



SEVENTEENTH ANNUAL REPORT



**TRANSPORTATION UPDATE
OCTOBER 2001**

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LIST OF ACRONYMS AND ABBREVIATIONS

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

LIST OF ACRONYMS AND ABBREVIATIONS (Con't)

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

LIST OF ACRONYMS AND ABBREVIATIONS (Con't)

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

INTRODUCTION

The Northern Virginia Annual Transportation Update has been an evolving document since it was first written in the early 1980s. 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 seventeenth version of the Annual Update and continues the tradition of highlighting the most important transportation and transit stories of the last year. The format is designed to allow a reader to quickly find data 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.

Transit is doing well in the Washington Metropolitan Area as the following facts reflect:

- In FY01, riders took 74,378,266 trips on the public transit systems operating in Northern Virginia, with total average weekday boardings of 273,130.
- 9.4 billion rides nationwide (calendar year 2000), the most in 40 years.
- U.S. public transit use in the past five years grew 21%, while the U.S. population grew 4.8%, highway use grew 11% and domestic air travel grew 19%.
- Metrorail is the second largest heavy rail system in the U.S. with over 600,000 daily trips, and its bus system is the sixth largest in the nation and the fastest growing.
- VRE has grown to be the 11th largest commuter rail system in the U.S. in less than 10 years, now carrying over 11,000 daily trips in the congested I-95 and I-66 corridors.

Despite these encouraging transit statistics, the Northern Virginia region faces a challenge in meeting its air quality conformity standards this year. As a result, some transportation projects may have to be deferred in order to preserve air quality. Transit and ridesharing solutions can help the region solve this problem. This is a good opportunity for transit agencies to make their push for more funding in order to increase service and get more people out of their cars and onto public transit.

This document is made up of 12 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 person; a list of area park and ride lots cross checked against state and jurisdictional lists; and a comprehensive list of bicycle and pedestrian projects in the

area. In addition, transit highlights from the past year have been identified and are presented in **Tables 2** and **3** located in Section 2.

NVTC hopes you find this year's document to be an informative resource. As always, staff welcomes feedback by phone (703-524-3322); fax (703-524-1756); email (nvtc@nvtcd.org) or through direct links on the NVTC website (www.cns.state.va.us/nvtc).

SECTION 1: THE ROLE OF NVTC

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 2001.

NVTC provides a transportation policy forum for the region, and is charged with allocating approximately \$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	
--2001--	
Kerry Donley, Chairman Christopher Zimmerman, Vice Chairman Elaine McConnell, Secretary-Treasurer	
Arlington County Paul Ferguson Jay Fiset Christopher Zimmerman ^{1,4}	City of Alexandria Kerry J. Donley William D. Euille ²
Fairfax County Sharon Bulova ³ Gerard E. Connolly Katherine K. Hanley ² Dana Kauffman ^{1, 3} Elaine McConnell ³	City of Fairfax Scott Silverthorne
Loudoun County William D. Bogard	City of Falls Church David F. Snyder
Virginia Department of Rail and Public Transportation Leo J. Bevon	
General Assembly Delegate James Almand Delegate Richard H. Black Delegate Roger McClure Senator William Mims Senator Mary Margaret Whipple	
¹ Principal member of Metro Board ² Alternate member of Metro Board ³ Principal member of VRE Board ⁴ Alternate member of VRE Board	

SECTION 2: TRANSIT HIGHLIGHTS

Social and economic factors in the United States have long influenced the use of public transportation. During World War II, public transportation use was high, with ridership peaking in 1946 at 23.4 billion trips nationwide. The post-war period saw a drop in transit use with the development of the interstate highway system and the availability of inexpensive fuel, which led to an increase in suburban development and the prominence of the personal automobile as a mode of transportation. In 1972, just prior to the advent of federal operating assistance, ridership reached a low of 7.3 billion trips.

Since those lean years, growing traffic and environmental concerns have led to a significant turnaround in the public's perception of public transportation. Federal, state and local commitments to improving ridership and increasing public awareness and acceptance of the merits of public transit culminated in a nationwide ridership peak of nine billion trips in 1999, a 40-year high.

The growth trend has continued since 1999. The American Public Transportation Association (APTA) reported that the nation's public transportation systems for the first quarter of fiscal year 2001 experienced a 2.8 percent increase over the same period in 2000. The Washington Metropolitan region continues to surpass the national averages. The APTA quarterly report shows that the Washington Metropolitan Area Transit Authority (WMATA) bus system's ridership increased 6.3 percent compared to the national average of 1.88 percent. WMATA's rail system grew 10.3 percent in ridership compared to the 5.5 percent national growth rate average, and Virginia Railway Express (VRE) grew a staggering 17.6 percent compared to only 4.3 percent nationally.

The following tables show the accomplishments of the area's transit systems in FY01. **Table 2** shows those shared by the entire Northern Virginia region, and **Table 3** includes the achievements of NVTC and its member jurisdictions.

TABLE 2: NVTC HIGHLIGHTS

Highlight	Description
Tech Talk	As part of the 2001 NVTC workprogram, staff has been researching public transit innovations both nationally and globally. Information is gathered on technologies and applications that might improve the transit network in Northern Virginia, if implemented. Brief articles on such innovations are provided through NVTC's publication known as TECH TALK. An electronic version of this is available on NVTC's web page.
VTA Conference	NVTC hosted the Virginia Transit Association's annual conference on June 6-8, 2001 at the Springfield Hilton. The conference boasted its largest attendance to date with participants representing all regions of Virginia. Numerous activities including workshops, meetings, vendor displays and an awards presentation were part of the three-day event. If you are interested in attending the next VTA conference or would like information on VTA, please refer to http://www.vatransit.com .
NVTC Website's Continued Growth	Since its launch in 1999, the website has become an integral way for NVTC to provide information on projects, the region's transportation systems and national transit news. This year the Legislative Issues section was added to provide updates on legislative topics that are pertinent to Northern Virginia transportation. In Summer 2001, the Regional Transportation section was updated with current links and more detailed transit information. For more information, please refer to http://www.cns.state.va.us/nvtc .
Performance Database Completion	In Summer 2001, a comprehensive performance database was organized for local and regional transit systems, including ART, CUE, DASH, Fairfax Connector, VRE, Loudoun County Commuter Service, PRTC and WMATA's Metrobus, Metrorail and MetroAccess.
Route 1 Corridor Bus Study	The Route 1 Corridor Bus Study was completed in May 2001. The study recommended service enhancements and pedestrian and technological improvements along the corridor. The recommendations are now being considered in the Route 1 Corridor Location Study, as well as the WMATA Regional Bus Study.
"Business Talk"	NVTC initiated a series of monthly radio interviews on AM1260 (WRC) "Business Talk" program which began airing in July 2001. Transportation-themed shows feature NVTC commissioners, representing local jurisdictions, discussing current transit issues and promoting public transportation as a viable option.

TABLE 2: NVTC HIGHLIGHTS (continued)

Highlight	Description
Public Service Announcements	In conjunction with Clear Channel radio, NVTC initiated a series of short transportation-oriented P.S.A.'s for periodic broadcast on radio stations throughout the metropolitan region.
Brochure Revision	NVTC began a major revision of its promotional and informational brochure, last completed in the mid 1990s. The revision will highlight upcoming projects as well as ongoing regional transit successes and the history of NVTC and transit in the region.
Regional Code Red Days	NVTC continues to manage a successful regional Code Red project, which offers free bus rides on Code Red days via Fairfax Connector, Metrobus (Northern Virginia only), Alexandria DASH, Arlington Transit, Loudoun Commuter Bus, OmniRide, OmniLink and CUE. During a recent series of Code Red days in June, DASH saw ridership increase over normal levels by 11% the first day, nearly 14% the second day, and over 20% the third day.
"Legislative Updates"	During the General Assembly's 2001 session, NVTC initiated a series of electronically distributed "Legislative Updates" sent at least weekly to NVTC Commissioners, Management Advisory Committee members, transit property managers and other interested persons. The updates provided a synopsis of developments in Richmond, as well as analysis of their significance to NVTC's legislative agenda, which seeks a stable, reliable source of funding for public transportation projects.

Table 3 page 1

Table 3 page 2

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SECTION 3: REGIONAL STUDIES

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. Sponsoring agencies received numerous comments and resolutions, which were due on September 23, 2000. However, issues such as the change in administration and the lack of a permanent FHWA Administrator have prevented a final rule from being issued to date. As a result, the existing TEA-21 regulations remain in effect. FHWA had not released a schedule for the resolution of this issue as of August, 2001 but information will be available via the FHWA web page at www.fhwa.dot.gov once resolved.

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.

Study Costs

In addition to providing information on study areas and project status, **Table 4** also communicates the magnitude of the study efforts in Northern Virginia. Based on the prices available for the 27 studies listed, over \$100 million is being spent in this region for studies and preliminary engineering 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. 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, studies recommending 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 Crystal City/Potomac Yard Corridor Transit Alternatives Analysis at www.route1transit.com. These web sites are often designed to provide users with information on the project and facilitate public participation.

Table 4 page 1

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SECTION 4: RAIL SERVICES

Metrorail

As it celebrates its silver anniversary, marking 25 years in the metropolitan region, the Metrorail system continues to serve as the core of the region's transportation system. Average daily ridership by station in Northern Virginia is shown in **Table 5. Figure 1** compares annual Metrorail ridership for fiscal years 1995 through 2001. Recent highlights include:

- The completion of the originally planned 103-mile Metrorail system with the extension of the Green Line to Branch Avenue. Ridership has exceeded all expectations from the first full day of service on January 16, 2001 with 26,847 trips, well over the 22,000 projected. The next day, 28,715 trips were taken. Ridership on the Green Line continues to grow, with weekday averages exceeding 35,000 at the end of FY01, for a total of four million passenger trips since the stations opened.
- System-wide, Metrorail is setting new ridership records. Metrorail achieved its highest ridership total in its 25-year history, carrying 177,273,000 customers, nearly 14 million more than in fiscal year 2000. This marks the sixth consecutive year of increased ridership for Metrorail.
- On Wednesday, June 27, 2001, 703,281 customers took Metrorail, the third highest ridership day ever. Ridership surpassed 700,000 on a weekday with no special event three times in June, which recorded 12 days in the top 25 of Metrorail ridership.
- In April, 2001, the WMATA Board of Directors approved the initiation of a contract for the development and deployment of the SmarTrip Regional Customer Service Center. This center will process Smartcard transactions and serve as a clearinghouse when local bus systems begin accepting SmarTrip cards (expected by the end of 2002). With over 160,000 SmarTrip cards sold since its introduction in May 2000, and with the awarding of the Metrobus farebox contract in January 2001, integration of SmarTrip into the region's bus network is expected to create seamless travel for regional customers. Additionally, Smartcard Alliance awarded WMATA the Outstanding Smartcard Application Award 2001.
- Approval of the purchase of 192 new railcars initially scheduled to begin service by December 2001. Electronic problems with the cars led to a three-week shutdown of production at the factory in June, 2001. As of August, 2001, the cars had still not been accepted for service.

Table 5

Figure 1

- In June, 2001, Metrorail made permanent a one-year pilot program providing service until 2:00 A.M. Friday and Saturday nights. Metro had initially projected that 7,400 customers would use the service between midnight and 2:00 A.M. Average ridership for the additional two hours has been 10,500 customers.
- Opening of the Vienna/Fairfax/GMU Metro Station parking garage in January, 2001, adding 1,535 spaces for a total of 2,183 spaces at that site.

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, a 23.5-mile transit system of Bus Rapid Transit (BRT) and Metrorail service to serve as a link between the existing 103-mile Metrorail system with service through Tysons Corner to Washington Dulles International Airport and Loudoun County.
- Ballston-MU Station Access Improvement project – Additions include an elevator at the Nature Conservancy building, a pair of elevators at the Qwest building with a connecting passage to the mezzanine and a new western entrance and elevators as part of the Ballston Gateway development.
- Extension of the Blue Line to Largo Town Center in Maryland, projected to open by the end of 2004.

More complete plans for Metrorail system extensions and enhancements are summarized in **Table 6**.

Virginia Railway Express (VRE)

Since 1992, Virginia Railway Express (VRE) has successfully operated two commuter rail service lines (Fredericksburg and Manassas) along approximately 82 miles of track with service to the metropolitan region.

Having recorded nearly 17 million passenger trips during its first nine years of service, the VRE showed unprecedented growth during FY01. Service reports for FY01 show 2.2 million passenger trips, with weekday passenger trips averaging over 9,000 during the first half of the year and skyrocketing to an average of 10,556 for the second half, an increase of 18 percent over the previous year.

More remarkable is that VRE has constantly exceeded all on-time performance parameters. With an on-time performance record of greater than 90 percent, VRE is an industry leader and a known commodity on which commuters have come to rely.

Table 6: Rail Service Enhancements		
Enhancements	Location/Line	Description
Metrorail		
Metrorail system	System wide	Completion of the 103-mile system.
SmarTrip	System wide	160,000 SmarTrip cards have been issued, to date, which accounts for over 60% of regular Metrorail riders.
Bike on Rail	System wide	A six-month trial of expanded hours for bikes aboard Metrorail from 5:30 to 7:00 A.M. and 2:00 to 4:00 P.M. on weekdays, started in May, 2001.
SmartBenefits	System wide	14 private and federal employers participate in SmartBenefits, by which the employers can, using WMATA's website, digitally load monthly transit benefits on SmarTrip cards. The employees can then claim the monthly Metrochek benefits from fare vending machines at any Metrorail station.
RideGuide	System wide	This interactive trip planning feature, accessible via WMATA's website, provides an average of 100,000 itineraries per month.
SmarTrip Customer Service Center	System wide	WMATA contracted with Lockheed Martin IMS to provide customer service support for SmarTrip customers. This service center fulfills internet and mail ordered SmarTrip cards and provides all account information assistance to card users. A new procurement will create a regional service center to accomplish these functions and serve as a regional clearinghouse for SmarTrip transactions.
Virginia Railway Express		
Third Platform	Manassas Line	Preparations for construction of a third platform at the Manassas station have begun. This was initiated to accommodate all train doors at the station platform.
Parking Lot Expansion	Broad Run Station	Expansion of the existing parking lot in Prince William county, which operates at full capacity, started in April 2001. At completion, this parking facility will have a parking capacity in excess of 600 spaces versus 350 today.
Ten Rail Cars	System wide	VRE purchased an additional 10 gallery cars. These gallery cars represent an increase in 50% of seating capacity over the conventional single level coaches.
Train Brain	System wide	VRE launched a web based traveler information system, which provides real-time train arrival, and train location information to passengers, using GPS and cellular technology.

VRE continues to enjoy a tremendous level of customer satisfaction. The 2001 Passenger Opinion survey showed that 91percent of its passengers rated the service to be good or excellent. To ensure this continued growth and link between rider and rail, VRE has set forth vigorous initiatives to keep commuters apprised of train locations and provide pertinent service information. Significant achievements during FY01 included:

- VRE introduced the first of its refurbished Gallery Cars. These cars, which seat 160 passengers each, will bring needed additional seating to the VRE line. When the order is complete in 2002, VRE will own 26 refurbished Gallery Cars.
- Debut of "Train Brain," which integrates its GPS locator system and its Train Information Provider into a web based Java Applet that allows passengers to get up-to-date information on where their train is and when it will arrive.
- Introduction of a pager notification system that will e-mail text pagers and phones with service updates. This is currently in beta testing mode.
- 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 SmartTrip, including the capability to purchase VRE media, add value and utilize Metrochek benefits via a regional clearinghouse. The provision for interoperability with WMATA was secured through the VDRPT.

VRE has also laid the foundation for several critical infrastructure advancements through the VRE Capital Improvements Program, in partnership with the FTA and the VDRPT. Recent highlights include:

- \$12.5 million for enhancements to the A/F Interlocking.
- Partnership with VDOT for erection of low-bridge warning signs, saving hundreds of hours of commuter time and freight traffic delivery.
- Millions of dollars of parking improvements and expansion to sites at Broad Run, Manassas Park and Fredericksburg, among others.

As VRE prepares to celebrate its tenth anniversary, the organization is positioning itself for the future with the unveiling of its Strategic Plan. This plan will become the blueprint for VRE's future. It will provide a detailed plan for maintaining and expanding the commuter rail service for the next five years. VRE will be reviewing the draft version of the Strategic Plan with members of its jurisdiction during the data collection segment of the study. Drafts of the plan will be available to NVTC members in the fourth quarter of 2001.

Additional VRE service enhancement programs are summarized in **Table 6** on the previous page. **Figure 2** compares annual VRE ridership for fiscal years 1995 through 2001.

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 many 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. Virginia, North Carolina, South Carolina and Georgia have joined together to form a four-state coalition to plan, develop and implement the Southeast High Speed Rail corridor (SEHSR).

The federally designated SEHSR is a rail corridor of national significance which will extend the high speed rail service on Amtrak's Northeast Corridor southward to Richmond, Raleigh, Charlotte, Greenville, Spartanburg, Atlanta and Macon, as well as to Columbia, Savannah and Jacksonville. Amtrak currently provides conventional passenger rail service to these cities. In 1992, the U.S. Department of Transportation (USDOT) designated five high-speed rail corridors nationwide including the portion of the SEHSR from Washington, DC through Richmond, VA.

The SEHSR from Washington, DC to Charlotte, NC should be implemented by 2010. Implementation of the remainder of the SEHSR into South Carolina, Georgia and Florida will follow by several years.

Amtrak's new high-speed Acela train began service in the Northeast corridor in December 2000. The new electric trains, engineered by a consortium of Bombardier and Alstom, use tilt technology for a smooth ride up to 150 mph. A typical trip between Washington D.C. and New York City takes two hours and 45 minutes and a typical trip between New York City and Boston takes three hours. In the first six months of service, 130,486 passengers rode the Acela train with a satisfaction rating of 90 percent.

Amtrak has also introduced quiet cars on the Acela and regular weekday trains. By popular demand, quiet cars are a cellular phone-free environment.

Figure 2

SECTION 5: BUS SERVICES

Metrobus

Besides offering a number of primarily interjurisdictional routes, Metrobus serves as an essential and effective feeder service to the rail lines. In FY01, Metrobus ridership throughout the Washington metropolitan area increased five percent to 146,000,000 or approximately seven million more passengers compared to FY00. That marks the second highest ridership ever for Metrobus and its fourth consecutive year of ridership increases. Metrobus is now the fifth most traveled bus system in the country. Other noteworthy Metrobus improvements and projects include:

- The signing of a major business initiative with Cubic Transportation Systems for the installation of a new state-of-the-art Bus Farebox System for its entire fleet of Metrobuses by the end of calendar 2002. The new fareboxes will have the ability to accept SmarTrip cards, which are currently available to customers utilizing the Metrorail system. The new fareboxes will replace aging fareboxes which are difficult to maintain, give Metro more accurate and timely ridership and revenue data, and in the near future, allow customers to travel throughout the metropolitan Washington area utilizing a single fare medium.
- The WMATA board awarded a contract for 100 Compressed Natural Gas (CNG) buses to begin service between December 2001 and January 2002. The board also approved a contract for design, construction, operation and maintenance of a CNG fueling facility at the Bladensburg Metrobus garage.
- A one-year demonstration project providing reverse commute bus service for the Dulles Corridor originating at the L'Enfant Metrorail station.
- Work began on the Pentagon Renovation Program to upgrade security at the Pentagon Metro entrance. Pentagon Metro is the most highly trafficked stop in Northern Virginia, with over 34,000 riders daily. Design and construction of the new bus facility began in Spring, 2001. It is expected to be complete and operational in November, 2001.
- The Regional Bus Study to explore the efficiency of WMATA's current bus service is in progress. The second round of stakeholder discussions was completed in Summer 2001, during which the comprehensive operational analysis and a future markets analysis were discussed. Both the on-board and telephone surveys of non-riders have also been completed. Public meetings are planned for Fall 2001 and the final report is scheduled to be complete in February 2002.

- The Springfield Circulator bus (TAGS or Transportation Association of Greater Springfield), introduced in 1999 as part of the Springfield Interchange congestion mitigation effort, saw a ridership increase in its second year of service from approximately 200 riders per day to between 300 and 400 riders per day. The 2000 holiday season “Shopper’s Shuttle” carried approximately 200 to 300 riders each weekend. In addition, an agreement has been reached with Metro Park, LLC, which will contribute \$110,000 per year to offset the cost of a dedicated TAGS bus service extension to Metro Park.
- Fourteen strategic rush hour buses were added to minimize lost trips, bringing the total number to 25. The rush hour strategic program will remain as currently structured until the fleet size is increased. An off-peak strategic bus pilot program was introduced in April and May 2001, adding nine midday and six weekend buses to minimize lost trips and customer inconvenience. The off-peak program continued through the end of June, 2001. Specific recommendations for a permanent program will be presented to the Operations Committee in Fall, 2001.

The following projects are also ongoing in Virginia:

- Shirlington Metrobus Station Project – An off-street bus transfer center will be constructed as well as a climate-controlled waiting area for the 424 daily buses and 1,000 passengers currently using the unimproved transfer to the WETA building.
- Clarendon Canopy and Metro Park Improvement Project – Entails a community design process for a new canopy and a rehabilitation and improvement of the Metro Park.
- Crystal City Canopy project – Will provide a unique canopy design in conjunction with a reconstruction and expansion of the bus station at the Metro entrance.

Table 7 and Figure 3 track highest average daily and annual ridership trends for Northern Virginia Metrobus routes.

Table 7

Figure 3

Local Bus Systems

In addition to Metro bus, any local jurisdictions also provide bus service. The following are some of their noteworthy achievements for FY01:

- ART (Arlington Transit) – Effective July 2, 2001, ART began providing supplemental service to existing Metrobus service, providing more frequent bus service between the Ballston Metrorail station and the Arlington Hospital area. Discounts include free rides for hospital employees and reduced fares with Metrorail transfers. These neighborhood circulator buses are CNG powered.
- CUE Bus (city of Fairfax) – In July 2001, the city of Fairfax introduced NextBus, a passenger information system that provides real-time bus arrival information to riders. Information is provided via signs installed at CUE bus stops, at the Vienna/Fairfax-GMU Metrorail station and over the wired and wireless web. The city of Fairfax is the first community in Virginia to provide this service to customers. Delaware's DART service and Fairfax CUE are the only transit agencies on the East coast currently using this technology, although Arlington expects to implement its NextBus pilot project soon.
- DASH (city of Alexandria) – The Alexandria Transit Company (ATC), in partnership with the Alexandria Convention and Visitors Association (ACVA), debuted the *Dash About*, a free weekend shuttle bus service. The shuttle will operate Fridays through Sundays in Old Town Alexandria beginning May 25 through December 31, 2001. The buses are distinctively “wrapped” with a mural to capture the ambiance, character, and history of Old Town, comfortably seat 37 passengers and will connect Alexandria to other Metrorail stations throughout the region.
- Fairfax Connector – Ridership increased on the Fairfax Connector in FY01, up approximately eight percent from 5.6 million in FY00 to 6.1 million. In addition, the county acquired the Herndon Operations Center as well as replacing 39 buses and restoring 10.
- Loudoun County Office of Transportation Services – In September, 2000, Loudoun County Commuter Bus Service expanded from 10 to 11 buses, making four pickups in Loudoun County and with over 20 drop-off destinations in the Washington Metropolitan Area. In June, 2001, Loudoun County combined two park and ride lots in Leesburg into one stop at the Kohl's Department Store. In addition, the county's first VDOT park and ride lot opened in Eastern Loudoun in August 2001. Called the Dulles North Transit Center, it features 750 commuter parking spaces and is served by the Loudoun County Commuter Bus.
- PRTC – Average daily ridership has grown at an unprecedented rate for the commuter bus service (OmniRide) and the local bus service (OmniLink), increasing 20 percent and 50 percent, respectively, last year. It now stands at

5,400. Continued growth is expected, particularly as the allowable Metrochek subsidy increases to \$100/month in January 2002 (a mandatory benefit for federal workers, who comprise 50 percent of OmniRide riders) and fleet modernization efforts continue. OmniLink expanded its weekday service hours in July 2000 and saw a subsequent 69 percent increase in average ridership in FY01. On November 17, 2000, PRTC also celebrated the arrival of 13 new OmniRide commuter buses featuring high-back reclining seats with ample legroom, individual reading lights and luggage racks. The buses also feature a "kneeling" capability so that the front end lowers to reduce step height, providing easier access for customers who have difficulty climbing steps.

Major bus service expansions and enhancements planned for Northern Virginia are summarized in **Table 8**. **Table 9** provides system descriptions, contact names and telephone numbers. Ridership for local bus systems between fiscal 1994 (when available) and FY01 is shown in **Figures 4-10**. For data on transit ridership and system performance, see **Table 10**.

Dulles Corridor Transit Plans

The Virginia Department of Rail and Public Transportation, in cooperation with the Federal Transit Administration and the Washington Metropolitan Area Transit Authority, is working to implement rapid transit improvements in the Dulles Corridor. The proposed rapid transit system would begin with a Bus Rapid Transit (BRT) system operating in the reserved lanes of the Dulles Airport Access Road (DAAR) between the Metrorail Orange Line in Fairfax County and Route 772 in Loudoun County.

As the rail extension is completed, it would replace the BRT system in two major phases. The first phase extends the Metrorail system to Tysons Corner and the second phase completes the extension to Dulles International Airport and eastern Loudoun County. The BRT system will include several median stations in the DAAR; many of these stations will be designed to convert to Metrorail use as the project progresses. Collectively, these transit improvements in the corridor are known as the Dulles Corridor Rapid Transit Project.

The initiation of the Dulles Corridor Rapid Transit Project follows the completion of the Dulles Corridor Transportation Study in 1997 and the Supplement to the Dulles Corridor Transportation Study in 1999. These studies recommended implementation of transit in the Dulles Corridor through a phased investment program beginning with improved express bus service and culminating in a Metrorail extension.

New Fairfax Connector express bus service began operating in the Dulles Corridor in 1999. Several new routes were added and express service to the West Falls Church Metrorail station and Tysons Corner was increased. Total ridership has increased over 60 percent, and over 10,000 passengers are now using the service each day. The Dulles Corridor is also served by Loudoun County's Commuter Bus service and Dulles International Airport's Washington Flyer service.

Table 8

Table 9

Table 10

Figure 4

Figure 5

Figure 6

Figure 7

Figure 8

Figure 9

Figure 10

The express bus service now operating in the Dulles Corridor will be enhanced further during 2001 and early 2002 with the opening of the Dulles North Transit Center in Loudoun County (near the Route 606/Dulles Greenway interchange), new bus-only exit/entry ramps between the Dulles Airport Access Road and the Dulles Toll Road, and use of the new Dulles Connector Road bus-only shoulder lane. Fairfax Connector and Loudoun County will also be adding new routes and adjusting current schedules to meet the increasing demand for transit in the corridor.

Preliminary engineering and environmental review of the Dulles Corridor Rapid Transit Project began in June 2000. Various rapid transit alternatives are being considered for the Dulles Corridor: BRT, a BRT/Metrorail combination and a Metrorail extension. Each alternative would extend approximately 24 miles from Metrorail's Orange Line (between the East and West Falls Church stations) to Route 772 in Loudoun County. These alternatives would also serve Tysons Corner and Washington Dulles International Airport.

Public and agency Scoping Meetings were held in July 2000 to identify areas of concern and issues that should be evaluated during the preliminary engineering process. A number of different ways to implement BRT or Metrorail are being investigated, as well as options for stations, parking lots, a bus maintenance garage and a rail yard. Additional public meetings were held in January 2001 to review the initial set of rapid transit alternatives and to identify the options that would be carried forward for further consideration. These options will be analyzed to determine their ridership, costs and operational characteristics. The most effective alternatives will be evaluated in detail in the project's environmental impact statement. Publication of the Draft Environmental Impact Statement, which will contain information about the project's proposed financial plan and an updated implementation schedule, is expected in late 2001.

Additional information about the Dulles Corridor Rapid Transit Project is available at www.dullestransit.com.

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 11**.

Table 11

Vanpools

A large number of commuters also enter the core in vanpools. Besides the commercially operated vanpools listed in **Table 11**, many commuters have formed their own. MWCOG defines vanpools as vans with eight or more passengers and use a factor of 12 when calculating total passengers. The following **Table 12** illustrates the current commuting trends associated with vanpools in Northern Virginia. As you can see, Northern Virginia has as many or more vanpool riders than the region as a whole on all corridors, except US 1 crossing the Beltway. VA-267, the Dulles Toll Road, has the highest percentage of vanpool traffic of any of the corridors, with 3.6 percent of the commuters crossing the Beltway in a vanpool and 3.4 percent crossing into the core in a vanpool.

<u>Table 12: Vanpool Mode Splits in Selected Northern Virginia Commuting Corridors</u>		
<u>(As a percentage of total commuters)</u>		
Inbound traffic 6:30 A.M. to 9:30 A.M.		
	1999 Draft Core Cordon Count	1998 Beltway Cordon Count
I-66	1.9%	1.8%
I95/I395	2.6% (Combined)	3.2%
US 1		0.3%
VA 267	3.4%	3.6%
Northern Virginia	2.0%	2.1%
Washington Metro Area	2.0%	1.7%
Source: MWCOG 1999 Draft Core Cordon Count, MWCOG 1998 Beltway Cordon Count		

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SECTION 6: PARATRANSIT SERVICES

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:

1. 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
2. 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
3. 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 of 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. The city of Alexandria and Arlington and Fairfax counties 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, which has a 473 square mile service area. Participation is by application to the city of Alexandria. Service is provided by taxi and van companies that 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. This service is available from 5:30 a.m. until midnight seven days a week with customer fares at \$2 per trip. Arlington residents currently certified as 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. The participant arranges rides by contacting the transportation company directly. The average passenger fare is \$1.

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. Low-income, disabled and elderly residents of Fairfax County and the cities of Fairfax and Falls Church may use this bus or cab service. Certification by resident's agency is required

before scheduling a trip. Many FASTRAN riders do not pay a fare for the service. Dial-A-Ride users pay \$1 to \$3, dependent upon the length of the trip.

LCTA

Loudoun County Transportation Association provides door-to-door service, including paratransit, 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.

Paratransit Services

Table 13 compares information for core carriers and local paratransit service providers in the region.

Table 13: Comparison of Northern Virginia Paratransit Services for FY2001					
	MetroAccess*	Fairfax County Fastran	Alexandria DOT	Arlington STAR	City of Fairfax, City Wheels
Operational Information:					
Trips Completed	554,964	545,583	52,385	56,238	1,846
Hours Operated	426,790	199,921	24,447	N/A	n/a
Revenue Hours	357,000	138,807	17,233	54,085	n/a
Revenue Miles	5,569,594	1,868,095	231,033	811,271	n/a
Service Area Size	1,500	399	473	24	6

*Includes Maryland, the District of Columbia and Virginia.

Table 14 provides contacts for the various jurisdictions in Northern Virginia.

Table 14: Paratransit Contacts		
Paratransit Service Provider	Contact	Phone
WMATA MetroAccess	Glenn Millis	(202) 962-1631
Fairfax County Fastran	Steve Yaffe	(703) 324-7075
Alexandria DOT	Lakeshia Lewis	(703) 838-3800
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) 248-5005
Loudoun Transit (LCTA)	Mark McGregor	(703) 777-2708

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SECTION 7: HOV LANES

High Occupancy Vehicle (HOV) lanes have become an integral part of the Washington Metropolitan region's transit system. The program restricts certain highway lanes to exclusive use by multi-occupant vehicles at peak travel times to encourage carpooling, vanpooling and transit bus ridership. The HOV lanes usually move at speeds approaching the speed limit, while the parallel Low Occupancy Vehicle (LOV) lanes move at slower speeds due to congestion.

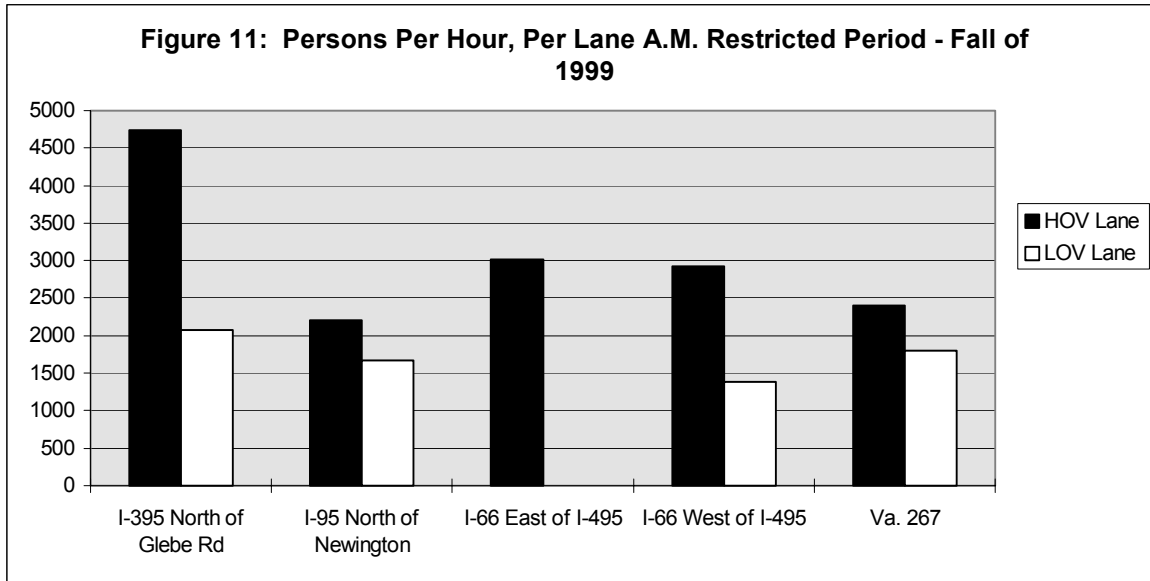
The bus-only lanes that opened on the Shirley Highway in 1969 were the first HOV lanes in the country.¹ These lanes were then opened up to high occupancy private automobiles to promote more efficient fuel use in 1973. Construction of HOV lanes throughout the country progressed slowly in the 1970s and then began to pick-up in the mid-1980s to early 1990s. Today, due to growing concerns about the impact of motor vehicles on the environment, HOV lanes have become a popular way to add highway capacity without damaging air quality.

Northern Virginia boasts one of the country's most successful 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; VA 267 (Dulles Toll Road), which has a new concurrent-flow HOV lane; and on Route 1 and the George Washington Parkway through Old Town, Alexandria. These HOV lanes play a crucial role in the region's transportation system.

HOV Performance

HOV is working well in the Northern Virginia region. According to the 1999 MWCOG HOV study, the HOV lanes on I-66, VA 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.

¹ Source: *TR News*. Transportation Research Board, National Research Council. Number 214: May-June 2001.



Note: Only HOV information is available for I-66, east of I-495 because the facility is HOV-only during the peak period. Due to a change in the MWCOG data collection schedule, there is no data for 2000 at the time of printing.

The MWCOG 1999 Draft Metro Core Cordon Count shows that in Northern Virginia 28 percent of persons traveling during the morning peak period use HOV and vanpools to cross the core cordon on all corridors. **Table 15** shows the mode shares for selected HOV corridors in Virginia based on the MWCOG 1998 Beltway Cordon Count and the 1999 Draft Metro Core Cordon Count.

Table 15: Mode Shares for Selected Northern Virginia Corridors			
1999 Draft Core Cordon Count Mode Shares			
6:30-9:30AM Inbound Traffic			
	I-95/395 and US 1	I-66	
Total Transit	33.4%	61.1%	
SOV	35.8%	7.4%	
Total Ridesharing	30.7%	31.5%	
Total Passengers	72,720	44,284	
1998 Beltway Cordon Count Mode Shares			
6:30-9:30AM Inbound Traffic			
	I-95/395	I-66	VA 267
Total Transit	21.4%	56.2%	14.2%
SOV	36.1%	6.8%	56.6%
Total Ridesharing	42.5%	36.9%	29.2%
Total Passengers	42,203	22,587	9,954

Table 16 details the existing segments of HOV lanes and the most recent traffic counts available for each of the HOV corridors. Traffic counts for the parallel LOV lanes are also provided. The HOV lanes are performing as designed, by providing a benefit (reduced travel time) for making what may be considered to be a sacrifice (sharing a vehicle). If the HOV lanes were congested, the benefits 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 time savings is about one half-hour on I-66 and I-95/395, and about 20 minutes on VA 267.

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. On I-66, however, single occupancy drivers traveling to Dulles Airport are allowed by law 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 Airport traffic on I-66 inside the Beltway.

Slugging²

Slugging, or dynamic ridesharing, is a phenomenon seen on HOV lanes with a restriction of three or more passengers; in the Northern Virginia area it occurs on I-95/I-395. Slugging refers to LOV drivers who stop to pick up passengers in order to travel legally in the HOV lanes. A “slug” is an individual who accepts a ride, while “body snatcher” refers to the driver seeking passengers. The practice originated spontaneously as drivers would stop at a bus stop and ask if anyone needed a ride downtown or to the

² Source: *TR News*. Transportation Research Board, National Research Council. Number 214: May-June 2001.

Table 16

Table 17

Table 18

Pentagon, thus qualifying the vehicle for travel in the HOV lanes. Now informal locations exist for slugging commuters to wait for the bodysnatching drivers.

Slugging works on facilities with occupancy requirements of three or more because it provides a cushion of safety for the slugs. Slugs often travel in pairs so that they do not have to travel alone with a stranger. They also do not accept a ride that would leave another slug waiting alone.

According to data collected for VDOT for the I-95/395 corridor in 1998³:

- Approximately 900 persons used slugging in their morning commute, but used the bus to return home.
- Approximately 2,200 persons used slugging for both their morning and afternoon commutes.
- Slugs and bodysnatchers made up about 20 percent of the HOV traffic during the morning peak period.

There are two web sites that provide information on slugging in the area: <http://www.slugvirginia.com/> and <http://www.slug-line.com/>.

I-395 HOV Interchange Study

BMI recently completed the Study of Additional High Occupancy Vehicle Interchanges on I-395 for the Metropolitan Washington Council of Governments and the Virginia Department of Transportation. This study was undertaken to refine the Northern Virginia 2020 Transportation Plan's requirement for additional interchanges providing egress from the I-395 HOV lanes in the AM period.

HOV demand estimation was based on existing vehicle count and occupancy data at the northbound I-395 exit ramps to the Duke Street, Seminary Road, King Street and Shirlington interchanges; geocoded addresses of vehicles observed exiting the northbound interchange exit ramps; recent speed and travel time data for the corridor; and MWCOG mode choice model forecast data. The study evaluated several build alternatives, including transit opportunities for each scenario. The build alternatives were:

- A new fly-over or slip ramp south of Duke Street
- A new HOV exit ramp at Seminary Road

³ Source: *TR News*. Transportation Research Board, National Research Council. Number 214: May-June 2001.

- A new HOV exit ramp at King Street
- A new HOV exit ramp at Shirlington
- A combination of a new ramp at King Street and a new flyover ramp.

The Study of Additional High Occupancy Vehicle Interchanges on I-395 produced several conclusions, including:

- All of the build alternatives can be expected to increase ridesharing to these I-395 Interchanges, with automobile occupancies increasing eight to 12 percent.
- The HOV person trip demand estimates could increase significantly with bus person trips added, on the order of 50 – 100 percent.
- The Flyover/King Street combination performs slightly better than the Seminary Road alternative, but the incremental cost is \$5.7 million higher.
- The Flyover alternative outperformed all alternatives (not including the combination) besides the Shirlington alternative, but it is the most costly.
- For the relative cost, the Seminary Road alternative would induce the most HOV demand in the corridor with levels of use by persons going to the other interchange areas that approach a direct connection at those locations.

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

Table 19: HOV Contacts		
Subject	Agency	Contact
HOV Violations	Virginia State Police	Brian Gubesch (703) 323-4524
Local HOV Lanes and Occupancy	VDOT	Valerie Pardo (703) 383-2227
Smart Tag	VDOT	Miriam Daughtery (804) 786-3758

SECTION 8: PARK AND RIDE LOTS

Park and ride lots are an essential part of the transportation system. They allow commuters to make the majority of their trip on transit or as part of a carpool or vanpool. According to an August 5, 2001 Washington Post Article, Virginia has spent over \$8 million dollars expanding or building park and ride lots in Northern Virginia from February 2000 until August 2001. Some of this money is part of funding for congestion mitigation efforts for major highway construction projects such as the Springfield Interchange. The Springfield Interchange Congestion Management Program (CMP) calls for 1,200 new spaces over the next few years, while the Woodrow Wilson Bridge CMP calls for 1,530 new spaces. When combined with increased transit options and carpool and vanpool incentives, park and ride lots can be useful congestion mitigation tools.

Rail Park and Ride Lots

Table 20 on page 66 gives information on the transit park and ride lots in NVTC's jurisdictions. These lots are intended for use by commuters who park and ride VRE or Metrorail. The WMATA park and ride lots have 13,392 spaces in six lots (including the VRE-shared Franconia-Springfield lot and excluding short-term spaces) and the VRE-only lots have 4,825 spaces in 13 lots.

NVTC Park and Ride Lot Survey

NVTC performs a continuing survey of bicycle, pedestrian and transit access to the park and ride lots in its jurisdictions. These lots can be used to park and ride transit (where available) or as carpool and vanpool staging areas. The survey is performed on a triennial cycle, thus each lot is reviewed every three years. Factors that are taken into account are broken into four categories: the number and quality of bicycle racks, lockers and trails; the availability and condition of sidewalks and crosswalks; the quantity and visibility of signage; and the presence of bus shelters and benches.

Each of the four categories has two main criteria. Each of these criteria is broken down into four levels of service. Each of the two main criteria will be ranked according to their level of service (0-3). Each category can receive a maximum score of six (excellent) and a minimum of zero (poor). The criteria are listed below.

1. Pedestrian access

- 3 - Sidewalks from every direction in good repair
 - 2 - Sidewalks from all necessary directions or walkable land
 - 1 - Sidewalks in every direction but not in good repair or sidewalks from only one direction and no walkable land
 - 0 - No sidewalks and no walkable land
-
- 3 - Adjacent streets with crosswalk and signal
 - 2 - Adjacent streets with crosswalk
 - 1 - Adjacent streets with no crosswalk but safe crossing is possible.
 - 0 - Safe crossing is difficult due to busy street and no crosswalk close by

2. Bicycle Facilities

- 3 - Trail within 1/4 mile of the lot
 - 2 - On-street signed/stripped lane
 - 1 - No signs or stripes but shoulder wide enough to accommodate bicycles.
 - 0 - No bicycle access
-
- 3 - Lockers/covered racks available and in good condition
 - 2 - Racks available and in good condition
 - 1 - Lockers/racks available but not well maintained
 - 0 - No racks or lockers

3. Signage

- 3 - Several easily seen signs on adjacent streets in each direction
 - 2 - Several signs in each directions, but difficult to see
 - 1 - Signs only from one direction
 - 0 - No signs on adjacent streets
-
- 3 - Large, easily seen sign at the lot and clearly marked park and ride spaces
 - 2 - Easily seen sign at the lot, but it is unclear which spaces are reserved for park and ride
 - 1 - Small, hard to see sign at lot and it is unclear which spaces are reserved for park and ride
 - 0 - No signs indicating the park and ride lot.

4. Bus Access

- 3 - Large bus shelter with signs providing route, provider, and schedule information
 - 2 - Bus bench with signs indicating provider and routes
 - 1 - Bus stop with signs indicating provider and routes
 - 0 - No stop/signs
-
- 3 - Service
 - 0 - No service

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.



Example of pedestrian access at the Fairfax County Government Center.



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



Bus shelters at the Herndon-Monroe park and ride lot.

TABLE 20: WMATA AND VRE PARK AND RIDE LOTS

Name	Location	Number of Spaces, Cost
WMATA Lots		
Dunn Loring-Merrifield	Median of I-66 at Gallows Rd.	1,319 all day, \$2.25. 36 short-term.
East Falls Church	Median of I-66 at N. Sycamore St.	422 all day, \$2.25. 20 short-term.
Franconia-Springfield (also VRE station)	Franconia-Springfield Parkway at Frontier Dr.	3,856 all day; \$2.25 117 short-term.
Huntington	Huntington Ave. at Fenwick Dr. Kings Highway, north of Fort Dr.	3,090 all day, \$2.25. 32 short-term.
Vienna/Fairfax-GMU	Median of I-66 at Nutley St.	5,949 all day, \$2.25. 71 short-term. 17 spaces metered for 7-hr. max. @ 25 cents per hr. Parking available from 8:30 a.m. to 2 a.m.
West Falls Church-VT/UVA	Median of I-66 at Leesburg Pike	1,062 all day, \$2.25. 53 short-term. 68 spaces on access road metered for 12-hr. max. @ 25 cents per 90 min.
VRE Lots		
Backlick Road Station	6900 Hechinger Drive Springfield, Virginia	220 free spaces. Overnight parking is permitted.
Broad Run/Airport Station	10637 Piper Lane Manassas, Virginia	300 free spaces. Overnight parking is permitted.
Brooke Station	1721 Brooke Rd. Stafford, Virginia	300 free spaces. Overnight parking is permitted.
Burke Center Station	5671 Roberts Pkwy. Burke, Virginia	550 free spaces. Overnight parking is permitted.
Franconia-Springfield (also Metro station)	Franconia-Springfield Parkway at Frontier Dr.	3,856 all day; \$2.25 117 short-term. Transfers for buses to and from the station are free with a valid VRE ticket.

TABLE 20: WMATA AND VRE PARK AND RIDE LOTS, cont'd.

Name	Location	Number of Spaces, Cost
VRE Lots cont'd		
Fredericksburg Station	200 Lafayette Blvd. Fredericksburg, Virginia	450 free spaces for any VRE rider and 100 free spaces for Fredericksburg city residents only. Overnight parking is permitted in all lots, with the exception of lots A and E.
Leeland Road Station	275 Leeland Rd. Falmouth, Virginia	652 free spaces. Overnight parking is permitted.
Lorton Station	8990 Potomac Bend Blvd. Lorton, Virginia	200 free spaces. Overnight parking is permitted.
Manassas Station	9451 West St. Manassas, Virginia	348 free spaces. All cars parked in Manassas lots must display a valid permit to park in Manassas City Lots. Overnight parking is permitted.
Manassas Park Station	5671 Roberts Pkwy. Burke, Virginia	300 free spaces. Manassas Park residents have reserved parking in the front two rows of the parking lot. Overnight parking is permitted.
Quantico Station	550 Railroad Ave. Quantico, Virginia	217 free spaces. Overnight parking is permitted.
Rippon Station	15511 Farm Creek Dr. Woodbridge, Virginia	300 free spaces. Overnight parking is permitted.
Rolling Road Station	9016 Burke Rd. Burke, Virginia	400 free spaces. Overnight parking is permitted.
Woodbridge Station	1040 Express Way Woodbridge, Virginia	588 free parking spaces are available to all VRE passengers from 5:15am-9:30pm Monday through Friday. Overnight parking is permitted. However, please note that it may take up to 2 hours to retrieve your car between the hours of 9:30pm and 5:15am.

Table 21 shows the results of the NVTC Park and Ride Lot survey. There are 9,537 spaces in NVTC's jurisdictions in 43 lots. Twenty-three percent of the lots have bike racks or lockers and 30 percent have either good or excellent bicycle access. Forty-four percent of the lots have either good or excellent pedestrian access according to the NVTC survey. Seventy-four percent of the lots have bus service and 35 percent have shelters and/or benches. According to the survey, 47 percent of the lots have good or excellent signage.

Table 22 provides information on park and ride lots located outside of NVTC's jurisdictions. There are 12,811 spaces in 47 lots located in Northern Virginia outside NVTC's jurisdictions.

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Table 22 page 1

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SECTION 9: PEDESTRIAN AND BICYCLE FACILITIES

Often, in planning, bicycle and pedestrian facilities are regarded as amenities rather than integral parts of the transportation system. Slowly, however, this view is changing. The National Capital Region Transportation Planning Board's 1998 Vision Plan listed "increase[d]...ridesharing, bicycling and walking mode shares" and "convenient bicycle and pedestrian access" as objectives for the region's planning process. The environmental and health benefits of bicycling have led to planning and community support of multi-modal transportation options. In fact, in May of 2001, the Washington Area Bicyclist Association (WABA) announced that if each resident of an American community of 100,000 replaced a car trip with a bike trip just once a month, it would cut carbon dioxide emissions by 3,764 tons of per year.

Virginia law does not require bicycle accommodations and prohibits localities from enacting zoning ordinances that do. Decisions on construction of sidewalks and bicycle trails are generally made by local jurisdictions. Increasingly, VDOT is integrating these facilities into project designs, and many local offices provide bicycle accommodations, such as indoor parking cages, on-site showers and clothing lockers. WMATA also facilitates biking by providing bike racks and lockers at Metrorail stations and allowing bikes onboard the trains.

The following are two regional projects helping the development of bicycle and pedestrian use in the region:

- VDOT is currently conducting the Northern Virginia Regional Bikeway and Trail Network Study. The purpose of this project is to develop a regional plan for a bicycle and trail network in Northern Virginia based on the existing jurisdictional plans, including Fairfax County, Loudoun County, Prince William County, Arlington County, and the cities of Alexandria, Falls Church and Fairfax. This regional network will connect the gaps between existing trails in Northern Virginia and include both on-road bicycle facilities such as paved shoulders and bike lanes, as well as off-road multi-use trails. Citizen output is critical in the successful completion of this initiative. More information on this project can be obtained at <http://www.fhiplan.com/novabike>.
- The Washington Area Bicyclist Association (WABA) has developed the Commuter Assistance Program to aid bicycle commuters. This is an online database of volunteer mentors available to provide detailed information on safe bike routes in a given area. By entering starting and stopping destination zip codes, the system will find the available mentor's e-mail contact information.

A detailed summary of bicycle and pedestrian projects is provided on **Table 23**. Additional information on bike projects in the Washington metropolitan area may be obtained on the following web sites:

Arlington County: <http://www.commuterpage.com/Bike.htm>

Fairfax County: <http://www.co.fairfax.va.us/comm/trans/bikes.htm>

MWCOG: <http://www.mwcoq.org/commuter/Bdy-Bicycle.html>

VDOT: http://www.vdot.state.va.us/info/vabiking/bike_home.html

Washington Area Bicyclist Association (WABA): <http://www.waba.org>

Washington Metropolitan Area Transit Authority: <http://www.wmata.com>

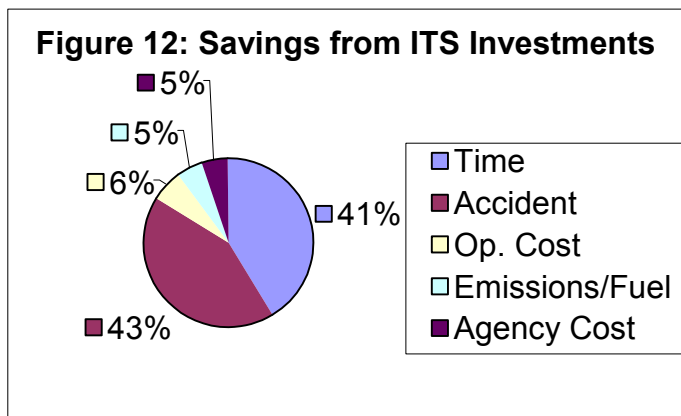
Table 23

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SECTION 10: INTELLIGENT TRANSPORTATION SYSTEMS

New technologies are available 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. ITS investments are becoming the solution of choice to civil engineers and urban transportation planners alike as they attempt to address congestion.

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 multi-modal technology system that spans transit, tolls, parking, highway traveler information systems and emergency and safety management systems. This is the vision that is mandated by the National ITS Architecture framework, which defines the key functions and data that must be exchanged between ITS subsystems.



A market analysis of national ITS investments conducted for ITS America⁴ and USDOT found significant **savings** from the deployment of basic metropolitan ITS infrastructure from 1996-2015, as **Figure 12** illustrates.

During the last year, the Washington metropolitan area reached several milestones in the transit ITS arena. The following is a brief description of these efforts:

- Since launching its SmarTrip card program in May, 1999, WMATA has sold over 160,000 SmarTrip cards. Over 60% of WMATA's regular Metrorail riders now use a SmarTrip card for fare payment. This permanent, rechargeable fare payment card can be used on Metrorail as well as at WMATA operated parking facilities. Since riders are given the choice of registering this card with WMATA's customer service center, if lost or stolen the card can be disabled and a new card issued to the owner.
- WMATA awarded the contract for the **replacement of existing fareboxes** on board its bus fleet. The contract awarded to CTS/GFI will be to retrofit WMATA's

⁴ *Transportation Planning and ITS: Putting the Pieces Together*, USDOT/FTA.

existing bus fareboxes with SmarTrip card enabled integrated fareboxes. Once complete, riders will be able to use their SmarTrip card on board Metrobuses and Metrorail, as well as at all parking facilities operated by WMATA. WMATA anticipates that these fareboxes will be fully operational on its entire bus fleet by June , 2003.

- In Spring, 2001, VDRPT announced a \$5 million commitment to integrate Northern Virginia's transit fare collection systems. NVTC is serving as the contracting agency for procuring SmarTrip compatible fareboxes for local bus systems in Northern Virginia as part of this effort. Arlington Transit, CUE, DASH and the Fairfax Connector, as well as PRTC's OmniRide and OmniLink buses will be retrofitted with the SmarTrip enabled integrated fareboxes. NVTC anticipates that these fareboxes will be fully operational on all the local buses by the end of 2002.
- By December, 2000, 14 private and federal employers were participating in **SmartBenefits**, by which employers can, using WMATA's website, digitally load monthly transit benefits on SmarTrip cards and accomplish other administrative tasks. The employees can claim these monthly Metrochek benefits from fare vending machines at any Metrorail station.
- WMATA contracted with Lockheed Martin IMS in January, 2000, to provide a **customer service center** for SmarTrip customers. This service center fulfills internet and mail ordered SmarTrip cards and provides all account information assistance to card users.
- WMATA initiated procurement for development and deployment of an expanded Regional Service Center, which will serve as a clearinghouse for SmarTrip transactions as well as expanding the point of sale network, processing card orders and developing partnership relationships. The Regional Service Center will perform these tasks for all transit agencies in the region using the SmarTrip card as a fare medium on their systems. WMATA anticipates this center to be fully operational by 2003.
- The **SmartBike initiative**, which is under development, would provide shared, public-use bicycles at select locations for people to use as transport around that area. **SmartCar** facilitates the sharing of a private vehicle and is similar to car rental. The difference is that an individual can use the carsharing vehicle for as little as one hour and the cars are located in the communities, rather than at a central car rental location to which one would need to drive. The ITS component of this initiative is the exploration of the potential relationship between these projects and WMATA's SmarTrip fare collection system, that is, use of the SmarTrip card for payment of charges for use of the SmartBikes and SmartCars.
- NVTC managed an **Electronic Payments Partnership study** designed to provide a vision of how the Washington Metropolitan region could integrate

Smartcards used for payment of transit fares, tolls and parking. The study was funded by VDOT and performed by Volpe Center and Multisystems, Inc., both of Cambridge, Massachusetts. The results will be useful as NVTC and its jurisdictions proceed with such projects as the integrated farebox and VRE fare vending machine procurements.

- VRE launched a web based traveler information system, **Train Brain**, which provides real-time train arrival and location information to passengers, using GPS and cellular technology. This information can be accessed through web-enabled phones as well as over the Internet.
- **VDOT** has developed a unique website – www.HOVcalculator.com – which enables commuters to calculate how much time they will save by sharing a ride. The website was developed at a cost of \$25,000 as part of a larger marketing campaign to encourage greater use of the HOV/carpooling highway infrastructure in Northern Virginia. Commuters who participated in a VDOT focus group last year indicated that they would be more inclined to utilize the HOV/carpooling facilities if they had pre-trip knowledge of the time-savings they would gain from such a commuting choice. By entering the origin and destination of their trip as well as typical commute times, commuters can learn the benefits of carpooling before leaving their home.
- City of Fairfax CUE Bus NextBus Arrival System – In July, 2001, **CUE BUS** began the operation of advanced passenger information devices which use satellite and wireless technology to provide arrival information of its buses at bus stops. This traveler information system, which cost the city of Fairfax \$160,000, has been designed by NextBus Information Systems of San Francisco, California. Using an algorithm and latitude and longitudinal information, remote computers calculate the arrival times of subsequent buses. This information is displayed on electronic boards similar to the passenger information devices found at Metrorail stations. These electronic message boards will be placed at six high volume bus stop locations along CUE's service routes.

Transportation Technology Recommendations for the Dulles Corridor Rapid Transit Project

The Dulles Corridor has experienced rapid growth in employment and housing over the past decade. As a result, this corridor has simultaneously experienced a significant rise in traffic congestion. The Dulles Corridor Rapid Transit System is the region's concerted and comprehensive transportation solution to address the congestion problem along this corridor.

The four-phased implementation plan for this transit-focused solution utilizes the latest technology to provide a rapid, efficient and convenient transportation mode for employees in this corridor.

The corridor currently provides Express Bus Service with fast, convenient and frequent service with connections to area Park and Ride Lots, as well as the area's high density employment centers. This Express Bus service was enhanced in early 2001 with a 78% increase in buses, extending revenue service to Loudoun county and West Falls Church.

Bus Rapid Transit (BRT), which will be implemented in 2003, will operate innovative transit service with the same reliability as a rail system with use of an exclusive guideway. BRT will operate on the Dulles Airport Access Road. BRT stops will be equipped with features similar to a Metrorail station: turnstile faregates, passenger information devices, etc.

Transit officials involved in this project anticipate Metrorail service along the corridor from East Falls Church to Tysons Corner starting in 2006. This rail line will be completed in 2010, with service extending from Loudoun county to East Falls Church.

In coordination with the Virginia Department of Transportation's (VDOT) Smart Travel Program and Metro's Technology Plan, this corridor will benefit from the implementation of the most advanced transportation technologies. Traveler information systems utilizing internet, telephone and variable message signs (VMS) will reduce waiting times. Furthermore, next stop information on-board transit vehicles will reduce rider anxiety about alighting as well as anticipated arrival times. On-board Vehicle diagnostics connected to central operations via cellular technology will minimize fleet failures and increase service reliability. Safety and security on board as well as throughout the system will be enhanced with surveillance technology using video cameras on board buses, parking facilities, transit station and rail cars. Electronic payment media are expected to become the fare medium of choice on board the transit vehicles in the Dulles corridor. Metro's SmarTrip fare collection system will be expanded to enable riders to use this fare card on-board BRT as well as on rail in the Dulles Corridor. Metro's SmarTrip fare card program is currently being expanded to enable use of the card on board Metrorail, Metrobus, WMATA operated parking facilities and Northern Virginia transit systems.

Table 24 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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SECTION 11: TRANSPORTATION WEB SITES

E-governance has become a popular tool for governments to interact with their constituency. Governments are turning more and more towards incorporating a digital component into their government structure and at the same time are looking at their own involvement in the governing of online spaces. Since governments are major consumers and producers of information, it makes sense that they should find an efficient way to distribute that information. In addition, governments are providing services to the general public and acting as major employers and contractors. Most local, state, and federal governments have an online presence. All levels of government offer some services online, including tax filing and licensing. There are some jurisdictions that are even moving towards electronic voting.

In Northern Virginia this trend towards e-governance is evident. All of NVTC's jurisdictions have a government web presence, providing services and encouraging public participation. All the transit providers in Northern Virginia have web sites that provide information about their services. And most major transportation construction projects in the area have web sites to facilitate public participation and provide information about the construction schedule and congestion management strategies.

One such project web site is the Springfield Interchange site located at <http://www.springfieldinterchange.com>. In order to provide information about the project, the web site gives the project background, schedule, before and after photos of each phase, and safety tips. In order to help commuters and reduce congestion, the site also gives a weekly update of lane closures, provides the locations of the park and ride lots in the corridors, and lists all the transit options available.

The Northern Virginia Regional Bikeway and Trail Network Study also uses the Internet to solicit public input for the study. The site, located at <http://www.fhriplan.com/novabike/index.htm>, includes an overview of the study, lists useful links and provides a project schedule. The site solicits citizen input through a contact form located on the site, and by publishing the public meeting dates. And online newsletter about the project is also posted on the site to provide information about the study.

The Crystal City/Potomac Yard Corridor Transit Alternatives Analysis has a web site located at www.route1transit.com. This web site is 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. It has also a calendar of events and public meeting presentations so that interested citizens can obtain all the information from the public meetings at any time.

The NVTC site (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.

This year, NVTC's site has undergone many changes. The site was redesigned to give a new look and make it easier to navigate. A Legislative Issues section was added to provide updates on issues that are pertinent to Northern Virginia transportation. While the Virginia General Assembly was in session, this section tracked legislation and gave frequent updates on the transportation-related issues that were discussed. The Regional Transportation section was updated with current links and more detailed transit information, making it easier to use. **Table 25** gives a listing of some 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 interactive, helping to make transit more attractive and easier to use.

TABLE 25: NVTC WEBSITE REGIONAL LINKS

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

TABLE 25: NVTC WEBSITE REGIONAL LINKS (continued)

Link	URL
Transportation Agencies:	
Metropolitan Washington Council of Governments (MWCOG)	http://www.mwcog.org/
Virginia Department of Transportation (VDOT)	http://www.vdot.state.va.us/
Virginia Department of Rail and Public Transportation (VDRPT)	http://www.drpt.state.va.us/
Project and Study Web Sites:	
Capital Beltway	http://project1.parsons.com/capitalbeltway
Capital Beltway Rail Feasibility Study	http://www.beltwayrail.org/projects/previous/beltway.htm
Dulles Corridor	http://www.drpt.state.va.us/projects/current/dulles.htm
Ferry Boat Feasibility Study	http://www.vdot.state.va.us/proj/nova/ferryx.html
Northern Virginia 2020 Plan	http://www.vdot.state.va.us/nv2020/Default.htm
Northern Virginia Regional Bikeway and Trail Network Study	http://www.fhiplan.com/novabike/
Potomac Yard/Crystal City Area Transportation Study	http://www.route1transit.com/
Rt. 1 Location Study	http://www.vdot.state.va.us/proj/nova/rt1x.html
Springfield Interchange Improvement Project	http://www.springfieldinterchange.com/
Woodrow Wilson Bridge	http://www.wilsonbridge.com/
Western Transportation Corridor Study	http://www.vdot.state.va.us/proj/wtcx.html

TABLE 25: NVTC WEBSITE REGIONAL LINKS (continued)

Link	URL
Other:	
Coalition for Smarter Growth	http://www.smartergrowth.net/
Commuter Connections	http://www.mwcog.org/commuter/ccindex.html
Dulles Corridor Transportation	http://www.dullescorridor.org
FHWA Expertise Locator	http://highwayexpertise.fhwa.dot.gov/
HighwayNet	http://www.highwaynet.com/
HOV Calculator	http://www.hovcalculator.com/
ITS Virginia	http://www.itsva.org/
Northern Virginia Regional Commission	http://www.novaregion.org/
Northern Virginia Transportation Alliance	http://www.nvta.org/index.html
SmarTraveler (Washington DC)	http://www.smartraveler.com/
SLUG Site (Informal Carpools)	http://www.slug-line.com
SLUG Virginia	http://www.slugvirginia.com/
Trafficland.com	http://www.trafficland.com/
VPSI (Vanpool Information)	http://www.vanpoolusa.com/
Maryland Rideshare Corp. (Vanpool)	http://www.commutervan.com/
Washington Area Bicyclist Association (WABA)	http://www.waba.org
Washington Post Commuter Guide	http://washingtonpost.com/wp-dyn/metro/traffic/

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SECTION 12: MARKETING

NVTC was awarded marketing grants in FY01 and FY02 by VDRPT to develop and implement an effective strategy to promote transit options and increase public awareness of the region's complex transit planning and funding processes.

Some of NVTC's activities in FY01 included:

- Hosted the 2001 Virginia Transit Association (VTA) conference in Springfield, VA, for transit properties in Northern Virginia and throughout the Commonwealth. Promoted the conference and programmed nationally recognized speakers who covered a broad range of current topics of interest to the transit industry. Participated in VTA legislative and marketing committees.
- Initiated a series of monthly radio interviews on AM1260 (WRC) "Business Talk" program beginning in July 2001. Transportation-themed shows feature NVTC commissioners, representing local jurisdictions, discussing current transit issues and promoting public transportation as a viable option.
- Initiated a series of short transportation P.S.A.'s (public service announcements) on local radio stations for periodic broadcast throughout the metropolitan region.
- Revised the NVTC promotional brochure to highlight upcoming projects as well as ongoing regional transit successes.
- Coordinated a regional Code Red project with Northern Virginia bus systems to offer free bus rides all day on Code Red Days. Fairfax Connector, Metrobus (Northern Virginia only), Alexandria DASH, Arlington Transit, Loudoun Commuter Bus, OmniRide, OmniLink and CUE all participate. Disseminated free route information to local media.
- Promoted Try Transit Week activities during the annual September event.
- In conjunction with Fairfax County, city of Fairfax and WMATA, developed a revitalized Bus Fare Buydown Program, choosing routes and priorities for funding and publicizing program. Routes are as follows: I-66 Corridor (FY01), I-95/Springfield Interchange (FY02), Dulles Corridor (FY03) and Route 1 (FY04).

Some other marketing activities from agencies around the region:

- Alexandria Rideshare had a very successful year with its public outreach efforts, including tripling participation to 250 individuals in the city's third annual Bike to Work Day. Alexandria Rideshare has begun promoting carsharing to residents and businesses in the City of Alexandria with reimbursements of up to \$100 towards their first year's annual membership fee of the carsharing service. For more information, please refer to www.AlexRide.org.
- Arlington Transportation Partners prepared for the launch of its Commuter Choice multimedia CD, designed to be a one-stop-shop commuting resource, offering information on route maps and schedules for mass transit alternatives servicing Arlington County, access to real-time traffic information and multimedia presentations designed to help people think about how commuting affects their lives and how they could better plan their commutes. The CD will serve as a training tool to walk employers through the process of getting employees enrolled in a commuter transportation assistance program. For more information, please refer to <http://www.commuterpage.com/atp/cchoicecd.htm>.
- Fairfax County engaged in four major promotions: Dulles Express Bus Service, Phase II (Fairfax Connector); Bus Fare Buydown on Fairfax Connector; Seniors-on-the-Go; and I-95, I-395, I-66 and Dulles HOV Lanes. In addition to traditional means of promotion, such as direct mail postcards, advertisements in local newspapers and radio stations, vinyl ads on buses, public service announcements and web page announcements, some more targeted means were employed, as well. Connector Stores expanded their hours to promote the Dulles Express Bus Service. Mobile units were dispatched to major retail locations for the Buydown and HOV promotions. Special groups targeted included immigrants and seniors in residential, assisted living and other senior facilities. Seniors were offered a "Buy One, Bring a Friend" promotion. Major employment sites were asked to host employee transportation fairs.
- Loudoun County promoted its bus services via holiday tie-in ads in local newspapers, which have high local readership, as well as by running promotional service during community events, such as the annual Leesburg Halloween parade. In addition, an informational mailing was sent out to approximately 100 homeowner associations county-wide. The mailing included brochures describing county public transit options, bus schedules, park and ride lot information and details about other regional transit systems.
- PRTC used direct mail, print ads and bus wraps to promote service through the Springfield "Mixing Bowl" Interchange Improvement project as well as a bus-to-rail deal saving OmniRide commuters 33 percent on the cost of a pass when using the Prince William-Metro Direct bus service to travel through the Mixing Bowl. In addition, they expanded service to the Washington Navy Yard,

promoting it via Transit Fairs, print ads and on-board notices to existing customers. OmniLink hosted two celebrations in Spring, 2001, to commemorate the addition of 16 new, 28-passenger CTS Champion buses, with updated wheelchair lifts, improved wheelchair restraint systems and panoramic sliding windows. Finally, PRTC won the Virginia Transit Association's 2000 Outstanding Marketing Award for the OmniLink Expanded Hours of Service campaign.

- VDRPT, through the Metropolitan Washington Council of Governments (COG), has begun offering offer **telework!va**, a public/private telework partnership for businesses located in northern Virginia. The pilot program provides financial incentives of up to \$35,000 over two years for businesses to start or expand a formal telework program. For more information, please refer to www.teleworkva.org.

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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 Division
- Coalition for Smarter Growth
- Dulles Corridor Rail Association
- Federal City Council
- Greater Washington Board of Trade
- Northern Virginia Transportation Alliance
- Sierra Club
- Surface Transportation Policy Project
- Virginia Association of Counties
- Virginia Municipal League
- Washington Area Bicyclist Association
- Washington Regional Network for Livable Communities

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

Alexandria Transit Company (DASH)
Arlington Transit (ART)
CUE Bus (City of Fairfax)
Fairfax Connector Bus
Loudoun County Commuter Bus Service
MARC Train Service
Metropolitan Washington Airports Authority
National Railroad Passenger Corporation (AMTRAK)
PRTC OmniRide/OmniLink
Smart Tag
Toll Road Investors Partnership II, L.P. (TRIP II)
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.

State Agencies/Organizations

Commonwealth Transportation Board
Department of Motor Vehicles (Virginia)
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
Doug McCobb, 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
website: 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, city impound facilities, noise control and environmental quality services.

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
Website: 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 Planning Commission

Eric Wagner, Chairman
Alexandria Department of Planning & Zoning
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

Telephone: (703) 838-4666
Fax: (703) 838-6393
E-mail: erwagner@home.com
Website: www.ci.alexandria.va.us

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 text amendments to the Zoning Code.

ALEXANDRIA RIDESHARE

Paul DeMaio, Transportation Demand Manager
301 King Street, #5100
Alexandria, VA 22314

Telephone: (703) 838-3800
Fax: (703) 739-9415
E-mail: paul.demaio@ci.alexandria.va.us
Website: 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 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
E-mail: None available
Website: None available

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 (DASH)

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: sandy.modell@ci.alexandria.va.us
Website: www.dashbus.com

Function: Provides Alexandria's local bus service with connections to regional bus routes, Metrorail and VRE. Assists the City in the coordination and planning of transportation services in and through Alexandria.

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@aaashto.org
Website: www.transportation.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)

Lon Anderson
AAA Mid-Atlantic
14280 Park Meadow Drive
Chantilly, VA 20151-2219

Telephone: (703) 222-4100
Fax: (703) 222-5809
E-mail: landerson@potomac.aaa.com
Website: www.aaamidatlantic.com

Function: "Transportation and traffic safety advocacy for motorists."

American Public Transportation Association (APTA)

William Millar, President
1666 K. Street, N.W.
Washington, D.C. 20006

Telephone: (202) 496-4800
Fax: (202) 496-4324
E-mail: wmillar@apta.com
Website: www.apta.com

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
Website: 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), 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
Website: 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 Transit (ART)

Eric A. Smith, Transit Operations Manager
2100 Clarendon Blvd., Suite 717
Arlington, Virginia 22201

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

Function: Serves Crystal City with connections to Metrorail and VRE. Also serves North Arlington area, with service between Ballston metrorail station, Arlington Hospital, and East Falls Church metrorail station.

Arlington Transportation Commission

Ed Fendley, Chairman
c/o Richard Best
Arlington Department of Public Works
2100 Clarendon Blvd.
Arlington, Virginia 22201

Telephone: (703) 228-3689
Fax: (703) 228-3594
E-mail: rbest@co.arlington.va.us
Web-site: None available

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.

Coalition for Smarter Growth

Stewart Schwartz
Executive Director
1777 Church St. NW
Washington, DC 20036

Telephone: (202) 588-5570
Fax: (202) 588-5676
Email: email@smartergrowth.net
Website: www.smartergrowth.net

Function: A network of 40 civic, environmental, neighborhood, and transit groups in Maryland, Virginia, and the District of Columbia, the Coalition advocates creation of traditional, mixed-use, walkable communities and linking development to expanded rail, bus, bike and pedestrian networks, in order to reduce suburban sprawl, traffic congestion and air pollution.

Commonwealth Transportation Board (CTB)

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

Telephone: (804) 786-6675
Fax: (804) 786-6683
E-mail: SecretaryofTransportation@vdot.state.va.us
Website: 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, known as the Virginia Transportation Development Plan.

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
Website: www.commuterpage.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
Website: www.ci.fairfax.va.us/Services/CUEbus/CUEbus.html

Function: Provides local transit service with connections to Metrorail.

Department of Motor Vehicles (Virginia)

A.W. Quillian, DMV Acting Commissioner
Virginia Department of Motor Vehicles
P.O. Box 27412
Richmond, VA 23269

Telephone: 1-800-435-5137
Fax: 1-804-367-0538
E-mail: None available
Website: www.dmv.state.va.us

Provides authority to operate and regulates fares by approving tariffs of privately owned bus services (not including government-owned, municipal or private carriers within the Washington Metropolitan Area Transit Zone).

District of Columbia Department of Public Works

Dan Tangherlini, Acting Director
District Division of Transportation
2000 14th Street, N.W.
Washington, D.C. 20009

Telephone: (202) 673-6813
Fax: (202) 671-0642
E-mail: dan.tangherlini@dc.gov
Website: 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 Pellitier, President
14501-A Lee Jackson Hwy., Suite A
Chantilly, VA 20151

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

Function: Dedicated to improving mobility in the Greater Dulles Airport residential and employment centers (Fairfax, Loudoun, Prince William Counties). Members include employers, property owners, local and state governments and other public and private 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
Website: 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. Works to build public understanding and support of transit.

Environmental Protection Agency (EPA)

The Honorable Christine Todd Whitman, Administrator
1200 Pennsylvania Avenue, NW, Suite 3000
Washington, D.C. 20460

Telephone: (202) 564-4700
Fax: (202) 501-1450
E-mail: public-access@epa.gov
Website: www.epa.gov

Donald S. Welsh
Regional Administrator, Region III
1650 Arch Street
Philadelphia, PA 19103

Telephone: (215) 814-2900
Fax: (215) 814-2901
E-mail: None available
Website: None available

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

Department of Public Works
John Veneziano, Director,
Telephone: (703) 385-7846
Fax: (703) 591-5727
E-mail: jveneziano@ci.fairfax.va.us
Website: www.ci.fairfax.va.us/Services/PublicWorks/PublicWorks.htm

Alex Verzosa, Transportation Director
Telephone: (703) 385-7889
Fax: (703) 385-7863
E-mail: 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

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

Function: City agency responsible for planning, and coordinating roads, bridges and public transit.

Fairfax County

Fairfax Connector Bus

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
Website: www.fairfaxconnector.com

Function: County-owned public bus system.

Fairfax County Department of Transportation

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

Telephone: (703) 324-1100
Fax: (703) 324-1450
E-mail: aszakos@co.fairfax.va.us
Website: 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 Head, Transportation Outreach
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
E-mail: None available
Web-site: None available

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
E-mail: dan.southworth@co.fairfax.va.us
Website: www.co.fairfax.va.us

Function: Members are appointed by the County Board of Supervisors, with one member from each magisterial district, one at-large member and one member from the Disabilities Services Board. Role is advisory to the Board of Supervisors.

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
Website: None available

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

City of Falls Church Planning Division

Citizens Advisory Committee on Transportation
Robert Puentes, Chair
c/o Falls Church Planning Division
300 Park Avenue
Falls Church, Virginia 22046

Telephone: (703) 248-5104
Fax: (703) 248-5225
E-mail: hreinecke-wilt@ci.falls-church.va.us
Website: www.geocities.com/fc_cact

Function: The CACT studies existing and planned public and private modes of transportation, as well as needed improvements or modifications in local and regional transportation, including facilities, routes, schedules, fares and means of support. The CACT provides advice on methods of calming traffic to create safer environments for pedestrians, cyclists, and automotive users and advice on reducing vehicular traffic demands through the use of alternative modes of transportation, such as mass transit.

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
Website: None available

Function: Undertakes studies of regional issues.

Federal Highway Administration (FHA)

Mary E. Peters, Administrator
400 7th Street, S.W.
Washington, D.C. 20590

Telephone: (202) 366-0650
Fax: (202) 366-3244
E-mail: None available
Website: www.fhwa.dot.gov

Roberto Fonseca, Division Administrator
Virginia Division Office
Federal Highway Administration
Mailing Address: P.O. Box 10249
Richmond, Virginia 23240

Delivery Address: 400 North 8th Street, #750
Richmond, Virginia 23240

Telephone: (804) 775-3320
Fax: (804) 775-3356
E-mail: None available
Website: None available

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

Federal Railroad Administration (FRA)

The Honorable Allan Rutter, Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW, Stop #5
Washington, DC 20590

The Honorable Betty Monro
Deputy Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW, Stop #5
Washington, DC 20590

Telephone: (202) 493-6014
Fax: (202) 493-6009
E-mail: allan.rutter@fra.dot.gov
Website: 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 Jennifer L. Dorn, Administrator
400 7th Street, S.W.
Washington, D.C. 20590

Telephone: (202) 366-4040
Fax: (202) 366-9854
E-mail: None available
Website: 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
E-mail: None available
Website: www.fta.dot.gov

Function: Administers the Federal Public Transit Program, which includes grants, technical assistance and oversight of transit infrastructure and operations at the rural and urban levels.

Fredericksburg Area Metropolitan Planning Organization (FAMPO)

Scott Howson, Chairman
Stephen H. Manster, Administrator
3304 Bourbon Street, 3rd Floor
Fredericksburg, VA 22408

Telephone: (540) 373-2890
Fax: (540) 899-4808
E-mail: smanster@fampo.state.va.us
Website: www.radco.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 Counties. RADCO provides staffing for FAMPO.

General Services Administration

Stephen A. Perry, Administrator
18th & F Streets, N.W
Washington, D.C. 20405

Telephone: (202) 501-0800
Fax: (202) 219-1243
E-mail: stephen.perry@gsa.gov
Website: 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 Merten, President
4400 University Drive
Fairfax, Virginia 22030-4444

Telephone: (703) 993-1000
Fax: (703) 993-8707
E-mail: amerten@gmu.edu
Website: www.gmu.edu

Dr. Roger Stough, Northern Virginia Chair in Local Government
School of Public Policy
Telephone: (703) 993-2268
Fax: (703) 993-2284
E-mail: rstough@gmu.edu

Kenneth J. Button, Director, Center for Transport Policy and Logistics
Telephone: (703) 993-8200
Fax: (703) 993-8215
E-mail: kbutton@gmu.edu

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
Website: www.bot.org

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

Function: Advocates improvements for the regional economy.

Loudoun County

Office of Transportation Services
Terrie Laycock, Acting Director
1 Harrison Street, 3rd Floor
P.O. Box 7000
Leesburg, VA 20177

Telephone: (703) 737-8624
Fax: (703) 777-0441
E-mail: ots@co.loudoun.va.us
Website: 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

Office of Transportation Services
1 Harrison Street, 3rd Floor
P.O. Box 7000
Leesburg, VA 20177

Telephone: (703) 771-5665
Fax: (703) 777-0441
E-mail: rideshare@co.loudoun.va.us
Website: www.co.loudoun.va.us

Function: Operate county managed commuter bus service.

Loudoun County (con't)

Loudoun County Rideshare

Office of Transportation Services
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
Website: www.co.loudoun.va.us

Function: Provide carpool and vanpool information, park-and-ride lot locations as well as information on the Loudoun County commuter bus service.

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: loudountranceo@aol.com
Website: transitservices.org

Function: Improve mobility. Operates local bus service.

MARC Train Service

Kathryn D. Waters, Manager & Chief Operating Officer
P.O. Box 8718
BWI Airport, Maryland 21240-8718

Telephone: (410) 859-7422 or (888) 218-2267
Fax: (410) 859-5713
E-mail: kwaters@mdot.state.md.us
Website: www.mtmaryland.com/marc/marc.asp

Function: Operator of MARC Train 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
E-mail: jporcari@mdot.state.md.us
Website: www.mdot.state.md.us

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

Telephone: (301) 565-9665
Fax: (301) 565-0241
E-mail: lfoxwell@erols.com
Website: None available

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

Telephone: (410) 767-3943
Fax: (410) 333-3279
E-mail: rfreeland.mdot.state.md.us
Website: www.mtamaryland.com

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
E-mail: None available
Website: www.mncppc.org

Maryland-National Park and Planning Commission (M-NCPPC) (con't)

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

Telephone: (301) 454-1747
Fax: (301) 454-1750
E-mail: None available
Website: www.mncppc.org

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

Metropolitan Development Policy Committee

The Honorable Jay Fiset, Chairman
777 North Capital Street, N.E., Suite 300
Washington, D.C. 20002-4239

Telephone: (202) 962-3200
Fax: (202) 962-3204
E-mail: None available
Website: www.mwcog.org

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 (MWAQC)

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

Staff Contact: Joan Rohlfs, Chief, Air Quality Planning
Metropolitan Washington Council of Governments

Telephone: (202) 962-3358
Fax: (202) 962-3203
E-mail: jrohlf@mwkog.org
Website: www.mwcog.org/dep

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: james.wilding@mwaa.com
Website: www.mwaa.com

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

Metropolitan Washington Council of Governments (MWCOCG)

The Honorable Carole Schwartz, Chairman
Michael C. Rogers, Executive Director
777 North Capitol St., Suite 300
Washington, D.C. 20002-4239

Telephone: (202) 962-3200
Fax: (202) 962-3201
E-mail: mrogers@mwkog.org
Website: www.mwkog.org

Function: In 1966, MWCOCG 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

Nicholas 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
Website: www.mwkog.org/commuter/ccindex.html

Function: Commuter Connections is a regional commuter transportation source that provides customized assistance to local jurisdictions, employers and the general public on how to address their respective commuter transportation needs while improving regional mobility and air quality.

National Capital Planning Commission

Patricia E. Gallagher, AICP, Executive Director
401 Ninth Street, NW, Suite 500
Washington, D.C. 20576

Telephone: (202) 482-7200
Fax: (202) 482-7272
E-mail: info@ncpc.gov
Website: www.ncpc.gov

Function: The National Capital Planning Commission provides overall planning guidance for federal land and buildings in the District of Columbia and surrounding counties in Maryland and Virginia and oversees transportation initiatives that may affect federal interests.

National Capital Region Transportation Planning Board (TPB)

The Honorable John Mason, 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
Website: 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 Commuter Connections which provides a centralized carpool and vanpool matching database.

National Park Service

Fran Mainella, Director
1849 C Street, N.W.
Washington, D.C. 20240

Telephone: (202) 208-4621
Fax: (202) 208-7889
E-mail: None available
Website: 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
E-mail: hallw@amtrak.com
Website: 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: info@novaregion.org
Website: www.novaregion.org

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

Northern Virginia Transportation Alliance

Phil Meany, Chairman
Bob Chase, President

P.O. Box 6149
McLean, Virginia 22106-6149

Telephone: (703) 883-1830
Fax: (703) 883-1850
E-mail: bob@nvta.org
Website: www.nvta.org

Function: This non-partisan public education group advocates completion of multi modal transportation facilities in Northern Virginia and coordinated land use policies. For example, the group strongly supports new parkways and Potomac river bridges.

Northern Virginia Transportation Commission (NVTC)

The Honorable Kerry J. Donley, 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
Website: 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 Secretary of Transportation (Director of the Virginia Department of Rail and Public Transportation). 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 \$17 million annually; the funds are used to support WMATA.

Potomac and Rappahannock Transportation Commission (PRTC)

The Honorable Hilda Barg, 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
Website: 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 \$7 million annually.

PRTC OmniMatch

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

Telephone: (703) 580-6129
Fax: (703) 583-1377
E-mail: slarson@omniride.com
Website: 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) 580-6121
Fax: (703) 583-1377
E-mail: omni@omniride.com
Website: 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. Taylor, Chairman
Stephen H. Manster, Executive Director
3304 Bourbon Street
Fredericksburg, VA 22404

Telephone: (540) 373-2890
Fax: (540) 899-4808
E-mail: smanster@fampo.state.va.us
Website: www.radco.state.va.us

Function: Planning agency for five localities: City of Fredericksburg, Stafford County, Spotsylvania County, Caroline County and King George 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
E-mail: link@linkinfo.org
Website: www.linkinfo.org

Function: Improving mobility in the Reston Area.

Sierra Club

Elise Annunziata
200 N. Glebe Road, #905
Arlington, Virginia 22203

Telephone: (703) 312-0533
Fax: (703) 312-0508
E-mail: elise.annunziata@sierraclub.org
Website: www.metrodcfuture.org

Function: The Sierra Club is the nation's oldest grassroots conservation organization with more than 700,000 members nationally and 15,000 members in the Washington area. The Sierra Club actively participates in regional campaigns to restore the urban core, protect and connect green spaces, to stop pieces of the proposed Outer Beltway, and to make our region's public transit system the best in America.

Smart Tag

Liliane Ramadan, Director
11301 Sunset Hills Road, Suite #A3
Reston, Virginia 20190-5205

Telephone: (703) 708-9344 or (703) 927-0253
Fax: (703) 736-0943
E-mail: smart-tag@smart-tag.com
Website: www.smart-tag.com

Function: Manage all Smart Tag Customer Service Centers in Virginia.

State Corporation Commission (Virginia)

The Honorable Clinton Miller, Commissioner
The Honorable Theodore V. Morrison, Jr., Commissioner
The Honorable Hulihan 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
Website: www.state.va.us/scc

Function: Approves tolls to be charged by the Virginia Toll Road Corporation for its Dulles Toll Road Extension to Leesburg.

Surface Transportation Policy Project

David Burwell
Executive Director
1100 17th St., NW, 10th Floor
Washington, DC 20036

Telephone: (202) 466-2636
Fax: (202) 466-2247
E-mail: stpp@transact.org
Website: www.transact.org

Function: The goal of STPP is to ensure that transportation policy and investments help conserve energy, protect environmental and aesthetic quality, strengthen the economy, promote social equity, and make communities more livable. We emphasize the needs of people, rather than vehicles, in assuring access to jobs, services and recreational opportunities.

Toll Road Investors Partnership II, L.P. (TRIP II)

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

Telephone: (703) 707-8870
Fax: (703) 707-8876
E-mail: None available
Website: www.dullesgreenway.com

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.

Transportation Coordinating Council of Northern Virginia (TCC)

J. Kenneth Klinge, Chairman
John Mason, Vice Chairman
c/o Northern Virginia District Office
VDOT
14685 Avion Parkway, Suite 345
Chantilly, VA 20151

Staff contact: Steve Suder, Senior Transportation Engineer
Telephone: (703) 383-2217
Fax: (703) 383-2230
E-mail: suder_sr@vdot.state.va.us
Website: for TCC's 2020 Plan: www.vdot.state.va.us/nv2020

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, counties, cities 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 Advisory Committee chaired by an appointee 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
Website: www.nas.edu/trb

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

Tysons Transportation Association Inc. (TYTRAN)

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

Telephone: (703) 799-5394
Fax: (703) 799-9547
E-mail: None available
Website: www.tytran.com

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

Function: Actively works to improve mobility.

U.S. Army Corps of Engineers

LTG Robert B. Flowers, Commander
441 G Street NW
Washington, DC 20314

Telephone: (202) 761-0001
Fax: (202) 761-1683 or (202) 761-4463
E-mail: robert.b.flowers.ltg@usace.army.mil
Website: 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

Senators of Virginia:

The Honorable John Warner (R)

Telephone: (202) 224-2023

Fax: (202) 224-6295

Website: <http://warner.senate.gov>

E-mail: senator@warner.senate.gov

The Honorable George Allen (R)

Telephone: (202) 224-4024

Fax: (202) 224-5432

Website: <http://allen.senate.gov>

E-mail: Accessed from website

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

E-mail: www.house.gov/writerep

Representatives of Virginia:

District 1 -	The Honorable Jo Ann Davis	(R)
	Telephone: (202) 225-4261	
	Fax: (202) 225-4382	
District 2 -	The Honorable Edward L. Schrock	(R)
	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 Randy Forbes	(R)
	Telephone: (202) 225-6365	
	Fax: (202) 226-1170	
District 5 -	The Honorable Virgil H. Goode, Jr. (I)	
	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 Eric Cantor	(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 Energy and Commerce Committee
Telephone: (202) 225-2927

House Transportation and Infrastructure Committee
Telephone: (202) 225-9446

Subcommittee on Highways and Transit
Telephone: (202) 225-6715

Legislation:

Senate and House Bill Status
Telephone: (202) 225-1772

U.S. Department of Transportation (USDOT)

The Honorable Norman Y. Mineta, Secretary of Transportation
400 7th Street, S.W., Suite 10200
Washington, D.C. 20590

Telephone: (202) 366-1111
Fax: (202) 366-7202
E-mail: norman.mineta@ost.dot.gov
Website: 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
E-mail: kjarocki@vpsiinc.com
Website: www.vpsiinc.com

Function: Provides van pool services to the Washington, D.C. region and nationwide. Also provides commercial van and carshare leasing.

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
Website: www.vaco.org

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
1313 East Main Street, Suite 300
P.O. Box 590
Richmond, Virginia 23218-0590

Telephone: (804) 786-1051
Fax: (804) 786-7286
E-mail: bevon_lj@drpt.state.va.us
Website: 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
Website: www.vdot.state.va.us

Andrew V. Bailey II, Assistant Commissioner for Operations
Telephone: (804) 786-4798
Fax: (804) 786-2940
E-mail: bailey_av@vdot.state.va.us

Virginia Department of Transportation (VDOT) (con't)

Thomas F. Boyd, Assistant Commissioner for Finance
Telephone: (804) 786-5128
Fax: (804) 786-2940
E-mail: 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
14685 Avion Parkway, Suite 345
Chantilly, Virginia 20151

Telephone: (703) 383-2000
Fax: (703) 383-2470
E-mail: NOVAinfo@vdot.state.va.us
Website: www.vdot.state.va.us

Joan Morris, Director of Public Affairs
Telephone: (703) 383-2465
Fax: (703) 383-2056
E-mail: NOVAinfo@vdot.state.va.us

Dulles Toll Road Operations Center
Telephone: (703) 383-2702 (24 hours)

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 Division of Risk Management

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

Telephone: (804) 225-4620
(804) 692-0857
Fax: (804) 371-8400
E-mail: Don.LeMond@trs.state.va.us
Website: www.trs.state.va.us

Function: Risk manager for the Virginia Railway Express. On behalf of NVTCP/PRTC, manages VRE's insurance program which provides \$250 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
Innsbrook Centere
4551 Cox Road, Suite 110
Glen Allen, VA 23060-6740

The Honorable Richard Saslaw, Minority Leader
Virginia Senate
P.O. Box 1856
Springfield, Virginia 22151-0856

Susan Clarke Schaar, Clerk
Senate
P.O. Box 396
Richmond, Virginia 23218

Telephone: (804) 698-7400
Fax: (804) 698-7651
E-mail: None Available
Website: www.senate.state.va.us

The Honorable S. Vance Wilkins, Jr., Speaker of the House of Delegates
Delegate for the 24th District
P.O. Box 469
Amhurst, Virginia 24521

The Honorable H. Morgan Griffith, Majority Floor Leader
Delegate for the 8th District
P.O. Box 1250
Salem, Virginia 24153

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

Virginia General Assembly (Con't)

Bruce F. Jamerson, Clerk
House of Delegates
P.O. Box 406
Richmond, Virginia 23218

Telephone: (804) 698-1619
Fax: (804) 698-1500
E-mail: bjamerson@house.state.va.us
Website: www.legis.state.va.us

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
Website: 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
Governor of Virginia
Office of the Governor
State Capitol, 3rd Floor
Richmond, Virginia 23219-1475

Telephone: (804) 786-2211
Fax: (804) 371-6351
E-mail: None available
Web-site: www.thedigitaldominion.com

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

James F. Hayes, Deputy Secretary
Dan Shoemaker, Assistant Secretary

Telephone: (804) 786-6675
Fax: (804) 786-6683
e-mail: SecretaryofTransportation@vdot.state.va.us
hayes_jf@vdot.state.va.us
shoemaker_d@vdot.state.va.us
Website: www.sotrans.state.va.us

Function: Oversees the Virginia Departments of Transportation, Rail and Public Transportation, Motor Vehicles, Aviation, Virginia Port Authority, and Motor Vehicle Dealer Board serving as chairman of the Commonwealth Transportation Board.

Virginia Railway Express (VRE)

The Honorable Elaine McConnell, Chairman of Operations Board
Peter Sklannik, Jr., Chief Operating Officer
1500 King Street, Suite 202
Alexandria, Virginia 22314-2730

Telephone: (703) 684-1001
Fax: (703) 684-1331
E-mail: gotrains@vre.org
Website: www.vre.org

Function: VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C. The VRE Operations Board, consisting of seven commissioners – three each from NVTC and PRTC and the Director of the Virginia Department of Rail and Public Transportation (VDRPT), oversees all operating aspects of the Virginia Railway Express.

Virginia Transit Association (VTA)

The Honorable Cameron Pitts, President
Linda McMinimy, Executive Director
1108 E. Main Street, #1108
Richmond, Virginia 23219

Telephone: (804) 643-1166
Fax: (804) 643-1155
E-mail: vatransit@cavtel.net
Website: www.vatransit.com

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

Washington Area Bicyclist Association (WABA)

Ellen Jones, Director
733 15th Street, NW, Suite 1030
Washington, D.C. 20005-2112

Telephone: (202) 628-2500
Fax: (202) 628-4141
E-mail: waba@waba.org
Website: www.waba.org

Function: Promote bicycling.

Washington Metropolitan Area Transit Authority (WMATA)

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

Telephone: (202) 962-1234
Fax: (202) 962-1133
E-mail: csvc@wmata.com
Website: www.wmata.com

Shiva Pant, Governmental Relations Officer, VA
Telephone: (202) 962-1721
Fax: (202) 962-2466
e-mail: 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 A. Yates, 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
E-mail: None available
Website: None available

Function: Regulates for-hire passenger transportation between points in the Washington Metropolitan District including interstate rates for taxicabs. The Commission does not regulate water, air or rail transit; federal, state, local or WMATA transportation, school transit; or transit solely within Virginia.

Washington Regional Network for Livable Communities

Staff Coordinator
1777 Church St. NW
Washington, DC 20036

Telephone: (202) 667-5445
Fax: (202) 667-4491
E-mail: staff@washingtonregion.net
Website: www.washingtonregion.net

Function: Advocates transportation investments, land use policies, and neighborhood designs that enhance existing communities and the environment of the Washington, DC region. WRN's goal is to create and sustain a network of walkable communities linked by quality transit and surrounded by greenbelts, with the District of Columbia and Arlington as the hub of the region.

Washington Suburban Transit Commission

The Honorable Decatur W. Trotter, Chairman
8720 Georgia Avenue, Suite 904
Silver Spring, Maryland 20910-3602

Staff Contact: Louis Farber

Telephone: (301) 565-9665
Fax: (301) 565-0241
E-mail: lfarber@erols.com
Website: None available

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