

**NVTC COMMISSION MEETING
THURSDAY, FEBRUARY 3, 2005
5:00 PM**

**Meeting Room #4 East (Fourth Floor)
General Assembly Building
910 Capitol Square
Richmond, VA 23219**

AGENDA

Please note the special location and time for this meeting. It is being held in Richmond to coincide with VML/VACO activities and to facilitate attendance by NVTC's General Assembly members.

1. Oath of Office for New Commissioner.

The Loudoun County Board of Supervisors has appointed Eugene Delgaudio to replace Mick Staton as NVTC commissioner.

Recommended Action: Chairman Ferguson will administer the oath of office to the new commissioner. A certificate of appreciation will be provided to Mr. Staton.

2. Minutes of NVTC Meeting of January 6, 2005.

Recommended Action: Approval.

3. NVTC FY 2006 Administrative Budget.

The proposed budget is identical to the preliminary version forwarded to NVTC's jurisdictions in September, 2004. It holds total NVTC spending and local contributions constant.

Recommended Action: Approval.

4. FY 2006 State Aid Applications.

NVTC staff has worked with WMATA, VRE and local jurisdictions to prepare state aid applications for “operating,” capital, demonstration and intern grants.

Recommended Action: Approve Resolution #1064.

5. Senior Mobility Study Consulting Assistance.

The technical committee advising NVTC staff has recommended consultants to perform the work described in NVTC Requests for Proposals #05-01 and #05-02.

Recommended Action: Authorize NVTC’s executive director to execute contacts with the recommended firms.

6. NVTC 2005 Handbook.

Each year NVTC updates its printed handbook to include current commissioner biographical sketches, workprogram, legislative agenda and other new materials.

Recommended Action: Authorize staff to distribute the revised version to interested individuals and to post it on NVTC’s website. Also, authorize staff to alter the Handbook posted on the website during the year as needed to correct outdated material.

7. Amendment to NVTC’s Allocation Formula for Continuous Funding of Electronic Transit Schedules.

Downloading electronic transit schedules has proven to be very popular and NVTC and local jurisdiction staff are proposing a funding method to keep the schedules up to date. For 2005, the total amount is \$30,000.

Recommended action: Approve Resolution #1065 to revise NVTC’s allocation formula to permit funds to be taken off the top of state aid (and in the case of Loudoun County its gas tax) each year.

8. Change Order to NVTC Contract with Cubic Transportation Systems, Inc. for Additional Fareboxes.

Several local transit systems have asked NVTC to purchase additional SmarTrip fareboxes.

Recommended Action: Authorize NVTC's executive director to execute the proposed change order after receiving written commitments from each system to provide the required funding.

9. WMATA Items.

- A. Metro Board Digest for January, 2005.
- B. Current Use of Metrocheks.
- C. NVTC Support of the Blue Ribbon Panel on Dedicated Sources of Funding.
- D. WMATA Subsidy Allocation Methodology.

Recommended Action: Approve Resolution #1066 supporting implementation of the Blue Ribbon panel's recommendations.

10. Legislative Items.

Progress on NVTC's legislative agenda will be reviewed.

Discussion Item.

11. Regional Transportation Items.

- A. Trends Affecting Public Transit's Effectiveness.
- B. A New Public-Private Partnership Model for Road Pricing Implementation.
- C. Pains, Gains and Benefits of the New Wave of Bus Rapid Transit.

Discussion Item.

12. NVTC Financial Reports for December, 2004.

Information Item.

13. VRE Items.

- A. Report from the VRE Operations Board (with minutes of the meeting of January 21, 2005) and from VRE's CEO--
Information Item.
- B. National Taxpayers Union Letter—Information Item.
- C. PRTC/VRE Personnel Policy Amendments—Information Item.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube
DATE: January 27, 2005
SUBJECT: Oath of Office for New Commissioner

Chairman Ferguson will administer the following oath to Eugene Delgaudio, who was appointed to NVTC by the Loudoun County Board of Supervisors:

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.

MINUTES
NVTC COMMISSION MEETING – JANUARY 6, 2005
NVTC CONFERENCE ROOM - ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice Chairman Ferguson at 8:15 P.M.

Members Present

Sharon Bulova
Gerald Connolly
Adam Ebbin
Paul Ferguson
Jay Fiset
Ludwig Gaines
Catherine M. Hudgins
Dana Kauffman
Karen Rae
David F. Snyder
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

David Albo
Jeannemarie Devolites Davis
William D. Euille
Timothy Hugo
Elaine McConnell
Gary A. Reese
Scott Silverthorne

Staff Present

Rhonda Gilchrest
Jana Lynott
Scott Kalkwarf
Steve MacIsaac (VRE)
Adam McGavock
Kala Quintana
Elizabeth Rodgers
Jennifer Straub (VRE)
Richard K. Taube
Dale Zehner (VRE)

Public Hearing on and Approval of NVTC's 2005 Workprogram

Kala Quintana explained that the draft 2005 NVTC Workprogram and Schedule includes NVTC's mission statement, seven goals and over 60 specific actions for 2005. Ms. Quintana stated that Scott Kalkwarf would begin the staff presentation, which will review the past year's accomplishments and look to the coming year in their respective areas.

Mr. Kalkwarf reported that NVTC received a clean audit for 2004, with no management comments. NVTC also managed about \$100 million in revenue for FY 2004. In response to a question from Mr. Connolly, Mr. Kalkwarf stated that there was gas tax revenue credited to the city of Fairfax which should have been credited to Fairfax County. Last year NVTC staff notified the gas tax auditors and it was finally corrected in December. The correction should be reflected in the March, 2005 NVTC gas tax revenue report.

Chairman Ferguson observed that the quorum was in jeopardy and asked staff to continue their presentation after the action items since there were several commissioners that had to leave early from the meeting.

Chairman Ferguson opened the meeting for public comment about NVTC's 2005 workprogram.

Dick Peacock, a VRE rider, stated that he favors a half-cent sales tax increase for Metro. Metro is very valuable to the region. Senator Whipple stated that she will be introducing legislation during this upcoming General Assembly session that would increase the NVTC gas tax to four from two percent. Mr. Peacock stated that he would support this.

Ed Tennyson encouraged NVTC to keep up the good work. He stated that he would also support a four percent NVTC gas tax. In rebuttal of recent attacks on Amtrak stating that VRE could save money by getting rid of its Amtrak contract, he reminded commissioners that VRE is among the lowest cost operators in the United States.

Mr. Snyder arrived at 8:23 P.M.

Mr. Tennyson stated that the nine percent ridership loss reported for FY 2004 for Metrobus should be researched. Metro is the best system in the country by many measures, but still the system needs targets, such as 28 passenger-miles per car-mile, 12 passenger-miles per bus-mile, no standees during off peak hours, no fare increase beyond half of the inflation rate, and no borrowing for a project unless there's a return on the money. Funding for the Dulles Corridor Rail program is also important.

Mr. Tennyson stated that NVTC should continue transit advertising and educational activities, but encouraged NVTC to provide more specific

information. WMATA service should be coordinated with jurisdictional service to avoid duplication.

Mrs. Bulova observed that as mentioned by Mr. Tennyson a letter from the National Taxpayers Union has been circulating attacking Amtrak. The letter has been published in some papers in other areas and will probably make its way into this region. She stated that NVTC should be prepared to respond to it.

There were no more citizens wanting to speak and Vice Chairman Ferguson closed the public hearing.

Mr. Taube reviewed NVTC's schedule of meetings for 2005. Staff is still trying to determine the date for its February meeting to try to have as many commissioners as possible available to participate. Vice Chairman Ferguson suggested holding the meeting in Richmond on February 3rd, since many commissioners will be there for local government day. Ms. Rae offered to provide a conference room. Mr. Zimmerman observed that if NVTC legislators are going to be encouraged to attend, the meeting room should be in the General Assembly building.

Mr. Zehner reported that the VRE Operations Board has directed VRE staff to schedule a train event in Richmond during the General Assembly session. It is scheduled for February 2nd from 5:30 to 7:30 P.M. at the Main Street Station in Richmond. There will be a train for people to board and look at the equipment. Ms. Bulova suggested scheduling NVTC's meeting to coincide with the VRE event. Vice Chairman Ferguson stated that commissioners will be polled about their availability for both these dates.

Delegate Ebbin arrived at 8:31 P.M.

Minutes of NVTC Meeting of December 2, 2004

Mr. Connolly moved, with a second by Mr. Gaines, to approve the minutes. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Election of 2005 Officers and Oath of Office

Vice Chairman Ferguson explained that Senator Whipple has agreed to administer the oath of office to the new officers since Chairman Euille was not able to attend this meeting. He stated that NVTC's Executive Committee, serving as the Nominating Committee, has recommended the following slate of officers for 2005:

Chairman: Paul Ferguson

Vice Chairman: Gerry Connolly
 Secretary-Treasurer: David Snyder

Senator Whipple moved to accept the slate of officers and Mr. Gaines seconded. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Senator Whipple then administered the oath of office to Mr. Ferguson, Mr. Connolly and Mr. Snyder.

A gift of appreciation will be provided to Mr. Euille for his outstanding service as chairman during 2004.

Selection of NVTC Representatives to Boards and Committees

Mr. Taube announced that Eugene Delgaudio from the Loudoun County Board of Supervisors has been appointed to serve on NVTC, replacing Mick Staton. Mr. Delgaudio will be sworn in at a future meeting, since he was not able to attend this meeting.

Mr. Taube also explained that the following board and committee assignments would be subject to Fairfax County approval, since the County Board has not officially met this year to make its appointments:

WMATA Board

Principals: Dana Kauffman
 Chris Zimmerman

Alternates: Catherine Hudgins
 William Euille

VRE Operations Board

Principals: Sharon Bulova
 Dana Kauffman
 Elaine McConnell

Alternate: Chris Zimmerman

Virginia Transit Association Board of Directors

Principals: Sharon Bulova
 Chris Zimmerman

Alternates: David Snyder
 Mary Margaret Whipple
 Rick Taube

NVTC Legislative Committee

Gerry Connolly, Chairman
 Gary Reese (House of Delegates)
 Mary Margaret Whipple (Senate)
 Bill Euille
 Paul Ferguson
 Scott Silverthorne
 Dave Snyder
 Eugene Delgaudio

NVTC Executive Committee

Paul Ferguson, Chairman
 Gerry Connolly, Vice Chairman
 Dave Snyder, Secretary-Treasurer
 Dana Kauffman, WMATA Board
 Chris Zimmerman, WMATA Board
 Mary Margaret Whipple, General Assembly
 Bill Euille, Immediate Past Chair

Mr. Connolly moved, with a second by Mr. Gaines, to approve the board and committee assignments. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Revise NVTC Signatories and Pension Trustees

Senator Whipple moved approval of Resolution #1056, which would authorize Mr. Snyder, as the new Secretary-Treasurer, to serve as a signatory for NVTC documents, including financial transactions, and to serve as a trustee of NVTC's Employees' Pension Trust. Mrs. Bulova seconded the motion. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman. (A copy of Resolution #1056 is attached.)

WMATA Items

Blue Ribbon Panel on Metro Funding. Mr. Taube reported that the panel has completed its report and held a media conference today. The report didn't change from the version NVTC discussed at its last meeting. The panel has recommended a uniform sales tax at a rate of about a quarter cent with the proceeds dedicated to WMATA. The boundaries of the taxation district would include only current compact members, excluding Loudoun County. The panel also recommended in effect that the allocation formulas for the funding gap be set aside through the mechanism of having a uniform tax rate. The panel's data show that about 48 percent of the sales tax revenues would be paid within Virginia's compact jurisdictions, whereas the bills that would have otherwise come to Virginia would have been about 24 percent of the total.

Mr. Connolly moved that NVTC endorse serious consideration of a regional sales tax applicable to the WMATA compact jurisdictions as put forth by the Blue Ribbon Panel, provided it is apportioned equitably and reflects the

current allocation formula as shared by the respective compact jurisdictions. Mr. Zimmerman seconded.

Mr. Connolly stated that any letter NVTC sends to the panel should include praise for their work and their willingness to meet the deadline. He stated that it is important to understand that the current way WMATA is funded is not sustainable long-term. The panel, as well as NVTC, recognizes that there is a federal piece in which the federal government needs to step up to its responsibility. He also reminded commissioners that the panel was not charged with reconfiguring the allocation formula, which is really WMATA's responsibility.

Mr. Taube noted that the panel has disbanded and suggested sending the letter to the heads of the Federal City Council, the Board of Trade and the Metropolitan Washington Council of Governments. Mr. Connolly stated that the letter to COG should go to its chairman. Chairman Ferguson stated that the letter should also be sent to the individual members of the panel.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Metrochek Benefits Rise to \$105 Monthly. As of January 1, 2005, the maximum tax-free transit benefit has been adjusted upward by \$5 per month by the IRS. Currently about 151,800 federal workers receive the benefit. Maximum parking benefits also rose by \$5 to \$200 per month.

Proposed FY 2006 and 2007 Operating and Capital Budgets. Given early deadlines for state aid applications, the adoption of a two-year WMATA budget would assist NVTC in submitting accurate grant requests, among other benefits.

Final EIS for Dulles Corridor Project. The final Environmental Impact Statement is complete. Following circulation and review, FTA will issue a "Record of Decision" which will complete the federal environmental review process.

Table of Average Metrorail Fares and Subsidies. In response to a discussion by commissioners at the December meeting, staff compiled a table showing how Metrorail maximum and average fares have moved upward since FY 1978, at a much greater rate than the average subsidy per passenger.

VRE Items

Report from the VRE Operations Board. Mrs. Bulova commended the minutes of the December 17, 2004 VRE Operations Board meeting to commissioners.

Outreach to Outlying Counties. Mr. Taube explained that VRE and PRTC have been in contact with representatives from Spotsylvania and Fauquier counties regarding participation in VRE and membership in PRTC. VRE ridership from these two counties alone exceeds 12 percent. Spotsylvania County is not contiguous to NVTC but Fauquier County is (it borders Loudoun County), so theoretically it could join NVTC. Mr. Taube asked for direction from commissioners as to whether NVTC should be involved in the discussions with Fauquier County regarding participation in VRE and membership in either PRTC, NVTC or both.

Mr. Fisette joined the discussion at 8:45 P.M.

Mr. Connolly stated that it would be more appropriate for Fauquier County to join PRTC. While a case can be made for the connections between Fauquier County and Northern Virginia proper, it could also be made for other counties, such as Stafford, Spotsylvania and Clark counties, as well as Jefferson County, West Virginia. Where does it end? The Northern Virginia region has enough problems that it is managing right now.

Ms. Rae stated that this will become more and more of an issue. If a dedicated rail fund is established during the legislative session, jurisdictions all over the commonwealth will be seeking funding.

Mrs. Bulova expressed her opinion that membership in PRTC would be a better fit for Fauquier County. In response to a question from Mrs. Bulova, Mr. Zehner stated that VRE representatives are scheduled to meet with the Fauquier County Board on January 13, 2005 to discuss options. One issue is that VRE is already overwhelmed with high ridership and the system is continuing to grow. Spotsylvania and Fauquier County elected officials are starting to feel the pressure from their own constituents to participate in VRE.

After further discussion, Chairman Ferguson noted that the consensus of the commission is that Fauquier County should be encouraged to join PRTC.

Audited VRE Financial Reports for FY 2004. Mrs. Bulova reported that VRE's auditors, PBGH LLP (also NVTC's auditors) have reported a "clean" audit of VRE. The VRE Operations Board recommends approval of Resolution #1057, which would accept the 2004 VRE audit and authorize staff to distribute it to regulatory bodies, bondholders, other agencies and jurisdictions, and the public. The auditors met with VRE's Audit and Finance Committee as well as the Operations Board. A letter to VRE management contained several recommendations and VRE management has responded to each point raised by the auditors.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Fisette, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

FY 2006 VRE Budget and FY 2005 Budget Revisions. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #1058, which would approve the FY 2006 VRE budget together with FY 2005 budget revisions. The resolution would also authorize forwarding the budgets to NVTC's VRE participating and contributing jurisdictions for their consideration under the terms of the VRE Master Agreement. She stated that to meet an approximately \$1 million net increase for station maintenance, security, Amtrak access, fuel and insurance, fares would increase by 2.75 percent and subsidies would cover the remainder. This approach was recommended by VRE's CAO Budget Review Task Force.

On a motion by Mrs. Bulova and a second by Mr. Kauffman, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Fiset, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Quantico Station Construction Contract Amendment. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #1059, which would authorize VRE's CEO to amend the construction contract with Monarc Construction, Inc. to increase the value by \$203,795 to a total of \$1,051,618. This is required due to the discovery of additional asbestos.

Mrs. Bulova moved to approve the resolution (copy attached). Mr. Zimmerman seconded the motion. The vote in favor was cast by commissioners by commissioners Bulova, Connolly, Ebbin, Ferguson, Fiset, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

General Security Services Contract Authorization. Mrs. Bulova explained that Resolution #1060 would increase the contract authorization for Virginia Uniformed Security Services by \$100,000 for each year of its existing three-year contract. The new authorization would be \$350,000 annually. Since the March, 2004 bombings in Madrid, Spain, the firm has been providing additional services, such as bomb sweeps at VRE yards. The VRE Operations Board recommends this action.

On a motion by Mrs. Bulova and a second by Mr. Zimmerman, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners by commissioners Bulova, Connolly, Ebbin, Ferguson, Fiset, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Norfolk Southern Access Agreement Extension. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #1061, which would extend the existing access agreement with Norfolk Southern through July 31, 2005 on terms identical to the current agreement which expires January 15, 2005.

Mrs. Bulova moved to approve Resolution #1061. Mr. Connolly seconded. The vote in favor was cast by commissioners by commissioners Bulova, Connolly, Ebbin, Ferguson, Fisette, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman. (A copy of the resolution is attached.)

CSXT Access Agreement Extension. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #1062, which would extend the existing access agreement through July 31, 2005 on terms identical to the current agreement which expires January 15, 2005. Negotiations have not resolved substantial differences regarding liability and insurance.

On a motion by Mrs. Bulova and a second by Senator Whipple, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Fisette, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Richmond Event. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #1063. The resolution would authorize VRE's CEO to spend up to \$25,000 to arrange an event in Richmond for General Assembly members to view a VRE train with a variety of railcars, which was discussed at length earlier in the meeting.

Mrs. Bulova moved, with a second by Mr. Gaines, to approve Resolution #1063 (copy attached). The vote in favor was cast by commissioners by commissioners Bulova, Connolly, Ebbin, Ferguson, Fisette, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Senator Whipple suggested VRE arrange bus transportation with GRTC for this event in Richmond. In response to a question from Delegate Ebbin, Mrs. Bulova stated that VRE has not done an event like this before during the General Assembly Session.

Approval of NVTC's 2005 Workprogram

Chairman Ferguson asked staff to continue with their presentation on the workprogram. Mr. Taube stated that the workprogram has been revised to incorporate several performance measures as discussed at the December meeting. He suggested waiting for a presentation on this until after the General Assembly Session so that more commissioners could be part of the discussion. There were no objections. In response to a question from Chairman Ferguson, Mr. Taube stated that it was his understanding that the new measures would apply to next year's budget, since this fiscal year's budget was prepared last September.

Kala Quintana reported that she will be providing assistance to the Virginians for Better Transportation, a statewide coalition to educate voters about transportation needs. Senator Whipple cautioned that this will be a big job, since

it is a transportation group, not a transit group. It will take some energetic efforts to keep transit an important component. Mr. Connolly agreed and stated that VACO was asked to join this coalition but demurred because there was concern that it wasn't sufficiently balanced between transportation and transit. Mr. Zimmerman stated that VTA felt that it would be more advantageous to be part of the group to keep it balanced.

Ms. Quintana also reported that she is serving on the new "511" project feasibility study team. In response to a question from Chairman Ferguson, Ms. Quintana explained that "511" would be a centralized telephone number travelers could call to get information, including route and weather conditions for their specific region. NVTC will advocate including transit information. Work still needs to be done on this technology and to determine which agency would be responsible for maintaining and updating the information. VDOT has applied for federal funding on behalf of the Washington Metropolitan region for this project.

Jana Lynott reported that she will continue to work on emergency planning and research issues for 2005. In response to a question from Mr. Kauffman, Ms. Lynott stated that the senior mobility study is underway looking at demographics of seniors (primarily 75 and older). NVTC is also working to expand its GIS capabilities. There are three projects to which NVTC is currently applying GIS technology, including the senior mobility study, 2030 plan update and emergency planning. Ms. Lynott estimated that NVTC will save approximately \$40,000 in 2005 doing this in-house. In response to a question from Ms. Hudgins, Ms. Lynott stated that jurisdictional staff is participating in the senior mobility study and there is good coordination across the region.

Chairman Ferguson noted that Mr. Gaines needs to leave for another meeting, so while there is a quorum, he asked for a motion to approve the workprogram. Mr. Connolly moved, with a second by Mr. Zimmerman, to approve the 2005 workprogram. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Fisette, Gaines, Hudgins, Kauffman, Rae, Snyder, Whipple and Zimmerman.

Mr. Gaines left at 9:13 P.M. and did not return.

Adam McGavock reported that 387 SmarTrip fareboxes are due to be installed during June or July, 2005. He also reported that the FTA funds have been reinstated for this project.

Mr. McGavock also reported that the GEORGE bus has a ridership of 7,500 passengers per month and continues to grow. The city of Falls Church is expected to take over funding of the system in April, 2005. With the service changes and adjustments, funding was stretched to cover 27 months of operations, instead of the anticipated 18 months.

Ms. Quintana introduced Elizabeth Rodgers, NVTC's new intern, who is working on GIS related projects. This position has been funded by a VDRPT

intern grant. Ms. Rae noted that the intern grant funds across the commonwealth were in jeopardy of being cut at one point. Ms. Rodgers gave an overview of the GIS work she has been doing. She is also in charge of updating NVTC's website and working on a new media presentation for the 2030 plan update.

In response to a question from Mr. Connolly, Ms. Lynott stated that the media presentation for the 2030 plan update is for NVTA. After it is finalized, it will be reviewed by NVTA. She stated that it will not be posted on NVTC's website until it is reviewed. In response to a question from Mr. Kauffman, Ms. Lynott explained that it will be a PowerPoint presentation that is directed at the average citizen to encourage them to: get involved in community events, be educated about transportation funding issues, provide input to the process and fill out a scientific questionnaire. Mr. Kauffman stated that the presentation could be used as a tool to bring the defeated sales tax referendum back to life. Mr. Snyder stated that this is an excellent suggestion. He stated that beyond the surveys and presentations, other innovative efforts are being done, including educational efforts at major events, such as the Fairfax County fair.

Ms. Lynott also reported that at the request of NVTA, jurisdictional staff has initiated a scientific telephone survey as part of the 2030 plan update. Mr. Connolly explained that NVTA envisioned having more public input beyond the public hearings. At hearings often opponents are heard loud and clear, and this survey would provide a broader audience and would be able to really test public opinion. Ms. Bulova stated that this is a good idea.

Mr. Taube reported that his role is to lead the staff and to keep board members and staff advised of current studies and research. Mr. Zimmerman stated that NVTC is one of the best places for data. NVTC's website has a very accessible format and succinct summaries of data that can be very useful. Mr. Connolly suggested that the website have a "frequently asked questions" section.

NVTC Draft FY 2006 Administrative Budget

Mr. Taube reported that at its September, 2004 meeting the commission discussed the preliminary FY 2006 administrative budget and authorized staff to forward it to NVTC's member jurisdictions to assist in their budget preparations. Traditionally, NVTC discusses its budget again each January prior to formal action in February. There were no questions or comments.

Legislative Items

Senator Whipple announced Governor's Warner's transportation funding proposals include \$40 million for Metro railcars, \$20 million for VRE railcars, \$23 million for infrastructure partnerships with freight railroads and \$10 million for statewide bus purchases, all of which would be of immediate benefit to NVTC

and its jurisdictions. She noted that the House proposal seems to only have \$40 million for transit, which is considerably less than the Governor's proposal. Out of the \$300 million proposed to pay the debt of projects that are built but not yet operating, it seems that Northern Virginia gets less than 10 percent of that debt repayment funding. She stated that Northern Virginia needs to be treated fairly and one way to accomplish that is to see that transit elements of the various proposals are fully funded.

In response to a question from Mr. Connolly, Senator Whipple stated that the philosophical position of the Senate is that general funds shouldn't be raided for funding transportation projects in an election year. Mr. Connolly observed that it's not cost free, since it takes away money from other important parts of the budget.

Commissioners were provided with a copy of Delegate Reese's proposed legislation establishing a Virginia Transportation Priority and Funding Commission. Delegate Reese is also introducing legislation that would try to capture certain growing tax revenues and send them back to NVRTA to help pay for transportation projects. The bill would also set up a new transportation authority in the Hampton Roads area. Mr. Connolly stated that in principle it would be hard for him to oppose legislation that would allow Northern Virginia to retain some of its own revenues. The Commission may want to take a look at this when it is introduced and take a position.

Regional Transportation Items

Second Report of the High-Occupancy Vehicle Enforcement Task Force. Mr. Taube stated that in a VDOT news release the HOV Enforcement Task Force has recommended that the hybrid vehicle exemption be allowed to expire in July 2006. Ms. Lynott stated that the full HOV task force report is on NVTC's website. Mr. Connolly stated that a presentation at a future NVTC meeting would be helpful. Ms. Rae stated that during three days in December the HOV lanes along the I-95 Corridor were running much slower than the conventional lanes. Ms. Hudgins stated that the Dulles Toll Road is often at a standstill and at those times there is no advantage to taking HOV.

Mr. Kauffman asked if the General Assembly will revisit this issue and eliminate the hybrid exemption. Senator Whipple expressed her opinion that she hasn't seen evidence that hybrid vehicles are a big problem on HOV lanes. Delegate Ebbin stated that there is an environmental benefit in using hybrids. Mr. Zimmerman agreed that there is an environmental benefit and the incentive to let hybrids use HOV was a good idea at the time, but the HOV lanes are now clogging up. From March to October of last year, hybrid vehicle usage doubled making Virginia second only to California in the number of such vehicles. They are starting to fill the HOV lanes and the HOV lanes will fail if the hybrids exemption isn't phased out. Senator Whipple stated that it would be helpful to have more data on this issue.

Other NVTC Business

Mr. Snyder asked staff to look at next steps that should be taken to initiate a regional tax to support Metro. Mr. Connolly stated that it would be useful to have Rudy Penner meet with NVTC to give his perspective as a member of the Blue Ribbon Panel. Chairman Ferguson suggested that this happen at the March meeting. Mr. Taube reported that the Board of Trade is forming a new group to move the panel's recommendations forward. Mr. Connolly stated that NVTA's resolution, Mr. Snyder's letter and NVTC's position be provided to NVTC's legislative members so that Richmond knows that regional bodies are already on record supporting the Panel's recommendations. Senator Whipple suggested briefing the Northern Virginia delegation at one of their Monday meetings in Richmond.

Ms. Rae introduced Jennifer Pickett, VDRPT's new Public Information Officer. Ms. Bulova stated that Ms. Pickett did an outstanding job working with the Governor's Rail Commission.

Mr. Taube stated that commissioners will be receiving a survey--supported by NVTC's executive committee-- to fill out on how NVTC board members could improve their experience as commissioners.

NVTC Financial Reports for November, 2004

Commissioners were provided with the financial reports and there were no questions.

Adjournment

On a motion by Ms. Bulova and a second by Mr. Zimmerman, the commission unanimously agreed to adjourn. Chairman Ferguson adjourned the meeting at 9:47 P.M.

Approved this third day of February, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



RESOLUTION #1056

SUBJECT: Designation of NVTC Signatories and Pension Trustees.

WHEREAS: The Honorable David F. Snyder has been elected Secretary-Treasurer of NVTC for 2005; and

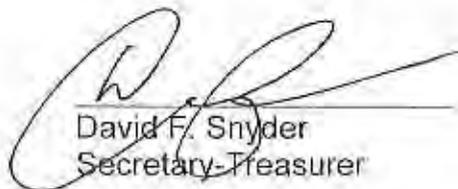
WHEREAS: NVTC desires that the person holding the office of Secretary-Treasurer be designated as an official signatory as well as a pension trustee.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater) and the same individuals shall serve as NVTC employees' pension trustees.

Hon. David F. Snyder
Richard K. Taube
Scott C. Kalkwarf
Colethia Quarles

Secretary-Treasurer
Executive Director
Director of Finance and Administration
Assistant Financial Officer

Approved 6th day of January, 2005.



David F. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman





RESOLUTION #1057

SUBJECT: Audited VRE Financial Reports for FY 2004.

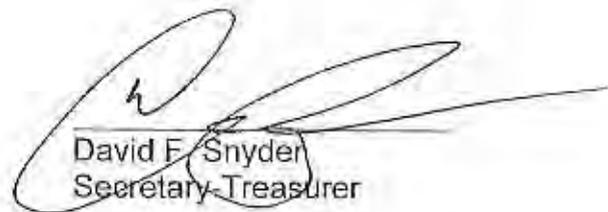
WHEREAS: VRE's auditors, PBGH LLP, have examined VRE's FY 2004 financial reports;

WHEREAS: The auditors have provided a "clean" audit; and

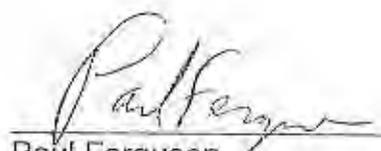
WHEREAS: VRE's Audit and Finance Committee and Operations Board have met with the auditors to review their findings.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby accepts the audited financial reports and authorizes VRE staff to distribute the audit reports to regulatory bodies, bond holders, other agencies and jurisdictions and the public.

Approved 6th day of January, 2005.



David F. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman





RESOLUTION #1058

SUBJECT: FY 2006 VRE Budget and FY 2005 Budget Revisions.

WHEREAS: VRE's Master Agreement provides a process and schedule for producing a proposed budget for the next fiscal year;

WHEREAS: The VRE staff proposal has been carefully reviewed by the Chief Administrative Officers Budget Review Task Force;

WHEREAS: Staff has also proposed adjustments in the FY 2005 budget;

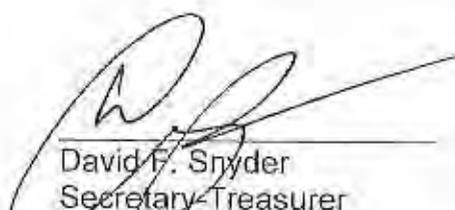
WHEREAS: The VRE Operations Board has reviewed the proposals and recommends approval.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the VRE FY 2006 budget and the revisions to the FY 2005 budget, recommends that VRE staff implement all of the recommendations of the Chief Administrative Officers Budget Review Task Force, and authorizes staff to forward the budgets to participating and contributing jurisdictions for action under the terms of the VRE Master Agreement;

BE IT FURTHER RESOLVED that the executive directors of NVTC and PRTC are authorized to submit to TPB and to FTA and other agencies, the appropriate TIP and grant applications for FY 2005 and 2006; and

BE IT FURTHER RESOLVED that the executive director of NVTC is authorized to submit to the commonwealth the approved budget as part of VRE's FY 2006 state aid application.

Approved 6th day of January, 2005.


David F. Snyder
Secretary-Treasurer


Paul Ferguson
Chairman





RESOLUTION #1059

SUBJECT: Quantico Station Construction Contract Amendment.

WHEREAS: Remediation and rehabilitation of the Quantico Station building are desired to accommodate an increase in ridership and provide commuters with shelter during waiting periods;

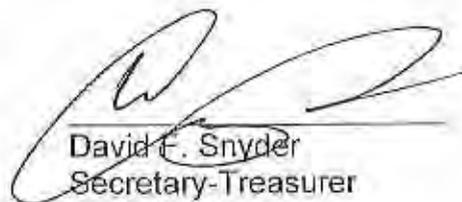
WHEREAS: Operations Board and commission action in August and September 2004 authorized award of a construction contract to Monarc Construction, Inc. in an amount not to exceed \$847,823;

WHEREAS: Additional hazardous materials have been discovered and require abatement; and

WHEREAS: A new roof system is required to replace the existing roof panels being removed.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend the construction contract with Monarc Construction, Inc. by \$203,795 for a total value not to exceed \$1,051,618, in order to accomplish the additional work described above.

Approved 6th day of January, 2005.



David E. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman





RESOLUTION #1060

SUBJECT: General Security Services Contract Authorization.

WHEREAS: VRE equipment and facilities require a high degree of security;

WHEREAS: VRE has entered into a contract for general security services with Virginia Uniformed Security Services; and

WHEREAS: The current security maintenance contract has a \$250,000 annual authorization limit but needs to be increased by \$100,000 annually for additional services.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to increase the contract authorization for general security services with Virginia Uniformed Security Services by \$100,000 for each year of the three-year contract bringing the authorization limit to \$350,000 annually.

Approved 6th day of January, 2005.



David F. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman





RESOLUTION #1061

SUBJECT: Norfolk Southern Access Agreement Extension.

WHEREAS: The commissions currently have an Operating/Access Agreement with Norfolk Southern for VRE operations in the Manassas to Washington D.C. corridor, with said agreement ending on January 15, 2005;

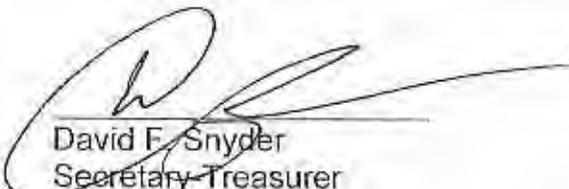
WHEREAS: Staff is currently engaged in discussions with Norfolk Southern concerning a new agreement and does not anticipate conclusion of these discussions prior to the expiration of the Operating/Access Agreement;

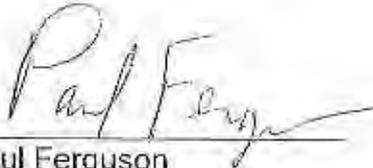
WHEREAS: A proposal to extend the existing agreement to July 31, 2005, without any changes to the basic agreement, is expected from NS to allow time to negotiate and resolve any issues relating to a new agreement; and

WHEREAS: Funding has been incorporated into the FY 2005 and FY 2006 budgets to allow VRE to continue its operations over Norfolk Southern tracks via this contract extension.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an extension of the Operating/Access Agreement with Norfolk Southern through July 31, 2005 on terms identical to the existing agreement.

Approved 6th day of January, 2005.


David F. Snyder
Secretary-Treasurer


Paul Ferguson
Chairman





RESOLUTION #1062

SUBJECT: CSXT Access Agreement Extension.

WHEREAS: The commissions currently have an amended Operation/Access Agreement with CSXT for VRE operations in the Fredericksburg to Washington D.C. corridor, with said agreement extension ending on January 31, 2005;

WHEREAS: Staff is currently engaged in ongoing discussions with CSXT concerning a new agreement and does not anticipate conclusion of these discussions prior to the expiration of the Operating/Access Agreement;

WHEREAS: A proposal to extend the existing agreement to July 31, 2005, without any changes to the basic agreement, is expected from CSXT;

WHEREAS: The purpose of this extension is to allow time to negotiate and resolve the issues relating to a new agreement; and

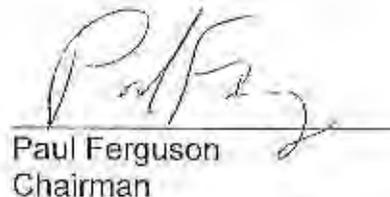
WHEREAS: Necessary funding has been incorporated into the FY 2005 and FY 2006 budgets to allow VRE to continue its operations over CSXT tracks via this contract extension.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an extension of the Operating/Access Agreement with CSXT through July 31, 2005 on terms identical to the existing agreement.

Approved 6th day of January, 2005.



David F. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman



NVTC Northern Virginia Transportation Commission

RESOLUTION #1063

SUBJECT: Richmond Event

WHEREAS: Governor Warner has proposed \$20 million in FY 2006 for VRE railcars, together with several other earmarks that would benefit VRE customers and this region's transportation system, such as \$40 million for Metro, \$23 million for railroad infrastructure partnerships and \$10 million for statewide bus purchases;

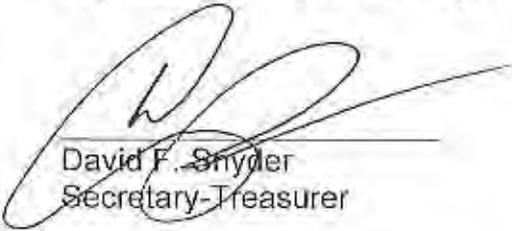
WHEREAS: General Assembly members may benefit from attending an event in Richmond and viewing first hand VRE's current variety of railcars while hearing about VRE's equipment needs;

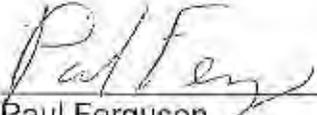
WHEREAS: VRE staff is discussing with CSXT and Norfolk Southern officials the possibility of moving a VRE train set to Richmond and cooperating to hold such an event; and

WHEREAS: VRE's Operations Board supports such an event and has asked VRE's CEO to consider how VRE customers could be involved.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE's Chief Executive Officer to spend up to \$25,000 to work with CSXT and NS as well as local legislative liaisons and others to conduct an event in Richmond with a VRE train set in order to educate General Assembly members and support the level of appropriations requested by Governor Warner for VRE, WMATA and other transit systems and freight railroads.

Approved 6th day of January, 2005.


David F. Snyder
Secretary-Treasurer


Paul Ferguson
Chairman



MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube and Scott Kalkwarf
DATE: January 27, 2005
SUBJECT: NVTC Preliminary FY 2006 Administrative Budget

The commission is asked to approve the attached NVTC budget for FY 2006.

Each September, NVTC staff proposes a preliminary administrative budget for the following fiscal year to be forwarded to its member jurisdictions who are initiating their own budget cycles. NVTC reviews its draft budget again each January and adopts a final budget in February. The attached budget is identical to the preliminary budget considered in September by NVTC.

For FY 2006, NVTC staff is proposing a budget that holds overall expenditures approximately constant compared to FY 2005. Because of a carry over of unspent funds from FY 2005, combined state and local contributions to NVTC would be reduced for FY 2006 by almost six percent. The carry over is due to the departure of a project manager whose position was not refilled. The vacant position is not funded in the FY 2006 budget.

NVTC takes state contributions toward its administrative budget off the top of total state aid received by NVTC; the state could pay up to 95 percent of NVTC's administrative budget. In previous years commissioners have chosen to maintain their local level of effort at \$310,000, rather than reduce local contributions to the minimum allowed (\$45,600 for FY 2006). Each local dollar contributed to fund NVTC's administrative budget frees up a dollar of state funds to be distributed using NVTC's subsidy allocation formula for local jurisdictions to use for other eligible public transit expenses.

Each local jurisdiction's share of NVTC's administrative budget is defined in state statutes to be equal to that jurisdiction's share of funds received from NVTC in the previous fiscal year.

NVTC staff is pursuing performance-based budgeting for its FY 2007 budget and will work to that end with local jurisdiction staff and board members over the next few months.



PRELIMINARY BUDGET

**FISCAL YEAR
2006**

(July 1, 2005 – June 30, 2006)

September 2, 2004

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
ESTIMATED FISCAL YEAR 2006 REVENUE
Preliminary

	FY 2004 Actual	Approved Budget FY 2005	Preliminary Budget FY 2006	FY 2006-2005 Budget Increase (Decrease)	Percentage Change
1 Commonwealth of Virginia	\$ 654,800	\$ 658,150	\$ 602,185	\$ (55,965)	-8.5%
2 Alexandria	51,600	49,918	47,780	(2,138)	-4.3%
3 Arlington	75,672	72,236	73,323	1,087	1.5%
4 City of Fairfax	5,973	6,301	6,196	(105)	-1.7%
5 Fairfax County	160,694	166,577	164,683	(1,894)	-1.1%
6 Falls Church	2,563	2,602	3,197	595	22.9%
7 Loudoun	13,497	12,366	14,821	2,455	19.9%
Total Local Jurisdictions	<u>309,999</u>	<u>310,000</u>	<u>310,000</u>	<u>-</u>	<u>0.0%</u>
8 Total Commonwealth of Virginia and Local Jurisdictions (Note 1)	964,799	968,150	912,185	(55,965)	-5.8%
9 Interest Earned	3,089	5,000	4,000	(1,000)	-20.0%
10 Project Chargebacks (Note 2)	90,000	90,000	80,000	(10,000)	-11.1%
11 Project Grant Billings	4,878	15,000	-	(15,000)	-100.0%
12 Appropriated Surplus (Note 3)	(116,650)	20,000	109,000	89,000	445.0%
Total Revenue	<u><u>\$ 946,116</u></u>	<u><u>\$ 1,098,150</u></u>	<u><u>\$ 1,105,185</u></u>	<u><u>\$ 7,035</u></u>	<u><u>0.6%</u></u>

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SCHEDULE OF FISCAL YEAR 2006 EXPENDITURES
PRELIMINARY**

	FY 2004 <u>Actual</u>	Approved Budget FY 2005	Preliminary Budget FY 2006	FY06 - FY05 Budget Increase (Decrease)	Percentage Change
<u>Personnel Costs</u>					
1 Salaries (Note 4)	\$ 543,173	\$ 625,800	\$ 582,384	\$ (43,416)	-6.9%
2 Intern	-	-	30,000	30,000	N/A
3 Temporary Employee Services	-	1,000	1,000	-	0.0%
Total Personnel Costs	543,173	626,800	613,384	(13,416)	-2.1%
<u>Benefits</u>					
Employer's Contributions					
4 FICA	36,442	44,900	40,869	(4,031)	-9.0%
5 Group Health Insurance (Note 5)	52,211	77,000	92,749	15,749	20.5%
6 Retirement (Note 6)	53,997	52,500	48,800	(3,700)	-7.0%
7 Workmans & Unemployment Compensation	2,858	2,000	3,000	1,000	50.0%
8 Life Insurance	3,672	3,300	3,150	(150)	-4.5%
9 Long Term Disability Insurance	2,738	3,450	3,902	452	13.1%
Total Benefit Costs	151,918	183,150	192,470	9,320	5.1%
<u>Administrative Costs</u>					
10 Commissioners Per Diem (Note 7)	12,800	15,250	13,800	(1,450)	-9.5%
Rents:					
11 Office Rent (Note 8)	143,354	148,500	156,681	8,181	5.5%
12 Parking / Metrochek	9,331	11,500	10,800	(700)	-6.1%
Insurance:					
13 Public Official Bonds	1,983	2,000	2,000	-	0.0%
14 Liability and Property	1,379	1,850	1,850	-	0.0%
Travel:					
15 Conference Registration	345	3,000	2,000	(1,000)	-33.3%
16 Conference Travel	2,076	5,500	5,000	(500)	-9.1%
17 Local Meetings & Related Expenses (Note 9)	10,832	12,000	12,000	-	0.0%
18 Training & Professional Development (Note 10)	1,480	4,500	4,000	(500)	-11.1%
Communication:					
19 Postage	4,285	7,000	6,000	(1,000)	-14.3%
20 Telephone - LD	888	1,800	1,500	(300)	-16.7%
21 Telephone - Local	4,028	5,000	5,000	-	0.0%
Publications & Supplies					
22 Office Supplies	2,908	5,300	5,000	(300)	-5.7%
23 Duplication (Note 11)	12,616	13,200	14,100	900	6.8%
24 Public Information (Note 12)	1,518	6,000	10,000	4,000	66.7%
Operations:					
25 Furniture and Equipment (Capital) (Note 13)	7,410	8,000	8,000	-	0.0%
26 Repairs and Maintenance	433	1,000	1,000	-	0.0%
27 Computer Operations (Note 14)	6,326	14,500	14,500	-	0.0%
Other General and Administrative					
28 Subscriptions	427	500	500	-	0.0%
29 Memberships	974	1,200	1,300	100	8.3%
30 Fees and Miscellaneous	9,390	2,300	2,600	300	13.0%
31 Advertising (Personnel/Procurement) (Note 15)	897	2,300	2,000	(300)	-13.0%
Total Administrative Costs	235,680	272,200	279,631	7,431	2.7%
<u>Contracting Services</u>					
32 Auditing (Note 16)	15,345	14,000	17,700	3,700	26.4%
33 Consultants - Technical	-	1,000	1,000	-	0.0%
34 Legal	-	1,000	1,000	-	0.0%
Total Contract Services	15,345	16,000	19,700	3,700	23.1%
Total Operating Program	<u>\$ 946,116</u>	<u>\$1,098,150</u>	<u>\$1,105,185</u>	<u>\$ 7,035</u>	<u>0.6%</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Explanatory Notes to
Preliminary Fiscal Year 2006 Budget

1. Commonwealth of Virginia and Local Jurisdictional Contributions

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 06 budget is based on the FY 05 Subsidy Allocation Model.

2. Project Chargebacks

This line consists primarily of charges for NVTC staff support for the VRE project and reimbursed from VRE's budget.

3. Appropriated Surplus

Included as a source of revenue in the FY 06 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

4. Salaries

Salaries for fiscal year 2006 are budgeted to include merit increases for the existing staff. Step increases for merit incentive raises are included up to 5%, but no cost of living adjustments are provided. Each 1% of merit increases costs approximately \$5,900. Merit increases within the budget amount are awarded at the discretion of the executive director. The FY 06 budget includes eight regular staff positions, which is one less position than the FY 05 approved budget.

5. Group Health Insurance

Experience over the past several years indicates accelerating cost of as much as 31 percent annually. An average of the last two year increases has been used to estimate the expense for FY 06.

6. Retirement

Employer pension contributions show a decrease from the FY 05 budget due primarily to the reduction of a staff position offset by anticipated salary increases. The calculations for the target benefit plan are based on the salaries projected for FY 06.

7. Commissioners' Per Diem

The statutory rate is \$50 per meeting. The budgeted amount for FY 06 is based upon the regular meeting schedules.

8. Office Rent

The administrative office lease was renewed during fiscal year 2001 for the period January 2001 through December 2010. Rent expense is budgeted based upon the fixed costs of the lease, with a provision for increases in common area expenses due to rising costs.

10. Local Meetings and Related Expenses

NVTC hosts numerous regional meetings for the benefit of member jurisdictions. Costs of accommodating numerous meetings are the largest component of this line item, which also includes the costs of NVTC staff traveling to meetings elsewhere in the region.

11. Training and Professional Development

Actual expenditures fluctuate with the changing needs of staff. While FY 04 expenditures were well below the budgeted level, a provision is maintained in the FY 06 budget for future staff training.

12. Duplication

Duplication costs are budgeted based upon a five year fixed price contract entered into during FY 2001. Because the contract expires in December 2005, a provision has been included in the FY 2006 budget for increased costs. The duplication expense of paper and staples which are not included in the contract have been budgeted based upon estimated usage levels.

12. Public Information

Public information includes the cost of various public outreach projects. For FY 06 an increase has been provided as a result of the expiration of NVTC's marketing grant.

13. Furniture and Equipment

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. It is expected that during FY 06, computer hardware will need to be replaced or upgraded to support the operations of the commission.

14. Computer Operating Expense

Computer operating expenses include outside network consulting and services, software upgrades and supplies, and web hosting fees.

15. Advertising (Personnel/Procurement)

The FY 2006 budget includes a provision for personnel and procurement advertising. An average of prior year costs was used to develop the budgeted amount as this category fluctuates from year to year.

16. Auditing

The FY 06 budget includes auditing fees according to the five-year contract with the present auditors plus a contingency for additional services. The FY 06 budget also includes the contracted fees for the pension plans bi-annual audit.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube and Scott Kalkwarf
DATE: January 27, 2005
SUBJECT: NVTC FY 2006 State Aid Applications

NVTC's applications on behalf of WMATA, VRE and the commission's local jurisdictions are due February 1, 2005. To meet this deadline, NVTC staff will submit electronically the attached materials. They have been carefully reviewed by local staff. The commission is asked to adopt Resolution # 1064, which confirms the commission's support of these applications and is a requirement of the Virginia Department of Rail and Public Transportation.

An attachment compares total eligibility for WMATA and the local bus systems for FY 2006 versus 2005. As can be seen, for NVTC's jurisdictions and WMATA the FY 2006 eligibility is about \$15.2 million greater than in FY 2005, consisting of \$6.5 million more for capital and \$8.7 million more for operations.

For VRE, the FY 2006 eligibility is \$0.7 million more than in FY 2005, consisting of \$1.7 million less for capital and \$2.4 million more for operations.

The amount of assistance actually received by NVTC for FY 2006 is likely to be much less than the eligible amount of \$194 million, due to a lack of state funds (for FY 2005 this shortfall was \$100 million).

Also attached for your consideration is a description of a special project for which NVTC is seeking grant funds for FY 2006. This project will develop a low cost automated vehicle locator system using cell phones to be applied on smaller transit systems in urban and rural settings. The amount requested is \$199,500.

Two intern grant requests are included. NVTC is seeking up to \$24,700 for an intern for one-year to specialize in web-site maintenance among other activities. VRE is also seeking up to \$22,800 for an intern.

Finally, the city of Fairfax has asked NVTC to submit on its behalf a Transportation Demand Management/Ridesharing grant request to translate the

OnCUE Business Directory into Spanish and to print 20,000 copies. The project cost is \$49,000 with an 80 percent state-matching share requested of \$39,200, with the city to provide the remainder. NVTC helped obtain the original state grant that led to development of the OnCUE Business Directory.

RESOLUTION #1064

SUBJECT: Approval of FY 2006 NVTC and VRE State Administrative/FTM, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs; to conduct a demonstration of a new low-cost, cell-phone based Automated Vehicle Locator system; to assist the city of Fairfax in obtaining funds to translate into Spanish and print 20,000 copies of the OnCUE Business Directory; and to support NVTC and VRE interns.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT), for grants of public transportation assistance for the fiscal year 2006 commencing July 1, 2005 in the amount of \$120,984,159 to defray the public transportation cost of NVTC and its members for administration, fuels, tires, lubricants and maintenance parts at a matching ratio of 95%; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to DRPT, for grants of public transportation assistance for FY 2006 for capital expenses in an amount that will not exceed \$55,455,786 to defray up to 95 percent of the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2006 VRE applications to DRPT and to seek up to \$8,057,251 for FTM and administrative costs and up to \$10,520,345 for capital; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file a FY 2006 application to DRPT for a grant of financial assistance in the amount of \$199,500 to defray up to 95 percent of the costs of a project to demonstrate a new low-cost, cell-phone based AVL system; 2) to accept from DRPT or other agencies designated by DRPT grants in such amounts as may be awarded; 3) to furnish DRPT such documents and other information as may be required for processing the grant request; 4) to provide, if necessary, an in-kind contribution of NVTC administrative services for local match; and 5) if necessary, to cooperate with DRPT to obtain these funds from other sources on similar terms;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file a FY 2006 application to DRPT for a grant of TDM/Ridesharing financial assistance for the city of Fairfax in the amount of \$39,200 to defray up to 80 percent of the costs of a project to translate into Spanish and print 20,000 copies of the OnCUE Business Directory; 2) to accept from DRPT grants in such amounts as may be awarded; 3) to furnish DRPT such documents or other information as may be required for processing the grant request; 4) to provide, if necessary, an in-kind contribution of NVTC services for local match; and 5) if necessary, to cooperate with DRPT to obtain these funds from other sources on similar terms;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to DRPT for a grant of financial assistance in the amount of \$24,700 to defray 95 percent of the costs of a NVTC intern for one-year to specialize in web-site maintenance and other high-priority activities; 2) to accept from DRPT grants in such amounts as may be awarded; 3) to furnish DRPT such documents and other information as may be required for processing the grant request; and 4) to provide up to a five percent cash match;

RESOLUTION #1064

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file an application to DRPT for a grant of financial assistance in the amount of \$22,800 to defray 95 percent of the costs of a VRE intern; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia; and

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, to furnish to TPB, CTB and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

Approved this 3rd day of February, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer

**NVTC
SUMMARY OF STATE CAPITAL AND FORMULA GRANT ASSISTANCE APPLICATIONS
FOR FY 2006**

	<u>FY 06</u>	<u>FY 05</u>	<u>Increase (Decrease)</u>
<u>NVTC</u>			
<u>CAPITAL</u>			
Local Capital (see schedule A)			
Alexandria	1,335,000	1,279,000	56,000
City of Fairfax	-	300,000	(300,000)
Fairfax County	11,613,000	13,382,000	(1,769,000)
Arlington	908,026	2,706,137	(1,798,111)
Falls Church	-	-	-
Total	<u>13,856,026</u>	<u>17,667,137</u>	<u>(3,811,111)</u>
Eligibility amount @95%	<u>13,163,225</u>	<u>16,783,780</u>	<u>(3,620,555)</u>
WMATA Capital (see schedule B)			
Metro Matters Program	36,301,000	-	36,301,000
IRP	-	25,546,640	(25,546,640)
SAP	268,000	380,600	(112,600)
SEP	537,000	526,600	10,400
DEBT	7,412,486	7,412,486	-
Total	<u>44,518,486</u>	<u>33,866,326</u>	<u>10,652,160</u>
Eligibility amount @95%	<u>42,292,562</u>	<u>32,173,010</u>	<u>10,119,552</u>
Total Capital	<u>58,374,512</u>	<u>51,533,463</u>	<u>6,841,049</u>
Eligibility amount @95%	<u>55,455,786</u>	<u>48,956,790</u>	<u>6,498,997</u>
<u>OPERATING FTM/ADMIN (see schedule C)</u>			
Eligibility amount @ 95%			
WMATA	103,369,470	95,084,232	8,285,238
Local	17,614,689	17,241,390	373,299
Total operating eligibility	<u>120,984,159</u>	<u>112,325,622</u>	<u>8,658,537</u>
<u>VRE</u>			
<u>CAPITAL (see schedule D)</u>			
Total budget (non-federal)	<u>11,074,047</u>	<u>12,866,684</u>	<u>(1,792,637)</u>
Eligibility amount @ 95%	<u>10,520,345</u>	<u>12,223,350</u>	<u>(1,703,005)</u>
<u>OPERATING FTM/ADMIN</u>			
Eligibility amount @ 95%	<u>8,057,251</u>	<u>5,640,579</u>	<u>2,416,672</u>

**NVTC
APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE
LOCAL CAPITAL
FY 2006**

SCHEDULE A

	FY 2006		
	<u>TOTAL COST</u>	<u>FEDERAL</u>	<u>NON- FEDERAL</u>
CITY OF ALEXANDRIA			
Purchase replacement buses (4)	1,285,000	-	1,285,000
Support vehicles (2)	30,000	-	30,000
Bus stop shelters (2)	20,000	-	20,000
	-	-	-
Total	1,335,000	-	1,335,000
CITY OF FAIRFAX			
	-	-	-
Total	-	-	-
FAIRFAX COUNTY			
Purchase replacement buses (15)	4,800,000	-	4,800,000
Purchase expansion buses (6)	1,920,000	-	1,920,000
Engine assembly, spare parts, ACM	300,000	-	300,000
Rehabilitation of bus related facilities (P2 Huntington)	1,000,000	-	1,000,000
Rehabilitation of bus related facilities (P1 Herndon)	2,000,000	-	2,000,000
Fareboxes	300,000	-	300,000
Debt service (land West Ox)	695,000	-	695,000
Purchase misc equipment (RTS rear destination signs)	45,000	-	45,000
Rehabilitation of bus related facilities (Herndon bus wash)	310,000	-	310,000
Shop equipment (generator)	110,000	-	110,000
Purchase misc equipment (extended green emitters)	89,000	-	89,000
Radio equipment	44,000	-	44,000
	-	-	-
Total	11,613,000	-	11,613,000
ARLINGTON			
Purchase replacement buses (7)	708,099	-	708,099
Fareboxes (9)	99,927	-	99,927
Purchase ITS equipment (real-time bus prediction system)	100,000	-	100,000
	-	-	-
Total	908,026	-	908,026
CITY OF FALLS CHURCH			
	-	-	-
Total	-	-	-
GRAND TOTAL	13,856,026	-	13,856,026

**NVTC
 APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE
 WMATA CAPITAL SUBSIDIES
 FY 2006**

SCHEDULE B

	<u>Alexandria</u>	<u>Arlington</u>	<u>Fairfax City</u>	<u>Fairfax County</u>	<u>Falls Church</u>	<u>Total</u>
Metro Matters Program (a)	5,855,000	11,474,000	255,000	18,346,000	371,000	36,301,000
SAP - (b)	45,000	81,000	1,000	138,000	3,000	268,000
SAP - Reimbursable (c)	-	-	-	-	-	-
SEP (d)	90,000	161,000	3,000	277,000	6,000	537,000
Debt Service	1,418,184	2,740,174	46,723	3,168,927	38,478	7,412,486
Total	<u>7,408,184</u>	<u>14,456,174</u>	<u>305,723</u>	<u>21,929,927</u>	<u>418,478</u>	<u>44,518,486</u>

(a) From FY06 Metro Matters Annual Workplan draft dated December 15, 2004. Beginning in FY 2006, the Metro Matters program includes the following elements: IRP, Rail Cars and Facilities, Buses and Facilities, and Other Projects

(b) SAP Bus Enhancements program not part of the Metro Matters funding agreement.

(c) SAP Reimbursable projects - Jurisdictions to include on their respective state capital grant assistance applications based upon their understanding of the current year budgeted expenditures.

(d) SEP Project Development program not part of the Metro Matters funding agreement.

NVTC

SCHEDULE C

APPLICATION FOR FTM/ADMIN OPERATING FORMULA ASSISTANCE
FY 2006

	LOCAL SYSTEMS					TOTAL	NVTC & WMATA	TOTAL NVTC
	Alexandria	City of Fairfax	Fairfax County	Arlington County	Falls Church	LOCAL SYSTEMS		
FY04 total operating expenses (certification)	8,168,263	2,230,883	25,091,872	5,442,051	575,290	41,508,359	230,195,828	271,704,187
FTM	1,240,000	559,168	6,814,888	869,021	56,780	9,539,857	33,549,947	43,089,804
Administrative Expenses	1,145,000	131,760	4,450,709	3,256,637	17,814	9,001,920	75,260,021	84,261,941
Other Operating Expenses	5,783,263	2,000,847	19,093,947	2,310,594	352,206	29,540,857	156,663,031	186,203,888
Total Operating Expenses	8,168,263	2,691,775	30,359,544	6,436,252	426,800	48,082,634	265,472,999	313,555,633
Total Operating Revenue	2,280,703	622,500	5,380,789	1,434,412	22,500	9,740,904	152,214,481	161,955,385
Deficit	5,887,560	2,069,275	24,978,755	5,001,840	404,300	38,341,730	113,258,518	151,600,248
Total Federal / Other State Operating Asst	-	-	8,244,534	-	-	8,244,534	-	8,244,534
Deficit before State Operating Assistance	5,887,560	2,069,275	16,734,221	5,001,840	404,300	30,097,196	113,258,518	143,355,714
Eligibility Amounts - FTM/Admin @ 95%	2,265,750	656,382	10,702,318	3,919,375	70,864	17,614,688 17,614,689	103,369,470	120,984,159

**NVTC
VRE
APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE
FY 2006**

SCHEDULE D

	<u>Total Cost</u>	<u>Federal</u>	<u>Funding Source</u>	<u>Non-Federal</u>
1.Track Lease/Improvements	7,393,000	5,914,400	SSTP	1,478,600
1.Track Lease/Improvements	2,277,000	1,821,600	FTA 5309	455,400
2.Fare Collection II	727,000	581,600	FTA 5307	145,400
2.Fare Collection II	70,000	56,000	FTA 5309	14,000
3.Grant & Project Management	798,000	638,400	FTA 5307	159,600
3.Grant & Project Management	324,000	259,200	FTA 5309	64,800
4. Security Enhancements	75,000	60,000	FTA 5307	15,000
5.Capital Project Contingency	149,000	119,200	FTA 5307	29,800
5.Capital Project Contingency	287,000	229,600	FTA 5309	57,400
6.Construction Management	350,000	280,000	FTA 5309	70,000
7.Facilities Infrastructure Renew	400,000	320,000	FTA 5309	80,000
8.Federicksburg Parking-Lease Lots	44,000	35,200	FTA 5307	8,800
9.Parking Extension Development	200,000	160,000	FTA 5307	40,000
10.Broad Run Yard Expansion/Mainte	95,000	76,000	FTA 5309	19,000
10.Broad Run Yard Expansion/Mainte	338,000	270,400	FTA 5307	67,600
10.Crossroad Yard Extension	1,629,000	1,303,200	FTA 5307	325,800
11.Mid-day Storage	490,000	392,000	FTA 5309	98,000
12.Capital Fleet Expansion-(PF)	106,000	84,800	FTA 5309	21,200
12.Capital Fleet Expansion-Cab Car I	1,744,000	1,395,200	FTA 5309	348,800
12.Capital Fleet Expansion-Cab Car I	456,000	364,800	FTA 5307	91,200
13.Bi-Level Acquisitions(Kawasaki)-9	3,136,000	2,508,800	FTA 5307	627,200
14.Rolling Stock Modification	927,000	741,600	FTA 5307	185,400
15.Debt Service 93,98n bond issues	6,671,047	-		6,671,047
Total	28,686,047	17,612,000		11,074,047

NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

Virginia Department of Rail and Public Transportation (DRPT)

Request for Assistance: Internship Program (FY06)

Contact Person: Kala Quintana

Telephone: (703) 524-3322 Ext. 104

Project: Internship Position for FY06

Purpose of the Program:

The NVTC Intern Program is designed to increase awareness of public transportation as a career choice for aspiring managers and communicators by enabling qualified people to gain experience in public transportation management through activities undertaken by NVTC and its public transportation agencies. These agencies benefit by having additional resources available to conduct and complete special projects and handle other duties associated with the operations of the agency.

The NVTC Intern Program is designed to attract college students and graduates interested in pursuing a career in the public transportation field and will support an intern for up to a 12-month period.

Description of General Duties:

This position will report directly to the Director of Public Outreach but will also work with other NVTC staff members. The successful applicant will perform professional work related to transportation planning, with a focus on the use of technology in transportation applications. The NVTC Intern position will undertake both routine and special project assignments and will offer the individual an opportunity to work in all facets of the organization.

Generally, but not exclusively, the typical tasks of the intern will include:

1. Update and maintain the NVTC website
2. Assist in project management of NVTC's regional bus data collection project
3. Assist in NVTC's Code Red Ozone alert free transit fare program
4. Use Geographic Information Systems (GIS) to analyze transit ridership data
5. Collecting, inputting, and analyzing VRE ridership data
6. Survey park and ride lots for bike lockers, access, etc.
7. Assist in the preparation of NVTC's annual transportation performance update
8. Compile transportation related news reports

9. Explore opportunities to use technology to make information available to the public
10. Attend regional transportation planning meetings
11. Collect materials and data as necessary for environmental analysis of VRE projects
12. Assist in scanning and archiving materials and converting them into PDF format
13. Assist NVTC staff with occasional desktop troubleshooting
14. Monthly online KIT document creation (includes: scanning, organizing, and maintaining)
15. Attend occasional NVTC special events
16. Assist with NVTC special projects
17. Additional support as needed

Benefits Gained by the Intern:

- Gain knowledge of the transportation planning process, concentrating on the use of technology in transit planning, transit operations, and other congestion mitigation initiatives
- Gain an understanding of the NVTC operational structure, goals, and objectives
- Gain experience in specific operations of public transportation
- Attending regional meetings will provide the intern with an understanding of intergovernmental relations between local, regional, state, and federal agencies, as well as a better understanding of regional issues
- Development of a basic understanding of the methods used to mitigate congestion and improve air quality which may serve as a first step in a public transit career
- Participation in intelligent transportation projects may also open doors in this rapidly growing field
- Gain a thorough understanding of transit's financial needs and the funding partnership that exists to try to meet those needs

Qualifications:

- College student or a recent college graduate
- Major in planning, public administration, management information systems, policy or related area
- Interest in pursuing a public transportation career
- Excellent communication skills (writing included)
- Ability to work in a small office/team oriented environment
- Reliable, timely and professional
- Strong analytical and computer skills

Description and Schedule for Orientation:

The program is to start July 1, 2005 and will end approximately one year later. The first few weeks will consist of orientation and education about the NVTC and those projects to which he or she will be assigned.

In order to gain a broad understanding of NVTC’s overall public transportation goals and objectives, the intern will be exposed to all of the elements of the NVTC work program. Performance evaluation will be continuous and of a constructive nature. As the intern’s level of knowledge and experience grow, tasks of increasing complexity will be assigned.

Need and Benefit to the Agency:

In addition to NVTC’s normal responsibilities, staff recently had the opportunity to advance several regional projects, including a mobile device transit schedule project and the addition of our online KIT project. The intern will be a valuable resource in assisting with these special projects, including several critical research demonstration projects funded with DRPT grants, as well as the day-to-day activities for which NVTC is responsible.

Location:

NVTC is conveniently located in Arlington’s Ballston Commons Business district, one block from the Ballston Metro. NVTC will either pay for parking or transit costs (i.e. Metro or bus fares).

Projected Cost:

The intern position is budgeted for \$26,000 with the state providing 95% of the funding (\$24,700) and NVTC providing the five percent local match (\$1,300). In keeping with NVTC policies, it is expected that the apprentice will be considered a temporary employee of NVTC (not to exceed 37.5 hours per week).

Code	Category	Amount
Revenues		
1300	State Funds (95%)	\$24,700
1412	Local Cash (5%)	\$1,300
Expenditures		
2110	Salaries and Wages	\$23,000
2120	Fringe Benefits	\$3,000

Commitment to Provide the Local Match Funds and Authorizing Resolution:

Attached is a copy of the NVTC Resolution authorizing pursuit of this grant and committing funds for match purposes (to be provided after February 3, 2005 commission meeting).

Demonstration Project Assistance

Organization:	Northern Virginia Transportation Commission	Fiscal Year:	2006
EIN:	540784475-00	Created On:	1/3/2005
Contact:	Scott Kalkwarf	Last Updated:	1/24/2005
Phone:	(703) 524-3322	Version:	Original Request
Email:	scott@nvtdc.org	Status:	In Progress

Project Name: GPS Phone-based AVL System Demonstration

Project Description: The proposed AVL system will provide real-time bus arrival information to passengers on suburban bus routes (bus system to be determined). Rather than employing an expensive system of proprietary, single-purpose antennae, receivers, and electronic display signs, or a complex array of web-based interfaces, the proposed AVL system will provide real-time bus arrival data via a simple Interactive Voice Response (IVR) system that is accessed by phone. The user will dial in to the IVR system and be prompted to enter the number of the bus stop (the phone number and the bus stop identification number will be printed on a sticker affixed to the bus stop sign). The user will then hear an estimated arrival time for the next bus(es) servicing their stop. Because the only equipment to be installed on the buses will be four mobile phones, capital costs will be minimal. The majority of project funds will be dedicated to developing the back-end software that will run the AVL system.

Operating Budget

Account	Operating Line Item	Budget Amount
2320	Communication Services	4,000
9999	NVTC Technical Assistance	10,500
9999	Development and Testing of AVL software	190,600
9999	4 GPS-enabled mobile phones	400
9999	Computer to host AVL Application	1,500
9999	Initial set-up and programming of IVR system	3,000
Total Project Expenses		210,000
Total Project Revenues		0
Net Project Expenses		210,000
Total Federal Aid (None)		0
Total Non-Federal Share		210,000
Maximum State Project Assistance (95%)		199,500
Local Funds Required		10,500

Project Schedule

Project Date	Event / Milestone
7/1/2005	Project Begins
7/2/2005	RFP Issue
1/10/2006	Begin Testing/Refinement of AVL software application
4/4/2006	AVL software in service
7/3/2006	Project Ends

Narratives

Monitoring and Evaluation Plan

NVTC will require quarterly progress reports from the contractor to ensure effective and efficient use of project funds. NVTC will closely monitor these quarterly reports, especially in relation to the software development, to make sure that timely progress is being made towards the development of a working system, within the project budget. At the conclusion of the project, NVTC will produce an evaluation report that thoroughly examines the successes and failures of the demonstration. This report will also include suggestions for areas of improvement, potential for future applications, and recommended next steps.

Project Scope

GPS-enabled mobile phones (or possibly cellular devices, depending on the available technology) will be installed on four buses for the demonstration. These GPS phones will emit a locator signal approximately every minute, leaving a trail of GPS "bread crumbs" along the bus routes. This real-time location data will be collected via the mobile phone provider's network, and streamed into the front end of a computer program residing in a personal computer (location to be determined). The computer program will collect the GPS data from the phones, assembling a massive data file of time-stamped locations along the bus routes. The system will be run for at least one month prior to activating the IVR access, to allow a sufficient amount of location/time data to be compiled. The program will then use a series of algorithms to analyze this mass of location/time data and predict the approximate wait time for a passenger at a bus stop. This information will be then pushed out the back end of the program through the IVR system. The development and testing of this computer program will be responsible for the majority of the initial capital cost for this project. The purchase of the four GPS-enabled mobile phones should amount to approximately \$400. The cost of operation will include the hosting of the IVR system (approximately \$125 per month), and the mobile phone network time (approximately \$50 per phone per month). For the development and testing of the system, and a one-year demonstration of operations, NVTC staff recommends that the commission seek \$200,000 in DRPT funding (perhaps using some VDOT ITS funds if possible). Bidding firms will also be encouraged to employ open standards and non-proprietary technology to the greatest extent possible. DRPT will retain full ownership rights for the computer software, which they could then distribute to any interested suburban and rural systems throughout the state.

=== End of Demonstration Project Assistance Application. Printed 1/24/2005 10:01 AM ===

TDM/Rideshare Assistance

Organization:	City of Fairfax	Fiscal Year:	2006
EIN:	359111315-00	Created On:	1/10/2005
Contact:	Alexis Verzosa	Last Updated:	1/11/2005
Phone:	(703) 385-7889	Version:	Original Request
Email:	averzosa@fairfaxva.gov	Status:	In Progress

<u>Operating Line Item</u>	<u>Budget Amount</u>
Administration	12,500
Consultant Services	18,500
Marketing & Promotion	4,500
Phone, printing, supplies	13,500
<hr/>	
Total Program Expenses	49,000
Total Program Revenues	0
<hr/>	
Net Program Expenses	49,000
Total Federal Aid (None)	0
<hr/>	
Total Non-Federal Share	49,000
Maximum State Program Assistance (80%)	39,200
<hr/>	
Local Funds Required	9,800

<u>Program Date</u>	<u>Event / Milestone</u>
7/1/2005	Program Begins
11/12/2005	Print and distribute 20,000 copies

6/30/2006

Program Ends

Core Operating Programs

- Transit Information
- Employer Outreach
- Marketing

Other Programs / Comments

The City of Fairfax through a grant from DRPT published the OnCUE Business Directory. This is a public/private partnership among the City of Fairfax, Fairfax Chamber of Commerce, and George Mason University. The goal of the directory is to increase bus ridership from City residents, office workers, and GMU students. The directory contains all names, addresses and telephone numbers of businesses in the City along the CUE bus routes. Opposite each of the business names is the closest bus stop and route. There are also ads in the directory. It is projected that the ads will make the directory a self-sustaining, on-going annual project of the City and GMU. A total of 120,000 copies have so far been printed and distributed. The directory also has an online version, www.OnCUEonline.org. This application is to translate the directory into Spanish and print 20,000 copies. In a recent article published in the Daily Mason Gazette, GMU was recognized by Hispanic Outlook in Higher Education as the only Virginia-based school to be among its top 100 institutions "with a solid record of recruiting, enabling, and graduating students." Of the 28,874 students currently enrolled at GMU, 1,678 are Hispanic.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube and Jana Lynott
DATE: January 27, 2005
SUBJECT: Senior Mobility Study Consulting Assistance.

NVTC issued RFP's #05-01 and #05-02 for consulting assistance. A careful review was conducted by NVTC staff and the multi-jurisdiction, multi-discipline selection team.

The selection team recommends that NVTC's executive director be authorized to negotiate with the top-ranked firm, and if successful, to execute a contract for RFP #5-01. If an agreement cannot be reached with the top-ranked firm, the executive director should be authorized to negotiate with the second-ranked firm and execute a contract.

The top ranked firm is WB&A Market Research teamed with KFH Group. WB&A is headquartered in Crofton, Maryland while KFH, a certified woman-owned business, is located in Silver Spring, Maryland. NVTC issued two separate proposals, the first primarily for survey and focus group research and the second primarily for data analysis and development and costing of transit alternatives. The project budget of \$114,000 would be split between the two in a manner to be determined after evaluating the proposals.

Several proposals were received and two teams of consultants were interviewed by the selection team. With the expertise available from the WB&A/KFH team, the majority of the scopes of work of both proposals can be accomplished within the \$114,000 budget. This team excelled not only in survey research (at the lowest unit cost per survey and with a solid quality assurance program) and knowledge of senior mobility issues, but also had an advantage in hands-on knowledge of transit operations and innovative approaches to senior mobility.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube
DATE: January 27, 2005
SUBJECT: NVTC 2005 Handbook

Each year NVTC updates its printed Handbook to include the commission's current: commissioners' biographical sketches, workprogram, legislative agenda, financial tables, by-laws and other new material. Excerpts are attached and the full document is available for review from NVTC staff upon request.

The commission is asked to authorize staff to distribute the revised version to interested individuals and to post it on NVTC's website. Further, the commission is asked to authorize NVTC staff to alter the Handbook posted on the website as needed throughout the year to correct material that becomes outdated.

Figure 12

FORMULAS USED TO ALLOCATE METRORAIL AND METROBUS COSTS AND SUBSIDIES AMONG JURISDICTIONS			
Operating/Capital Costs & Subsidies	Formula Factors	Systemwide FY 2005 Estimates*	Virginia Shares
Metrobus Operating Subsidy	For regional routes, subsidies assigned using population/population density, average weekday riders and route miles and hours, with weights of 25%, 15%, 35% and 25% respectively. For non-regional routes, subsidies are assigned in proportion to the platform hours and the passenger revenues in accordance with data from the registering farebox system, minus route revenues.	\$189,350,000 <u>\$ 45,946,000</u> \$235,296,000	25.4% regional bus <u>15.8% non-regional</u> 23.6% total
Metrorail Operating Subsidy	Aggregate subsidy assigned on a three-factor formula giving equal weight to stations, population and ridership by jurisdiction.	\$119,221,000	29.4%
Paratransit Operating Subsidy	Costs allocated on actual trip basis systemwide. Virginia jurisdiction subsidies further allocated on an average time per trip basis.	\$ 47,697,000	15.0%
Metro Revenue Bond Debt Service	1970 Four-Factor Formula: Construction cost 40%, service cost 30%, ridership 15% and population 15% all as estimated for the 103-mile system. Within Virginia each factor is given equal weight.	\$ 27,484,000	27.0%
	TOTAL OPERATING	\$429,698,000	24.5%
Infrastructure Renewal Program (IRP)	Metrorail: Five-year average of rail operating assistance percentages. Metrobus: Weekday revenue miles, with an annual adjustment over a ten-year retrospective.	\$ 55,820,000 \$ 37,193,000	28.9% 25.4%
System Access/ Capacity Program (SAP)**	FY 2005 subsidy based on the IRP formula for regional projects.	\$ 1,500,000	25.4%
System Expansion Program (SEP)**	FY 2005 subsidy based on the IRP formula for regional projects.	\$ 2,000,000	26.3%
	TOTAL CAPITAL	\$ 96,513,000	27.4%
	GRAND TOTAL	\$526,211,000	25.0%
* Unaudited; based on Approved FY 2005 WMATA Budget.			
** The SAP and SEP programs consist primarily of reimbursable projects sponsored and fully paid for by a particular jurisdiction. This schedule excludes the reimbursable project component of these programs.			

Figure 13

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUBSIDY ALLOCATION MODEL - FY 2005
SUMMARY OF SUBSIDIES AND ASSISTANCE**
Prepared 9/04 (version 3)

	<u>Alexandria</u>	<u>Arlington</u>	<u>City of Fairfax</u>	<u>Fairfax County</u>	<u>Falls Church</u>	<u>Totals</u>
LOCAL JURISDICTION SUBSIDIES FOR FY 2005						
Metro Bus Regional Subsidy (net of audit adjust.)	\$ 9,477,588	\$ 14,399,280	\$ 348,898	\$ 23,203,652	\$ 751,601	\$ 48,181,019
Metro Bus Non Regional Subsidy (net of audit adj.)	661,306	405,000	-	6,215,118	-	7,281,424
Metro Paratransit Program (net of audit adjust.)	643,255	572,312	86,027	5,944,510	67,050	7,313,154
Metro Rail Operations (net of audit adjustment)	5,446,757	11,417,394	389,191	17,394,852	322,441	34,970,635
Metro Debt Service	1,418,184	2,740,174	46,723	3,168,927	38,478	7,412,486
Metro Capital IRP	4,125,600	8,026,900	174,800	12,919,300	259,600	25,506,200
Metro Capital SAP	70,664	124,208	1,800	218,088	4,360	419,120
Metro Capital SEP	99,900	170,200	3,600	277,600	5,600	556,900
Metro Capital ICCA-V	-	-	-	-	-	-
Local Operations	5,703,096	5,130,777	1,959,564	16,142,412	403,169	29,339,018
Local Capital	1,279,000	2,896,137	300,000	13,382,000	-	17,857,137
Amortized Local Capital/Debt Service	256,070	-	-	1,945,172	-	2,201,242
Total Jurisdiction Subsidies	29,181,420	45,882,382	3,310,603	100,811,631	1,852,299	181,038,335
HOLD HARMLESS (REVENUE) COST						
Small Jurisdiction Hold Harmless (Gas Tax)	37,324	49,186	22,007	272,327	(380,843)	-
Large Jurisdiction Hold Harmless (FY05 State Aid)	(206,584)	(1,022,920)	-	-	-	(1,229,504)
Total Hold Harmless (Revenue) Cost	(169,261)	(973,734)	22,007	272,327	(380,843)	(1,229,504)
ALLOCATION OF NVTC AID FOR FY 2005						
State Aid Revenue - Capital Assistance (FY 05)	(2,029,258)	(3,124,350)	(262,932)	(6,988,591)	(135,723)	(12,540,854)
State Aid Revenue - Operating Assistance	(8,026,747)	(12,358,388)	(1,040,031)	(27,643,420)	(536,851)	(49,605,436)
State Aid Revenue - Growth Set Aside Balance	-	-	-	-	-	-
Gas Tax Revenue (Estimated for FY 05)	(1,604,234)	(2,270,356)	(779,873)	(12,742,488)	(319,003)	(17,715,954)
State Aid Revenue - Dedicated for Debt Service	(1,347,275)	(2,603,165)	(44,387)	(3,010,481)	(36,554)	(7,041,862)
Gas Tax Revenue - Dedicated for Debt Service	(70,909)	(137,009)	(2,336)	(158,446)	(1,924)	(370,624)
State Aid Revenue - VTA Metrorail (note B)	(1,456,307)	(2,242,204)	(188,695)	(5,015,393)	(97,401)	(9,000,000)
Total NVTC Aid (including Metrorail funds)	(14,534,730)	(22,735,471)	(2,318,253)	(55,558,819)	(1,127,456)	(96,274,731)
Net Local Transit Burden	\$ 14,477,429	\$ 22,173,177	\$ 1,014,356	\$ 45,525,139	\$ 344,000	\$ 83,534,101
Total FY05 Revenue Earnings (excluding Debt Serv.)	\$ (13,285,807)	\$ (20,969,031)	\$ (2,249,524)	\$ (52,117,565)	\$ (1,469,821)	\$ (90,091,749)
ASSISTANCE CARRIED FORWARD (at state %) (note A)						
FY04 State Aid - VTA Metrorail Funds (installment #3)	\$ 1,509,822	\$ 2,184,850	\$ 190,584	\$ 5,036,042	\$ 78,702	\$ 9,000,000
FY04 State Aid - Metro Capital	290,444	447,183	37,633	1,000,265	19,426	1,794,951
FY04 State Aid - Local Capital	529,880	815,831	68,657	1,824,862	35,440	3,274,670
FY03 State Aid - Local Capital	889,125	1,368,943	115,205	3,062,071	59,467	5,494,811
FY02 State Aid - Local Capital	11,003	16,941	1,426	37,894	736	68,000
FY01 State Aid - Local Capital	2,589	3,986	335	8,916	173	16,000
FY00 State Aid - Local Capital	933	1,437	121	3,213	62	5,766
Total Prior Years Carry Forward	\$ 3,233,797	\$ 4,839,170	\$ 413,961	\$ 10,973,264	\$ 194,006	\$ 19,654,198
ALLOCATION PERCENTAGES FOR FY 2004						
Formula ("SAM") (for FTM/Admin, Capital)	16.181184%	24.913374%	2.096606%	55.726594%	1.082242%	100.000000%
Gas Tax POS	9.055308%	12.815319%	4.402093%	71.926624%	1.800656%	100.000000%

Figure 14

EXTERNAL SOURCES OF FUNDS RECEIVED BY NVTC TO SUPPORT TRANSIT IN NORTHERN VIRGINIA (\$ Millions) FY 1973-2005							
FOR WMATA AND NVTC JURISDICTIONS						FOR VRE	
Fiscal Year	State Transit Assistance for NVTC Jurisdictions	State Bonds for WMATA	Regional Motor Fuels Tax	NVTC Federal Section 9 Operating ¹	Subtotal	State Transit Assistance ²	TOTAL
2005 ³	73.8	-	24.1	-	97.9	10.2	108.1
2004	61.3	-	23.2	-	83.8	10.7	94.5
2003	65.0	-	20.9	-	85.9	14.7	100.6
2002	62.2	16.0	18.3	-	96.5	8.8	105.3
2001	71.1	-	21.0	-	92.1	21.8	113.9
2000	63.5	13.3	17.9	-	94.7	8.9	103.6
1999	59.6	-	13.2	-	72.9	7.2	80.1
1998	54.3	-	14.0	-	68.3	6.5	74.8
1997	56.6	20.3	15.5	1.5	89.6	6.6	100.5
1996	53.5	-	13.6	2.7	89.8	9.7	79.5
1995	52.4	19.7	13.3	4.2	89.6	5.2	94.8
1994	45.0	45.0	12.5	4.2	106.7	6.4	113.1
1993	43.1	-	12.4	4.2	59.7	6.7	66.4
1992	51.9	-	12.9	4.2	69.0	4.7	73.7
1991	42.2	-	12.1	4.2	63.5	3.3	66.8
1990	50.2	-	12.2	4.2	66.6	2.1	68.7
1989	43.7	-	10.8	4.2	58.7	-	-
1988	51.1	-	9.4	4.6	65.1	-	-
1987	28.8	-	8.2	4.6	41.6	-	-
1986	20.9	-	9.8	4.8	35.5	-	-
1985	20.4	-	9.8	4.8	35.0	-	-
1984	20.9	-	9.7	4.8	33.4	-	-
1983	20.6	-	9.1	4.8	34.5	-	-
1982	17.1	-	9.5	6.0	32.6	-	-
1981	5.5	-	8.7	6.1	17.3	-	-
1980	14.5	-	-	6.1	20.6	-	-
1979	4.8	-	-	5.4	10.2	-	-
1978	15.0	-	-	4.0	19.0	-	-
1977	3.6	-	-	4.0	7.6	-	-
1976	13.0	-	-	2.6	15.6	-	-
1975	6.0	-	-	1.5	7.5	-	-
1974	10.6	-	-	-	10.6	-	-
1973	4.4	-	-	-	4.4	-	-

¹ Applied for by WMATA on behalf of NVTC. Federal program discontinued.

² State assistance contracted during the fiscal year, excludes federal funds for VRE applied for by PRTC, state-provided federal capital project funds paid directly to VRE and local shares for VRE paid initially to NVTC and PRTC.

³ Estimated.

Figure 16

ESTIMATED DISTRIBUTION OF STATE AID AND REGIONAL GAS TAX AMONG NVTC MEMBER JURISDICTIONS					
--FY 2005--					
JURISDICTION	STATE AID AMOUNT (\$Millions)	PROPORTION ¹ (Percent)	GAS TAX AMOUNT (\$Millions)	PROPORTION (Percent)	TOTAL (\$Millions)
Alexandria	\$11.5	17.2%	\$1.7	9.1%	\$13.2
Arlington	18.1	27.1	2.5	12.8	20.6
City of Fairfax	1.3	2.0	0.8	4.4	2.1
Fairfax County	34.8	52.6	13.8	71.9	48.6
Falls Church	<u>0.7</u>	<u>1.1</u>	<u>0.4</u>	<u>1.8</u>	<u>1.1</u>
Total Allocated Assistance	\$ 66.4	100%	\$19.2	100%	\$ 85.6
Debt Service and NVTC Costs	7.4		0.3		7.7
Loudoun County Motor Fuels Tax			4.6		4.6
Total Assistance Available	\$73.8		\$24.1		\$ 97.9

¹ Proportion of state aid may not agree to the subsidy allocation model percentages due to the timing of VTA Metro capital funds collected.

APPENDIX A

BIOGRAPHICAL SKETCHES OF NVTC COMMISSIONERS

DAVID B. ALBO



David B. Albo was appointed to NVTC in October, 2002. He has served as a member of the Virginia House of Delegates since 1994 representing the 42nd District. He serves on several House committees, including Courts of Justice and General Laws. He chairs the Criminal Law Subcommittee and the General Laws Subcommittee dealing with Alcohol, Tobacco and Gambling Issues. When the General Assembly is out of session, he is a local business owner in his Springfield-Arlington-Richmond law firm of Albo & Oblon, L.L.P. He is active in employment, commercial and traffic defense litigation. He previously served as prosecutor for the City of Fairfax. He is the chairman of the Virginia Crime Commission. Delegate Albo earned his B.A. in economics from the University of Virginia and his Law Degree from the University of Richmond.

SHARON BULOVA



Sharon Bulova, elected in November 1987, represents the Braddock District on the Fairfax County Board of Supervisors and is that Board's Vice Chairman. A member of the Northern Virginia Transportation Commission since 1988 (and 1996 chairman), Mrs. Bulova has served on the Virginia Railway Express Operations Board since its inception in 1989. She chaired that board in 1989, 1991, 1995 and 2003. In 2004, Mrs. Bulova was appointed by Governor Warner to chair the Governor's Commission on Rail Enhancement for the 21st Century. Mrs. Bulova is a member and past chairman of the Northern Virginia Regional Commission and is chair of the Fairfax County/City of Fairfax Committee. She is the county's liaison on the Central Fairfax Chamber Board of Directors and chairs the Fairfax County Board of Supervisors' Budget Committee. Mrs. Bulova also is a member of the MWCOG Metropolitan Washington Air Quality Committee and COG's Development Committee. She is past chairman of Clean Air Partners.

GERALD E. CONNOLLY



Gerry Connolly joined NVTC in January, 1999. He served two terms as the Providence District Supervisor on the Fairfax County Board of Supervisors and was elected to a four-year term as Board Chairman, beginning in January, 2004. He is also a member on the boards of the Virginia Association of Counties, the Metropolitan Washington Council of Governments (where he served as chairman in 2001), the Fairfax City/County Interjurisdictional Committee, the Northern Virginia Regional Commission and the Northern Virginia Transportation Authority. Mr. Connolly received a B.A. in literature from Maryknoll College and a M.A. in public administration from Harvard University. Mr. Connolly is the Director of Community Relations for SAIC. He is serving as NVTC's vice chairman and chairman of NVTC's Legislative Committee.

WILLIAM D. EUILLE



William D. Euille has served on the Alexandria City Council since 1994 and was re-elected in 1997 and 2000. In 2003 he was elected to a three-year term as mayor. He co-chairs the Alexandria Welfare Reform Committee (Alexandria Works!), the Call to Community initiative on racial and ethnic diversity, the Woodrow Wilson Bridge Task Force and the "PTO" Task Force. He serves on the Alexandria Economic Development Partnership Inc., Board of Directors and City Council's Human Service Committee. He also is a member of the Alexandria Economic Opportunities Commission, the Local Emergency Planning Committee, and the Pension Study Committee. He represents Alexandria on the WMATA Board of Directors and the Northern Virginia Transportation Authority. Mr. Euille is President/CEO of Wm. D. Euille & Associates, Inc., an Alexandria construction services firm. He joined NVTC in July, 2000 and served as its chairman in 2004.

EUGENE DELGAUDIO



Eugene Delgaudio was elected to the Loudoun County Board of Supervisors representing the Sterling District in 1999. He is chairman of the Board of Supervisors' Finance/Government Services and the Transportation/Land Use Committees. Mr. Delgaudio is also a member of the Virginia Regional Transportation Association, the Dulles Area Transportation Association, the Route 28 Transportation Improvement District Commission, the Potomac Watershed Roundtable, and the Loudoun County Sanitation Authority. Since 1981 he has been the Executive Director of Public Advocate. While living in New York, Mr. Delgaudio was an aide to then New York State Senator Majority Leader Warren M. Anderson and worked briefly for former U.S. Senator James Buckley and State Senators Roy Goodman and Sheldon Farber. He received a bachelor's degree in political science from York College in New York. Mr. Delgaudio was appointed to NVTC in January, 2005.

JEANNEMARIE
DEVOLITES DAVIS

****DRAFT****



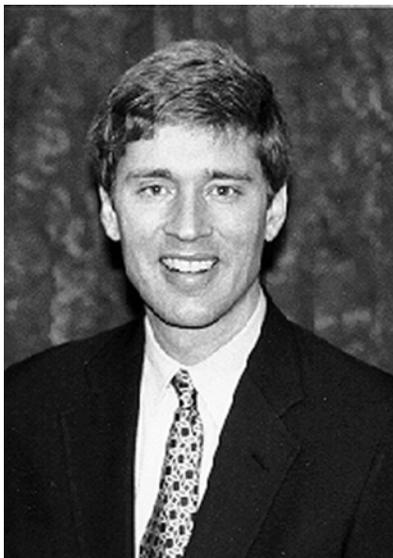
Jeannemarie Devolites Davis was first elected to the Virginia House of Delegates in 1997. She is the first Republican woman to ever be elected into legislative leadership in Virginia, serving as House Majority Whip. After serving three terms of office in the House, she is now serving her first term in the Virginia Senate. She serves on several Senate committees, including General Laws, Privileges and Elections, Social Services and Rehabilitation, and Transportation. Senator Devolites Davis graduated from the University of Virginia with a degree in mathematics. She was appointed to NVTC in July, 2004.

ADAM EBBIN



Adam Ebbin was appointed to NVTC in May, 2004. He was elected to the Virginia House of Delegates in 2003 representing the 49th District. Delegate Ebbin serves on the Transportation, Education, and Health, Welfare and Institutions House committees. He previously served as the Chief Deputy Commissioner of the Virginia Department of Labor and Industry for Governor Mark Warner. Delegate Ebbin is a graduate of the American University in Washington, D.C. and was a Fellow at the University of Virginia's Sorenson Institute of Political Leadership in 2000.

PAUL FERGUSON



Paul Ferguson joined NVTC as a commissioner in January, 1997. Mr. Ferguson has served on the Arlington County Board since 1996 and served as its chairman in 1999 and 2003. He serves on the Board of Directors of the Virginia Association of Counties and the Metropolitan Washington Council of Governments Air Quality Committee. Mr. Ferguson and his wife, Karen, and his two sons are residents of Fairlington. Mr. Ferguson is a graduate of George Mason Law School, James Madison University and Wakefield High School in Arlington. Mr. Ferguson is serving as NVTC's chairman in 2005.

JAY FISETTE



Jay Fiset was elected to the Arlington County Board in 1997. He currently serves as chairman and was also chairman in 2001. He is a member of the Virginia Municipal League's Executive Committee, the Northern Virginia Regional Commission, and the Metropolitan Washington Council of Governments Board of Directors and serves on that organization's Metropolitan Development Policy Committee. He represents Arlington on the Greater Washington Initiative of the Greater Washington Board of Trade. In addition, he was appointed by the Governor as a Commissioner to the Board of the Virginia Housing Development Authority. He is also a former director of the Whitman-Walker Clinic of Northern Virginia and a former staff consultant to the U.S. Senate Labor and Human Resources Committee. Mr. Fiset received a B.A. in political science from Bucknell University and a M.A. in public and international affairs from the University of Pittsburgh.

LUDWIG P. GAINES



Ludwig P. Gaines was elected to the Alexandria City Council in 2003 and joined NVTC as a commissioner in July, 2003. Prior to being elected, he was appointed to serve on the City's Planning Commission and the Alexandria Transit Board of Directors (DASH Bus). In 2002, the Alexandria Circuit Court appointed him to serve as a jury commissioner. His commissions and committees involvement include the Carr/Norfolk Southern Design Review Board, Community Policy and Management Team, Council of Governments Transportation Planning Board, Economic Opportunities Commission, Local Emergency Planning Commission, and the M. L. King Memorial Work Group. Mr. Gaines was elected second vice chair of the Alexandria United Way, vice president of the local NAACP, and he is a member of the Chamber of Commerce's Education Partnership. He received a bachelor's degree in political science from Hobart College and a law degree from Howard University, where he is now a professor.

CATHERINE HUDGINS



Catherine Hudgins was first elected to the Fairfax County Board of Supervisors in 1999 and re-elected in 2003. She joined NVTC in January, 2004. She is a member of the Washington Area Housing Trust Fund Board, the Transportation Planning Board, the Northern Virginia Regional Commission and the Virginia Association of Counties Board of Directors. She also serves as an alternate member of the Washington Metropolitan Area Transit Authority Board. Governor Warner appointed her to the State Emergency Medical Services Advisory Board. Supervisor Hudgins has a bachelor's degree in mathematics education from University of Arkansas at Pine Bluff and a master's degree in public administration from George Mason University.

TIMOTHY HUGO

****DRAFT ****



Timothy D. Hugo was elected to the Virginia House of Delegates in 2003 representing the 40th District. He was appointed to NVTC in July, 2004. He serves on several House Committees, including Transportation, Finance, and Privileges and Elections. Delegate Hugo earned a B.A. degree from the College of William and Mary and received a Kodak Fellowship for the Senior Managers in Government Program from the John F. Kennedy School of Government, Harvard University.

DANA KAUFFMAN



Dana Kauffman was elected Lee District Supervisor in Fairfax County in November, 1995 and joined NVTC in January, 1996. Previously he held senior management positions in the public and private sectors. Mr. Kauffman has master's and bachelor's degrees from George Mason University. He is a member of the VRE Operations Board, the WMATA Board of Directors and the Metropolitan Washington Council of Governments Air Quality Advisory Council. He served as NVTC chairman in 1999 and is the 2005 chairman of the WMATA Board.

ELAINE McCONNELL



Elaine McConnell was first elected to the Fairfax County Board of Supervisors in 1983, and is now serving her sixth term as Springfield District Supervisor. In addition to her position as supervisor, Mrs. McConnell served as 2001 chairman of the VRE Operations Board and is its chairman again in 2005, chairman of the Economic Advisory Commission and the Board's Transportation Subcommittee, and serves on the INOVA Hospital Board, the Audit Committee, and the Northern Virginia Regional Commission. She was recently appointed by Governor Warner to the State Mental Retardation and Substance Abuse Services Board. After serving on NVTC from 1986-1988 and 1992-1995, Mrs. McConnell rejoined the commission in January, 1998. She served as NVTC's chairman in 2003.

KAREN J. RAE



In July, 2002, Governor Mark Warner appointed Karen J. Rae to serve as director of the Virginia Department of Rail and Public Transportation. Ms. Rae has 25 years of transportation experience in the public and private sectors. Since 1998, she served as general manager and chief executive officer with the Capital Metro Transportation Authority in Austin, Texas, following seven years with the Niagara Frontier Transportation Authority in Buffalo, New York. Ms. Rae joined NVTC in October, 2002 and also serves on the VRE Operations Board. She is active on several committees at APTA, including the Legislative Committee. She is also a member of the National Transit Institute Advisory Board.

GARY A. REESE



Gary Reese joined NVTC in June, 2002. He represents the 67th District to the Virginia House of Delegates and serves on the following House Committees: Education, Courts of Justice, and Cities, Counties and Towns. Prior to his election in 2001, Mr. Reese served on the Fairfax County School Board representing the Sully District for almost a decade. He was also a Distinguished President of the Arlington Optimist Club. He received his B.A. from the College of William and Mary and his J.D./L.L.B. from the University of Virginia School of Law. Delegate Reese is a partner in the law firm of Patterson and Reese engaged in the general practice of law.

SCOTT SILVERTHORNE



Mr. Silverthorne first joined NVTC in 1994 and returned to the commission in 1997. A life-long city resident, Mr. Silverthorne is a six-term member of the Fairfax City Council. He serves as vice chairman of the City/University/Business (CUB) Committee, an alternate to the Metropolitan Washington Council of Governments Transportation Planning Board, and is a member of the Board of Directors of the Fairfax County Chamber of Commerce. Mr. Silverthorne is a past representative for the city to the Northern Virginia Regional Commission and the Virginia Municipal League's Environmental Quality Committee. Mr. Silverthorne is director of government relations at Capital One Financial Corporation, a leading financial services company headquartered in Virginia. He received a degree in business administration from Radford University in 1988.

DAVID F. SNYDER



David F. Snyder was elected to the Falls Church City Council in 1994 and became a NVTC commissioner in that year. He served as NVTC's chairman in 2000. He was selected to serve as vice mayor for the city of Falls Church in 1996 and mayor in 1998. He is a vice president and assistant general counsel for the American Insurance Association, specializing in legal reform, automobile insurance, international trade and other transportation issues. Mr. Snyder also represents the city of Falls Church on the Metropolitan Washington Council of Governments Transportation Planning Board. Recently, he coordinated the transportation and evacuation component of the Regional Emergency Coordination Plan approved by MWCOG on September 11, 2002. He is chairman of the Northern Virginia Transportation Authority. Mr. Snyder graduated Magna Cum Laude from Dickinson College in Pennsylvania and graduated from the George Washington University Law School in Washington, D.C.

MARY MARGARET
WHIPPLE



Mrs. Whipple is a member of the Senate of Virginia and represents the 31st District. Now serving her third term, Senator Whipple is a member of the Senate Committees on Agriculture, Conservation and Natural Resources; Education and Health; Local Government; Privileges and Elections and Rules. Senator Whipple is also a member of the Metropolitan Washington Council of Government's Air Quality Committee. Before being elected to the Virginia Senate, Mrs. Whipple was a member of the Arlington County Board from 1983 to 1995. She was a member of NVTC in 1985 and from 1988 to 1995 and represented Virginia on the WMATA Board of Directors during those years. She served as chairman of NVTC in 1995. She returned to the commission in 1996. Mrs. Whipple received a B.A. from the American University and a M.A. from George Washington University.

CHRISTOPHER
ZIMMERMAN



Christopher Zimmerman joined the commission in 1998, and served as chairman in 2002. He was elected to the Arlington County Board in 1996, serving as vice chairman in 1997 and 2005. He also served as chairman in 1998 and again in 2002. Mr. Zimmerman has served on the WMATA Board of Directors since 1998 and was its chairman in 2002. He is also Vice Chairman of the Northern Virginia Transportation Authority, and serves on the Metropolitan Washington Council of Governments Transportation Planning Board. In addition, he is an alternate on the VRE Operations Board. Mr. Zimmerman holds a B.S. in Political Science and Economics from the American University and a M.A. in economics from the University of Maryland.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: January 27, 2005

SUBJECT: Amendment to NVTC's Allocation Resolution for Continuous Funding of Electronic Transit Schedules

As explained in the attached memo, NVTC has used a state grant to initiate electronic schedules for Northern Virginia's transit systems; those schedules are available to download to personal digital assistants, cell phones and hand-held computers. Monthly use has reached as high as 111,636 requests on the www.CommuterPage.com website that is hosting the Northern Virginia schedules. The most popular schedules so far are those of Metrobus, followed by the Fairfax Connector and Loudoun County Transit.

Since the schedules must be kept up to date, NVTC and local jurisdiction staff are recommending that a proposal from the Redmon Group be accepted and a continuing source of funding be provided by adopting Resolution #1065. NVTC's executive director would be authorized to withhold sufficient funding each year from NVTC jurisdictions' state aid (and in the case of Loudoun County its gas tax) received by NVTC to cover the budgeted costs of the Redmon Group's proposal as well as costs of web-hosting; marketing and promotion. The proposal will remain in force until one of the parties decides to terminate it. New budget estimates will be negotiated each year and local staff must approve the budgeted amounts each year before NVTC's executive director will withhold the requested funding.

The Redmon Group, which is the current contractor, has agreed to make all route and other schedule changes for a fee not to exceed \$16,000 in Calendar 2005, and staff is recommending an additional \$14,000 for web-hosting, marketing and promotion for a total of \$30,000. Each jurisdiction would contribute in the same proportion as it contributes to NVTC's administrative budget; these proportions are determined by the relative shares of financial assistance received through NVTC.

The Redmon Group would update schedules for all of NVTC's local bus systems and VRE (WMATA and PRTC pay for their own schedule updates). Using NVTC's FY 2005 budget shares, the following is the allocation of the \$30,000 cost:

	<u>Share (%)</u>	<u>Amount (\$)</u>
Alexandria	16.10	4,830
Arlington County	23.30	6,990
Falls Church	0.84	252
Fairfax (City of)	2.03	609
Fairfax County	53.73	16,119
Loudoun County	<u>3.99</u>	<u>1,197</u>
	100%	\$30,000

By amending NVTC's allocation resolution as requested, NVTC would authorize staff to continue this practice each year. The same method was approved by the commission in June, 2003 to be applied to the costs of assisting NVTC's local governments in completing their National Transit Database reports. The NVTC consultants provide a budget estimate each year to local staff and with their concurrence NVTC withholds sufficient funds to pay the consultants. The same approach is recommended in this case to pay for the required electronic schedule updates that benefit the entire region.

The attached resolution is lengthy but the changes are modest and are highlighted for your information.

RESOLUTION #1065

SUBJECT: Allocation of Northern Virginia Motor Fuel Sales Tax Revenue and State Aid for Mass Transit Beginning in Fiscal Year 2005.

WHEREAS: The Northern Virginia Transportation Commission is the recipient of revenues from the two percent motor fuel sales tax, which is available for operating and capital expenses, including debt service, of the Washington Metropolitan Area Transit Authority;

WHEREAS: The Northern Virginia Transportation Commission is the recipient of state aid for mass transit which is appropriated to pay up to 95 percent of the transit administrative expenses incurred by NVTC and its member jurisdictions (including WMATA and VRE); up to 95 percent of non-federal capital outlays; up to 95 percent of costs for fuels, lubricants, tires and maintenance parts; and up to 95 percent of payments of WMATA revenue bond debt service;

WHEREAS: NVTC desires to allocate funds to its member jurisdictions, pay transit subsidy bills at the direction of member jurisdictions and hold funds in trust while making investments on behalf of the jurisdictions;

WHEREAS: NVTC desires to use an allocation formula that is fair, responsive to change and has a sound policy basis; and

WHEREAS: NVTC desires to update Resolution #971 (June 5, 2003) to specify a source of funds for a continuing regional project to update electronic transit schedules.

NOW, THEREFORE BE IT RESOLVED for fiscal years 2003 and beyond:

1. In recognition of the severe constraints in transit program funding, the members of the commission agree to proactively support the development of new and expanded sources of funding to meet the needs of Northern Virginia.
2. NVTC's members pledge to continue to use any gains resulting from the approach defined herein to support public transit that will reduce congestion in this region and improve mobility and access opportunities.

3. The allocation formula and accompanying conditions specified below shall remain in effect during FY 2003 and beyond and be used by NVTC to allocate revenues received by NVTC on behalf of its member jurisdictions, with the exceptions noted in Sections 4 through 6 below.
4. Except as noted in Section 5, motor fuel tax revenues received by NVTC for Loudoun County are not subject to the following allocation provisions, but are subject to the trust obligations in Sections 16 and 17 below.
5. The maximum available funds from state aid are to be used (before being allocated to local jurisdictions) to pay up to 95 percent of the NVTC administrative costs; up to 95 percent of the Northern Virginia share of WMATA revenue bond debt service, before those debt service obligations are allocated to the jurisdictions; to pay the eligible costs agreed upon by the jurisdictions of assisting local bus systems in filing annual National Transit Database reports; and to pay the eligible costs agreed upon by the jurisdictions of updating electronic transit schedules. To the extent that additional funds are required for these purposes, motor fuel taxes (before being allocated to local jurisdictions) will be used. The executive director is hereby authorized to transmit the appropriate payments to WMATA or other parties on or before the dates upon which such payments are due. Loudoun County's percentage share of the cost of updating electronic transit schedules is the same as the county's percentage share of NVTC's annual administrative budget. The agreed upon amount for electronic schedules will be withheld each year from the county's motor fuel tax proceeds received by the commission.
6. If, at local option, federal Congestion Mitigation and Air Quality or Regional Surface Transportation Program or other federal or state program monies are provided to a local jurisdiction for a local project through NVTC using NVTC's state aid contract or some other mechanism, those proceeds will not be allocated by formula but instead will be provided directly to the local jurisdiction or held in trust for the jurisdiction. The local subsidies for such eligible transit projects would still be incorporated into NVTC's formula for purposes of determining the jurisdiction's share of NVTC total aid.
7. Remaining motor fuels taxes (net of any portion used for WMATA debt service) will be allocated based on the jurisdictions in which the tax was collected (point of sale), using annual data for the most recent available fiscal year.
8. To the extent motor fuel tax revenues, using the point of sale method defined in Section 7 above, that are provided to the cities of Fairfax and Falls Church exceed NVTC aid that would be provided

using NVTC's previous formula (Resolution #689), and to the extent those cities also benefit from changes defined in Section 9 below compared to Resolution #730, those cities will apply the additional aid to their assigned Metrobus subsidies. Also, if new revenues become available to NVTC such that the NVTC aid to those cities exceeds the amounts that would have been available from previous sources, the cities will apply the increment to pay their assigned Metrobus subsidies. If for any year increased shares of motor fuel taxes and of any new revenues are anticipated not to be sufficient to cover their full assigned Metrobus subsidies, NVTC will continue to use gas tax taken off the top for Falls Church and the hold harmless mechanism defined in Section 14 below for the city of Fairfax. For FY 2000 Falls Church agreed to pay at least \$275,625 of its Metrobus subsidy from existing revenues and to increase that minimum by five percent annually in each subsequent year. This section supersedes the obligations of NVTC to the city of Falls Church defined in Resolution #689 (January 2, 1997) and in Resolution #730 (February 5, 1998) and is identical to the obligations defined in Resolution #756 (November 5, 1998) and Resolution #971 (June 5, 2003).

9. The executive director shall allocate all remaining state aid to mass transit using the shares of WMATA and local transit subsidies estimated to be paid by NVTC's local governments in adopted budgets for each year, and shall hold the funds in trust while making investments on behalf of the jurisdictions, pending written instructions to make payments for eligible transit expenses. However, only 20 percent of eligible local transit capital projects will be included in this allocation through a five-year rolling average each year.
10. NVTC will use the best available data from adopted budgets for its formula allocation each year.
11. To be included as an eligible subsidy in NVTC's allocation formula, local transit operations (including transit services for mobility-impaired and other persons) must be available to the general public.
12. The only eligible expenses in NVTC's formula for the Virginia Railway Express commuter rail program are those capital costs of parking lots not otherwise reimbursed from state or federal grants.
13. Subsidies for locally sponsored park-and-ride facilities located at Metrorail stations or served by transit vehicles are eligible for inclusion in NVTC's formula, but only at such time as funds for construction of the lots have been appropriated by the government. Any locally incurred capital costs of such a facility will be included in

NVTC's formula at the rate of one-fifth of the total capital cost, or if debt financed, then actual annual debt service will be included.

14. To the extent possible, each NVTC jurisdiction will be held harmless against increases in net local burden due to the effects of applying the approach defined in Section 9 compared to the net local burden resulting from the hypothetical use of the formula defined in Resolution #730.

\$1.3 million of new state aid from FY 1999 will be used to help hold harmless jurisdictions experiencing such increased net local burdens. Also, any growth in state aid in FY 2000 of up to one percent will be used to hold harmless, up to two percent in FY 2001 and up to three percent in FY 2002, totaling six percent over those three years. Any growth in state aid above those amounts used to hold harmless will be allocated using the method described above in Section 9. For FY 2003 and beyond, growth in state aid compared to FY 1999 can continue to be used to hold harmless these jurisdictions, but the absolute amount of state aid used to do so can never exceed the amount actually used in FY 2002.

These funds will not be used to hold harmless jurisdictions against any increases in net local burden due to the point of sale allocation methods described in Section 7 above.

If these funds prove to be too small to hold harmless all jurisdictions, the cities of Fairfax and Falls Church will first be fully compensated and the remaining funds applied proportionately among the remaining jurisdictions.

15. NVTC's policy for allocating state bond proceeds for WMATA received by NVTC on behalf of its member jurisdictions is to use the formula shares in effect in the fiscal year in which the funds are received, determined using the methods defined in Section 9 above.
16. The funds allocated to the member jurisdictions shall be held in trust by NVTC (hereinafter "Trustee") for the benefit of the member jurisdictions. The Trustee may combine the funds allocated to each member jurisdiction for investment purposes. The Trustee shall keep records of the exact amount held by each member jurisdiction in the trust. The Trustee shall invest such funds prudently to earn the greatest return consistent with requirements of safety and liquidity.

The Trustee will encourage bids for investment funds from financial institutions approved by the Virginia Treasury Board, or otherwise eligible under state statutes, and require adequate collateral which, in the case of bidders not approved by the Treasury Board, shall

consist of U.S. Government or Agency securities of at least 100 percent of the value of trust funds, to be held for the trust by a third-party institution, with proper verification provided to the Trustee. To provide a greater investment return, and consistent with state statutes, the Trustee may seek bids for purchase or repurchase of Certificates of Deposit, U. S. Treasury Bills, Government National Mortgage Association debt, other Federal Agency securities, top grade commercial paper rated by Moody's and Standard and Poor's and bankers acceptances rated by Keith Bank Watch service.

The Trustee will evaluate bids in terms of return and safety and, depending on market conditions, award the investment funds to the bidder(s) with the best prospects of a substantial and safe yield, recognizing that funds also may be kept on deposit at the Local Government Investment Pool or other money market accounts.

Any funds, allocated to the member jurisdictions, which are held in trust by the Trustee for the benefit of the member jurisdictions shall be granted irrevocably for the benefit of the member jurisdictions. NVTC reserves no power, other than these powers granted to it in its position as Trustee of the trust, to invest, spend or otherwise use the funds held in trust. NVTC reserves the right to amend the allocation resolution which determines the funds which will be allocated to each member jurisdiction in the future. Funds held in the trust may only be disbursed by the Trustee when it receives a request in writing for payment from those funds by a member jurisdiction in whose name the funds are held. Member jurisdictions may only request disbursement from the trust for purposes which are in accordance with applicable federal and state regulations regarding such funds.

If at any time the size of any trust under this resolution is so small that, in the opinion of the Trustee, the trust is uneconomical to administer, the Trustee may terminate the trust and distribute the assets among the member jurisdictions. The Trustee shall distribute the remaining funds held on behalf of each member jurisdiction to that member jurisdiction.

17. The NVTC executive director is hereby instructed to implement these policies, and to obtain the written approval of the NVTC Secretary-Treasurer for any and all investments of the funds held in trust for the benefit of the member jurisdictions.

Adopted this 3rd day of February, 2005.

David F. Snyder
Secretary-Treasurer

Paul Ferguson
Chairman

NVTC MEMORANDUM

TO: RICK TAUBE
FROM: KALA QUINTANA
SUBJECT: NVTC E-SCHEDULES SUCCESS & FUTURE FUNDING
DATE: 1/27/05
CC: NVTC MANAGEMENT ADVISORY COMMITTEE

During 2003 & 2004 Northern Virginia's transit systems' electronic schedules available for download to PDA's, cell phones and hand held computers has increased and is realizing success.

Web traffic and web it's to CommuterPage.com increased steadily in 2004 with a peak of 111,636 on line requests for e-schedules in September, 2004.

Overall, the e-schedules page is the number one requested page of all the pages on CommuterPage.com and the majority of the requests for this page come directly from AvantGo.com with 58.64%.

WMATA.com/timetables is the number one referrer of users to Commuterpage.com, with 5,200 requests for e-schedules from Virginians in the first half of December, alone. Other popular referral sites to the e-schedules page are Fairfax Connector, Loudoun County and VRE.

Given the success and rising popularity of the e-schedules in Northern Virginia, NVTC staff recommends that the jurisdictions continue to fund the e-schedules and to continue to make them available to customers in 2005 and beyond.

Redmon Group, the current contractor responsible for creating and updating the e-schedules for Northern Virginia has offered a proposal for an up front annual cost of \$16,000 to cover the cost of creating up to 20 new routes and 30 route updates for Northern Virginia's individual transit systems (or 60 route updates). These route creation and update numbers are based upon those from 2004. If any systems are aware of any new schedules that are being created tat may affect this agreement, notification before we finalize the contract negotiation is vital to eliminate budget overruns.

A cursory review of Redmon's service with area e-schedule partners proves that Redmon has continued to provide excellent service to WMATA, Arlington County and PRTC. All are pleased with their proactive approach to updating schedules and report an exemplary relationship with Redmon. Furthermore, Redmon is not increasing their costs for creating and updating schedules for NVTC's jurisdictions. The costs are the same as they have been seen project inception two years ago. Furthermore, NVTC's jurisdictions are, by agreement, using Arlington County's server systems currently maintained by Redmon for no charge, at a significant cost savings to NVTC. Therefore, NVTC staff recommends that we issue a no-compete contract to Redmon to continue their services for the e-schedules.

NVTC staff further proposes that additional monies be identified to promote this service. While individual jurisdictions should continue to promote the e-schedules to their customers independently

on web sites and through customer e-mails, jurisdictions should also consent to the establishment of a joint e-schedule marketing budget to maximize the marketing value through a combined effort coordinated by NVTC. A modest budget of \$14,000 would be reasonable and would allow some leverage for printing of posters and direct marketing tools for this service through transit systems to local residents and potential users.

E-schedule maintenance	\$16,000
<u>Marketing & Hosting Fees</u>	<u>\$14,000</u>
Total	\$30,000

By continuing to provide this service and by marketing this service to current and potential customers, we save schedule printing costs, capture new market share and provide a value added service to current customers at a time when other, more costly services are being cut. Furthermore, NVTC and the area's transit systems continue to utilize the latest technology to our advantage to save money and keep our customers satisfied and informed.

Northern Virginia Transportation Commission (NVTC)

Proposal for Maintaining Transit Schedules
Deployed to PDAs and Other Handheld Devices

January through December 2005

*Prepared by Redmon Group Inc
December 21, 2004*

Table of Contents

Introduction	3
Company Information.....	3
Primary Contact Information.....	3
Financial Profile	3
Corporate Officers.....	3
Outstanding Litigation	3
Relevant Accounts	4
Our Understanding.....	4
Cost.....	4
Project Budget	4
References & Past Performance	5
References	5
Resumes.....	5
Key Staff	5
Signature Block	6

Introduction

Company Information

Redmon Group Inc. (Redmon) is pleased to offer its services to provide custom design and programming services for NVTC. We believe that our proven software development and Web design expertise match the needs for this effort.

Redmon is located in Alexandria, Virginia:

500 Montgomery Street
Suite 500
Alexandria, Virginia 22314
703.838.5461
www.redmon.com

Redmon, founded in 1990, has more than thirteen years of experience in the development of all aspects of software and multimedia production. We have a staff of 22 full-time professionals with expertise in many areas, including project management, programming, content development, instructional design, graphic design, audio and video production, database design, quality assurance, and Section 508 compliance (Americans with Disabilities Act).

Primary Contact Information

Throughout the bid and proposal process, Redmon's primary contact will be Pete Kaiman. Pete can be reached at the address listed above, by email at pkaiman@redmon.com, or by phone at 703.838.5461 x109.

Financial Profile

Redmon is a privately owned corporation and has never accepted venture capital investments.

Corporate Officers

John Redmon – Principal
Veronica Redmon – Principal

Outstanding Litigation

None

Relevant Accounts

Redmon enjoys an outstanding reputation in the Internet/multimedia industry. Throughout our history, our company has completed highly successful development projects for such diverse organizations as:

- Arlington County
- City of Fairfax
- Smithsonian
- Ford
- RIF
- Fairfax County
- NOVA Regional Commission
- Discovery Channel
- Time-Life
- Office of the White House

Please see our extensive list of customers and projects online at www.redmon.com/clients.htm and www.redmon.com/portfolio.htm.

Our Understanding

Redmon has converted schedule data provided by Northern Virginia transit agencies into a database format for use with existing applications developed for the Arlington County Commuter Assistance Program. These applications allow users of PDAs and other handheld devices such as cellular phones to download complete transit schedules to their devices or to display current schedule information, depending on the device used and the type of Internet connectivity available. The specific applications include:

- HTML-based schedule tables that can be downloaded to PDAs when they are synchronized to a PC using free subscription services such as AvantGo and Mazingo;
- Schedule applications for PDAs using the Palm Operating System that can be downloaded from a web site; and
- Real-time schedule data that can be viewed on web-enabled cellular phones and on PDAs with direct Internet connectivity.

Redmon will now provide maintenance support for converted schedule data.

Cost

Project Budget

The following estimated budget is based on actual numbers from 2004.

Assuming a total of 20 new routes and 30 route updates throughout the year (2005), Redmon suggests an up-front payment of 50% of the total cost and then we will invoice NVTC for the remaining 50% (up to the actual amount) on a per route basis.

Total Budget:

20 New Routes:	\$10,000
<u>30 Route Updates:</u>	<u>\$6,000</u>

Total Estimated Cost: \$16,000

Redmon will invoice for \$8,000 in January of 2005 and will invoice for additional route updates and/or new routes once the initial \$8,000 budget has been expended.

References & Past Performance

References

Chris Hamilton
Program Manager
Arlington County
703-228-3725
CHamilton@co.arlington.va.us

Althea Evans
Marketing Manager
PRTC
(703) 580-6131
aevans@omniride.com

Please see our extensive online list of customers and our past performance portfolio at www.redmon.com/clients.htm and www.redmon.com/portfolio.htm.

Resumes

Key Staff

Project Manager and Systems Architect – Jim Stone

The project manager serves as the primary client liaison, defines the site's requirements and overall architecture, and coordinates all development, support, and testing activity.

Experience: Jim Stone is an expert developer of custom Web applications and database engines. His work with Redmon Group involves the development of Web and database interfaces, which incorporate SQL Server and Access databases and Cold Fusion and Active Server scripting for e-commerce and other interactive applications. He designs and codes dynamic Web pages and creates graphics. Before joining Redmon Group, Jim's career included nine years with the Smithsonian Institute, beginning as a research associate and finishing as an information resource specialist, with responsibility for Web development and graphics design, database development and management, and computer systems management. Jim also enjoys working with local theater groups, where his talents as an audio engineer are employed.

Education: Jim Stone graduated Cum Laude, Phi Beta Kappa, with a Bachelor of Arts degree in Theatre from Williams College, Williamstown, Massachusetts.

Senior Programmer – Troy Burke

The senior programmer is responsible for coding the critical-path portions of the site, supports other developers, and leads the technical implementation effort.

Experience: Troy Burke is a senior programmer with 5 year of experience developing complex Web, custom e-commerce, and dynamic data-driven applications. His work with Redmon involves the development of sophisticated back-end administration tools for the management of database driven Web sites. He is proficient in developing dynamic data-driven Web applications using ColdFusion and SQL Server. Troy also develops and maintains complex e-commerce applications for Redmon, including a custom system built for Arlington County, which provides a one-stop shopping site for tickets, tokens, and passes for transit systems in the Washington, D.C. area.

Education: Troy Burke graduated from the University of Virginia with a Bachelor of Science degree in Mechanical Engineering.

Signature Block

The parties below consent to the terms of this proposal.

Redmon Group Inc.

NVTC

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: January 27, 2005
SUBJECT: Change Order to NVTC Contract with Cubic Transportation Systems, Inc. for Additional Fareboxes

Several local transit operators have expanded their fleets and they would like to equip their new vehicles with SmarTrip-compatible fareboxes. Cubic is willing to provide these fareboxes as a change order to its existing contract with NVTC at \$11,103 each. Reflecting rising production costs, this price is slightly higher than the \$10,924 unit price paid for the 383 fareboxes purchased previously by NVTC (but well below the \$11,652 that Cubic is contractually authorized to charge).

Accordingly, the commission is asked to authorize its executive director to execute the proposed change order following receipt of written commitments from the jurisdictions listed below to pay their respective amounts (totaling \$588,459 for 53 additional fareboxes).

Transit Agency	Original Farebox Order	Cost @ \$10,924/box	Additional Farebox Order	Cost @ \$11,103/box
Arlington County ART	26	\$284,024	9	\$99,927
Alexandria DASH	57	\$622,668	3	\$33,309
City of Fairfax CUE Bus	13	\$142,012	0	--
Fairfax Connector	181	\$1,977,244	20	\$222,060
Loudoun County Transit	19	\$207,556	5	\$55,515
PRTC	87	\$950,388	16	\$177,648
<i>TOTAL</i>	383	\$4,183,892	53	\$588,459

Anticipated Payment Milestones for NVTC Supplemental SmarTrip Farebox Orders

Transit Agency	Additional Farebox Order	Cost @ \$11,103//box	40% Due at Purchase	15% Due at Start of Installation <i>(approx. 7/05)</i>	15% Due at Completion of Installation <i>(approx. 9/05)</i>	20% Due at Data System Integrity Test <i>(approx 11/05)</i>	10% Due at Final Acceptance <i>(approx. 05/06)</i>
Arlington County ART	9	\$99,927	\$39,971	\$14,989	\$14,989	\$19,985	\$9,993
Alexandria DASH	3	\$33,309	\$13,324	\$4,996	\$4,996	\$6,662	\$3,331
Fairfax Connector	20	\$222,060	\$88,824	\$33,309	\$33,309	\$44,412	\$22,206
Loudoun County Transit	5	\$55,515	\$22,206	\$8,327	\$8,327	\$11,103	\$5,552
PRTC	16	\$177,648	\$71,059	\$26,647	\$26,647	\$35,530	\$17,765

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube
DATE: January 27, 2005
SUBJECT: WMATA Items

A. Metro Board Digest for January, 2005.

A copy is attached for your information.

B. Current Use of Metrocheks.

Data as of the end of December, 2004 show the following widespread use of Metrochecks in the Washington Metropolitan region:

Number of federal agencies: 286
Number of federal employees: 151,800
Number of private employers: 3,800
Number of private employees: 77,000

Of these totals, 1,145 employers with 36,551 employees provide Metrochek electronically (known as SmartBenefits).

Metrocheks generate about \$180 million in annual gross revenue.

C. NVTC Support for the Blue Ribbon Panel on Dedicated Sources of Funding.

The attached letter signed by NVTC Chairman Ferguson and accompanying media release describe the supporting action taken by the commission at its January 6, 2005 meeting.

Following the commission's action, both MWCOG and NVTA have passed additional resolutions of support and Senator Whipple has introduced SJ440, which calls upon the Virginia General Assembly to support the

Panel's recommendations. The attached NVTA resolution asks that the respective governors and mayor of the three main WMATA signatories make implementation of the panel's recommendations a high priority and that federal officials take action.

The attached NVTC Resolution #1066 would mirror NVTA's requests and express support for SJ 440. The commission is asked to adopt Resolution #1066.

D. WMATA Subsidy Allocation Methodology.

The attachment illustrates WMATA's methods for sharing costs of its various services. Representatives of the District of Columbia have been vocal in calling for changes in order to shift the burden to other jurisdictions.

A

January 27, 2005

MEMORANDUM FOR: Chairman and Members of the Board

SUBJECT: January Board Digest

Metrorail Undergoes Peer Review

The American Public Transportation Association (APTA) reviewed Metrorail operations January 9-14 and will review Metrobus next month. Last November, we asked APTA to conduct a peer review of Metro and provide recommendations for improvements, and comments on current programs and strategies.

The rail review examined four general areas: rail operations, track maintenance, vehicle procurement and safety. The rail operations portion of the review included a look at the organization and functions of the Operations Control Center and Maintenance Operations Control Center, as well as the training for controllers. The training department and training programs for rail operators, rail supervisors and station managers were part of the operations review as well. The track maintenance review covered procedures and industry standards, track inspections and reporting, and the training and abilities of track workers. With regard to vehicle procurement, the examiners delved into the entire procurement cycle from design and prototypes to testing, manufacturing and accepting. This portion of the review also discusses crashworthiness and technology to monitor vehicles. Safety issues reviewed included the function and procedures of the derailment investigation committee and a technical review of recent non-revenue derailments.

The rail peer review panel members included representatives from the Toronto Transit Commission, Massachusetts Bay Transportation Authority, Southeastern Pennsylvania Transportation Agency, New York City Transit, London Underground and Metropolitan Atlanta Rapid Transit Authority.

A report from the panel is expected in the next three weeks, whereupon a public report will be presented to the Operations and Safety Committee of the Board of Directors.

Metro Key To 2005 Inaugural Activities

Last week's presidential inauguration, parade, balls and other activities brought tens of thousands of participants and spectators to downtown Washington, D.C., on Metrorail. For Metro, the week's activities meant increased hours of operation, several station closings, numerous Metrobus detours and heightened security efforts. Ridership on Inauguration Day historically has been strong for Metro. George W. Bush's first inauguration took place on a Saturday in 2001. Metrorail trips totaled 601,839. It was the third highest Saturday ridership day in history. For Bill Clinton's inauguration in 1993, Metrorail ridership topped 811,000—Metro's second highest ridership day ever. Typical weekday ridership falls in the 650,000 to 670,000 range.

On Inauguration Day 2005, Metrorail opened from 5 a.m. to 3 a.m. Trains ran every four to five minutes in the downtown core from 8 a.m. to 8 p.m., and every 7.5 to eight minutes from 8 p.m. to 10 p.m. The U.S. Secret Service was the lead agency for the inauguration and asked us to close several rail stations for security purposes. Smithsonian and Archives-Navy Memorial-Penn Quarter Metrorail stations remained closed from opening until after the parade when the Secret Service allowed us to reopen. The Mount Vernon Sq/7th St Convention Center station was closed from 3 p.m. until 1 a.m. because six balls took place at the Washington Convention Center.

Prior to the inaugural activities, Metro distributed a special brochure, "Your Guide To Riding Metro to the 55th Presidential Inauguration," in rail stations, Metro sales offices and area hotels. We used the Web site to update information that affected our service. In addition to the rail station closings, more than a dozen Metrobus routes were impacted by street closings throughout the week as well. On Inauguration Day, 67 volunteer Metro Information Persons (MIPs) staffed 37 rail stations, answering customer questions and assisting them with directions and farecards. Metro also sold special one-day passes commemorating Inauguration Day.

Metro Transit Police cooperated with the Secret Service and other area law enforcement agencies to ensure the safety and security of Metro customers and all participants in the inaugural events. The Transportation Security Administration (TSA) sent explosive detection canine teams to patrol Metrorail stations, supplementing MTPD's teams of officers and bomb-sniffing dogs. TSA also provided federal screeners and explosive trace detection equipment for inspecting unattended items in the Metro system. MTPD officers wore a special badge commemorating the 2005 inauguration. Officers began wearing the commemorative badge after Election Day.

Customers Spend Lunch Hour With Metro

More than 195 individuals have registered on our Web site to participate in our twice-monthly Internet chat sessions, LunchTalk Online. To date we have hosted two sessions on December 17 and January 7. Our next session is scheduled for tomorrow, January 28 from noon to 1 p.m. With some technical assistance and support from the Executive Leadership team, I was able to answer 26 of 92 questions submitted on a broad range of Metro-related topics during the first hour-long session. In the most recent online chat, I responded to 36 of 60 questions. Customers posed questions on a wide variety of issues from overcrowding, the public address system and dwell times to Red Line turnbacks, system announcements about delays, and better integration and communications between the bus and rail system.

We started LunchTalk Online as a way to enhance communications with customers and give them a more direct line to us. As much as the online chats are an opportunity for customers to learn about Metro, they are proving to be a tremendous opportunity for us to learn about our customers.

For the first online chat session, roughly 80 people had registered online. For the second session, the number grew to 195. Only people who want to pose questions need to register. Those who do not want to ask questions can view the chat session by clicking on the online chat link on our home page or by going to www.forums-wmata.com. The questions and answers to previous chat sessions will remain archived on the Web site, allowing anyone with Internet access to read them. Customers without Internet access can request a transcript of a chat session from our Customer Service Office.

Three Dogs Added To MTPD Explosive Ordnance Detection Team

The Metro Transit Police Department has added three new bomb-sniffing dogs to its Explosive Ordnance Detection (EOD) unit. The dogs, a yellow Labrador, black Labrador and golden retriever, have completed an 11-week explosives detection training course where they learn to identify 21 odors, including dynamite and TNT. Their training exercises took place throughout the system to get the dogs accustomed to working in stations, on escalators, on trains and buses, indoors and outdoors, and in crowds.

The additional dogs will enhance Metro's security efforts by conducting routine sweeps of facilities and responding to specific incidents. MTPD incurred minimal costs to acquire its newest dogs. One dog was adopted from a family who could not care for him. Another dog came from an animal shelter and one is the officer's family dog. MTPD's canine trainers look for dogs with high retrieval and hunting drives to join the EOD unit.

In addition to the MTPD canines, two dogs and officers from the Prince George's County Sheriff's Office also participated in the explosives detection training course, which ran from October 25 to January 7.

Since 1989, MTPD has used patrol dogs to help with the department's tri-jurisdictional policing. Today, it also has explosives- and narcotics-detecting dogs. After the terrorist attacks in 2001, Metro used federal money earmarked for security enhancements to acquire and train six additional explosive-detecting canines and their handlers. MTPD keeps the total number of dogs it has working throughout the system under wraps for security purposes, but ensures that K-9 teams can be available at any time of day. The dogs and their officer handlers work as a team to conduct routine sweeps of rail stations and other Metro facilities, provide high-visibility sweeps during times of heightened security in the region, investigate suspicious packages, and respond to specific instances.

Earlier this month, one of our K-9 teams was instrumental in tracking down a fare evader who had an outstanding warrant for attempted murder. MTPD Officer Christa Matthews had stopped the man for fare evasion at the Suitland Metrorail station and during a routine check learned of his warrant. As she went to arrest him, the man fled from the station. She chased the man and called for back up. Additional MTPD,

Prince George's County, and U.S. Park Police officers responded and set up a perimeter. Officer Billy Potts and his dog, Niko, entered the secured area and tracked the man's scent. Using their lead work, other officers of the Transit Police Special Response Team were able to find the man hiding in a truck and arrest him.

Rehab Project Begins at Vienna Parking Garage

Metro started a rehabilitation project on the north parking structure at the Vienna Metrorail station this month. The project will continue for two years and includes various concrete and structural improvements, drainage and stairwell upgrades and re-striping of parking stalls. The parking garage opened in 1990 and has 1,871 spaces on four levels. The garage will remain open throughout the 10-phase rehabilitation project, however customers can expect to see work taking place on all levels. Approximately 180 spaces will be unavailable to customers at any one time during the project. Disabled-accessible and reserved parking spaces will be relocated as necessary. As part of the renovation, WMATA will add 10 disabled-accessible parking spots for a total of 29 and overall parking will increase to a total of 1,881 spaces.

Metro has alerted customers about potential overcrowding at the busy Vienna Metro garage during the duration of the project. Customers can find Take-One flyers and signs at Vienna station about the garage rehabilitation and can also look to the Web site for updates. Metro is encouraging parkers to take advantage of Metrobus and Fairfax Connector service to the station.

Metro Expands Car Sharing Program

Metro has expanded its car sharing program to 11 more Metrorail stations and has added a second car sharing company, Zipcar, to expand the scope of the program. Metro also exercised the third year option on its contract with Flexcar. With these two actions, customers have easy access to vehicles at 66 of the 86 Metrorail stations. Under the car sharing program, customers can sign up with either Flexcar or Zipcar to rent automobiles by the hour that can be found at or near Metrorail stations and Metrobus stops.

Under the new contract with Flexcar, the company's fleet of cars will serve five new stations by the end of the month in addition to the 54 it

already serves. Cars will be placed in the Kiss & Ride lots at the Dunn Loring-Merrifield, Largo Town Center, Medical Center, Morgan Boulevard and Rockville Metrorail stations.

The Zipcar contract will add cars to the Kiss & Ride lots at six stations—Congress Heights, Rhode Island Ave, Twinbrook, Suitland, Franconia-Springfield and Eisenhower Ave—in addition to the 29 it already serves with cars near Metro stations. Zipcar also plans to place cars near nine more Metrorail stations by the end of the year, bringing the total number of stations served by Zipcar to 44.

Annual Program Honors Dr. Martin Luther King, Jr.

Metro held its annual observance of Dr. Martin Luther King, Jr., on January 12. Employees filled the Board Room to hear Kurt Schmoke, former Mayor of Baltimore and current Dean of Howard University School of Law. Schmoke reminded Metro employees about the vital service they provide in region and how the work of a good public transportation system is consistent with Dr. King's message of economic justice for everyone. Economic opportunities are meaningless if people can not get to jobs, he said. Schmoke also expounded on the program's theme, "Remember! Celebrate! Act! A Day On...Not A Day Off," asking employees to act on any dissatisfactions in their professional, personal and community lives.

Upcoming Events

January 28

Metro LunchTalk Online, chat session at www.metroopensdoors.com, noon

February 4

Metro LunchTalk Online, chat session at www.metroopensdoors.com, noon

February 9

FTA Quarterly Review

February 16

Transportation Planning Board meeting, COG Board Room, noon

Chairman and Members of the Board

Page 7

February 17

Black History Month Celebration, JGB [location TBD], 1:30 p.m.

February 18

Metro LunchTalk Online, chat session at www.metroopensdoors.com,
noon

If you have any questions, please let me know. Thank you.

Richard A. White

General Manager and Chief Executive Officer

RESOLUTION #1066

SUBJECT: NVTC Support for Implementing the Blue Ribbon Panel's Recommendations.

WHEREAS: NVTC is charged in the WMATA Compact with appointing Virginia's members of the WMATA Board of Directors; and

WHEREAS: NVTC recognizes the critical funding needs identified by the Blue Ribbon Panel on Metro Funding in its report of January 6, 2005.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission supports the recommendations of the Blue Ribbon Panel, including serious consideration of a regional sales tax applicable to the Metro Compact jurisdictions, provided such a dedicated regional funding source is apportioned equitably and reflects the current allocation formulas for sharing Metro's costs among the Compact jurisdictions;

BE IT FURTHER RESOLVED that NVTC supports SJ 440--which would put the 2005 Virginia General Assembly on record in support of the Panel's recommendations—and NVTC calls for Virginia's Governor to work with the Governor of Maryland, Mayor of the District of Columbia and federal officials to cause an implementation plan for the Panel's recommendations to be developed in time for legislation to be introduced at the 2006 General Assembly session; and

BE IT FURTHER RESOLVED that NVTC requests that appropriate federal officials take action to implement the Panel's recommendations for federal financial support for WMATA.

Approved this 3rd day of February, 2005.

David F. Snyder
Secretary-Treasurer

Paul Ferguson
Chairman





NVTCC

Northern Virginia Transportation Commission

January 13, 2005

Chairman
Hon. William D. Euille

Vice Chairman
Hon. Paul Ferguson

Secretary/Treasurer
Hon. Gerald E. Connolly

Commissioners:

City of Alexandria
Hon. William D. Euille
Hon. Ludwig Gaines

Arlington County
Hon. Paul Ferguson
Hon. Jay Fisetle
Hon. Christopher Zimmerman

Fairfax County
Hon. Sharon Bulova
Hon. Gerald E. Connolly
Hon. Catherine Huggins
Hon. Dana Kaufman
Hon. Elaine McConnell

City of Fairfax
Hon. Scott Silverthorne

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Mick Stator

**Virginia Department of Rail
and Public Transportation**
Karen Rae

Virginia General Assembly
Sen. William C. Mims
Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Gary A. Reese

Executive Director
Richard K. Taube

Phil Mendelson
Chairman,
MWCOG
777 North Capitol
Street, NE, #300
Washington, DC 20002-4239

Ph. I.
Dear Chairman Mendelson:

At its January 6, 2005 meeting, the Northern Virginia Transportation Commission voted to commend the Blue Ribbon Panel for effectively examining the outlook for WMATA and its need for dedicated funding.

NVTC also voted to endorse serious consideration of a regional sales tax applicable to the Metro Compact jurisdictions as proposed by the Blue Ribbon Panel, provided such a dedicated regional funding source is apportioned equitably and reflects the current allocation formulas for sharing Metro's costs among the Compact jurisdictions.

Further, NVTC wishes to help the region advance the initial work of the Blue Ribbon Panel by exploring how to develop further information about the details of the proposal and how it could be implemented. Please feel free to contact me with any questions about NVTC's action.

Sincerely,

Paul Ferguson
Paul Ferguson
Chairman

cc: Richard A. White
William H. Edwards, Jr.
Terry Golden
Rudolph Penner

Northern Virginia Transportation Authority



RESOLUTION

Resolution No. P05-06

PATRON: David Snyder, Chairman
DATE: January 13, 2005

RESOLUTION IN SUPPORT OF THE BLUE RIBBON PANEL'S RECOMMENDATIONS FOR A DEDICATED FUNDING SOURCE FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

RESOLVED, that legislation be introduced to implement the recommendations of the Panel on the Analysis of and Potential for Alternate Dedicated Revenue Sources for WMATA (Blue Ribbon Panel), contingent upon similar actions being taken by WMATA's other funding partners, including federal, state and local governments; and

RESOLVED, that the Governors of Virginia and Maryland and the Mayor of the District of Columbia make implementation of the Blue Ribbon Panel's recommendations a high priority in their joint discussions and actions; and

RESOLVED, that appropriate federal officials take action to implement the Blue Ribbon Panel's recommendations for federal financial support for WMATA.

CERTIFICATION

The undersigned certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Northern Virginia Transportation Authority on January 13, 2005.

A handwritten signature in black ink, reading 'G. Mark Gibb', is positioned above the printed name of the certifying officer.

G. Mark Gibb, Certifying Officer



Northern Virginia Transportation Authority

c/o Northern Virginia Regional Commission 7535 Little River Turnpike, Suite 100 Annandale, Virginia 22003
703-642-0700; fax 703-642-5077; www.novaregion.org/novatrans

December 22, 2004

Mr. Rudolph G. Penner, Chairman
Panel on the Analysis of and Potential for
Alternate Dedicated Revenue Sources for WMATA
c/o Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4290

Dear Mr. Penner:

At its December 16, 2004, meeting, the Northern Virginia Transportation Authority voted to express its appreciation to the Blue Ribbon Panel for its work regarding dedicated funding for the Metro system.

The Authority also agreed to endorse serious consideration of a regional sales tax applicable to the Metro Compact jurisdictions as put forward by the Blue Ribbon Panel, provided it is apportioned equitably and reflects the current allocation formula as shared by the respective Compact jurisdictions.

I am happy to discuss the Northern Virginia Transportation Authority's position with you. I can be reached at (202)828-7161 or if you have any general questions, please contact James Van Zee at the Northern Virginia Regional Commission at (703) 642-4630.

Very truly yours,

David Snyder
Chairman

DS/jvz

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, N.W.
Washington, D.C. 20002

**RESOLUTION ACCEPTING AND ACTING ON
THE REPORT OF THE WMATA FUNDING PANEL**

WHEREAS, a number of entities (including the U.S. Government Accountability Office, the Brookings Institution, the National Capital Region Transportation Planning Board, and the Northern Virginia Transportation Authority) have documented the financial difficulties faced by the Washington Metropolitan Area Transit Authority ("WMATA"), and have suggested or called for an independent analysis of the need for and potential creation of one or more dedicated revenue sources for WMATA; and

WHEREAS, on September 8, 2004, the Metropolitan Washington Council of Governments ("COG"), ultimately joined by the Greater Washington Board of Trade and the Federal City Council authorized the creation of a "blue ribbon" panel to verify and quantify WMATA's current and future financial needs, to catalog and analyze potential alternative dedicated revenue sources for WMATA, and to make such findings, conclusions, and recommendations as the panel deems financially and legally workable and appropriate; and

WHEREAS, thirteen individuals, with extensive knowledge and experience in areas of transit, economics, public finance, and political science were named to the Panel on the Analysis of and Potential for Alternate dedicated Revenue Sources for WMATA ("Dedicated Revenue Panel" or "Panel") with a charge to review existing research and analyses, to develop its own research and investigation into the pros and cons of selected alternative dedicated revenue sources, and to report to the three sponsoring organizations on or about December 15, 2004; and

WHEREAS, the Panel was given independent professional staff to assist it in its responsibilities, in addition to the staffs of the three sponsoring organizations and WMATA, itself; and

WHEREAS, the Panel formally met seven times, and communicated substantially on a number of occasions, among itself, and with staff, and twice sought public comment, initially on the concepts of the questions presented by the sponsoring organizations, and ultimately, on the Panel's draft report, adopted on December 14, 2004; and

WHEREAS, the Panel's final report, issued on January 6, 2005, finds, concludes, and recommends that:

- Maryland, Virginia, and the District of Columbia mutually implement a regional dedicated revenue source sufficient to address the projected shortfall for WMATA capital maintenance and system enhancement; and
- The preferable regional dedicated revenue source option is a regional sales tax (if a sales tax is not mutually acceptable to the three jurisdictions, other studied and recommended options for consideration include a regional payroll tax or parallel increases in property taxes); and
- Farebox revenues should continue at the current operating ratio of 57 percent; and
- The federal government should participate significantly in addressing the shortfall for capital maintenance and system enhancement; and
- The federal, state, and local funding of Metro Access, or paratransit, should be addressed separately from this financing effort.

NOW THEREFORE BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. The Report of the Panel, and its efforts, findings, conclusions, and recommendations, are accepted with gratitude.
2. The Report of the Panel will be furnished to all participating COG jurisdictions, to the Governors and Legislatures of the State of Maryland and the Commonwealth of Virginia and the Mayor and Council of the District of Columbia, and to the U.S. Department of Transportation and the region's Congressional Delegation.
3. Participating COG jurisdictions are encouraged to evaluate the report and its recommendations and to consider making it part of their legislative packages for the 2005 sessions of the respective legislatures, either for action in 2005 or for appointment of legislative study commissions or other entities to examine and negotiate a mutual solution among the three compact jurisdictions.
4. The Governors of Maryland and Virginia and the Mayor of the District of Columbia are encourage to meet and explore the Panel's specific funding alternatives, to embrace a revenue source for all three jurisdictions, and to urge its consideration by their respective legislatures.
5. Congress and the Administration are requested to acknowledge the reliance of the federal workforce on WMATA and take such additional action as necessary to ensure adequate and reliable federal support for the system, consistent with the Panel's recommendation.
6. COG members and staff should work with stakeholders to assist local, state and federal officials in understanding the nature of the WMATA funding requirements, the immediacy of the need, and the desirability of both a dedicated revenue source and adequate federal participation in ensuring appropriate levels of capital maintenance and system enhancement for the region's most important transportation investment.

[summary](#) | [pdf](#)

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SENATE JOINT RESOLUTION NO. 440

Offered January 20, 2005

Supporting the recommendations of the Panel on the Analysis of and Potential for Alternate Dedicated Revenue Sources for the Washington Metropolitan Area Transit Authority (WMATA).

Patrons-- Whipple, Colgan, Howell, Puller, Saslaw and Ticer; Delegates: Callahan, Moran, Plum and Sickles

Referred to Committee on Rules

WHEREAS, the Panel on the Analysis of and Potential for Alternate Dedicated Revenue Sources for the Washington Metropolitan Area Transit Authority recommends that the Compact jurisdictions of Maryland, Virginia, and the District of Columbia should mutually select, authorize, and implement a regional dedicated revenue source sufficient to address the projected shortfall for capital maintenance and system enhancement; and

WHEREAS, the most desirable, workable, and acceptable dedicated revenue source that the Compact jurisdictions can utilize, particularly since it captures funds not only from regional residents but from visitors to the area, is an increase of the sales taxes applicable to the area covered by the Compact; and

WHEREAS, fare increases should be implemented in a way that maintains the current farebox operating ratio averaging 57 percent, while taking into account the need to maintain healthy ridership levels; and

WHEREAS, the federal government is urged to participate significantly in addressing the projected shortfall for capital maintenance and system enhancement, since Metro service is a critical service for effective federal operations; and

WHEREAS, should the Compact jurisdictions conclude that a regional sales tax is not the most financially and politically viable dedicated revenue source, the Panel then recommends that the Compact jurisdictions mutually select, authorize, and implement a regional payroll tax, mutual and equivalent increases in ad valorem property taxes, or a special real property assessment based upon accessibility to mass transit in sufficient amount, together with federal contributions, to meet the WMATA shortfall; and

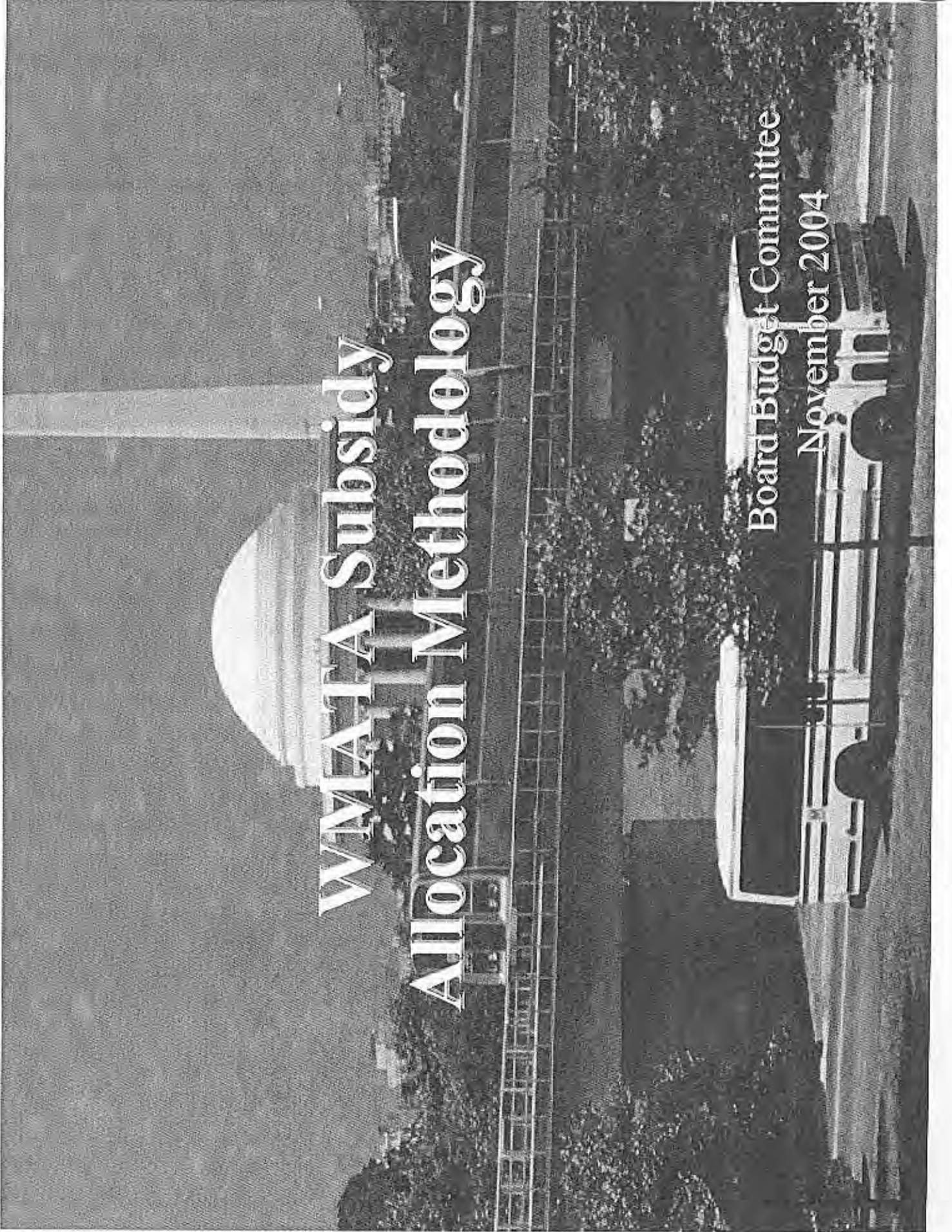
WHEREAS, the Panel also recommends a concerted effort, perhaps involving the formation of a new panel with expertise on this issue to focus on existing federal, state, and local social service funding; and

WHEREAS, the Panel has urged its three sponsoring agencies to "advance the work of the Panel by aggressively advocating on behalf of the Panel's findings, conclusions, and recommendations and take a lead role in building a coalition to support a dedicated revenue source for WMATA"; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the General Assembly support the recommendations of the Panel on the Analysis of the Potential for Alternate Dedicated Revenue Sources for the Washington Metropolitan Area Transit Authority; and, be it

RESOLVED FURTHER, That the Clerk of the Senate transmit a copy of this resolution to the Panel on the Analysis of and Potential for Alternate Dedicated Revenue Sources, the Washington Metropolitan Area Transit Authority, and the Northern Virginia Transportation Authority so that they may be apprised of the sense of the General Assembly of Virginia in this matter.

Legislative Information System



WMATA Subsidy Allocation Methodology

Board Budget Committee
November 2004



Subsidy Components

- Rail Operating Subsidy
 - Base Rail Formula
 - Max Fare Formula
- Bus Operating Subsidy
 - Regional Bus Formula
 - Non-Regional Bus Formula
 - Reimbursable Services
- Paratransit Formula
- Capital Subsidy
 - Metro Matters
 - IRP/SAP Bus and Rail Projects



Base Rail Formula

- Elements and Weighting
 - Population/population density **33%**
 - US Census data for urbanized area population
 - 50% population and 50% density weighted population (pop x density)
 - Average weekday ridership by jurisdiction of residence **33%**
 - Determined by rail passenger survey
 - Number of rail stations by jurisdiction **33%**
 - Assignments determined by Board



Base Rail Formula

FY05 Budget	Population Weighted By Density			Average Weekday Ridership			Station Assignments			FY05 Formula Distribution
	2000 Census	Formula Weight	May '03 Ridership	Percent of Total	Formula Weight	Station Distribution	Percent of Total	Formula Weight		
District of Columbia	25.9%	8.6%	164,008	28.5%	9.5%	39.8	47.6%	15.9%	34.0%	
Montgomery	21.4%	7.1%	119,646	20.8%	6.9%	11.5	13.8%	4.6%	18.7%	
Prince George's	18.7%	6.2%	110,532	19.2%	6.4%	13.2	15.8%	5.3%	17.9%	
Maryland Subtotal	40.1%	13.4%	230,178	39.9%	13.3%	24.7	29.6%	9.9%	36.6%	
Alexandria	5.0%	1.7%	27,255	4.7%	1.6%	3.5	4.2%	1.4%	4.7%	
Arlington	6.8%	2.3%	62,863	10.9%	3.6%	10.0	12.0%	4.0%	9.9%	
City of Fairfax	0.5%	0.2%	2,296	0.4%	0.1%	0.0	0.0%	0.0%	0.3%	
Fairfax County	21.3%	7.1%	86,704	15.0%	5.0%	5.5	6.6%	2.2%	14.3%	
Falls Church	0.3%	0.1%	2,930	0.5%	0.2%	0.0	0.0%	0.0%	0.3%	
Virginia Subtotal	34.0%	11.3%	182,049	31.6%	10.5%	19.0	22.8%	7.6%	29.4%	
Total	100.0%	33.3%	576,235	100.0%	33.3%	83.5	100.0%	33.3%	100.0%	

Note: For FY05 NY Ave. & blue line extension are only carried for 1/2 year. FY06 station total will be 85 stations excluding Arlington Cemetery



Max Fare

- Equals one half the difference between what riders traveling more than 6 miles would have paid without a tapered mileage charge and cap and what is actually paid.
- Allocated by jurisdiction of residence
- Jurisdiction of residence and distance traveled determined by rail passenger survey



Bus Formulas

- Three types of service: regional, non-regional, reimbursable (as defined by the Regional Mobility Panel)
 - **Regional** – total subsidy equals total regional bus operating cost, minus regional bus revenue – allocated via regional bus formula
 - **Non-regional** – subsidy equals marginal cost of operating each route minus the revenue of that route
 - **Reimbursable** (demonstration or contract service) – subsidy equals the marginal cost minus revenue for the route, or by separate contract



Regional Bus Formula

- Elements and Weighting
 - Population/population density **25%**
 - Revenue hours **25%**
 - Assigned geographically or by Board agreement
 - Revenue miles **35%**
 - Assigned geographically or by Board agreement
 - Ridership by jurisdiction of residence **15%**
 - Average weekday ridership
 - Determined by bus survey



Bus Operating Subsidy

Regional Bus Formula

FY05 Budget Jurisdiction	Population Weighted By Density		Average Weekday Ridership			Revenue Miles			Revenue Hours			FY05 Formula Distribution
	2000 Census	Formula Weight	May '03 Ridership	Percent of Total	Formula Weight	Sept '03 Schedule	Percent of Total	Sept '03 Schedule	Percent of Total	Formula Weight	FY05 Formula Distribution	
District of Columbia	25.9%	6.5%	219,643	58.0%	8.7%	11,838,092	42.7%	14.9%	59.2%	1,165,279	13.3%	43.4%
Montgomery County	21.4%	5.4%	41,980	11.1%	1.7%	3,845,238	13.9%	4.8%	11.6%	252,884	2.9%	14.8%
Prince George's County	18.7%	4.7%	64,800	17.1%	2.6%	4,573,695	16.5%	5.8%	13.5%	296,264	3.4%	16.4%
Maryland Subtotal	40.1%	10.0%	106,780	28.2%	4.2%	8,418,933	30.3%	10.6%	25.1%	549,147	6.3%	31.2%
Alexandria	5.0%	1.3%	15,214	4.0%	0.6%	1,523,758	5.5%	1.9%	4.9%	106,541	1.2%	5.0%
Arlington	6.8%	1.7%	19,354	5.1%	0.8%	2,522,160	9.1%	3.2%	7.8%	171,223	2.0%	7.6%
City of Fairfax	0.5%	0.1%	1,408	0.4%	0.1%	0	0.0%	0.0%	0.0%	-	0.0%	0.2%
Fairfax County	21.3%	5.3%	13,794	3.6%	0.5%	3,339,235	12.0%	4.2%	8.6%	189,223	2.2%	12.2%
Falls Church	0.3%	0.1%	2,478	0.7%	0.1%	107,747	0.4%	0.1%	0.3%	7,599	0.1%	0.4%
Virginia Subtotal	34.0%	8.5%	52,288	13.8%	2.1%	7,492,900	27.0%	9.5%	21.7%	474,587	5.4%	25.4%
Total	100.00%	25.0%	378,709	100.0%	15.0%	27,749,925	100.0%	35.0%	100.0%	2,189,013	25.0%	100.0%



Paratransit Formula

- Cost of service minus revenue for each rider allocated by jurisdiction of residence
- Costs are calculated as:
 - Cost per trip times trips completed per jurisdiction of residence.
 - Scheduling cost based on trips requested per jurisdiction of residence.
 - Vehicle lease cost times the number of vehicles assigned to each jurisdiction
- Indirect cost allocation based on the distribution of direct costs.



Paratransit Formula

Jurisdictions: (Thousands)	Direct Cost	OH Cost	Total Cost	Revenue	Subsidy
District of Columbia	\$11,243	\$674	\$11,917	\$922	\$10,995 23%
Montgomery	\$14,880	\$893	\$15,773	\$1,220	\$14,553 31%
Prince George's	\$15,170	\$910	\$16,080	\$1,244	\$14,836 31%
Northern Virginia	\$7,478	\$449	\$7,926	\$613	\$7,313 15%
Total	\$48,771	\$2,926	\$51,697	\$4,000	\$47,697 100%
NoVA SubAllocations:					
Alexandria	\$658	\$39	\$697	\$54	\$643 9%
Arlington	\$585	\$35	\$620	\$48	\$572 8%
Fairfax City	\$88	\$5	\$93	\$7	\$86 1%
Fairfax County	\$6,078	\$365	\$6,443	\$499	\$5,945 81%
Falls Church	\$69	\$4	\$73	\$6	\$67 1%
Total NVA	\$7,478	\$449	\$7,926	\$613	\$7,313 100%



Total FY05 Operating Subsidy*

FISCAL 2005 APPROVED BUDGET SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGE'S COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
METROBUS OPERATING SUBSIDY									
REGIONAL SUBSIDY	\$82,265,101	\$27,846,913	\$31,057,097	\$9,477,588	\$14,399,290	\$348,893	\$23,203,662	\$751,801	\$189,350,070
NON-REGIONAL	\$20,905,371	\$5,885,109	\$11,874,116	\$661,306	\$405,000	\$0	\$6,215,118	\$0	\$45,946,020
TOTAL BUS OPERATING	\$103,170,472	\$33,732,023	\$42,931,152	\$10,138,894	\$14,804,290	\$348,893	\$29,418,770	\$751,801	\$235,296,090
	43.8%	14.3%	18.2%	4.3%	6.3%	0.1%	12.5%	0.3%	
METRO RAIL OPERATING SUBSIDY									
BASE ALLOCATION	\$39,009,027	\$21,401,475	\$20,544,473	\$5,341,246	\$11,344,515	\$348,796	\$16,424,616	\$310,299	\$114,724,445
MAX FARE SUBSIDY	\$263,345	\$2,107,841	\$924,763	\$105,512	\$72,890	\$40,395	\$970,236	\$12,142	\$4,497,115
TOTAL RAIL OPERATING	\$39,272,372	\$23,509,316	\$21,469,237	\$5,446,757	\$11,417,394	\$889,191	\$17,394,852	\$322,441	\$119,221,560
	32.9%	19.7%	18.0%	4.6%	9.6%	0.3%	14.6%	0.3%	
PARATRANSIT SUBSIDY									
	\$10,995,178	\$14,552,639	\$14,835,729	\$643,255	\$572,312	\$86,027	\$5,944,510	\$67,050	\$47,696,700
	23.1%	30.5%	31.1%	3.3%	1.2%	0.2%	12.5%	0.1%	
SUBTOTAL OPERATING SUBSIDY	\$153,438,022	\$71,793,978	\$79,236,119	\$16,228,905	\$26,793,686	\$824,116	\$52,758,132	\$1,141,093	\$402,214,350
DEBT SERVICE	\$10,331,300	\$4,867,500	\$4,872,900	\$1,418,200	\$2,740,200	\$46,700	\$3,168,900	\$38,500	\$27,484,200
TOTAL APPROVED SUBSIDY	\$163,769,322	\$76,661,478	\$84,109,019	\$17,647,105	\$29,534,166	\$970,816	\$55,927,032	\$1,179,593	\$429,698,550
	38.1%	17.8%	19.6%	4.1%	6.9%	0.2%	13.0%	0.3%	

* As approved in June 2004



Metro Matters

- IRP based on % distribution of FY05 IRP
- SAP Rail projects based on % distribution of FY05 rail IRP
- SAP Bus Projects based on % distribution of FY05 bus IRP
- Jurisdictional shares held constant for length of program (six years)



Metro Matters Allocation

	IRP	Rail SAP	Bus SAP	Metro Matters Allocation
District of Columbia	36.71%	36.10%	37.43%	36.63%
Montgomery County	16.81%	18.58%	14.47%	17.04%
Prince George's County	19.20%	16.45%	22.74%	18.84%
Subtotal	36.01%	35.03%	37.21%	35.88%
Alexandria	4.44%	4.37%	4.58%	4.43%
Arlington	8.51%	9.86%	6.82%	8.69%
Fairfax City	0.18%	0.31%	0.00%	0.19%
Fairfax County	13.88%	14.03%	13.69%	13.90%
Falls Church	0.28%	0.29%	0.28%	0.28%
Subtotal	27.28%	28.86%	25.37%	27.50%
Fraction of Total Program	100.00%	100.00%	100.00%	100.00%
	72.94%	21.05%	6.01%	100.00%



FY 2005 Capital Improvement Program*

	IRP	SAP	SEP	Total
District of Columbia	\$36.5	\$0.6	\$0.7	\$37.8
Maryland				
Montgomery County	\$16.7	\$0.3	\$0.3	\$17.3
Prince George's County	19.1	0.3	0.4	\$19.8
MD State			9.3	\$9.3
Subtotal	\$35.8	\$0.6	\$10.0	\$46.4
Virginia				
Alexandria	\$4.4		0.1	\$4.5
Arlington County	8.5	0.8	0.2	\$9.5
Fairfax County	0.2	0.2	0.3	\$0.7
Fairfax City	13.8			\$13.8
Falls Church	0.3			\$0.3
Subtotal	\$27.2	\$1.0	\$0.6	\$28.8
Total	\$99.5	\$2.2	\$11.3	\$113.0

* As approved in June 2004



IRP/SAP Bus and Rail Projects

- Bus projects
 - Local portion of funding allocated based on total weekday revenue miles in FY04 (includes all bus service)
- Rail projects
 - Local portion of funding is allocated based on the five year average FY99 to FY03 audited rail subsidy by jurisdiction



Bus Revenue Miles

	Annual Weekday Revenue Miles	Distribution
District of Columbia	12,038,336	37.5%
Montgomery County	4,654,786	14.5%
Prince George's County	7,313,701	22.8%
Maryland Subtotal	11,968,487	37.3%
Alexandria	1,453,660	4.5%
Arlington	2,164,542	6.7%
City of Fairfax	0	0.0%
Fairfax County	4,388,077	13.7%
Falls Church	86,472	0.3%
Virginia Subtotal	8,092,750	25.2%
Total	32,099,574	100.0%



Audited Rail Subsidy

FISCAL 2005 INFRASTRUCTURE RENEWAL PROGRAM
 ALLOCATION OF LOCAL MATCH FOR RAIL RELIABILITY PROJECTS - CATEGORY 2

DISTRIBUTION OF RAIL OPERATING ASSISTANCE:	PRINCE										TOTAL
	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	GEORGE'S COUNTY	ALEXANDRIA	FAIRFAX CITY	ARLINGTON COUNTY	FAIRFAX COUNTY	FAIRFAX COUNTY	FALLS CHURCH	FALLS CHURCH	
FY1999	36.33%	18.49%	15.56%	4.52%	0.30%	10.32%	14.19%	0.29%	0.29%	100%	
FY2000	36.90%	18.35%	15.46%	4.48%	0.30%	10.18%	14.05%	0.29%	0.29%	100%	
FY2001	36.13%	18.84%	16.29%	4.32%	0.32%	9.75%	14.07%	0.28%	0.28%	100%	
FY2002	35.60%	18.55%	17.69%	4.25%	0.31%	9.49%	13.83%	0.28%	0.28%	100%	
FY2003	35.54%	18.68%	17.26%	4.31%	0.32%	9.58%	14.03%	0.29%	0.29%	100%	

FIVE YEAR AVE.:

FY1999-2003	36.10%	18.58%	16.45%	4.37%	0.31%	9.86%	14.03%	0.29%	0.29%	100.00%
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FY 2005 Regional Funding Summary*

	Rail	Bus	ADA	Debt Service	IRP	SAP	SEP	Fiscal 2005	% of Total
District of Columbia	\$39.3	\$103.2	\$11.0	\$10.3	\$36.5	\$0.6	\$0.7	\$201.6	37.1%
Maryland									
Montgomery County	\$23.5	\$33.7	\$14.6	\$4.9	\$16.7	\$0.3	\$0.3	\$94.0	17.3%
Prince George's County	\$21.5	\$42.9	\$14.8	\$4.9	19.1	0.3	0.4	\$103.9	19.2%
MD State					9.3			\$9.3	1.7%
Subtotal	\$45.0	\$76.7	\$29.4	\$9.7	\$35.8	\$0.6	\$10.0	\$207.2	38.2%
Virginia									
Alexandria	\$5.4	\$10.1	\$0.6	\$1.4	\$4.4		0.1	\$22.1	4.1%
Arlington County	\$11.4	\$14.8	\$0.6	\$2.7	8.5	0.8	0.2	\$39.0	7.2%
Fairfax County	\$17.4	\$29.4	\$5.9	\$3.2	0.2	0.2	0.3	\$56.6	10.4%
Fairfax City	\$0.4	\$0.3	\$0.1	\$0.0	13.8			\$14.7	2.7%
Falls Church	\$0.3	\$0.8	\$0.1	\$0.0	0.3			\$1.5	0.3%
Subtotal	\$35.0	\$55.5	\$7.3	\$7.4	\$27.2	\$1.0	\$0.6	\$134.0	24.7%

* As approved in June 2004



Appendix



Density Weighted Population

Populations from 2000 Census (adjusted for UZA)

Formulas	A	B	C=(B/A)		D=(B*C)/1M		E=(Bjur/Btot)		F=(Djur/Dtot)		G=(E+F)/2	
Jurisdiction	UZA Land Area sq/mil. 2000 Cen.	2000 Pop of UZA 2001 Cen.	Pop. Density UZA	Pop. Density UZA	UZA Pop. Dist	UZA Pop. Dist	Density Wght. Pop Dist	Density Wght. Pop Dist	Avg. Pop Dist	2000 Cen. % Dist	1990 Cen. % Dist.	
DC	61	572,059	9,326	5,335	16.3%	35.5%	25.9%	31.1%		25.9%	31.1%	
MD	518	1,624,290	3,134	5,090	46.4%	33.9%	40.1%					
VA	370	1,305,693	3,526	4,604	37.3%	30.6%	34.0%					
Total	950	3,502,042	3,667	15,029	100.0%	100.0%	100.0%					
Montgomery	254	843,747	3,321	2,802	51.9%	54.9%	53.4%			21.4%	19.7%	
Prince George's	264	780,543	2,954	2,306	48.1%	45.1%	46.6%			18.7%	18.3%	
Maryland	518	1,624,290	3,134	5,108	100.0%	100.0%	100.0%			40.1%	38.0%	
Arlington	26	189,453	7,304	1,384	14.5%	25.4%	20.0%			6.8%	6.5%	
Alexandria	15	128,283	8,440	1,083	9.8%	19.9%	14.9%			5.0%	4.5%	
Fairfax County	321	956,082	2,978	2,848	73.2%	52.3%	62.8%			21.3%	19.2%	
Falls Church	2	10,377	5,189	54	0.8%	1.0%	0.9%			0.3%	0.3%	
Fairfax City	6	21,498	3,490	75	1.6%	1.4%	1.5%			0.5%	0.5%	
Virginia	370	1,305,693	3,526	5,443	100.0%	100.0%	100.0%			34.0%	30.9%	
										100.0%	100.0%	

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube
DATE: January 27, 2005
SUBJECT: Legislative Items

NVTC staff and board members will review together progress on the commission's 2005 state and federal legislative agenda. An attachment lists the status of several General Assembly bills introduced that are of special interest to NVTC. Correspondence regarding legislative items is also attached.

Lobbyist-in-a-Box

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Composite view with notes

Bills	Committee	Last action	Date
HB 1500 - Callahan - Budget bill; additional appropriations for 2004-2006 biennium.	(H) Committee on Appropriations	(H) Referred to Committee on Appropriations	12/17/04
HB 1525 - Frederick - Motor vehicle insurance license tax; revenues deposited in Transportation Trust Fund.	(H) Committee on Transportation	(H) Incorporated by Tra. (HB2099-Hugo) (20-Y 0-N)	01/25/05
HB 1610 - Cole - Retail Sales and Use Tax; increases revenue to transportation trust fund.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Budget Review	01/13/05
HB 1636 - Cole - Motor Vehicle Sales & Use Tax; revenue from rental taxes deposited into Transportation Trust Fund.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Transportation	01/12/05
HB 1650 - Orrock - Transportation Trust Fund; use of surplus revenues to pay debt service.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Transportation	01/26/05
HB 1815 - Marshall, R.G. - Insurance license tax; Transportation Expedition Fund; one-half of revenue deposited in.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Transportation	01/26/05
HB 1818 - Suit - Income tax, state and business; credit for bicyclists and their employers.	(H) Committee on Finance	(H) Assigned to Finance sub-committee: #1	01/12/05
HB 2099 - Hugo - Transportation Investment Bond Act of 2005; created.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/11/05
HB 2224 - Rust - Transportation Board; changes in provisions.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/11/05
HB 2283 - Janis - Procurement Act, Public; provision of default contract	(H) Committee on General Laws	(H) Assigned to General Laws sub-committee:	01/17/05

claim procedure.		Subcommittee #2...	
HB 2292 - Lingamfelter - Recordation Tax; certain revenues deposited into Transportation Trust Fund.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Transportation	01/26/05
HB 2346 - Marshall, R.G. - Impact fees; allows localities to adopt provisions for assessment.	(H) Committee on Counties, Cities and Towns	(H) Referred to Committee on Counties, Cities and Towns	01/11/05
HB 2356 - Watts - Motor fuels tax; increased.	(H) Committee on Finance	(H) Assigned to Finance sub-committee: #1	01/18/05
HB 2426 - Cole - Motor fuels tax; allows revenue disbursement to locality where revenue was generated.	(H) Committee on Counties, Cities and Towns	(H) Referred to Committee on Counties, Cities and Towns	01/12/05
HB 2432 - Hamilton - Motor fuels tax; increased.	(H) Committee on Finance	(H) Assigned to Finance sub-committee: #1	01/18/05
HB 2442 - Saxman - Transportation District Act of 1964; powers of district commissions.	(H) Committee on Transportation	(H) Assigned to Tra. sub-committee: Subcommittee # 1	01/21/05
HB 2479 - May - Zoning ordinances; allows acceptance of cash proffers by certain localities for transportation.	(H) Committee on Counties, Cities and Towns	(H) Referred to Committee on Counties, Cities and Towns	01/12/05
HB 2596 - May - Rail Enhancement Fund; portion of tax on motor vehicle rentals to be deposited therein.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/12/05
HB 2599 - Ware, O. - Retail Sales and Use Tax; exemptions include public transportation services.	(H) Committee on Finance	(H) Referred to Committee on Finance	01/12/05
HB 2612 - Hugo - State employees; establishment of alternative work schedules and telecommuting.	(H) Committee on General Laws	(H) Assigned to General Laws sub-committee: Subcommittee #4...	01/18/05
HB 2630 - Albo - Highway construction; special funds for localities.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/12/05
HB 2677 - Ebbin - Pedestrian and bicycle regional advisory	(H) Committee on Transportation	(H) Referred to Committee on	01/12/05

committees; VDOT to establish program therefor.		Transportation	
HB 2705 - Sickles - Motor fuels tax; increased.	(H) Committee on Finance	(H) Assigned to Finance sub-committee: #1	01/18/05
HB 2763 - Wardrup - Transportation projects; removes certain designated as funded from Priority Transpotation Fund.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/13/05
HB 2771 - Callahan - Insurance license tax; Transportation Investment Fund; one-third of revenues deposited therein.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/14/05
HB 2793 - Wardrup - Transportation Partnership Opportunity Fund; created.	(H) Committee on Transportation	(H) Referred to Committee on Transportation	01/17/05
HB 2847 - Scott, J.M. - Commonwealth Mass Transit Fund; increased revenues from Transportation Trust Fund.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Transportation	01/25/05
HB 2893 - Scott, J.M. - Telework Council; created, telecommuting tax credits for certain employers.	(H) Committee on Finance	(H) Referred to Committee on Finance	01/21/05
HB 2898 - Janis - Railroads; passenger rail service liability.	(H) Committee on Commerce and Labor	(H) Introduced bill reprinted 054328348	01/25/05
HIB 2929 - Hugo - Highway construction; allocation of primary system funds.	(H) Committee on Appropriations	(H) Assigned to App. sub-committee: Transportation	01/25/05
HJ 527 - McDonnell - Constitutional amendment; Highway and Transportation Trust Funds continued (first reference).	(H) Committee on Privileges and Elections	(H) Referred to Committee on Privileges and Elections	10/06/04
HJ 660 - Reese - Transportation Priority and Funding Commission; created, report.	(H) Committee on Rules	(H) Introduced bill reprinted 053489484	01/19/05
HJ 662 - Wardrup - Transportation; joint subcomm. to study issues	(H) Committee on Rules	(H) Referred to Committee on Rules	01/11/05

relating thereto.			
HJ 663 - Marrs - Interstate Route 95; joint subcomm. to study constructing bypass to relieve traffic congestion.	(H) Committee on Rules	(H) Referred to Committee on Rules	01/11/05
HJ 694 - Petersen - Passenger rail carriers; Amtrak and Railway Express to report statistics of on-time reliability.	(H) Committee on Rules	(H) Referred to Committee on Rules	01/12/05
HJ 715 - Lingamfelter - Mass transit; JLARC to collect & analyze data to support reorganization & restructuring in No. Va.	(H) Committee on Rules	(H) Referred to Committee on Rules	01/12/05
HJ 742 - Wardrup - Free Market Ideas; Transportation Comm. to study issues associated with more efficient system.	(H) Committee on Rules	(H) Referred to Committee on Rules	01/12/05
HJ 744 - Phillips - Transportation Priority and Funding Commission; created, report.	(H) Committee on Rules	(H) Referred to Committee on Rules	01/12/05
HJ 771 - Albo - Constitutional amendment (first resolution); highway and transportation trust funds.	(H) Committee on Privileges and Elections	(H) Incorporated by P.&E. (HJ527-McDonnell) (20-Y 0-N)	01/21/05
HJ 772 - Parrish - Multimodal transportation purposes; joint subcom. to study use of active & abandoned corridors.	(H) Committee on Rules	(H) Referred to Committee on Rules	01/18/05
SB 700 - Chichester - Budget bill; additional appropriations for 2004-2006 biennium.	(S) Committee on Finance	(S) Referred to Committee on Finance	12/17/04
SB 750 - Edwards - Rail Transportation Development Authority; created,	(S) Committee on Finance	(S) Rereferred to Finance	01/14/05
SB 1072 - Cuccinelli - Dulles Corridor Rapid Transit Proj.; referendum in Fairfax to prohibit appropri. revenue for project.	(S) Committee on Privileges and Elections	(S) Failed to report (defeated) in P. & E. (3-Y 12-N)	01/18/05
SB 1099 - Whipple - Motor fuels tax; additional	(S) Committee on Finance	(S) Referred to Committee on	01/12/05

imposition in Northern Virginia transportation district.		Finance	
SB 1195 - Lambert - Retail Sales and Use Tax; exemptions include public transportation services.	(H) Committee on Finance <hr/> (S) Committee on Finance	(H) Referred to Committee on Finance	01/26/05
SB 1245 - Williams - Transportation funding; to be used for administering, planning, etc. roads for State and localities.	(S) Committee on Finance	(S) Referred to Committee on Finance	01/17/05
SB 1325 - Chichester - Transportation funds; to used for improvement of road, license tax deposited in Prior. Transp. Fund.	(S) Committee on Finance	(S) Referred to Committee on Finance	01/21/05
SJ 282 - Hawkins - Transportation; joint subcommittee to study issues relating thereto.	(S) Committee on Rules	(S) Referred to Committee on Rules	12/30/04
SJ 310 - Cuccinelli - Constitutional amendment; Transportation Trust Fund (first reference).	(S) Committee on Finance	(S) Committee substitute printed 050357820-S1	01/26/05
SJ 440 - Whipple - Analysis of Potential for Alternate Ded. Revenue Serv. Washington Metro Area Transit Authority.	(S) Committee on Rules	(S) Referred to Committee on Rules	01/20/05

Email complete list (include message below, if desired):

[summary | pdf](#)

057271272

HOUSE BILL NO. 2426

Offered January 12, 2005

Prefiled January 12, 2005

A BILL to amend and reenact §§ 15.2-4511 and 58.1-1724 of the Code of Virginia, relating to transportation districts; disposition of motor vehicle fuel sales tax revenues.

 Patron-- Cole

Referred to Committee on Counties, Cities and Towns

Be it enacted by the General Assembly of Virginia:

1. That §§ 15.2-4511 and 58.1-1724 of the Code of Virginia are amended and reenacted as follows:

§ 15.2-4511. Meetings of commission.

Regular meetings of the commission shall be held at least once every month at such time and place as the commission shall from time to time prescribe. *The commission may meet at two or more locations simultaneously, linked by telephonic or video conferencing as long as each location is public and has met all advertising requirements.* Special meetings of the commission shall be held upon mailed notice, or actual notice otherwise given, to each commission member upon call of the chairman or any two commission members, at such time and in such place within the district as such notice may specify, or at such other time and place with or without notice as all commission members may expressly approve. All regular and special meetings of the commission shall be open to the public, but the public shall not be entitled to any notice other than provided herein. Unless a meeting is called for the purpose of a public hearing, members of the public shall have no right to be heard or otherwise participate in the proceedings of the meeting, except to the extent the chairman may in specific instances grant. All commission records shall be public records.

§ 58.1-1724. Disposition of tax revenues.

All taxes paid to the Commissioner pursuant to this article, after subtraction of the direct costs of administration by the Department, shall be deposited in a special fund entitled the "Special Fund Account of the Transportation District of" The amounts deposited in the special fund shall be distributed monthly to the applicable transportation district commission of which the county or city is a member to be applied to the operating deficit, capital and debt service of the mass transit system of such district or, in the case of a transportation district subject to the provisions of § 15.2-4515 C, to be applied to and expended for any transportation purpose of such district. In the case of a jurisdiction which, after July 1, 1989, joins a transportation district which was established on or before January 1, 1986, and is also subject to § 15.2-4515 C, the funds collected from that jurisdiction shall be applied to and expended for any transportation purpose of such jurisdiction. *In the case of the Potomac and Rappahannock Transportation Commission, upon the request of a locality within the district, the funds collected shall be disbursed to the locality in which the revenue was generated to be used in accordance with all other procedures of the Potomac and Rappahannock Transportation Commission.* The direct costs of administration shall be credited to the funds appropriated to the Department.

HB 2442 Transportation District Act of 1964; powers of district commissions. Christopher B. Saxman (all patrons) notes | add to my profiles

Summary as introduced:

Transportation District Act of 1964; powers of district commissions. %A0 Allows district commissions established under the Transportation District Act of 1964 to act as a "responsible public entity" as provided in the Public-Private Transportation Act of 1995; exercise the power of eminent domain; issue revenue bonds for the purpose of constructing, maintaining, and/or operating transportation projects; establish and collect tolls; lease all or any portion of any transportation facility under its control for construction and/or operation of lodging facilities, vehicle fueling stations, vehicle storage and repair facilities, railroad tracks, restaurants, and other businesses. Such a commission is also allowed to acquire, construct, operate, maintain, expand, or extend a transportation facility or project in a local jurisdiction that is not embraced within the district if the facility or project in the affected locality is a continuation of the commission's facility or project extended from a locality embraced within the district. The commission may additionally lease, sell, or convey a transportation facility or project within its control to another governmental entity. The commission may also promote the use of any facility or project within its control through advertising or marketing campaigns and shall establish and meet goals for participation by disadvantaged businesses.

Full text:

01/12/05 House: Prefiled & ordered printed; offered 01/12/05 051161496

Status:

01/12/05 House: Prefiled & ordered printed; offered 01/12/05 051161496

01/12/05 House: Referred to Committee on Transportation

[summary](#) | [pdf](#)

054328348

HOUSE BILL NO. 2898

Offered January 21, 2005

A BILL to amend the Code of Virginia by adding a section numbered 56-446.1, relating to limitations on passenger rail transportation liability.

Patron-- Janis
-----Committee Referral Pending

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered 56-446.1, as follows:

§ 56-446.1. *Limitations on passenger rail transportation liability.*

A. As used in this section, unless the context requires otherwise:

"Authority" means an agency or political subdivision of the Commonwealth that is engaged in providing, directly or indirectly, rail transportation services to the general public.

"Claim" means a claim, action, suit, or request for damages, whether compensatory, punitive, or otherwise, made by any person against (i) an authority or a railroad, or (ii) against an officer, employee, affiliate engaged in railroad operations, or agent of an authority or a railroad.

"Passenger rail services" means the transportation of rail passengers by or on behalf of an authority and all services performed by a railroad pursuant to a contract with the authority in connection with the transportation of rail passengers, including, but not limited to, the operation of trains, the use of rights of way, trackage, public or private roadway and rail crossings, equipment, or station areas or appurtenant facilities; the design, construction, reconstruction, operation, or maintenance of rail-related equipment, tracks and any appurtenant facilities; or the provision of access rights over or adjacent to lines owned by an authority or by a railroad, or otherwise occupied by an authority or a railroad, pursuant to charter grant, deed, lease, easement, license, trackage rights, or other form of ownership or authorized use.

"Railroad" means a railroad company or railroad corporation that has entered into any contracts or operating agreements of any kind with an authority concerning passenger rail services.

B. An authority may contract with any railroad to allocate financial responsibility for claims against the railroad or the authority in connection with any incident or accident of any kind related to passenger rail services, which may include but not be limited to executing indemnity agreements, notwithstanding any other statutory, common law, public policy, or other prohibition against same, and regardless of the nature of the claim or the conduct giving rise to such claim.

C. If an authority:

1. Enters into any contract authorized by subsection B, the contract shall require the authority to secure and maintain, upon and after the commencement of the operation of trains by or on behalf of the

authority, a liability insurance policy covering the liability of the parties to the contract for all claims for property damage, personal injury, bodily injury, and death arising out of or related to passenger rail services. The policy (i) shall name the parties to the contract as named insured; (ii) shall provide full coverage, including but not limited to coverage for compensatory and punitive damages and for claims arising out of acts of both foreign and domestic terrorism; (iii) shall have policy limits of not less than \$200 million per single accident or incident; and (iv) may include a self-insured retention in an amount of not more than \$5 million; or

2. Does not enter into a contract authorized by subsection B, upon and after the commencement of the operation of trains by or on behalf of the authority, the authority shall secure and maintain a liability insurance policy, with policy limits and a self-insured retention consistent with those in an insurance policy as set forth in subdivision 1 of this subsection, for all claims for property damage, personal injury, and death arising out of or related to passenger rail services.

D. The aggregate liability of the authority and the parties to the contract or contracts authorized by subsection B for all claims arising from a single incident or accident of any kind related to passenger rail services for property damage, personal injury, bodily injury, and death shall be limited to the greater of (i) \$200 million per single incident or accident or (ii) any proceeds available under any insurance policy secured pursuant to subsection C.

E. This section shall not affect the damages that may be recovered under the Federal Employers' Liability Act of 1908 (45 U.S.C. § 51 et seq.), as amended.

Legislative Information System

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053468404

HOUSE JOINT RESOLUTION NO. 715

Offered January 12, 2005

Prefiled January 12, 2005

Directing the Joint Legislative and Review Commission to collect and analyze data to support reorganization and restructuring of mass transit programs serving Northern Virginia. Report.

Patron-- Lingamfelter
-----Committee Referral Pending

WHEREAS, a safe, efficient, and adequate transportation system is essential to Virginia's economy and environment and the happiness and quality of life of its citizens; and

WHEREAS, particularly in the Commonwealth's urban and urbanizing areas, transportation challenges cannot be met by highway construction alone; and

WHEREAS, in such urban and urbanizing areas, mass transit offers the possibility of moving more people using fewer vehicles in less time while causing less pollution than other forms of transportation; and

WHEREAS, no portion of the Commonwealth presents both greater challenges and greater potential success for major transportation improvements through innovative and well-considered mass transit programs than the Northern Virginia area; and

WHEREAS, crafting such programs is impossible without a thorough understanding of present mass transit programs; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Joint Legislative Audit and Review Commission be directed to collect and analyze data to support reorganization and restructuring of mass transit programs serving Northern Virginia.

In doing so, the Commission shall examine current transit systems and the competition, redundancies, and potential synergies that exist or potentially could exist among mass transit options in Northern Virginia, and make the results of its efforts available to other local, regional and state entities for their use in addressing and optimizing mass transit's contribution to improving transportation and the quality of life in Northern Virginia.

All agencies of the Commonwealth shall provide assistance to the Commission, upon request.

The Commission shall complete its meetings by November 30, 2005, and the chairman shall submit to the Division of Legislative Automated Systems an executive summary of its findings and recommendations no later than the first day of the 2006 Regular Session of the General Assembly. The executive summary shall state whether the Commission intends to submit to the General Assembly and the Governor a report of its findings and recommendations for publication as a House or Senate document. The executive summary and report shall be submitted as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and reports and shall be posted on the General Assembly's website.

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056674844

SENATE BILL NO. 1099

Offered January 12, 2005

Prefiled January 12, 2005

A BILL to amend and reenact § 58.1-1720 of the Code of Virginia, relating to the sales tax on fuels in certain transportation districts.

Patrons-- Whipple and Ticer; Delegates: Brink, Ebbin and Eisenberg

Referred to Committee on Finance

Be it enacted by the General Assembly of Virginia:

1. That § 58.1-1720 of the Code of Virginia is amended and reenacted as follows:

§ 58.1-1720. Sales tax on fuel in certain transportation districts.

A. There is hereby levied, in addition to all other taxes imposed on fuels subject to tax under Chapter 22 (§ 58.1-2200 et seq.) of this title, (i) in every county or city ~~which~~ that is a member of any transportation district in which a rapid heavy rail commuter mass transportation system operating on an exclusive right-of-way and a bus commuter mass transportation system are owned, operated or controlled, by an agency or a commission as defined in § 15.2-4502, ~~or in any transportation district which is subject to § 15.2-4515 C and which is contiguous to the Northern Virginia Transportation District;~~ a sales tax of two ~~four~~ percent of the retail price of such fuels sold within such county or city, and (ii) in every county or city that is a member of any transportation district that is (a) contiguous to the Northern Virginia Transportation District and (b) subject to subsection C of § 15.2-4515, a sales tax of two percent of the retail price of such fuels sold within such county or city. As used in this section "retail sale" means a sale to a consumer or to any person for any purpose other than resale.

B. The tax imposed under this section shall be subject to the provisions of the Virginia Retail Sales and Use Tax Act (§ 58.1-600 et seq.), except that the exemption provided for motor vehicle fuels under § 58.1-609.13, and the bracket system provided in such act, shall not be applicable.

Legislative Information System

NVTC MOTOR FUELS TAX

FACT SHEET

--January, 2005--

- 1) Senate Bill 1099 in the 2005 General Assembly session, patroned by Senator Mary Margaret Whipple, would increase NVTC's existing two percent tax on motor fuels to four percent. NVTC enthusiastically supports this bill. The same bill (SB458) passed the Senate in 2004 but was not enacted in the House of Delegates.
- 2) The existing two percent tax was enacted by the 1980 General Assembly to be a source of stable and reliable funding for WMATA (Section 58.1-1720 et seq. of the Virginia Code). In five of NVTC's jurisdictions (Arlington and Fairfax counties and the cities of Alexandria, Fairfax, and Falls Church) it is dedicated to WMATA and cannot be diverted to other uses. In Loudoun County, the proceeds are available for any transportation projects included in the county's transportation plan.
- 3) The tax yield was \$21.7 million in FY 2004 and is estimated at \$24 million for FY 2005. SB 1099 should double the yield and could generate an additional \$25 million annually in FY 2006 and beyond.
- 4) The existing tax is collected by the Virginia Department of Taxation from retail station owners, based on two percent of the pump price. The department's expenses are deducted before the proceeds are sent to NVTC. NVTC works with the department's auditors to facilitate full and accurate reporting by station owners.
- 5) NVTC holds the funds in trust based on point of sale for its jurisdictions to spend on bills from WMATA (although Loudoun County can spend its portion for any transportation purpose).
- 6) For FY 2004, an average of over 425,000 rides were taken on transit in Northern Virginia each weekday. Transit demand is strong and growing, despite crowding and significant fare increases and the risk of deteriorating facilities.
- 7) The Blue Ribbon Panel on Dedicated Sources of Funding for WMATA has completed its report and identified funding shortfalls for WMATA totaling \$2.4 billion through 2015 while assuming rapidly growing local contributions and fare increases. NVTC's existing two percent motor fuels

tax is the only current dedicated source of funding for WMATA, covering less than two percent of its current needs.

- 8) Other Northern Virginia transit systems also have immediate unfunded needs, including Alexandria DASH (\$29 million for a new bus garage); Fairfax Connector (\$15 million for a new bus garage) and Virginia Railway Express (\$7 million for mid-day storage, \$100 million for 50 new railcars, \$20.5 million for locomotives, \$9 million for the Burke Centre parking deck and \$20 million for platform extensions).
- 9) MWCOG/TPB has estimated Northern Virginia's total unfunded transit capital needs at \$438 million annually.
- 10) State statutes (Section 58.1-638 A.4.b) specify a 95 percent target for the commonwealth to cover net transit operating losses and capital needs. In fact, the state now covers only 48 percent of eligible operating costs and 38 percent of capital shortfalls. NVTC alone was shortchanged by \$100 million in FY 2005.
- 11) Existing statutory language allows jurisdictions contiguous to NVTC to collect a two percent motor fuels tax upon creating a new transportation district or joining NVTC. SB 1099 does not change this existing statutory language.
- 12) Existing statutes also provided for a reduction in property taxes in the first year in which the original two percent motor fuels tax was enacted by the 1980 General Assembly. SB 1099 does not change this existing statutory language (it would not apply to the additional two percent increase).
- 13) Arguments by motor fuel retailers that the tax increase would place Northern Virginia retailers at a competitive disadvantage are not supported by the facts. District of Columbia gas stations now have a 2.5-cents per gallon higher "state" tax, while Maryland levies a 6-cents per gallon higher state gas tax. Gas stations within the NVTC district (and in the neighboring PRTC district that also levies the two percent tax) have not demonstrated any competitive consequences from the existing two percent tax. Scary scenarios put forward by the motor fuels industry in which Northern Virginia gasoline prices zoom to over \$3 per gallon while neighboring areas remain lower priced are simply not realistic. Gas prices have not kept pace with inflation over the past several decades and even the recent spike in prices cannot be shown to have deterred drivers.
- 14) NVTC jurisdictions lead the commonwealth in local level of effort. DRPT's most recent estimate shows that NVTC's jurisdictions paid \$126 per capita per year for transit from local funds (primarily property taxes). The next highest jurisdiction paid only \$30. In FY 2004, Northern Virginia jurisdictions paid almost \$80 million for transit from local funds, with another \$144 million paid by primarily local residents in fares. The existing two percent gas tax yielded about \$22 million. In total, residents

of Northern Virginia paid about \$245 million from these local sources for Northern Virginia transit. The commonwealth paid only about \$96 million.

- 15) Transit services in Northern Virginia are in demand and producing positive benefits. Local governments are required to incur greater expenses each year to meet some of the demand for growth. Although all transit systems are trimming unproductive routes and raising fares substantially, local governments still must increase the amount of local funds used to support transit, and without the proposed NVTC gas tax increase, the source of these additional funds must be local property taxes. In that sense, SB 1099 does provide local property tax relief.
- 16) Why should automobile drivers be asked to help pay for transit through an increased motor fuels tax? In essence, drivers gain enormous benefits from transit whether or not they ever use transit themselves. The Texas Transportation Institute reported that transit reduces congestion in the Washington D.C. metropolitan area by a third for annual savings to drivers of \$1 billion in reduced travel time and fuel congestion. Air quality gains are an additional benefit. Transit has significant shares of persons traveling during peak periods in all of Northern Virginia's major commuting corridors (e.g. almost two-thirds in the I-66 corridor inside the Beltway), leaving more space on the highways for those who choose to continue to drive.
- 17) Why should legislators from around the commonwealth support SB 1099? Because their constituents gain through enhanced state revenues. NVTC's study by KPMG Peat Marwick revealed that each state dollar invested in Metrorail will return almost 20 percent annually through sales and income taxes paid by new employees and generated by new hotels and other commercial activity attracted to Metrorail station areas.



Virginia Railway Express

1500 King Street • Suite 202 • Alexandria, Virginia 22314-2730 • (703) 684-1001 • FAX (703) 684-1313
Web Site: <http://www.vre.org> • E-Mail: gotrains@vre.org

January 19, 2005

The Honorable Joseph T. May
Delegate
Virginia House of Delegates
General Assembly Building
P.O. Box 406
Richmond, VA 23218-0406

Dear Delegate May:

I wanted to thank you for the opportunity to meet with you on Monday to discuss public transportation needs, and in particular those of the Virginia Railway Express (VRE).

As a resident of and elected official from the region served by the Virginia Railway Express, you are likely already aware that it is one of the most efficiently run commuter rail systems in the United States. Now the 2nd fastest growing commuter rail in the nation, VRE carries more than 3.4 million passengers a year and recovers over 67% of its operating costs from passenger fares.

A simple illustration of our regional value is that VRE today takes a full lane of traffic off of both Interstates 95 and 66 during each peak rush hour in the morning and evening. For over a decade, VRE has provided a stress-free, environmentally friendly commute for countless people all around Northern Virginia.

Despite its positive impact, the Virginia Railway Express is falling victim to its own success. Ridership growth of over 17 percent annually between 2000 and 2004 has caused crowding and the continued demand for our service is increasingly difficult to meet with our current equipment. Trains are crowded — many cramped with standing room only, station parking is at capacity, and our region's riders feel the pinch of a commuter rail at capacity.

Financial support from the Commonwealth is vital for VRE to expand service to meet the increasing demand. Therefore, I am writing to urge your support for the proposed Commonwealth contribution of \$20 million to VRE toward the purchase of additional bi-level railcars to further expand VRE's seating capacity.

Northern Virginia
Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, Virginia 22203
(703) 524-3322

- A Transportation Partnership -

RECEIVED
JAN 21 2005

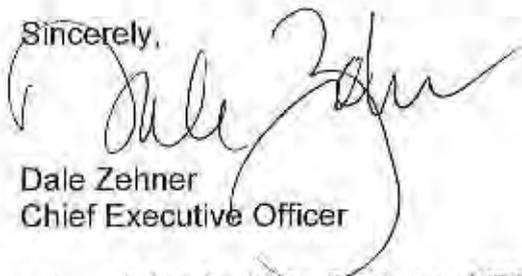
Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192
(703) 583-7782

The Honorable Joseph T. May
January 19, 2005
Page 2

While the amount being requested of the Commonwealth is significant, the scale of this funding relative to its benefits — both immediate and long-term — is considerable. First, VRE intends to purchase eleven railcars worth approximately \$21 million in the next few months. A portion of the \$20 million could be used to match the federal formula funds we intend to use to purchase the eleven railcars. Second, we are hopeful that the Transportation Reauthorization Bill (TEA-21), when enacted sometime in the opening months of the 109th Congress, will designate capital funding for additional VRE railcars. If this were to occur, the remaining portion of the \$20 million Commonwealth earmark could be used to match that federal funding. Given the right circumstances, the Commonwealth funding could leverage up to \$100 million in federal funding.

I am ready to assist you in any way that I can in order to increase interest in the need for expanded funding for public transportation, including VRE. In closing, thank you very much for your support and assistance for Virginia Railway Express. I look forward to continuing to work with you in the weeks ahead.

Sincerely,



Dale Zehner
Chief Executive Officer

cc: John Jenkins, Chairman VRE Operations Board
Elaine McConnell, Vice Chairman VRE Operations Board
Al Harf, PRTC
Rick Taube, NVTC

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube
DATE: January 27, 2005
SUBJECT: Regional Transportation Items

A. Trends Affecting Public Transit's Effectiveness.

In a study prepared for the American Public Transportation Association (November, 2004), Brendon Hemily attempts to provide a strategic view of a wide range of trends. Excerpts are attached for your information and the full 65-page report is available on APTA's website (www.apta.com). The report serves as a useful compendium of recent research and transportation data sources.

Four trends are identified in the context of "cities on the move" enjoying a renaissance and using sustainable growth techniques:

- 1) Growing sprawl;
- 2) Growing use of automobiles;
- 3) Growing congestion;
- 4) Changing travel patterns (decreasing relative importance of work trips).

The four chief societal concerns that affect transit's future are:

- 1) Environmental, energy, economic and safety consequences of auto dependence;
- 2) Resulting health issues;
- 3) Mobility requirements of an aging population;
- 4) Mobility-related social integration issues for the physically and economically disadvantaged and immigrants.

Recommended actions include:

- 1) Greater use of transit market segmentation and an overall mobility management approach;
- 2) Enhance transit-community links (including transit-oriented development).

The report mentions research findings from a wide variety of sources, including these:

- The value of transit benefits is two or three times the budgetary outlays for transit (since motorists also gain) (p.3);
- On average, the ratio of people using transit in a community in a month to average daily riders is over three to one (p.3);
- Cities with amenities (including good transit) are better able to compete for skilled labor (p.4);
- Expansion of “Big Box” retail is undermining the viability of traditional shopping malls that have served as substantial transit trip generators (p.12);
- As of 2001, work trips comprise under 15 percent of all person trips and 70 percent of civilian jobs are in the service sector (scattered, small, variable schedules) and harder for transit to serve (p.14);
- 60 percent of employed women and 46 percent of men make one or more stops on a typical drive home from work (p.14);
- Most elderly age in place with about 75 percent likely to remain in the suburbs; by 2025 there will be 27 states with over 20 percent of their populations over 65. This is a difficult and growing market for transit to serve (p.20); and
- 40 percent of U.S. population growth in the 1990’s was due to immigration with a disproportionate number in the labor force age group (p.22).

B. A New Public-Private Partnership Model for Road Pricing Implementation.

Patrick De Corla-Souza, an employee of the Federal Highway Administration, has presented a paper to the Transportation Research Forum (December 15, 2004) about the application of road pricing

concepts in the context of public-private partnerships. He writes of the synergy between road pricing and improved transit. Pricing manages traffic flow and helps buses maintain schedules while generating revenue that can be used to improve transit service and facilities. At the same time, transit services provide choices for auto travelers and low-income individuals and by reducing congestion can result in lower peak tolls for those who do drive.

When the private sector is involved in creating priced roadways, the public is especially likely to complain about price gouging from tolls. Therefore, applying significant revenue to improving transit and parallel roadways can mitigate these concerns.

The author suggests a pricing experiment on I-66 inside the Beltway with HOV requirements raised to 3+ and lower occupancy vehicles allowed to buy in by paying variable peak period tolls.

He goes on to estimate revenues from an 1,800 lane-mile system of variable toll highways (as large as the existing network in the Washington, D.C. area). He concludes that \$356 million annually would be generated at an average rate of 15-cents per mile for cars and 40-cents per mile for trucks. If the system is confined to 600 express lane miles, the revenue yield would be \$273 million annually. Operating costs would be \$42 million annually and \$13.9 million, respectively. Construction costs for connector ramps for the express system would be about \$100 million annually (\$1 billion amortized over 20 years at seven percent). Cost for bus service for either of the two hypothetical systems would be \$108 million annually for operations and \$30 million for buses (\$216 million amortized).

Compiling all of the costs of the 1,800 lane-mile system, the total is \$250 million annually, versus revenues of \$356 million. For the 600 lane-mile system, total costs are \$271 million annually versus revenues of \$273 million.

C. Pains, Gains and Benefits of the New Wave of Bus Rapid Transit.

The attached article from Mass Transit magazine's December 2004/January 2005 issue is attached for your information. It describes progress in introducing this type of transit service in several corridors around the United States.

(A)

TRENDS AFFECTING PUBLIC TRANSIT'S EFFECTIVENESS
A Review and Proposed Actions

A study prepared for the American Public Transportation Association

by

Brendon Hemily, Ph.D.

November 2004

Table of Contents

Trends Affecting Public Transit's Effectiveness A Review and Proposed Actions

ABSTRACT	VII
EXECUTIVE SUMMARY.....	VII
1. TRANSIT AND COMMUNITIES ON THE MOVE.....	1
1.1. Achievements of Transit.....	1
1.1.1. Impressive Recent Ridership Gains	1
1.1.2. Mobility Option for All.....	1
1.1.3. Access to Jobs.....	2
1.2. Renaissance of Cities.....	2
1.2.1. Public and private investment.....	2
1.2.2. Increased attractiveness as choice of residence and activity.....	2
1.3. New Approaches to “Community”.....	3
1.4. Linking Transit and Community	5
1.4.1. Joint development.....	5
1.4.2. Transit-Oriented Development and location-efficient initiatives	5
1.4.3. Transportation for Livable Communities Initiatives	7
1.4.4. Transportation and Community and System Preservation (TCSP) Pilot Program	8
2. DESPITE ACHIEVEMENTS, LONG-TERM TRENDS POSE CHALLENGES.....	9
2.1. Trend: Growing Sprawl	10
2.1.1. Suburbs are capturing most population growth and job growth.....	10
2.1.2. Edge Cities	11
2.1.3. Box Stores vs. Older Malls.....	11
2.2. Trend: Growing Auto Use	12
2.2.1. Growth in auto fleet and use: more cars than licensed drivers.....	12
2.2.2. Auto market share of travel continues to increase.....	13
2.2.3. Growth of commuting distance, and in particular in long distance commuting.....	13
2.3. Trend: Growing Congestion but little sign of policy paradigm shift.....	13
2.4. Trend: Changing Travel Patterns	14
2.4.1. Decrease in traditional work trips as a proportion of total travel	14
2.4.2. Trip Chaining: Work+Shopping+Daycare+School	14
2.5. Concern: Environmental, Energy, Economic, Safety Implications of Increasing Auto Dependence	15
2.6. Concern: Health.....	18
2.6.1. Respiratory problems	18
2.6.2. Obesity caused by lifestyle leading to increasing cardio-vascular problems	18
2.7. Concern: Mobility of Aging Population	19
2.7.1. Increasing Senior Population.....	19
2.7.2. Ratio of working population to non- working population will continue to fall dramatically.....	19
2.7.3. Personal crisis caused by loss of license.....	19
2.7.4. “Aging in place”	20
2.7.5. Dramatic increase needed in mobility services to be provided	20
2.8. Concern: Social Integration	21

2.8.1.	Physically Disadvantaged.....	21
2.8.2.	Economically Disadvantaged.....	21
2.8.3.	Immigrants.....	22
3.	THE STATUS-QUO IS NOT ACCEPTABLE: ACTION IS NEEDED	23
3.1.	A Growing Burden on Future Generations, Economically, Environmentally, and Socially	23
3.2.	A New Vision for Metropolitan Transportation, based on Sustainability is Required.....	23
4.	ACTION NEEDED: ENHANCE THE CAPACITY OF TRANSIT TO MEET THE CONGESTION CHALLENGE	25
4.1.	Policy Goals Concerning the Role of Transit in a Balanced Transportation System	25
4.2.	Recommendations to Enhance Transit's Role in Reducing Congestion.....	25
5.	ACTION NEEDED: A NEW APPROACH TO SERVICE PROVISION	26
5.1.	Transit Systems Need to Understand Current and New Market Needs	26
5.1.1.	Commuters	26
5.1.2.	Immigrants (in particular in older inner suburbs).....	26
5.1.3.	Serving the mobility needs of an aging population	27
5.1.4.	Access for customers with special needs (persons with disabilities and economically disadvantaged).....	27
5.2.	Family of Services	27
5.3.	Mobility Management and Public Transportation Coordination	28
6.	ACTION NEEDED: ENHANCE THE TRANSIT-COMMUNITY LINK	29
6.1.	Actions at Federal Level to Enhance the Transportation-Community Link	29
6.1.1.	Promote concepts of smart growth and sustainability in transportation	29
6.1.2.	Information sharing and dissemination: preparation of an inventory of successful initiatives.....	29
6.1.3.	Conduct research on mobility implications of important new markets	30
6.1.4.	Encourage Metropolitan Planning Organizations (MPO) to incorporate smart growth and sustainability concepts in regional transportation planning	30
6.1.5.	Review existing regulations to increase the flexible use of federal funds to support smart growth or sustainable transportation initiatives	30
6.1.6.	Increase financial support for smart growth initiatives.....	30
6.2.	Transit Systems Need to Provide Leadership in Developing Sustainable Communities ..	30
6.2.1.	Create a Vision of transit in a sustainable community	31
6.2.2.	Support smart growth and sustainable development initiatives	31
6.2.3.	Transit leadership should promote transit-oriented and transit-supportive development	32
6.2.4.	Support all sustainable modes (e.g. pedestrian, cycling, car sharing).....	33
6.3.	Practical Initiatives to Pursue at the Local Level	34
7.	QUESTIONS FOR TRANSIT SYSTEMS TO ASK	35
7.1.	Knowledge of Transit Markets?	35
7.2.	Impact of Aging Population; Knowledge and Options?	35
7.3.	Immigrant Market; Knowledge and Options?	35
7.4.	Other Market Segments that Merit Special Attention?.....	35
7.5.	Development of a Vision?	36

7.6.	Transit's Involvement in Regional/Urban Planning, and Land-Use Decisions and Support for Transit-Supportive Development?	36
8.	CONCLUSIONS	37
APPENDIX A.	RESOURCES ON URBAN TRAVEL PATTERNS AND THE IMPLICATIONS OF DEMOGRAPHIC AND SOCIAL TRENDS	41
APPENDIX B.	RESOURCES ON MARKET SEGMENTATION AND PROFILING TRANSIT RIDERSHIP	43
APPENDIX C.	RESOURCES ON SMART GROWTH, NEW URBANISM, TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND), NEW COMMUNITY DESIGN (NCD)	45
APPENDIX D.	RESOURCES ON TRANSIT AND LIVABLE COMMUNITIES, AND ON SUSTAINABLE TRANSPORTATION	53
APPENDIX E.	A NEW VISION FOR URBAN TRANSPORTATION.....	57
BIBLIOGRAPHY	59

TRENDS AFFECTING PUBLIC TRANSIT'S EFFECTIVENESS

A Review and Proposed Actions

ABSTRACT

This paper reviews a wide range of information, including demographic and socio-economic trends, changes in land use and mobility patterns, societal changes and concerns, emerging professional practices in urban planning, etc. The objectives of the study are to distill from these medium-to-longer trends, the challenges they create for transit system effectiveness and for the industry as a whole, and to identify some questions, opportunities, and potential actions for consideration in the formulation of future strategic directions for transit in the community. The study also provides in the Appendices, a discussion of concepts, and a listing of many accessible resources on various specific topics.

EXECUTIVE SUMMARY

This study has conducted a comprehensive review of a wide range of demographic, social, transportation, and land-use trends through a diverse body of literature and web resources in these fields, as well as consulted many documents in areas related to new planning concepts, sustainable communities, and sustainable transportation. A number of trends have emerged from this comprehensive review that will affect transit system effectiveness (i.e. what role transit serves in the community and its ability to serve that role) in the future.

First, it is clear that U.S. cities are "On the Move":

- Transit has made some impressive achievements in the last few years, though somewhat moderated by the current economic slowdown.
- Many cities are enjoying a renaissance, as a result of public and private investments, as well as enhanced attractiveness as a place of residence and employment.
- There have been over the last decade, a significant number of new approaches being discussed by planning and land development practitioners and officials, all focusing on the concept of "sustainable community" and "smart growth", and implementation of these concepts is gaining ground.
- Various initiatives are strengthening the link between transit and the community. These include: joint development, Transit-Oriented Development (TOD) and location-efficient initiatives, Transportation for Livable Communities, and the Transportation and Community and System Preservation (TCSP) Program.

At the same time, the analysis of long-term trends identifies a number of significant challenges; these are expressed as four trends, and four areas of concern. Significant trends identified from the review that will affect transit's effectiveness in the medium-to-longer term, include:

- Growing sprawl, in terms of both population and employment, and also related to the growth in edge cities and big box store retail,

- Growing auto fleet, use, and distances traveled,
- Growing congestion but little sign of any related policy paradigm shift, and
- Changing travel patterns, which are decreasing traditional work trips and increasing trip chaining.

Four areas of societal concern have been identified through the review of these trends as being particularly pertinent in terms of affecting transit's future role in the community and its effectiveness. They include:

- Environmental, energy, economic, and safety implications of increasing auto dependence,
- Health issues resulting from poor air quality and patterns of the built environment, respiratory and obesity-related ailments in particular,
- Mobility requirements of an aging population, and
- Mobility-related social integration issues for the physically disadvantaged, economically disadvantaged, and increasing immigrant population.

Based on the assessment of these trends, there is need for concerted action along a number of dimensions as transit formulates its future strategic directions.

First, any strategy should be guided by a new vision of transit's role within the community. One possible starting point for building such a vision was expressed as follows:

A transportation system that meets the needs for mobility and accessibility while balancing the current and long-term goals of economic growth, environmental quality, and social equity.

A number of actions are recommended by the study. These include:

- **Enhance The Capacity Of Transit To Meet The Congestion Challenge**, through new transit infrastructure and increased priority to transit,
- **Develop A New Customer-Oriented Approach To Service Provision**, built on:
 - a better understanding of current and new markets through *market segmentation*;
 - a *Family of Services* strategy, designed to meet the needs of market segments; and
 - a *Mobility Management* approach and coordination of all public transportation.
- **Enhance The Transit-Community Link**, through various efforts:
 - at the federal level, through increased support for the concept of smart growth, the highlighting of transit's potential role, support for MPO involvement, etc.
 - at the local level, through increased leadership by the transit system to create a vision of *urban transportation in a sustainable community*, and to support or lead initiatives that support transit or sustainable modes, and
 - through practical initiatives that enhance transit's role in the community.

The research also provides an initial set of questions that transit systems could use to initiate strategic reflection on the following issues in their own communities:

Knowledge of Transit Markets?

- What market research information (including demographic and market segmentation information) exists about current customers of the transit system?
- What information exists about the likely future evolution of transit customer markets in the community?
- Has existing travel market information been co-related to the use of the various transit (and other public transportation) services in the community?

Impact of Aging Population; Knowledge and Options?

- What are the characteristics of current seniors market (size, geographic distribution, expectations, etc.)?
- How is the seniors travel market likely to evolve?
- What will be the implications over time in terms of expectations, service design, etc.
- Given the importance of this market, has any effort, specific to the seniors' travel market, been conducted to assess needs or to develop a service plan (such as those in Denver, Orange County, Portland, available from the APTA Information Center Briefing)?
- Have local organizations that assist seniors (social agencies, non-profit organizations, special purpose media) been identified, and contacted, in order to assist with needs assessment and dissemination?

Immigrant Market; Knowledge and Options?

- Does any information exist about the local immigrant travel market, in terms of residential concentrations, travel patterns, and mode choice?
- Has any market research or planning effort, specific to the immigrant travel market, been conducted to assess implications for service design, customer information, etc.?
- Have local organizations that assist immigrants (social agencies, non-profit organizations, special purpose media) been identified, and contacted, in order to assist with needs assessment and dissemination?

Other Market Segments that Merit Special Attention?

- Are there any other specific market segments in the community that warrant special attention (e.g. reverse commute access to jobs, physically disadvantaged, university students, long distance commuters, tourist visitors, etc.)?
- Have there been any recent assessments of these segments (e.g. market size, evolution, current services, expectations, etc.)?
- Who should be consulted and what should be the assessment process?

Development of a Vision?

- What is the status of relations with the MPO and other local planning organizations?
- Are smart growth, sustainable community and sustainable transportation guiding principles for these organizations?
- Does there exist a shared "vision" of public transportation in the community, consistent with sustainable community principles?
- Has it been clearly articulated?
- Have the public, community organizations, and other stakeholders participated in the development of the vision?
- How will this vision be translated into strategic goals and directions for the transit system?
- How will effectiveness in attaining these strategic goals and fulfilling the vision be measured?

Transit's Involvement in Regional/Urban Planning, and Land-Use Decisions and Support for Transit-Supportive Development?

- Is transit a partner with local agencies/departments responsible for planning and land-use development concerning major land-use and development decisions?

- Does transit have the opportunity to review site plans from a transit perspective?
- Has transit developed a set of “transit-supportive” land development and site design guidelines?
- Have these been adequately communicated to politicians, planning officials, and developers?
- What are the opportunities for TOD or Transit-Supportive Development in the region?
- Are there any specific efforts that the transit system could pursue to encourage more TOD?

The five Appendices provide some practical guidance in terms of concepts and identify many resources for transit systems that would like to pursue these topics.

It is hoped that this research will help to stimulate action within the transit industry, so that it can build on the considerable achievements to date, address the identified challenges, and fulfill its potential role in ensuring a more sustainable community for tomorrow.

A New Public-Private Partnership Model for Road Pricing Implementation

Patrick DeCorla-Souza, AICP
Federal Highway Administration, Washington DC

December 15, 2004

ABSTRACT

In a public-private partnership (PPP) arrangement providing for financing of highway investment and operations, it will be important to ensure that the public does not perceive that the private sector partner is attempting to maximize profits through excessive peak charges while the public agency does nothing to relieve congestion on free facilities. This paper presents a new PPP model to address this issue, discusses the benefits to be gained from such models, and suggests potential "corridor level" pilot demonstration projects. The paper then assesses the financial self-sufficiency of a region-wide application of the concepts without reliance on public tax support for implementation.

INTRODUCTION

Road Pricing Concepts

Road pricing includes a group of market-based strategies that all involve collecting a variable toll for highway use, with the primary intent of managing travel demand so as to reduce or eliminate congestion on a priced roadway facility, corridor or network. In the U.S., road pricing has been implemented in two types of situations. First, priced lanes have been created on existing toll-free facilities either by converting High-Occupancy Vehicle (HOV) lanes to High-Occupancy/ Toll (HOT) lanes, or by adding new lanes. Second, variable charges have been introduced on existing toll facilities that previously charged flat tolls. Eight road pricing projects are currently in operation in the U.S., four in each category (DeCorla-Souza et al. 2004b).

Proposals have been made to extend these pricing concepts to region-wide systems of priced freeways or priced freeway lanes that would maintain free-flowing traffic conditions and provide a running way that allows introduction of high quality express bus service or Bus Rapid Transit (BRT) service. A proposal by the Reason Foundation (Poole and Orski 2003) would create a network of priced lanes on existing toll-free roads, using existing HOV lanes and adding new lanes on segments where no HOV lanes exist. Free service would be provided only to authorized buses and/or vanpools. BRT would operate on the express lanes.

Another region-wide road pricing concept, called "Fast and Intertwined Regular" highways or FAIR highways, converts *all* lanes on existing freeways to priced lanes, exempts HOVs from

TABLE 3. ANNUALIZED COSTS VS. ANNUAL REVENUES (million \$)

	<u>FAIR Highways</u>	<u>Express Lanes</u>
Capital costs for toll collection/credit systems	\$10.0	\$4.7
Operations cost at 15 cents per trip	\$80.6	\$24.3
Highway lane construction costs	\$0.0	\$100.0
Express bus service	\$138.0	\$138.0
Parking for bus stations (user-paid)	\$0.0	\$0.0
HOV identification zones/ramps	\$11.7	\$3.9
Management and operations of arterial network	\$10.0	\$0.0
Total annual costs	\$250.3	\$270.9
Revenues	\$356.7	\$273.4

CONCLUSIONS

Potential new models for public-private partnerships (PPP) for the delivery of road pricing/express bus systems, as presented in this paper, would employ outcome-based contracting systems and incorporate financial incentives to maximize public mobility goals, with clear performance standards to ensure service quality. The models would address public concerns relating to private sector monopoly power as well as private sector concerns about competition, while at the same time facilitating efficient provision of new multimodal transportation services and maximizing mobility and freeway efficiency.

The potential new model suggested for road pricing separates the system operator from the revenue beneficiary. The PPP agreement would employ "shadow tolls" to compensate the private partner. The public agency would pay the private partner based *only* on a flat shadow toll rate and the number of vehicles served at free flow speeds during the rush hours, when pro-active management of traffic flow with variable tolls is needed. In addition, road users would be charged variable tolls directly. The private partner would set the user-paid variable toll rates to manage demand and ensure that traffic is free-flowing. However, *all user-paid toll revenues would go to the public sector*. User-paid toll rates would rise as high as they need to be in order to manage demand effectively, but the private partner would not profit from the resulting increase in user-paid toll revenue relative to shadow toll revenue. Potential private partners would compete to build and operate the road project on the basis of the quality of their proposals and the shadow toll rates that they are willing to accept as compensation for their infrastructure investments and freeway operation and toll collection services. PPP arrangements could also encourage efficient and effective provision of transit and park-and-ride services, by compensating private partners for provision of transit services and high-occupancy vehicle (HOV) services based on the number of commuters attracted to these modes.

Pilot demonstrations of these models would help considerably in gaining public understanding, trust and acceptance of these innovative concepts. Two potential corridor-level demonstration pilots are suggested in this paper. In addition, two alternative region-wide concepts are

presented and financial self-sufficiency of the concepts are assessed. The results of the analysis suggest that both would generate sufficient new revenues to pay for toll collection operations as well as mobility improvements, including new fare-free express bus service, and arterial network and freeway network management and operations. Surpluses may also be available to address new transportation capacity needs in growing areas.

ACKNOWLEDGEMENTS

The views expressed are those of the author and not necessarily those of the US DOT, the FTA or the FHWA.

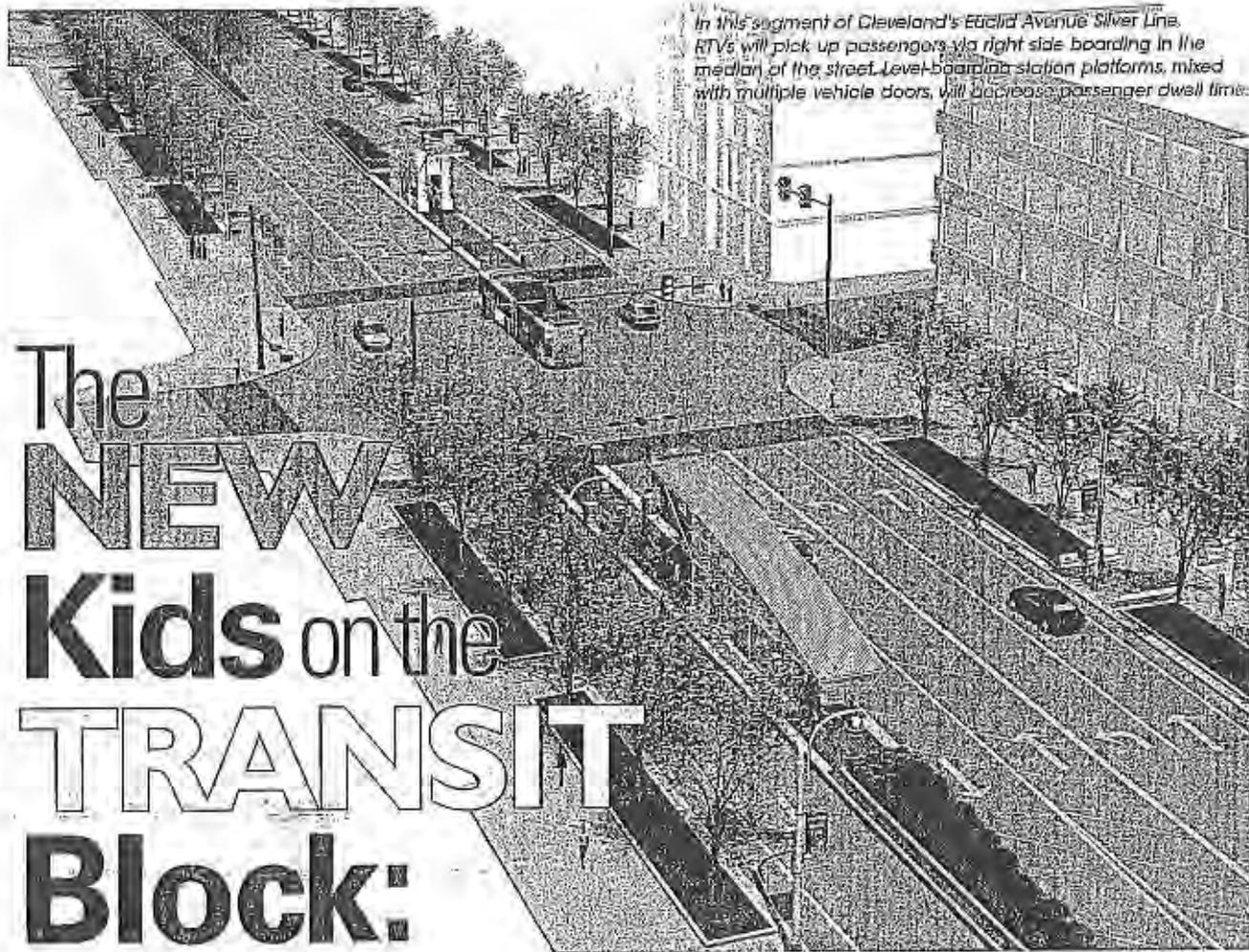
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In this segment of Cleveland's Euclid Avenue Silver Line, RTVs will pick up passengers via right side boarding in the median of the street. Level boarding station platforms, mixed with multiple vehicle doors, will decrease passenger dwell time.

Photo courtesy of Sasabi Associates

The NEW Kids on the TRANSIT Block:

The pains, the gains and the benefits of the new wave of Bus Rapid Transit

By Jackie Roembke

Welcome the next generation of Bus Rapid Transit — a new wave of exclusive right-of-ways, futuristic vehicle designs and state-of-the-art technology that picks up where its predecessors left off and will further redefine the future of bus service in the United States. But what have the creators of these new systems learned from those who came before them and what have they learned on their own?

This overview comes on the coattails of the FIA's Characteristics of Bus Rapid Transit for Decision-Making report

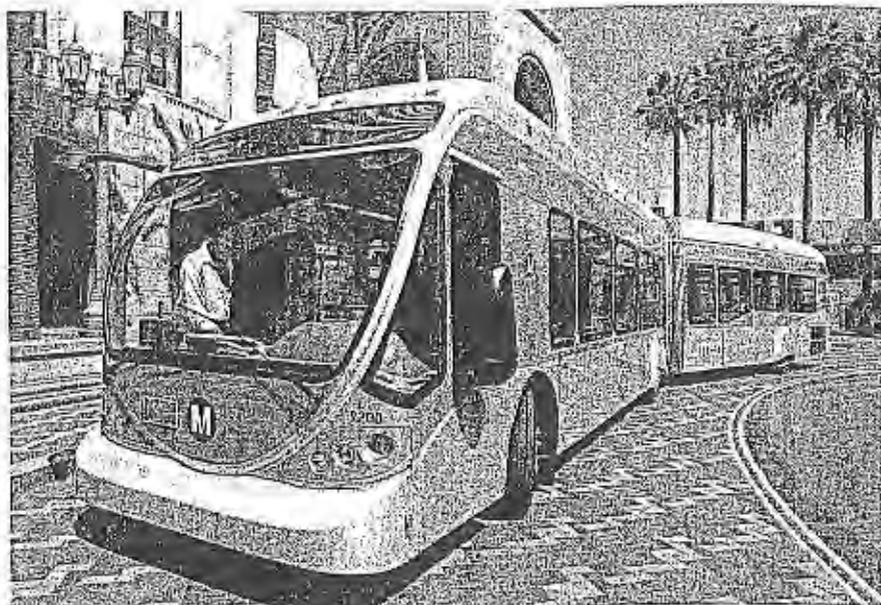
(CBRT), a comprehensive and fluid document whose objective is to streamline the proposal process by providing specific BRT options and solutions, complete with a comprehensive breakdown of its elements, a glossary and application-specific images. For those in search of concrete statistics and reliable case studies, the CBRT document could be the definitive resource for making such decisions.

Learning from the trials and errors of existing systems, the new school of BRT seems to have gleaned virtually all of the best features and technology rapid transit has to offer

— touting not only the advanced offerings, but the integration of its strongest elements.

"I really think we're at the early dawning stages of BRT. Beyond defining it as a new mode of public transportation, I think it's taking everything we've learned about public transit over the last 100-plus years and integrating it into BRT," Joe Calabrese, general manager of the Greater Cleveland Regional Transit Authority (RTA), says.

In the next two years alone, four hallmark corridors are scheduled to



NABI's 60-BRT, a 60-foot, articulated, new-design transit bus will service the Orange Line, Los Angeles Metro's newest BRT addition. This 14-mile exclusive busway, due to open in 2005, will utilize 30 NABI 60-BRT CNG buses. Los Angeles has ordered 170 more of the buses to operate on L.A. Metro's highest ridership corridors, including Wilshire Boulevard, Vermont Avenue and other BRT routes.

open for service: the Orange Line (Los Angeles), the Euclid Corridor (Cleveland), New Britain-Hartford Busway (Hartford, CT) and the Emerald Express (EmX) Corridor (Eugene, OR). Certainly, other cities have their own projects in various stages of planning or enhancement, but this group stands apart for a variety of reasons.

According to Cliff Henke, external relations director for North American Bus Industries, Inc. (NABI) the key difference with this new wave of systems is that "they are designed to emulate the elements of LRT more so than the early BRT projects (with the exception of Boston's Silver Line) by clearly taking pages out of rail transit's playbook."

Echoing the adage, "think rail, use buses," many of the attributes of bus rapid transit tie back to the basic principles of rail. "BRT is like light rail in the sense that there is a menu of management, policy and technology options that can be tailored to a city's particular needs. The trick is to match the pieces of technology and the techniques with the city," Henke says.

Given that, many cities look to BRT as an alternative to rail or as an interim step toward it. "Many people were shocked to hear that we're doing BRT because we think it's the best application for our needs," Calabrese explains.

Meanwhile, the Massachusetts Bay Transit Authority (MBTA), a veteran of the mode, has enjoyed a successful first phase of its Silver Line BRT system and is currently awaiting the opening of its second phase of operations. MBTA's General Manager, Mike Mulhern, whose agency also lays claim to being one of the first BRT systems in the United States, looks at BRT not only as a flexible alternative to rail but also a way to strengthen the image of bus service in the community.

"We need to look at our own attitudes and really raise the bar in the bus industry. If we're truly committed to increasing ridership, we need to really acknowledge that most of the ridership gains are going to be achieved by providing better service," Mulhern emphasizes. "This means we have to provide a better standard of decision making.

At a glance

Orange Line, San Fernando Valley, CA
 Operator: MTA
 Running way: Exclusive
 Length: 14 miles
 Vehicle: NABI 60-BRT
 Cost: \$330 million
 Operational: 2005
www.mta.net/projects_plans/orangeline/

Silver Line, Euclid Avenue Cleveland, OH
 Operator: RTA
 Running Way: Exclusive
 Length: 7 miles
 Vehicle: New Flyer DE60LF-BRT
 Cost: \$168.4 million
 Operational: 2006
www.euclidtransit.org/

Emerald Express (EmX) Eugene/Springfield, OR
 Operator: LTD
 Running Way: Exclusive
 Length: 4 miles
 Vehicle: New Flyer DE60LF-BRT
 Cost: \$24 million
 Operational: 2006
www.ltd.org/BRT%20Site/Index.htm

Silver Line, Phase II Boston, MA
 Operator: MBTA
 Running Way: Exclusive, Underground Tunnel
 Length: 3 miles
 Vehicle: NeoPlan USA
 Cost: \$601 million
 Operational: Early 2005
www.allaboutsilverline.com/

New Britain-Hartford Busway Connecticut
 Operator: CDOT
 Running Way: Busway
 Length: 9 miles
 Cost: \$160 million
 Operational: 2007
www.ctrapidtransit.com



Ultimately, we have to make the bus a better choice."

Image is everything ... at first

One attribute that holds true to each BRT system is a unique brand identity designed to catch — and hold — the eye of its riders. By looking to the pioneers of BRT, the next generation knows what can be accomplished when the technology is clearly differentiated from standard bus service.

"The image is bringing people aboard," Rex Gephart, director, Regional Transit Planning, Los Angeles County Metro Transit Agency (MTA), concludes in regards to another BRT vet, Metro Rapid, and the 60 percent ridership jumps some corridors have experienced since its inception.

The mode offers an opportunity to pique rider interest and brand the service with a name other than 'bus'. Gephart notes these successful efforts — strategies the Orange Line plans to use — have also been critical to simplifying the bus riding experience, noting that Metro Rapid's brand identity has made it easier for bus-riding rookies. "Bus systems are complicated for people to figure out. They don't know which bus to get on and when there are 10 or 20 buses coming at them — they really don't know which one to get on. You really have to know the system to ride a bus system — but that's not what we're trying to do," he says.

"In LA, if they see a red bus, [passengers] know exactly where it's going. If they see one of our stations, they can stand at it and they know only a red bus is going to pick them up. We've tried to make it really simple for the public and the public has responded. They hated the idea of trying to guess where the bus was going. We need to get more people

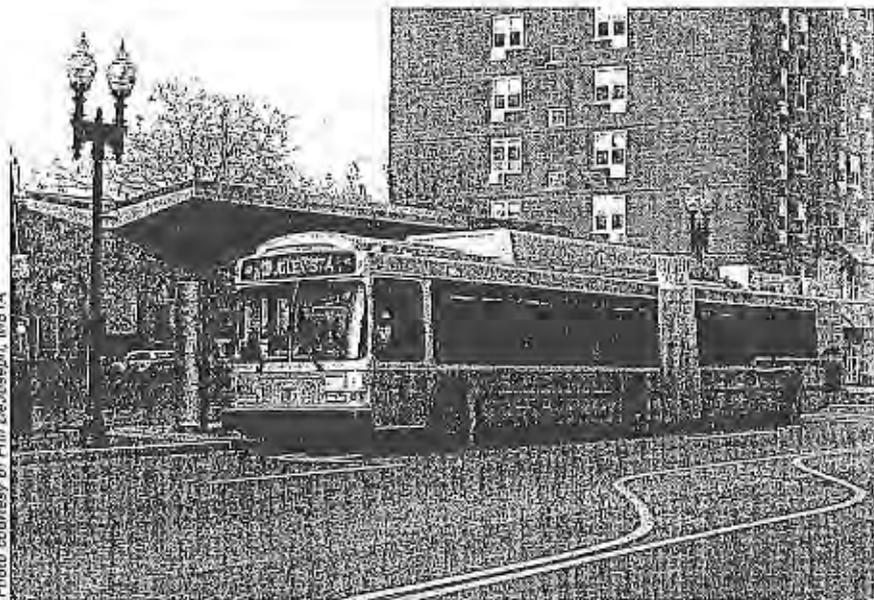


Photo courtesy of Phil DeJoseph, MBTA

NeoPlan USA provides four of the MBTA Silver Line's vehicles; shown is its 60-foot, low-floor, CNG-articulated bus. "NeoPlan has been key to our successes and they've been a great business partner in terms of sharing risks and understanding how important these projects are to us. I think they understand how important they are to the industry," Mulhern says.

out of their cars and onto buses and to do that we need to make the systems simple," Gephart adds.

Taking out the guess work with real-time passenger information is one of the ways Mark Pangborn, assistant general manager of Lane

"The next generation of BRT is clearly taking pages out of rail transit's playbook."

— Cliff Henke, NABI

Transit District (LTD), plans to bring passengers aboard his system's BRT service. "Real-time reader boards at each station will be an important part of the whole service component. We intend to run buses frequently enough. People will be able to forgo the schedule because they'll know they're getting an accurate idea of how long it will be before the vehicle shows up.

"Passengers are looking for certainty. They want to be certain they are in

the right place, and to have an idea of when to expect service," he says.

BRT can use its simplification attributes as a way to position its brand identity. Calabrese notes that BRT addresses issues which in the past have deterred customers from choosing the bus, like vehicle speed and the frequency of its stops.

"BRT is a new opportunity for public transit. Based on what we know about public transit, what we know about the consumer, the customer, the rider, the passenger, we know that they want to go faster. We all want to get there yesterday," Calabrese says. New vehicle configurations, raised platforms and other accommodations limit dwell time, he says of his own system, contributing to time savings and drawing nontraditional riders out of their cars and onto RTVs (Rapid Transit Vehicles).

Rail can't bend like this

Whether it's a freeway-flying commuter service like the New Britain-Hartford Busway or the Southern Nevada's "residential-based" MAX

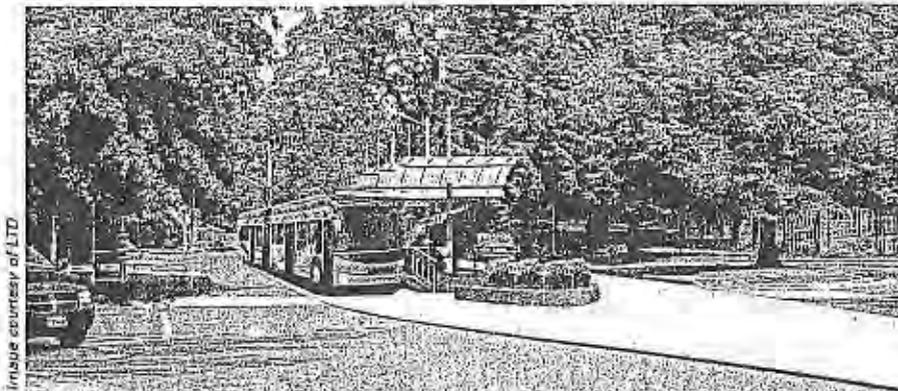


Image courtesy of LTD

Intelligent Transportation Systems (ITS) is a staple of BRT. Eugene LTD's EmX system will use real-time passenger information of its stations. Other forms of ITS include: signal priority, advanced fare collection, automated vehicle location (AVL) and automated stop announcements.

system, there is also room for wide variation in the implementations of BRT. Given the nature of the mode, flexibility is actually a BRT constant.

"There is no question that, with the flexibility of bus service combined with the attributes of a rail rapid, it will be part of the future build out of Boston's transportation system," Mulhern asserts. "Since we're dealing with limited real estate, we need to take advantage of the flexibility of BRT. It really allows us to pick up people where they are and take them where they want to go — which is what public transit is all about," he states.

Pangborn agrees. "The interesting thing about BRT is that it offers so much flexibility. You can adapt it to your community. That's why I think its potential for the future is absolutely critical. What works in Boston wouldn't work here and that's what is so great — it's the same concept but different solutions for different communities," he adds.

This flexibility also comes in handy when trying to fix specific transportation problems, like congestion.

Although Eugene is "the smallest community in United States really moving forward with BRT," Pangborn sees the mode as a proactive neces-

sity to thwart congestion in the future. "With the exclusive right-of-way — which we believe is so critical — LTD feels it will be able to maintain and guarantee headway into the future. No matter what happens on the street, we won't have to deal with the slowing effects of congestion."

"We're using BRT as a symbol within the organization that we can do better in terms of providing bus service."

— Mike Mulhern, MBTA

Public perception: improved service

There is clear understanding in the industry that BRT has the potential to increase ridership and decrease travel times. However, there are other big-bang-for-the-buck benefits BRT can offer its riders, as well as an agency. With as much time, research and money that has gone into making these corridors a reality, a range of other, often overlooked benefits, have cropped up.

"It [the new breed of BRT vehicle] doesn't look like a 'bus' and it

really provides a better feel, more dignity and a higher class of service," Calabrese notes. "People are responding almost immediately to the better looking vehicle and the resulting better image.

"I really want [customers] to feel good about the experience. I want them to feel like 'I'm not a second class citizen; I'm treated with dignity'. A lot of what's happened to the bus in the last 50 years and the image of the bus and how the bus is portrayed in the media has really lent to this perception," Calabrese explains.

"If [agencies] are contemplating investments in their bus system, whether it is BRT or otherwise, I think they need to display the same attitude if they were contemplating investing in a rail system," says MBTA's Mulhern. "In other words, don't allow your biases to get in the way just because we're talking about rubber tired vehicles."

Mulhern says that if it makes sense to provide a comfortable, safe environment at rail centers, then it also makes sense to do the same at bus centers. The same goes for ride quality. "We're using BRT as a symbol within the organization that we can do better in terms of providing bus service," he continues. "Over the years we acknowledge that we've allowed our bus division to settle for less — they've been programmed to settle for less."

Mulhern explains how the MBTA is implementing the highest standards and demanding the highest performance. In addition, he feels he is giving its personnel the resources they need to get the job done.

"It's a comprehensive, holistic approach to bus and we've always used BRT as a catalyst for major change within our bus division," he concludes.

Development Opportunities

The jury is still out as to the types of capital investment BRT can generate. Can it revive a corridor? Yes. But will it be able to truly influence people's behavior? Depending on whom you ask, the new school has varying opinions on BRT's ability to create such an impact.

LA's Gephart notes that some restaurants have redesigned their store fronts so that people at the bus stops are drawn there, at least in LA. Metro Rapid has not created much of an redistributive impact. With exclusive right-of-ways and permanent stations, though, he believes for the first time the industry will see transit-oriented development around buses. While rail has historically been successful in attracting it, Gephart argues that once bus service establishes itself as a permanent fixture of the corridor, private investors and developers will jump on board. He speculates that the private sector tends not to view bus routes as permanent but suggests BRT is the potential answer to this. Gephart feels a system like the Orange Line could prompt such development.

No matter which title is appropriate to the project — transit-supportive development, transit-oriented development or joint development — transit-related investments are very much a reality elsewhere. Says Mulhern, "The Silver Line, combined with other public investments, has led to a total transformation of the area [Washington Corridor], which would not have been possible without the initial venture in the transportation infrastructure."

According to Mulhern, the line has sparked a revival in neighborhoods that were in decline just 10 years ago. The corridor has since seen influx



RTA and LTD have both ordered New Flyer's DE60LF-BRT 60-foot articulated vehicles. The custom-designed rapid transit vehicles (RTV) feature doors on both sides and at-grade platform boarding, making access for all riders easy and efficient.

of new housing, new retail on the ground floors of renovated businesses and historical restoration. "It [Silver Line] has had a huge impact on the real estate market in the area started by Phase I, and we expect the same will be true with Phase II and Phase III," he says. "The investment of BRT became the catalyst for a whole collection of other investments."

In Cleveland, Calabrese explains that people have seen BRT as the catalyst for additional economic development for years. In anticipation of this project, he reports some 400 to 500 apartments being built right now and more than \$2 billion in other developments on Euclid Avenue. "Businesses, entertainment complexes — all in planning stages because again they feel this project will provide a good transportation link for them and their employees," he explains.

In addition, with the crucial infrastructure investment being made, one of the by products of the project will be what Calabrese labels a beautification effort that includes 1,500 new trees, new sidewalks, new streets, new lighting and new signaling. He predicts this alone will spur addi-

tional development and encourage others to invest in the corridor.

Overcoming Opposition

Existing BRT systems have proven time and time again that the mode increases ridership and travel speed in addition to providing a flexible solution for individual system needs. Still, agencies are facing varying degrees of community opposition. The prevailing community concern comes from local businesses apprehensive about the acquisition of dedicated lanes equating with limited access to their businesses.

When LA built its dedicated BRT lanes and parking spaces, only a small group of businesses objected because some of their own parking was taken, Gephart recalls. Eventually, new parking spaces were secured on the side streets or in the alleys behind the stores.

"In fact, nobody was really hurt as long as we did our research and made sure that nobody lost any parking that was out there ... or we kept the hours that we had this dedicated lane limited so it wouldn't impact the people going to their businesses. There are ways to overcome those difficult situations," Gephart says.



The Orange Line did face a lawsuit filed by a faction of residents seeking to prevent the project from intruding on their neighborhood. In what Gephart describes as "an incident that could have been a really big problem," the group managed to halt construction for 23 days after construction crews had already been mobilized.

"As with any major capital project, there are people who don't want the construction to happen," Gephart says. "Overcoming the residential protest was the biggest challenge, but it was from a very small group of people that were organized along the Orange Line. This thing happens everywhere — and now we're moving forward with construction."

Pangborn agrees that the con-

struction process is not an easy one. He explains that when an existing right-of-way is used — which is generally the least painful way to do it — there are many people who must be included and it's very hard work to find the solution that works for everybody.

"Whenever you reduce access, it's difficult. I would say if I look back at it now, we did a really great job of working together to obtain access with all the main partners. Was it easy? No. But people stayed committed to trying to make it work," Pangborn emphasizes.

Gephart explains how Metro eased skepticism regarding LA's Wilshire Corridor. By setting up a series of tests, the agency convinced traffic engineers

and local businesses that a bus-only lane would not affect traffic or access.

"The upside of this was, not only did we show the traffic engineers that we would not impact the traffic along that corridor, we showed them that, in fact, the traffic would move faster. By keeping the buses in one lane and preventing them from moving in and out of the other lanes, the cars could move faster. It was win-win for everybody," he says.

Some cities have had it easier than others. Calabrese touts Cleveland's Euclid Corridor as an example: "This project could not have happened without tremendous public, community and business support — which resulted in elected, official support. This reaction generated a lot of enthusiasm and support from the FTA," Calabrese says.

He notes that the Euclid Corridor is the first non-rail project funded by the FTA's New Starts Program.

Pangborn notes that Cleveland may be the first BRT project to receive New Starts funding, but it will not be the last. He notes that there are provisions included in TEA-21 legislation for defining specific BRT applications (those with exclusive right-of-ways) as fixed guideway systems, thereby making them eligible for the program. While federal money will propel a project, community support is crucial to getting a project off the ground.

If you've got it, use it

Now that the FTA's CBRT manual has offered the industry a definitive set of attributes and applications, how can agencies best put it to use?

"What's a BRT? That's the question in everybody's mind," Henke admits.

He suggests using the CBRT document as a means to educate the skeptics. The facts are out there, he says. Systems have tried and succeeded in

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communities around the country. "Then the question just becomes, is it an appropriate choice for this community?"

"We need to get the public to think of this as the way we'd like to provide bus service in the future," Mulhern concludes. "We've made a big impact in changing people's attitudes both internally and externally in the neighborhoods we serve. But we still need to recognize that [public perception] is an issue and make sure we adequately convey the benefits of BRT."

Calabrese suggests that as people see the success of BRT systems all over the world, individual agencies should use the CBRT manual to "transform" their current bus service. Whether comparing their own situation to the case studies or by reviewing the cost-and-benefit estimates of each of the elements, he says it's up to the cities to take that document and employ it to suit their specific needs.

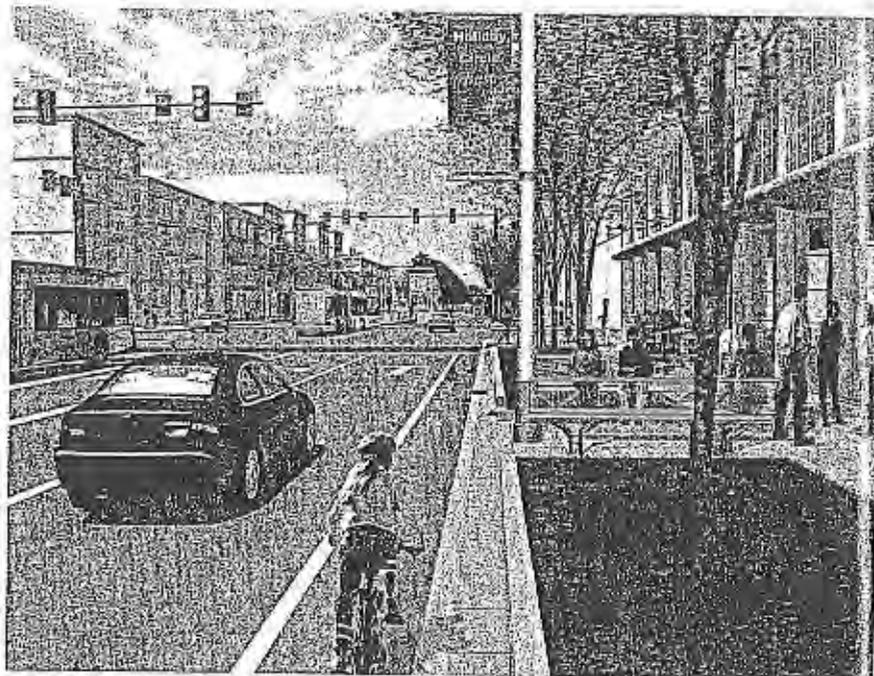
"The main message of CBRT and of related FTA efforts is that BRT is a new mode. It's another tool in the tool box among the modes. It's not just enhanced bus service, it is truly its own mode," says Henke.

"We need to continue to establish case histories and gather data to really get our arms around its costs, benefits and best practices," he says

The future of BRT

"BRT has been a work in progress. It is something that has organically appeared," Henke says. He concludes that like any other new product in the early adaptor phase, there is a gradual increase in interest, but the technology is decidedly becoming part of the mainstream.

Aside from simplifying the decision-making process, another of the



The road reconstruction of Midtown East's Euclid Avenue (shown in a visual simulation) features roadways and curbs to facilitate the new bus lanes and bus operations. In addition, new street lighting, pedestrian sidewalks, street trees, and public art were also included throughout the corridor as part of the "beautification process." (Photo courtesy of the project design team: Sasaki Associates, Wilbur Smith Associates, Robert P. Madison International and The Outside In.)

primary reasons for compiling the CBRT report is to allow transit managers to look at their systems and objectively discern what would or would not be feasible or appropriate for their individual needs.

However mainstream BRT may

"Once you have proven that you're at the limits of the bus system, there is no option other than rail."

— Rex Gephart, MTA

eventually become, Henke advises that prospective cities always do extensive up front planning and research to ensure the application will truly meet the demand. "It [the city] shouldn't try to shoe horn the service in just because there is a particular financial incentive or a piece of right-of-way that lends

itself. It shouldn't be married to any one approach but it should evaluate it for their particular market conditions and policy objectives," Henke asserts.

Gephart believes successful BRT services can open the door to future rail investments. "If you've done all you can with BRT, you can prove that you have reached a certain level of demand. Once you have proven that you've exceeded the limits of any bus system — because you would have done that with the bigger buses — at that point, there is no option other than rail."

Henke predicts a future of private sector investment. "When the private investors jump aboard, that's when the BRT revolution will have taken hold — that's the next phase of BRT," Henke explains. To date there are no private BRT operations but that's not to say that it's not feasible for the future, he says.

Pangborn views BRT as an opportunity to easily and cost-effectively add to



a city's growing transit infrastructure. He believes a system's value is exponentially increased as you add more sections to it.

"The first line is good, but with the second, not only do you get all the riders on the second line, the first line becomes that much more useful because you had that much more territory to cover," Pangborn explains. "As you add each addition to BRT, you suddenly add the value of that addition and into the existing part."

"You can always build into it once you've come to the point when you say 'We're at our limit, let's add another component.'"

Gephart agrees. "The nice thing about BRT is that you can start on the lower end and build on it. I think that's



"The idea is that you don't run everybody by the operator," Pangborn explains of New Flyer's DE60LF-BRT. "In fact, there are two main doors on either side of the vehicle. This allows us to have a single-sided platform that is served in both directions."

really the future of BRT across the United States: Do something simple and easy to begin with, reach some limits — and if people enjoy it and use it, once you reach the systems limits, go to the next mode."

Miles yet to go

Despite BRT's obvious achieve-

ments, Mulhern feels people are still of the mind set that if it's not rail service, it's not the best investment. He stresses the industry needs to address long-standing attitudes and cultural issues.

"It needs to be considered in any future alternatives analysis simply because, from our experience, it is clearly a viable alternative. It needs to be given equal consideration when we're making investments in public transportation."

"I think when people think of bus service in Boston, they think about the way we used to provide bus service."

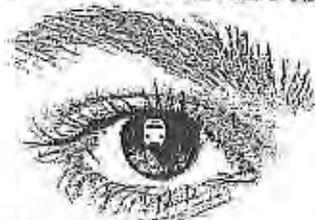
Henke agrees. "I think what cities will do is be able to attract the next phase of BRT development when it becomes a natural assumption among the choices available to a city contemplating transit improvements."

"I think a lot of BRT will rewrite what public transit is, and what the bus is. All these attributes will be assimilated into all future bus service," Calabrese insists. "It's something new and it's something I think will catch on. Not just BRT, but its attributes and the advantages of it will spread through the bus industry over the next 20 years."

To download a copy of the FTA's *Characteristics of Bus Rapid Transit for Decision-Making* report, visit the FTA web site at <http://www.fta.dot.gov/documents/CBRT-DecisionMaking.pdf>

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MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Scott Kalkwarf and Coletia Quarles

DATE: January 27, 2005

SUBJECT: NVTC Financial Reports for December, 2004.

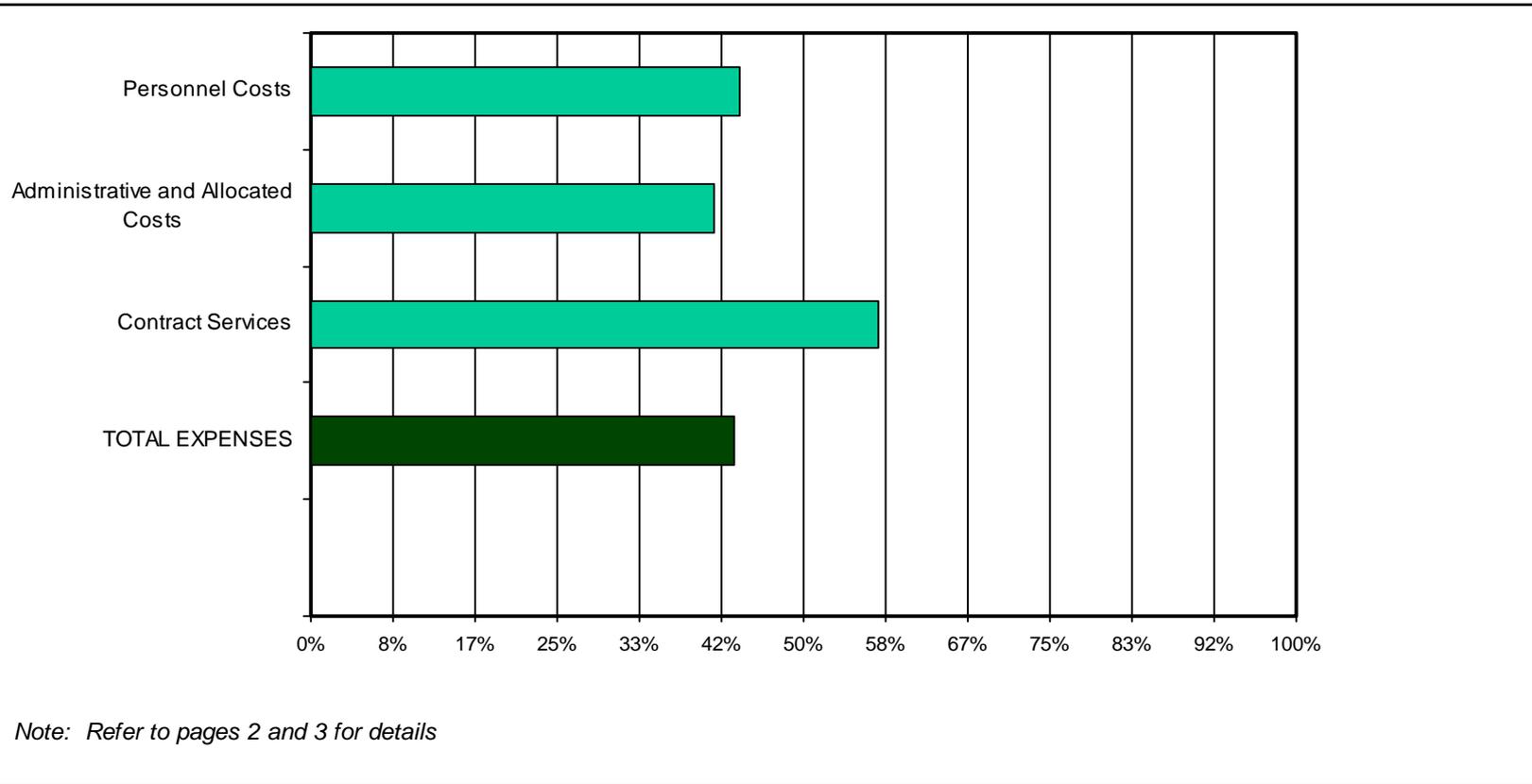
The financial reports are attached for your information.

Northern Virginia Transportation Commission

Financial Reports

December, 2004

Percentage of FY 2005 NVTC Administrative Budget Used
December, 2004
(Target 50% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December, 2004

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 42,854.01	\$ 274,865.89	\$ 625,800.00	\$ 350,934.11	56.1%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	42,854.01	274,865.89	626,800.00	351,934.11	56.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	2,643.03	18,197.47	44,900.00	26,702.53	59.5%
Group Health Insurance	4,775.00	30,994.56	77,000.00	46,005.44	59.7%
Retirement	3,673.00	23,630.10	52,500.00	28,869.90	55.0%
Workmans & Unemployment Compensation	30.06	1,273.60	2,000.00	726.40	36.3%
Life Insurance	157.87	1,523.42	3,300.00	1,776.58	53.8%
Long Term Disability Insurance	462.32	1,353.75	3,450.00	2,096.25	60.8%
Total Benefit Costs	11,741.28	76,972.90	183,150.00	106,177.10	58.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,050.00	5,550.00	15,250.00	9,700.00	63.6%
<i>Rents:</i>					
Office Rent	13,505.16	78,115.06	160,000.00	81,884.94	51.2%
Parking	1,295.00	4,890.00	11,500.00	6,610.00	57.5%
<i>Insurance:</i>					
Public Official Bonds	247.60	1,657.80	3,850.00	2,192.20	56.9%
Liability and Property	200.00	1,312.00	2,000.00	688.00	34.4%
	47.60	345.80	1,850.00	1,504.20	81.3%
<i>Travel:</i>					
Conference Registration	1,218.97	4,971.22	25,000.00	20,028.78	80.1%
Conference Travel	-	-	3,000.00	3,000.00	100.0%
Local Meetings & Related Expenses	37.00	37.00	5,500.00	5,463.00	99.3%
Training & Professional Development	1,181.97	4,839.22	12,000.00	7,160.78	59.7%
	-	95.00	4,500.00	4,405.00	97.9%
<i>Communication:</i>					
Postage	530.42	3,472.58	13,800.00	10,327.42	74.8%
Telephone - LD	21.83	981.94	7,000.00	6,018.06	86.0%
Telephone - Local	133.63	381.32	1,800.00	1,418.68	78.8%
	374.96	2,109.32	5,000.00	2,890.68	57.8%
<i>Publications & Supplies</i>					
Office Supplies	1,745.65	8,258.74	24,500.00	16,241.26	66.3%
Duplication	152.53	885.04	5,300.00	4,414.96	83.3%
Public Information	993.12	6,773.70	13,200.00	6,426.30	48.7%
	600.00	600.00	6,000.00	5,400.00	90.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December, 2004**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,046.93	5,835.07	23,500.00	17,664.93	75.2%
Furniture and Equipment	-	2,339.75	8,000.00	5,660.25	70.8%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	1,046.93	3,495.32	14,500.00	11,004.68	75.9%
<i>Other General and Administrative</i>	1,009.12	3,709.84	6,300.00	2,718.50	43.2%
Subscriptions	31.13	31.13	500.00	468.87	93.8%
Memberships	-	1,362.00	1,200.00	(162.00)	-13.5%
Fees and Miscellaneous	213.29	1,076.05	2,300.00	1,223.95	53.2%
Advertising (Personnel/Procurement)	636.36	1,112.32	2,300.00	1,187.68	51.6%
40th Anniversary	128.34	128.34	-	-	0
Total Administrative Costs	<u>20,353.85</u>	<u>111,570.31</u>	<u>272,200.00</u>	<u>160,758.03</u>	<u>59.1%</u>
	<u>Contracting Services</u>				
Auditing	4,225.00	9,225.00	14,000.00	4,775.00	34.1%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>4,225.00</u>	<u>9,225.00</u>	<u>16,000.00</u>	<u>6,775.00</u>	<u>42.3%</u>
 Total Gross G&A Expenses	<u>\$ 79,174.14</u>	<u>\$ 472,634.10</u>	<u>\$ 1,098,150.00</u>	<u>\$ 625,644.24</u>	<u>57.0%</u>

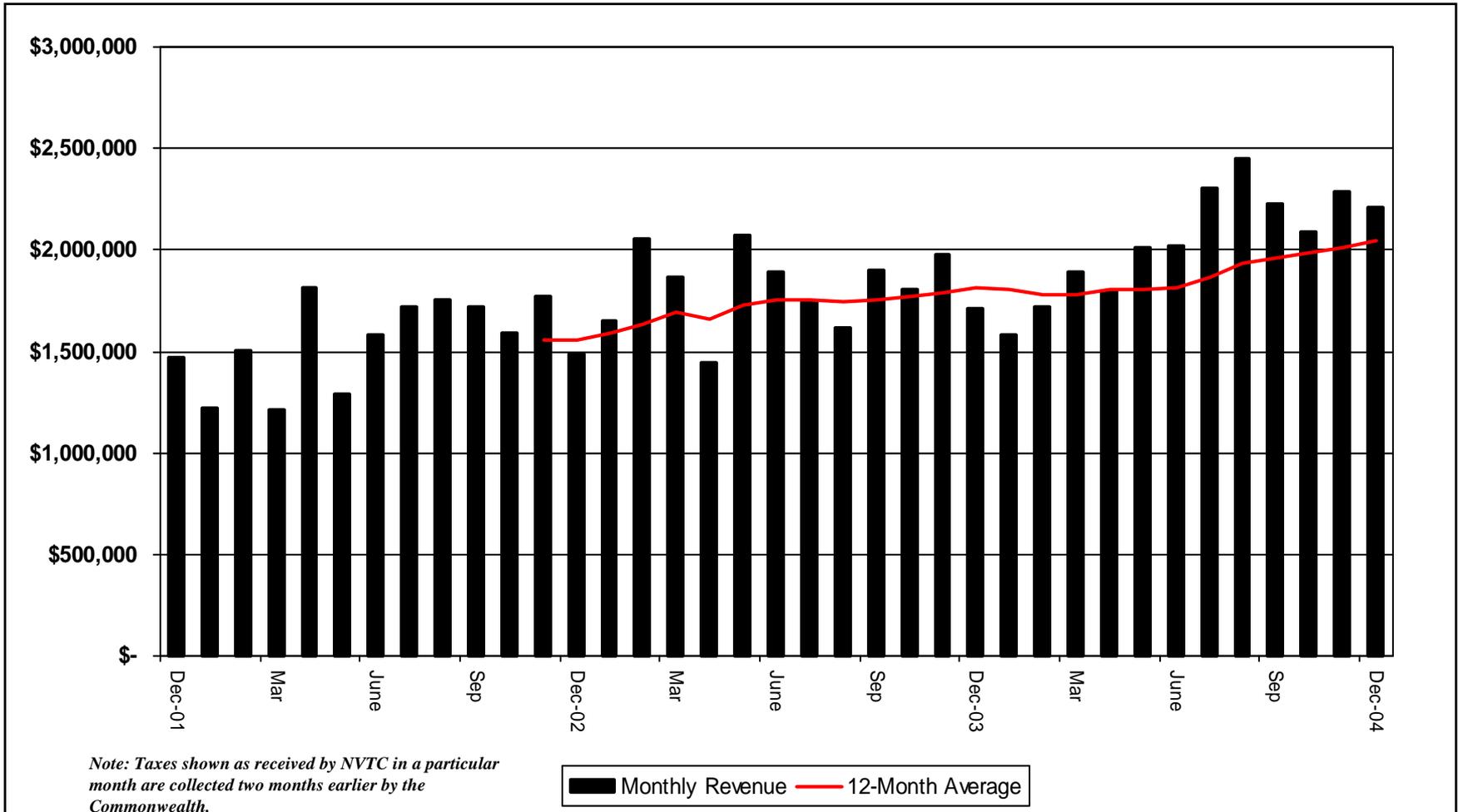
**NVTC
RECEIPTS and DISBURSEMENTS
December, 2004**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	<u>VA SNAP</u>
RECEIPTS						
1	Staff	Expense reimbursement		\$ 65.32		
13	Dept. of Taxation	Motor Vehicle Fuels Sales tax			2,212,689.62	
14	DRPT	Capital grant receipt			7,803.00	
17	DRPT	FTM/Admin grant receipt			4,460,949.00	
20	DRPT	VTA Metrorail grant advance receipt			5,975,868.00	
27	Fairfax County	G&A contribution receipt		83,288.50		
27	City of Fairfax	G&A contribution receipt		3,150.50		
27	American General	Insurance refund		98.79		
29	DRPT	Falls Church bus grant receipt			75,978.00	
30	City of Alexandria	G&A contribution receipt		12,479.50		
30	Staff	Expense reimbursement		8.71		
31	Banks	December investment income		53.79	119,604.28	
			-	99,145.11	12,852,891.90	-
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(83,349.96)			
8	City of Fairfax	Other capital			(20,533.47)	
27	Fairfax County	Other capital			(750,000.00)	
31	Wachovia Bank	November service fees	(55.10)	(15.00)		
			(83,405.06)	(15.00)	(770,533.47)	-
TRANSFERS						
10	Transfer	From LGIP to checking	28,000.00		(28,000.00)	
23	Transfer	From LGIP to checking	40,000.00		(40,000.00)	
			68,000.00	-	(68,000.00)	-
NET INCREASE (DECREASE) FOR MONTH			\$ (15,405.06)	\$ 99,130.11	\$ 12,014,358.43	\$ -

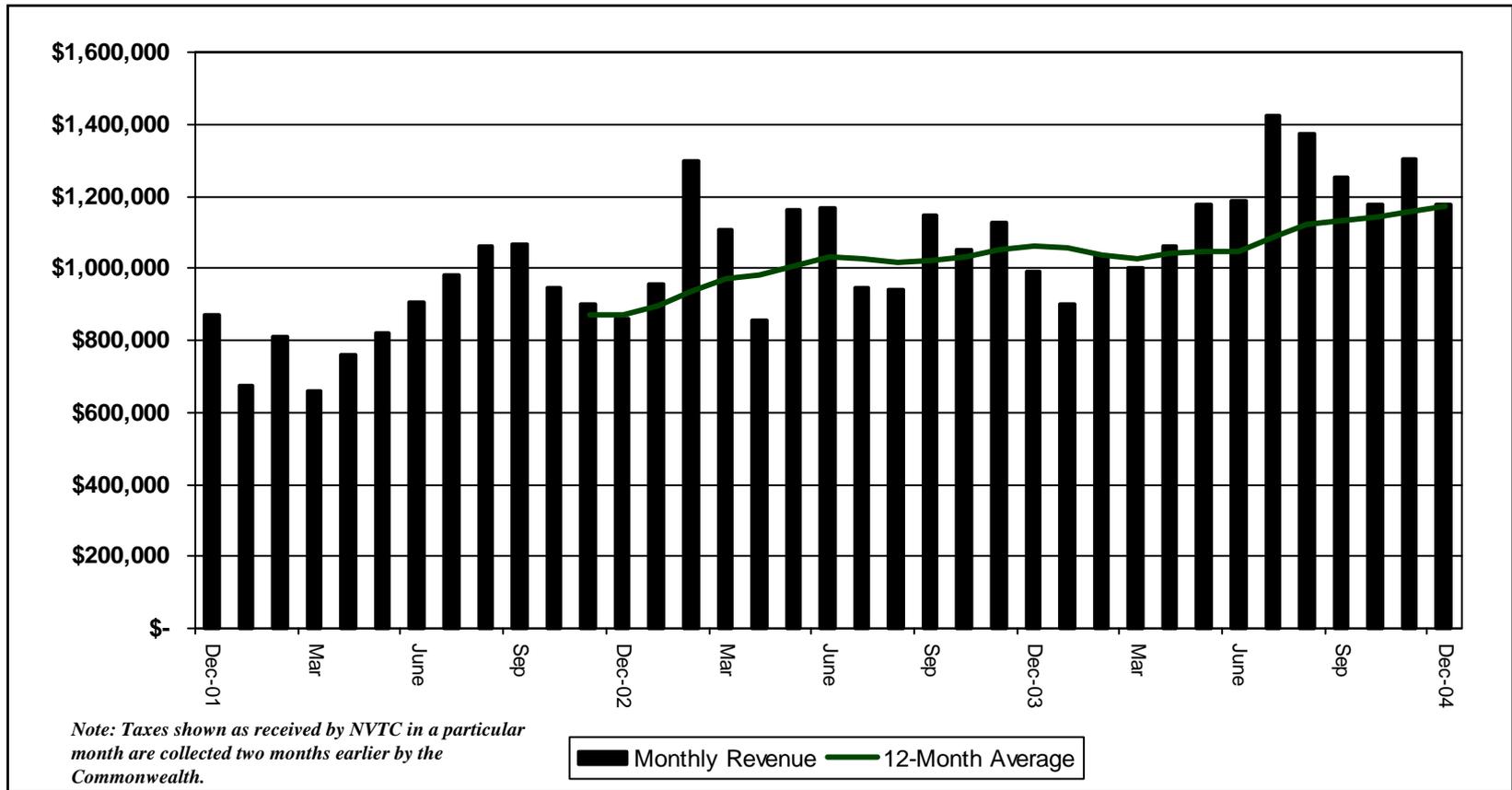
**NVTC
INVESTMENT REPORT
December, 2004**

<u>Type</u>	<u>Rate</u>	<u>Balance 11/30/2004</u>	<u>Increase (Decrease)</u>	<u>Balance 12/31/2004</u>	<u>NVTC G & A</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun County</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 18,589.16	\$ (15,405.06)	\$ 3,184.10	\$ 3,184.10	\$ -	\$ -
Wachovia: NVTC Savings	1.19%	44,550.96	99,130.11	143,681.07	143,681.07	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	2.07%	62,408,742.02	12,014,358.43	74,423,100.45	701,638.33	53,166,482.82	20,554,979.30
		<u>\$ 46,380,968.96</u>	<u>\$ 12,098,083.48</u>	<u>\$ 74,569,965.62</u>	<u>\$ 848,503.50</u>	<u>\$ 53,166,482.82</u>	<u>\$ 20,554,979.30</u>

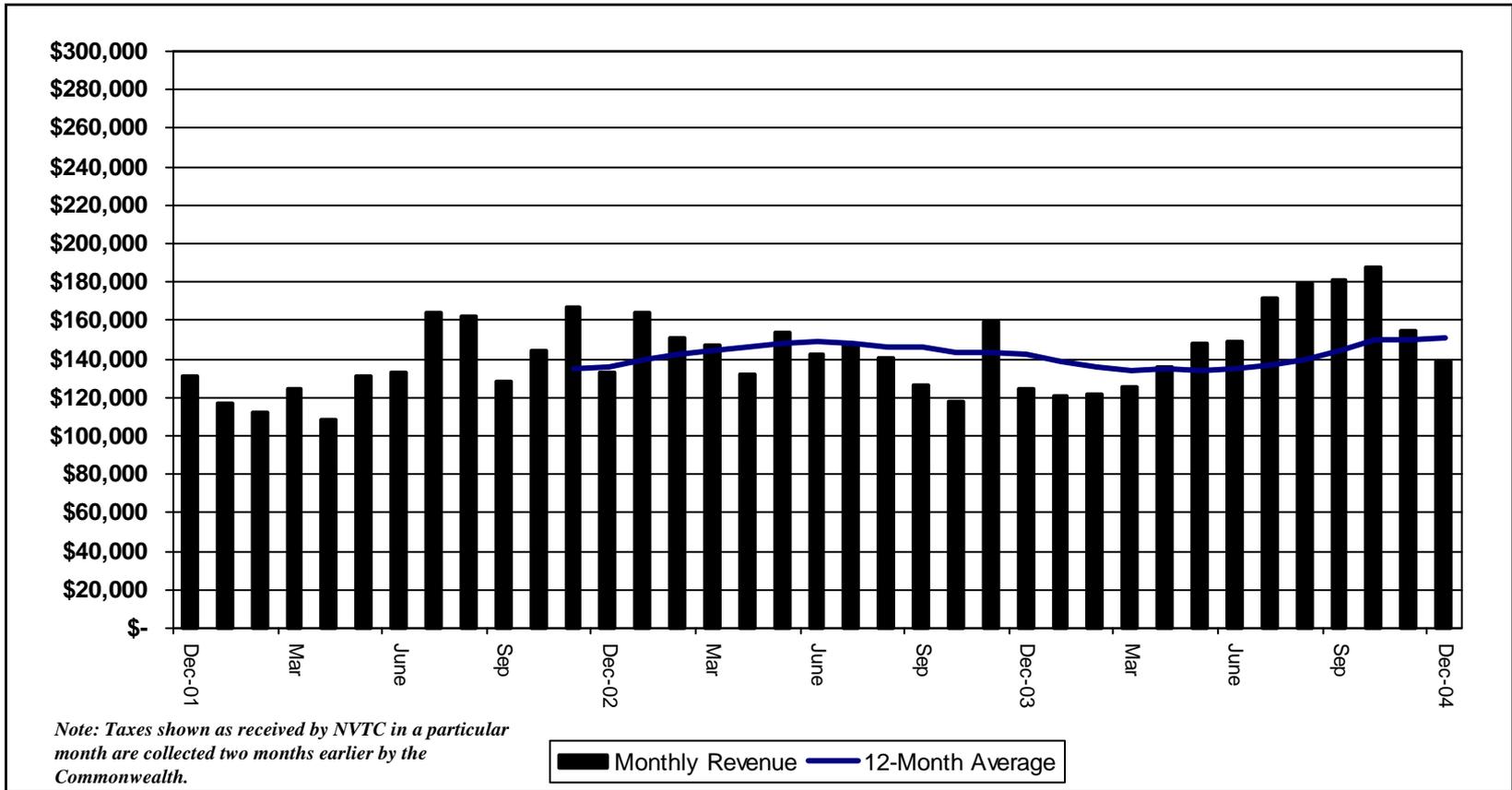
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2002-2005



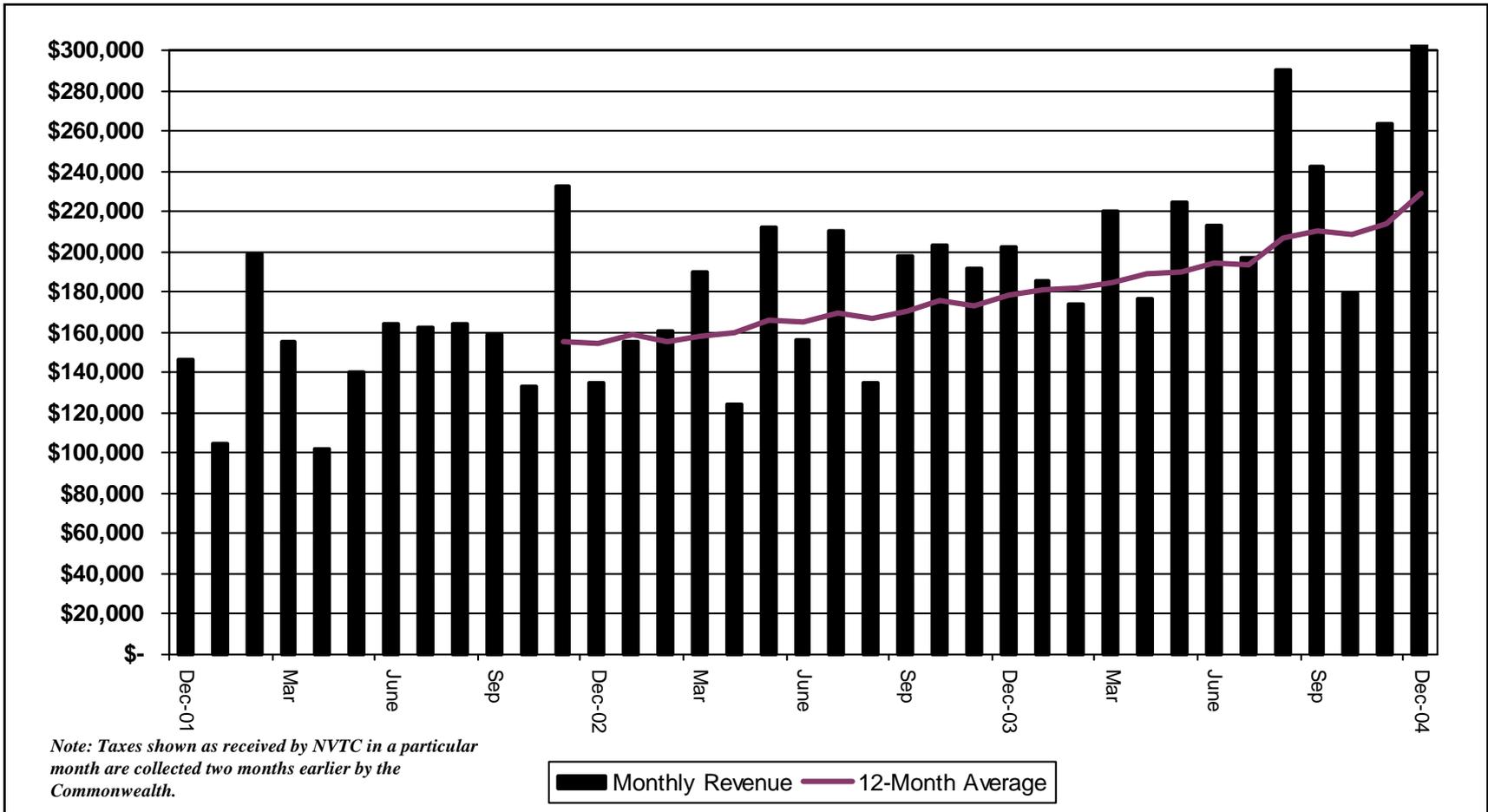
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2002-2005



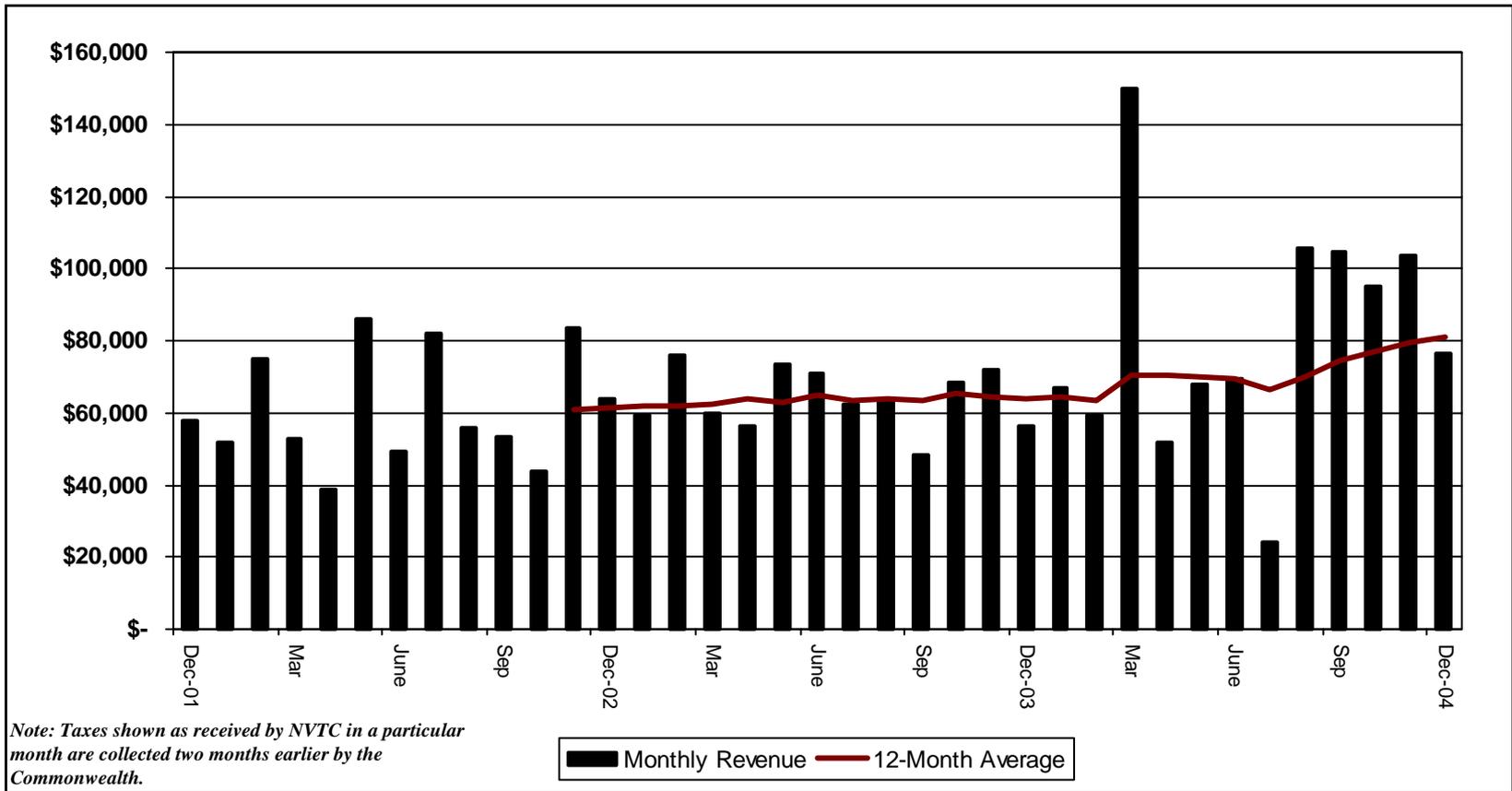
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2002-2005



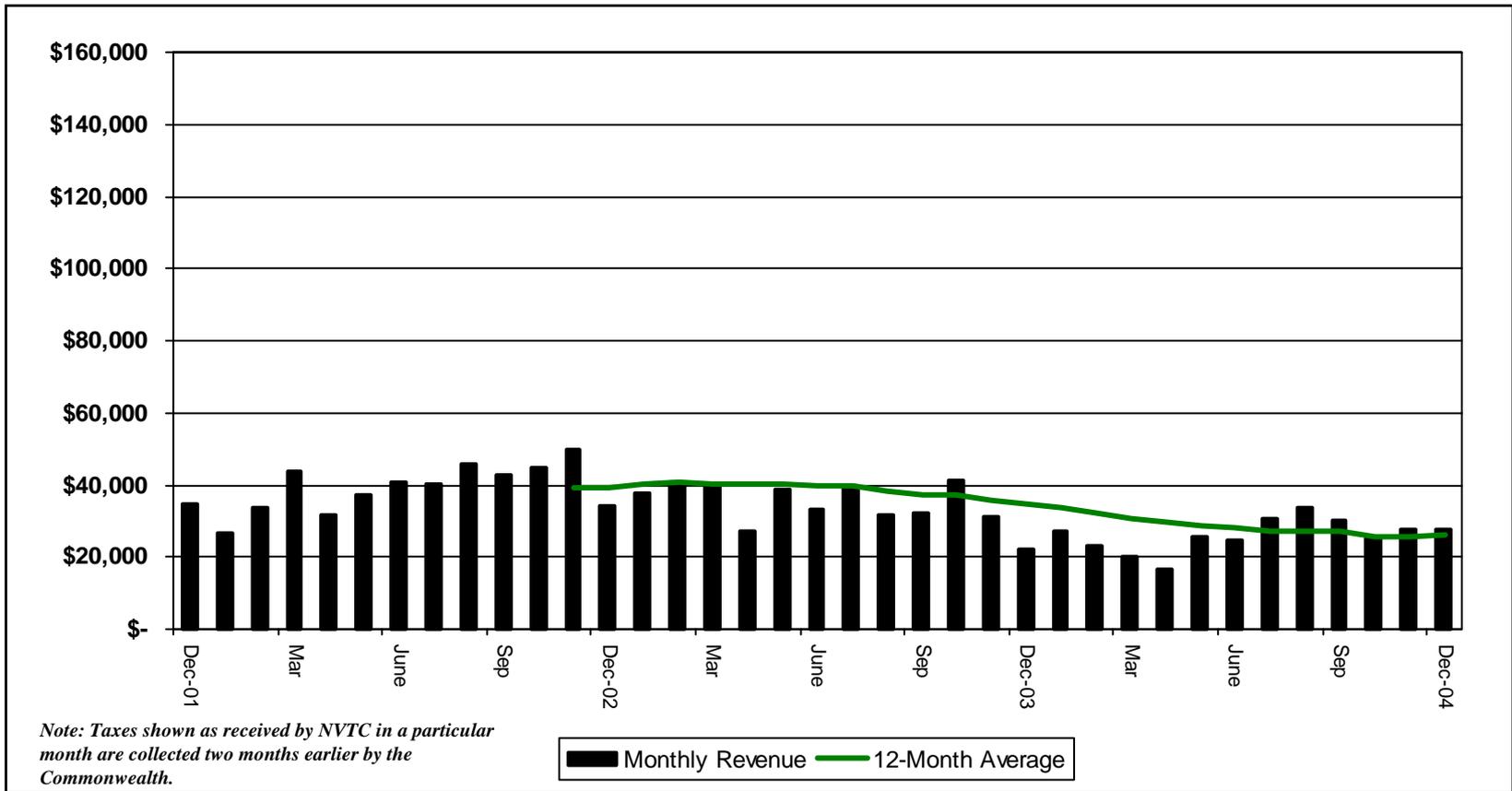
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2002-2005



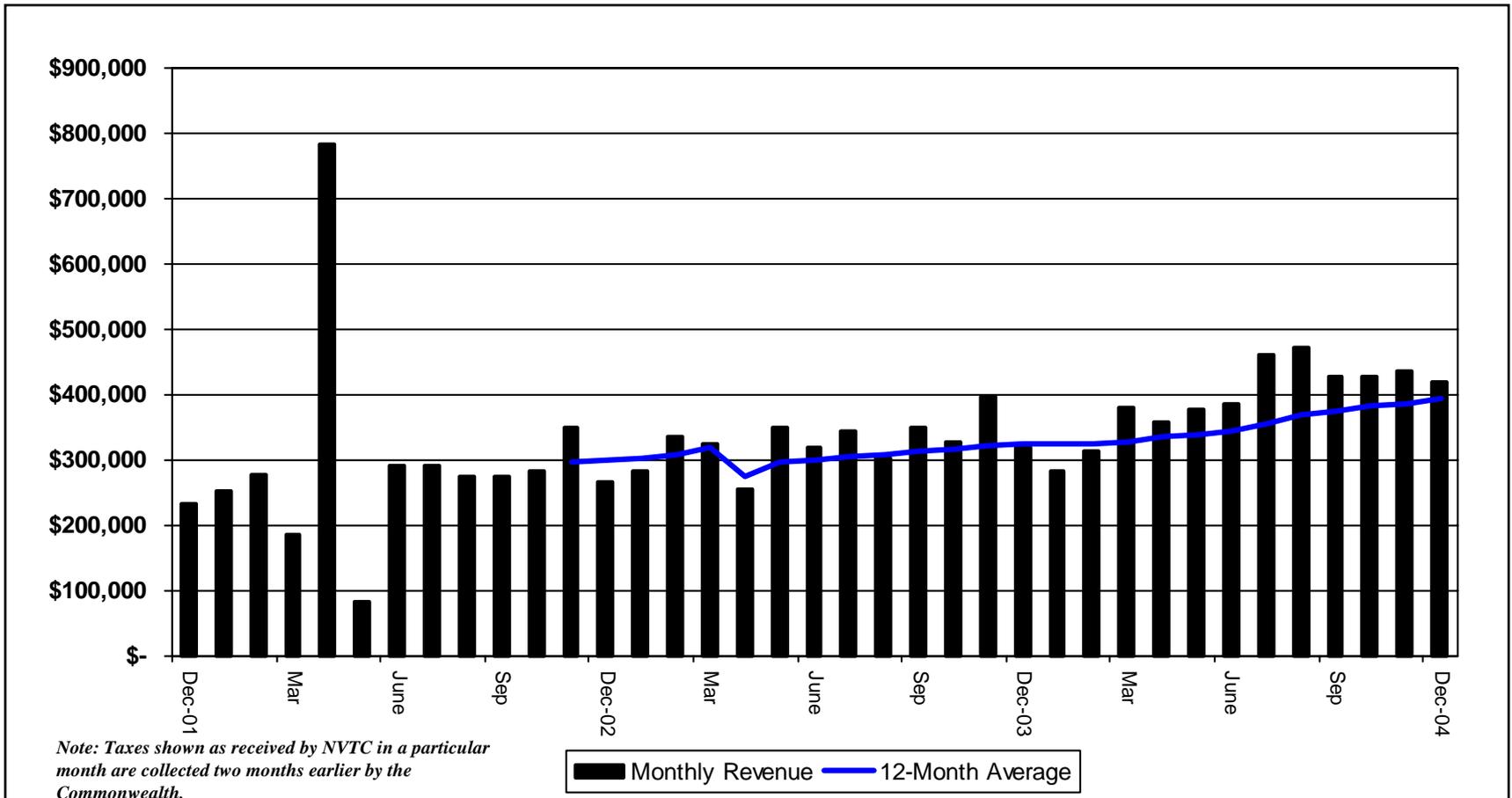
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2002-2005



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2002-2005



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2002-2005



MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Rick Taube

DATE: January 27, 2005

SUBJECT: VRE Items.

- A. Report from the VRE Operations Board (with minutes of the meeting of January 21, 2005) and from VRE's CEO—Information Item.
- B. National Taxpayers Union Letter—Information Item.
- C. PRTC/VRE Personnel Policy Amendments—Information Item.

Report from the VRE Operations Board and CEO

Attached for your information are the minutes of the VRE Operations Board meeting of January 21, 2005 together with ridership and on-time performance tables and the report of VRE's Chief Executive Officer.



**VIRGINIA RAILWAY
EXPRESS**

**OPERATIONS BOARD
MEMBERS**

**ELAINE MCCONNELL
CHAIRMAN**

**MAUREEN S. CADDIGAN
VICE CHAIRMAN**

**DANA KAUFFMAN
SECRETARY**

**ROBERT GIBBONS
TREASURER**

HILDA BARG

SHARON BULOVA

WALLY COVINGTON

WILLIAM GREENUP

JOHN D. JENKINS

KAREN RAE

DOUG WALDRON

**CHRISTOPHER
ZIMMERMAN**

**DALE ZEHNER
CHIEF EXECUTIVE
OFFICER**

1500 King Street, Suite 202
Alexandria, VA 22314-2730
(703) 684 - 1001
FAX: (703) 684 - 1313
Web Site: www.vre.org

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
JANUARY 21, 2005**

MEMBERS PRESENT	JURISDICTION
Maureen Caddigan (PRTC)**	Prince William County
Sharon Bulova (NVTC)**	Fairfax County
Robert Gibbons (PRTC)	Stafford County
John D. Jenkins (PRTC)	Prince William County
Elaine McConnell (NVTC)	Fairfax County
Karen Rae	VDRPT

MEMBERS ABSENT	JURISDICTION
Dana Kauffman (NVTC)	Fairfax County

ALTERNATES PRESENT	JURISDICTION
Hilda Barg	Prince William County
Wally Covington (PRTC)	Prince William County
William Greenup (PRTC)**	City of Fredericksburg/VHSRDC
Doug Waldron (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)**	Arlington County

STAFF AND GENERAL PUBLIC	
Tamara Ashby – VRE	Steve Maclsaac – VRE counsel
George Billmyer – citizen	Sirel Mouchantaf – VRE
Don Chism – VRE	Dave Nelson - Sup. McConnell's office
Steve Edwards – Sup. McConnell's office	Dick Peacock – citizen
Anna Gotthardt – VRE	Mark Roeber – VRE
Alfred Harf – PRTC staff	Dave Snyder – VRE
Ann King -- VRE	Jennifer Straub – VRE
Mike Lake – Fairfax DOT	Rick Taube – NVTC staff
Wendy Lemieux – VRE	Kristen Vivian – VRE
Bob Liebbrandt – Prince William County	Dale Zehner – VRE

** Delineates arrival following the commencement of the Board meeting. Notation of exact arrival time is included in the body of the minutes.

Chairman Jenkins called the meeting to order at 9:30 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Mr. Gibbons requested that a discussion of parking at the Leeland Station be added as Item #11F to the agenda.

Ms. Barg moved, with a second by Mr. Gibbons, to approve the amended agenda. The vote in favor was cast by Board Members Barg, Gibbons, Jenkins, McConnell and Rae.

Minutes of the December 17, 2004, VRE Operations Board Meeting – 4

Mr. Gibbons moved, with a second by Mr. Covington, to approve the minutes. The vote in favor was cast by Board Members Gibbons, Jenkins, McConnell and Rae. Ms. Barg was not present at the December meeting and, therefore, abstained from the vote.

[Ms. Caddigan arrived at 9:33 A.M.]

Chairman Jenkins' Closing Remarks – 5

Chairman Jenkins expressed his appreciation to the VRE staff for their outstanding work and for all they did to assist him during his chairmanship. 2004 was a great year for VRE, with many projects underway. A gift from the Board and staff was presented to Mr. Jenkins in appreciation for his service as Chairman during 2004.

Installation of New Officers and New Chairman's Comments – 6/7

Chairman McConnell stated that she appreciates the opportunity to serve as Chairman. 2005 should be an exciting year for VRE, especially with Governor Warner's transportation initiative proposal for VRE railcars. The Operations Board's officers for 2005 are as follows:

Chairman: Elaine McConnell
Vice Chairman: Maureen Caddigan
Secretary: Dana Kauffman
Treasurer: Robert Gibbons

Chief Executive Officer's Report – 8

Mr. Zehner reported that he met with the City Manager of Fredericksburg to discuss the city's concerns about the Fredericksburg station, especially in regard to lighting and drainage issues. Mr. Zehner assured the City Manager that VRE will work with the city to help resolve these issues.

Mr. Zehner reported that on January 13, 2005, he accompanied Mr. Covington, Mr. Gibbons and Mr. Harf to a meeting with the Fauquier County Board to discuss the county's options concerning VRE. Mr. Zehner felt that the presentation went well and it was well received by the Board. It is his understanding that the County will conduct a public forum on February 10th, followed by a Board retreat in March, which VRE is expected to be invited to attend.

[Mr. Zimmerman joined the discussion at 9:38 A.M.]

Mr. Zehner stated that on February 2, 2005, VRE has a special reception and train display scheduled in Richmond at the Main Street Station to meet with legislators. Board members should have already received their invitations. More than 80 people have responded to-date that they will attend.

Mr. Zehner stated that on January 6, 2005, Chairman Jenkins gave a presentation at a joint House budget committee hearing in Alexandria about the importance of Governor Warner's transportation initiative.

Mr. Zehner reported that for Inauguration Day on January 20th, VRE beefed up its security, including armed officers at the Alexandria, Crystal City and L'Enfant VRE stations. VRE ran a reduced schedule and ridership was light.

Mr. Gibbons reported that he visited with representatives from Caroline and King George Counties about joining VRE, commenting that it may happen someday.

VRE Riders' Comments – 9

Mr. Billmyer provided Board Members with a copy of the National Association of Railroad Passengers' monthly newsletter, which includes a "Wheels of Progress" section. There are many new rail systems beginning in the near future, including systems in Nashville, Albuquerque and Atlanta.

Mr. Billmyer stated that the recent derailment in South Carolina, which killed nine people, was caused by a switch being left open. This is just another reason why this region needs a freight bypass around Washington, D.C., preferably from Richmond to Baltimore. A highway-rail bypass would be even better. Since this could be beneficial to Homeland Security by reducing traffic carrying hazardous materials, maybe Homeland Security would help fund it.

Dick Peacock agreed that many parts of the country are getting involved in rail. People have a hunger for high quality transit, especially in this region. If it's available, people will use it.

Consent Agenda Items – 10

Mr. Gibbons moved, with a second by Mr. Covington, to approve the following Consent Agenda items:

- Resolution #10A-01-2005: Authorization to Issue a RFP for a System Safety Consultant.
- Resolution #10B-01-2005: Authorization to Issue a RFP for Project Management and Oversight Services for the Purchase and Manufacture of New Passenger Railcars.

The vote in favor was cast by Board Members Barg, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

[Mr. Greenup and Ms. Bulova arrived at 9:45 and 9:46 A.M., respectively.]

Authorization to Approve PRTC/VRE Personnel Policy Amendments – 11A

Mr. Zehner stated that Resolution #11A-01-2005 would recommend that PRTC approve the personnel policy amendments. The item would be sent to NVTC as an information item. He explained that PRTC/VRE's adopted personnel policy has stood the test of time in large measure, but changing statutory requirements and the first-hand experience of applying the policy in addressing personnel matters occasionally brings forth needed changes. The proposed amendments are the end result of a series of meetings involving PRTC and VRE staffs to identify needed changes, discuss policy options for dealing with these changes, and examine early drafts to be certain that the policy accomplishes what it intended. The recommendations were also reviewed by legal counsel. Board Members were provided with a copy of these policy changes.

On a motion by Ms. Bulova, and a second by Mr. Covington, the Board unanimously approved the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Authorization to Award a Contract for the VRE Electronic Newsletter – 11B

Mr. Zehner reported that Resolution #11B-01-2005 would authorize the CEO to award a contract for the VRE electronic newsletter (the email announcement system known as

Train Talk), to SignPost Network, Inc. in an amount not to exceed \$110,000 for a term of no more than five years. He explained that this new system will allow passengers to customize the information they wish to receive from VRE. For example, passengers who ride the Manassas Line could choose to receive only those messages regarding service on that line. In addition, they would be able to specify the time frame an email address receives a message. For example, home email addresses would get messages sent before 7:00 A.M. and work email addresses would receive messages sent after 7:00 A.M.

Mr. Zehner reported that following a competitive procurement process, proposals were received on October 28, 2004. After reviewing the proposals, VRE is recommending award to Signpost Network, Inc.

Mr. Jenkins moved, with a second by Ms. Bulova, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Authorization to Amend a Purchase Order for Wheel Truing Services – 11C

Mr. Zehner explained that Resolution #11C-01-2005 would authorize the CEO to amend a purchase order to ORX of Tipton, Pennsylvania, in an amount not to exceed \$50,000 for wheel truing services. He explained that the wheels used for VRE's Gallery fleet are incompatible with the wheel truing machine used by Amtrak at the Ivy City yard. While the ability exists to alter the machine to fit the Gallery wheels, it is a costly and time consuming practice that Amtrak does not wish to undertake. As a result, wheels will need to be changed at the VRE yards and then shipped to a contract wheel shop for truing. Once completed, they will be returned to VRE for installation.

Mr. Zehner explained that while VRE is in the process of preparing a procurement for these services, there is a current need to have the wheels trued on VRE's Gallery cars. Staff anticipates issuing the procurement in February with a recommendation for award coming to the Operations Board in March 2005.

Back in July 2004, work on four wheel sets was authorized under the authority of the CEO in the amount of \$23,324. This work was authorized after staff obtained four competitive proposals. Work on additional wheel sets is now needed in the amount of \$26,676 for a total of \$50,000. Transportation of the equipment is included in this purchase.

Ms. Barg moved to approve Resolution #11C-01-2005. Mr. Zimmerman seconded.

In response to a question from Mr. Zimmerman, Mr. Zehner provided more details about wheel truing. This work order would cover wheel truing for six sets. There are two sets of wheels on a truck and a railcar has four wheel sets (two on each truck). He further explained that on average this work needs to be done every six months per wheel set.

In response to another question from Mr. Zimmerman, Mr. Zehner stated that this type of wheel truing is common in the industry. In response to a question from Mr. Gibbons, Mr. Snyder stated that Amtrak does the wheel truing for VRE's locomotives.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Authorization to Award a Task Order Under the GEC IV Contract for Technical Support Related to the Replacement of the Variable Message Sign System – 11D

Mr. Zehner explained that the VRE Operations Board is being asked to authorize the CEO to issue a task order to DMJM Harris, VRE's General Engineering Consultant, for technical support related to the replacement of VRE's variable message sign system for an amount of \$125,000. Resolution #11D-01-2005 would accomplish this.

Mr. Zehner explained that the existing variable message signs at VRE station platforms have become obsolete. While the sign manufacturer will continue to support the equipment through 2005, a replacement program must be initiated now to prevent an interruption in service. The system would be expanded to include all parking facilities. As the majority of the current fleet does not have variable message signs in the railcars, the system cannot be added to VRE's existing rolling stock. However, the variable message signs incorporated in new railcars would be compatible with this new system.

The actual task work needed to be done by DMJM Harris would include analyzing and designing variable message sign systems needs; analyzing and designing audio and communication systems; developing specifications for the RFP; drafting the terms for long-term maintenance support; managing procurement of the system; and providing limited construction administration support.

Ms. Barg moved, with a second by Ms. Bulova, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Authorization to Issue a Task Order Under the GEC IV Contract for Technical Support Related to the Security Camera Procurement – 11E

Mr. Zehner reported that the VRE Operations Board is being asked to approve Resolution #11E-01-2005, which would authorize the CEO to award a task order to DMJM Harris for technical support related to the procurement of the VRE security camera system for an amount not to exceed \$150,000.

Mr. Zehner reported that the RFP for the procurement of an electronic surveillance system at five stations (L'Enfant, Crystal City, Alexandria, Franconia/Springfield and Manassas Park) was issued in June 2004, and seven bids were received on January 7,

2005. VRE staff is recommending the task order go to DMJM Harris to provide technical services and support during the installation process.

On a motion by Mr. Jenkins, and a second by Ms. Bulova, the Board unanimously approved the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Leeland Station Parking – 11F

Mr. Gibbons stated that the parking situation at the Leeland Station is critical. The parking lot is at capacity with people parking out along the road, which is a safety concern. Mr. Gibbons stated that Stafford County has several acres that can be used for this purpose and VRE staff has estimated that it would cost \$400,000-\$500,000 to construct a parking lot. The county will forward or advance that money hoping that this project will go forward and VRE would help the County obtain federal funds.

Mr. Zehner stated that VRE staff could draft a resolution (#11F-01-2005) reflecting that VRE will assist Stafford County in obtaining funding for the construction of a parking lot within the policies set forth by the Operations Board.

Mr. Gibbons moved to adopt this resolution. Ms. Barg seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Other VRE Business

Mr. Jenkins stated that he attended a reception down in Richmond and heard negative comments about how VRE is getting \$20 million earmarked for new railcars while it is selling old railcars to the Commonwealth for rail service in the southwestern part of the state. He stated that there seems to be some animosity from some Delegates and Senators from this region of the state. Mr. Jenkins stated that VRE may need to do some public relation efforts to assuage their concerns. Ms. Rae stated that she has talked with some legislators and told them that VRE would have sold the railcars to someone else and used the proceeds for its operations.

Ms. Bulova noted that the Delegates and Senators need to understand that VRE needs to “go up” with bi-level railcars in order to meet ridership demand and that’s why VRE is selling the single level railcars. The single level railcars are in good condition. Mr. Gibbons observed that half of VRE’s fleet is used equipment, since VRE started on a shoestring budget. He expressed his opinion that VRE needs to initiate turnback service so that new equipment can be used as much as possible.

Mr. Zimmerman stated that it is important to point out that VRE would be happy to continue to use the Mafersa railcars but VRE has grown so much and since VRE can’t

get more track time, the only option is to use higher capacity equipment to meet ridership demands.

Mr. Zehner stated that he has thought about including a single level Mafersa car with the bi-level cars for the Richmond event so that legislators could see the difference in capacity, as well as see the quality of the cars. Mr. Gibbons expressed his opinion that both types of railcars should be represented at the reception so they can see the high quality of the Gallery cars.

Ms. Rae stated that the Board needs to think about the concern that the VRE earmark in the Governor's proposal could be attacked, because the Board wouldn't want to jeopardize the \$20 million.

Chairman McConnell recognized that this is Mr. Waldron's first meeting. Board members welcomed him to the Board.

Closed Session – 12

Mr. Jenkins moved, with a second by Ms. Bulova, the following motion:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A (1) and (7) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session regarding one personnel matter and a legal matter pertaining to Garner Realty Corp. v. Virginia Railway Express.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

The Board entered into Closed Session at 10:11 A.M. and returned to Open Session at 10:20 A.M. On a motion by Mr. Gibbons and a second by Ms. Bulova, the Board unanimously approved the following certification:

The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Mr. Gibbons moved, with a second by Ms. Bulova, to approve Resolution #12A-01-2005, which would authorize the CEO to award a cash bonus of \$2,000 to Deborah Montgomery for her outstanding service during the vacancy of VRE's Finance Director. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Mr. Gibbons moved, with a second by Ms. Bulova, to authorize the CEO to execute a mutual release in the case of Garner Realty Corp. v. Virginia Railway Express. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Mr. Jenkins moved, with a second by Ms. Bulova, the following motion to return to closed session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A(5) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session of a contractual matter regarding competition and use of public funds.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

The Board entered into Closed Session at 10:21 A.M. and returned to Open Session at 10:46 A.M. On a motion by Ms. Bulova and a second by Ms. Caddigan, the Board unanimously approved the following certification:

The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, McConnell, Rae and Zimmerman.

Legislation of Interest to VRE

Ms. Rae reported that CSXT has just introduced legislation during this General Assembly session that would cap liability insurance at \$200 million for commuter rail operators in the Commonwealth. Mr. Maclsaac noted that this is a very generous piece of legislation from CSXT. It could be very helpful to VRE, but the downside is that it would statutorily require VRE to indemnify CSXT, which he thinks is unnecessary. VRE should monitor this legislation.

Adjournment

Without objection, Chairman McConnell adjourned the meeting at 10:48 A.M.

Approved this 18th day of February, 2005.

Elaine McConnell
Chairman

Dana Kauffman
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the January 21, 2005, Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest



CHIEF OPERATING OFFICER'S REPORT

January 2005

RIDERSHIP

December is always a unique month in the Washington, DC metropolitan region because of the workforce leave policies during the holiday season. VRE's ridership is reflective of that dynamic, which saw record ridership prior to the holidays.

The month is divided into two distinct units: the three weeks leading up to the holidays and the time after. This year, VRE had 16 days of operation prior to the holiday which is consistent with what we operated last year and the year before.

Using the 16 days of operation as a separate gauge, VRE produced record numbers for ridership during December. The visual below highlights the advances in ridership:

MONTHLY REVIEW OF RIDERSHIP	AVERAGE DAILY RIDERS
VRE DEC 2004 Average Daily Riders (16 days)	15,911
VRE DEC 2003 Average Daily Riders (16 days)	13,999
PERCENTAGE INCREASE	14%

I remember when I first took over as Acting Chief Operating Officer, reporting to the Board that we carried 15,000 riders was a magical threshold. As I reflect on the monthly numbers now, 15,000 plus is the norm for a daily average. While this is great news, it is also alarming because we are at capacity with little room for growth. During December alone, we exceeded 15,000 average daily passenger trips nine times out of sixteen full service days.

Another positive indicator during December was total passenger trips. VRE posted 289,192 trips for the month, which is 35,000 more passenger trips than we carried in December 2003. That ridership number is the highest one-month total ever for the month of December. Following this line of thought, it is no surprise that ridership spiked by double digits once more, averaging an increase of 14% growth as compared to December 2003.

MONTHLY REVIEW OF RIDERSHIP	AVERAGE DAILY RIDERS
VRE DEC 2004 Passenger Trips	289,192
VRE DEC 2003 Passenger Trips	253,906
PERCENTAGE INCREASE	14%

ON-TIME PERFORMANCE

On time performance for December saw relatively little change compared to the previous several months. The Manassas Line trains continue to outperform the Fredericksburg Line trains, remaining on-time 91 percent of the total runs. The Fredericksburg Line continued to lag behind the Manassas line with an on-time rating of 84 percent (compared to on-time percentages in the mid-70 percent range in October and November).

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
VRE December 2004 Fredericksburg OTP Average	84%
VRE December 2004 Manassas OTP Average	91%
VRE DEC 2004 OVERALL ON-TIME PERFORMANCE	88%

As in previous reports, the principal reason for delays remains train interference, especially on the Fredericksburg line. These figures speak to a larger problem of railway crowding and demonstrate the need for capital improvements to the rail system to aid in alleviating this trouble. Fortunately, the lack of frozen precipitation have enabled weather delays to be kept to a minimum. Heat delays are a non-issue and frozen switches and other difficulties brought on by sleet, snow, and other wintry weather have not yet appeared this winter.

December 2004 Train Delays	REASON	TOTALS	PERCENT
	Signal/Switch Failure	9	12%
	Slow Orders	6	8%
	M/W	8	11%
	Train Interference	33	43%
	AMTRAK	3	4%
	Freight	23	30%
	VRE	7	9%
	Mechanical Failure	6	8%
	Late Turn	1	1%
	PAX Handling	5	6%
	Weather	2	3%
	Crew Related	0	0%
Other	6	8%	
TOTAL	76	100%	

VRE’s on-time performance is one of the chief means by which our service is valued by customers and the public at-large. It is crucial to customer satisfaction, continued system growth, and the larger successes of public transportation as a regional transit solution. As such, every attempt is continually made by the VRE staff to reduce delays and maintain a more rigid schedule. As you are aware, rail system improvements are currently being implemented and efforts to work with our host railroads to most efficiently use the existing infrastructure (including the reduction of interference delays) are continually explored.

MEETING WITH SECRETARY CLEMENT & CONGRESSIONAL REPRESENTATIVES

On February 9th, I and possibly the future Chair of the VRE Operations Board (pending coordination of schedules) will travel to Washington, DC to meet with Virginia Transportation Secretary Clement. Also in attendance will be Dr. Tischer, Advisor to the Governor on Reauthorization, and other key Virginia policymakers. This meeting is part of an effort to strengthen our message to the Virginia Congressional delegation. The Secretary, Dr. Tischer, Members of Congress, and their staffs will have the opportunity to discuss transportation needs in the Commonwealth, as well as to meet with other staffers from key Congressional offices that are involved in the appropriations process.

TOY FOR TOTS

VRE enjoyed enormous success this year with its annual “Toys for Tots” toy drive. For the eighth year in a row, VRE surpassed our goals for the Toys for Tots campaign collecting almost 2,400 toys and nearly \$9,000 for this most worthy cause.

SPOTSYLVANIA COUNTY UPDATE

The County has hired the University of Virginia Center for Survey Research to conduct a countywide resident survey on various issues facing the County. To-date, over half of the 800 survey participants have been interviewed. The Center for Survey Research has indicated that they should be finished by February. Our feedback indicates that the survey does not contain any direct VRE questions, as was originally proposed by the Center.

There are, however, several questions that try to frame a willingness to support certain initiatives. For example, two budget questions ask to rank the importance of transportation or reducing traffic. Other questions ask responders to rank support for commuter bus and commuter rail.

RAILWAY SECURITY FORUM & EXPO

I will be speaking before the 2005 Railway Security Forum and Expo sponsored by *Railway Age* at the Washington Marriott Hotel on January 31, 2005. At this seminar, matters pertaining to freight and passenger railroads will be discussed.

I will specifically address the many innovative security initiatives that VRE has taken in order to ensure safe passenger travel on the VRE system. VRE’s most notable security programs include our random use of bomb detecting canines, installation of station security cameras, undercover police and federal law enforcement agents and our emergency preparedness drills.

FRA SAFETY ADVISORY FOR RAIL SERVICE

The Federal Railroad Administration has issued a safety advisory to strengthen procedures for monitoring track switching operations. The advisory is in response to a recent number of incidents involving trains that derailed because switches diverting them from one track to another were left in the wrong position.

In its ongoing investigation of a January 6 Norfolk Southern Railway accident in Graniteville, South Carolina, the National Transportation Safety Board (NTSB) has indicated that a misaligned switch may have been one of the factors that resulted in a freight train being diverted from a main track onto a siding and into the path of parked locomotives.

The safety advisory states that railroads should document when a manually operated switch in non-signaled territory is changed from the main track to a siding and returned back to the normal position for main track movements. In addition, these actions should be communicated to all crewmembers and the train dispatcher. This increased attention and communication will better ensure that switches are not inadvertently left misaligned.

Operating rules currently govern the use of manual switches and several railroads have modified those rules in recent months. This safety advisory does not apply to VRE's operating area because both the Norfolk Southern and CSX tracks in this territory are 100% signaled.

TEA-21 REAUTHORIZATION

Though no official announcements have been made about the process or schedule for reauthorizing TEA 21, it appears that the House and Senate plan to quickly reintroduce legislation that is similar to the bills they approved last year, move them through committee, pass them on the floor and get them to conference as soon as possible. Once the bills are back at the point where they left off last year, the funding debate can begin.

Staffers that we've talked to say the tentative compromise reached last Fall of \$299B/\$284B will be the starting point for negotiations. It remains unclear at this point if Congress or the White House will consider a higher number, but it hasn't been totally ruled out by Congress.

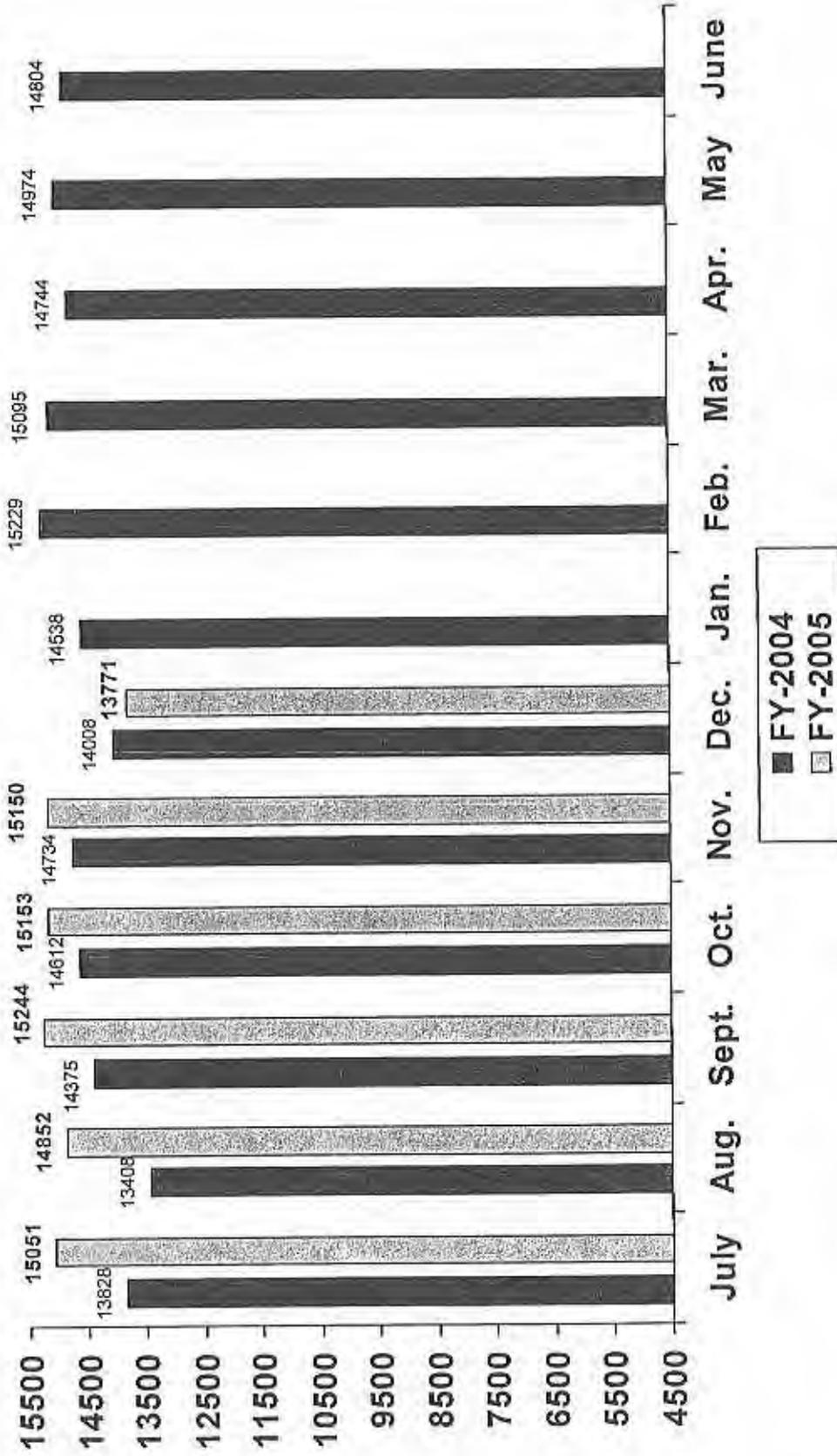
The goal is to come to an agreement on funding and the other remaining policy issues and complete a new bill before the current short-term extension expires on May 30. Although there is a great deal of speculation as to whether the bill can be completed by the end of May, most agree it is unlikely a bill will be completed much before that date.

FY 2006 APPROPRIATIONS

VRE has learned that funding for all domestic discretionary programs, of which transportation is a critical element, will be curtailed in FY 2006 because of budget deficits, the continuing cost of the war, revenue needed to fund additional tax cuts and humanitarian costs related to the tsunami.

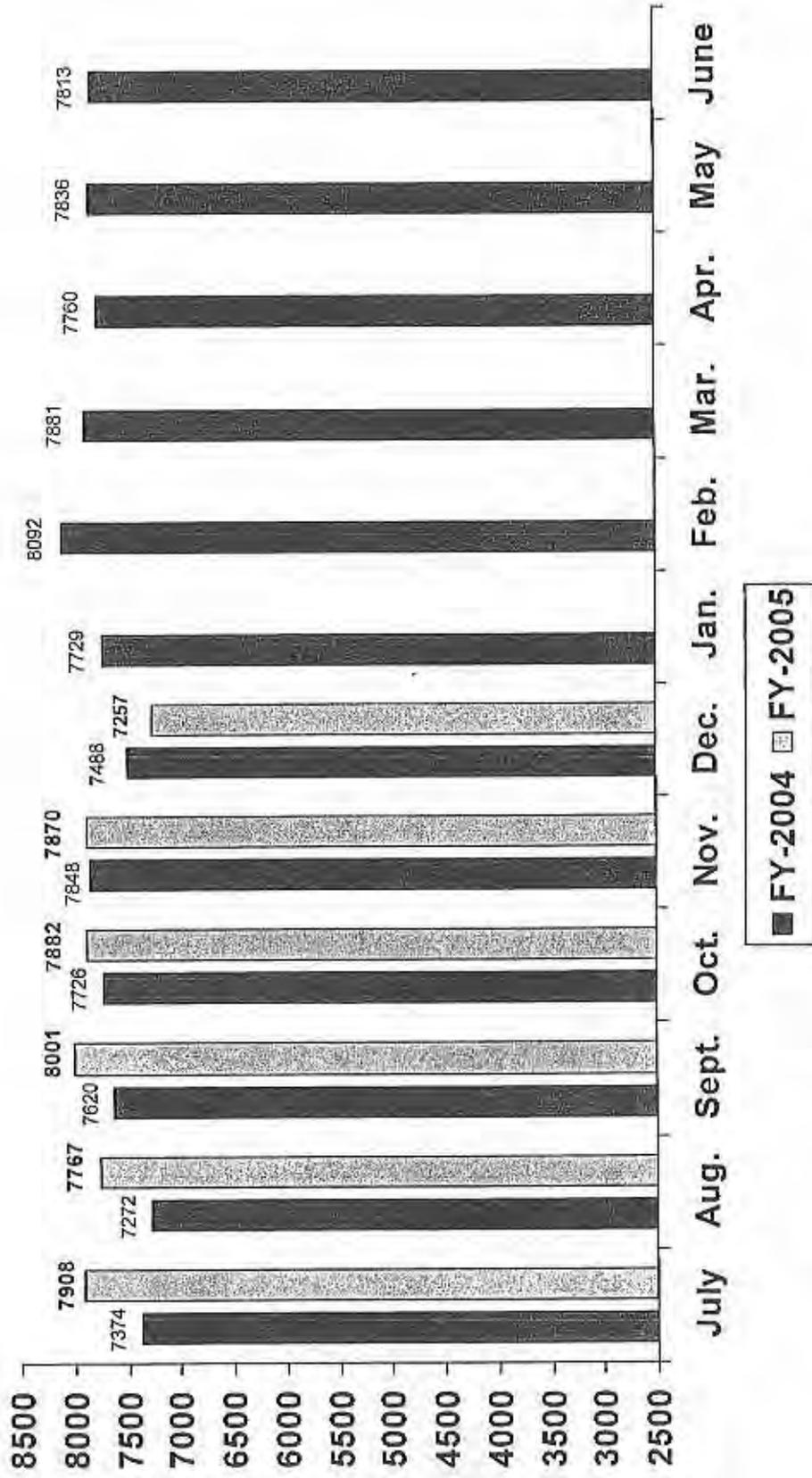
We have already heard that there is a shift in the Senate with the election of several staunch fiscal conservatives, as well as the ascension of key members who will bring about changes to the budget process. In the House, Rep. Bill Young has vacated his chairmanship of the House Appropriations Committee because of term limits. As an advocate of transportation, his leadership will be felt during the budget negotiations process. All indications are that Rep. Jerry Lewis (R-CA) would be selected as the new chairman.

VRE Total Average Daily Ridership



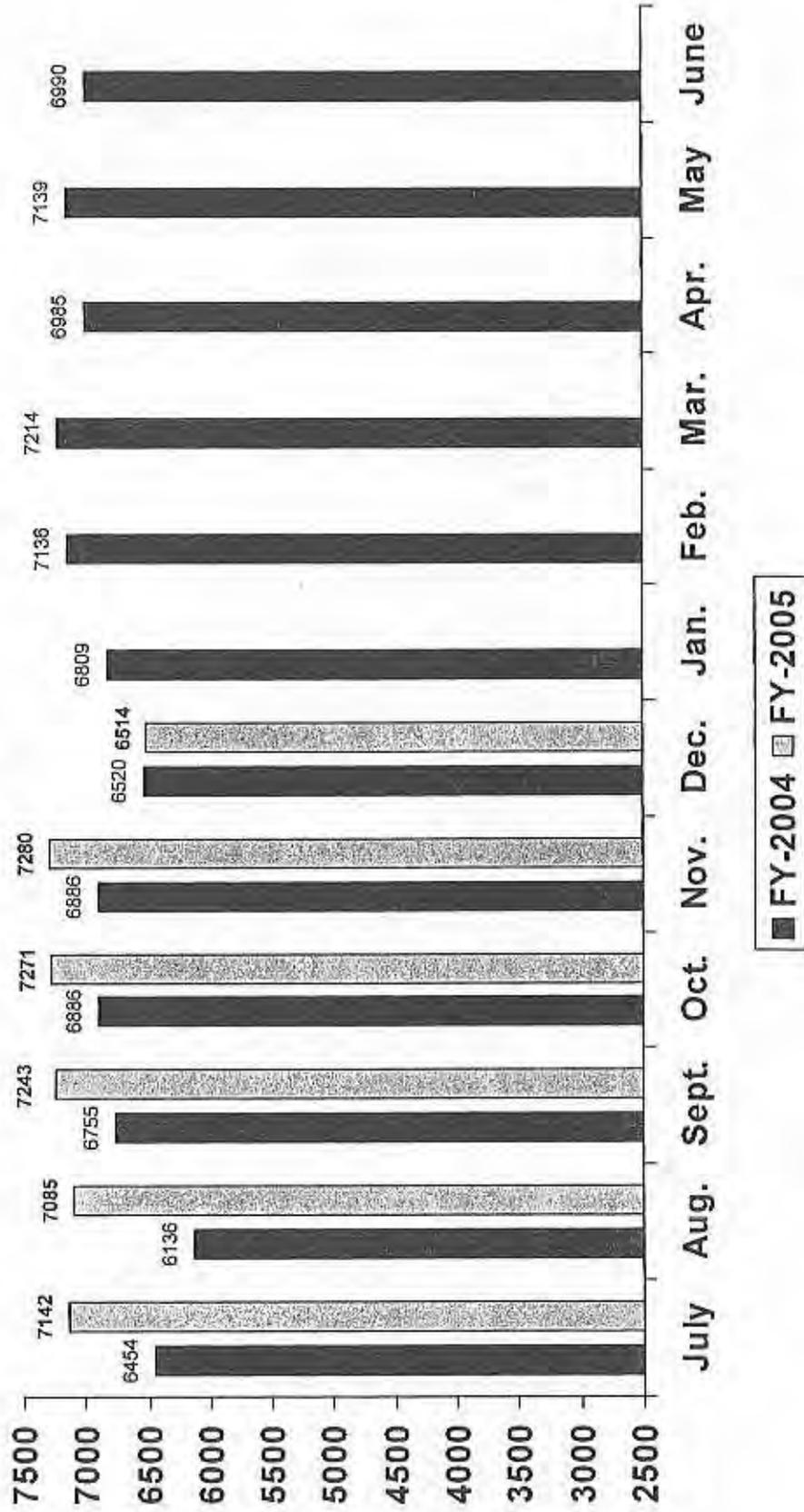
*December 2004 numbers are lower than 2003. Because of the CSX derailment in 2003, the number of days calculated led to a higher than usual number for December.

VRE Average Daily Ridership Fredericksburg Line



*December 2004 numbers are lower than 2003. Because of the CSX derailment in 2003, the number of days calculated led to a higher than usual number for December.

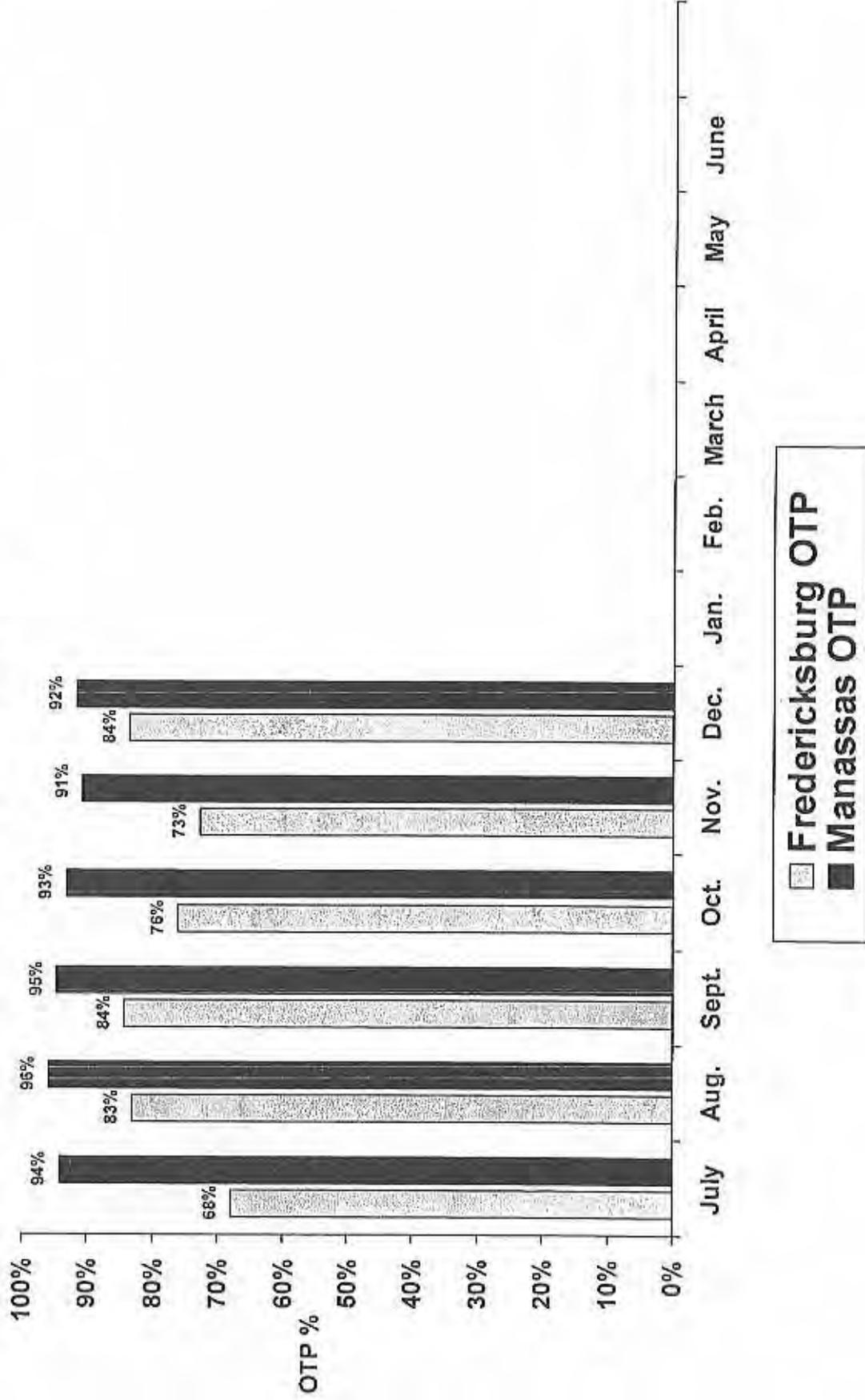
VRE Average Daily Ridership Manassas Line



*December 2004 numbers are lower than 2003. Because of the CSX derailment in 2003, the number of days calculated led to a higher than usual number for December.

Average On-Time Performance

FY-2005



National Taxpayers Union Letter and Response

At NVTC's January 6, 2005 meeting, the attached letter to VRE Operations Board Chairman John Jenkins was mentioned. A response has been sent and is also attached for your information.

Alexandria, Virginia 22314

Dear Chairman Jenkins:

On behalf of the more than 8,500 members of the National Taxpayers Union (NTU) in Virginia, I write to urge you and your colleagues on the Virginia Railway Express (VRE) Operations Board to take the steps necessary to competitively contract out the system's services in a manner similar to that undertaken by Boston in 2003 and Los Angeles this past year.

As you are undoubtedly aware, Amtrak held commuter rail operating and maintenance contracts in Boston from 1987 through 2003. With 141,000 weekday passengers being carried over a 350-route-mile system, the Massachusetts Bay Transportation Authority (MBTA) carries more passengers per day than Amtrak's Northeast Corridor carries in a week. Moreover, until 2003 Boston was Amtrak's biggest customer. After years of shutdown threats and growing dissatisfaction with Amtrak, MBTA decided to bid out Amtrak maintenance contracts. MBTA then awarded a contract to the Massachusetts Bay Commuter Railroad Company at a savings of \$100 million over a five-year period. Recently, the system has experienced improvements in both on-time rates and breakdowns.

Another example of a commuter rail system breaking free from Amtrak's grip is Metrolink in Southern California. Recently, Metrolink approved a contract with Connex, the same private contractor involved in the consortium now managing service for MBTA, to replace Amtrak by mid-2005, thus severing a 12-year relationship and removing Amtrak completely from the commuter rail picture in L.A., Orange, Riverside, and Ventura counties. Metrolink also will become free of Amtrak's shutdown threats.

Over the past thirty-plus years of Amtrak's existence, the railroad has hindered the development of rail networks. It has repeatedly threatened commuter rail systems like VRE with shutdown threats and work stoppages, thus sowing the seeds for widespread discontent among commuters and transportation officials. Worse, Amtrak-provided services are often not competitive on a price basis when compared with those provided by outside contractors.

In spite of strong opposition from Amtrak and the monopolistic railroad's repeated attempts to foil competitive contracting efforts, more and more commuter railroads are successfully embarking upon such efforts. If Amtrak attempts to stand in VRE's way as it did in the Massachusetts case, NTU recommends that VRE take any necessary anti-trust actions against Amtrak.

Regardless of whether Amtrak or a private entity ultimately wins under a truly competitive bidding process, taxpayers and commuters are the ultimate winners. Since Virginia taxpayers alone provide approximately \$15 million in annual subsidies to VRE, the system's managers have a special responsibility to make cost control and reduction a primary goal.

Sincerely,



Paul J. Gessing
Director of Government Affairs



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Friday January 7, 2005



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Nation's Largest Taxpayer Group Urges Va. Railroad Board to Stand Up to Amtrak, Allow Competitive Bid

Source: U.S. Newswire
Publication date: 2005-01-05

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ALEXANDRIA, Va., Jan. 5 /U.S. Newswire/ – The Virginia Railway Express (VRE) Operations Board should stand up for Virginia taxpayers and commuters by standing up to Amtrak. That's the view of the 350,000-member National Taxpayers Union (NTU), which sent a letter to Board Chairman John Jenkins today recommending the railway break free of Amtrak's grip by competitively contracting out the system's services. The citizen group has 8,500 members in Virginia.

"Over the past thirty-plus years of Amtrak's existence, the railroad has hindered, not helped, the development of rail networks," said NTU Director of Government Affairs Paul Gessing. "Amtrak has repeatedly threatened commuter rail systems like VRE with shutdowns and work stoppages, while offering services that are often not even competitive on a price basis when compared with those provided by outside contractors."

The NTU letter noted that the Massachusetts Bay Transportation Authority (MBTA) bid out Amtrak maintenance contracts and awarded a contract to the Massachusetts Bay Commuter Railroad Company, resulting in a cost savings of \$100 million over a five-year period and improvements in system on-time rates and breakdowns. Similarly, Southern California's Metrolink recently severed its 12-year relationship with Amtrak by approving a contract with Connex - the private firm now managing service for MBTA – to replace Amtrak by mid-2005.

"In spite of strong opposition from Amtrak and the monopolistic railroad's repeated attempts to foil competitive contracting efforts, more and more commuter railroads are successfully embarking upon such endeavors," said Gessing. "The VRE Operations Board should follow suit and stop Amtrak from taking taxpayers for a ride any longer."

According to Gessing, the VRE system's managers have a special responsibility to make cost control and reduction a primary goal since Virginia taxpayers alone provide approximately \$15 million in annual subsidies to VRE. NTU

even recommends that VRE officials "take any necessary anti-trust actions" if Amtrak attempts to stand in VRE's way, as it did in the Massachusetts case.

"Regardless of whether Amtrak or a private entity ultimately wins, under a truly competitive bidding process, taxpayers and commuters are the ultimate winners," Gessing concluded. "VRE should blow the whistle on Amtrak's railroad robbery and hop off at the next stop."

NTU is a non-profit, non-partisan organization working for lower taxes, smaller government, and more accountability from elected officials at all levels. Note: NTU's letter to VRE Operations Board Chairman Jenkins is available online at <http://www.ntu.org>.

<http://www.usnewswire.com>

Publication date: 2005-01-05

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Virginia Railway Express Operations Board

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Web Site: <http://www.vre.org> • E-Mail: gotrains@vre.org

January 11, 2005

Paul J. Gessing
National Taxpayers Union
108 North Alfred Street
Alexandria, Virginia 22314

RECEIVED

JAN 19 2005

Dear Mr. Gessing:

I am writing in response to an e-mail you sent to me as Chairman of the Virginia Railway Express (VRE) Operations Board dated Wednesday, January 5, 2005. In the letter, you urged VRE to competitively bid its operating contract as Boston and Los Angeles have done in the past year.

VRE is acutely aware of the change in operating contracts at Metrolink and the Massachusetts Bay Transit Authority (MBTA). In fact, VRE has followed both of these changes closely. In addition, VRE has made several visits to MBTA to discuss strategy and learn from their experience.

VRE advocates competitive bidding, and is taking steps to facilitate the competitive procurement of train operations and maintenance. As you would expect, each commuter rail operation has its own, unique circumstances, and thus the steps required in each situation for competitive out-sourcing have to be tailored to the circumstances. The MBTA situation illustrates this well – the MBTA owns its right-of-way, terminals, and necessary maintenance facilities while VRE does not. As a result, VRE has one contract with Amtrak that covers access to Washington Union Terminal (an Amtrak facility), mid-day storage (an Amtrak facility), locomotive and coach maintenance (in an Amtrak facility), and train and engine crews for operations.

Consequently, before competitive bidding can be considered, VRE must separate out the contractual elements in the current Amtrak contract that will have to remain from those that lend themselves to out-sourcing. Also, VRE must improve the maintenance facilities of its outlying yard to equip the VRE-owned yards with all the maintenance capabilities they require to free itself of the Amtrak maintenance dependency that exists today. To these ends, VRE is currently in negotiations with Amtrak to bifurcate the contract so that maintenance and train operations can be bid out independently, while VRE maintains its mid-day storage and access into Washington Union Terminal (WUT). Amtrak has been

- A Transportation Partnership -

Northern Virginia
Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, Virginia 22203
(703) 524-3322

Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192
(703) 583-7782

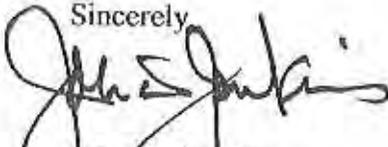
Paul J. Gessing
January 11, 2005
Page Two

supportive of our efforts and is assisting VRE with the transition of maintenance from WUT to our outlying yards.

In the letter you also refer to "making cost control and reduction a primary goal." This is a longstanding aim of the VRE organization. Our operating cost per passenger mile (a standard for comparing costs between commuter rail agencies) is \$0.25, much lower than the national average of \$0.30 for commuter rail operations. VRE supports competition as an important cost saving strategy and one we pursue in all of our contractual relationships.

I appreciate your interest in VRE. Please feel free to contact me should you have any questions.

Sincerely,



John D. Jenkins
Chairman

cc: VRE Operations Board Members
Dale Zehner- CEO, VRE
Al Harf – ED, Potomac and Rappahannock Transportation Commission
Rick Taube – ED, Northern Virginia Transportation Commission

PRTC/VRE Personnel Policy Amendments

The VRE Operations asked that the attached personnel policy changes should be provided for your information. VRE employees are covered by PRTC's policy.

Summary of PRTC Personnel Policy Amendments

Policy/Proposed Change(s)

Leave

- o Liberal Leave-definitions (rephrased "unscheduled Leave") and refinements made to the policy.
- o Holiday name changed from Lee-Jackson to Martin L. King Day.
- o Military Leave-revisions made in order to comply with the passage of the Uniformed Services and Employment and Re-Employment Act. Edits are "borrowed" from the most recent version of Prince William County policy. Added language to allow the Executive Director and the CEO to seek Board approval to extend the military leave of absence with pay on an exception basis.
- o Added language to offer civil leave to regular part-time employees.
- o Added language that states that regular attendance and ability to work assigned schedules are essential job functions for all PRTC personnel.
- o Add language to Family Medical Leave to clarify the fact that employees are provided 12 weeks of paid and/or unpaid leave. The Family and Medical Leave Act (FMLA) grants employer the right to require that employees expend all available leave before using leave without pay and that annual, sick, compensatory, and donated leave count against the 12 week entitlement. Language has been inserted to reflect adoption of this policy. Policy changes also were made to make medical certifications a requirement for all employees who want to take leave under FMLA. The term "medically necessary" also was defined and clarification was made about intermittent leave being available without PRTC's approval.
- o Changed workers' compensation policy to give the insurance carrier the sole responsibility to make the determination of compensability-not PRTC.
- o Refinements and clarification to "sick leave donation" portion of the policy.
- o Added a broadened definition of permissible bereavement and sick leave.
- o Policy amended to permit sick leave payout for involuntary separations (e.g. RJRS)

Reason(s) for Change(s)

- o Clarity and increased managerial discretion to facilitate presence of essential personnel at work on "inclement weather" days.
- o Statutory change.
- o Statutory change and updated to account for new awareness based on current events.
- o Clarity
- o Strengthening management's ability to hold staff accountable for working as directed.
- o Clarity and procedural improvements to ensure no abuse of the privilege.
- o Clarity and elimination of ambiguity.
- o Clarity on procedures and changed disposition of unused donation balances so donor retains for future use.
- o To account for the changing complexion of societal households and dependents.
- o To account for the fact that there may be employees in "good standing" who are forced to separate and who should be entitled to the same rights and privileges as those who voluntarily separate.

Deleted:

Promotions, Demotions, Re-classifications, and Transfers

- o "Transfers" definition changed to limit to lateral moves. Construct of a "voluntary demotion" added to policy, with salary and anniversary date changes as if the demotion were involuntary.

- o Entire policy was reorganized for ease of reading.

Anti-Harassment

- o Policy amended to provide that the process currently set forth is only required for allegations of illegal harassment (i.e. race, gender, etc.)

Education and Training

- o Language was added to more clearly define parameters for tuition reimbursement and to allow more managerial discretion in approving reimbursement.
- o Wording amended to eliminate reference to a signed agreement on advice of legal counsel. Wording also amended to strip out language linking approval of reimbursement to cost savings in the department.

Rules of Conduct

- o Added to Group I offense "Actions that disrupt the preservation of data systems integrity and/or fail to protect VRE/PRTC's investment in IT assets."
- o Added to Group III offense "Intentional subversion of security procedures, programs, and restrictions to include violations of law using PRTC/VRE resources."
- o Added to Group I offense "Exercising poor judgment."
- o Moved violations of anti-harassment policy from Group I to Group II.
- o Added operating a vehicle on PRTC business with an expired driver's license to Group III. The current only applied to a revoked or suspended driver's license.
- o Added obstructionist behavior language to insubordination.

Deleted: Clarification made of what benefit
Deleted: rules transfer and change of salary, in particular, voluntary transfers, and
Deleted: voluntary demotions. Voluntary demotions result in salary adjustment and anniversary date change
Deleted: between voluntary and involuntary changes

Clarity/ease of use.

Conforms policy to statutory requirements.

Increased managerial discretion to approve tuition reimbursement in furtherance of PRTC interests and for professional development.

Clarity and changes to mirror what is statutorily permissible. Other changes to better reflect public policy reasons for approving tuition reimbursement based on new awarenesses.

Strengthening management's ability to protect the public interest in light of changing work place practices owing to emergence of IT.

Strengthening management's ability to protect the public interest in light of heightened security concerns/minidresses.

Remediating a gap in the current policy based on the experience of applying the existing policy.

Making the disciplinary action more commensurate with the offense.

Making the disciplinary action more commensurate with policy refers the offense.

Remediating a gap in the current policy based on the experience of applying the existing policy.



- o Deleted "Repeated instances of Group II offenses" from Group III offenses, since this was a source of confusion.
- o Added to Group I offense "Failure to notify PRTC or VRE within 5 calendar days of a conviction of a misdemeanor relating to or bearing on the employee's ability to perform his/her job duties." Also added to Group II offense "Failure to notify PRTC and VRE within 5 calendar days of a conviction of a felony relating to or bearing on the employee's ability to perform his/her job duties."
- o Incorporates parameters governing management's latitude to specify the length of time in which disciplinary actions remain active for the purposes of progressive discipline.

Overtime and Compensatory Time

- o Entire section was re-written to better distinguish between three categories of positions: exempt, exempt-straight time, and non-exempt and how they relate to overtime/compensatory time reimbursement with references drawn to the Fair Labor Standards Act (FLSA).

Drug and Alcohol

- o Language added to adopt a Zero Tolerance Policy for safety sensitive positions (which exist only at PRTC)
- o Clarifications made to the policy as per the FTA Audit Checklist.
- o Changed Drug and Alcohol Policy to clarify which employees the testing applies to.

EAP

- o Amended the policy to state that when a supervisory referral is made, the supervisor will be told by the program whether the employee attended scheduled appointments and is cooperating with treatment; and clarify that supervisory referrals are compulsory.

Communicable Diseases

- o Amends responsibility for determining the employee's health risk and the ability to perform essential job functions from the Executive Director to the Department Director. The Department Director to consult with the Executive Director.

Position Classification Plan

- o Amends text to make it clear that the ED and VRE CEO have delegated authority to make a position change of any sort so long as it does not have a budget consequence.

Clarity.

Insuring full disclosure of unlawful activities pertinent to PRTC business.

Remedy a gap in the current policy.

Statutory change and for clarity. Amendment does not alter any existing employee's entitlements but substitutes a classification scheme for differentiating position categories to conform with FLSA regulations.

Policy change to reflect heightened safety/security mindedness.

Clarity.

Clarity.

Clarity.

Reassignment of responsibility to explicitly call Department Director to participate in fact-finding and necessary determinations since Department Directors have more hands-on knowledge of situation.

Clarity.

- o Wording amended to reflect the fact that PRTC does a market parity study at least every three years but can do one whenever it is deemed necessary. Also amended to make it clear that VRE is responsible for its own parity studies.

Grievance Procedure

- o Statement inserted about procedure and employee's responsibility to pay filing fees if employee pursues grievance determination to Circuit Court.
- o Text amended to make it clear that the Circuit Court has the last word on the grievability of complaint.

Separations and Adverse Actions

- o Under suspension provisions -- language was added that allows the employee to come to work with suspension being deducted from accrued leave at the discretion of the Executive Director.
- o Revised and consolidated Loudermill/Tearing discussions.
- o The title of this section implies that a resignation is not a type of separation. So the word "resignation" has been deleted from the title.
- o Wording added to clarify who makes determinations of certain resignations.
- o Wording was changed to indicate that the Department Director will make a determination of termination upon review of the Executive Director and legal counsel.
Not "and/or."
- o Language added to indicate that probationary employees may also be suspended.
- o Language added to clarify the fact that disciplinary actions apply to involuntary demotions only and not to voluntary demotions.

General Provisions

- o Wording added stating that VRE, CEO and Executive Director are authorized to amend the personnel policy for permissible reasons provided that amendment(s) have no budget consequence and the Board is informed of the amendment(s) and the reason(s) at the ensuing meeting. Permissible reasons include: to remedy gaps in the policies discovered in the course of business; to strengthen accountability for the performance of work related duties, and to facilitate the conduct of work related efforts.

Clarity.

Clarity.

Statutory.

Increased managerial latitude to decide how a suspension will be served in furtherance of PRTC's business interests.

Clarity.

Clarity.

Clarity.

Clearer accountability.

Clarity.

Clarity.

Increased delegation of authority on management matters.

Performance Evaluations

- o Evaluation template modified so there is common template for all employees and template incorporates more current thinking about what should be encompassed by evaluation.

Definitions

- o Modifies the term "break in service" so shifts between PRTC, NYTC, and VRE do not constitute breaks. The only impact of this change is annual leave accrual and is for employees who have achieved regular status.

- o Added the term "Personnel Actions."

Probationary and Regular Status

- o Amended to mirror "break in service" change in "Definitions" policy and further amended to re-credit a former full time employee with leave balances at time of separation if employee returns within one year (was six months).

- o Language amended to clarify that a probationary employee who is promoted into a new position will serve a full twelve month probationary period in the new position.

Awards

- o Increases merit award authority delegated to PRTC Executive Director and VRE CEO from \$100 to \$250.

Recruitment and Hiring

- o Language added declaring that if a probationary employee fails to meet performance standards and is dismissed, the appointing authority can fill the vacant position from the original recruitment list of candidates without having to re-advertise the vacancy provided that the vacancy occurs within six months after the initial round of interviews.

- o Language added to clarify that travel reimbursements for interviews related to vacancies at or above the PRTC Director level or the VRE Manager level must be approved by the Executive Director or the VRE CEO. The Executive Director or the VRE CEO also has the authority to approve on an exception basis the travel expenses incurred by a prospective candidate for a position below those stated above.

Updated to account for new awardees after years of applied experience.

Explicit recognition of interlocking relationship among these organizations.

To define the term since it is used in various policies in order to distinguish between disciplinary and non-disciplinary actions and insure that "personnel actions" is not read to mean the same thing as disciplinary action.

Explicit recognition of interlocking relationship among these organizations and policy change lengthening period in which re-crediting applies to account to give management greater ability to address vacancy and recruitment difficulties

Clarify and eliminate ambiguity.

Gives management more discretion to materially reward exemplary performance within established criteria adopted by the Board.

Simplify and expedite recruitment efforts.

Clarity.

Political Activities

- o New policy prohibiting unauthorized use of PRTC/VRE property, funds, resources to support a political candidate, and prohibiting active campaigning on PRTC's/VRE's premises by employees during work hours.

Pay Plan and Employee Compensation

- o Added language addressing employee access to his/her own personnel records and confirming such access to viewing such records in the Manager of Personnel Administration's record retention area in the presence of the Manager.

Work Schedules and Attendance

- o More prior notification of sickness or lateness than the 15 minutes presently stated in the policy.

Remedying a gap in PRTC's Personnel Policy.

Safeguarding the integrity of personnel records.

Ensuring that adequate staffing is maintained to meet operational demands.