Virginia.	Fred Simms (route planning)	(202) 962-2059
Fairfax Connector	Service primarily within Fairfax County with connections to Metrorail/Metrobus/VRE/DASH.	Mike Daily	(703) 324-1157
Arlington Transit	Operates along a loop in Crystal City serving Metrorail and VRE stations.	Eric Smith	(703) 228-3692
Alexandria DASH	Provides service throughout Alexandria, to five Metrorail stations and the King St. VRE station.	Sandy Modell or Eric Randall	(703) 370-3274
City of Fairfax CUE	Serves points in the city, George Mason University, and the Vienna Metrorail station.	Paul Briggs	(703) 385-7827
Loudoun Transportation Association	Operates both fixed route and door-to-door service covering most of the county.	Mark McGregor	(703) 777-2708
PRTC OmniLink	Provides local flex-route service in Woodbridge/Lakeridge, Dale City, Dumfries, Manassas Park and Manassas areas.	Eric Marx	(703) 583-7782
<b>Commuter Bus Service</b>			
Loudoun County Commuter Service	Eight peak period buses provide service from Loudoun County to the Pentagon and downtown Washington locations.	Sharon Affinito	(703) 777-0246
PRTC OmniRide	Sponsored by PRTC, OmniRide provides peak period service from Prince William County and Manassas to Vienna and Franconia/Springfield Metrorail stations as well as the Pentagon, Crystal City, and downtown Washington, DC.	Eric Marx	(703) 583-7782

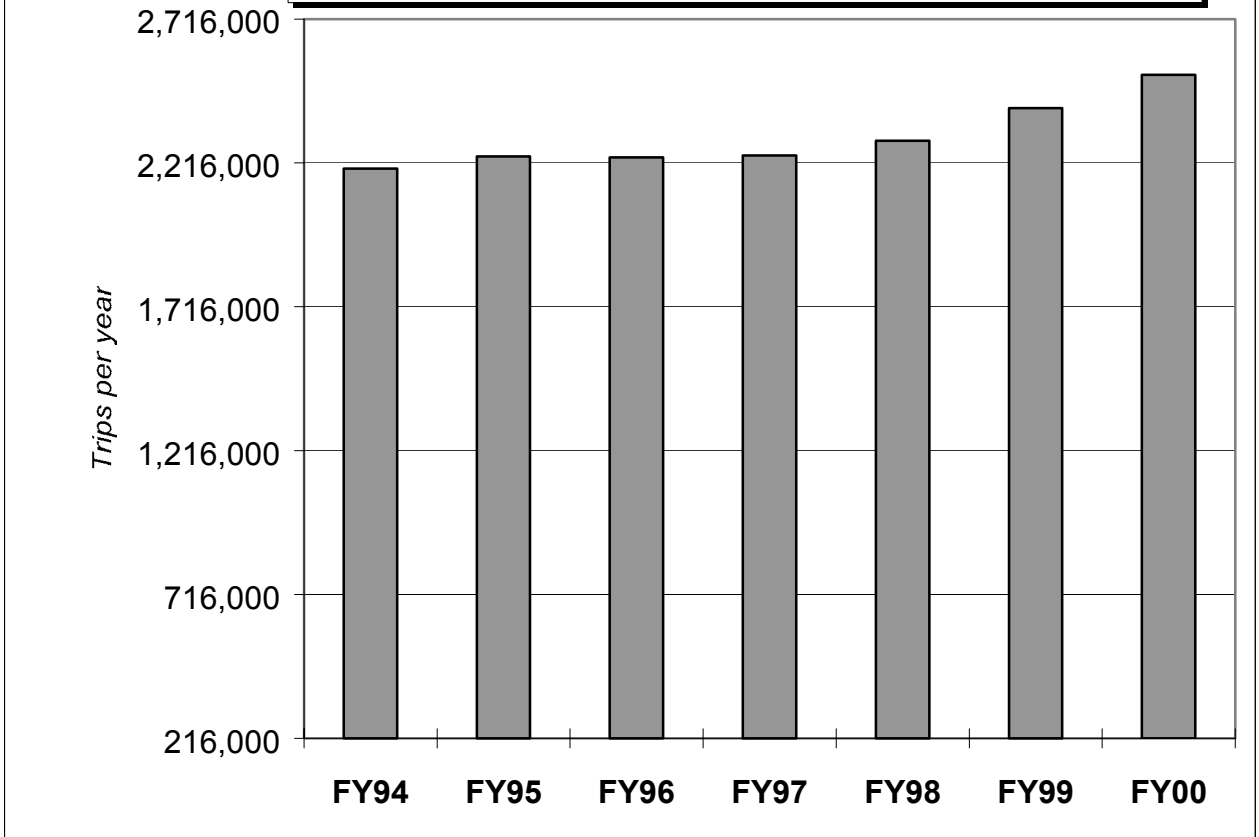
**FIGURE 4: ART RIDERSHIP (formerly Arlington Trolley)  
Fiscal Years 1994-2000**



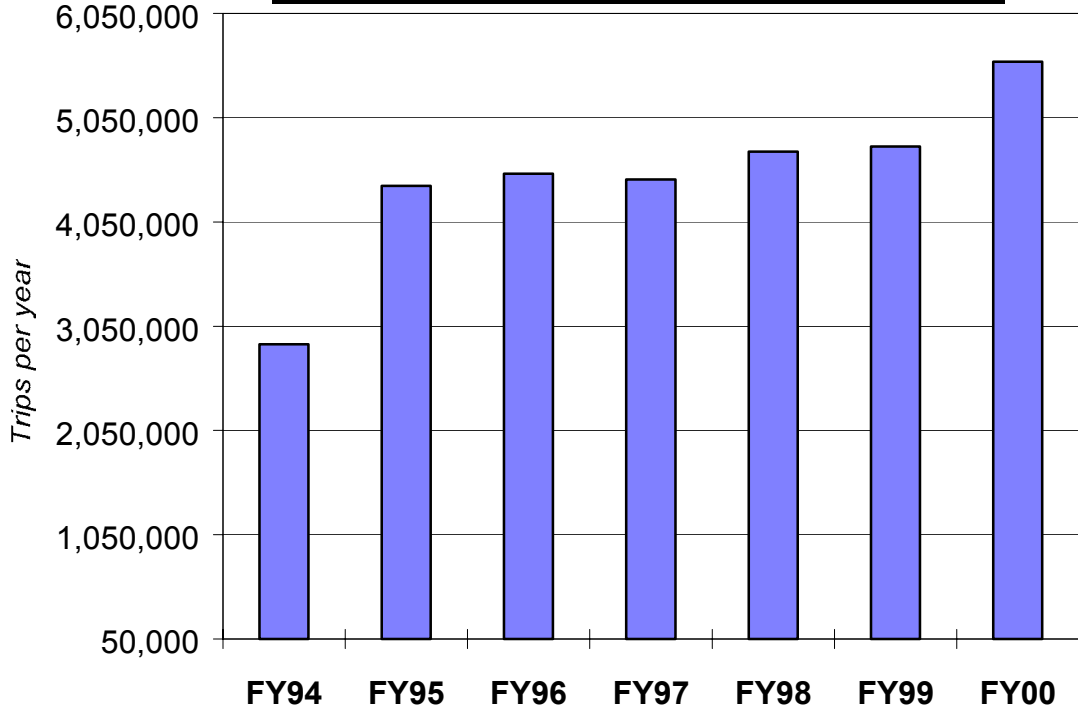
**FIGURE 5: CUE BUS RIDERSHIP Fiscal Years  
1994-2000**



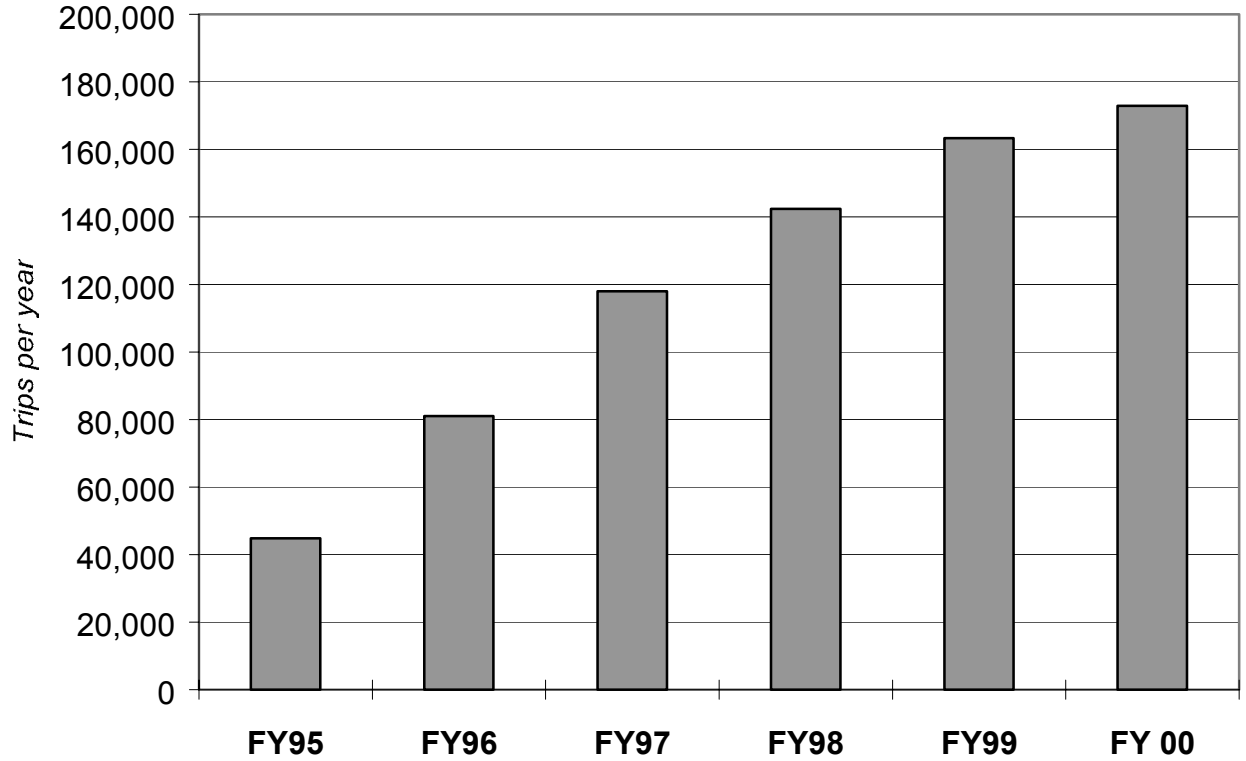
**FIGURE 6: ALEXANDRIA DASH RIDERSHIP,  
Fiscal Years 1994-2000**



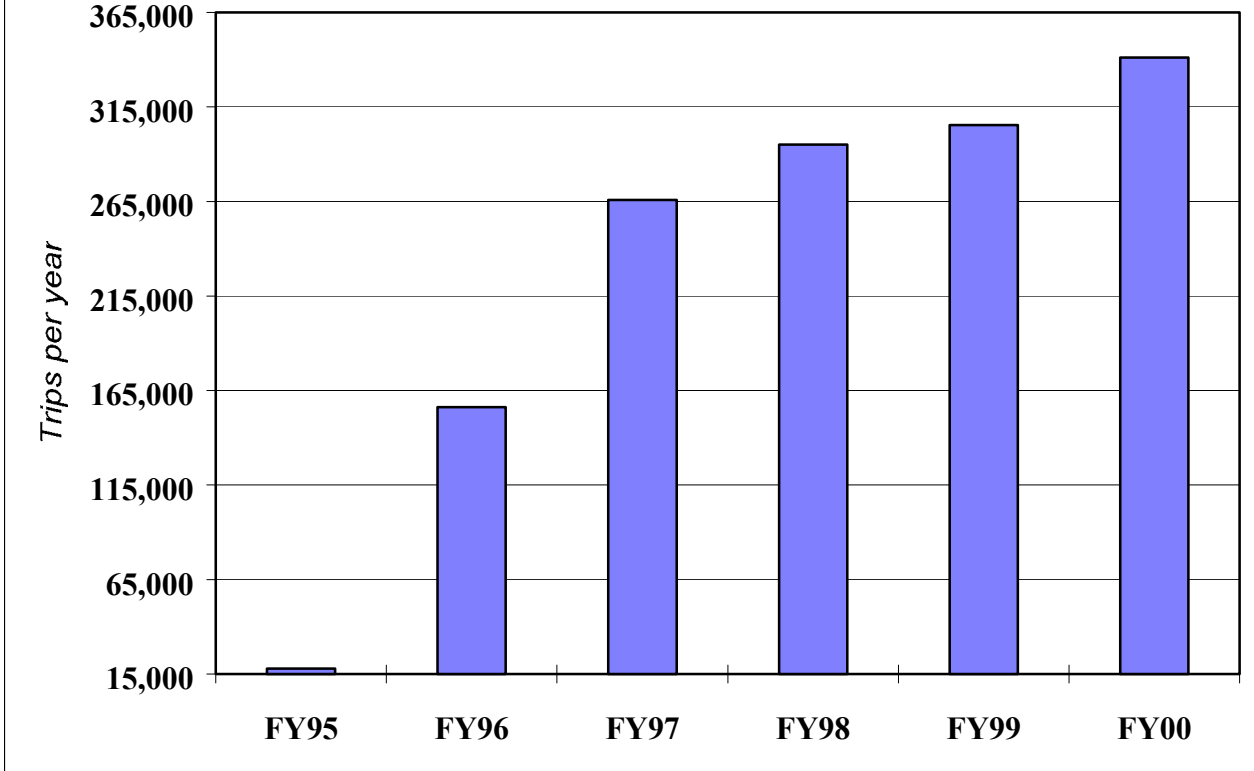
**FIGURE 7: FAIRFAX CONNECTOR  
RIDERSHIP, Fiscal Years 1994-2000**



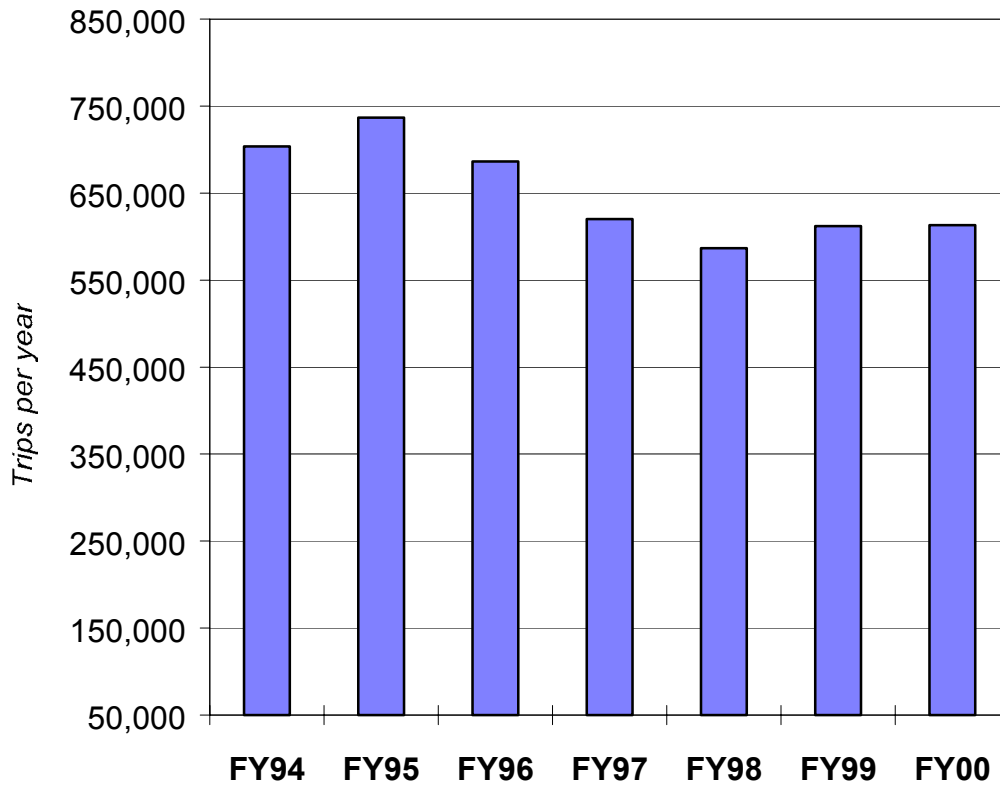
**FIGURE 8: LOUDOUN COUNTY COMMUTER BUS RIDERSHIP, Fiscal Years 1995-2000**



**FIGURE 9: OMNILINK RIDERSHIP, Fiscal Years  
1995-2000**



**FIGURE 10: OMNIRIDE RIDERSHIP, Fiscal Years 1994-2000**





**TABLE 11: NORTHERN VIRGINIA PUBLIC TRANSIT SYSTEMS  
OPERATING STATISTICS AND PERFORMANCE INDICATORS, FY 2000**

	PRTC						Loudoun				
	Metrobus Systemwide	Metro rail Systemwide	Fairfax Connector	OmniRide	Omnilink	VRE	DASH	CUE	ART (formerly Arlington Trolley)	Commuter Service	Transportation Assoc.
Total Annual Passenger Trips for FY 00 (Including Transfers)	138,481,000	163,275,000	5,586,461	612,962	341,175	2,039,709	2,521,925	980,587	177,151	172,923	100,000
Average Age of Fleet	9.4	Unavailable	7.3	11.0	6.38 yrs	9 years	5.9	6	1.75 years	8	18 months
Average Weekday Boardings	475,000	558,000	20,494	4,000	1,350	8,394	8,689	3,435	714	710	450
Average Trip Length (miles)	3.3	Unavailable	5.6	24.7	6.1	28.2	3.09	3.5	1.75	40	8
On Time Performance	89.7	99.5	97.5%	98.5%	98.5%	93.0%	92.0%	98.0%	Unavailable	91.0%	Unavailable
Operating Costs	\$274,453,000	\$384,466,000	\$18,926,000	\$3,868,071	\$2,091,484	21,527,474	\$4,807,000	\$1,795,529	\$183,000	\$1,130,266	\$852,850
Farebox Recovery Ratio	35%	68%	13%	14%	10%	52%	34%	27%	20%	60%	5%
Passenger Miles Traveled Annually	452,855,175	Unavailable	31,366,658	15,140,163	2,087,991	56,650,000	7,792,748	3,432,061	43,928	6,916,920	750,000
Operating cost/passenger mile	\$0.61	Unavailable	\$0.60	\$0.25	\$1.00	\$0.38	\$0.62	\$0.52	\$4.16	\$0.16	\$1.14
Vehicle Miles	42,232,000	50,835,000	6,041,201	960,499	553,303	1,650,567	1,188,499	321,460	62,093	302,400	750,000
Operating cost/vehicle mile	\$6.50	\$7.56	\$3.13	\$4.03	\$3.78	\$13.00	\$4.04	\$3.44	\$2.95	\$3.73	\$1.14

## **Dulles Corridor Transit Plans**

In June of 1996, VDRPT completed a MIS that examined transit options in the Dulles Corridor. The Policy Committee adopted a preferred alternative calling for a 10 station, Metro-like rail extension. The proposed rail line would branch out from the Orange Line at East Falls Church and run through Tysons Corner before returning to the median of the Dulles Access Road extending to Route 772 in Loudoun County.

The Dulles Corridor Task Force appointed in August, 1998 by Virginia Secretary of Transportation Shirley Ybarra recommended a four-phased program for the implementation of rapid transit along this corridor.

- Phase I - Express bus service implemented in June 1999
- Phase II – Enhanced express bus service to start in 2001
- Phase III – Bus Rapid Transit (expected to begin in 2003)
- Phase IV – Metrorail extension: to Tysons Corner in 2006; and to Dulles Airport and Loudoun County in 2010

On March 6, 2000, the FTA approved VDRPT's request to initiate preliminary engineering of the proposed BRT project and NEPA for the complete BRT to rail project. Subsequently, VDRPT and WMATA executed an agreement for WMATA to manage and provide technical oversight for PE/NEPA. The PE and NEPA process began in June 2000 with a target completion date of 2002.

## **Increasing the Regional Share of Federal Money**

In the Washington D.C. region, WMATA, VRE, Fairfax Connector, city of Fairfax CUE, Alexandria DASH, Loudoun County Commuter Service, PRTC, and Montgomery County's Ride-On now report National Transit Database (NTD) data as required by FTA in order for the region to receive its maximum allocation of urbanized area formula funds. The data are used by FTA to allocate funding to the Washington D.C. region based on the relative amount of service provided. Every system that reports data brings additional federal money to the region, which is used primarily to fund WMATA's capital costs.

To capture a larger share of the federal funds, NVTC coordinated collection and dissemination of performance data for Northern Virginia transit operators who did not file NTD reports during preceding years. While local transit providers already collected some of the required data, additional costs are associated with gathering passenger mile and average trip length data to fulfill NTD requirements. Competitively bid contracts were awarded by NVTC in FY

1998 and FY 1999 for the collection of required NTD data which were in turn used by the local bus systems in Northern Virginia for filing the NTD reports.

**Vanpools**

A large number of commuters also enter the core in vanpools. Besides the commercially operated vanpools, many commuters have formed their own. The following **Table 12** illustrates the current commuting trends associated with vanpools in Northern Virginia.

<p align="center"><b>TABLE 12: VANPOOL MODE SPLITS IN SELECTED NORTHERN VIRGINIA COMMUTING CORRIDORS</b></p> <p align="center">(As a Percentage of Total Commuters) Inbound Traffic 6:30 A.M. to 9:30 A.M.</p>				
	1996 Core Cordon Count	1998 Beltway Cordon Count	1997 HOV-2 Report on I-66	1998 HOV Report
I-66	2%	1.7%	2.1%	-
I95/I395	3.3%	3.2%	-	-
Rt. 267	-	3.6%	-	1%
US 1	5%	-	-	-
<p>Source: MWCOG 1996 Core Cordon Count, MWCOG 1998 Beltway Cordon Count, MWCOG 1998 HOV Report, MWCOG 1997 I-66 HOV-2 Report</p>				

**Commuter Bus Systems**

While many of Northern Virginia's commuters use local bus systems, residents who live further from the core often avail themselves of one of the region's many publicly and privately provided commuter bus systems. A list of the area's private commuter bus service providers, along with some of the area's vanpool operators, is provided in **Table 13**.

**TABLE 13: SUMMARY OF COMMUTER BUS AND VAN POOL SERVICES AS OF 2000**

<b>COMMUTER SERVICE</b>	<b>PHONE</b>	<b>SERVICE AREA</b>	<b>VEHICLES</b>	<b>AVERAGE WEEKDAY BOARDINGS</b>	<b>FARES **</b>
Brooks Transit Services Route 2, Box 3340 Front Royal, Va 22630	(540) 636-6148	Front Royal <b>TO:</b> CIA	5 Buses	240	\$38
Lee Coaches P.O. Box 38 Sealston, VA 22547	(540) 371-6785 (800) 443-4533	Fredericksburg <b>TO:</b> Crystal City, Pentagon, Fort Belvoir	14 Buses	400	\$10 round trip \$8.50 one-way \$65 Crystal City, Pentagon-two weeks \$45 Fort Belvoir-two weeks
National Coach Works 10411 Hall Industrial Drive Fredericksburg, Va 22408	(540) 898-6959	Fredericksburg <b>TO:</b> Pentagon, Wash. D.C.,	40 Buses	500	\$80 Pentagon-for two weeks \$85 Wash. D.C-for two weeks \$55 10 one-way tickets \$15 round-trip \$15 noon shuttle
OmniRide PRTC 14700 Potomac Mills Rd. Woodbridge, Va 22192	(703) 583-7782	Prince William <b>TO:</b> Pentagon, Downtown Washington, Crystal City Manassas <b>TO:</b> Vienna* W. Falls Church, Pentagon, Washington *No return service from this location.	56 Buses	4000	To Pentagon/DC \$5 one way, \$35 ten- trip. To Virginia metro stations (W.Falls Church, Vienna and Franconia/Springfield \$1.75 one way
Quick's Commuter Service 41 RV Parkway Falmouth, Va 22405	(540) 373-6027	Fredericksburg <b>TO:</b> Crystal City, Pentagon, D.C., Rosslyn, Bailey's Crossroads	10 Buses	300	\$68 Every two weeks to No. Virginia \$72 Every two weeks to Wash. D.C.
Greyhound/Trailways 1400 Jefferson Davis Hwy. Fredericksburg, VA 22407	(540) 373-2103	Fredericksburg <b>TO:</b> Washington, DC, Triangle, Woodbridge	17	20	\$45 for 10-ride tickets which must be used within 30 days
Van Pool Services, Inc. (VPSI) 2760 Eisenhower Avenue, #306 Alexandria, VA 22314	(800) 826-7433	Prince William County, Manassas, Stafford County, Spotsylvania <b>TO:</b> DC, No. VA and Quantico	170 Vanpools	*2000	\$95 - \$145/month depending on route
Loudoun County Commuter Bus Service 1 Harrison St. S.E., 3 <sup>rd</sup> Floor Leesburg, Va 20177	(703) 771-5665 (703) 478-8433	Purcellville, Hamilton, Leesburg, Sterling <b>TO:</b> Rosslyn, Pentagon, Downtown Washington	10 Buses	740	\$40 Per 10 one-way tickets \$5 one-way

## SECTION 6: PARATRANSIT SERVICES

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### **MetroAccess**

The Americans with Disabilities Act (ADA) requires that all fixed-route transit systems (with the exception of commuter rail systems) provide paratransit for persons with disabilities who are certified paratransit eligible. The Washington region has responded by developing MetroAccess, a regional paratransit service operated by WMATA and its member jurisdictions since it was initiated on May 16, 1994.

**Eligible Users:** People are considered eligible for paratransit service if they are:

- A person who is unable, as the result of a physical or mental impairment, to get on, ride, or get off any vehicle on the transit system; or
- A person who needs the assistance of a wheelchair lift or other boarding assistance device and is able, with such assistance, to get on, ride, and get off any accessible vehicle, BUT such a vehicle is not available on the route when the person wants to travel; or
- A person who has a specific impairment-related condition which prevents travel to or from a bus stop or rail station.

The traveler's need for paratransit service must be certified by a healthcare professional, and a complete application returned to WMATA in order for a person to be approved to use the service.

The paratransit service area is that area within 3/4 of a mile from any WMATA bus or rail station service area. MetroAccess operates 365 days a year, including all federal, state, and local holidays, and during special events when the fixed route systems are operating. Fares are double the regular non-discounted fares for the fastest comparable trips on the fixed-route system.

### **Jurisdictional Services**

In addition to MetroAccess, a number of local jurisdictions operate their own paratransit systems, many of which are also core carriers for the regional operation. MetroAccess provides regional paratransit services for all ADA eligible users. ADA eligibility is not required for jurisdictional paratransit passengers. Alexandria, Arlington, and Fairfax County are considered core carriers because they serve some MetroAccess passengers as well. These systems are described below:

### ***Alexandria DOT***

The city of Alexandria began operating DOT paratransit service within the city limits in 1984. Anyone living within the city limits of Alexandria who has a disability that prevents the use of regular transit service is eligible to use DOT. Participation is by application to the city of Alexandria. Service is provided by taxi and van companies who are under contract to the city of Alexandria. In addition, when a paying certified DOT patron travels on DASH, an accompanying Personal Care Attendant can ride for free.

### ***STAR***

Specialized Transit for Arlington Residents (STAR) is Arlington County's pre-arranged reserved trip service for persons with disabilities. STAR is an alternative to calling Metro Access to reserve trips. Arlington residents currently certified eligible under the Metro Access program and other Arlington residents authorized by a county agency may use STAR.

### ***City Wheels***

The city of Fairfax City Wheels program offers alternative transportation within the city of Fairfax to the Vienna/Fairfax-GMU Metrorail station, to George Mason University, and to Fair Oaks Hospital. Participation is by application to the city of Fairfax. Coupons for transportation are obtained by placing a mail order prior to each month. Orders may take up to two weeks to process. Rides are arranged by the participant by contacting the transportation company directly. The average passenger fare is \$1 (two times the CUE bus fare).

### ***Fare Wheels***

The Fare Wheels program provides subsidized transportation for income-eligible Falls Church residents who are disabled or elderly. The program allows participants to use redeemable coupons for up to \$35 per month to pay for transportation services via taxi. Participants must be residents of the city of Falls Church, at least 62 years of age or permanently disabled, with an annual income not to exceed \$30,000. Participation is by application to the city of Falls Church.

### ***Fastran***

FASTRAN provides ADA-related services for Fairfax Connector. Beginning October 1, 2000, this service will be provided by MetroAccess. FASTRAN will continue to provide paratransit service for county human service programs.

**LCTA**

Loudoun County Transportation Association provides door-to-door, including paratransit, services in Leesburg and the Sterling area five days per week for approximately eight hours per day. Special runs have also been made to support specific activities in the county. Fare books of 10 or more trips can be purchased, or payment can be made on a cash-per-ride basis. Only county residents are eligible to participate.

**Paratransit Services**

**Table 14** compares information for core carriers and local paratransit service providers in the region.

<b>TABLE 14: COMPARISON OF NORTHERN VIRGINIA PARATRANSIT SERVICES FOR FY 2000</b>					
	<b>MetroAccess*</b>	<b>Fairfax County Fastran</b>	<b>Alexandria DOT</b>	<b>Arlington STAR</b>	<b>City of Fairfax, City Wheels</b>
Operational Information:					
Trips Completed	274,685	8,364	49,269	50,554	1,846
Hours Operated	280,685	6,750	23,076	29,500	n/a
Revenue Hours	227,483	4,601	16,360	38,798	n/a
Revenue Miles	3,299,513	63,402	229,397	581,967	n/a
Service Area Size	1,500	399	16	24	7

\*Includes Maryland (less Montgomery County), the District of Columbia, and Virginia.

**Table 15** provides contacts for the various jurisdictions in Northern Virginia.

<b>TABLE 15: PARATRANSIT CONTACTS</b>		
<b>Paratransit Service Provider</b>	<b>Contact</b>	<b>Phone</b>
WMATA MetroAccess	Glenn Millis	(202) 962-1631
Fairfax County Fastran	Steve Yaffe	(703) 324-7075
Alexandria DOT	Kimberly Sledge	(703) 838-3800
Arlington STAR	Eric Smith	(703) 228-TRIP
City Wheels (city of Fairfax)	Alex Verzosa	(703) 385-7859
Fare Wheels (city of Falls Church)	Letha Flippin	(703) 248-5113
Loudoun County	Mark McGregor	(703) 777-2708

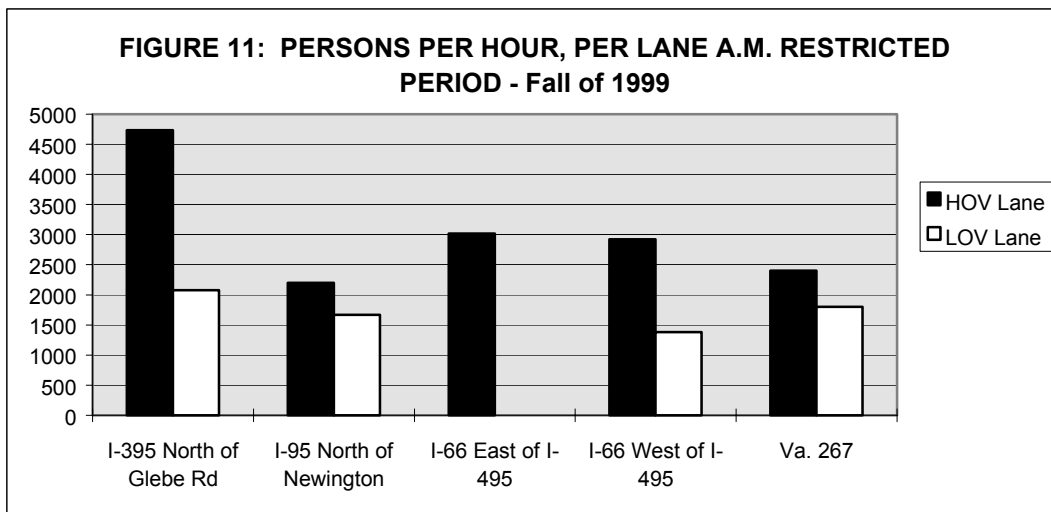
## SECTION 7: HOV LANES

In addition to its extensive highway network, Northern Virginia enjoys one of the country's most successful High Occupancy Vehicle, or HOV, systems. Currently, HOV lanes exist in four corridors: the Shirley Highway (I-395) and a portion of I-95 to the south; the I-66 corridor both inside and outside the Beltway; Rt.. 267 (Dulles Toll Road) which has a new concurrent-flow HOV lane; and on Route One and the George Washington Parkway through Old Town, Alexandria.

### Public Perception of Use

According to the 1999 COG HOV study, the HOV lanes on I-66, Rt.. 267 and I-95/I-395 carry more people in the peak flow direction per lane, per hour than do the conventional lanes. A specific comparison can be found in **Figure 11**, which provides this information by facility.

**Table 16** details the existing segments of HOV lanes and the most recent traffic counts available for each. Traffic counts for the traditional Low Occupancy Vehicle (LOV) lanes are also provided. As the numbers show, the HOV lanes are performing as designed, by providing a benefit (reduced travel time) for making what some consider to be a sacrifice (sharing a vehicle). If the HOV lanes were congested, the benefit of carpooling would be reduced. **Table 17** tells the story of just how great that benefit is, with a comparison of HOV versus LOV travel time. The average timesavings are about a half an hour on I-66 and I-95/395, and about 20 minutes on Rt. 267.



Note: Only HOV information is available for I-66, east of I-495 because the facility is HOV-only during the peak period.  
 Source: *1999 Performance of Regional High-Occupancy Vehicle Facilities on Freeways in the Washington Region DRAFT Report*



**TABLE 16: FALL 1999 HOV and LOV SUMMARY (A.M.)**

HOV FACILITY	PERSONS	DIRECTION	RESTRICTED HOURS	A.M. HOV LANE PERSON MOVEMENT*	A.M. LOV LANE PERSON MOVEMENT	A.M. HOV LANE PERSONS PER LANE, PER HOUR*	A.M. LOV LANE PERSONS PER LANE, PER HOUR
<b><u>I-395</u></b> Count North of Glebe Road	HOV-3	Northbound	6:00 A.M. - 9:00 A.M.	22,500 (2 LANES)	26,400 (4 LANES)	3,800	2,200
<b><u>I-95</u></b> Count North of Newington	HOV-3	Northbound	6:00 A.M. - 9:00 A.M.	12,200 (2 LANES)	16,500 (4 LANES)	2,000	1,400
<b><u>I-66 - Inside Beltway</u></b> (Count east of I-495; Road only for HOV use)	HOV-2	Eastbound	6:30 A.M. - 9:00 A.M.	15,800 (2 LANES)	0	3,200	N/A
<b><u>I-66- Outside Beltway</u></b> Count West of I-495	HOV-2	Eastbound	5:30 A.M. - 9:30 A.M.	9,100 (1 LANE)	17,100 (3 LANES)	2,300	1,400
<b><u>I-267- Dulles Toll Road</u></b> (West of Rt. 7)	HOV-2	Southbound	6:30 A.M. - 9:00 A.M.	6,000 (1LANE)	13,600 (3 LANES)	2,400	1,800
<b>**ALEXANDRIA:</b> Washington Street	HOV-2	Northbound	7:00 A.M. - 9:00 A.M.	N/A	N/A	N/A	N/A
Patrick Street/Rt. 1	HOV-2	Northbound	6:00 A.M. - 9:00 A.M.				

<b>TABLE 17: A.M. PEAK PERIOD HOV VERSUS LOV TRAVEL TIMES</b>					
<b>FACILITY</b>	<b>HOV LENGTH</b>	<b>HOV TIME</b>	<b>LOV TIME</b>	<b>MINUTES SAVED WITH HOV</b>	<b>MINUTES SAVED PER MILE</b>
<b><u>I-95/395</u></b> Rt. 619 to Rt. 110	27.6 Miles	27 Minutes	58 Minutes	31 Minutes	1.21
<b><u>I-66</u></b> Rt. 234 to T.Roosevelt Bridge	27.5 Miles	41 Minutes	69 Minutes	28 Minutes	1.02
<b><u>I-267</u></b> Rt. 28 to T. Roosevelt Bridge	25.0 Miles	31 Minutes	51 Minutes	20 Minutes	0.80

Source: 1999 Performance of Regional High-Occupancy Vehicle Facilities on Freeways in the Washington Region DRAFT Report

Note: Times were computed for the maximum HOV facility length in Fall, 1999.

## **Violations**

In this region, violation rates have been shown to vary significantly based on the time of day and type of facility. Barrier separated lanes have traditionally had lower violation rates than diamond lanes. Furthermore, many of the violations happen during the “shoulder” or first and last half hour of the restricted period, meaning that the violation rate is very low during the remainder of the HOV period. In an effort to discourage all violators, current fines range from \$79 for the first offense to \$529 for the fourth offense.

According to VDOT policy, once the HOV period begins, all non-HOV vehicles must leave the highway at the next exit. State police have begun enforcing this requirement, since otherwise these “shoulder” periods become very crowded, which reduces the incentive for people to use carpools. On I-66, however, single occupancy drivers traveling to Dulles Airport are legally able to travel on the HOV lanes. In addition to making enforcement more challenging, this policy also skews the violation rates recorded for the facility, as the traffic counters cannot distinguish between violators and airport traffic.

## **Average Auto Occupancy**

Average auto occupancy is often used as a measure of motorist compliance with HOV restrictions. In addition, when recorded over time, it can also provide information on HOV behavior and trends. **Table 18** provides the average auto occupancy rates on the major HOV corridors in the region. Occupancy rates for all facilities are below the HOV restricted number, indicating some violators. However, this number also includes motorcycles on all facilities and Dulles traffic on I-66 inside the Beltway.

## **Current Issues with HOV in the Region**

Currently, there are several HOV initiatives in the region. The information that follows details plans and progress concerning extensions, additions, and policy changes.

### ***I-95 Corridor***

In April 2000, VDOT began the I-95 Extension of HOV Lanes Study to examine the feasibility of extending the HOV lanes from the Prince William County line south to the vicinity of Route 3 in the City of Fredericksburg. The study will assess the demand for HOV lanes and conceptual design. A winter 2000/2001 completion date is anticipated.

**TABLE 18: A.M. AVERAGE VEHICLE OCCUPANCY TRENDS**

HOV FACILITY	1997		1998		1999	
	HOV LANES	LOV LANES	HOV LANES	LOV LANES	HOV LANES	LOV LANES
<b><u>I-95/395</u></b> Inside the Beltway	2.7 (↓ from 1996)	1.1 (= 1996)	2.6 (↓ from 1997)	1.1 (=1997)	2.9 (↑ from 1998)	1.2 (↑ from 1998)
<b><u>I-95/395</u></b> Outside the Beltway	2.7 (↓ from 1996)	1.1 (↓ from 1996)	2.8 (↑ from 1997)	1.1 (= 1997)	2.8 (= 1998)	1.1 (= 1998)
<b><u>I-66*</u></b> Inside the Beltway (Road HOV only)	1.8 (↑ from 1996)	N/A	1.9 (↑ from 1997)	N/A	1.8 (↓ from 1998)	N/A
<b><u>I-66</u></b> Outside the Beltway	2.0 (↓ from 1996)	1.0 (↓ from 1996)	1.7 (↓ from 1997)	1.1 (= 1997)	1.9 (↑ from 1998)	1.1 (= 1998)
<b><u>Rt. 267</u></b> West of Rt. 7	N/A	N/A	N/A/	N/A	1.8	1.0

**Note: A.M. counts taken from 6:00 A.M. - 9:00 A.M. on I-95/395 and 6:30 A.M. to 9:00 A.M. on I-66**

*Average auto occupancy includes automobiles, vanpools, motorcycles, and buses during the restricted period. Also includes violators.*

*\* Includes LOV traffic traveling from Dulles Airport.*

### **Rt. 267 Corridor**

The operation of concurrent-flow HOV lanes began in December 1998 on Rt. 267. While HOV usage is not quite as high on this facility as others, the HOV lanes do carry more passengers per hour per lane than the non-HOV lanes.

### **I-66 Corridor**

I-66 opened in late 1982 with a HOV-4 status during peak direction, peak period operation. As a result of federal legislation, several subsequent changes have occurred. In January of 1984, the HOV requirement was reduced to three, and further reduced to HOV-2 in March, 1995, with the understanding that HOV-2 would continue as long as certain thresholds of traffic are not exceeded (1,950 vehicles per lane per hour). However, in 1999 FHWA removed this threshold and I-66 remains an HOV-2 facility.

**Table 19** lists agencies and individuals to contact for more information on HOV issues.

<b>Table 19: HOV CONTACTS</b>		
<b>Subject</b>	<b>Agency</b>	<b>Contact</b>
HOV Violations	Virginia State Police	Rick Keevill (inside the Beltway) (703) 845-6090 Brian Gubesch (outside the Beltway) (703) 323-4524
Local HOV Lanes and Occupancy	VDOT	Stephen Read (703) 383-2216
Smart Tag	Smart Tag	J.R. Robinson (804) 786-2801
I-95 Extension of HOV Lanes Study	VDOT	Frank Hancock (804) 786-7735

## SECTION 8: PARK AND RIDE LOTS

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NVTC performs a continuing survey of bicycle, pedestrian, and transit access to the park and ride lots in its jurisdictions. The evaluation is focused mainly on car and vanpool lots. The survey is performed on a triennial cycle, so that each lot is reviewed every three years.

Last year, the evaluation was made more qualitative by adding a checklist and ratings system. Factors that were taken into account include the number and quality of bicycle racks, lockers and trails; the availability and condition of sidewalks and crosswalks; the number and visibility of signs; and the presence of bus shelters and benches.

Examples of the criteria are shown in the pictures that follow.



Bicycle racks and lockers at the North Street park and ride lot in the city of Fairfax.



An example of pedestrian access at the Fairfax County Government Center.



Example of on-street signage at the Centerville Square Shopping Center.



Example of bus shelters and benches in Herndon.

**Table 20** shows the results of the NVTC Park and Ride Lot survey. **Table 21** provides information on park and ride lots located outside of NVTC's jurisdictions.



**TABLE 20: PARK AND RIDE LOTS LOCATED IN NVTC JURISDICTIONS**

Jurisdiction/ Lot Name	Location	Parking Capacity	Bike Racks/ Lockers	Bike Access	Pedestrian Access	Bus Service	Bus Shelters/ Benches	P&R Signage
<b>Alexandria:</b>								
Jones Point Park	Off Royal St. under the Woodrow Wilson Bridge	176	none	fair	fair	Free shuttle service to Old Town	none	good
<b>Total</b>		<b>176</b>						

<b>Arlington:</b>								
Four Mile Run	Columbia Pike and Four Mile Run	24	none	good	good	Metrobus	shelter	none
Washington-Lee	N. Quincy & N. 15th St.	350	racks	excellent	excellent	Metrobus	none	good
<b>Total</b>		<b>374</b>						

<b>City of Fairfax:</b>								
Kutner Park	Jermantown Rd. North of Main St.	50	racks	excellent	fair	Metrobus, Cue	none	poor
North Street	Old Lee Highway and North St.	96	lockers	good	good	Metrobus, Cue	bench	excellent
Sipan Lot	North St. and University Drive	86	none	fair	excellent	Cue	none	good
<b>Total</b>		<b>232</b>						

**TABLE 20: PARK AND RIDE LOTS LOCATED IN NVTC JURISDICTIONS (continued)**

Jurisdiction/ Lot Name	Location	Parking Capacity	Bike Racks/ Lockers	Bike Access	Pedestrian Access	Bus Service	Bus Shelters/ Benches	P&R Signage
<b>Fairfax County:</b>								
American Legion Post	6520 Amherst Ave	700	none	poor	fair	Metrobus, Fairfax Connector	none	fair
Canterbury Woods Park	Wakefield Chapel Road	34	none	poor	poor	Metrobus nearby	none	poor
Centreville	U.S. 29 and Stone Rd.	370	none	poor	good	Metrobus	shelter	excellent
Centerville Lanes Bowling	13814 Lee Highway (Rt. 29 next to Centerville Plaza)	35	none	poor	fair	none	none	good
Centreville United Methodist Church *	New Braddock Rd. and Rt. 28	147	None	poor	poor	Metrobus	shelter	excellent
Fair Oaks Mall	Interior Mall Rd. and Rt. 50	150	None	poor	poor	Metrobus	none	poor
Fairfax Government Center	Government Center Pkwy and Post Forest Dr.	170	None	poor	good	Fairfax Connector	shelter	fair
Greenbriar Park	Melville Lane, near Stringfellow Rd.	60	None	good	good	Metrobus	none	poor
Herndon-Monroe	Sunrise Valley Dr. opposite Roark Drive	1,745	Racks	fair	good	Fairfax Connector	shelters	good
Macy's Parking Deck	Springfield Mall	500	None	poor	fair	Fairfax Connector	none	good
Nottoway Park	Courthouse Rd. near Nutley St.	14	None	good	good	none	none	poor
Parkwood Baptist Church	8726 Braddock Road	37	None	poor	poor	Metrobus	none	fair
Poplar Tree Park	Stringfellow Rd. near Fair Lakes Pkwy.	279	Racks	good	good	Metrobus	none	poor

**TABLE 20: PARK AND RIDE LOTS LOCATED IN NVTC JURISDICTIONS (continued)**

Jurisdiction/ Lot Name	Location	Parking Capacity	Bike Racks/ Lockers	Bike Access	Pedestrian Access	Bus Service	Bus Shelters/ Benches	P&R Signage
<b>Fairfax County:</b>								
Reston East	Wiehle Avenue	827	racks	good	good	Fairfax Connector	shelters	good
Reston North *	Corner of Sunset Hills and Wiehle Ave.	320	racks	excellent	excellent	Fairfax Connector	shelters	fair
Reston South	Fox Mill Rd. at Lawyers and Reston Parkway	400	racks	good	good	Fairfax Connector	shelters	excellent
Rolling Valley *	Old Keene Mill Rd. East of Shiplett Blvd.	701	none	poor	good	Metrobus, Fairfax Connector	shelters	good
South Run Park	Fairfax County Pkwy, & Lee Chapel Road	340	racks	fair	poor	Metrobus	none	poor
Springfield Mall	Mall parking lot on Spring Mall Rd. between Frontier Dr. and Loisdale Rd.	100	none	poor	good	Fairfax Connector	none	good
Springfield Plaza	Bland St. between Old Keene Mill Rd. & Amherst Ave.	155	none	poor	fair	Metrobus, Fairfax Connector	benches	good
Springfield United Methodist Church	7047 Old Keene Mill Rd. (entrance on Spring Rd.)	75	none	poor	fair	Metrobus, Fairfax Connector	benches	good
St. Paul's Catholic Church	Rippling Pond Dr. and Fair Lakes Pkwy.	100	none	poor	good	Metrobus	none	excellent

**TABLE 20: PARK AND RIDE LOTS LOCATED IN NVTC JURISDICTIONS (continued)**

Jurisdiction/ Lot Name	Location	Parking Capacity	Bike Racks/ Lockers	Bike Access	Pedestrian Access	Bus Service	Bus Shelters/ Benches	P&R Signage
<b>Fairfax County:</b>								
Sully Station	Stonecroft Blvd. near Westfields Blvd.	140	none	poor	fair	Metrobus	shelters	excellent
Sydenstricker lot*	Sydenstricker Rd. and Farifax County Parkway	167	--	--	--	Metrobus, Fairfax Connector	--	--
Wakefield Park	Braddock Road and Queensbury Ave.	50	racks	good	good	none	none	poor
<b>Total</b>		<b>7,616</b>						
<b>Fairfax County Lot Under Design/Construction:</b>								
Stringfellow Road*	I-66 and Stringfellow Road	360	Opening summer of 2001					
Gambrill lot*	Gambrill Rd. & Fairfax Co. Parkway	400	Opening 2002					
<b>Total</b>		<b>8,376</b>						
<b>Loudoun County:</b>								
Ashburn Farm	Summerwood Ct. & Ashburn Farm Parkway	20	none	good	excellent	none	none	poor
Ashburn Village	Grottoes Dr. & Gloucester Parkway	40	none	fair	good	none	none	poor
Cascades Park & Ride	Palisades Parkway and Whitefield Place	55	none	none	fair	none	none	excellent

**TABLE 20: PARK AND RIDE LOTS LOCATED IN NVTC JURISDICTIONS (continued)**

Jurisdiction/ Lot Name	Location	Parking Capacity	Bike Racks/ Lockers	Bike Access	Pedestrian Access	Bus Service	Bus Shelters/ Benches	P&R Signage
<b>Loudoun County:</b>								
Charles Town Pike	Rt. 9 and Rt. 690 (beside Hillsboro Cemetery)	10	none	poor	poor	none	none	poor
Hamilton Baptist Church	Rt. 7 and Rt. T-710	75	none	none	fair	Loudoun Commuter Bus	none	fair
Holiday Drive *	Holiday Drive between Shaw Road and Rt. 28	15	none	fair	poor	none	none	good
Holy Trinity Church	Rt. 7 and Fairview	50	none	poor	poor	none	none	poor
K-Mart	West Market Street (Leesburg)	90	none	poor	poor	Loudoun Commuter Bus	none	poor
St. Andrew Presbyterian Church	711 West Main St.	35	none	--	--	Loudoun Commuter Bus	none	poor
Shell Gas and Foodmart	Rt. 9	30	none	poor	poor	none	none	poor
Sterling Park Shopping Center	Enterprise St. between Sterling Blvd. and Food Lion	45	none	poor	fair	none	none	good
Sterling Walmart	Route 625 and Pacific Blvd., near Rt. 28	200	none	poor	poor	Loudoun Commuter Bus	none	poor
Virginia Village Shopping Center	Catoctin Circle and Route 15	40	none	poor	fair	Loudoun Commuter Bus	none	poor
<b>Total</b>		<b>705</b>						
<b>Loudoun County Lot Under Construction:</b>								
Western Regional Park and Ride Lot*	Dulles Greenway and Rt. 606	750	To Open in end of 2001					
<b>Total</b>		<b>1,455</b>						



**TABLE 21: OTHER PARK AND RIDE LOTS**

<b>Jurisdiction/Lot Name</b>	<b>Location</b>	<b>Parking Capacity</b>	<b>Bus Service</b>
<b>City of Manassas:</b>			
Manassas Junction Shopping Center	Liberia and Rt. 28	84	OmniRide, OmniLink
	<b>Total</b>	<b>84</b>	

<b>Prince William County:</b>			
Bethel United Methodist Church	Smoketown and Minnieville	60	None
Brittany Neighborhood Park	Exeter Dr. at Rt.1	80	None
Cherrydale Road	Cherrydale and Dale Blvd.	20	OmniLink
Christ Chapel Church	Smoketown Rd. and Prince William Pkwy.	20	None
Church of the Brethren	Millwood Dr. and Horner Rd.	29	None
Cloverdale Subdivision	Cloverdale Rd. east of Dale Blvd.	46	OmniRide
Dale Blvd.	Dale Blvd. and Ashdale Circle	15	OmniLink
Dale City Commuter Lot*	Dale Blvd. and Gemini Way	595	OmniRide, OmniLink
Dumfries Shopping Center	Rt. 1 and Graham Park Rd.	55	OmniRide, OmniLink
Featherstone Square	Rt. 1 and Featherstone	15	OmniRide, OmniLink

**TABLE 21: OTHER PARK AND RIDE LOTS**

<b>Jurisdiction/Lot Name</b>	<b>Location</b>	<b>Parking Capacity</b>	<b>Bus Service</b>
Good Shepherd United Meth. Church	Dale Blvd. and Birchdale	50	None
Old Bridge Festival Shopping Center	Old Bridge Rd. and Cricket Lane	75	OmniRide, OmniLink
Harbor Drive Commuter Lot*	Harbor Dr. and Minnieville	200	OmniRide, OmniLink
Hechinger's Old Bridge*	Lake Ridge Rd. and Rt. 123	385	OmniRide, OmniLink
Hillendale*	Hillendale and Dale Blvd.	255	OmniRide, OmniLink
Horner Road*	Horner Rd. (Rt. 639) and I-95	730	OmniRide
I-95 and Rt. 123 Commuter Lot*	I-95 and Rt. 123	700	OmniRide
Independent Hill	Rt. 234 and Dumfries Rd.	28	None
K-Mart, Dale City	Dale Blvd. and Gideon Dr.	92	OmniRide
K-Mart, Sudley Square	Sudley Manor Dr.	200	OmniRide, OmniLink
Kirkdale Drove	Dale Blvd. and Kirkdale	41	OmniRide
Lake Ridge Commuter Lot*	Minnieville Rd. and Old Bridge Rd.	570	OmniRide, OmniLink
Lindendale Lot*	northside of Dale Blvd. one block west of Lindendale Rd.	214	OmniRide, OmniLink
Manassas Mall	Rt. 234 and Rixlew	84	OmniRide, OmniLink
Manassas Mall/Montgomery Wards	Rt. 234 and Irongate Way	425	OmniRide, OmniLink



**TABLE 21: OTHER PARK AND RIDE LOTS**

<b>Jurisdiction/Lot Name</b>	<b>Location</b>	<b>Parking Capacity</b>	<b>Bus Service</b>
Marumscos Plaza	U.S. 1 and Longview Dr.	200	OmniRide, OmniLink
Montclair Commuter Lot*	Dumfries Rd. (Rt. 234) south of Stockridge Dr.	50	OmniRide
North Forestdale Avenue	N. Forestdale Ave. and Dale Blvd.	15	OmniLink
Portsmouth*	Portsmouth Rd.	620	OmniRide
Potomac Mills	Potomac Mills Circle and Beddeford Way	569	OmniRide, OmniLink
Prince William Square SC	Smoketown Rd. and Gideon Dr.	45	OmniLink
Prince William Stadium	Stadium Lot at County Complex	245	OmniLink
Princedale @ Northton*	Princedale Dr. west of Dale Blvd.	43	OmniRide, OmniLink
PRTC OmniRide Transit Center	14700 Potomac Mills Road	195	OmniRide, OmniLink
Sudley Road	Rt. 234 and Digges Rd.	50	OmniRide
Sudley Town Plaza	Rt. 234 and Rt. 1566	200	OmniRide
Tackett's Mill	Minnieville and Old Bridge Rd.	176	OmniRide, OmniLink
Triangle Lot*	Rt. 619 and Rt. 1	29	OmniRide, OmniLink
US 1/VA 234*	Rt. 234 at US 1	250	OmniRide
	<b>Total</b>	<b>7,671</b>	

<b>Spotsylvania County:</b>			
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Fredericksburg Commuter Lot	Rt. 3 and I-95/Old Salem Church	620	Private Bus Companies
Rt. 208 Commuter Lot	Rt. 208 1/4 mile off U.S. 1	542	Private Bus Companies
Rt. 3 Commuter Lot*	Rt. 3 and Route 639	715	Private Bus Companies
	<b>Total</b>	<b>1,877</b>	

## SECTION 9: PEDESTRIAN AND BICYCLE FACILITIES

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Bicycle and pedestrian facilities have too often been regarded as amenities rather than integral parts of the transportation system. Fortunately, this view is changing, as planners and the community in general realize that roadways can be designed to offer multi-modal transportation options for pedestrian, bicycle, and motor vehicle traffic. Decisions regarding when and where to construct sidewalks and bicycle trails are generally made by local jurisdictions. However, VDOT is increasingly including these facilities in project designs.

Arlington County routinely induces bicycle accommodations in local offices such as indoor parking cages, outdoor visitor bike parking and on-site employee fitness centers with showers and clothing lockers. These enhancements have been provided in new buildings by accepting owner/developer proffers in exchange for permission to exceed by-right building densities in development site plans. Currently, Virginia law does not require bicyclist accommodations and prohibits localities from enacting zoning ordinances that do. The bicyclist accommodations in Arlington County's site plan conditions are a national model for localities facing this problem. The city of Alexandria's "Bicycle Transportation and Multi-use Trail Plan," proposes similar site plan proffers for showers, clothing lockers and bicycle parking in new office buildings. A detailed summary of bicycle and pedestrian projects is provided below in **Table 22**.

Additional information on bike projects in the Washington metropolitan area may be obtained at these web sites:

Washington Area Bicyclist Association (WABA): [www.waba.org](http://www.waba.org)

MWCOG: [www.mwcoq.org/trans.html](http://www.mwcoq.org/trans.html)

Arlington Co. DPW: [www.co.arlington.va.us/arlcty/commute/bike.htm](http://www.co.arlington.va.us/arlcty/commute/bike.htm)

<b>TABLE 22: BICYCLE AND PEDESTRIAN INFRASTRUCTURE EXTENSIONS AND PROGRAM ENHANCEMENTS</b>				
<b>Extensions</b>	<b>Location</b>	<b>Status</b>	<b>Estimated Cost</b>	<b>Contact Information</b>
I-395 Underpass on Four Mile Run Trail	Arlington	A bicycle and pedestrian underpass will be constructed for crossing I-395 on the Four Mile Run trail.	\$1,120,000	Ritch Viola, Arlington, (703) 228-3699
Old Jefferson Davis Highway/Mount Vernon Trail Connector	Arlington	Construct trail and overpass of George Washington memorial Parkway to link the Mount Vernon Trail to Pentagon and north Crystal City.	\$300,000	Ritch Viola, Arlington, (703) 228-3699
Rosslyn-Ballston Pedestrian Amenities	Arlington	Streetscape upgrades including widened sidewalks, street trees, improved lighting and other amenities to be added along the Rosslyn-Ballston corridor.	N/A	Ritch Viola, Arlington, (703) 228-3699
Old Dominion Drive Improvements	Arlington	Sidewalks and bicycling improvements to Old Dominion Drive.	\$1,500,000	Ritch Viola, Arlington, (703) 228-3699
Accotink-Gateway Connector Trail	City of Fairfax, Fairfax County	Partial funding approved to construct a trail running from Lake Accotink Park to the Northern Virginia Community College and Vienna Metrorail station.	\$900,000	Jenny Pate, Fairfax County, (703) 324-8726
State Highway Improvements	Fairfax County	Various highway improvements, including Lorton and Telegraph Roads, that will involve the addition of on-street bicycle lanes and sidewalks.	N/A	VDOT- Fatemeh Allahdoust (703) 383-2224
Fairfax County Parkway Bikeway	Fairfax County	Construction of the last few miles of multi-use trail adjacent to the Fairfax County Parkway is scheduled to be completed in 2003.	N/A	Charlie Strunk, Fairfax County, (703) 324-1127
Fairfax County Stream Valley Trails	Fairfax County	Bond referendum designating funds to improve stream valley trails over the next 6 years was approved in 1998 and design has begun.	\$4,000,000	Jenny Pate, Fairfax County, (703) 324-8726
VDOT Bike Rack Project	Northern Virginia	Funding available to purchase and install 1,000 bike racks over a three year period in Northern Virginia jurisdictions. Locations for the first 301 racks have been identified and installed. The remaining 699 racks will be furnished and/or installed during the summer of 2000.	\$200,000	VDOT- Fatemeh Allahdoust (703) 383-2224
<b>Enhancements</b>				
WMATA Bike-on-Rail Program	WMATA System	Bicycles allowed on Metrorail weekdays between 10 am and 2 pm, and 7pm to closing and all day on weekends and most holidays. Permits are no longer required for bike access.	N/A	WMATA Bike on Rail Line, (202) 962-1116
Employer Outreach Program	Regional	Developed information on bicycle commuting developed to support employer outreach efforts.	\$15,000 for FY01	Jim Sebastian, MWCOG, (202) 962-3760
ADC Map	Regional	An updated map of regional bicycle routes was completed in September, 1998 and is available from ADC at <a href="http://www.adcmap.org">www.adcmap.org</a>	N/A	Jim Sebastian, MWCOG, (202) 962-3760

## SECTION 10: INTELLIGENT TRANSPORTATION SYSTEMS

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New technologies are available to provide information to travelers and transportation agencies to help alleviate congestion and improve highway and transit safety. These new technologies are often referred to as Intelligent Transportation Systems, or ITS, which is essentially a blanket category including any use of advanced technology to address transportation needs.

While this section focuses on transit-related ITS projects, it is important to note that each individual ITS project will become part of a comprehensive multimodal technology system which spans transit, tolls, parking, highway traveler information systems and emergency and safety management systems.

Several new ITS initiatives were successfully accomplished in the Washington metropolitan area, which have influenced transit in Northern Virginia. The following is a brief description of these efforts:

- WMATA launched its **SmarTrip** card in May, 1999. WMATA reports that after 16 months, nearly 100,000 SmarTrip cards have been sold from its initial inventory. These cards can be used for payment of transit fares on Metrorail as well as for payment of parking fees at WMATA operated facilities. Riders use this card as a result of its convenience, speed, and security. The SmarTrip card is a permanent rechargeable fare card, which is embedded with a computer chip. This enables the card to store more than twice as much data as the magnetic stripe card. This technology also enables increased throughput at faregates. The SmarTrip card can be registered with WMATA so that if it is lost or stolen, the card can be disabled and the owner issued a new card with the cash amount at time of notification. SmarTrip card users enjoy the same bonus benefits as a magnetic card user.
- WMATA is also in its testing phase on the automatic download of **Metrochek benefits onto SmarTrip cards**. This is to support the Executive Order mandating that all federal agencies in the Washington area make transit benefits available to their employees by October 1, 2000.
- In FY 2000, WMATA introduced **credit/debit card acceptance** at rail station fare vending machines, and over the Internet.
- The **RideGuide**, an online interactive transit planning service created by WMATA has been in operation since 1999.
- Recently installed **Automatic Voice Annunciators** on Metrobuses provide stop and location information to on-board patrons.

- In an effort to facilitate truly “seamless travel regionwide” WMATA initiated a procurement of **integrated bus fare boxes** with SmarTrip card capability. These integrated bus fare boxes will be installed on Metrobuses thus enabling Metro system users to transfer from Metrorail to Metrobus and to WMATA operated parking facilities using their SmarTrip cards. The local bus systems in Northern Virginia as well as in Maryland have been given the opportunity use the procurement to purchase these same fare boxes or stand alone “SmarTrip card readers” for use on-board their buses. State funds will be made available through VDRPT to develop a regional electronic payment system for Northern Virginia. Among the elements in this comprehensive program, funds will be utilized for the purchase of advanced bus fare boxes for ART, CUE, DASH, Fairfax Connector and PRTC that are SmarTrip compatible. VRE’s new integrated fare collection system, which is currently being procured will also be included in this program. Funding assistance will be given to make VRE’s new fare collection system SmarTrip compatible. With a group of transit agencies willing to accept a common fare medium it is hoped that a clearinghouse will be established to distribute fare revenues equitably.
  
- VRE awarded a contract in June, 2000 to design, furnish, install, test and maintain an **integrated fare collection system** that will replace the cashless ticket vending machines. Some of the features of this new system include:
  - Introduction of a “Club Card” with a mechanism for passenger incentives.
  - Introduction of proof of payment and on-line ticket issuing machines.
  - Central data collection system to monitor and control all fare collection equipment and transactions.
  - Provisions for future interoperability with SmarTrip.
  - Download of Metrochek (paper) value to Club Card accounts.
  
- In Fall 1999, WMATA, VDRPT, VDOT’s SmarTag, Maryland Transportation Authority’s M-Tag, DC Parking’s TransPass Program, MWAA and Amtrak were involved in a joint effort to respond to the FTA “smartcard operational test’ solicitation. The intent of this proposal is to launch a common transportation payments account. The proposal outlines a two-phased approach. Phase 1 **SmartAccess** approach is to retain independent fare payment media with customers making prepayment to a single regional transportation payments account that in turn is used to prepay the accounts of the individual payment systems. In Phase II it is suggested that a single customer payment medium acceptable on all systems would be

implemented. Several other regions also submitted proposals to this solicitation. FTA is currently evaluating these proposals and a decision is expected shortly.

- The **Dulles Corridor Rapid Transit Project Technology plans**, completed by Dulles Corridor Task Force, evaluated the feasibility of implementing advanced technology to minimize congestion and improve mobility and safety, while making investments that would enhance the environment. The technology plan outlines technology concepts that are appropriate for deployment for the Dulles Corridor Rapid Transit Project. The recommended concepts include:
  - Traveler information: information on parking, bus/train arrival/departure information and in-vehicle next-stop information.
  - Electronic Payment: single fare payment medium for seamless travel between local bus systems, rapid transit on the Dulles corridor, WMATA transit systems, as well as transit parking facilities and airport parking facilities.
  - Security/safety: video cameras and recorders on buses, at each station, and at each parking facility intended to improve perceptions of safety by patrons through surveillance technology.
  - Operations: These technologies include Bus Rapid Transit (BRT) station lane access control, BRT precision docking systems to enable easy access and egress for patrons, transit vehicle monitoring through sensors to enable quick response to mechanical failures.
- Amtrak has initiated an agreement with Motorola to install a **computerized fare collection system** on its high speed Acela Express service operating between Boston and Washington, DC. The new technology consists of bar-code scanning technology using hand held devices (HHD) and a pilot project to introduce smartcards. The rider and revenue information captured by the HHD will be transmitted to an on-board computer through a HHD docking station. Once the train reaches a designated station, the data will be downloaded to a station information computer via wireless local area network technology.
- **Partners In Motion** integrates public and private sources of data in a region to create a central source of information for travelers, allowing the public to make better travel decisions in terms of where, when, and how to travel. Battelle Memorial Institute (BMI) is leading a coalition of 26 state, local, and federal agencies in the Washington, D.C., area, and a multidisciplinary team of private sector companies to provide a multi-modal source of traveler information through a centralized data source, collected

from both public and private sources. More information can be found on Battelle's web site: <http://www.battelle.org/innovations/default.stm>.

**Table 23** is an inventory of ITS projects either planned or currently underway in the Northern Virginia/Washington region. For more information on ITS initiatives in the Washington Metropolitan area, contact Andrew Meese, MWCOG, (202) 962-3789, or Jim Robinson, VDOT, (804) 786-6677.



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MD	MdSHA	ALERT (Advanced Law Enforcement and Response Technology)	Expansion of the on-going ALERT project to include vehicles owned by Maryland State Police, Virginia State Police, Prince George's County Police, Fairfax County Police and the D.C. Police along the Capital Beltway (I-95/ I-495) from Springfield in VA to Forestville, MD.	FHWA, VDOT, Virginia State Police, Maryland State Police, Prince George's County, Fairfax County, and D.C.	Awaiting FHWA's Partnership Agreement
MD	MdSHA	Multi-jurisdictional Telecommunication Study	A study to determine the existing telecommunications resources (fiber optics cable, etc.) available in the region and a cost effective utilization strategy.	FHWA, WMATA, VDOT, D.C.	In-progress
MD	MdSHA	Washington, D.C. Regional ITS Architecture	Development of a high-level regional ITS architecture for the Washington, D.C. metropolitan area.	FHWA	Awaiting FHWA's Partnership Agreement
MD	MdSHA	Wireless Location Technology Demonstration	Demonstration of the use of cellular location technology for traffic monitoring purposes on the Capital beltway (I-95/ I-495) from Springfield in VA to Forestville, MD.	FHWA, VDOT	Awaiting FHWA's Partnership Agreement
VA	City of Alexandria	Signal System	Citywide signal system that will be part of a traffic video management program.	N/A	Phase I complete Phase 2 begun Completion Date est. Spring 2001

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VA	Potomac Crossing	Woodrow Wilson Bridge	Implementation of a VMS system on the Wilson Bridge.	City of Alexandria	Planning
VA	Arlington Co.	Arlington County Kiosk Project	Two kiosks, which will provide users with basic static transit and ridesharing information.	MWCOG	Complete Summer 1997
VA	Arlington Co.	Arlington County SCOOT System	Traffic signal system equipped with adaptive controllers that can react to real time information.	FHWA, Arlington County DPW	Complete Sept. 1999
VA	Arlington Co.	Telecommunications Master Plan	Develop a telecommunications master plan for the Arlington traffic management system. Design will consider installing video surveillance, VMS, and other ITS applications that may be implemented in the future.	N/A	Contract in progress
VA	Arlington Co.	Transit-Vehicle Priority on Columbia Pike	Install ITS system on buses that includes an onboard database of schedule and routing plus a GPS system. If the bus falls behind schedule it can send a signal to the traffic system requesting priority on the route. The traffic system then evaluates prevailing conditions and decides how much priority is needed for that transit vehicle.	WMATA	The agreement to execute the project is now approved. Virginia Tech and George Mason University have begun a study of the project, including traffic counts and a delay study of the existing system.

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VA	City of Fairfax	City of Fairfax Traffic Signal System	Upgrade to a centrally monitored distribution system including surveillance via inductive loops, emergency vehicle preemption, CCTV surveillance, and VMS.	N/A	Operational in 1997
VA	City of Fairfax	City of Fairfax Transit Marketing	Develop an integrated marketing communication campaign aimed at changing public attitude towards and building acceptance for using mass transit and high occupancy vehicles.	N/A	Operational in 2001
VA	PRTC	OmniLink, FTA Advanced Public Transportation Systems Operational Test	Use of ITS technologies to facilitate a flex-route service for fixed route and paratransit services.	FHWA, FTA	Operational in 1995
VA	VDRPT	Dulles Corridor Technology Task Group	Implementation of rail transit service in the Corridor via a four-stage process.	VDDOT, NVTC, WATF, MWAA, WMATA, Loudoun and Fairfax Counties, Dulles Area Transportation Association	Task Group recommendations approved unanimously 12/7/99 by Dulles Corridor Task Force.
VA	VDRPT	Universal Transportation Access Initiative	Expansion of WMATA's SmarTrip program to all Northern Virginia transit providers (except Loudoun) and a pilot program that combines transit, toll, and parking into one account.	WMATA, CUE, DASH, ART, VRE, PRTC, Fairfax Connector, FTA.	December, 2001

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VA	VDOT	Aerial Video Surveillance System Phase I	Live video transmission from a helicopter-mounted camera to observe, evaluate, and manage incidents on interstates and arterials.	FHWA, Fairfax Co. Police	TBD
VA	VDOT	Automated Vehicle Location System for Safety Service Patrol	Survey of existing SSP operations to establish the requirements for AVL tracking of the vehicles.	N/A	TBD
VA	VDOT	Automatic Truck Rollover Warning System	Installation of a truck rollover warning system at the interchange of Route 236 and the I-495 Beltway.	N/A	Design system 6/99, Installation 8/99, System Test 8/99, Independent Evaluation 2/00
VA	VDOT	Bridge Deck Anti-Icing System	Evaluate effectiveness and practicality of automated bridge deck anti-icing spray technology.	N/A	Operational 3/99. Target Completion Date for evaluation: early FY2001
VA	VDOT	Call Box Program – (Pilot Project)	Installation of cellular call boxes along Dulles Toll Road to provide roadside assistance: enhanced personal security and timely resolution of traffic incidents.	N/A	To be operational in the Fall of 2000

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VA	VDOT	CapWIN, formerly ALERT	In vehicle platform for enforcement, emergency management services and other specialty vehicles to provide enhanced public safety and improve incident response and management.	FWHA, MdSHA, and various police agencies in the region	Develop scope 4/99, Seek funding 4/99
VA	VDOT	Collision Counter Measures System for Unsignalized Intersections	System of traffic detectors and controllers that trigger active signs to warn of approaching vehicles near the intersection.	N/A	In operation.
VA	VDOT	Wireless Location Technology Demonstration	Demonstrate the costs and benefits of using anonymous mobile telephone call sampling to determine travel flow conditions throughout the Washington region.	MdSHA, FHWA	System deployed. Evaluation planned for Fall 2000.
VA	VDOT	Detect Outdated Timing Plans for Springfield Interchange Surrounding Area	Use of software analysis tool to detect outdated timing plans and to update/implement timing plans in the field.	N/A	TBD
VA	VDOT	Enhanced Use of Video Images for Springfield Interchange	Provide video feeds between the existing VDOT Smart Traffic Center and other agencies.	Fairfax County Public Safety Dispatched Center, State Police, Partners in Motion Arlington County Police, Fire & Emergency Medical Service, City of Alexandria Police, Prince William Police, Maryland CHART	Targeted system design completion date: January, 2001

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VA	VDOT	Fiber Optic Resource Sharing	Installation of a fiber optic communications infrastructure to link various Smart Traffic Systems together in a redundant system.	Army Corps of Engineers	Started 12/98
VA	VDOT	Highway Advisory Radio	Multi-station Highway advisory radio system to provide travelers with real time traffic information.	FCC	License received 1/99
VA	VDOT	HighwayNet.com – Live Traffic Video Images on Internet.	Disseminate real-time traffic video images to the public via <a href="http://www.highwaynet.com">www.highwaynet.com</a> , using up-to-the minute traffic images from VDOT's existing network of traffic cameras,	EyeCast.com	Launched in 1/5/00 All of VDOT's 110 traffic cameras will be accessible via HighwayNet.com in late 2000.
VA	VDOT	Northern Virginia Regional VDOT-Centric ITS Architecture	Plan that examines the current state of transportation in VA and seeks ways to improve safety and mitigate congestion through the employment of cost-effective and efficient intelligent transportation system technologies and the coordination and integration needs between VDOT ITS operations and the neighboring agencies.	FHWA	Kick-off on 8/1/00

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VA	VDOT	Northern Virginia Smart Traffic Signal System	Computer based traffic signal management system which can collect traffic data, provide direct communications with all intersections in the traffic area, upload and download all timing plans, and perform other tasks involved with traffic surveillance, information dissemination, and equipment management. Automation to traffic signals so that they can be operated under a central processing station.	N/A	In operation
VA	VDOT	Northern Virginia Transportation Communication Center	VDOT NOVA's one-stop shopping customer service center. It is responsible for taking and responding to citizen calls, providing customer service in the NOVA District, and maintaining contact with media during emergencies.		In operation
VA	VDOT	Real Time Traffic Adaptive Control System (RT-TRACS)	Develop, implement and evaluate a Real-Time Traffic Adaptive Control System for traffic signals.	FHWA	In operation
VA	VDOT	Regional Effort on Electronic Payment	Development of a seamless payment mechanism that would enable a single electronic payment device to be used for tolls, transit fares, parking fees, convenience purchases, and other related applications.	N/A	Study underway

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VA	VDOT	Regional Signal Priority Treatment Study	Detailed study of signal preemption/priority treatment and state of the practice for transit, enforcement, fire and EMS.	MWCOG	Scope complete 12/99
VA	VDOT	Smart Plow Demonstration	Use of AVL technology to track real-time snowplow operations and assess the benefits of AVL technologies in the logistics and management of snow removal and other traffic operations.	N/A	Evaluation report to be complete Fall, 2000.
VA	VDOT	Smart Tag (previously called Fastoll)	Electronic toll collection system on the Dulles Toll Road and Dulles Greenway.	NA	As of Feb 1997 over 45,000 transponders issued to users
VA	VDOT	Smart Tag Store	Collects all revenues from the patron's use of the Smart Tag and distribute to each of the separate facilities that use AVI transponders in VA.	N/A	Operational 1996, New Tag Store in Richmond 4/99



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VA	VDOT	Smart Traffic Center	The Center utilizes a computerized advanced traffic management system to monitor and operate Northern Virginia interstate highways composed of the following subsystems: incident detection, incident verification by CCTV, ramp metering, variable message signs, gate control, and lane control.	N/A	Operational 1985, System Expansion: targeted completion date: Fall, 2000 System integration with Smart Travel Lab and Partners in Motion – in process
VA	VDOT	Smart Travel Program in the Virginia Department of Transportation Northern Virginia District	Program that summarizes and presents the results of VDOT NOVA's planning efforts for the future of Smart Travel in the district. It presents both a long-range set of actions and a short-range set of projects. The process used to identify these actions and projects is also described.		Complete in 12/99
VA	VDOT	Springfield Interchange Congestion Management Program	Program to minimize inconvenience and delays experienced by the public due to reconstruction of the Springfield Interchange.	VDRPT, State Police, WMATA, PRTC	Construction began April 1999

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VA	VDOT	Tysons ITS Support	Design and install a CCTV to monitor traffic congestion and provide support for the Tysons-Bethesda transit service in the Tyson's Corner Area.	WMATA	TBD
VA	VDOT	Virginia Beltway Detection System	Deploy traffic monitoring detector stations along the Beltway within Virginia that will be integrated with the Smart Traffic Center traffic management system.	FHWA	Final design completed
VA	VDOT	Wireless Communications Resource Sharing Program	Public-private partnerships with communications providers to install, operate, and maintain Smart Travel infrastructure in VDOT right-of-ways.	Cellular tower companies	In operation
VA	VDOT	Woodrow Wilson Bridge ITS Design	Identify the functionality and design requirements of the desired corridor-wide ITS.	Multiple agencies.	Functionality report complete – 1/00  WWB ITS Section Design Guidance Document – in progress of development
VA	VRE	Virginia Railway Express Train Information Provider	Enhancement of the telephone based Train Information Provider to include VRE information and a public announcement system using GPS and AVL technologies.	VRE	Complete

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Region	I-95 Corridor Coalition	Commercial Vehicle Integrated Systems Network (CVISN)	Pilot program for implementation of a national ITS/CVO architecture including electronic credentialing, roadside electronic clearance, and safety information exchange.	FHWA, FTA, VDOT, MdSHA	TBD
Region	I-95 Corridor Coalition	I-95 Corridor Coalition	Creation of a seamless multi-modal transportation network throughout the Northeast corridor.	FHWA, MDOT, VDOT, MTA, AMTRAK	TBD
Region	Metropolitan Washington Airports Authority	Automatic Vehicle Identification Technology Study	Study to determine the benefits that can be provided by ITS and AVI technologies.	FHWA, FAA	TBD
Region	Metropolitan Washington Airports Authority	Smart-Card Application	Study to evaluate the use of electronic payment methods for parking and tolls.	WMATA, VDOT	TBD
Region	MWCOG	Regional Kiosk Project	Kiosks to provide transit schedules, park-&-ride, and rideshare information.	State of MD, DC, Commonwealth of VA	Arlington site implemented Sept 1996
Region	MWCOG	Transportation Planning	Collect data from member agencies and organize it so that it will be useful for regional planning purposes.	N/A	Ongoing

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Region	Partners in Motion	Washington Metropolitan Traveler Information Services	Provide audio and internet sources regarding real time traffic information, schedules, and travel times for all modes of travel in the metropolitan area.	FHWA, FTA, VDOT, MdSHA, DCDPW, MWAA, MTA, Montgomery, Arlington, Fairfax, Loudoun and Prince George's Counties, City of Alexandria, MWCOG, VRE, PRTC, WMATA	Phase I operational by Fall 1999
Region	WMATA	Electronic Bus Fare Collection	Seamless fare collection via the placement of smart card boxes on the buses.	N/A	TBD
Region	WMATA	Real-Time Train Information	Dynamic displays placed in stations that provide real time information regarding the arrival of the next train.	N/A	TBD
Region	WMATA	SMART Card (GO-Card)	Contact-less smart card technology that allows access to WMATA service stations.	CTB, NVTC, VRE, VDRPT	Demonstration underway
Region	WMATA	Stop Announcements	Automatic annunciation of bus stops on some buses provided by the use of GPS technology.	N/A	Operational

## Section 11: Transportation Web Sites

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More and more people are using the World Wide Web every day. According to a 1999 CommerceNet/Nielsen Media Research Internet Demographic Study, there are 83.3 million online users in the United States, a 59 percent increase in Internet users since 1997. The U.S. Computer Industry Almanac reports that by 2002 the number of people online will rise to 165 million. This growth represents a large portion of the population that could be reached through this low-cost electronic medium.

In Northern Virginia this trend is evident. In both the 1997 Dulles Corridor Study and the 1998 I-95/I-395 HOV Restriction Study over 50 percent of all comments were made via the Internet, making it the most popular form of comment. The Northern Virginia 2020 Plan web site also proved to be very popular. Between November, 1999 and June, 2000, the web site registered 8,761 user sessions and 717 forms submitted.

Several Northern Virginia transportation agencies recognize this phenomenon and are using web sites very effectively to disseminate information and provide transportation-related services. Arlington County has one of the most comprehensive transportation pages online at [www.commuterpage.com](http://www.commuterpage.com). It gives the latest transportation news, air quality forecasts, and project updates. The site provides information on all types of transportation in the region, including commuter rail, bus, taxi, paratransit, Metrobus and Metrorail. It also allows users to calculate the cost of their commute and register for the MWCOG carpool ride matching service.

Arlington's [www.commuterdirect.com](http://www.commuterdirect.com), a complementary page, allows users to purchase fare media online from several transit providers in the region, including VRE, Metro, Dash, ART and OmniRide. The two sites combined had 46,000 visitor sessions in April, 2000 alone. The Arlington County Commuter web site is very successful because it is frequently updated, attractively presented and easy to navigate.

The WMATA site ([www.wmata.com](http://www.wmata.com)) is another excellent transportation web site in the region. The site provides information about Metro fares, maps, hours, stations, and service changes. It also offers updates on the latest Metro news and service disruptions. A unique feature of the site is that it provides a ride guide, giving the user the ability to plan a trip using all of the region's transit systems. The user can also purchase Metro fare media on the WMATA site.

The Virginia Railway Express web site ([www.vre.org](http://www.vre.org)) also provides innovative features on its web site. Like WMATA and Arlington County, this site offers the opportunity to purchase fare media online and provides service announcements. In addition, users can sign up for an online newsletter called "Train Talk," which provides information about VRE. For example, it provides notification of actual and potential VRE delays, which allows customers to make alternate plans. "Train Talk" is currently sent to 3,200 e-mail addresses and continues to grow. In Fall 2000 the VRE site will also provide a feature where passengers can see the real-time performance of their train online with the information provided via VRE's GPS locator system.

The Fairfax Connector web site ([www.fairfaxconnector.com](http://www.fairfaxconnector.com)) has information about the Fairfax Connector system including routes, maps, schedules and news. Information on this site has been enhanced considerably over the last year. Although the site was in already in existence within the County's web site, the fairfaxconnector.com address was initiated in Summer, 1999 to give the site greater name recognition for Fairfax Connector customers. Since then, the site address was printed on all timetables and other printed materials. In Summer, 2000 the site was completely revamped so customers were able to download schedules.

The NVTC site ([www.cns.state.va.us/nvtc](http://www.cns.state.va.us/nvtc)) was launched in May, 1999. The site includes information on NVTC, its commissioners, and projects. NVTC documents can be found on this site, including this Annual Transportation Update, Quarterly Transit Service Change Reports and the NVTC Handbook. The site also serves as a comprehensive source of transportation information, providing over 65 links to local, regional, state, and national transportation sites and updates on projects across the region.

The NVTC web site is growing; the number of hits on the site has increased 28 percent in the past year. Recently, the site added a new procurements section. In the next few months NVTC will add a research section that provides information and links to research on the latest transportation innovations. **Table 24** gives a listing of the transportation links provided through the web site.

The growing demand for 24-hour access to travel information has led to the development of numerous transportation web sites. The Internet can provide fast, convenient access to information on transportation issues and the planning process, as well as providing an opportunity for public comment. In addition to including schedules and route information, web pages are becoming increasingly dynamic, helping to make transit more attractive and easier to use.

**TABLE 24: NVTC WEBSITE REGIONAL LINKS**

Link	URL
<b>Jurisdictional Pages:</b>	
Alexandria Transportation and Environmental Services Department	<a href="http://ci.alexandria.va.us/city/utilities/transportation.html">http://ci.alexandria.va.us/city/utilities/transportation.html</a>
Alexandria RIDESHARE	<a href="http://www.alexride.org">http://www.alexride.org</a>
Arlington County Commuter Page	<a href="http://www.CommuterPage.com">http://www.CommuterPage.com</a>
Arlington County Department of Public Works	<a href="http://www.co.arlington.va.us/dpw/index.htm">http://www.co.arlington.va.us/dpw/index.htm</a>
DC Department of Public Works	<a href="http://www.publicworks.ci.washington.dc.us/">http://www.publicworks.ci.washington.dc.us/</a>
City of Falls Church Transportation	<a href="http://www.ci.falls-church.va.us/services/index.html#trans">http://www.ci.falls-church.va.us/services/index.html#trans</a>
City of Fairfax Department of Public Works	<a href="http://www.ci.fairfax.va.us/depts/pw.html">http://www.ci.fairfax.va.us/depts/pw.html</a>
Fairfax County Transportation	<a href="http://www.co.fairfax.va.us/comm/trans/">http://www.co.fairfax.va.us/comm/trans/</a>
Fairfax County Department of Public Works	<a href="http://www.co.fairfax.va.us/gov/dpwes/">http://www.co.fairfax.va.us/gov/dpwes/</a>
Loudoun County Transportation	<a href="http://www.co.loudoun.va.us/">http://www.co.loudoun.va.us/</a>
<b>Regional Transit Providers:</b>	
Alexandria DASH	<a href="http://www.dashbus.com">http://www.dashbus.com</a>
Fairfax Connector	<a href="http://www.fairfaxconnector.com">http://www.fairfaxconnector.com</a>
Fairfax CUE	<a href="http://www.ci.fairfax.va.us/cue/cue.html">http://www.ci.fairfax.va.us/cue/cue.html</a>
Loudoun County Commuter Services	<a href="http://www.co.loudoun.va.us/">http://www.co.loudoun.va.us/</a>
Maryland's Mass Transit Administration	<a href="http://www.mtamaryland.com">http://www.mtamaryland.com</a>
Omniride	<a href="http://www.omniride.com">http://www.omniride.com</a>
Virginia Railway Express (VRE)	<a href="http://www.vre.org">http://www.vre.org</a>
Washington Metropolitan Area Transit Authority (WMATA)	<a href="http://www.wmata.com/">http://www.wmata.com/</a>
<b>Transportation Management Associations:</b>	
Dulles Area Transportation Association (DATA)	<a href="http://www.datatrans.org">http://www.datatrans.org</a>
LINK	<a href="http://www.linkinfo.org">http://www.linkinfo.org</a>
Tysons Transportation Association (TYTRAN)	<a href="http://www.tytran.com">http://www.tytran.com</a>

**TABLE 24: NVTC WEBSITE REGIONAL LINKS (continued)**

Link	URL
<b>Transportation Agencies:</b>	
Metropolitan Washington Council of Governments (MWCOCG)	<a href="http://www.mwcog.org/">http://www.mwcog.org/</a>
Virginia Department of Transportation (VDOT)	<a href="http://www.vdot.state.va.us/">http://www.vdot.state.va.us/</a>
Virginia Department of Rail and Public Transportation (VDRPT)	<a href="http://www.drpt.state.va.us/">http://www.drpt.state.va.us/</a>
<b>Project and Study Web Sites:</b>	
Capital Beltway	<a href="http://project1.parsons.com/capitalbeltway">http://project1.parsons.com/capitalbeltway</a>
Capital Beltway Rail Feasibility Study	<a href="http://www.beltwayrail.org/">http://www.beltwayrail.org/</a>
Dulles Corridor	<a href="http://www.wmata.com/expansion/dulles_home.htm">http://www.wmata.com/expansion/dulles_home.htm</a>
Ferry Boat Feasibility Study	<a href="http://www.vdot.state.va.us/proj/nova/ferryx.html">http://www.vdot.state.va.us/proj/nova/ferryx.html</a>
King Street Feasibility Study	<a href="http://www.vdot.state.va.us/proj/nova/kingstreetx.html">http://www.vdot.state.va.us/proj/nova/kingstreetx.html</a>
Northern Virginia 2020 Plan	<a href="http://www.nova2020.org">http://www.nova2020.org</a>
Springfield Interchange Improvement Project	<a href="http://www.springfieldinterchange.com/">http://www.springfieldinterchange.com/</a>
Woodrow Wilson Bridge	<a href="http://www.wilsonbridge.com/">http://www.wilsonbridge.com/</a>
Western Transportation Corridor Study	<a href="http://www.vdot.state.va.us/proj/wtcx.html">http://www.vdot.state.va.us/proj/wtcx.html</a>
<b>Other:</b>	
Commuter Connections	<a href="http://www.mwcog.org/commuter/ccindex.html">http://www.mwcog.org/commuter/ccindex.html</a>
Dulles Corridor Transportation	<a href="http://www.dullescorridor.org">http://www.dullescorridor.org</a>
HighwayNet	<a href="http://www.highwaynet.com/">http://www.highwaynet.com/</a>
ITS Virginia	<a href="http://www.itsva.org/">http://www.itsva.org/</a>
Northern Virginia Regional Commission	<a href="http://www.novaregion.org/">http://www.novaregion.org/</a>
SmarTraveler (Washington DC)	<a href="http://www.smartraveler.com/">http://www.smartraveler.com/</a>
SLUG Site (Informal Carpools)	<a href="http://www.slug-line.com">http://www.slug-line.com</a>
SLUG Virginia	<a href="http://www.slugvirginia.com/">http://www.slugvirginia.com/</a>
VPSI (Vanpool Information)	<a href="http://www.vanpoolusa.com/">http://www.vanpoolusa.com/</a>
Maryland Rideshare Corp. (Vanpool)	<a href="http://www.commutervan.com/">http://www.commutervan.com/</a>
Washington Area Bicyclist Association (WABA)	<a href="http://www.waba.org">http://www.waba.org</a>
Washington Post Commuter Guide	<a href="http://washingtonpost.com/wp-dyn/metro/traffic/">http://washingtonpost.com/wp-dyn/metro/traffic/</a>



## Section 12: Balanced Transportation System

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### The Role of Transit

As evidenced by the wide range of transportation options currently being studied in the region, a successful transportation system must include several modes so that travelers can choose the option that is right for them. By providing a range of alternatives to the single occupancy vehicle, the probability increases that an alternative mode will fit a traveler's needs.

The inclusion of transit in a transportation system is important, as only a balanced system is likely to prosper. APTA reports that the success of transit is growing, with public transportation systems across the country seeing a 4.8 percent increase in ridership for the first quarter of this year, as compared to the same period in 1999. This positive trend can be found with every mode of transportation and every population group across the country. APTA reports that bus systems serving populations from 50,000 to 100,000 people showed the largest increase in ridership (12%) followed by rail systems (7.4%); bus systems serving 250,000 to 500,000 people (6.6%); trolley systems (5.5%); commuter rail (5.4%); and light rail (4.8%).

### 2020 Plan

Here in the Northern Virginia region, the Transportation Coordinating Council (TCC) has spent much of the past two years developing a plan to achieve a balanced transportation system for Northern Virginia. This effort was the result of a 1999 General Assembly session request that the TCC complete a comprehensive transportation plan for Northern Virginia. This request was made through Senate Joint Resolution 434. The plan identifies transportation needs as well as multi-modal strategies for the short (2000-2010), medium (2010-2020) and long-term (beyond 2020). Projects included in the plan are projected to cost approximately \$30 billion, including \$13 billion for operations and maintenance. The plan focuses on transportation corridors and is noted for its effort to provide a balance between highway and transit strategies. In developing the plan, the following goals and strategies were used:

#### Goals:

- Improve and maintain the transportation system
- Protect the environment
- Improve the link between transportation and land use
- Recognize the benefits of technology

## Strategies:

- Provide increased rail/transit capacity to the core area
- Improve connections between activity centers
- Operate the transportation system more efficiently by implementing technological advances
- Continue a high level of system maintenance

As the 2020 Plan was developed with the intention of laying the groundwork for coordinated and continuous planning in Northern Virginia, it served as the basis for project selection for the 2000 Constrained Long Range Plan Update (CLRP). Unfortunately, funding was severely limited and the majority of projects identified in the 2020 Plan for the near term, particularly transit projects, were not funded in the 2000 CLRP update. **Table 25** provides information on the transit projects recommended in the 2020 Plan. More information can be found at <http://www.NoVA2020.org>.

## **Bus Fare Buydown Program**

The regional Bus Fare Buydown Program began in July 1996 when the HOV-2 requirement on I-66 replaced the HOV-3 requirement. The program was developed in an effort to mitigate the air quality and revenue impacts to transit providers in the corridor due to the change in HOV policy. In FY 98, the program was altered to include a number of routes in conjunction with the opening of the Franconia-Springfield Metrorail Station. In FY 99 and 00, most routes from the FY 98 program were continued (some at a higher fare) and some new routes were added.

In 1999, discussions regarding the future of the project were initiated by VDOT. Staff from NVTC, Fairfax County, city of Fairfax, and WMATA responded by developing and advocating a four-year program, beginning in FY01, which bought fares down to free on selected routes and rotated corridors. The group developed the following recommendations for the continuation of the program:

- Intent of the program is to hold Metrorail harmless for lost revenue due to policy change to HOV requirement. Therefore, the program is limited to bus routes serving Metrorail stations.

**TABLE 25: 2020 PLAN MAJOR TRANSIT AND TRANSIT RELATED PROJECTS**

<b>Project</b>	<b>Project Boundaries</b>	<b>2020 Plan Timing</b>	<b>Estimated Capital Cost</b>
<b>Dulles/VA 7 Corridor</b>			
Bus Rapid Transit (BRT)*	Dulles Corridor	2010	\$213,000,000
Metrorail*	West Falls Church to VA 722 in Loudoun County	2010	\$1,700,000,000
Transit Traveler Information System*	Dulles Corridor	2010	\$10,300,000
Transit Security Systems*	Dulles Corridor	2010	\$3,200,000
Electronic Payment System (Transit and Parking)*	Dulles Corridor	2010	\$11,400,000
VA 7 Bikeway	Loudoun/Fairfax Line to Tysons Corner	2010	\$600,000
Extension of W&OD Trail to Bluemont*	Dulles Corridor	2010	\$400,000
		<b>Dulles Corridor Subtotal:</b>	<b>\$1,938,900,000</b>
<b>Tri County/Loudoun County Parkway &amp; VA 234/VA 659 Corridor</b>			
VA 234 Trail*	I-66 via VA 234 Bypass to I-95	2010	Included in Road Cost
		<b>Tri County/Loudoun County Parkway &amp; VA 234/VA 659 Corridor Subtotal:</b>	<b>N/A</b>
<b>VA 28 Corridor</b>			
Route 28 Trail Extension*	US 29 to Fauquier County	2010	\$900,000
Light Rail	Manassas to Dulles Airport	2020	\$790,000,000
		<b>VA 28 Corridor Subtotal:</b>	<b>\$790,900,000</b>
<b>Fairfax County Parkway Corridor</b>			
Priority Bus	Corridor Wide	2010	\$7,200,000
Fairfax County Parkway Trail	Sunset Hills Road to VA 7	2010	\$1,000,000
Sugarland Run Trail	VA 7 to W&OD Trail	2010	\$7,000,000
		<b>Fairfax Country Parkway Corridor Subtotal:</b>	<b>\$15,200,000</b>
<b>I-66/US29/Us 50 Corridor</b>			
Metrorail	Vienna Station to Centreville	2010	\$657,000,000
I-66 Express Bus	Corridor Wide	2010	\$29,100,000
VRE Service Increase (to 20 minutes headways)*	Existing Manassas Line	2010	\$5,000,000
Additional Metrorail Station Access	Rosslyn and Ballston	2010	\$37,000,000
Priority Bus - US 50	Eastern Loudoun to Arlington	2010	\$2,500,000

Traveler Information on Parking Facilities	Corridor Wide	2010	\$1,500,000
Interstate Bicycle Route - US 50*	Corridor Wide	2010	\$3,200,000
US 29 Trail*	Fauquier Country to City of Fairfax	2010	\$800,000
Rosslyn Circle (Improved Bicycle/Pedestrian Crossings)*	Rosslyn Circle	2010	\$1,000,000
Theodore Roosevelt Bridge (Improved Bicycle Connection)	Theodore Roosevelt Bridge	2020	\$2,500,000
		<b>I-66/US29/US 50 Corridor Subtotal:</b>	<b>\$739,600,000</b>
<b>I-495 (Beltway) Corridor</b>			
I-495 Express Bus	Corridor Wide	2010	\$14,000,000
Metrorail	Dunn Loring to Maryland via Tysons Corner	2020	\$740,000,000
		<b>I-495 Corridor Subtotal:</b>	<b>\$754,000,000</b>
<b>I-95/I-395/US 1 Corridor</b>			
VRE Service Increase (to 20 minutes headways)*	Existing Fredericksburg Line	2010	\$5,000,000
Metrorail Station Entrance Enhancement	Crystal City and Pentagon City	2010	\$46,400,000
Priority Bus - US 1	Corridor Wide - South of the Beltway	2010	\$2,000,000
Priority Bus to BRT to Light Rail - US 1	North of Beltway	2010	\$2,000,000
Traveler Information on Parking Facilities	Corridor Wide	2010	\$1,500,000
US 1 Trail**	Beltway to Stafford County	2010	Included in Road Cost
Potomac Yard Trail	Potomac Yard	2010	\$200,000
Enhance existing PRTC routes and new service areas	PRTC Service Area	2010	\$26,500,000
Expand OmniLink	Prince William County	2010	\$3,000,000
Metrorail	Franconia/Springfield Station to Lorton/Ft. Belvoir	2020	\$640,000,000
Metrorail	Lorton/Ft. Belvoir to Potomac Mills Mall (PWC)	2020	\$700,000,000
Light Rail	US 1 Corridor (Alexandria to Arlington to Pentagon)	2020	\$330,000,000
		<b>I-95/I-395/US 1 Corridor Subtotal:</b>	<b>\$1,756,600,000</b>
<b>Other Major Improvements (Outside Corridors)</b>			
Priority Bus	VA 236 Corridor	2010	\$2,000,000
Priority Bus to BRT to Light Rail	VA 7 and Columbia Pike	2010	\$4,000,000
Trail	Columbia Pike to Pentagon	2010	\$200,000

Bikeway	Springfield to Tysons Corner	2010	\$1,500,000
W&OD Trail Connection*	Leesburg to Whites Ferry/C&O Canal	2010	\$800,000
Hunter Mill Road Bikeway*	VA 123 to VA 7	2010	\$400,000
Alternative Detection for Signal Operation*	Northern Virginia	2010	\$12,500,000
Regional Signal Operation Improvement*	Northern Virginia	2010	\$23,600,000
Incident Management and Safety	Northern Virginia	2010	\$4,200,000
Transit Vehicle Tracking System	Northern Virginia	2010	\$10,800,000
Traveler Information for Transit Systems	Northern Virginia	2010	\$6,300,000
Security System for Transit Services	Northern Virginia	2010	\$3,200,000
Integrated Electronic Payment System	Northern Virginia	2010	\$4,000,000
Enhance and Support Transportation Planning Programs	Northern Virginia	2010	\$3,200,000
Light Rail	VA 7 (Tysons Corner) to Baileys Crossroads	2020	\$325,000,000
Light Rail – Columbia Pike Corridor	Baileys Crossroads to Pentagon	2020	\$325,000,000
Mount Vernon Trail Extension	To the North	2020	\$700,000
		<b>Outside Corridor Subtotal:</b>	<b>\$727,400,000</b>
		<b>TOTAL COST:</b>	<b>\$6,722,600,000</b>

NOTE: Project costs from 2020 Plan Final Report. Updates to project costs and timing may occur after release of 2000 CLRP update.

\*Project implementation included in 2000 CLRP Update. Additional funds have also been included in the CLRP for study of transit projects, transit operation, and I-66 improvements outside the Beltway.

- Funds should be used for a combination of fare promotions (buydowns), marketing activities to promote the buydowns, and service enhancements.
- One corridor at a time should be targeted and all feasible routes should be bought down within that corridor.
- A promotional effort is an integral part of the program.
- Free fares for a limited duration are preferred in order to have the most significant impact on ridership.
- No route should continue in the program for more than 12 consecutive months.
- Priorities for funding should be (in this order): buydowns; marketing; bus capacity improvements where necessary; and service improvements.
- Ridership data should be collected on all routes to measure the effectiveness of the program and to obtain regional air quality credits.

The corridors will rotate from I-66 in FY01 to I-95 (Springfield Interchange) in FY02, Dulles Corridor in FY03; and Route 1 in FY04. The advantage of this approach is that transit services in each corridor will get an intensive promotional effort during the year they are in the program. It will be clear that the free fares are for a temporary period and that they coincide with major construction activities or transit enhancements occurring in each of these corridors. While future funding will be decided annually, the FY01 program has been funded and implemented.

### **Executive Order 13150 – Federal Workforce Transportation (Metrochek)**

Metrochek is a transit voucher system used in the Washington DC region, which enables employees to receive a tax-free transportation subsidy from their employers. Metrochek can be used on public transit systems serving metropolitan Washington, including qualified commuter vanpools. Over 100 transit providers in the region currently accept Metrochek as a valid method of payment for transit fares.

Under current federal tax laws, Metrochek is available through the following means:

- **Direct benefit:** An employer can provide an employee with a direct Metrochek benefit of up to \$65 per month. It is tax-free to the employee, and most private sector employers can write-off the cost of providing Metrochek as an ordinary business expense, saving part of the cost of providing the benefit.
- **Salary deduction:** An employer can provide an employee with the Metrochek benefit, up to \$65 per month, with the cost of the Metrocheks deducted by the employer from the employee's salary, *pre-tax*.

- **Customized combination:** An employer can provide an employee with the Metrochek benefit, up to \$65 per month tax-free to the employee, if it's in lieu of, or in combination with a salary increase, bonus or incentive pay.

Restrictions to using a Metrochek include:

- Metrocheks can only be used or exchanged for transportation on public systems or qualifying vanpools – not for parking;
- Metrocheks cannot be exchanged for cash;
- Partially used Metrocheks cannot be used for redemption on buses, commuter rail or qualifying vanpools.

During Earth Day on April 21, 2000, President Clinton issued an executive order requiring all federal agencies in the Washington region to provide a transit subsidy (Metrochek) up to \$65/month to all eligible employees. President Clinton's order required all federal agencies to implement this program by October 1, 2000. Preliminary estimates by the US DOT of the impact of this order indicate that 75,000 to 100,000 additional federal employees in the national capital region will take advantage of these transit/vanpool benefits. Metropolitan Washington Council of Governments (MWCOG) estimates that of these people, 6,000 will be commuters who will be converting from single occupancy vehicle (SOV) travel to transit travel as a result of the new executive order.

For agencies or employees who are interested in becoming participants in the Metrochek Program, or for periodic updates regarding the Metrochek Program please visit the following website for more information: <http://www.wmata.com/metrochek/mcgazette2.pdf>. The Executive Order can be found at <http://www.fta.dot.gov/library/policy/cc/eo13150.htm>.

## **Mode Share Report**

In 1999, NVTC consolidated mode share information for Northern Virginia's major transportation corridors from numerous sources. This exercise was undertaken as there are so many different documents that contain traffic and transit mode share data for the Washington Metropolitan region. For example, the Metropolitan Washington Council of Governments produces traffic counts annually, while the Virginia Department of Transportation continually commissions traffic studies for various transportation improvements. The reports focus on data for the peak period and direction, but some give off-peak, counter flow and weekend data as well.

The NVTC document isolated data by corridor. This method allowed for analysis of transit and ridesharing performance in specific markets that are well served by public transit and offer commuters choices. In other words, the report analyzes corridors

where investments in transit and HOV facilities have been made and considers if they attract significant use. NVTC's *1999 Mode Share Report* is successful in showing that transit captures very significant shares of rush hour commuters in Northern Virginia's most heavily traveled corridors, including 21% inbound on I-395 measured at the Beltway and 36% measured near the Pentagon; I-66 shows morning rush hour transit shares of 56% inbound at the Beltway and 63% near Rosslyn.

The 2000 document has been updated with MWCOC's 1999 draft data collection reports and is available on NVTC's web site at: [www.cns.state.va.us/nvtc](http://www.cns.state.va.us/nvtc).

### **New NVTC Performance Database**

NVTC is charged with collecting transit performance data. This information reliably provides needed ridership and service data pertaining to the transit systems serving the Northern Virginia commuting population. This information is used by NVTC and its member jurisdictions to:

- Respond to elected official and citizens requests for information about how effective transit investments are in reducing congestion and improving air quality in Northern Virginia, especially in specific commuting corridors and markets;
- Provide input to numerous transportation studies designed to identify future improvements in Northern Virginia's transportation network;
- Advocate transit improvements, primarily before the Virginia General Assembly and funding agencies.

With the intent of gathering and maintaining accurate and current ridership data, NVTC compiles annual ridership and related data from transit systems operating within its district and publishes the information in this report and on its web page.

To expand on this effort, NVTC is designing a performance database that will show many levels of transit system performance/operating information. This information will be assembled, maintained and furnished to interested local jurisdictions and citizens. The performance database will contain information on the following data elements for each participating transit system:

- Level of Service – average weekday vehicle trips; average weekday vehicle miles
- Cost recovery ratio – revenue/operating costs
- On-time performance – schedule adherence, usually indicated as a percentage
- Reliability – distance (miles) between operating failures



- Ridership – unlinked passenger trips (monthly and annual); annual passenger miles (based on reported NTD report)
- Safety – accidents with passengers; accidents per 100,000 miles
- Service productivity – passengers per revenue mile; passengers per revenue hour

The local and regional transit agencies currently report most of these data elements either monthly or annually. NVTC will accumulate the data from these individual agencies.

Data will be gathered from the following transit agencies:

- WMATA – Metrobus and Metrorail
- Virginia Railway Express
- Arlington Transit (ART)
- City of Fairfax CUE
- Alexandria DASH
- Fairfax Connector
- Loudoun County Commuter Service
- PRTC (OmniRide/OmniLink)
- ELECTREK (Falls Church)

## Section 13: Conclusion

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Many transit providers. Many agencies. Lots of riders but lots of congestion. Complex institutions and problems. From these data and understanding of how the parts fit together, we can work together to fashion affordable solutions. Share your thoughts/ideas with us by telephone (703-524-3322); fax (703-524-1756); e-mail ([nvtc@nvtcd.org](mailto:nvtc@nvtcd.org)) or through direct links on the NVTC website ([www.cns.state.va.us/nvtc](http://www.cns.state.va.us/nvtc)).

# **APPENDIX**

## **TRANSPORTATION AGENCIES AND ORGANIZATIONS**

# AGENCY QUICK REFERENCE GUIDE

This listing can be used to help categorize the agencies listed in the alphabetical directory that follows.

## **Advocacy Organizations**

- American Automobile Association MidAtlantic-Potomac Division
- Dulles Corridor Rail Association
- Federal City Council
- Greater Washington Board of Trade
- Northern Virginia Transportation Alliance
- Virginia Association of Counties
- Virginia Municipal League
- Washington Area Bicyclist Association
- Washington Private Operators Council

## **Citizen Committees**

- City of Falls Church Citizens Advisory Committee on Transportation
- Fairfax County Transportation Advisory Commission

## **Federal Government**

- Environmental Protection Agency
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration
- General Services Administration
- National Park Service
- U.S. Army Corps of Engineers
- U.S. Congress
- U.S. Department of Transportation

## **Local Governments in NVTC's Jurisdiction**

- Alexandria, city of
- Arlington County
- Fairfax, city of
- Fairfax County
- Falls Church, city of
- Loudoun County

## **Local Universities**

- George Mason University

## **Metropolitan Planning Organization**

- Fredericksburg Area Metropolitan Planning Organization
- Metropolitan Washington Council of Governments

## **Owning/Operating Agencies**

- Arlington Transit (ART)
- CUE Bus (City of Fairfax)

DASH (Alexandria Transit Company)  
Fairfax Connector Bus  
Loudoun County Commuter Bus Service  
MARC  
Metropolitan Washington Airports Authority  
National Railroad Passenger Corporation (AMTRAK)  
PRTC OmniRide/OmniLink  
Smart Tag  
Toll Road Investors Partnership  
Virginia Railway Express  
Washington Metropolitan Area Transit Authority

### **Planning/Research Agencies**

Alexandria Planning Commission  
Arlington Transportation Commission  
Maryland-National Park and Planning Commission  
National Capital Planning Commission  
Northern Virginia Planning District Commission  
Northern Virginia Transportation Commission  
Potomac and Rappahannock Transportation Commission  
Rappahannock Area Development Commission  
Transportation Research Board/National Research Council

### **Policy Committees**

Alexandria Traffic and Parking Board  
Metropolitan Development Policy Committee  
Metropolitan Washington Air Quality Committee  
National Capital Region Transportation Planning Board  
Transportation Coordinating Council  
Washington Metropolitan Area Transit Commission  
Washington Suburban Transit Commission

### **Rideshare/Passenger Service Organizations**

Alexandria RIDESHARE  
Commuter Stores  
Fairfax County Ridesources  
Loudoun County Rideshare  
MWCOG Commuter Connections  
PRTC OmniMatch  
Van Pool Services, Inc.  
Virginia VanPool Association

### **State Agencies/Organizations**

Commonwealth Transportation Board  
Maryland Department of Transportation  
State Corporation Commission (Virginia)  
Virginia Department of Rail and Public Transportation  
Virginia Department of Transportation  
Virginia Department of Transportation District Office - Northern Virginia

Virginia Division of Risk Management  
Virginia General Assembly  
Virginia Office of Governor  
Virginia Office of the Secretary of Transportation

**Trade Associations**

American Association of State Highway & Transportation Officials  
American Public Transit Association  
Virginia Transit Association

**Transportation Agencies/Departments**

Alexandria Dept. of Transportation & Environmental Services  
Alexandria Office of Transit Services and Programs  
Arlington County Department of Public Works  
City of Fairfax Department of Public Works  
District of Columbia Department of Public Works  
Fairfax County Department of Transportation

**Transportation Management Associations**

Dulles Area Transportation Association  
Loudoun County Transportation Association  
Reston Transportation Management Association (LINK)  
Transportation Association of Greater Springfield  
Tysons Transportation Association (TYTRAN)

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## **City of Alexandria**

City Hall  
301 King Street  
Alexandria, Virginia 22314

### **Alexandria Department of Transportation & Environmental Services**

Richard Baier, Director  
vacant, Deputy Director/Transportation and Transit  
City Hall, Room 4100

Telephone: 703/838-4966  
Fax: 703/519-3356  
E-mail: [richard.baier@ci.alexandria.va.us](mailto:richard.baier@ci.alexandria.va.us)  
website: [ci.alexandria.va.us/utilities/transportation.html](http://ci.alexandria.va.us/utilities/transportation.html)

**Function:** Planning, construction and maintenance of streets, sidewalks, HOV-facilities, and bridges. Manages traffic control systems and provides public works programs management.

### **Alexandria Office of Transit Services and Programs**

Betsy Massie, Division Chief  
City Hall, Room 5100

Telephone: 703/838-3800  
Fax: 703/739-9415  
E-mail: [betsy.massie@ci.alexandria.va.us](mailto:betsy.massie@ci.alexandria.va.us)  
Website: [www.AlexRide.org](http://www.AlexRide.org)

**Function:** Overseeing operation, planning, and marketing of commuter services, including transit, ridesharing, paratransit, and transportation demand management programs. Planning, construction, and maintenance of transit facilities.

### **Alexandria RIDESHARE**

Paul DeMaio, Ridesharing Coordinator  
City Hall, Room 5100

Telephone: 703/838-3800  
Fax: 703/739-9415  
E-mail: [paul.demaio@ci.alexandria.va.us](mailto:paul.demaio@ci.alexandria.va.us)  
Website: [www.AlexRide.org](http://www.AlexRide.org)

**Function:** Assists Alexandria residents, employees, and employers in finding alternative commute options. Promotes alternative transportation through various media. Educates Alexandria employers on ways to decrease their parking needs.

### **Alexandria Planning Commission**

W.B. Hurd, Chairman  
Alexandria Department of Planning & Zoning  
City Hall, Room 2100

Telephone: 703/838-4666  
Fax: 703/838-6393

**Function:** Prepares and adopts a master plan for the city, including a comprehensive zoning plan providing for the regulation and restriction of the land use, buildings, and structures in the respective zones. Approves site plans and subdivisions and makes recommendations to the Alexandria City Council on special use permits and test amendments to the Zoning Code.

### **Alexandria Traffic and Parking Board**

Converse West, Chairman  
Alexandria Department of Transportation & Environmental Services  
City Hall, Room 4100

Telephone: 703/838-4411  
Fax: 703/519-3356

**Function:** Investigates, studies, and analyzes traffic and parking problems within the city; devises plans, methods, and means to control and relieve parking and traffic congestion; and has jurisdiction over taxicabs and their owners/operators.

### **Alexandria Transit Company – See DASH**

### **American Association of State Highway and Transportation Officials (AASHTO)**

John Horsley, Executive Director  
444 N. Capitol Street, N. W., Suite 249  
Washington, D.C. 20001

Telephone: 202/624-5800  
Fax: 202/624-5806  
E-mail: [jhorsley@ashto.org](mailto:jhorsley@ashto.org)  
Website: [www.ashto.org](http://www.ashto.org)

**Function:** Trade association for state departments of transportation. Very active in lobbying Congress. Also collects some data from its members.

### **American Automobile Association (AAA)**

Ron Kosh, General Manager  
12600 Fair Lakes Circle  
Fairfax, Virginia 22033-4904

Telephone: 703/222-5655  
Fax: 703/222-4049  
Website: [www.aaa.com](http://www.aaa.com)

**Function:** Advocacy group for automobile owners.

### **American Public Transportation Association (APTA)**

William Millar, President  
1201 New York Avenue, N.W.  
Washington, D.C. 20005

Telephone: 202/898-4000  
Fax: 202/898-4070  
E-mail: [wmillar@apta.org](mailto:wmillar@apta.org)  
Website: [www.apta.org](http://www.apta.org)

**Function:** National trade association for public transit operators and suppliers. Several active committees evaluate proposed regulations and advocate legislative positions, including legislative and policy committees as well as modal committees such as commuter rail.

### **Amtrak -- See National Railroad Passenger Corporation**

### **Arlington County**

#### **Arlington County Commuter Assistance Program (CAP)**

Christopher Hamilton, CAP Manager  
2100 Clarendon Blvd., Suite 706  
Arlington, Virginia 22201

Telephone: 703/228-3681  
Fax: 703/228-3594  
E-mail: [commute@co.arlington.va.us](mailto:commute@co.arlington.va.us)  
Website: [www.CommuterPage.com](http://www.CommuterPage.com)

**Function:** Coordinate commuter assistance, marketing and TDM within Arlington County including The Commuter Stores, Employer Services and Outreach Program, The Commuter Page internet site ([www.CommuterPage.com](http://www.CommuterPage.com)), and Transit Ridership Development marketing of Metrobus in Arlington.

## **Arlington County Department of Public Works**

Sam Kem, Director  
Mark Kellogg, Chief, Planning Division  
James R. Hamre, Transit Program Coordinator  
2100 Clarendon Blvd., Suite 717  
Arlington, Virginia 22201-5445

Telephone: 703/228-3711  
Fax: 703/228-3594  
E-mail: [skem@co.arlington.va.us](mailto:skem@co.arlington.va.us)  
Website: [www.co.arlington.va.us/dpw/index.htm](http://www.co.arlington.va.us/dpw/index.htm)

**Function:** Planning, construction and maintenance of streets, bridge, transit and HOV-facilities. Coordination and marketing of ridesharing commuter stores, and other commuter services.

## **Arlington Transportation Commission**

Robert Swennes, Chairman  
c/o Mark Kellogg  
Arlington Department of Public Works  
2100 Clarendon Blvd.  
Arlington, Virginia 22201

Telephone: 703/228-3681  
Fax:

**Function:** Appointed by the Arlington County Board, members of the commission review and render decisions on streets, transit and pedestrian issues and report back to the Board.

## **Arlington Transit (ART)**

Eric A. Smith, Paratransit/Operations Project Manager  
2100 Clarendon Blvd., Suite 717  
Arlington, Virginia 22201

Telephone: 703/228-3692  
Fax: 703/228-3594  
E-mail: [esmith@co.arlington.va.us](mailto:esmith@co.arlington.va.us)  
Website: [www.commuterpage.com/art.htm](http://www.commuterpage.com/art.htm)

**Function:** Serves Crystal City with connections to Metrorail and VRE.

## **Commonwealth Transportation Board (CTB)**

The Honorable Shirley J. Ybarra, Chairman  
1401 East Broad Street  
Richmond, Virginia 23219

Telephone: 804/786-6670  
Fax: 804/786-6683  
E-mail: [SecretaryofTransportation@vdot.state.va.us](mailto:SecretaryofTransportation@vdot.state.va.us)  
Website: [www.vdot.state.va.us/info/CTB](http://www.vdot.state.va.us/info/CTB)

**Function:** Policy Board for VDOT. Chaired by Secretary of Transportation. Adopts six-year program for highway and transit projects.

## **The Commuter Stores**

Three Locations: Ballston Common Mall  
Crystal City Underground Mall  
Rosslyn Center, Mall Level 2

Main address and contact information:

Jacqueline Lee, Manager  
1615-B Crystal Square Arcade  
Arlington, Virginia 22202

Telephone: 703/413-4287  
Fax: 703/413-4291  
E-mail: [comstorecc@aol.com](mailto:comstorecc@aol.com)

**Function:** Commuter information, services and fare media sales for all area transit and TDM programs. Operated by a private contractor through the Arlington County Commuter Assistance Program.

## **CUE Bus (City of Fairfax)**

Paul Briggs, Transit Superintendent  
10455 Armstrong Street  
Fairfax, Virginia 22030

Telephone: 703/385-7827  
Fax: 703/385-7841  
E-mail: [pbriggs@ci.fairfax.va.us](mailto:pbriggs@ci.fairfax.va.us)  
Website: [www.ci.fairfax.va.us/cue/cue.html](http://www.ci.fairfax.va.us/cue/cue.html)

**Function:** Provides local transit service with connections to Metrorail.

### **DASH (Alexandria Transit Company)**

William B. Hurd, Chairman  
Sandy Modell, General Manager  
116 S. Quaker Lane  
Alexandria, Virginia 22314

Telephone: 703/370-3274  
Fax: 703/370-3404  
E-mail: [dashbus@ci.alexandria.va.us](mailto:dashbus@ci.alexandria.va.us)  
Website: [www.dashbus.com](http://www.dashbus.com)

**Function:** Non-profit corporation managing operations of local bus service contracted to the ATE Management and Service Company.

### **District of Columbia Department of Public Works**

Leslie Hotaling, Interim Director  
2000 14th Street, N.W.  
Washington, D.C. 20009

Telephone: 202/673-6812  
Fax: 202/671-0642  
E-mail:  
Website: [www.publicworks.ci.washington.dc.us](http://www.publicworks.ci.washington.dc.us)

**Function:** Advises WMATA Board members and cooperates in transportation projects such as VRE's L'Enfant station.

### **Dulles Area Transportation Association (DATA)**

Rosemarie Tellitier, President  
Myron Smith, Jr., Executive Director  
14501-A Lee Jackson Hwy.  
Chantilly, VA 20151

Telephone: 703/817-1307  
Fax: 703/817-1407  
E-mail: [info@data-trans.org](mailto:info@data-trans.org)  
Website: [www.datatrans.org](http://www.datatrans.org)

**Function:** Dedicated to improving mobility in the Dulles Airport/Route 28 employment center (Fairfax, Loudoun, Prince William County). Members include employers, property owners, local governments and other groups.

### **Dulles Corridor Rail Association**

Patricia Nicoson, President  
11800 Sunrise Valley Drive, #338  
Reston, Virginia 20191

Telephone: 703/716-5750  
Fax: 703/716-5751  
E-mail: [dcra@dullescorridorrail.com](mailto:dcra@dullescorridorrail.com)  
Website: [www.dullescorridorrail.com](http://www.dullescorridorrail.com)

**Function:** Non-profit organization with membership of individuals, organizations and businesses whose mission is to advocate rail transportation in the Dulles Corridor to the general public, executive branch officials, public policy makers at all levels of government, and elected and appointed officials. Assists decisionmakers in developing feasible funding plans, organizational arrangements and implementation programs.

### **Environmental Protection Agency (EPA)**

The Honorable Carol M. Browner, Administrator  
401 M. Street, S.W., Room 1200, WT/1101  
Washington, D.C. 20460

Telephone: 202/564-4700  
Fax: 202/260-0279  
Website: [www.epa.gov](http://www.epa.gov)

Bradley Campbell  
Regional Administrator, Region III  
841 Chestnut Street  
Philadelphia, PA 19107

Telephone: 215/814-2900  
Fax: 215/814-2901

**Function:** Responsible for mandates of the Clean Air Act and establishing regulations to provide state and local compliance.

### **City of Fairfax**

10455 Armstrong Street  
Fairfax, Virginia 22030-3630

David Hudson, Director, Community Development and Planning  
Telephone: 703/385-7932  
Fax: 703/385-7824  
E-mail: [dhudson@ci.fairfax.va.us](mailto:dhudson@ci.fairfax.va.us)



John Veneziano, Director, Department of Public Works  
Telephone: 703/385-7846  
Fax: 703/591-5727  
E-mail: [jveneziano@ci.fairfax.va.us](mailto:jveneziano@ci.fairfax.va.us)

Alex Verzosa, Transportation Director  
Telephone: 703/385-7889  
Fax: 703/385-7863  
E-mail: [averzosa@ci.fairfax.va.us](mailto:averzosa@ci.fairfax.va.us)

Paul Briggs, Transit Superintendent  
Telephone: 703/385-7827  
703/385-7859 (Information for CUE Bus)  
Fax: 703/385-7841  
E-mail: [pbriggs@ci.fairfax.va.us](mailto:pbriggs@ci.fairfax.va.us)

**Function:** City government responsible for planning, construction and maintenance of street, bridge, transit and HOV-facilities, and operation of the CUE Bus System.

## **Fairfax County**

### **Fairfax Connector Bus (including Reston RIBS and Tysons Shuttle)**

Andy Szakos, Department of Transportation  
12055 Government Center Parkway, Suite 1034  
Fairfax, Virginia 22035-5511

Telephone: 703/324-1172  
Bus Information: 703/339-7200  
Fax: 703/324-1450  
E-mail: [aszakos@co.fairfax.va.us](mailto:aszakos@co.fairfax.va.us)  
Website: [www.fairfaxconnector.com](http://www.fairfaxconnector.com)

**Function:** County-owned public bus system.

### **Fairfax County Department of Transportation**

Young Ho Chang, Director  
Andy Szakos, Chief, Transit Operations Division  
12055 Government Center Parkway, Suite 1034  
Fairfax, Virginia 22035-5511

Telephone: 703/324-1100  
Fax: 703/324-1450  
Website: [www.co.fairfax.va.us/comm/trans](http://www.co.fairfax.va.us/comm/trans)

**Function:** County agency responsible for planning and coordinating roads, bridges, HOV-facilities and public transit.

**Fairfax County RideSources**

Dorothy Cousineau, Section Chief-Rideshare & Marketing  
12055 Government Center Parkway, Suite 1034  
Fairfax, Virginia 22035-5511

Telephone: 703/324-1109 (Business)  
703/324-1111 (Rideshare) 24 hours  
Fax: 703/324-1450

**Function:** County program that provides free ride matching to form or join a carpool or vanpool, park-and-ride information, and public transportation assistance.

**Fairfax County Transportation Advisory Commission**

George Barker, Chairman  
c/o Dan Southworth, Transportation Planner II  
Fairfax County Office of Transportation  
12055 Government Center Parkway, Suite 1034  
Fairfax, Virginia 22035-5511

Telephone: 703/324-1100  
Fax: 703/324-1450

**Function:** Members are appointed by the County Board of Supervisors, with one member from each magisterial district. TAC responds to Board requests for advice.

**City of Falls Church**

Gary Fuller, Principal Planner  
300 Park Avenue  
Falls Church, Virginia 22046

Telephone: 703/248-5040  
Fax: 703/248-5225  
E-mail: [ghfuller@hotmail.com](mailto:ghfuller@hotmail.com)

**Function:** City government responsible for planning, construction and maintenance of streets and coordination of City's ELECTREK bus service operated by WMATA.

### **City of Falls Church Planning Division**

Citizens Advisory Committee on Transportation  
John Byrne, Chairman  
c/o Falls Church Planning Division  
300 Park Avenue  
Falls Church, Virginia 22046

Telephone: 703/248-5040  
Fax: 703/248-5184

#### **Function:**

### **Federal City Council**

The Honorable Robert Dole, President  
Ken Sparks, Executive Director  
1155 15th Street, N. W., Suite 301  
Washington, DC 20005

Telephone: 202/223-4560  
Fax: 202/659-8621  
E-mail: [krsparks@aol.com](mailto:krsparks@aol.com)

**Function:** Undertakes studies of regional issues.

### **Federal Highway Administration (FHA)**

The Honorable Kenneth R. Wykle, Administrator  
400 7th Street, S.W.  
Washington, D.C. 20590

Telephone: 202/366-0650  
Fax: 202/366-3244  
Website: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

Roberto Fonseca, Division Administrator  
Virginia Division Office  
Federal Highway Administration  
400 North 8<sup>th</sup> Street, #750  
Richmond, Virginia 23240

Telephone: 804/775—3320  
Fax: 804/775-3356

**Functions:** Administer grants to support flexible investments in surface transportation.

### **Federal Railroad Administration (FRA)**

The Honorable Jolene Molitoris, Administrator  
400 7th Street, S.W., Mail Stop #5  
Washington, D.C. 20590

Telephone: 202/493-6014  
Fax: 202/493-6009  
Website: [www.fra.dot.gov](http://www.fra.dot.gov)

**Function:** Provide grants, primarily for safety purposes, and regulate safety of railroads. Administer major grant programs to develop new technology, such as magnetic levitation.

### **Federal Transit Administration (FTA)**

The Honorable Nuria Fernandez, Acting Administrator  
400 7th Street, S.W.  
Washington, D.C. 20590

Telephone: 202/366-4040  
Fax: 202/493-2470  
Website: [www.fta.dot.gov](http://www.fta.dot.gov)

Susan E. Schruth, Regional Administrator  
FTA Region III  
1760 Market Street, #500  
Philadelphia, PA 19103

Telephone: 215/656-7100  
Fax: 215/656-7260

**Function:** Administer grants to support public transit capital investments operations and research.

### **Fredericksburg Area Metropolitan Planning Organization (FAMPO)**

Scott Howson, Chairman  
Stephen H. Manster, Administrator  
3304 Bourbon Street, 3<sup>rd</sup> Floor  
Fredericksburg, VA 22404

Telephone: 540/373-2890  
Fax: 540/899-4808  
Website: [www.fampo.state.va.us](http://www.fampo.state.va.us)

**Function:** Serves as a Planning Organization. FAMPO is comprised of three voting jurisdictions: Fredericksburg, Stafford County and Spotsylvania County and two non-voting members: Caroline and King George's Counties. RADCO provides staffing for FAMPO.

### **General Services Administration**

David J. Barram, Administrator  
18th & F Streets, N.W  
Washington, D.C. 20405

Telephone: 202/501-0800  
Fax: 202/219-1243  
Website: [www.gsa.gov](http://www.gsa.gov)

**Function:** Helps determine parking and transportation arrangements for federal agencies. Would be involved in a coordinated regional strategy to boost public transit and ridesharing use among federal employees.

### **George Mason University (GMU)**

Alan Mertin, President  
4400 University Drive  
Fairfax, Virginia 22030-4444

Telephone: 703/993-1000  
Fax: 703/993-8707  
Website: [www.gmu.edu](http://www.gmu.edu)

Dr. Roger Stough, Northern Virginia Chair in Local Government  
Institute of Public Policy  
Telephone: 703/993-2268  
Fax: 703/993-2284

Ellie Doyle, Director, Transportation and Land Use Policy  
Telephone: 703/993-3351

**Function:** State-supported university located in Fairfax County/City of Fairfax, with branches in Arlington and Prince William counties. Has active transportation education and research programs. Emphasis is on Intelligent Vehicle Highway Systems and traveler information systems. Recipient of several federal transportation research grants and active supporters of private-sector involvement.

## **Greater Washington Board of Trade**

John Tydings, President  
1129 20th Street, N.W., Suite 200  
Washington, D.C. 20036-3494

Telephone: 202/857-5900  
Fax: 202/223-2648  
E-mail: [JohnTydings@bot.org](mailto:JohnTydings@bot.org)  
Website: [www.bot.org](http://www.bot.org)

Bob Grow, Staff Director, Transportation  
Telephone: 202/857-5935  
Fax: 202/223-2648  
E-mail: [BobGrow@bot.org](mailto:BobGrow@bot.org)

**Function:** Advocates improvements for the regional economy.

## **Loudoun County**

Sanjeev Malhotra, Chief of Transportation  
Julie Pastor, Director, Department of Planning  
1 Harrison Street, Leesburg, Virginia 22075  
P.O. Box 7000, Leesburg, VA 20177

Telephone: 703/777-0246  
Fax: 703/777-0441  
E-mail: [dop@co.loudoun.va.us](mailto:dop@co.loudoun.va.us)  
Website: [www.co.loudoun.va.us](http://www.co.loudoun.va.us)

**Function:** County agencies responsible for planning and coordinating roads, bridges, HOV-facilities and public transit.

## **Loudoun County Commuter Bus Service**

Sanjeev Malhotra, Chief of Transportation  
1 Harrison Street, Leesburg, Virginia 22075  
P.O. Box 7000, Leesburg, VA 20177

Telephone: 703/777-0246  
Fax: 703/777-0441  
E-mail: [rideshare@co.loudoun.va.us](mailto:rideshare@co.loudoun.va.us)  
Website: [www.co.loudoun.va.us](http://www.co.loudoun.va.us)

**Function:** Operate county managed commuter bus service.

### **Loudoun County Rideshare**

Sharon Affinito, Transportation Planner  
1 Harrison Street, Leesburg, VA 22075

Telephone: 703/771-5665 Metro: 703/478-8433  
Fax: 703/777-0441  
E-mail: [rideshare@co.loudoun.va.us](mailto:rideshare@co.loudoun.va.us)  
Website: [www.co.loudoun.va.us](http://www.co.loudoun.va.us)

**Function:** Provide carpool and vanpool information as well as park-and-ride lot locations.

### **Loudoun County Transportation Association (LCTA)**

Mark McGregor, Executive Director  
P.O. Box 2833  
Leesburg, Virginia 20177

Telephone: 703/777-2708  
Fax: 703/777-2552  
E-mail:  
Website:

**Function:** Improve mobility. Operates local bus service.

### **MARC**

Kathy Waters, Director  
P.O. Box 8718  
BWI Airport, Maryland 21240-8718

Telephone: 410/468-4800 or 888/218-2267  
Website: [www.mtmaryland.com/marc/marc.asp](http://www.mtmaryland.com/marc/marc.asp)

**Function:** Operator of MARC commuter rail service. Part of Maryland Mass Transit Administration.

### **Maryland Department of Transportation (MDOT)**

The Honorable John D. Porcari  
Maryland Secretary of Transportation  
P.O. Box 8755  
BWI Airport, Maryland 21240-0755

Telephone: 410/865-1000  
Fax: 410/865-1334  
Website: [www.mdot.state.md.us](http://www.mdot.state.md.us)

Len Foxwell, Director of Washington Area Transit Programs  
8720 Georgia Avenue, Suite 904  
Silver Spring, Maryland 20910-3602

Telephone: 410/792-0273  
Fax: 410/565-0241

Ronald L. Freeland, Administrator  
Mass Transportation Administration  
6 St. Paul Street  
Baltimore, MD 21202-3415

Telephone: 410/767-3943  
Fax: 410/333-3279

**Function:** Provides Maryland jurisdictions' WMATA funding.

### **Maryland-National Park and Planning Commission (M-NCPPC)**

The Honorable Elizabeth Hewlett, Chairman  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Telephone: 301/952-3560  
Fax: 301/952-5074  
Website: [www.mncppc.org](http://www.mncppc.org)

Trudye Morgan Johnson, Executive Director  
6611 Kenilworth Avenue  
Riverdale, Maryland 20737

Telephone: 301/454-1747  
Fax: 301/454-1750

**Function:** Joint agency for Montgomery and Prince George's County that plans and analyzes transportation improvements.

### **Metropolitan Development Policy Committee**

The Honorable Jay Fisette, Chairman  
777 North Capital Street, N.E., Suite 300  
Washington, D.C. 20002-4201

Telephone: 202/962-3200  
Fax: 202/962-3204



**Function:** Advises the MWCOC Board of Directors on all planning, land use, forecasting, and economic development issues, and seeks to promote the effective coordination of regional land use, transportation and environmental policies.

### **Metropolitan Washington Air Quality Committee**

The Honorable Robert Wright, Chairman  
777 North Capital Street, Suite 300, N.E.  
Washington, D.C. 20002-4201

Staff Contact: Joan Rohlfs, Assistant Director of the Department  
of Environmental Programs

Telephone: 202/962-3358  
Fax: 202/962-3203  
E-mail: [jrohlf@mwkog.org](mailto:jrohlf@mwkog.org)  
Website: [www.mwkog.org](http://www.mwkog.org)

**Function:** Consists of elected officials from localities, states, and the District of Columbia. Develops recommendations for a regional air quality attainment strategy for the Washington area; these recommendations become part of the State Implementation Plan, which is submitted to the Environmental Protection Agency.

### **Metropolitan Washington Airports Authority (MWAA)**

James A. Wilding, President & CEO  
1 Aviation Circle  
Washington, DC 20001-6000

Telephone: 703/417-8610  
Fax: 703/417-8949  
E-mail: [wildingj@mwaa.com](mailto:wildingj@mwaa.com)  
Website: [www.mwaa.com](http://www.mwaa.com)

**Function:** Regional agency operating Ronald Reagan National and Washington Dulles International Airports. Also offers Washington Flyer bus, van and taxi system serving both airports.

### **Metropolitan Washington Council of Governments (MWCOC)**

The Honorable Gerald Connolly, Chairman  
Michael C. Rogers, Executive Director  
777 North Capitol St., Suite 300  
Washington, D.C. 20002-4201

Telephone: 202/962-3200  
Fax: 202/962-3201  
E-mail: [mrogers@mwkog.org](mailto:mrogers@mwkog.org)  
Website: [www.mwkog.org](http://www.mwkog.org)

**Function:** In 1966, MWCOG was officially recognized by the federal government as the agency responsible for comprehensive regional planning and agreed with the TPB to use the latter as its Transportation Policy Committee.

### **Metropolitan Washington Council of Governments Commuter Connections**

Nicolas Ramfos, Chief, Alternative Commute Programs  
777 N. Capitol St., N.E., Suite 300  
Washington, D.C. 20002-4201

Telephone: 202/962-3200  
Fax: 202/962-3202  
E-mail: [nramfos@mwkog.org](mailto:nramfos@mwkog.org)  
Website: [www.mwkog.org/commuter/ccindex.html](http://www.mwkog.org/commuter/ccindex.html)

**Function:**

### **National Capital Planning Commission**

William Lawson, Acting Executive Director  
801 Pennsylvania Avenue, N.W., Suite 301  
Washington, D.C. 20576-2604

Telephone: 202/482-7211  
Fax: 202/482-7272  
E-mail: [info@ncpc.gov](mailto:info@ncpc.gov)  
Website: [www.ncpc.gov](http://www.ncpc.gov)

**Function:** Must approve federal construction projects in the District of Columbia, and consider transportation implications.

### **National Capital Region Transportation Planning Board (TPB)**

The Honorable Kathryn Porter, Chairman  
Ron Kirby, Transportation Planning Director  
777 North Capital Street, Suite 300, N.E.  
Washington, D.C. 20002-4201

Telephone: 202/962-3200  
Fax: 202/962-3202  
E-mail: [rkirby@mwkog.org](mailto:rkirby@mwkog.org)  
Website: [www.mwkog.org](http://www.mwkog.org)

**Function:** Serves as Metropolitan Planning Organization and provides extensive database and modeling capability for population, employment and transportation studies. TPB now includes representatives of 18 cities and counties, plus three state transportation agencies, MWAA, WMATA, and five federal agencies. A weighted voting procedure is employed. MWCOG staff operate the Ride Finders network (see MWCOG Commuter Connections), which provides a centralized carpool and vanpool matching database.

### **National Park Service**

Robert Stanton, Director  
1849 C Street, N.W.  
Washington, D.C. 20240

Telephone: 202/208-4621  
Fax: 202/208-7889  
Website: [www.nps.gov](http://www.nps.gov)

**Function:** Controls access to certain federal lands, including the George Washington Parkway. Permits are required when encroaching on Park Service land, such as at VRE's L'Enfant station.

### **National Railroad Passenger Corporation (Amtrak)**

Wade Hall, General Manager of Washington Commuter Services  
900 Second Street, N.E., Suite 111  
Washington, D,C, 20002

Telephone: 202/906-2619  
Fax: 202/906-3569  
Website: [www.amtrak.com](http://www.amtrak.com)

**Function:** Contract operator for VRE commuter rail service.

### **Northern Virginia Regional Commission (NVRC)**

The Honorable Katherine Hanley, Chairman  
G. Mark Gibb, Executive Director  
7535 Little River Turnpike, Suite 100  
Annandale, Virginia 22003

Telephone: 703/642-0700  
Fax: 703/642-5077  
E-mail: [gmg@novaregion.org](mailto:gmg@novaregion.org)  
Website: [www.novaregion.org](http://www.novaregion.org)

**Function:** State planning review agency. Conducting land use study of the Virginia Railway Express (VRE).

### **Northern Virginia Transportation Alliance**

Gary Garczynski, President  
Ed DeBolt, Director  
P.O. Box 6149  
McLean, Virginia 22106-6149

Telephone: 703/536-4047  
Fax: 703/883-1850

**Function:** This non-partisan interest group lobbies for completion of transportation facilities in Northern Virginia and coordinated land use policies. For example, the group strongly supports completion of a western bypass.

### **Northern Virginia Transportation Commission (NVTC)**

The Honorable David F. Snyder, Chairman  
Richard K. Taube, NVTC Executive Director  
4350 N. Fairfax Drive, Suite 720  
Arlington, Virginia 22203

Telephone: 703/524-3322  
Fax: 703/524-1756  
E-mail: [nvtc@nvtc.org](mailto:nvtc@nvtc.org)  
Website: [www.cns.state.va.us/nvtc](http://www.cns.state.va.us/nvtc)

**Function:** Created by the General Assembly in 1964, currently has 19 members from six jurisdictions. Members are elected officials from local jurisdictions and the General Assembly, with a designee of the Commissioner of VDOT. Concentrates on finance, and allocates up to \$100 million annually of state/federal funds to assist public transit. Co-owner of the Virginia Railway Express, with four NVTC commissioners serving on its Operations Board. NVTC commissioners are also members of the Transportation Coordinating Council. Four NVTC members are appointed by the Commission to the WMATA Board of Directors. Levies a two percent motor fuels tax generating \$12 million annually; the funds are used primarily for Metro operating costs and debt service.

### **Potomac and Rappahannock Transportation Commission (PRTC)**

The Honorable William Greenup, Chairman  
Alfred H. Harf, Executive Director  
14700 Potomac Mills Road  
Woodbridge, Virginia 22192

Telephone: 703/583-PRTC(7782)  
Fax: 703/583-1377  
E-mail: [omni@omniride.com](mailto:omni@omniride.com)  
Website: [www.omniride.com](http://www.omniride.com)

**Function:** Created in 1986 under authority of Section 15.1-1342 of the Code of Virginia: (Transportation District Act). Current members include Prince William and Stafford Counties, and the cities of Fredericksburg, Manassas and Manassas Park. Operates the OmniRide/OmniLink commuter bus system, a ridesharing program, and is a co-owner of VRE commuter rail service. Commissioners are appointed from each jurisdiction and the General Assembly including six principals and six alternates from Prince William County. Total commissioners are 15, with 14 alternates. The two percent motor fuels tax levied within PRTC yields almost \$5 million annually.

### **PRTC OmniMatch**

Sheila A. Larson, Director, Marketing and Communications  
14700 Potomac Mills Road  
Woodbridge, Virginia 22192

Telephone: 703/583-PRTC (7782)  
Fax: 703/583-1377  
E-mail: [slarson@omniride.com](mailto:slarson@omniride.com)  
Website: [www.omniride.com](http://www.omniride.com)

**Function:** Administer local ridesharing services and marketing in cooperation with MWCOG's regional network, known as the Ride Finders Network.

### **PRTC OmniRide/OmniLink**

Alfred H. Harf, Executive Director  
Potomac & Rappahannock Transportation Commission  
14700 Potomac Mills Road  
Woodbridge, Virginia 22192

Telephone: 703/730-OMNI (6664)  
Fax: 703/583-1377  
E-mail: [omni@omniride.com](mailto:omni@omniride.com)  
Website: [www.omniride.com](http://www.omniride.com)

**Function:** Provides commuter bus service to core locations with connections to Metrorail. Also provides local bus service throughout Prince William County and the Manassas and Manassas Park areas.

### **Rappahannock Area Development Commission (RADCO)**

Calvin B. Thomas, Chairman  
Stephen H. Manster, Executive Director  
3304 Bourbon Street  
Fredericksburg, VA 22404

Telephone: 540/373-2890  
Fax: 540/899-4808  
E-mail: [smanster@radco.state.va.us](mailto:smanster@radco.state.va.us)  
Website: [www.radco.state.va.us](http://www.radco.state.va.us)

**Function:** Planning agency for five localities: City of Fredericksburg, Stafford County, Spotsylvania County, Caroline County and King George's County. Provides staffing for Fredericksburg Area Metropolitan Planning Organization (FAMPO).

### **Reston Transportation Management Association (LINK)**

Karl J. Ingebritson, Director  
1760 Reston Parkway, Suite 513  
Reston, Virginia 20190

Telephone: 703/318-9663 or 435-LINK  
Fax: 703/318-0817  
Website: [www.linkinfo.org](http://www.linkinfo.org)

**Function:** Improving mobility in the Reston Area.

### **Smart Tag**

Tom Sines, Vice President, Customer Service Center  
11301 Sunset Hills Road, Suite #A3  
Reston, Virginia 22090

Telephone: 703/708-9342 or 1-888/327-8655  
Fax: 703/736-3472

**Function:** Maintains electronic collection of tolls on the Dulles Greenway and Toll Road for VDOT.

### **State Corporation Commission (Virginia)**

The Honorable Clinton Miller, Commissioner  
The Honorable Theodore V. Morrison, Jr., Commissioner  
The Honorable Hullahen William Moore, Commissioner  
1300 East Main Street, 11th floor  
Richmond, Virginia 23219

Telephone: 804/371-9608  
Fax: 804/371-9376  
E-mail: [webmaster@scc.state.va.us](mailto:webmaster@scc.state.va.us)  
Website: [www.state.va.us/scc](http://www.state.va.us/scc)

**Function:** Provides authority to operate and regulates fares for certain privately owned transportation services (e.g. intercity bus service) within the Commonwealth. Must approve tolls to be charged by the Virginia Toll Road Corporation for its Dulles Toll Road Extension to Leesburg. Does not regulate government-owned bus systems nor private carriers operating within the Washington Metropolitan Area Transit Zone.

### **Transportation Coordinating Council (TCC)**

J. Kenneth Klinge, Chairman  
John Mason, Vice Chairman  
c/o Northern Virginia District Office  
VDOT  
3975 Fair Ridge Drive  
Fairfax, Virginia 22033

Staff contact: Steve Suder, Senior Transportation Engineer  
Telephone: 703/383-2217  
Fax: 703/383-2230  
E-mail: [suder\\_sr@vdot.state.va.us](mailto:suder_sr@vdot.state.va.us)  
Website: [www.nova2020.org](http://www.nova2020.org)

**Function:** The TCC was created by Governor Wilder in 1991 based on earlier plans by NVTC Chairman John Milliken. Member jurisdictions adopted resolutions to participate. The Council consists of three parts: 1) A policy group with 37 elected officials (plus alternates) from NVTC, PRTC and selected towns. This group is chaired by the Northern Virginia member of the Commonwealth Transportation Board. The director of Virginia Department of Rail and Public Transportation, VDOT's Northern Virginian District administrator and the chair of the Citizens Advisory Committee are ex-officio members of the TCC. 2) A TCC Technical Committee with staff representatives of local and regional jurisdictions, chaired by the Northern Virginia District Administrator of VDOT. 3) A TCC Citizens Committee chaired by an appointee (currently James Offutt) of the Secretary of Transportation.

## **Transportation Research Board/National Research Council**

Robert E. Skinner, Jr., Executive Director  
2101 Constitution Avenue  
Washington, D.C. 20418

Telephone: 202/334-2933  
Fax: 202/334-2003  
E-mail: [rskinner@nas.edu](mailto:rskinner@nas.edu)  
Website: [www.nas.edu/trb](http://www.nas.edu/trb)

**Function:** Sponsors cooperative research programs for surface transportation, and often is directed by Congress to manage special transportation studies.

## **Toll Road Investors Partnership II, L.P.**

Michael Crane, CEO  
45240 Business Court, Suite 100  
Sterling, VA 20166

Telephone: 703/707-8870  
Fax: 703/707-8876

**Function:** This private organization worked for several years to design, finance and construct an extension of the Dulles Toll Road to Leesburg. The Corporation has operated the road since its 1995 opening.

## **Tysons Transportation Association (TYTRAN)**

William J. Menda, Chairman and President  
P.O. Box 3264  
Tysons Corner, Virginia 22102

Telephone: 703/714-3406  
Fax: 703/799-9547  
Website: [www.tytran.com](http://www.tytran.com)

Staff Contact: Kathleen A. Jackson, Director of Transportation  
Telephone: 703/799-5394

**Function:** Actively works to improve mobility.

## **U.S. Army Corps of Engineers**

Maj. Gen. Russell L. Fuhrman, Acting Commander  
20 Massachusetts Avenue, N.W.  
Washington, DC 20314-1000



Telephone: 202/761-0001  
Fax: 202/761-1683  
Website: [www.usace.army.mil](http://www.usace.army.mil)

**Function:** Must award permits to approve surface transportation construction affecting wetlands (e.g. at WMATA's Franconia/Springfield Station).

## **U.S. Congress**

### **U.S. Senate**

Washington, D.C. 20510  
Telephone: 202/224-3121 (U.S. Capitol Switchboard)  
Website: [www.senate.gov](http://www.senate.gov)

### **Senators of Virginia:**

The Honorable John Warner (R)  
Telephone: 202/224-2023  
Fax: 202/224-6295  
E-mail: [senator@warner.senate.gov](mailto:senator@warner.senate.gov)

The Honorable Charles Robb (D)  
Telephone: 202/224-4024  
Fax: 202/224-8689  
E-mail: [senator@robb.senate.gov](mailto:senator@robb.senate.gov)

### **Senate Committees with transportation responsibilities:**

Senate Appropriations Committee  
Telephone: 202/224-3471

Transportation Subcommittee  
Telephone: 202/224-7281

Senate Banking, Housing and Urban Affairs Committee  
Telephone: 202/224-7391

Senate Commerce, Science and Transportation Committee  
Telephone: 202/224-5115

Surface Transportation Subcommittee  
Telephone: 202/224-4852

Senate Environment and Public Works Committee  
Telephone: 202/224-6176

Transportation and Infrastructure Subcommittee  
Telephone: 202/224-6176

## U.S. House of Representatives

Washington, D.C. 20515

Telephone: 202/224-3121 (U.S. Capitol Switchboard)

Website: [www.house.gov](http://www.house.gov)

E-mail: [www.house.gov/writerep](http://www.house.gov/writerep)

### Representatives of Virginia:

District 1 -	The Honorable Herbert Bateman	(R)
	Telephone: 202/225-4261	
	Fax: 202/225-4382	
District 2 -	The Honorable Owen Pickett	(D)
	Telephone: 202/225-4215	
	Fax: 202/225-4218	
District 3 -	The Honorable Robert C. Scott	(D)
	Telephone: 202/225-8351	
	Fax: 202/225-8854	
District 4 -	The Honorable Norman Sisisky	(D)
	Telephone: 202/225-6365	
	Fax: 202/226-1170	
District 5 -	The Honorable Virgil H. Goode, Jr. (D)	
	Telephone: 202/225-4711	
	Fax: 202/225-5681	
District 6 -	The Honorable Robert W. Goodlatte	(R)
	Telephone: 202/225-5431	
	Fax: 202/225-9681	
District 7 -	The Honorable Thomas Bliley	(R)
	Telephone: 202/225-2815	
	Fax: 202/225-0011	
District 8 -	The Honorable James Moran	(D)
	Telephone: 202/225-4376	
	Fax: 202/225-0017	
District 9 -	The Honorable Rick Boucher	(D)
	Telephone: 202/225-3861	
	Fax: 202/225-0442	
District 10 -	The Honorable Frank Wolf	(R)
	Telephone: 202/225-5136	
	Fax: 202/225-0437	
District 11 -	The Honorable Thomas Davis	(R)
	Telephone: 202/225-1492	
	Fax: 202/225-3071	

### House Committees with transportation responsibilities:

House Appropriations Committee

Telephone: 202/225-2771

Transportation Subcommittee  
Telephone: 202/225-2141

House Commerce Committee  
Telephone: 202/225-2927

House Transportation and Infrastructure Committee  
Telephone: 202/225-9446

Surface Transportation Subcommittee  
Telephone: 202/225-6715

**Legislation:**

**Senate and House Bill Status**  
Telephone: 202/225-1772

**U.S. Department of Transportation (USDOT)**

The Honorable Rodney E. Slater, Secretary of Transportation  
400 7th Street, S.W., Suite 10200  
Washington, D.C. 20590

Telephone: 202/366-1111  
Fax: 202/366-7202  
Website: [www.dot.gov](http://www.dot.gov)

**Function:** Set policy and coordinate activities of the modal administrations.

**Van Pool Services, Inc. (VPSI)**

Ken Jarocki, Manager  
2760 Eisenhower Avenue, #306  
Alexandria, Virginia 22314

Telephone: 800/826-7433  
Fax: 703/329-4012  
Website: [www.vpsiinc.com](http://www.vpsiinc.com)

**Function:** Provides van pool services to the Washington, D.C. region and nation-wide.

### **Virginia Association of Counties (VACO)**

James D. Campbell, Executive Director  
1001 E. Broad Street, Suite LL20  
Richmond, Virginia 23219

Telephone: 804/788-6652  
Fax: 804/788-0083  
E-mail: [mail@vaco.org](mailto:mail@vaco.org)  
Website: [www.institute.virginia.edu/vaco](http://www.institute.virginia.edu/vaco)

**D.C. Office:**  
Telephone: 202/393-6226

**Function:** Advocacy group for Virginia's county governments. Each year adopts legislative agenda, including transportation components.

### **Virginia Department of Rail and Public Transportation (VDRPT)**

Mr. Leo J. Bevon, Director  
1401 East Broad Street  
Richmond, Virginia 23219

Telephone: 804/786-1051  
Fax: 804/786-7286  
E-mail: [bevon\\_lj@drpt.state.va.us](mailto:bevon_lj@drpt.state.va.us)  
Website: [www.drpt.state.va.us](http://www.drpt.state.va.us)

**Function:** Rail, public transportation, and TDM program planning, implementation, advocacy, and financial assistance. Policy and technical advice and assistance to localities and to transit operators. Policy and technical advice to the executive and legislative branches of Virginia state government.

### **Virginia Department of Transportation (VDOT)**

Charles D. Nottingham, Commissioner  
1401 East Broad Street  
Richmond, Virginia 23219

Telephone: 804/786-2701  
Fax: 804/786-2940  
E-mail: [cnottingham@vdot.state.va.us](mailto:cnottingham@vdot.state.va.us)  
Website: [www.vdot.state.us](http://www.vdot.state.us)

Andrew V. Bailey II, Assistant Commissioner for Operations  
Telephone: 804/786-2711  
Fax: 804/786-6250  
E-mail: [bailey\\_av@vdot.state.va.us](mailto:bailey_av@vdot.state.va.us)

Thomas F. Boyd, Assistant Commissioner for Finance  
Telephone: 804/786-5128  
Fax: 804/786-2940  
E-mail: [boyd\\_tf@vdot.state.va.us](mailto:boyd_tf@vdot.state.va.us)

**Function:** State agency responsible for planning, constructing and maintaining surface transportation improvements.

### **Northern Virginia VDOT District Office**

Tom Farley, District Administrator  
3975 Fair Ridge Drive  
Fairfax, Virginia 22033

Telephone: 703/383-2000  
Fax: 703/383-2470  
E-mail: [NOVAinfo@vdot.state.va.us](mailto:NOVAinfo@vdot.state.va.us)

Joan Morris, Director of Public Affairs  
Telephone: 703/383-2465

Dulles Toll Road Operations Center  
Telephone: 703/383-2696

**Function:** The Northern Virginia office manages construction and maintenance of highways in the district and controls ramp meters and other facilities.

### **Virginia Department of Treasury/Risk Management**

Don LeMond, Director  
James Monroe Building – 3rd Floor  
P.O. Box 1879  
Richmond, Virginia 23218-1879

Telephone: 804/225-4619  
804/786-3152  
Fax: 804/371-8400  
Website: [www.trs.state.va.us](http://www.trs.state.va.us)

**Function:** Risk manager for the Virginia Railway Express. On behalf of NVTG/PRTC, manages VRE's insurance program which provides \$200 million of protection and incorporates \$20 million of cash reserves.

## **Virginia General Assembly**

**Function:** Sessions are held for two or three months each year beginning in January, but committee hearings occur all year. Created NVTC in 1964. Designates NVTC's members from the General Assembly and the number of members from each jurisdiction. Specifies the method of sharing NVTC's administrative costs and allocating the majority of NVTC's state aid.

In a special session in 1986, created a new Transportation Trust Fund with public transit to receive 8.4 percent allocated according to a statutory formula. Public transit funding was doubled.

The Honorable Walter Stosch, Majority Leader  
Virginia Senate  
P.O. Box 8726  
Richmond, Virginia 23236

The Honorable Richard Saslaw, Minority Leader  
Virginia Senate  
P.O. Box 1856  
Springfield, Virginia 22151

Susan Clark Schaar, Clerk  
Senate  
P.O. Box 396  
Richmond, Virginia 23219-0396

Telephone: 804/698-7400  
Fax: 804/698-7676

The Honorable S. Vance Wilkins, Jr., Speaker of the House of Delegates  
Delegate for the 24th District  
P.O. Box 6190  
Portsmouth, Virginia 23705

The Honorable H. Morgan Griffith, Majority Floor Leader  
Delegate for the 24<sup>th</sup> District  
P.O. Box 469  
Amherst, Virginia 24521

The Honorable Richard Cranwell, Minority Floor Leader  
Delegate for the 14th District  
P.O. Box 459  
Vinton, Virginia 24179

Bruce F. Jamerson, Clerk  
House of Delegates  
P.O. Box 406  
Richmond, Virginia 23203-0406

Telephone: 804/698-1619  
Fax: 804/698-1800

### **Virginia Municipal League (VML)**

R. Michael Amyx, Executive Director  
P.O. Box 12164 (13 East Franklin Street, 23219)  
Richmond, Virginia 23241

Telephone: 804/649-8471  
Fax: 804/343-3758  
E-mail: [mamyx@vml.org](mailto:mamyx@vml.org)  
Website: [www.institute.virginia.edu/vml](http://www.institute.virginia.edu/vml)

**Function:** Advocacy group for Virginia's cities and towns. Pursues an annual legislative agenda.

### **Virginia Office of the Governor**

The Honorable James S. Gilmore, III, Governor  
Commonwealth of Virginia  
P.O. Box 1475  
Richmond, Virginia 23219-1475

Telephone: 804/786-2211  
Fax: 804/371-6351  
E-mail:

**Function:** Proposes financing measures for transportation; appoints Secretary of Transportation and members of various boards and commissions.

### **Virginia Office of the Secretary of Transportation**

The Honorable Shirley J. Ybarra, Secretary  
Commonwealth of Virginia  
1401 East Broad Street, Room 414  
Richmond, Virginia 23219

Art Bowen, Deputy Secretary  
Dan Shoemaker, Assistant Secretary

Telephone: 804/786-6670  
Fax: 804/786-6683  
e-mail: [SecretaryofTransportation@vdot.state.va.us](mailto:SecretaryofTransportation@vdot.state.va.us)  
[abowen@vdot.state.va.us](mailto:abowen@vdot.state.va.us)  
[dshoemaker@vdot.state.va.us](mailto:dshoemaker@vdot.state.va.us)

**Function:** Oversees the Virginia Departments of Transportation and Rail and Public Transportation, serving as chairman of the Commonwealth Transportation Board.

### **Virginia Railway Express (VRE)**

The Honorable William Greenup, Chairman of Operations Board  
Peter Sklannik, Jr., Director of Operations  
1500 King Street, Suite 202  
Alexandria, Virginia 222314-2730

Telephone: 703/684-1001  
Fax: 703/684-1331  
E-mail: [psklannik@vre.org](mailto:psklannik@vre.org)  
Website: [www.vre.org](http://www.vre.org)

**Function:** Joint operating board created by NVTC and PRTC to manage operations.

### **Virginia Transit Association (VTA -- formerly called VAPTO)**

Linda McMinimy, Executive Director  
Meredith Richards, President  
1108 E. Main Street, #1108  
Richmond, Virginia 23219

Telephone: 804/643-1166  
Fax: 804/643-1155  
E-mail: [webmaster@vatransit.com](mailto:webmaster@vatransit.com)  
Website: [www.vatransit.com](http://www.vatransit.com)

**Function:** Trade group for Virginia's public transit operators and associated suppliers. Primarily focused on state legislation.



**Virginia VanPool Association, Inc.**

Dick Boyd  
P.O. Box 1016  
Woodbridge, Virginia 22193

Telephone: 202/310-2700

**Function:** Advocacy group for vanpools.

**Washington Area Bicyclist Association (WABA)**

Ellen Jones, Director  
1511 K Street, N.W., #1015  
Washington, D.C. 20006

Telephone: 202/628-2500

Fax: 202/628-4141

E-mail: [waba@waba.org](mailto:waba@waba.org)

Website: [www.waba.org](http://www.waba.org)

**Function:** Promote bicycling.

**Washington Metropolitan Area Transit Authority (WMATA)**

The Honorable Gladys W. Mack, Chairman  
Richard A. White, General Manager  
600 Fifth Street, N.W.  
Washington, D.C. 20001

Telephone: 202/637-1234

Website: [www.wmata.com](http://www.wmata.com)

Shiva Pant, Governmental Relations Officer, VA

Telephone: 202/962-1721

Fax: 202/962-2466

e-mail: [spant@wmata.com](mailto:spant@wmata.com)

Metro Bus/Rail Information: 202/637-7000

Metro On-Call Lift-Equipped Buses: 202/962-1825

Elderly Disabled Assistance I/D Cards: 202/962-1245

**Function:** Operates the Metrorail and Metrobus systems within a service territory established by an interstate compact.

### **Washington Metropolitan Area Transit Commission**

The Honorable Agnes M. Alexander, Chair  
The Honorable Claude Ligon, Vice Chairman  
Judge Clinton Miller, Commissioner  
William H. McGilvery III, Executive Director  
1828 L. Street, N.W., Suite 703  
Washington, D.C. 20036-5104

Telephone: 202/331-1671  
Fax: 202/653-2179

**Function:** Regulates for-hire transportation between points in the District (or for routes outside zone if operated under federal authority with a majority of passengers in the District), including taxicabs operating between jurisdictions. The Commission does not regulate water, air or rail transit; federal, state, local or WMATA transportation; school transit; or transit solely within Virginia.

### **Washington Private Operators Council**

Kenneth W. Butler, Executive Director  
11350 Random Hills Road, Suite 800  
Fairfax, VA 22030

Telephone: 703/620-4914  
Fax: 703/620-4709

**Function:** Educates the public and elected officials about the benefits of contracted public transit services.

### **Washington Suburban Transit Commission**

John Davey, Chairman  
8720 Georgia Avenue, Suite 904  
Silver Spring, Maryland 20910-3602

Staff Contact: Louis Farber

Telephone: 301/565-9665  
Fax: 301/565-0241

**Function:** Provides a forum for Maryland's members of the WMATA Board of Directors.