

**NVTC COMMISSION MEETING
THURSDAY, NOVEMBER 3, 2005
NVTC CONFERENCE ROOM
8:00 PM**

NOTE: A buffet supper will be available for attendees before the meeting.

AGENDA

1. Minutes of the NVTC Meeting of September 1, 2005.

Recommended Action: Approval.

2. Northern Virginia Transportation Plan Update Survey.

Staff will review the important survey results and propose a strategy to communicate these findings more widely throughout the region. Findings from a NVTAlliance survey will also be discussed.

Recommended Action: Authorize staff to initiate the recommended strategy in cooperation with NVTA and its Interim Technical Committee.

3. VRE Items.

- A. Report from the VRE Operations Board (with minutes of the meetings of September 16th and October 21st) and from VRE's Chief Executive Officer--Information Item.
- B. Draft Gainesville-Haymarket Implementation Plan--Action Item/Resolution #1093.
- C. Option for Locomotive Fuel Supply at Crossroads Yard--Action Item/Resolution #1094.
- D. Contract for Mystery Shopper Services-- Action Item/Resolution #1095.
- E. Option for Facilities Maintenance--Action Item/Resolution #1096.
- F. System Safety Program Planning--Action Item/Resolution #1097.

- G. Task Order for General and Administrative Services--Action Item/Resolution #1098.
- H. Task Order for Warehouse Management--Action Item/Resolution #1099.
- I. Renewal of VRE Line of Credit--Action Item/Resolution #2000.
- J. Rail Enhancement Application for Preliminary Engineering of Third CSXT Track--Action Item/Resolution #2001.

4. Award of Contract for GPS-Phone Automated Vehicle Locator System.

NVTC received one timely response to its RFP (another was late) and the technical committee of local and regional agency staff has recommended a firm to receive the contract for this state-funded project.

Recommended Action: Authorize NVTC's executive director to execute a contract with IBI Group for an amount not to exceed \$199,500.

5. Authorization to Execute Sub-Grant Agreements with the Northern Virginia Regional Commission (NVRC) and Sole Source Consulting Agreement Amendments.

NVRC is administering on behalf of VDOT two grant awards for NVTC projects. One is Phase 2 of the Senior Mobility Project for \$150,000 and the other is corridor analysis for NVTA's 2030 Transportation Plan update for \$40,000. NVTC staff intends to amend two existing contracts with consulting teams to complete the additional grant-funded tasks.

Recommended Action: Authorize NVTC's executive director to execute the attached sub-grant agreements with NVRC and to execute contract amendments with WB&A/KFH and BMI-SG, respectively, on a sole-source basis since these existing consulting teams are the only practical and feasible means to complete the work within the deadlines established by NVRC/VDOT.

6. NVTC Statement for the November 10th CTB Hearing.

The Commonwealth Transportation Board will conduct a public hearing on its upcoming six-year program. It will be held on November 10, 2005 starting at 3:00 p.m. at the Fairfax City Hall.

Recommended Action: Authorize Chairman Ferguson or his designate to present a statement on behalf of NVTC.

7. Request for Proposals for NVTC Copier Lease and Service.

NVTC's copier lease expires at the end of December, 2005. Commission staff will request proposals and return to the commission for authority to award the contract prior to its expiration.

Recommended Action: Authorize NVTC staff to release a request for proposals for a new copier lease and service contract.

8. WMATA Items.

- A. Metro Board Digest for September and October 2005.
- B. Dedicated Funding Campaign.
- C. FY 2007 Budget Guidance.
- D. Metro System Performance Report.
- E. Washington Post Article on Metro Costs for Riders.

Recommended Action: Agree on a strategy to work with a NVTA committee to accomplish a dedicated funding source for WMATA.

9. Legislative Items.

- A. State (including Legislative Tour).
- B. Federal (including review of SAFETEA-LU).

Discussion Item.

10. Regional Transportation Items.

- A. FY 2005 Transit Ridership in Northern Virginia.
- B. Coordination of Local Transit Systems in Northern Virginia's Public Transit Network.
- C. Columbia Pike Transit Alternatives Analysis.
- D. HOV Task Force.
- E. Telework Response.
- F. NVTC Correspondence.

Discussion Item.

11. NVTC Financial Reports for August and September 2005.

Information Item.

12. NVTC Commissioner Resignation.

Delegate Hugo has asked to be removed from NVTC in a letter to Speaker Howell dated June 16, 2005.

Information Item.

MINUTES

**NVTC COMMISSION MEETING – SEPTEMBER 1, 2005
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

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

Members Present

Sharon Bulova
Gerald Connolly
Adam Ebbin
William D. Euille
Paul Ferguson
Jay Fisette
Ludwig Gaines
Catherine M. Hudgins
Tanya Husick (VDRPT)
Dana Kauffman
Gary A. Reese
Scott Silverthorne
Paul C. Smedberg (Alternate, City of Alexandria)
David F. Snyder
Christopher Zimmerman

Members Absent

David Albo
Eugene Delgaudio
Jeannemarie Devolites Davis
Timothy Hugo
Elaine McConnell
Mary Margaret Whipple

Staff Present

Rhonda Gilchrest
Stephen Maclsaac (VRE)
Adam McGavock
Kala Quintana
Elizabeth Rodgers
Jennifer Straub (VRE)
Richard K. Taube
Dale Zehner (VRE)



Preliminary NVTC Budget for FY 2007

Mr. Taube explained that each year NVTC forwards a preliminary budget to its jurisdictions for their budget preparations. The commission will review the budget again in January, 2006 and final action will be requested in February, 2006. Local staff reviewed the preliminary budget and their comments have been incorporated. He explained that the FY 2007 preliminary budget would increase total expenditures by 3.2 percent to \$1,140,750 over FY 2006. However, the total local and state share would fall by 1.3 percent to \$900,750, because other sources of revenue would increase. Total local contributions would continue to hold steady at \$310,000. For FY 2007, it is proposed that a staff position be added, which would bring the staff level back to the FY 2005 level.

Mr. Taube explained that the "unobligated" fund balance at the end of FY 2005 was \$255,000. Of this amount, \$109,000 was previously budgeted as revenue for FY 2006. This leaves \$144,000 to be budgeted as revenue for FY 2007. He also stated that the state share would drop by two percent and the money that is saved would go to the jurisdictions.

Mr. Taube reviewed the new performance measures for the budget. Delegate Ebbin stated that there could be circumstances (i.e. terrorist attacks or natural disasters) when localities would need more funding for such expenses as rebuilding tracks or replacing equipment and he asked how this would impact NVTC's performance based budget. Delegate Reese stated that if a budget is geared towards specific objectives and performance of those objectives, then there is a much better opportunity to go to the public and say that this is what we are accomplishing and what we are going to do. If there are emergencies, then these needs would be addressed.

Chairman Ferguson thanked staff for their hard work on the performance-based budget. He informed the commission that the Executive Committee received a good report from the auditors regarding the preliminary audit.

Delegate Ebbin moved, with a second by Ms. Bulova, to authorize staff to forward the preliminary FY 2007 budget to NVTC's jurisdictions for use in planning their own budgets. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Husick, Reese, Silverthorne, Smedberg, Snyder and Zimmerman.

Minutes of NVTC Meeting of July 7, 2005

On a motion by Mr. Connolly and a second by Mr. Zimmerman, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Gaines, Hudgins, Husick, Reese, Silverthorne, Smedberg, Snyder and Zimmerman.

GEORGE Bus Project Evaluation

Mr. McGavock gave an overview of the project evaluation and a brief history of the GEORGE bus project. The project, which began in 1997, provides four clean-diesel, low floor, 30-passenger buses for service in Falls Church. Service began in

January, 2004 and the city has been entirely responsible for paying WMATA to operate the buses since April, 2005.

Mr. McGavock stated that according to a recent passenger survey, two-thirds of GEORGE riders live in Falls Church. There are an average 7,500 riders each week that use the bus system. 49 percent of survey respondents said that they have a vehicle to use for commuting. In comparison, the regional average for discretionary drivers is 20-23 percent. Also, 87 percent of survey respondents transfer to or from Metrorail and 12 percent to and from Metrobus. In response to a question from Mr. Connolly, Mr. McGavock stated that 300 people responded to the survey. Mr. Connolly observed that there are a substantial number of riders and the GEORGE bus is providing a valuable service to the region. He asked what was the total cost of the project. Mr. McGavock replied that it cost over \$2 million, of which 70 percent was federal funding.

Commissioners Euille and Kauffman arrived at 8:22 P.M. and Mr. Fisette followed at 8:24 P.M.

Mr. Connolly asked if there is a way to evaluate the bus service on an ongoing basis. Mr. Snyder replied that the city of Falls Church will be monitoring the bus service and will keep NVTC updated. He stated that while the final technology ended up being more conventional, the system still produces good results. He stated that the concept of finding ways to get people to Metrorail stations should be an important part of a long-term strategy for the region. There still needs to be better integration between the GEORGE system and the Metrobus system. Also, Falls Church will work with its neighbors, especially Arlington County, to address service gaps.

Mr. Snyder moved, with a second by Mr. Zimmerman, to authorize staff to provide the report to project funding partners and to post it on NVTC's website. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fisette, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman.

VRE Items

VRE Operational Items. Ms. Bulova moved, with a second by Mr. Zimmerman, the following routine VRE action items:

- Resolution #1086: Option for Locomotive Fuel Supply;
- Resolution #1087: Lease at Woodbridge VRE Station;
- Resolution #1088: Contract for Septic Tank Services;
- Resolution #1089: Contract for Railroad Equipment Jacks;
- Resolution #1090: Contract Amendment for Fare Collection Equipment Maintenance; and
- Resolution #1091: Task Order for Engineering Service for Crossroads.

Ms. Bulova asked if any commissioners wanted to discuss any of these items. Mr. Connolly asked Mr. Zehner what is happening to VRE's fuel costs in light of escalating fuel prices. Mr. Zehner responded that if the trend in fuel prices continues upwards, it will affect VRE's budget, although VRE has budgeted an additional \$1.5

million to cover increased fuel costs. The price of fuel has more than doubled since last year. The contract for locomotive fuel supply (Resolution #1086) would not lock VRE into a specific price for fuel.

The commission then voted on Resolutions #1086 - #1091 and they were approved. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fisette, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman.

Policy on Delegation of Authority to the VRE Operations Board. Ms. Bulova reminded commissioners that at several NVTC meetings, commissioners expressed concerns about the volume of VRE items presented for their consideration. Staff prepared a discussion paper reviewing the pros and cons of increasing the delegation of authority to the VRE Operations Board. Local staff recently discussed this paper but it has not yet been considered by the VRE Operations Board.

Mr. Zimmerman stated there's a level of detail that is excessive at the commission level. Personally, he feels that at some point VRE should be run by a Board entrusted to making the decisions. For now, NVTC should consider what actions could be delegated to the VRE Operations Board. He expressed his concern about approving a blanket list of action items like what was done for Resolutions #1086-#1091, since there was no discussion but NVTC is ultimately responsible. This way is not a long-term solution. Mr. Connolly stated that on an interim basis, there are things that can be done such as using a consent agenda and/or giving a higher spending authorization amount to the VRE Operations Board. He stated that because of the governing structure, NVTC is responsible for VRE as a co-owner and, consequently, there needs to be some substantive review.

In response to a question from Mr. Fisette, Mr. Taube stated that no legislation would be required to amend the VRE Master Agreement, but NVTC, PRTC and the jurisdictions would need to agree on any change. Mr. Taube stated that a practical reason not to change the Master Agreement is that it would throw open the door to debate on the subsidy allocation formula.

Mr. Taube reviewed possible solutions, including increasing the Operations Board spending authority; treating the VRE Operations Board like the WMATA Board by appointing members and approving budgets and then letting the Board run VRE; or delegating all or differing degrees of authority. Under the Master Agreement, NVTC would still retain its ownership functions. Also the commission staffs share many VRE activities.

Mr. Connolly observed that from a political point of view the concept that the commissions are legally responsible for VRE since it is not a legal entity is not a trivial issue. He suggested looking for areas that can be delegated to give the VRE Operations Board more autonomy, but policy issues, such as budget and personnel matters, should continue to come to the commissions for approval.

Mr. Kauffman asked why VRE is not a legal entity and if there are reasons why the commissions should consider making VRE a separate legal entity. Ms. Bulova gave a brief history of VRE and how the Master Agreement was created. Mr. Maclsaac provided a legal overview.

Chairman Ferguson observed that the consensus of the commission is not to explore VRE becoming a separate entity at this time, but staff should explore common sense changes to reduce meeting time and still keep a degree of involvement. Mr. Zimmerman suggested staff put together a list of options, with different levels and ranges of delegated authority.

Ms. Bulova observed that the discussion of this subject has not been introduced yet at PRTC. She suggested referring it to the Operations Board for discussion.

In response to a question from Mr. Snyder, Ms. Bulova stated that VRE has an active riders' organization and at each Operations Board meeting there is a public comment time.

Policy on Terms of Entry. Ms. Bulova stated that at its meeting of July 7, 2005, the commission adopted a resolution asking staff to return with information about possible payments that could be requested from new entrants into the VRE project. Staff put together a discussion paper on the pros and cons of entry fees for new jurisdictions joining VRE. She stated that when VRE first began jurisdictions built their own stations and invested in equipment and systemwide costs. There is an issue of equity and fairness as to how to deal with new jurisdictions that want to join VRE. An entry fee could compensate those jurisdictions that originally invested in VRE. Mr. Taube stated that the fee could then be used to invest in such things as more rolling stock to accommodate new passengers resulting from the jurisdiction joining VRE.

Mr. Taube provided an overview of the benefits and drawbacks of initiating an access fee. Drawbacks include the fact that VRE has already admitted jurisdictions without requiring an access fee; it could be considered "bad faith" since initial discussions with interested jurisdictions have not included the concept of entry fees; and it could be a deterrent to joining VRE.

Mr. Connolly observed that this issue is a good example of the complexity of VRE as it pertains to delegating authority discussed in the previous agenda item. He also stated that VRE is already experiencing overcrowding, which can be a good problem to have. It means the system is successful, but NVTC has a responsibility to its citizens to protect their interests. He rejects the "bad faith" argument, because the commissions ultimately decide on the conditions of any agreement.

Ms. Bulova expressed her opinion that each situation is unique with the different interested jurisdictions. Talks with Spotsylvania County have been ongoing over a period of time. It's not the same for Caroline and Fauquier counties. Mr. Zimmerman agreed that Spotsylvania County's situation is different, since many Spotsylvania residents already ride VRE. Inviting Caroline and Fauquier counties to join VRE might require extending the line in the future. He stated that there's a fundamental issue of whether VRE can accommodate more riders given VRE's constraints. It's not just space on trains, but also other issues such as track time and storage space. There's already tremendous growth in ridership just in VRE jurisdictions.

Mr. Fissette suggested that the concept of an entry fee be broached with the jurisdictions interested in joining VRE. He also cautioned staff to be careful of being too open ended in negotiations. Broad criteria should be developed.

Ms. Bulova stated that the VRE Operations Board and PRTC haven't seen the discussion paper. The Operations Board should discuss this and make recommendations to the commissions for their January, 2006 meetings. Mr. Euille stated that it's important for the Operations Board to have concrete concepts to present to the commissions for their discussions in January. Mr. Smedberg stated that there should be standards and guidelines with minimum requirements for admission into VRE.

Mr. Zehner stated that each agreement between new jurisdictions is unique in what VRE brings to the jurisdictions and what the jurisdictions bring to VRE. For example, there are benefits to VRE for Spotsylvania County to join VRE.

Mr. Connolly stated that even though new jurisdictions would be asked to pay for new station and parking, entry fees should still be negotiated. Mr. Zimmerman agreed.

Mr. Connolly moved, with a second by Mr. Zimmerman, to forward the discussion paper to the VRE Operations Board and request that the Board return a recommendation to the commissions between now and the January, 2006 NVTC meeting.

Mr. Connolly stated that with the exception of the discussions with Spotsylvania County (being so far along in the process), all other prospective members should be put on notice that there will be a new framework for entrance that will include fees and items to be negotiated. He stated that VRE should reserve the right to deny acceptance of new jurisdictions given the crowding of the system and capacity limitations which VRE doesn't have control over.

Mr. Maclsaac noted that this issue could change the timeline considerably of when negotiations would be complete and new jurisdictions could join VRE. Ms. Bulova stated that it is important not to convey that VRE doesn't want new jurisdictions to join VRE. It's just that VRE is growing and is successful and it's a matter of adding new members in a logical way and making sure VRE isn't disadvantaging the existing customers. Ms. Hudgins agreed and stated that it is important to maintain the current system and make sure adding new jurisdictions don't cause a decline in service. Mr. Fisetto observed that this issue could be sensitive if negotiations are already far along. He suggested elected officials may need to convey the message. Mr. Connolly stated that he already has had informal conversations with Caroline County representatives. Mr. Zehner stated that he has been involved in the discussions with Spotsylvania County and it was made clear that the approving bodies of any agreement are the commissions. He doesn't consider it bad faith until the agreement is signed and sealed.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisetto, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman. Delegate Ebbin was not present during the vote.

Referral of the Preliminary FY 2007 VRE Operating and Capital Budget to the Jurisdictions. Ms. Bulova explained that Resolution #1085 would authorize VRE staff to forward the preliminary VRE budget to the participating and contributing jurisdictions with a request for comment. Currently the budget reflects a shortfall of revenues of over \$2 million, plus as much as \$5 million additional for resolving VRE's need for new

railcars. Mr. Zehner stated that VRE staff will work with local staff and a balanced budget will be available for December featuring some combination of expense reduction and revenue increases. Mr. Zimmerman observed that this is a very preliminary budget.

Mr. Fisette left the room at 9:33 P.M.

Ms. Bulova moved, with a second by Mr. Kauffman, to approve Resolution #1085. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman.

Closed Session. Mr. Connolly moved, with a second by Mr. Zimmerman, the following motion:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A(1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session concerning two personnel matters.

The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman.

The commission entered into closed session at 9:34 P.M. Mr. Fisette returned and participated in the closed session. The commission returned to open session at 9:57 P.M.

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

The Northern Virginia Transportation Commission 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 commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fisette, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman.

Ms. Bulova moved, with a second by Mr. Kauffman, to approve Resolution #1092 concerning Mr. Zehner's employment compensation. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman. Mr. Fisette voted no.

Mr. Snyder moved, with a second by Mr. Fiset, to adopt the memorandum from NVTC's Executive Committee dated September 1, 2005, concerning the Executive Director's employment compensation. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Eulle, Ferguson, Fiset, Gaines, Hudgins, Husick, Kauffman, Reese, Silverthorne, Snyder and Zimmerman.

Northern Virginia 2030 Transportation Plan Update Survey Results

Mr. Connolly stated that the survey results are dramatic and NVTC should focus on how to disseminate the information, especially to legislators. It was a broad based survey and the results were surprising. He stated that there may be some "buyer's remorse" from the public concerning the referendum now that the consequences of the lack of investment are seen. He asked that this agenda item be a priority at next month's meeting and asked staff to provide recommendations on how to disseminate this information. Chairman Ferguson directed staff to include this item as Agenda Item #3 for the October 6th NVTC meeting. Mr. Eulle suggested it should be tied to the legislative issues also to be discussed at the next meeting. He also suggested that NVTC hold a press conference after that meeting.

Northern Virginia Legislative Tour

Mr. Taube stated that NVTC, VTA and PRTC, in cooperation with Delegate Joe May, are hosting a tour for members of the Virginia General Assembly on September 12-13, 2005. Commissioners were invited to participate. Mr. Zimmerman stated that this is a good opportunity for legislators from other parts of the state to see firsthand the transportation challenges this region faces on a daily basis. In response to a question from Delegate Ebbin, Shiva Pant of WMATA stated that a similar tour was done a few years ago for the Appropriations Committee.

Other NVTC Business

Chairman Ferguson deferred the rest of the agenda until the October 6, 2005 meeting. There were no objections.

Mr. Snyder stated that with fuel prices continuing to increase, it's important to continue to remind the public that there are other transportation choices.

Chairman Ferguson suggested inviting WMATA's Police Chief Hanson to meet informally with interested commissioners at 7:30 P.M. prior to next month's meeting to discuss security measures at WMATA.

Adjournment

Without objection, Chairman Ferguson adjourned the meeting at 10:07 P.M.

Approved this 6th day of October, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #1085

SUBJECT: Referral of the Preliminary FY 2007 VRE Operating and Capital Budget to the Jurisdictions.

WHEREAS: The VRE Master Agreement requires the VRE Operations Board to forward a draft budget to the commissions each September for the succeeding fiscal year;

WHEREAS: The commissions, in turn, are to refer the budget to the VRE participating and contributing jurisdictions for comment;

WHEREAS: In December the VRE Operations Board will be asked to forward a recommended FY 2007 VRE budget to the commission for action in January, 2006.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to forward to NVTC's participating and contributing jurisdictions the draft FY 2007 VRE operating and capital budget for review and comment, recognizing that further discussions are needed on expense reduction, sources of revenues and the exercise of an option for up to 50 new bi-level railcars.

Approved this 1st day of September, 2005.


Paul Ferguson
Chairman


David F. Snyder
Secretary-Treasurer



NVTC

Northern Virginia Transportation Commission

RESOLUTION #1086

SUBJECT: Option for Locomotive Fuel Supply.

WHEREAS: VRE consumes approximately 600,000 gallons of fuel each year at the Broad Run Yard;

WHEREAS: VRE awarded a contract for the provision of fuel to Mifco Heating Oil of Manassas, Virginia in 2004; and

WHEREAS: The first year of this contract has been successfully completed.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to exercise the first option year of the contract with Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard for VRE's locomotive fleet, in an amount not to exceed \$1,500,000 for a period of no more than one year.

Approved this 1st day of September, 2005.



David F. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman



NVTC Northern Virginia Transportation Commission

RESOLUTION #1087

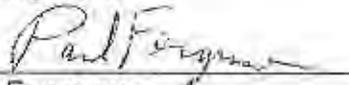
SUBJECT: Lease at Woodbridge VRE Station.

WHEREAS: VRE is now responsible for the management and operation of this space; and

WHEREAS: Lease terms have been agreed to in which Greyhound would pay VRE \$500 monthly to cover the cost of utilities in the space while Greyhound sells tickets and provides other services to bus and rail customers.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to enter into a lease agreement, subject to approval by legal counsel, with Greyhound Lines, Inc. for the operation of concessions at the Woodbridge VRE station for \$500 monthly payable to VRE for a one-year term with three, one-year options to be exercised on the authority of VRE's CEO, subject to review by legal counsel.

Approved this 1st day of September, 2005.



Paul Ferguson
Chairman



David F. Snyder
Secretary-Treasurer





RESOLUTION #1088

SUBJECT: Contract for Septic Tank Services.

WHEREAS: VRE has 21 railcars in its fleet that contain retention type toilet tanks;

WHEREAS: Retention tanks require dumping and flushing two to three times per week;

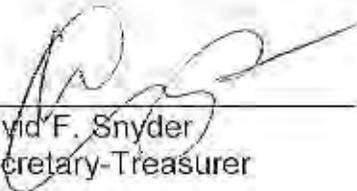
WHEREAS: A competitive solicitation for this type of service was issued on July 7, 2005 with two bids received; and

WHEREAS: A Royal Flush of Washington, DC was found to be the lowest responsive and responsible bidder.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to award a contract to A Royal Flush of Washington, DC, or the next lowest responsive and responsible bidder in an amount not to exceed \$1,499,087 for a period of no more than three years for septic tank pumping and flushing services for VRE's rail car fleet.

Approved this 1st day of September, 2005.


Paul Ferguson
Chairman


David F. Snyder
Secretary-Treasurer



NVTC Northern Virginia Transportation Commission

RESOLUTION #1089

SUBJECT: Contract for Railroad Equipment Jacks.

WHEREAS: VRE is in the process of transferring its rail car maintenance to its Virginia yards;

WHEREAS: Such maintenance requires four railroad equipment jacks at each yard;

WHEREAS: A competitive solicitation was issued on July 7, 2005 and one bid was received; and

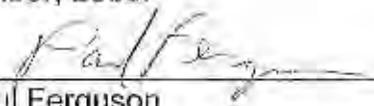
WHEREAS: Whiting Corporation was found to be a responsive and responsible bidder.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to award a contract to Whiting Corporation of Monee, IL in an amount not to exceed \$280,000 for the purchase of eight railroad equipment jacks and four controllers.

Approved this 1st day of September, 2005.



David F. Snyder
Secretary-Treasurer



Paul Ferguson
Chairman





RESOLUTION #1090

SUBJECT: Contract Amendment for Fare Collection Equipment Maintenance.

WHEREAS: On June 16, 2000, the VRE Operations Board awarded a contract to Scheidt & Bachmann for the delivery of a new fare collection system to include four years of maintenance support;

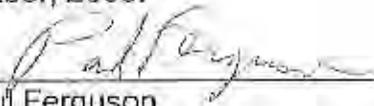
WHEREAS: The system has been in operation since October, 2002, during which time ridership has grown from 13,400 to 15,500 average daily riders;

WHEREAS: Machine usage due to increased ridership, coupled with the long travel times between stations to make repairs, necessitates the addition of a second fare collection maintenance person to adequately service the system; and

WHEREAS: An additional person will improve the reliability of the system and ensure there is coverage during the entire service day.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend the current fare collection maintenance contract with Scheidt & Bachmann to include a second staff person to perform maintenance and increase the contract by \$251,177 through October, 2006 for a total contract value of \$3,796,933.

Approved this 1st day of September, 2005.


Paul Ferguson
Chairman


David F. Snyder
Secretary-Treasurer



NVTC Northern Virginia Transportation Commission

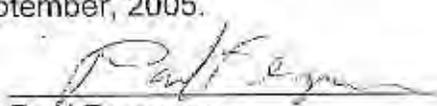
RESOLUTION #1091

- SUBJECT:** Task Order for Engineering Services for Crossroads Yard.
- WHEREAS:** Overcrowding of storage, maintenance and inspection facilities at Washington Union Terminal has necessitated the relocation of inspection and minor maintenance activities to the outlying VRE yards;
- WHEREAS:** The initiative to shift more fleet maintenance to outlying yards was approved by the Operations Board at the June 18, 2004 meeting; and
- WHEREAS:** Detailed plans and specifications for a locomotive maintenance building, train washing facility, and track expansion must be developed in order to construct the facilities.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to amend a task order under the GEC IV contract to Parsons Brinckerhoff for design and limited construction support services for the Crossroads Yard Expansion project in the amount of \$524,628 including a 10 percent contingency.

Approved this 1st day of September, 2005.


David F. Snyder
Secretary-Treasurer


Paul Ferguson
Chairman





RESOLUTION #1092

SUBJECT: Amendment to VRE CEO's Employment Contract.

WHEREAS: The VRE Operations Board has completed an evaluation of Mr. Dale Zehner's performance as VRE's Chief Executive Officer for the year beginning May 24, 2004; and

WHEREAS: The VRE Operations Board has found Mr. Zehner's performance for the evaluation period laudable and recommended an amendment to his employment agreement as detailed in the attachment.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Operations Board Chairman to execute the amended employment agreement on behalf of the commission, with a copy placed in Mr. Zehner's personnel file.

Approved this 1st day of September, 2005.


Paul Ferguson
Chairman


David F. Snyder
Secretary-Treasurer



MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Rick Taube and Jana Lynott

DATE: October 27, 2005

SUBJECT: Northern Virginia 2030 Transportation Plan Update Survey Results

Staff will present the results of a telephone survey of 1,263 Northern Virginia adults that was completed in April and May, 2005 for the ongoing update of the 2030 Northern Virginia Transportation Plan. NVTC staff is managing the \$1 million grant for this update for the Northern Virginia Transportation Authority and assisted in preparing the survey and analyzing the results. The survey, with an overall margin of error of ± 2.8 percent, shows some very encouraging results regarding support and willingness to pay for public transit improvements throughout the region.

Need for More Publicity

While several commissioners are very familiar with the results, many are not. The attached package of materials includes details on the media coverage of the survey, which has been extensive. NVTA has mailed copies of the summary to each General Assembly member. Given the importance of the survey's findings, however, clearly more widespread publicity would be beneficial. Staff was asked to suggest ideas to get the word out.

Here are some ideas:

- 1) Tie survey results to the recommendations of the Blue Ribbon Panel on dedicated funding for WMATA and the October 3rd regional summit in devising strategies to achieve dedicated funding.
- 2) Incorporate the results into local and regional agency legislative agendas.
- 3) Provide a brief presentation to CTB members at a monthly CTB meeting. Ask each local and regional agency to refer to the results in



statements to the CTB at the November 10th pre-allocation hearing in Northern Virginia.

- 4) Purchase advertising in newspapers directing readers to websites with summaries and complete survey results or refer to those sources in advertising to promote NVTA's upcoming public hearing on its plan update.
- 5) Provide op-ed pieces to local media urging candidates for public office this November to define their positions on transportation improvements and funding in light of the findings in the survey.
- 6) Leverage former VDOT Commissioner Shucet's powerful comments to the Senate "START" Task Force by noting that people are prepared to pay more for good transportation.
- 7) Use the completion of the full survey report as an opportunity for another round of media releases and briefings.
- 8) Place key findings in the rotating nuggets section of NVTC's website.

Commissioners are invited to discuss the issues further and provide direction to staff.

Survey Results

Frustration

- Three fourths (76%) of outer suburb residents are very or somewhat frustrated with their trips, while three-fifths (61% and 58%) are frustrated in the inner suburbs and core. Traffic is given as the reason for frustration by 90%.
- Those who take transit are frustrated only half as frequently as those who drive and are also not frustrated twice as frequently as those who do drive.

Preferred Projects

- When offered specific projects to which to react in the corridors in which they actually travel, respondents often selected transit as their first or second priority. Examples include Metrorail in the Dulles Corridor (71% as the first or second priority); Metrorail from Dunn Loring to Maryland through Tyson's Corner (74%); Metrorail along I-66 to Centreville (52%); and Metrorail to Potomac Mills along I-95 (53%).
- Respondents preferred road projects in some corridors but when asked in general about their preferred types of transportation improvements, 74% of all respondents picked transit as first (50%) or second (24%) most important, while roads and highways received much lower rankings (28% first and 23% second). Other choices were sidewalks (27%); bike trails

(18%) and HOV lanes (20%). These relative rankings held steady over all jurisdictions. While 66% of transit users ranked transit as their top priority, almost half (48%) of non-transit users also picked transit first.

Willingness to Pay

- Respondents reported their willingness to pay to construct the improvements they favored in the corridors in which they travel. The grand mean for top priority transit projects in all corridors was \$2.06 per day versus \$1.46 for highways. In virtually every corridor those who preferred transit were willing to pay more for transit than those who prefer highways were willing to pay for highway improvements. Examples include \$2.10 per day for Metrorail to Dulles versus \$1.40 for widening Route 7; \$2.22 per day for light rail connecting Manassas to Dulles versus \$1.05 for widening Route 28; \$1.84 for priority buses in the Fairfax County Parkway Corridor versus \$1.24 for widening the Parkway; \$2.13 for express bus on the Beltway and \$1.87 for Metrorail to Maryland through Tyson's versus \$1.41 for widening the Beltway; \$2.30 for extending VRE to Haymarket and \$2.12 for extending Metrorail to Centreville along I-66 versus \$1.48 for widening I-66 outside the Beltway; and \$2.26 for extending Metrorail to Potomac Mills along I-95 and \$2.07 for expanding VRE service in that corridor versus \$1.62 for widening Route 1 in Stafford County.
- Over a fifth (21%) would pay \$3 or more per day (well over a thousand dollars a year) to expand service on public transit and reduce crowding on Metrorail and VRE; another 38% would pay between \$1 and \$3 per day. Only 15% would be unwilling to pay anything.
- Thus, 59% are willing to pay at least one dollar a day for public transit improvements. A dollar a day for one person is roughly equivalent to a gas tax of 61 cents per gallon at 12,000 miles per year per person and 20 miles per gallon. Willingness to pay even \$1 a day (\$365 annually) is a significant sum.

Acceptable Funding Methods

- Respondents were asked to choose between three options that each raised \$175 million annually. They were raising \$25 per \$10,000 of taxable income, one-half cent per \$1 of taxable purchases and 17.5-cents per gallon of gas. Interviewers probed to get respondents to pick one even if initially they did not. The sales tax option was the overwhelming top choice at 46% while 23% picked the income tax and 20% the gas tax. Including first and second choices, the respective shares were 72%, 57% and 39%. The strongest relative support for sales taxes versus gas taxes came from the outer suburbs and the opposite was true for the core jurisdictions.

- When asked if they would pay highway tolls if the proceeds would be used to pay for public transit improvements, almost as many responded positively (about 70%) as the slightly higher percent that would support tolls for highway improvements. These shares did not vary significantly with location.
- The percentage of support for using the proceeds of a gas tax increase for highways or for transit improvements was very similar, except in Loudoun County. In Loudoun County, 50% supported using the gas tax for highways and 39% for transit.
- Overall 70% would vote for state bonds paid for by state income taxes to construct all types of transportation improvements in Northern Virginia. There was very little variation by jurisdiction.

Survey Implications

NVTA members discussed the implications at their July 28, 2005 meeting. Among their observations:

- The survey confirmed strong support for transportation improvements. It is up to elected officials to establish trust that if new funds are provided they will be spent wisely to solve the traffic congestion problem.
- Some opponents of the November, 2002 referendum to raise the region's sales tax by one-half percent argued at the time that there were not enough transit projects. The survey results confirm the widespread popularity of transit, especially in the five jurisdictions paying for Metro service.
- There may be some "buyer's remorse" on the part of voters who rejected the November, 2002 sales tax referendum. With surety that the proceeds will remain in this region and given deteriorating travel conditions from lack of investments, there could be a different outcome now.

NVTAlliance Survey

In its September, 2005 newsletter (attached), the Northern Virginia Transportation Alliance reported the results of a survey of 500 Northern Virginia residents. The survey in some respects confirmed the findings of the NVTA survey but it also raised some questions. Staff will address the results of the NVTAlliance survey.



**MEDIA COVERAGE FOR PRESS RELEASE DISTRIBUTED
AUGUST 2, 2005, REF: TRANSACTION 2030 PUBLIC OPINION
SURVEY**

Washington Post – Fairfax Extra – 08/04/05

"Survey Shows Support For Transit Improvements." *Briefs Sec.*, p.14.

WTOP/Radio 107.7 fm – 08/06/05

Reported during regular hourly newscast.

Associated Press – 08/09/05

Greenfield, Heather. "Commuter Survey Ranks More Public Transit as Top Priority."

* **Channel 13 WVEC, Norfolk, VA** – 08/09/05

Greenfield, Heather. "Commuter Survey Ranks More Public Transit as Top Priority."

<http://www.wvec.com/sharedcontent/APStories/stories/D8BSJ0JO1.html>

* **WAMU/Radio 88.5 fm** – 08/09/05

Reported during the regular hourly newscast.

* **Daily Press, Hampton Roads, VA** – 08/09/05

Greenfield, Heather. "Commuter Survey Ranks More Public Transit as Top Priority."

<http://www.dailypress.com/news/local/virginia/dp-dc-trafficssurvey0809aug09.1,2118125.story?ctrack=1&cset=true>

* **CBS- 9** -- 08/09/05

"Commuters Say Public Transit Is Top Priority."

http://www.wusatv9.com/news/news_article.aspx?storyid=41988

NBC- 4 – 08/09/05

"Survey: Public Transportation Top Priority

Area Commuters Tired Of Gridlock Traffic."

<http://www.nbc4.com/news/4829638/detail.html>

Fairfax Times – 08/09/05

Bonaiuto, Dominic. "Survey shows transit tops commuter priority list."

http://www.timescommunity.com/site/tab5.cfm?newsid=15009083&BRD=2553&PAG=461&dept_id=506096&rfi=6

* The article used on this website, or radio broadcast, either reprinted Heather Greenfield's Associated Press article or paraphrased from the Associated Press article.



- * **WJLA-7 – 08/10/05**
“Commuter Survey Ranks More Public Transit as Top Priority.”
<http://www.wjla.com/news/stories/0805/250417.html>

- * **News Channel 8 – 08/10/05**
“Commuter Survey Ranks More Public Transit as Top Priority.”
<http://www.news8.net/news/stories/0805/250417.html>

- The McLean Times – 08/10/05**
Bonaiuto, Dominic. “Survey backs transit option: *Traffic relief top priority*”
Front page.

- * **Washington Times – 08/10/05**
Greenfield, Heather. “Public Transit Seen as Priority.” *Front Page, Metropolitan Sec.*

- Times Community – Regional News – 08/12/05**
Walker, Valerie. “Survey shows support for VRE, Metro funding.”
http://www.timescommunity.com/site/news.cfm?newsid=15021036&BRD=2553&PAG=461&dept_id=507243&rli=8

- WMAL-ABC 630 am Radio News – 09/14/05**
Brogan, Pat. “Trying to Gauge ‘People Congestion’ in Northern Virginia.”
<http://www.wmal.com/listingsEntry.asp?ID=367566&PT=NEWS>

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Public transit seen as priority

By Heather Greenfield
ASSOCIATED PRESS
Published August 10, 2005

Improving public transportation rather than roads is the top priority for most Northern Virginia commuters, even for many who do not routinely use Metro, according to a traffic survey.

About two-thirds of those who regularly use the region's public transit system listed it as their top priority, according to findings for the Northern Virginia Transportation Authority. Among those who do not, nearly half said public transit was their top priority compared with 30 percent who preferred road improvements.

The phone survey included 1,263 commuters across Northern Virginia.

"A bad day on Metro is still much better than a good day on the highways. I think that's how a lot of people feel," said Arlington County Board Vice Chairman Chris Zimmerman, who also serves on the transportation authority.

Mr. Zimmerman said he thinks motorists understand that public transportation benefits them too, because it gets cars off the roads.

Sixty percent of those surveyed said extending Metrorail to Dulles was the most important improvement for public transit. They also favored adding rail lines from Dunn Loring into Maryland, as well as along Route 28, Interstate 66 outside the Capital Beltway, and Interstate 95 south to the Potomac Mills mall.

Rail to Dulles is one of a handful of projects that Congress recently exempted from regulations that would have required it to be more cost-effective to qualify for federal funds. Recent estimates have put the price tag at \$2.4 billion.

For road-widening projects, Route 28 was listed as the most important, followed by the Prince William County Parkway, I-66 outside the Beltway and the Fairfax County Parkway.

"There is no question [Route] 28 needs to be improved," said AAA Mid-Atlantic spokesman Lon Anderson. He also said he understood motorists' frustration with the Fairfax County Parkway, which he said was "built on the cheap."

"Originally, it was to be a limited-access parkway with entrances and exits -- not numerous at grade intersections," Mr. Anderson said. "The traffic lights not only slow motorists, but those intersections also end up having severe accidents as the road gets more crowded."

Many of those surveyed also said they were willing to trade dollars for time stuck commuting. About 70 percent said they would use toll lanes and 70 percent said they would vote for state bonds to pay for transportation improvements in Virginia.

Commuters said they favored a sales-tax increase over an income- or gasoline-tax increase. Respondents also were willing to spend at least another dollar per trip for

increased Metro or Virginia Railway Express service.

Northern Virginia residents rejected a transportation referendum in 2002 that would have given the state money for both road and public transit projects.

Mr. Zimmerman said that referendum largely failed for political reasons.

He also said some voters rejected it because they did not trust the state to use the money only for projects in Northern Virginia.

Mr. Zimmerman said the survey results will be considered as the Northern Virginia Transportation Authority reviews and updates the regions' transportation plan this fall.

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The Washington Post

FAIRFAX EXTRA THURSDAY, AUGUST 4, 2005

Survey Shows Support For Transit Improvements

Half of Northern Virginia residents surveyed recently said improved public transportation, not new roads, would help their commutes.

When asked about specific priorities, six out of 10 people surveyed by the Northern Virginia Transportation Authority who travel regularly in the Dulles corridor said extending Metrorail to Dulles International Airport was their highest priority.

The telephone survey of 1,263 residents from Arlington, Fairfax, Loudoun and Prince William counties and the cities of Alexandria, Falls Church, Fairfax City, Manassas and Manassas Park was conducted in late April and early May to help the agency update its long-

See BRIEFS, Page 14

BRIEFS, From Page 12

range transportation plan. There was no difference between jurisdictions in the overall finding that transit improvements, not road-building, are preferred.

A majority of Prince William residents, for example, backed transit over roads. However, most of the respondents who said they traveled the Interstate 66 corridor said they would favor widening the highway over extending Metro to Centreville.

Those surveyed also cited support for a range of road projects, including widening I-66 between the Capital Beltway and Gainesville. Respondents also said they would be willing to pay \$1.67 a day on average to fund improvements to the region's public transportation system. Seven in 10 respondents said they would be willing to pay to travel in high-occupancy toll lanes.

The survey was done by QSA Research & Strategy of Alexandria.

/ Virginia News



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Commuter survey ranks public transit as top priority

08/09/2005

By HEATHER GREENFIELD / Associated Press

Improving public transportation rather than roads is the top priority for most northern Virginia commuters, even for many who do not routinely use Metro, according to a traffic survey.

About two-thirds of those who regularly use the region's public transit system listed it as their top priority, according to findings for the Northern Virginia Transportation Authority. Among those who do not, nearly half said public transit was their top priority, compared with 30 percent who preferred road improvements.

The phone survey included 1,263 commuters across northern Virginia.

"A bad day on Metro is still much better than a good day on the highways. I think that's how a lot of people feel," said Arlington County Board Vice Chairman Chris Zimmerman, who also co-chairs the transportation authority.

Zimmerman said he believes motorists understand that public transportation benefits them too, because it gets cars off the roads.

Sixty percent of those surveyed said extending Metrorail to Dulles was the most important improvement for public transit.

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They also favored adding rail from Dunn Loring into Maryland as well as along Route 28, Interstate 66 outside the Beltway and I-95 south to the Potomac Mills mall.

Rail to Dulles is one of a handful of projects that Congress recently exempted from regulations that would have required it to be more cost-effective to qualify for federal funds. Recent estimates have put the price tag at \$2.4 billion.

For road widening projects, Route 28 was listed as the most important, followed by the Prince William County Parkway, I-66 outside the Beltway and the Fairfax County Parkway.

"There is no question Route 28 needs to be improved," said AAA Mid-Atlantic spokesman Lon Anderson. He also understood motorists' frustration with the Fairfax County Parkway, which he said was "built on the cheap."

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Many of those surveyed also said they were willing to trade dollars for time stuck commuting. About 70 percent said they would use toll lanes and 70 percent said they would vote for state bonds to pay for transportation improvements in Virginia.

Commuters said they favored a sales tax increase over an income or gas tax increase. Respondents also were willing to spend at least another dollar per trip for increased Metro or VRE service.

Northern Virginia residents rejected a transportation referendum in 2002, which would have given the state money for both road and public transit projects.

Zimmerman said that referendum largely failed for political reasons. He also said some voters rejected it because they did not trust the state to use the money only for projects in northern Virginia.

Zimmerman said the survey results will be considered as the Northern Virginia Transportation Authority reviews and updates the regions' transportation plan this fall.

On the Net:

Northern Virginia Transportation Alliance survey

<http://www.TransAction2030.com>

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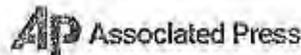
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Commuter Survey Ranks More Public Transit a Priority

RSS UPDATED - Wednesday August 10, 2005 12:32pm



Watch the eVideo

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"Originally it was to be a limited access parkway with entrances and exits - not numerous intersections," Anderson said. "The traffic lights not only slow motorists, but those intersections end up having severe accidents as the road gets more crowded."



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- Need assistance with a Visa, or Green Card.
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- Accused of a misdemeanor or a felony.
- My broker used false information to trick me into making a bad investment.
- Want to buy or sell a house or commercial property.
- Wrongfully terminated or sexually harassed in the workplace.

Many of those surveyed also said they were willing to trade dollars for time stuck comm. 70 percent said they would use toll lanes and 70 percent said they would vote for state pay for transportation improvements in Virginia.

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On the Net:

Northern Virginia Transportation Alliance survey

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HAVE AN OPINION ON THIS STORY? TELL US ABOUT IT BELOW!

Viewer Comments on Commuter Survey Ranks More Public Transit as Top Priority

filmateleven
IP: Logged
Posted: 08/10 9:25p

no lexis lanes, please do not vote on this because your life in usa is already taxed to hell. Don't drive back and pay for it.

hello88
IP: Logged
Posted: 08/10 4:39p

The NY transit system involves three jurisdictions too(NY, NJ and CT) yet somehow they've made it work. In order for me to metro, I wo have to drive to a bus, then bus to the metro. AND pay ridiculous rates. The NY subway is \$1 (or whatever it costs now) to go anywh on the system. Until DC gets that, count me out.

Tuckmeister
IP: Logged
Posted: 08/10 11:26a

True true. Just look at NY's subway system, or Boston's "T" transit system. It is VERY extensive, much more extensive than DC's Metr I think the biggest problem is that Metro falls in 2 states and the District, therefore 3 state zoning areas (well 2, and the District). If they could all just collaborate together, I'd like to see a line extend to Manassas; have you SEEN I-66 during AM and PM rushour betwe Manassas and Fairfax????? More money from the feds needs to go since our federal government basically depends on this system to make our country run!!

dancermommd
IP: Logged
Posted: 08/10 10:29a

I do commute using public transportation but it would take me 1/2 TIME if I drove. I just couldn't stand the waiting in traffic. But time valuable too. If metro had stops further apart further outside the ci and bigger parking areas they could go faster between stations. I ki on the orange line there is a station right outside another station. I mean, when you pull out of one station the next one is visable strai ahead. It can't be more than 1/4 mile apart. That's a bit too close together to justify it. And VRE could drive faster and cut some time that too. Sometimes they just crawl. I know safety comes first and



What's Your Legal Question?

DCN8TIVE
IP: Logged
Posted: 06/10 8:48a

appreciate that but sometimes getting into a station early is not a b thing.

Lets all not be selfish and think about this for a moment. If we emphasize on building more public transit, then that equals to less pollution in the DC area. This area has bad air quality and there are concerns about the rising amount of carbon dioxide in the air. The reduction of CO2 emmission levels in the area power plants is not going to solve our air quality problem if there are a lot of vehicles standing still in traffic. If all of us put our environmental concerns u front, we could easify make public transit a number one priority and make it accessable for people in the outer areas. This may cost us money, but I find it a sensible alternative to more pollution. As the motto goes, "Give a hoot, don't pollute."

***** READ ALL 9 POSTS ON THIS STORY *****

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From ABC 7 News:

Commuter Survey Ranks More Public Transit as Top Priority

Location: Arlington, Va.

Posted: August 09, 2005 10:50 AM EST

URL: <http://www.wjla.com/news/stories/0805/250417.html>



Arlington, Va. (AP) - A new survey shows traffic frustrations are driving commuters to ask for more public transportation.

Sixty percent of commuters in a phone survey say rail to Dulles is their top priority.

Another sixty percent favored light rail from Manassas to Dulles as their first or second highest priority to reduce traffic along Route 28.

For those commuting around the Beltway, 74 percent see a Metro line from Dunn Loring to Maryland as top priority, while 70% want to widen the Beltway.

These improvements cost money, those surveyed were ready to trade dollars for time stuck commuting. About 70% say they would use toll lanes if available to avoid traffic and also vote for state bonds to pay for transportation improvements in Virginia.

The phone survey for the Northern Virginia Transportation authority questioned 1263 residents about their commutes.

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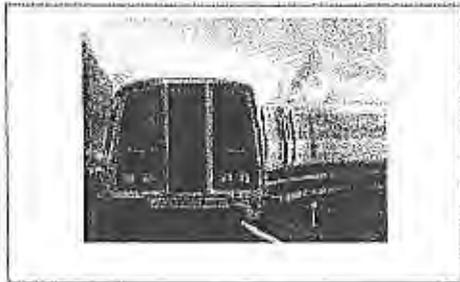
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Commuters Say Public Transit Is Top Priority



Written by The Associated Press

Created:8/9/2005 5:00:11 PM

Last Updated:8/9/2005 6:11:45 PM

A new survey finds those in northern Virginia frustrated with their car twice as likely to drive as take public transit.

A recent phone survey for the Northern Virginia Transportation authc questioned more than 1200 residents about their commutes.

Chris Zimmerman, who co-chairs the group, says he was most surpr among those who don't take public transportation, nearly half listed p transportation as their top priority.

That compares with 30 percent who asked for road improvements.

After Dulles rail, the most popular new Metro routes suggested were Beltway from Dunn Loring into Maryland, Route 28, Interstate 66 out

Beltway, and I-95 south to Potomac Mills Mall.

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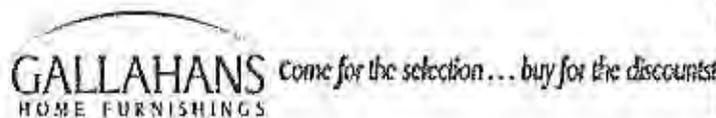


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Survey: Public Transportation Top Priority

Area Commuters Tired Of Gridlock Traffic

POSTED: 4:08 pm EDT August 9, 2005
UPDATED: 11:39 pm EDT August 9, 2005

ARLINGTON, Va. -- More than 1,000 commuters surveyed by the Northern Virginia Transportation Authority said they aren't happy about their present commuting choices.



Of the 1,263 residents surveyed, traffic frustrations in the Washington area are driving commuters to ask for more public transportation, officials said Tuesday.

According to the phone surveys results, 60 percent of commuters said rail service to Washington Dulles International Airport is their top priority. Another 60 percent favored light rail from Manassas to Dulles as their first or second highest

priority to reduce traffic along Route 28 in northern Virginia.

For those commuting around the Beltway, 74 percent see a Metro subway line from Dunn Loring to Maryland as top priority, while 70 percent want to widen the Beltway.

About 70 percent said they would use toll lanes if available to avoid traffic and also vote for state bonds to pay for transportation improvements in Virginia.

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WEDNESDAY, AUGUST 10, 2005

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Survey backs transit option

Traffic relief top priority

BY DOMINIC BONAIUTO
dbonaiuto@tim.orpaper.com

Proponents of investing more in transportation say they have new ammunition in the ongoing battle for the hearts and wallets of the region's commuters and their elected decision-makers.

A new survey conducted earlier this spring by the Northern

See SURVEY, Page A3

SURVEY

From Page A1

Virginia Transportation Authority shows that 85 percent of respondents are willing to pay for a greater investment in bus and rail projects.

Respondents also favored expanding transit by a 2-to-1 margin over making highway improvements, particularly in the Capital Beltway and Dulles corridors where more than 70 percent ranked Metrorail expansion as their highest priority.

"Sometimes we hear the voice of negativity so strongly that it drowns out the fact that public opinion is often someplace else," said Fairfax board Chairman Gerry Connolly (D). "This is compelling evidence of broad and deep support for rail to Dulles."

The transportation authority conducted the survey as part of its update of the long-range 2020 plan into a 2030 plan. The authority is also conducting an online survey using similar questions, but separate results from that poll will be released later this fall.

The phone survey of 1,263 Northern Virginians was conducted by QSA Research and Strategy of Alexandria in late April and early May and has about a 3-percent margin of error. It was funded with a federal transportation grant.

There was a proportional number of people, with 100 minimum, from every jurisdiction. Two-thirds of the respondents were between the ages of 35 and 65, and a little more

than half of them were female.

This is the only recent poll dedicated solely to gauging public opinion on transportation.

"If you ask the average person not involved with the transportation debate, they will say, 'Yes, we need more transit.' But ask them if they will use it, and the numbers drop significantly. ... They think it will suck cars off the road, but it won't. It will suck money out of their wallet," said Ken Reid, from Landowners Opposing Wasteful Expenditures on Rail, a frequent critic of the Dulles rail project.

Reid said the survey is "meaningless" because it did not inform people about the cost of projects they were being asked to prioritize.

Not so, said Connolly, noting the survey asked commuters about their willingness to pay more for their identified priorities.

"The public is aware of the cost for these facilities and, within reasonable bounds, is willing to tolerate those costs," Connolly said.

Bob Chase, executive director of the Northern Virginia Transportation Alliance, said the strong support for additional funding should come as no surprise. "The last three years, congestion has certainly gotten worse, and it is becoming apparent to more people that more resources are needed," he said.

The survey also showed commuters would be willing to get out of their cars and on rail if a station were closer to them. More than one-fourth of

respondents said they would trade their car for Metro to get to work, and 41 percent said they would use Metro for non-work-related trips if it were near their home or destination.

The percentage of those willing to switch dropped off significantly when they were asked about riding buses.

Although not a favored way of getting around during this time of year, transportation authority staff noted that respondents cited walking as an important way to make non-work-related trips. Nearly two-thirds of those in the inner suburbs and 41 percent of those in the middle suburbs reported walking while on errands, shopping or visiting friends in a one-week period.

Chase said he was disappointed the survey did not ask about some of the region's more controversial road improvements like widening Interstate 66 inside the beltway through Arlington or a new Potomac River crossing.

Staff from the authority said the survey was confined to the seven corridors and related projects outlined in the 2020 plan: Route 7/Dulles Toll Road, Route 28, Tri-County Parkway, Fairfax County Parkway, Prince William Parkway, I-495, I-66 and I-95.

Widening I-66 inside the beltway was not part of the 2020 plan, and another bridge crossing fell outside those corridors.

Stewart Schwartz, executive director of the Coalition for Smarter Growth, said he would have liked to see the survey better link transportation-land use planning but said he was pleased by the strong support for transit.

"We have given people alternatives, and even those who have no choice but to drive are gaining from that investment," he said.

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Survey shows transit tops commuter priority list

By Dominic Bonaluto
08/09/2005

Proponents of investing more in transportation say they have new ammunition in the ongoing battle for the hearts and wallets of the region's commuters and their elected decision-makers.

A new survey conducted earlier this spring by the Northern Virginia Transportation Authority shows that 85 percent of respondents are willing to pay for a greater investment in bus and rail projects.

Respondents also favored expanding transit by a 2-to-1 margin over making highway improvements, particularly in the Capital Beltway and Dulles corridors where more than 70 percent ranked Metrorail expansion as their highest priority.

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Stewart Schwartz, executive director of the Coalition for Smarter Growth, said he would have liked to see the survey better link transportation and land use planning but said he was pleased by the strong support for transit.

Schwartz cited a Texas Transportation Institute report showing that traffic delays in the metropolitan region could be up to 50 percent longer without the local investment in transit and carpool lanes.

"We have given people alternatives, and even those who have no choice but to drive are gaining from that investment," he said.

For more information about the survey, go to <http://www.transaction2030.com>.

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Survey shows support for VRE, Metro funding

By Valerie Walker
08/12/2005

Traffic is frustrating in Northern Virginia.

The Northern Virginia Transportation Authority released that information last week with the results of a study about the transportation priorities of Northern Virginia residents.

The study, dated July 28, confirmed what Prince William residents have been saying in town hall and Board of County Supervisors meetings for years.

"Two-thirds of residents are frustrated with the trips they take," the survey stated in its conclusions. "Of those, almost nine in 10 cited traffic as the reason."

Other possible sources of frustration included aggressive drivers, poorly timed lights, accidents and construction, although those options received only token responses.

What was more surprising is that half of all respondents in the region (even people who don't normally use Metro, VRE, or buses) said that public transportation is their top priority. Only a little more than one quarter said they'd rather see road improvements.

In Prince William, 49 percent cited public transportation as their major priority and 32 percent cited roads and highways.

The survey also found that people are willing to pay more to fund both road and public transit improvements.

According to the survey, 85 percent of all respondents are willing to pay to expand public transportation service and reduce crowding on Metro and VRE.

The survey was conducted by phone and was commissioned by NVTA, a regional pro-transportation group. Interviewers talked to 1,263 Northern Virginia adults from various regions, including Prince William County, Manassas and Manassas Park.

According to the survey, "Commuters who use transit at least part of the time are less frustrated than are those who always drive alone."

Respondents said they favored moderate increases in the sales tax over increases in the state income and gas taxes to pay for transportation improvements, the survey said.

Among all the jurisdictions polled, Prince William County had the highest level of support (72 percent) for state bonds to pay for improvements.

There is nearly a 50-50 split between people who favor using the gas tax to pay for roadway improvements and those who favor using it to pay for public transportation. When asked how they would prefer highway toll funds be spent, Prince William residents fell into nearly the same split.

The survey also found that more than half of Northern Virginia residents favor HOT Lanes.



"HOT lanes are high-occupancy lanes that are open to people driving alone if they pay an extra toll," the survey states. "The amount of the toll would vary and would be highest when traffic is heavy, so that everyone who pays a toll or is car-pooling or taking a bus would be guaranteed that there will be no delays due to traffic congestion."

The survey questions and results are available online. Visit <http://www.transaction2030.com>. Click on "Publications" and then see "Public Opinion Survey on Transportation Issues" at the bottom of the page.

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Your piece of the planet
By Jake Hosen
08/19/2005

Prince William is at a crossroads. Coles District Supervisor Marty Nobe's statement at the Aug. 12 Potomac Watershed Forum was apt: Prince William County is making decisions now that Fairfax County was making years ago. We can use this knowledge to repeat our neighbors' success and avoid their failures, creating a comprehensive vision for Prince William. Transportation choices are at the core of any plan for the future; they will decide what this county will look like many years from now. For hundreds of years communities and cities have been planned, whether intentionally or not, in concert with the realities of transportation.

We see in the history of the United States the influence of transportation on development. Those cities that grew prosperous and attracted the most people were located near oceans or other major bodies of water: New York, Boston and Chicago were able to take advantage of shipping to distribute their goods around the world.

Later, towns and cities lived or died based on the route of railroads. The profound effect that railroads have had on the development of our country is taught to every schoolchild and is apparent merely by looking at a map.

Transportation continues to be critically important to a locality's ability to grow and prosper. Prince William County is no longer so concerned with the transport of tobacco or other crops; today's road network is shaped by commutes to work, soccer games and trips to the grocery store.

While automobiles have served us well as virtually the only transportation method for most residents, rising gasoline prices, congestion, taxes needed to maintain existing roads and lost open space are all proving to be too high a cost. Responding to these issues demands innovative thinking and a plan that begins to incorporate mass transit as well as walking and biking.

Most citizens agree -- 62 percent of respondents to the Prince William County Citizen Satisfaction survey were dissatisfied with the ease of getting around the county and 76 percent are unhappy about travel within Northern Virginia outside of the county.

Nearly 65 percent are dissatisfied with how development is coordinated with transportation, showing that citizens understand the important links between transportation and land use.

The 2005 citizen survey shows seriously low levels of citizen satisfaction with transportation, land use and open space preservation in Prince William. Unfortunately, many elected representatives are responding with more rhetoric instead of a coordinated solution.

Despite citizen priorities, the county's Progress Prince William proposal -- which is in fact a road bond initiative -- plans to ask voters to approve \$1.6 billion for roadway construction from 2006-2020. This is only \$0.2 billion less than the projected cost of the entire Dulles Metrorail expansion project!

We've already seen that building more roads doesn't help reduce congestion. It only spurs on new development, often in all the wrong places. We need to try something different.

✱ A survey released this week by the Northern Virginia Transportation Authority found that 85 percent of respondents would be willing to pay more for bus and rail projects.

Additionally, the survey showed that citizens overwhelmingly support spending money on mass transit over roads.

Here we can take a hint from our neighbors. Both Fairfax County and Arlington have realized that a change in development patterns is needed. The result is redevelopment that aims to cluster both business and residences near Metro, bus and rail hubs.

The redevelopment of the Vienna metro station and the expansion of Metrorail to Dulles are notable examples. The high premium that housing near mass transit fetches shows that market demand exists.

These innovations will do more than just decrease our commuting time, they will give us more room to protect natural areas and other open space. In the citizen satisfaction survey, 65 percent of residents don't think the county is doing enough to preserve open space. Community uses, including functional bicycle and walking trips (like to the grocery store) are affordable and improve quality of life tremendously.

Dissatisfaction with the status quo shows that Prince William is ready for a bold new plan.

Citizens are beginning to see that we can protect our quality of life, and save money down the road, by doing the right thing now. All we need are leaders who are ready to step up to the plate.

Jake Hosen has been a resident of Prince William County for 16 years and prefers reading on the bus to driving in traffic.

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Jana Lynott

From: Kala Quintana
Sent: Tuesday, August 16, 2005 12:57 PM
To: Jana Lynott
Subject: FW: Alliance Alert Authority Survey Limits Options
Importance: High

I put a hard copy of this in your chair....

KK

-----Original Message-----

From: owner-NVTA_alert@nvta.org [mailto:owner-NVTA_alert@nvta.org] **On Behalf Of** Alliance Alert
Sent: Tuesday, August 16, 2005 11:30 AM
To: Alert_list
Subject: Alliance Alert Authority Survey Limits Options



August 16, 2005

Transportation Authority Survey Limits Options

TransAction 2030 is a Northern Virginia Transportation Authority exercise to update and prioritize the Northern Virginia 2020 Transportation Plan.

As part of this process the Authority invites the public to go to its web site:

<http://www.transaction2030.com/corridors/default.aspx>

There the public is asked "to help us prioritize the projects by completing ballots" for an assortment of road and transit improvements in eight transportation corridors.

Visitors to the site will notice several things.

First, is a statement that "no new capacity is being considered." (With the nation's third highest congestion, who needs more capacity?)

Second, no information is provided as to the cost or congestion-reducing effectiveness of any given option. (Why would the public need any facts to help prioritize regional transportation improvements? Just pick your "favorite.")

Third, no opportunity is provided to express support for three improvements –

a new Northern Potomac River crossing (Techway), a Western Transportation Corridor, or an Eastern Regional Bypass, despite the fact that all are listed in the Northern Virginia 2020 Transportation Plan for consideration/completion by 2030. (Why would the public need to weigh in on three improvements that arguably could do more to reduce congestion most other options combined?)

Voters can select widening I-66 inside the Beltway, but only as a "write in" option in the I-66 corridor.

So why not include new facilities in the 2030 Update as well as the I-66 widening that a recent \$1 million VDOT study confirmed was an effective solution?

A good question to raise by going to the TransAction 2030 comment page -- <http://www.transaction2030.com/contactus>

The Alliance is all for encouraging public input and believes that such input should be informed and focused upon all demonstrably effective solutions.

Contact Info

The Alliance Alert is a free online update on regional transportation issues and public involvement opportunities provided by the Northern Virginia Transportation Alliance. For more information on regional transportation issues and NVTa, please visit our website at www.nvta.org.

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Trying to Gauge 'People Congestion' in Northern Virginia

By: Pat Brogan, 630 WMAL News

There are studies that look into ways to ease congestion on the highways, on the trains, and the streets of the region.

Now the people behind northern Virginia's transit master plan are focusing some of their effort on easing 'people congestion' at rail stops on Metro and V.R.E.

"What we've come to realize is that transit is also congested just as highways are congested now. And we're trying to see where those choke points in those areas where people cannot get on trains and buses, so we can improve that system in the future" says Rick Canizales with 'TransAction 2030'.

The plan was last updated in 1999, but transit was not looked at in this way. Now the group is equally focusing its efforts on all types of transit, not just highways.

The study is underway and should be completed by early 2006.

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Date: August 2, 2005
Contacts: Jana Lynott, (703) 524-3322
Rick Canizales (703) 792-5985

**PUBLIC SPEAKS LOUDLY ON TRANSPORTATION PRIORITIES:
PUBLIC OPINION SURVEY PROVIDES STRONG GUIDANCE ON
TRANSPORTATION ISSUES TO POLICYMAKERS
TRANSACTION 2030 TRANSPORTATION SURVEY RESULTS**

Frustrated with traffic, residents across Northern Virginia said they are willing to pay for the transportation improvements most important to them, according to a survey of 1,263 residents conducted for the Northern Virginia Transportation Authority (NVTA) by QSA Research & Strategy of Alexandria, Virginia.

Respondents were asked to identify their commuting patterns, the means of travel and transportation corridors they used most often, their priorities for improvements within those corridors, and how much they would be willing to pay on average each day to get their highest priority project built. According to the survey, two-thirds of residents are frustrated with the trips they take and of those almost nine in ten expressed frustration with "traffic" as the reason.

Half of the respondents said that public transportation is their top priority, while over one-quarter chose road improvements. Surprisingly, even about half of those who do not use transit picked that option as their top priority. There were no differences by jurisdiction. Respondents from Prince William County were as likely to favor public transportation improvements as respondents from Arlington County.

When asked about priorities for the corridors they frequently use, respondents voted for multi-modal transportation solutions. Sixty percent of respondents that travel the Route 7/Dulles Corridor reported extending Metrorail to Dulles Airport and Ashburn in Loudoun County to be their highest priority project. Respondents that travel the I-66 corridor favored widening I-66 between the Beltway and Gainesville. Respondents who travel the Beltway corridor were as likely to support the construction of a Metrorail link between the Dunn Loring Metrorail station and Maryland as they were of widening the Beltway.

When asked how much they would be willing to pay on average each day for improvements that would expand public transportation service and reduce crowding on Metrorail and VRE, eighty-five percent of respondents said they are willing to pay to expand public transportation and reduce crowding on Metro and VRE. More than seven in ten residents said they would be willing to pay to use high occupancy toll (HOT) lanes if they were available to avoid being stuck in traffic. Among revenue generating options, area residents find increases in the sales tax more acceptable than a gas tax. And seventy percent would vote for



state bonds backed by income taxes to pay for all types of transportation improvements in Northern Virginia.

For members of the Transportation Authority, whose members include state and local leaders, the results show that Northern Virginians are frustrated enough by their trips that they want more and better road and transit capacity and said they are willing to pay for their highest priority improvements.

Members of the NVTA will use the input provided by respondents to assist them in drawing up their blueprint for future investments in the region's transportation system. In addition to the survey, the Authority is sponsoring booths at community events and county fairs and will be hosting a public information meeting in the fall. A copy of the survey presentation is available at www.TransAction2030.com.

QSA Research and Strategies of Alexandria, Virginia conducted the telephone survey for the Authority between April 26 and May 10, 2005 with 1,263 respondents. The statistical margin of error is +/- 2.8 percentage points for the sample as whole.



Northern Virginia Transportation Authority Members

*Councilman David F. Snyder, NVTA Chairman; Falls Church City Council
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*Margaret E. G. Vanderhye, Governor's Appointee
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*Chairman Scott K. York, Loudoun County Board of Supervisors
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chairmanyork@adelphia.net (Work)

* indicates present at July 28, 2005 meeting when QSA Research & Strategy presented the results of the TransAction 2030 telephone survey.

Philip A. Shucet
2668 Elson Green Avenue
Virginia Beach, Virginia 23456

September 20, 2005

Senator Chichester, members of the General Assembly, distinguished members of this important Task Force, thank you for giving me the opportunity to speak to you today regarding an issue of vital importance to our sustained greatness as a Commonwealth – *The safe and efficient movement of people and goods across Virginia.*

During the past three years, the focus for transportation has by necessity been on results rather than on cutting ribbons. Governor Warner and the General Assembly demanded that VDOT put its financial house in order, and that projects be delivered on-time and on-budget.

Financial and project delivery accountability are now well understood concepts. VDOT has reported progress for nine consecutive quarters, and those quarterly reports are available to anyone, anywhere with internet access. Likewise, VDOT has reported its monthly financial status for 16 consecutive months, again all available to anyone, anywhere with internet access. These public reports are carried forward now as part of everyday business at VDOT.

But, transportation in the broadest sense – mobility and accessibility – is about much more than VDOT. Transportation is about the people who travel on our roads. About the people who expect those trips to safe and reasonably free from congestion.

People traveling to work.

People traveling to school.

People traveling to pick up food.

People traveling in response to medical emergencies.

People traveling to protect us from crime.

People traveling to protect us from fire.

People traveling to enjoy the bounty that the Commonwealth offers at her beaches, her valleys, and her mountains.

With the exception of a one-time welcome relief package in 2005, we have stopped investing in the welfare of people when it comes to transportation. I do not completely understand how we allowed ourselves to reach this point – a point that goes beyond crisis in my opinion. However, I do understand that you and your colleagues in the General Assembly sit in the seats with the ability to rescue transportation. To rescue our citizens who are subjected to lost time and lost opportunity on a daily basis.

Simply put, you can provide the leadership we need to make something happen. And you can do it in 2006.

In Hampton Roads, the most direct face of mobility – or rather the frustration of suffering from a lack of it – rests on the face of people who cross the Hampton Roads Harbor and the James River every day. The first exhibit in front of you shows the general location of the

homes people commute from each day to cross between the Peninsula and South Hampton Roads to get to their jobs. The cumulative dots represent about 45,000 households.

The second exhibit is even more compelling, because it represents the more than 400,000 people who make these trips each day, many more than once. Some make the trip because they have to, while others make the trip because they want to. Whether a necessity or not, all of these trips are important components of the Hampton Roads economy. If you could look behind these dots you would see the face of people – women, men and children from diverse backgrounds who all depend on the common thread of transportation that is inextricably linked to their lives.

It's already a safe bet that most of these people will be caught in the congestion that plagues Hampton Roads. Today you can count on at least one five-mile backup at the Hampton Roads Bridge Tunnel every day. But, without any action the picture gets far grimmer as we look into the future.

By 2018 people attempting to cross the Hampton Roads harbor will sit in congestion at the Hampton Roads Bridge Tunnel not just during a once-a-day five-mile backup, but for at least 15 minutes of each hour around the clock every day. To emphasize, this is a minimum expectation. The situation could be much worse on any given day.

What is particularly frustrating is to realize that we've known about this day of reckoning now for 10 years. And in the face of that warning we've done next to nothing to raise the

money required to construct another crossing of Hampton Roads. Expensive? Yes it is. But the passage of time will only make it more so.

To think that the home of an economic engine as important and as powerful as the Port of Hampton Roads could be subject to congestion 25% of each hour of each day is difficult to comprehend.

To think that the home of some of our most important national defense installations could permit its military to suffer the ills of hour-by-hour congestion is difficult to comprehend.

And, to think that a government could trap its citizens on clogged roadways during the threat of a natural disaster is not only difficult to comprehend, but an abdication of the most basic reason for governments' existence in the first place.

Beyond Hampton Roads, the numbers continue to be compelling.

- 123,960 lane miles of highways to maintain.
- 17% of Interstate pavements are deficient.
- 28% of paved secondary roads are deficient.
- Today we need over \$1 Billion just to repair these deficient pavements, yet alone maintain others.
- 9350 bridges are a quarter-century old or older, and nearly half of those are at least 50 years old.

- 39% of our bridges are rusting, piers are decaying and decks are failing under their loads.
- Today we need another \$820 million just to maintain these deficient bridges, and this does not include the money necessary to keep other bridges from becoming deficient.
- And, while the importance of our urban areas surely can't be overlooked, over 53% of today's maintenance needs are in the rural districts where "mobility" depends directly on whether or not a parent can get a child to school safely, on whether or not a new job will be created by a company who decides to call rural Virginia home.

These numbers aren't new. Actually, they are tired and worn. They have been dragged out again and again in forums across the Commonwealth. The easy thing to do would be to say "...the people just don't want to invest more money in transportation."

We shouldn't be surprised by peoples' reactions. If we ask people whether or not they want to have more money taken from their paycheck, we shouldn't be surprised that the answer that comes back is "no." Likewise, if we took the time and care to sit down with people, look them in the eye and ask "Do you want to be robbed of your time and your opportunity" the answer would also come back "no."

And therein lays the foundation of the problem and the importance of your leadership. You are not elected to promise without knowledge. You are elected, and you have a duty to *deliver promise based on knowledge.*

Isn't it ironic that the very network established to give people their freedom is now stealing that same freedom from them? The time and opportunity already lost to congestion cannot be regained. But, you have the power to bring mobility back to your citizens.

If we are to do anything about the terrible situation we face, we need money. Otherwise, all the transportation-related discussions about land use planning, environmental protection, enhanced safety, improved operations and the like are of diminished value.

Yes, public-private partnerships can make a difference in a few cases, and those are most likely to be in urban areas. And, whether from public-private partnerships or publicly financed projects, tolls can be an important supplement to transportation revenue streams. But even then we will fall short of what is needed without mainstream sustainable sources of money for transportation investments.

Fifty years ago this past February, in a message to Congress, the President said:

Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods. The ceaseless flow of information throughout the Republic is matched by individual and commercial movement over a vast system of interconnected highways criss-crossing the Country... Together the unifying forces of our communication and transportation systems are dynamic elements in the very name we bear— United States. Without them, we would be a mere alliance of many separate parts.

In 1956, the President and the Congress agreed that it was the duty of government to address deficiencies in the transportation system.

Now, 50 years later, you are the beacon that can guide the people of the Commonwealth. I trust your guidance – and your light – will shine brightly.

Public Opinion about Transportation Issues in Northern Virginia

Presented to:

The Northern Virginia Transportation Authority

July 28, 2005

2005

Research Objectives

- 1. Travel Patterns***
- 2. Frustrations with Travel**
- 3. Transportation Priorities and Willingness to Pay**
 - Priorities for transportation improvements
 - Willingness to pay for transportation improvements
 - Approval and likely use of HOT lanes
- 4. Support for Different Funding Methods**
- 5. Priorities in Deciding Where to Live***

*To be covered in the report. Due to time constraints, these topics cannot be covered in this presentation.

Methodology

- **Telephone survey**
 - **Representative sample of 1,263 Northern Virginia adults 18+**
 - **Augmented with “boost” samples of less populous jurisdictions**
 - **At least 100 interviews conducted in all jurisdictions**
 - **Aggregate data weighted to compensate for the effects of over-sampling these jurisdictions**
 - **Bases shown on charts are unweighted**

Methodology

- **Interviewing conducted April 26-May 10**
- **The interview averaged 18 minutes**
- **Cooperation rate=91%**
- **Overall margin of sampling error= \pm 2.8 pct. pts.**

Locations of Residence

- **Core Suburbs**
 - Alexandria
 - Arlington
- **Inner Suburbs**
 - Fairfax County
 - Independent cities of Fairfax and Falls Church
- **Outer Suburbs**
 - Prince William County
 - Independent cities of Manassas and Manassas Park
 - Loudoun County

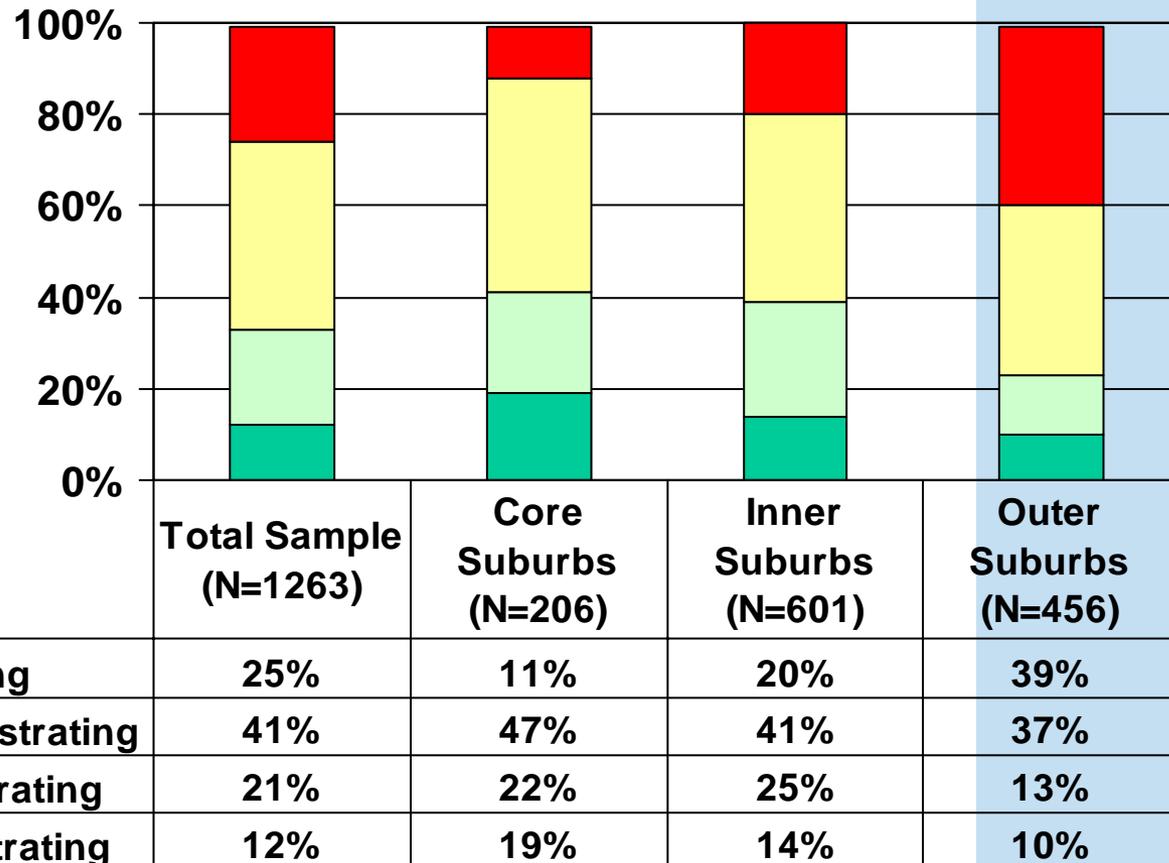
Frustrations with Travel

Questions

Q13: Thinking now about the types of trips that you make most frequently. . . Would you say that making these trips is usually very frustrating, somewhat frustrating, not very frustrating or not frustrating at all?

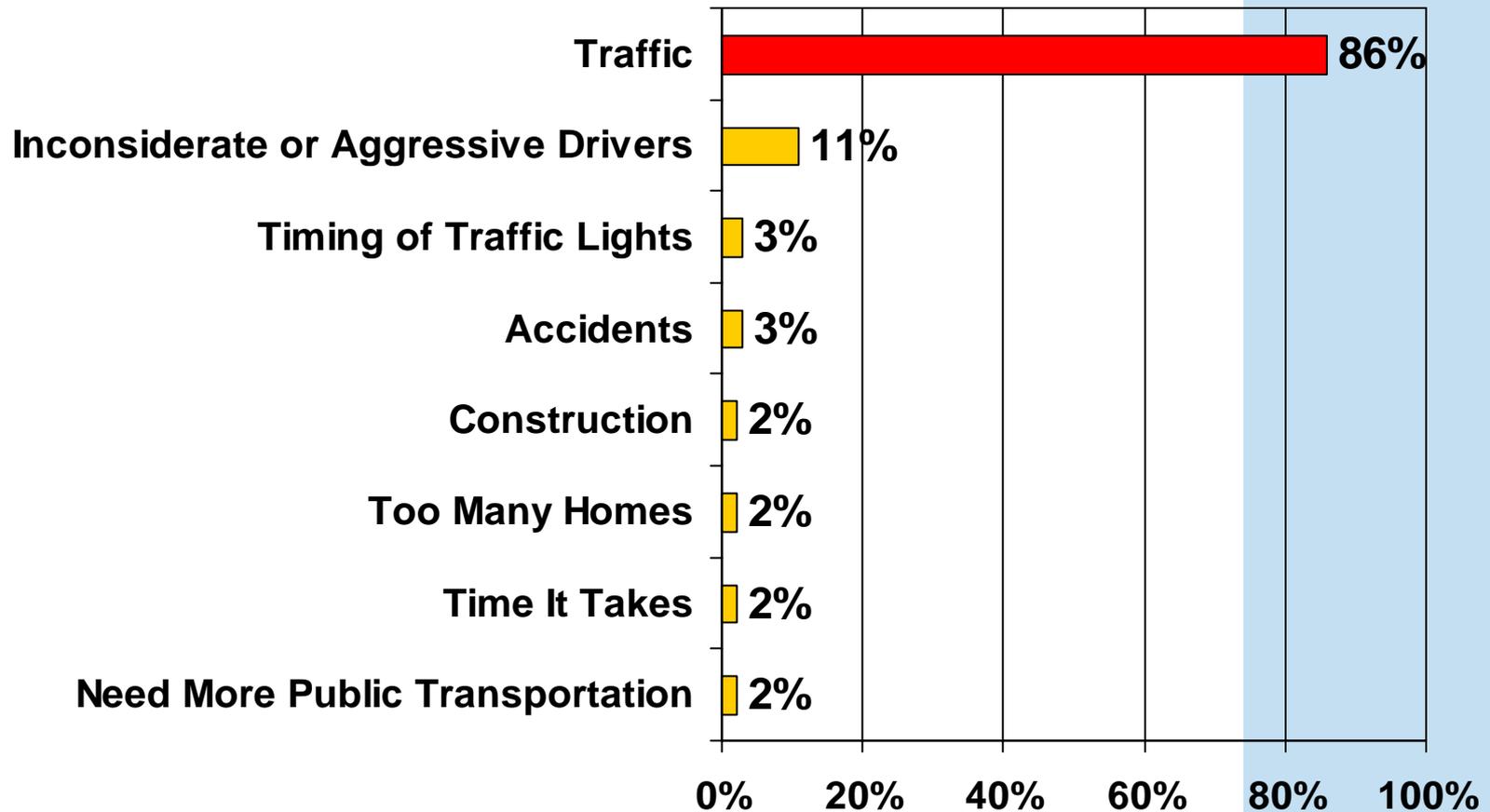
Q14: What makes these trips frustrating?

Two-thirds of residents are frustrated with the trips they take most often.

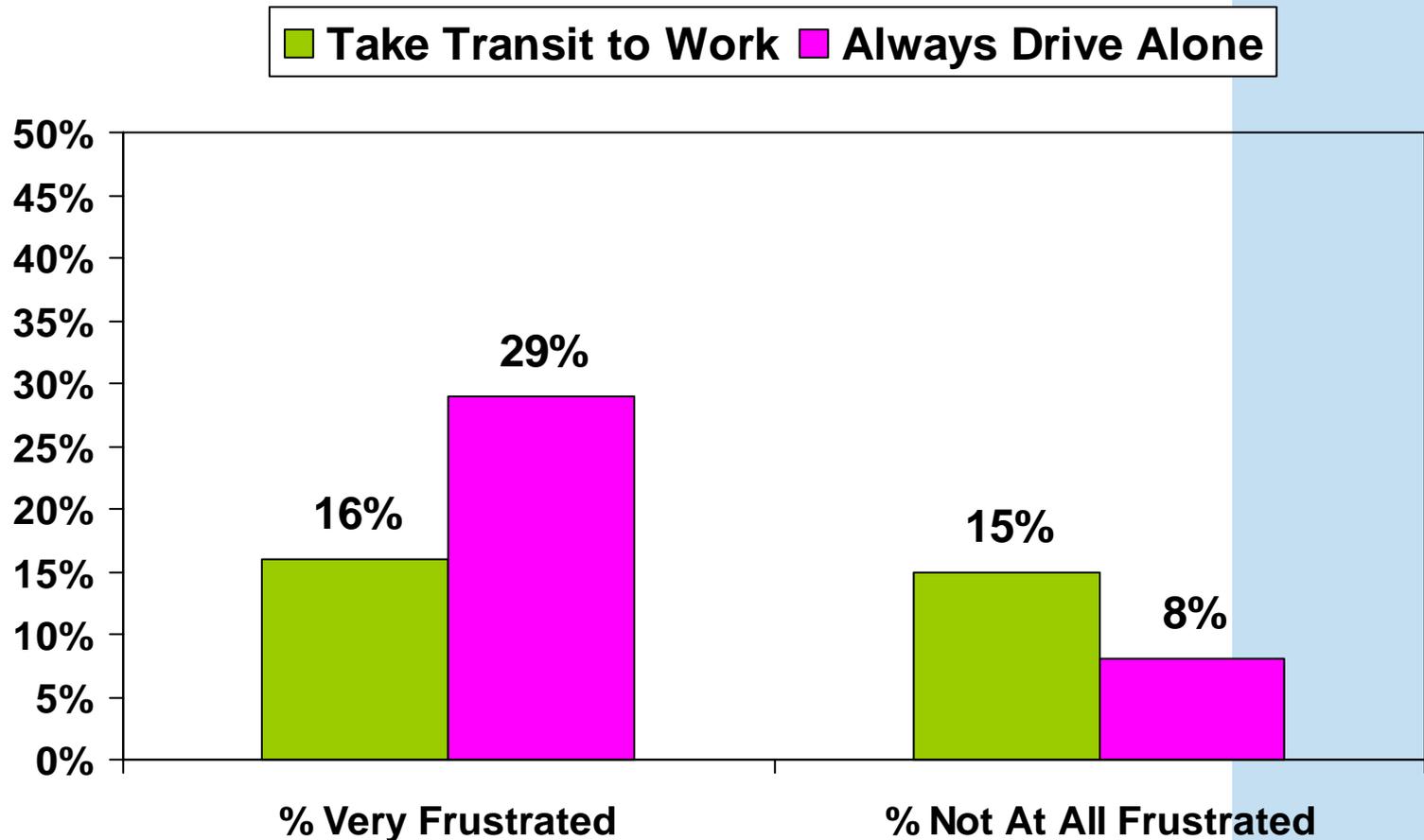


Almost nine in ten cited traffic as a reason for their frustration with travel.

Responses to an Open-Ended Question



Commuters who take transit are less frustrated than are those who always drive alone.



Use of Travel Corridors

Introduction to Question 11

- Now I would like you to think about all of the trips that you take for any purpose. There are eight primary travel corridors in Northern Virginia. I am going to read a list of these corridors. As I do, please tell me which ones you use at least once a week either on transit, in a motor vehicle or by any other mode of transportation.

Travel Corridors

Presented in Question 11 (Same as 2030 Plan)

- **Route 7 or the Dulles Toll Road**
- **Route 28**
- **Tri-County Parkway: The Loudoun County Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties**
- **The Fairfax County Parkway**
- **The Prince William County Parkway**
- **The Beltway or I-495 Corridor**
- **The Interstate 66 Corridor, including Route 29 and Route 50, the Metrorail Orange line and the VRE Manassas Line**
- **The I-95 Corridor, including I-395, Route 1, the Blue and Yellow Metrorail lines and the VRE Fredericksburg line**

Project Priorities and Willingness to Pay

Questions Asked of Corridor Users in Questions 11A-H

- I am going to read you a list of projects planned for (NAME OF CORRIDOR). After I finish, please tell me which project you think should be the highest priority. READ LIST. PAUSE FOR ANSWER.
- Which one should be the second highest priority? IF NECESSARY READ LIST OF REMAINING PROJECTS. PAUSE FOR ANSWER.
- How much would you be willing to pay on average each day to get your highest priority project built?
 - Sample sizes for individual projects are very small so most differences are not statistically significant.
 - However, the pattern of results is consistent and, thus, taken as a whole, is highly significant.

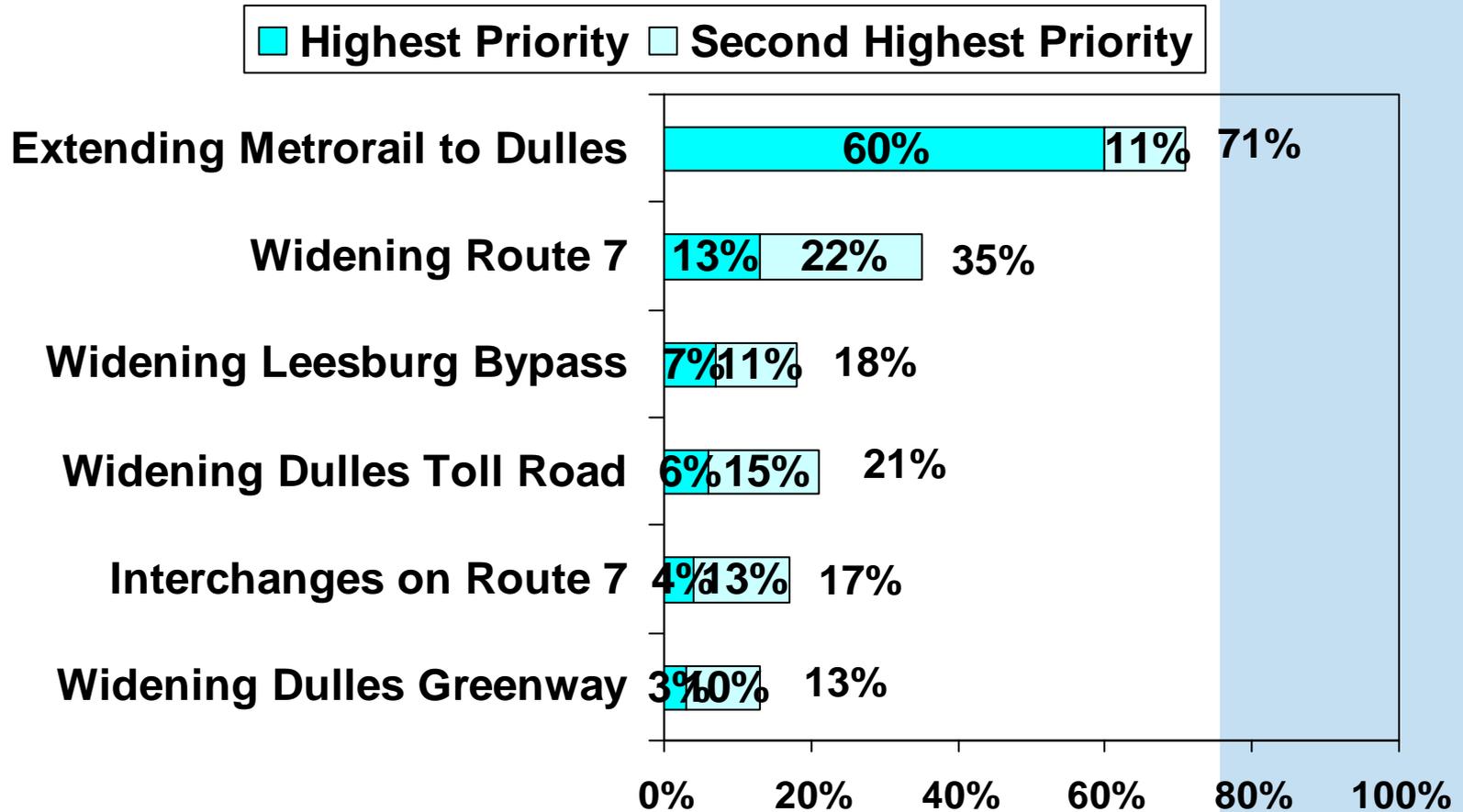
Route 7 and Dulles Corridor Projects

Presented to Corridor Users in Q11-A

- **Extending Metrorail from the West Falls Church station to Dulles Airport and Ashburn in Loudoun County**
- **Building 6 new interchanges on Route 7 between Leesburg and Route 28**
- **Widening the Dulles Toll Road**
- **Widening Route 7 from the Fairfax County Parkway to I-495**
- **Widening the Route 7 and 15 Bypass around Leesburg from 6 to 8 lanes**
- **Widening the Dulles Greenway from Route 772 to Route 28 to 4 unrestricted lanes plus 2 HOV lanes**

Highest and Second Highest Priority Projects

Route 7 and Dulles Toll Road Corridor



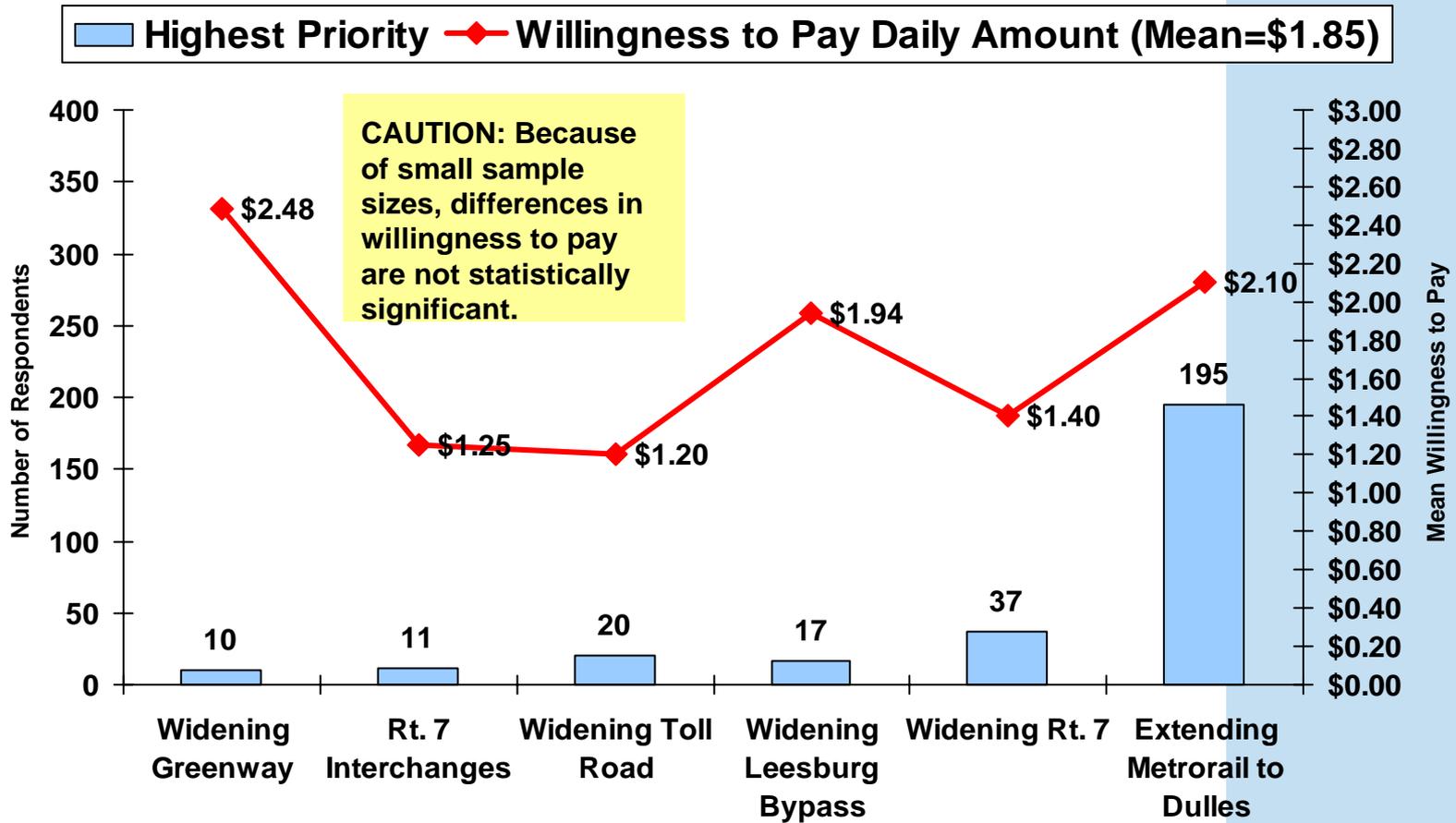
Base=358 Corridor Users

6% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Route 7 and Dulles Toll Road Corridor



Base=336 Corridor Users

6% are not sure which project is their highest priority.



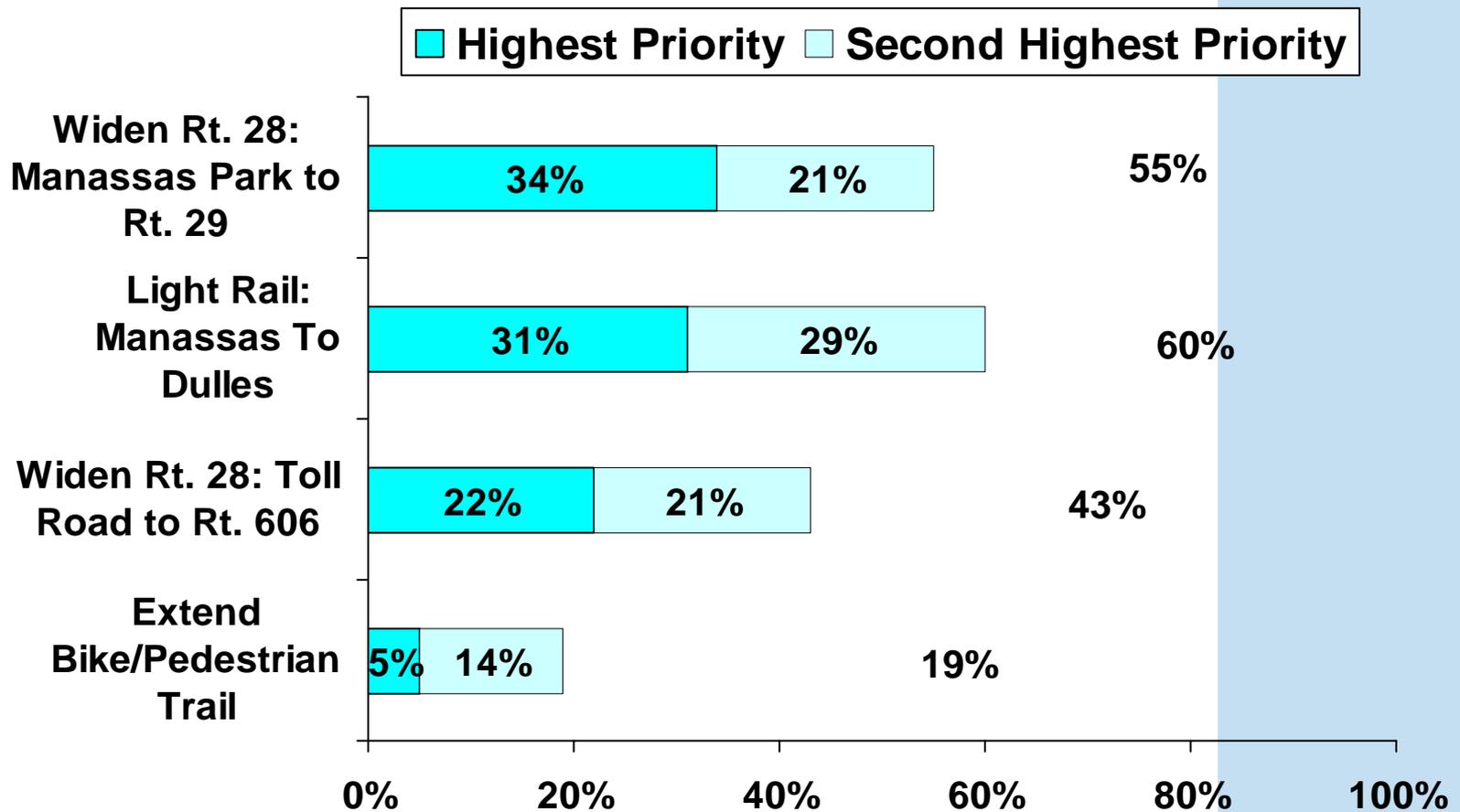
Route 28 Corridor Projects

Presented to Corridor Users in Q11-B

- **Widening Route 28 from Manassas Park to Route 29 to 6 lanes**
- **Building a light rail line from Manassas to Dulles Airport**
- **Widening Route 28 from the Dulles Toll Road to Route 606**
- **Extending the Route 28 bike and pedestrian trail from Route 29 to the Fauquier County Line**

Highest and Second Highest Priority Projects

Route 28 Corridor



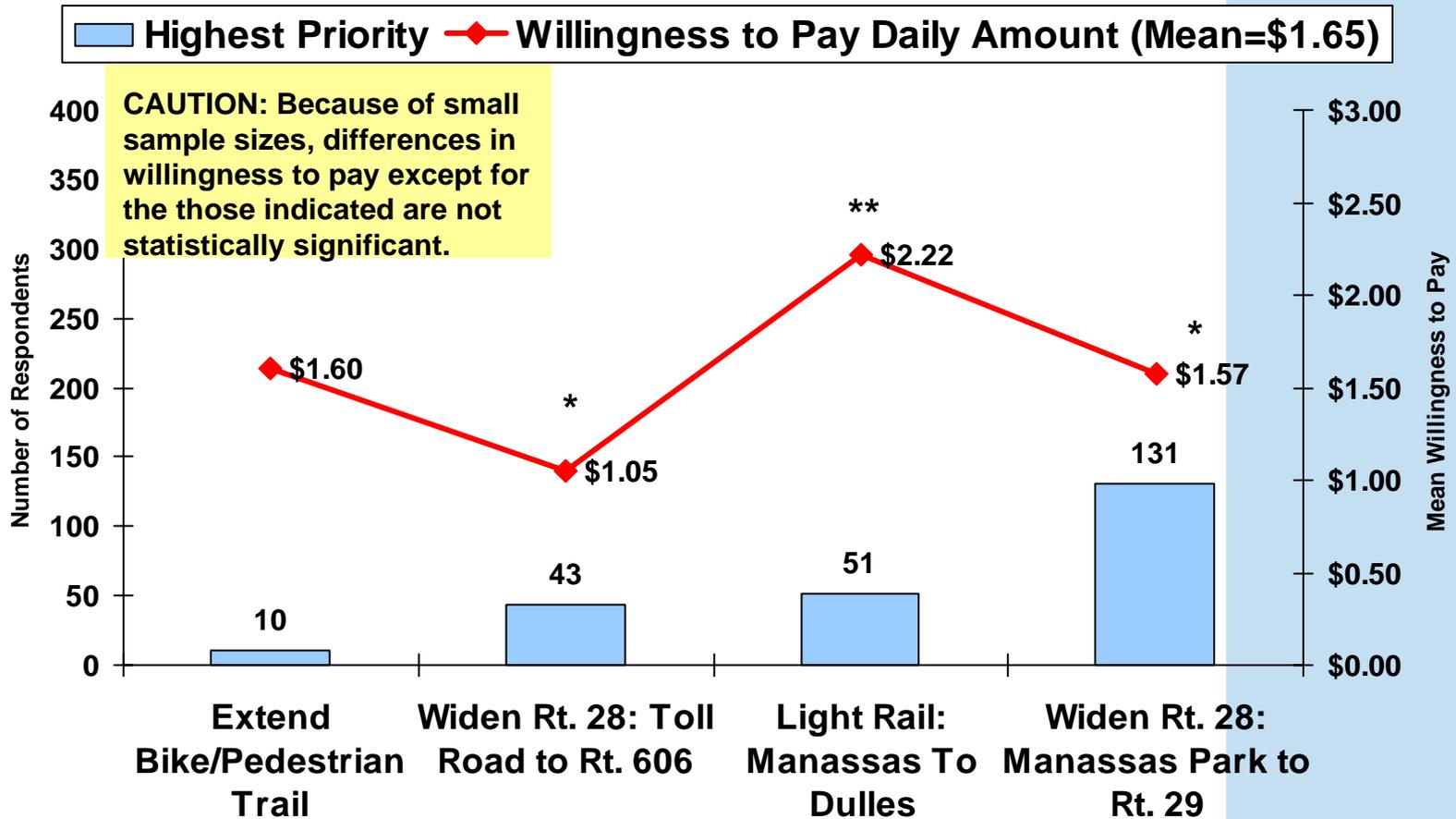
Base=287 Corridor Users

8% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Route 28 Corridor



** \$2.22 is significantly more than \$1.05 and \$1.57.

Base=287 Corridor Users

8% are not sure which project is their highest priority.



Tri-County Parkway Corridor* Projects

Presented to Corridor Users in Q11-C

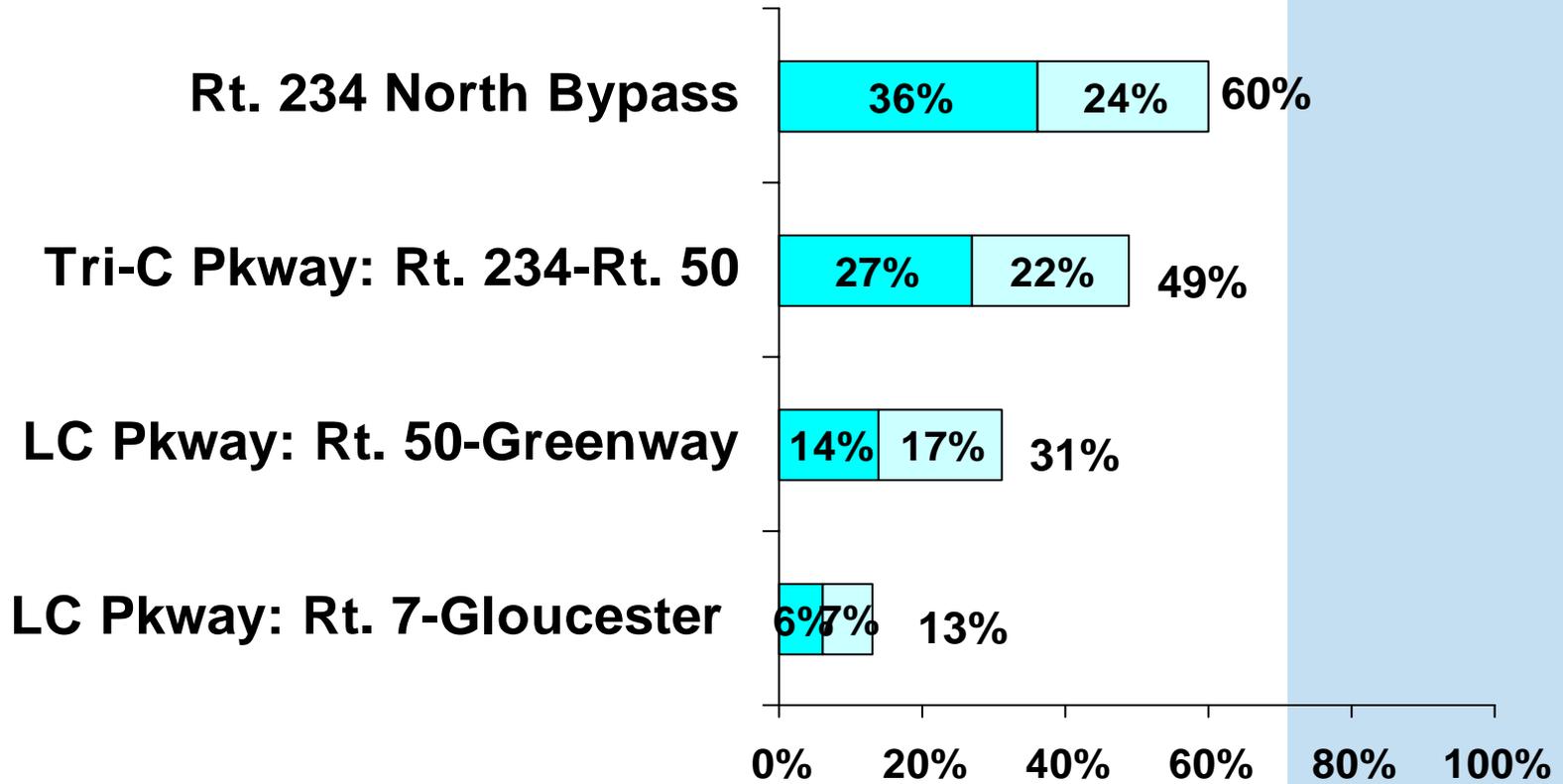
- **Building a new 4 to 6 lane Tri-County Parkway from Route 234 to Route 50**
- **Building a new 4-lane North Bypass on Route 234 from I-66 to Route 659**
- **Building a new 4-lane Loudoun County Parkway from Route 50 to the Dulles Greenway**
- **Building a new 4-lane Loudoun County Parkway from Route 7 to Gloucester Parkway**

* Includes the Loudoun County Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties

Highest and Second Highest Priority Projects

Tri-County Parkway

■ Highest Priority ■ Second Highest Priority



* Includes the Loudoun County Parkway, Route 234 or Route 659 in Loudoun and Prince William Counties

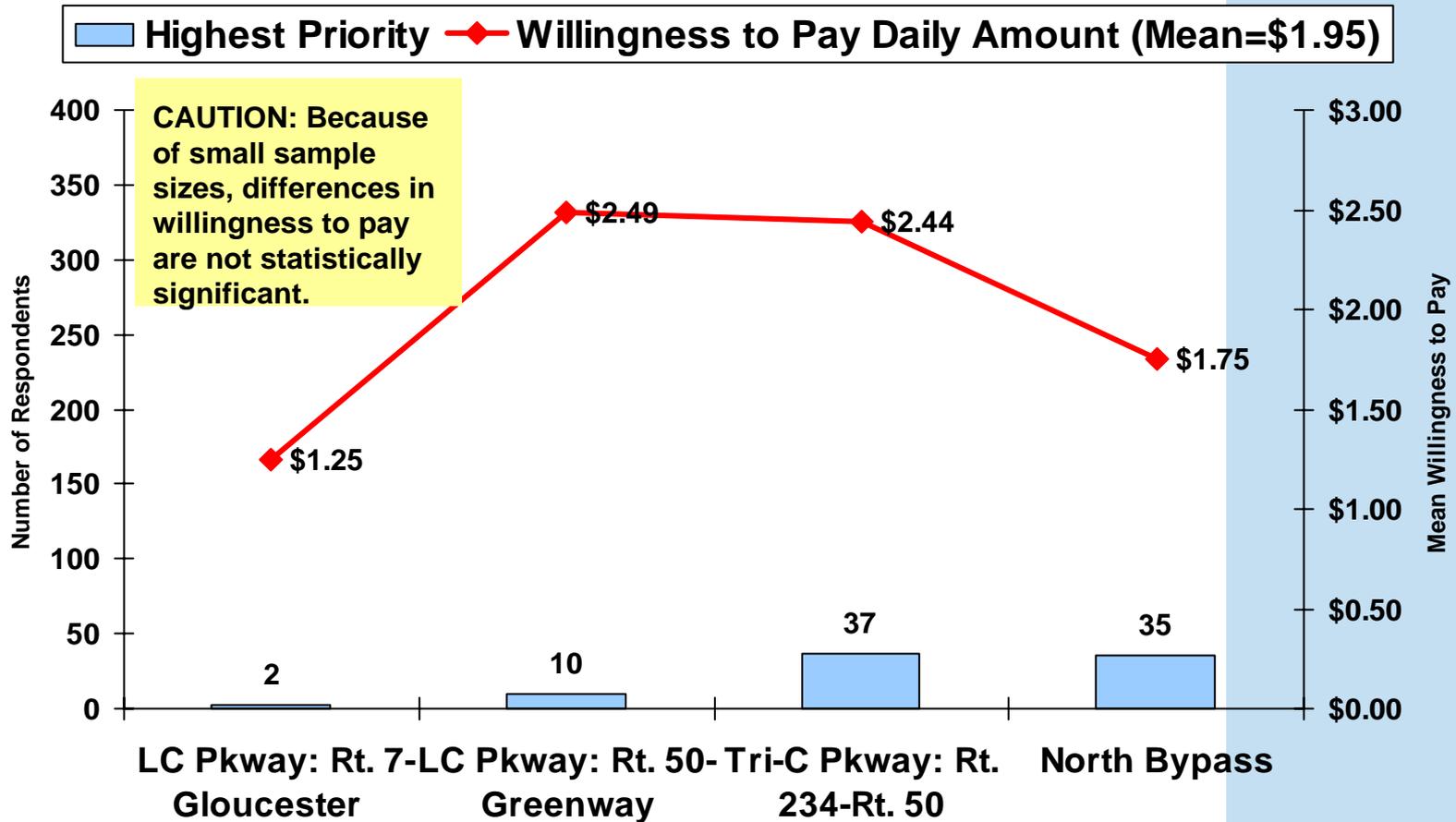
Base=107 Corridor Users

17% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Tri-County Parkway*



*Loudoun County Parkway/Routes 234 and 659 Corridor
Base=107 Corridor Users

17% are not sure which project is their highest priority.



Fairfax County Parkway Corridor Projects

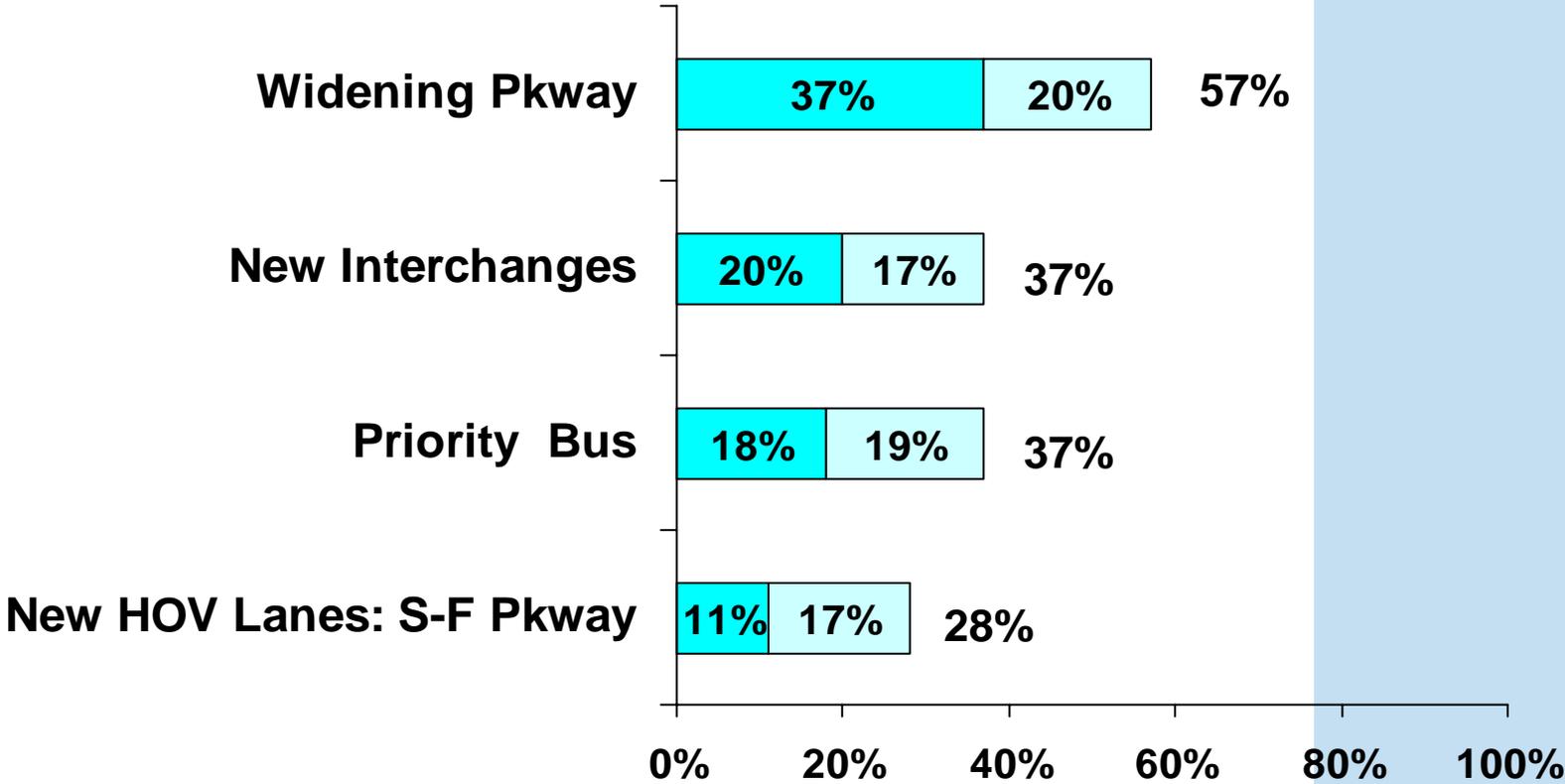
Presented to Corridor Users in Q11-D

- **Widening the Fairfax County Parkway to 6 lanes from Sunrise Valley Drive to Route 123**
- **Starting a new Priority Bus Service that travels in a special lane and is not delayed by traffic congestion**
- **Building 2 new HOV lanes on the Springfield-Franconia Parkway from the Fairfax County Parkway to Frontier Drive**
- **Building 3 new interchanges on Monument Drive, Rolling Road and Pohick Road**

Highest and Second Highest Priority Projects

Fairfax County Parkway Corridor

■ Highest Priority ■ Second Highest Priority



Base=201 Corridor Users

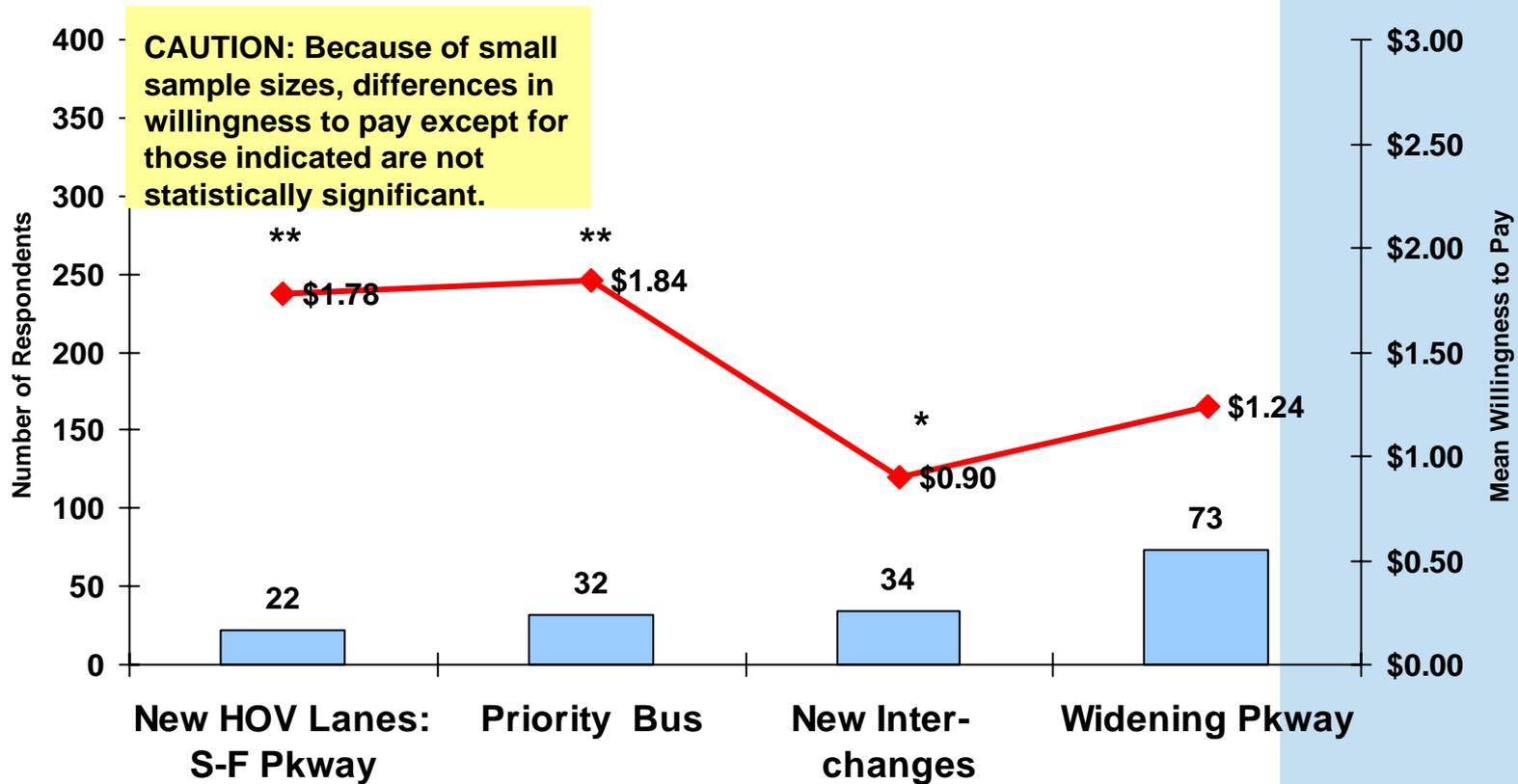
13% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Fairfax County Parkway Corridor

■ Highest Priority
 ◆ Willingness to Pay Daily Amount (Mean=\$1.23)



** \$1.78 and \$1.84 are significantly more than \$0.90.

Base=201 Corridor Users

13% are not sure which project is their highest priority.



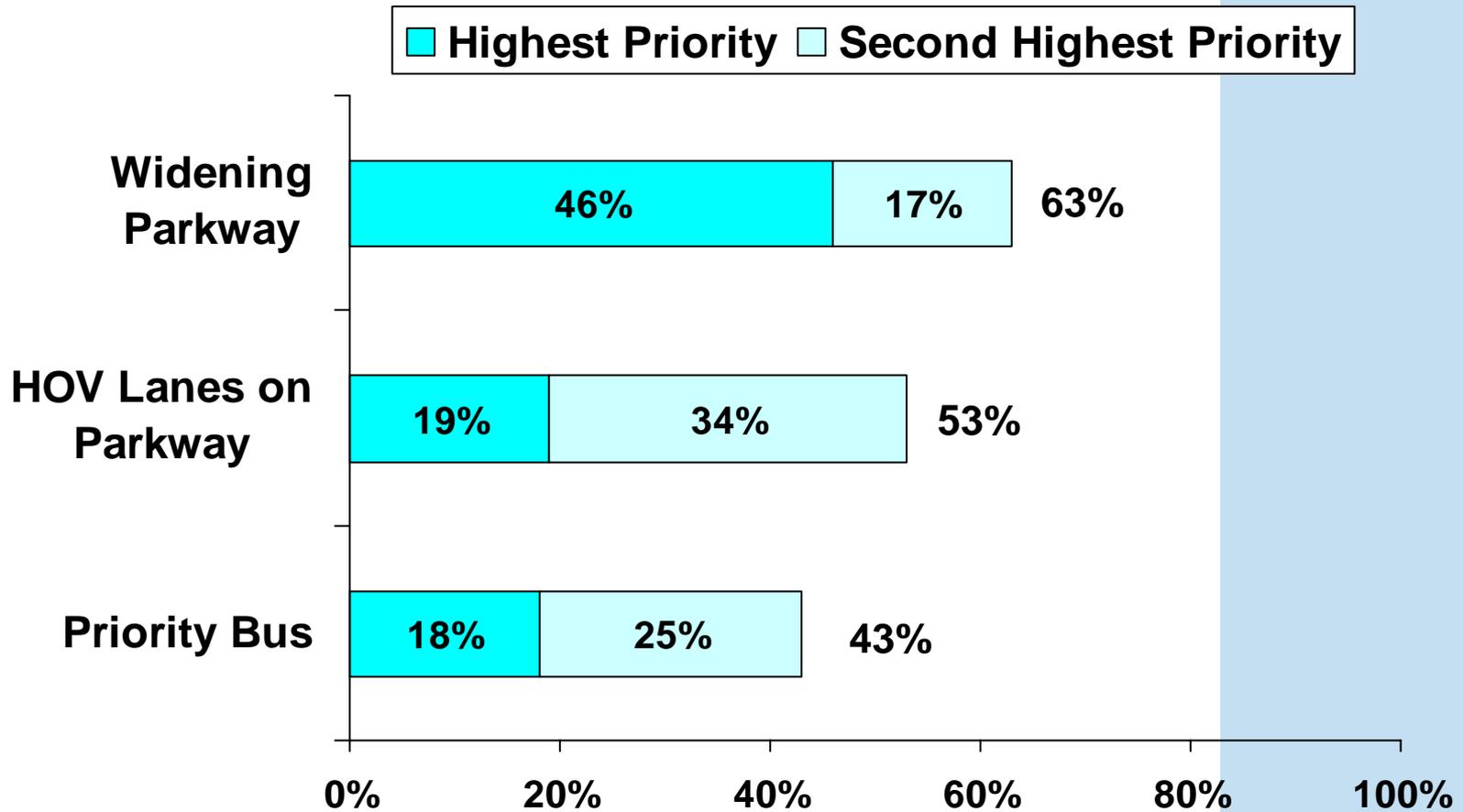
Prince William County Parkway Corridor Projects

Presented to Corridor Users in Q11-E

- **Widening the Prince William County Parkway to 6 lanes from Liberia Avenue to Minnieville Road**
- **Building HOV lanes on the Prince William Parkway from Hoadly Road to I-95**
- **Starting a new priority bus service from Woodbridge to Manassas**

Highest and Second Highest Priority Projects

Prince William County Parkway Corridor



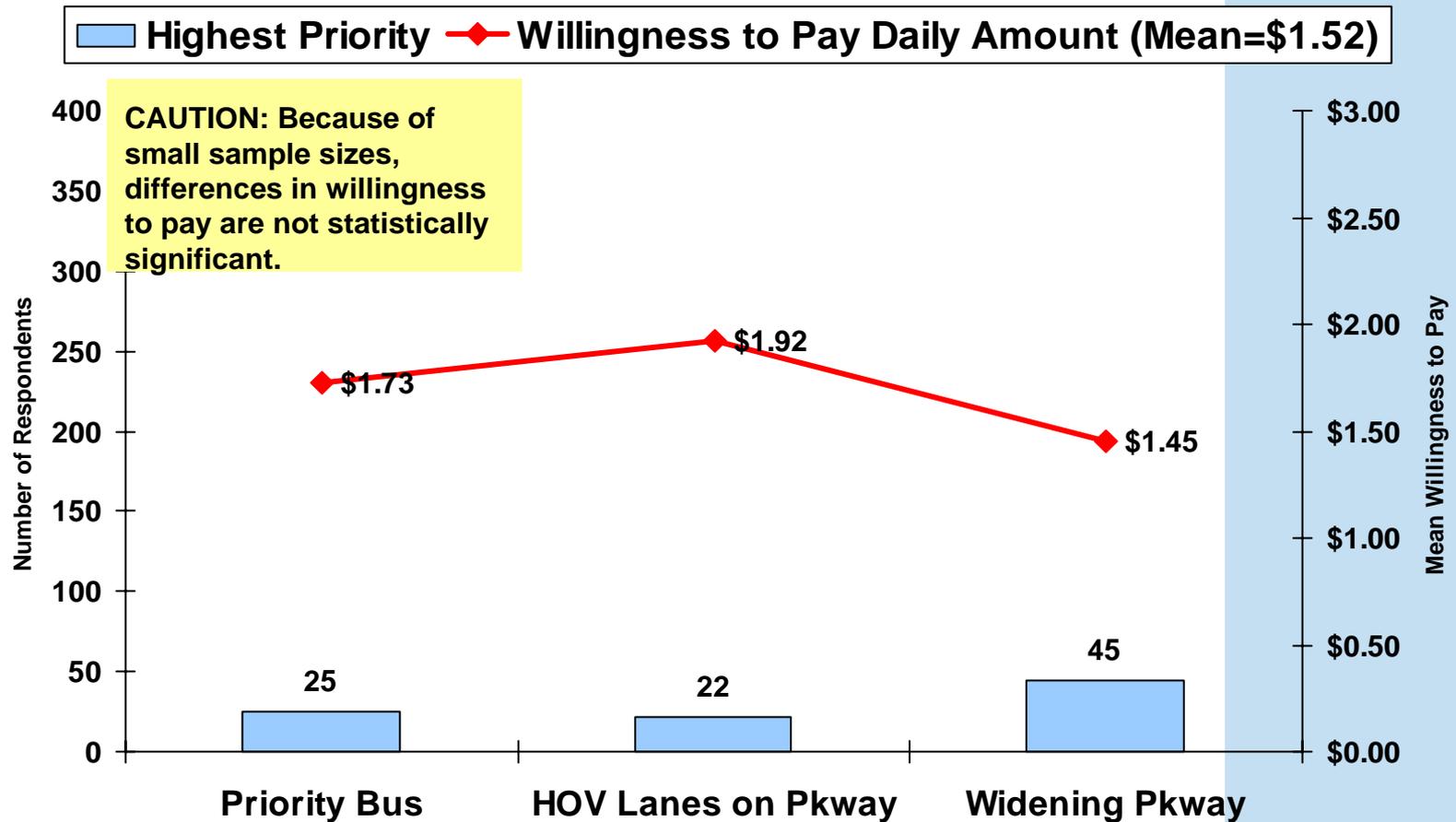
Base=116 Corridor Users

18% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Prince William County Parkway Corridor



Base=116 Corridor Users

18% are not sure which project is their highest priority.



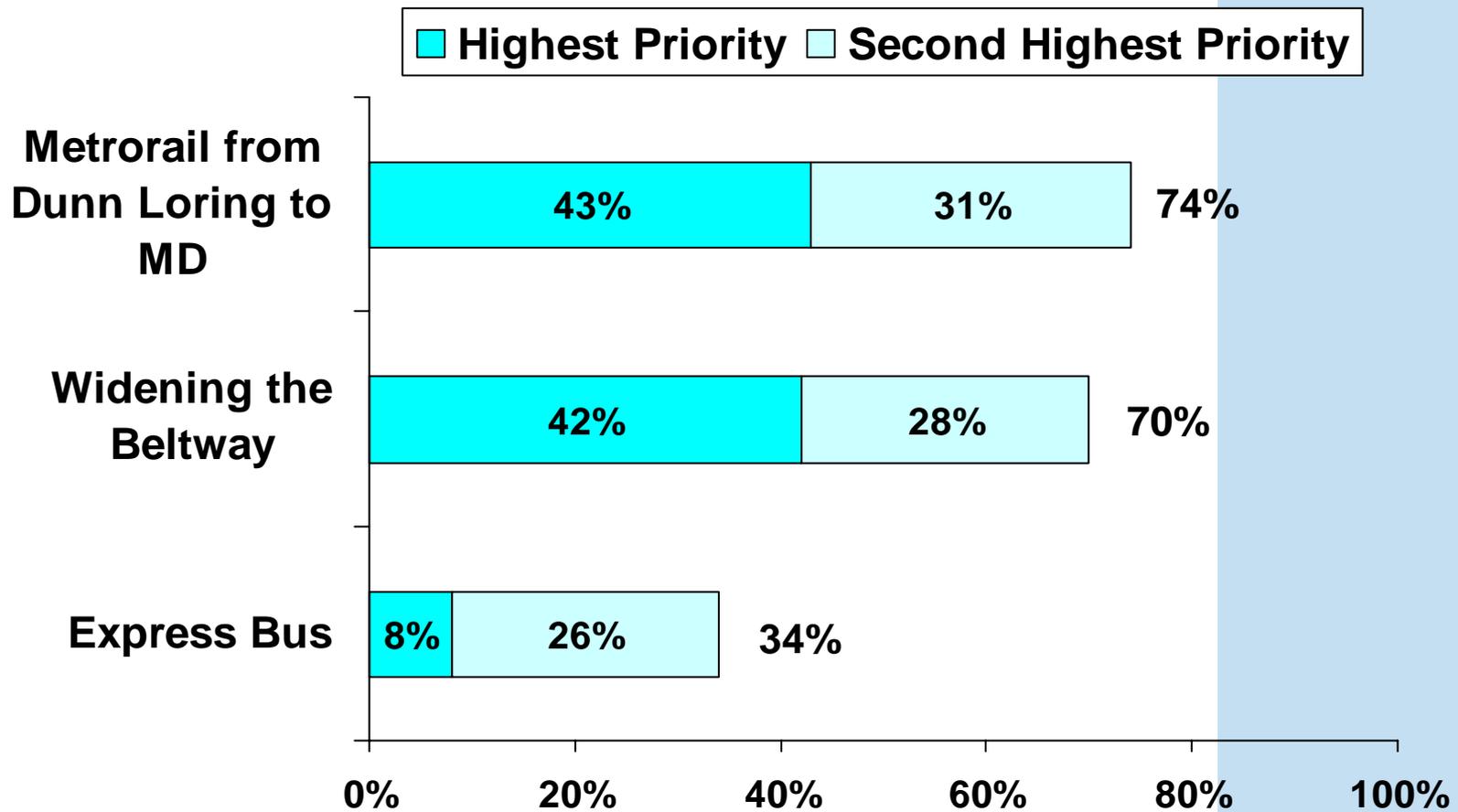
Beltway Corridor Projects

Presented to Corridor Users in Q11-F

- **Widening the Beltway to 8 unrestricted lanes plus four HOV or HOT lanes from I-395 to the Dulles Toll Road**
- **Extending Metrorail from the Dunn Loring station to Maryland through Tyson's Corner**
- **Starting an express bus service**

Highest and Second Highest Priority Projects

Beltway (I-495) Corridor



Base=347 Corridor Users

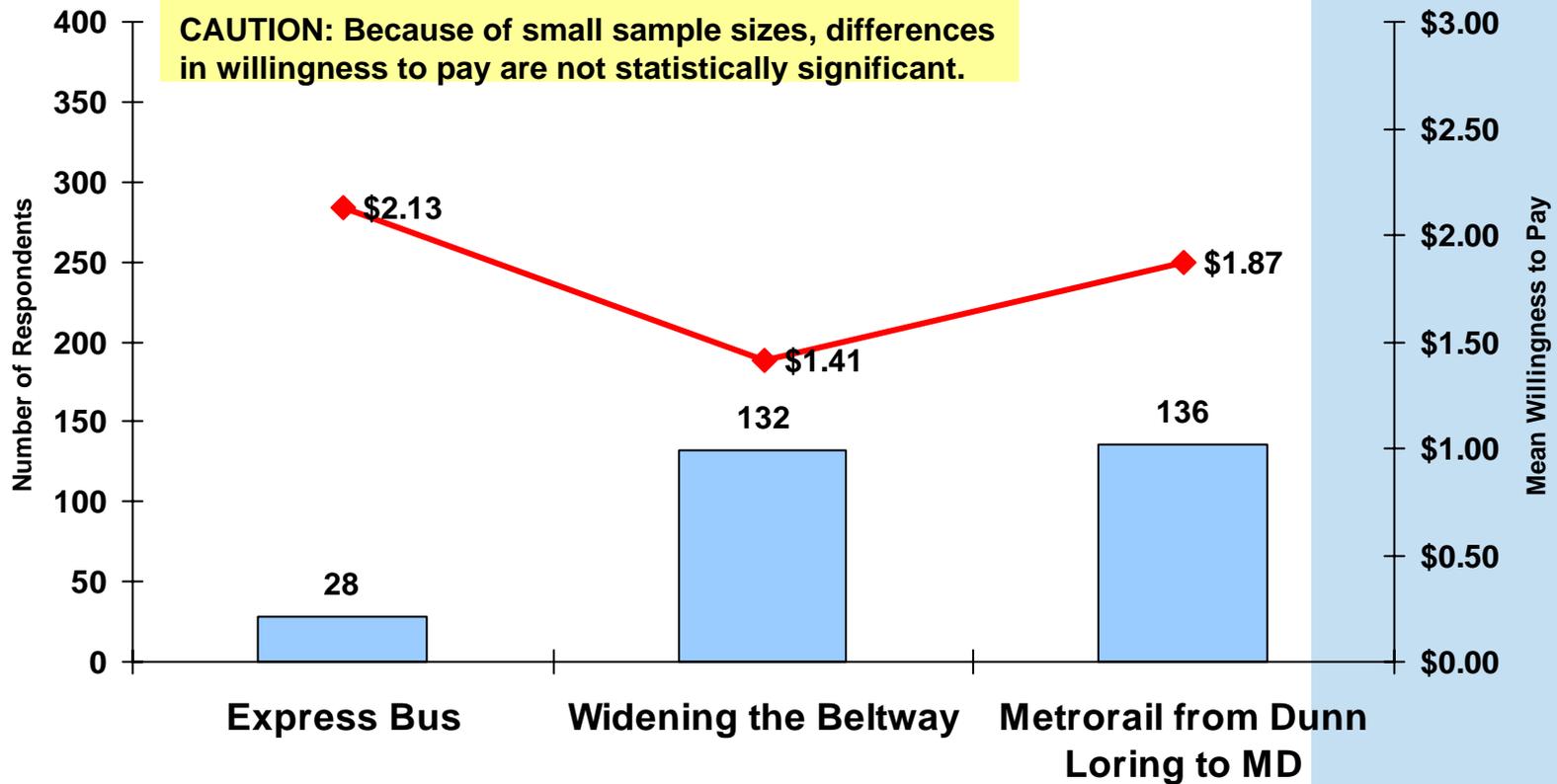
7% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

Beltway (I-495) Corridor

■ Highest Priority ◆ Willingness to Pay Daily Amount (Mean=\$1.61)



Base=347 Corridor Users

7% are not sure which project is their highest priority.



I-66 Corridor Projects

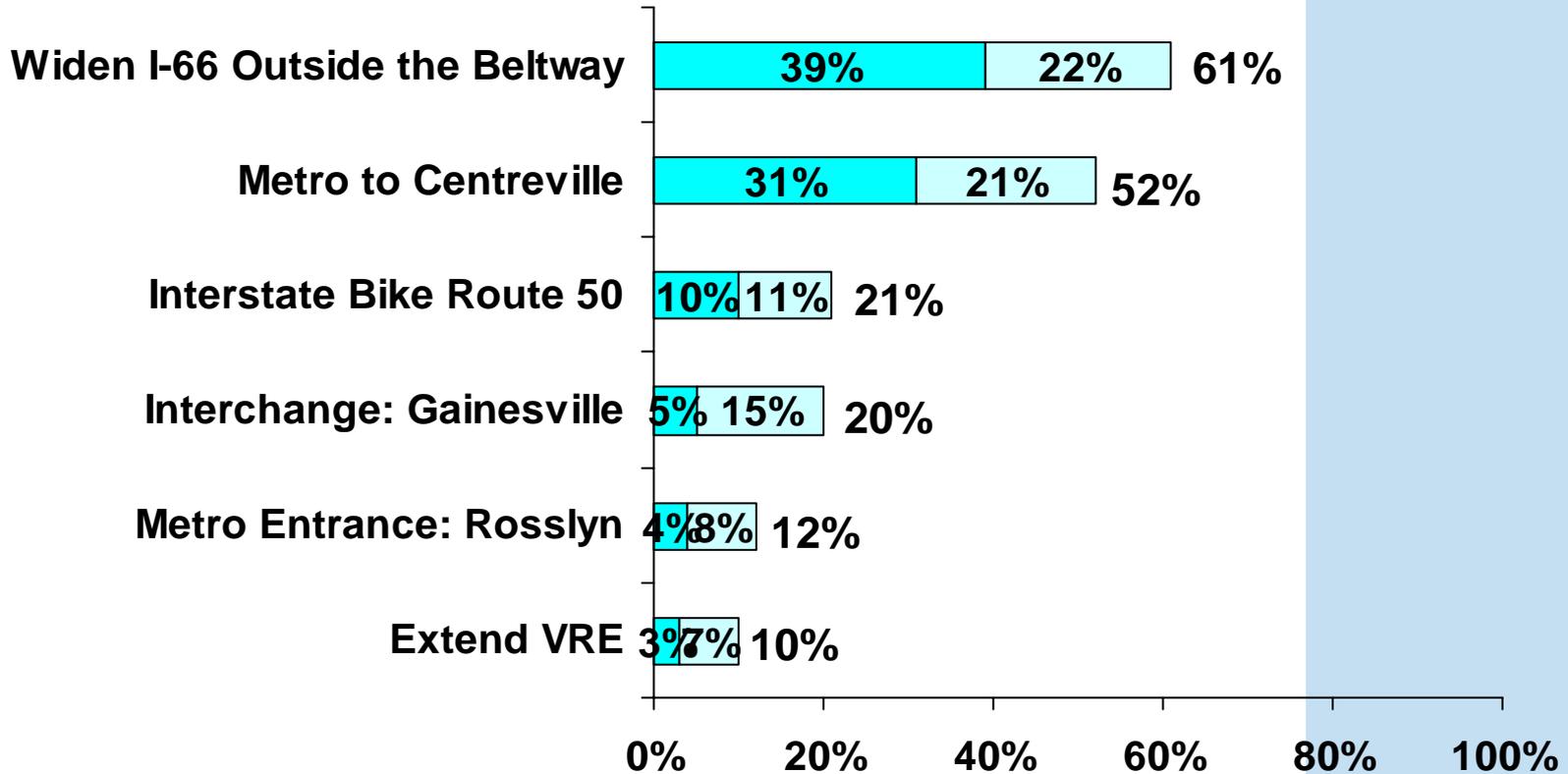
Presented to Corridor Users in Q11-G

- **Extending Metrorail to Centreville**
- **Widening I-66 from the Beltway to Gainesville, adding 2 unrestricted lanes and 2 reversible HOV lanes**
- **Building an interchange on I-66 at the Gainesville Interchange (Route 29)**
- **Building Interstate Bicycle Route 50 through Northern Virginia and improving bicycle connections across the Theodore Roosevelt Bridge to Washington, D.C.**
- **Extending Virginia Railway Express (VRE) from Broad Run to Haymarket**
- **Building an additional Metrorail entrance to Rosslyn Station**

Highest and Second Highest Priority Projects

I-66 Corridor

■ Highest Priority □ Second Highest Priority



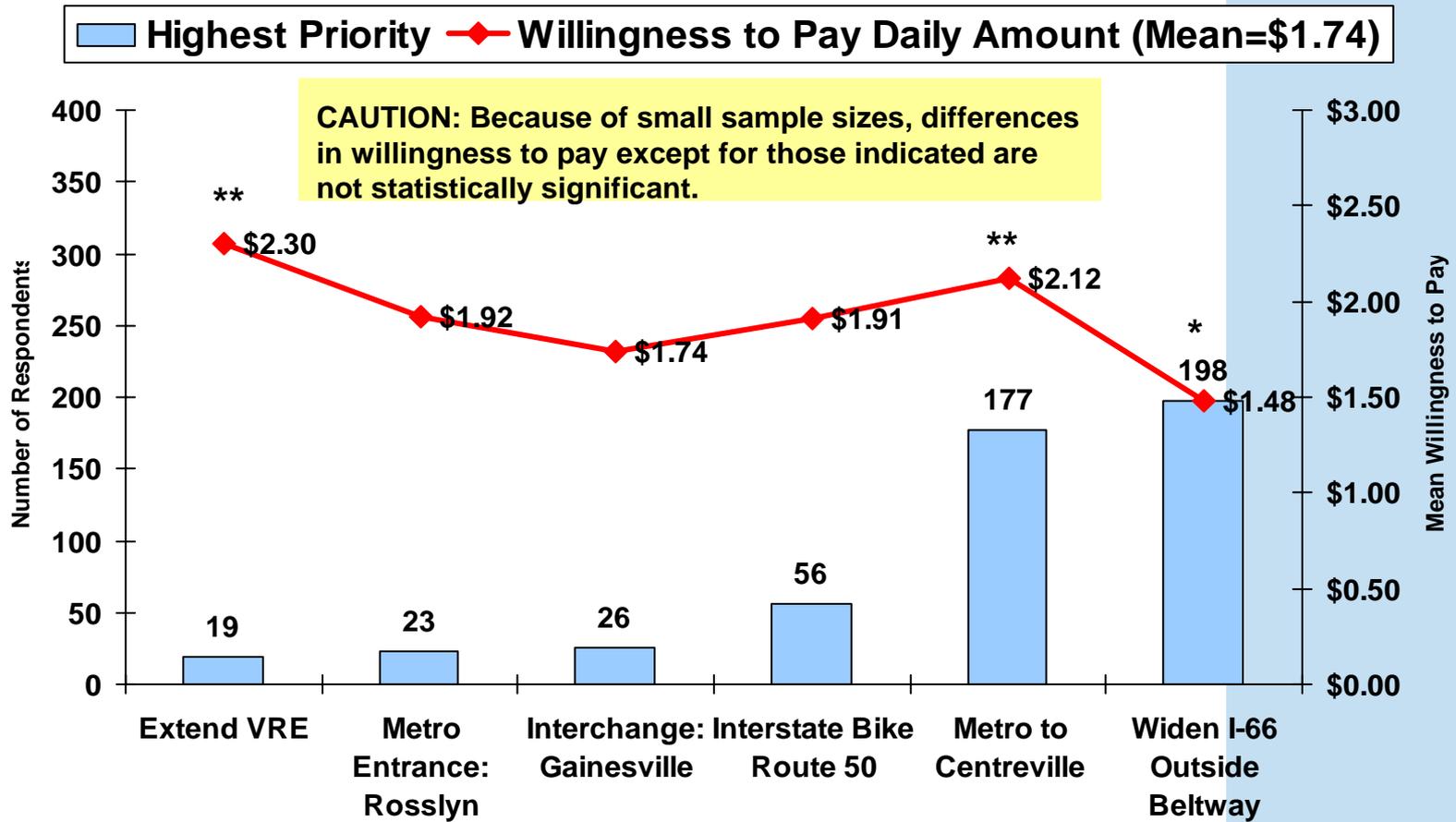
Base=574 Corridor Users

7% are not sure which project is their highest priority.



Willingness to Pay for Highest Priority Project

I-66 Corridor



** \$2.30 and \$2.12 are significantly more than \$1.48.

Base=574 Corridor Users

7% are not sure which project is their highest priority.



I-95 Corridor Projects

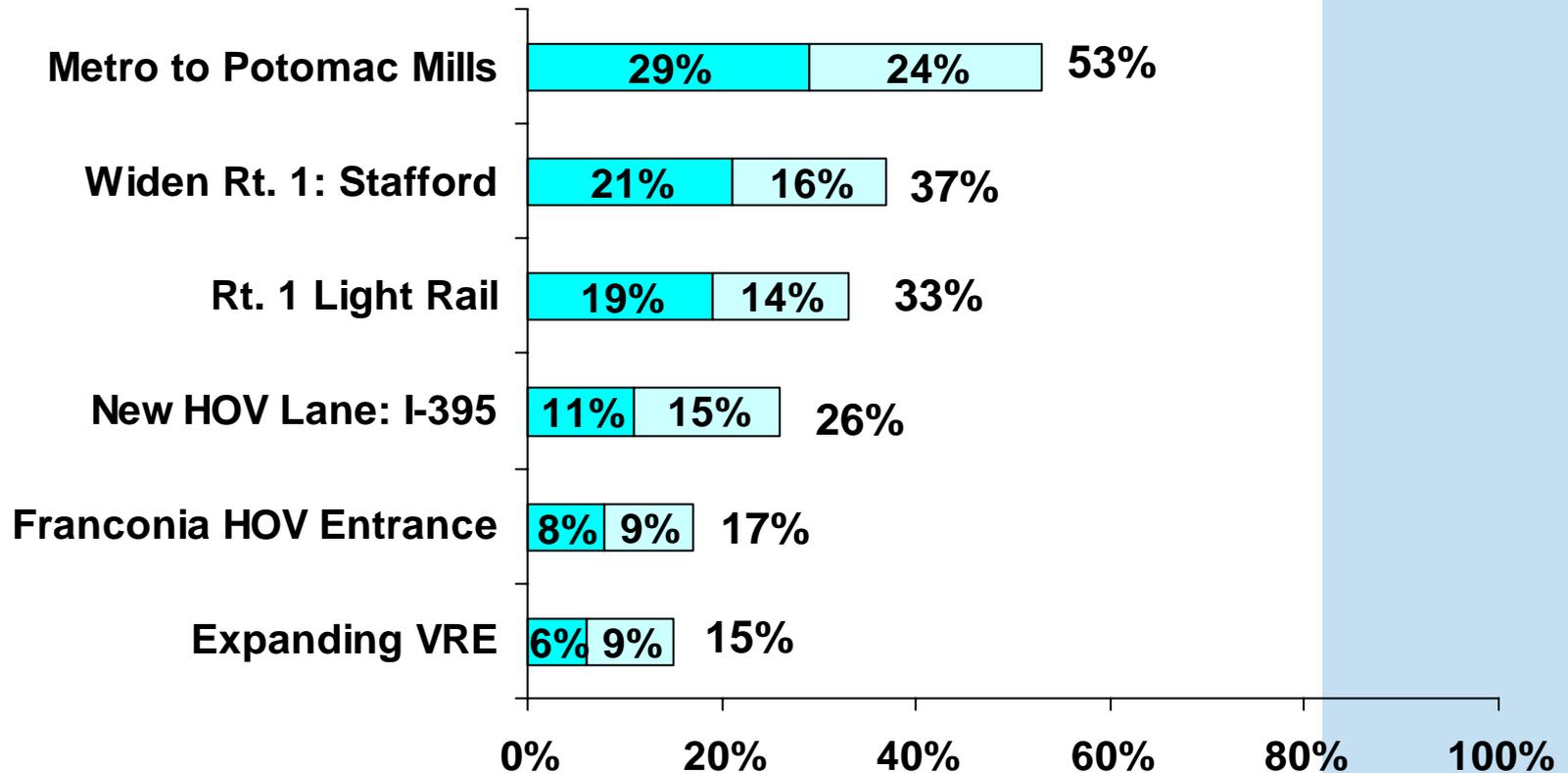
Presented to Corridor Users in Q11H

- **Widening Route 1 to 6 unrestricted lanes from the Stafford County line to I-495 and adding 2 HOV lanes from Route 235 to I-495**
- **Extending Metrorail from Springfield to Potomac Mills**
- **Building Light Rail along Route 1 from Alexandria to the Pentagon**
- **Building an entrance to HOV lanes at Franconia Road and the Springfield Parkway**
- **Building an additional HOV lane on I-395**
- **Expanding Virginia Railway Express (VRE) service**

Highest and Second Highest Priority Projects

I-95 Corridor

■ Highest Priority ■ Second Highest Priority



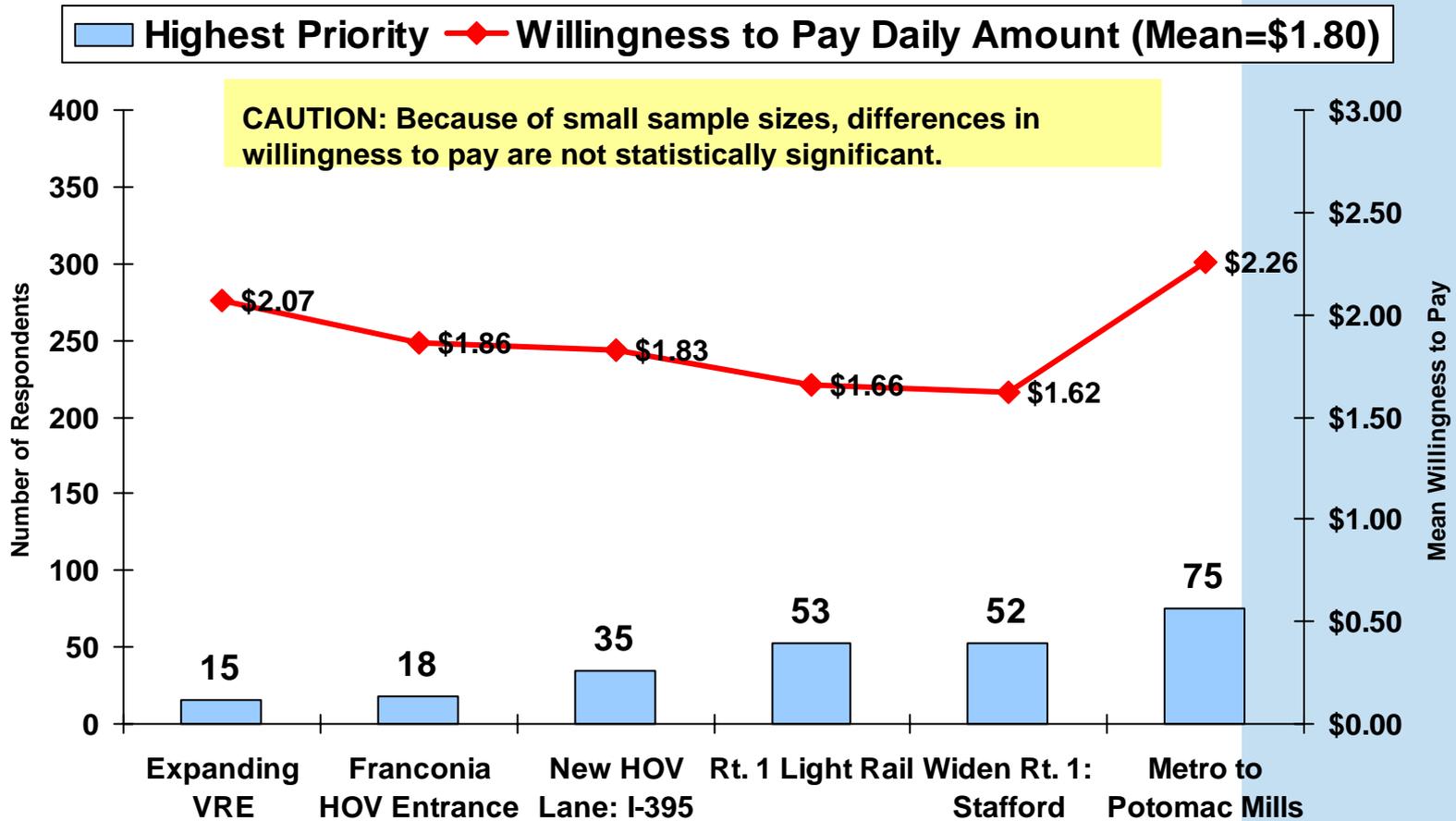
Base=276 Corridor Users

6% are not sure which project is their highest priority.



Highest Priority Projects and Mean Willingness to Pay

I-95 Corridor



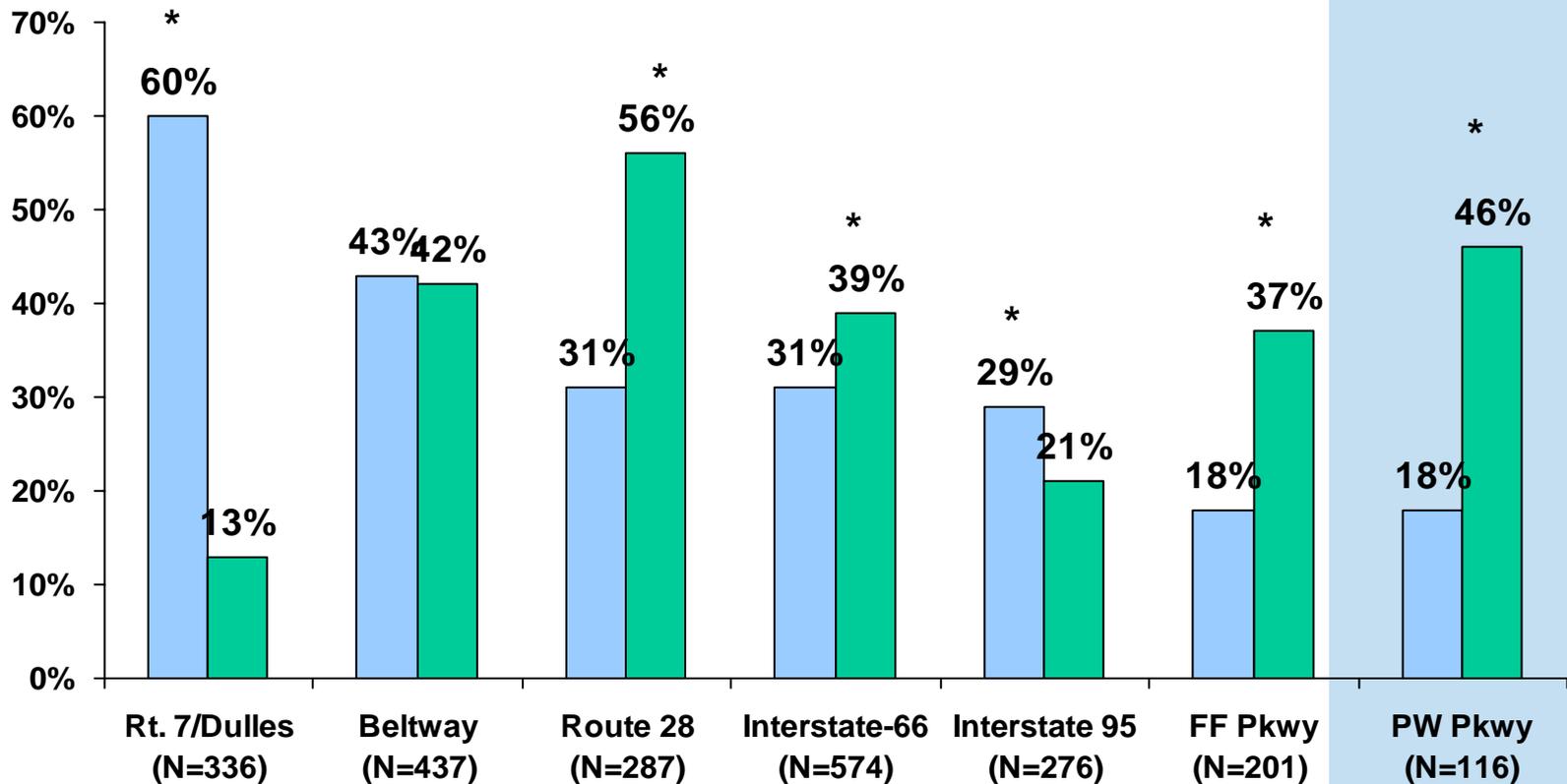
Base=276 Corridor Users

6% are not sure which project is their highest priority.



Summary of Public Priorities for Transit and Road Widening

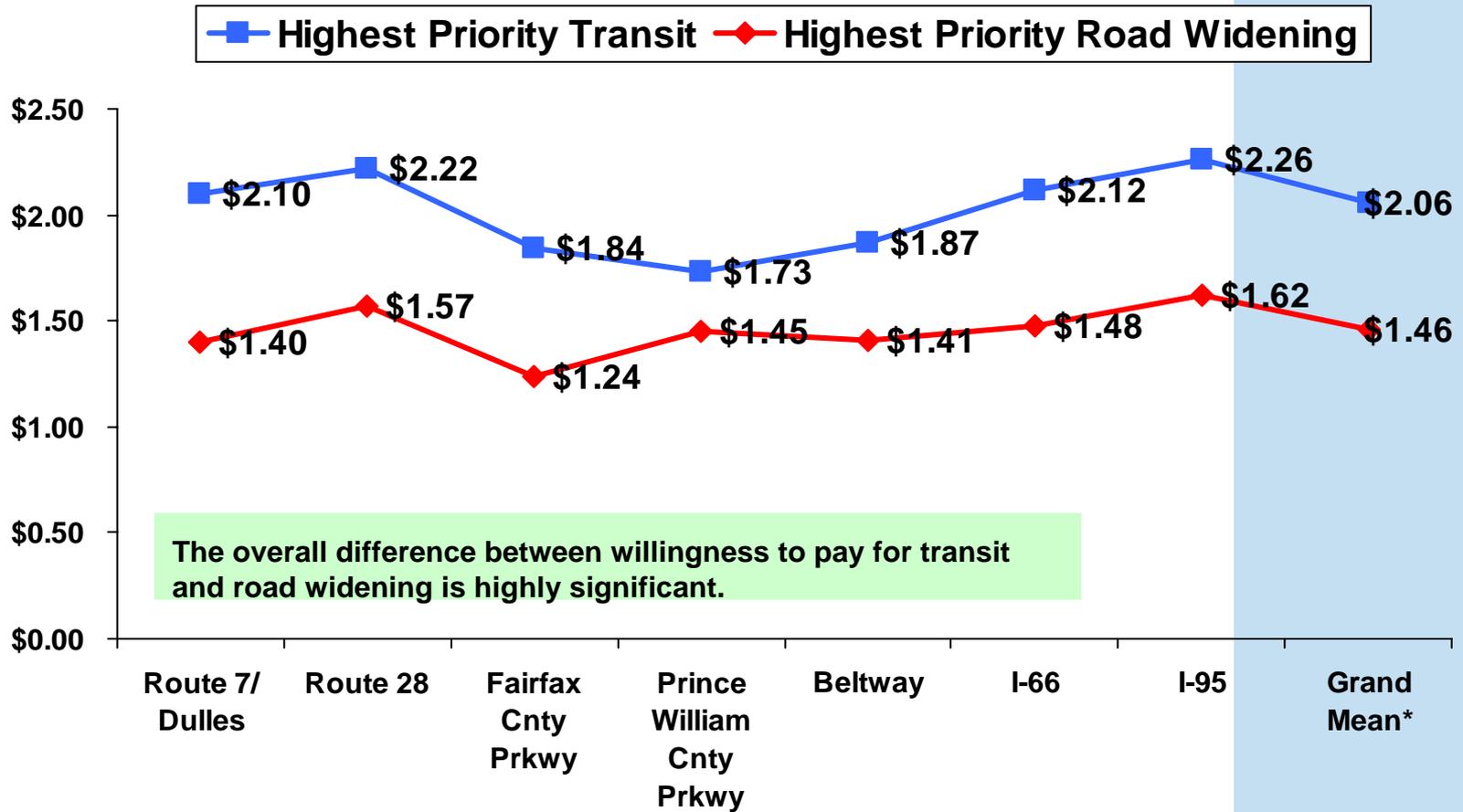
■ Highest Priority Transit
 ■ Highest Priority Road Widening



*Statistically significant difference between transit and road widening

Note: Excludes the Tri-County Parkway because there are no transit projects.

Summary of Mean Willingness to Pay for Transit and Road Widening



* The bases for the grand mean are 691 for transit and 668 for road widening.
 Note: Excludes the Tri-County Parkway because there are no transit projects.



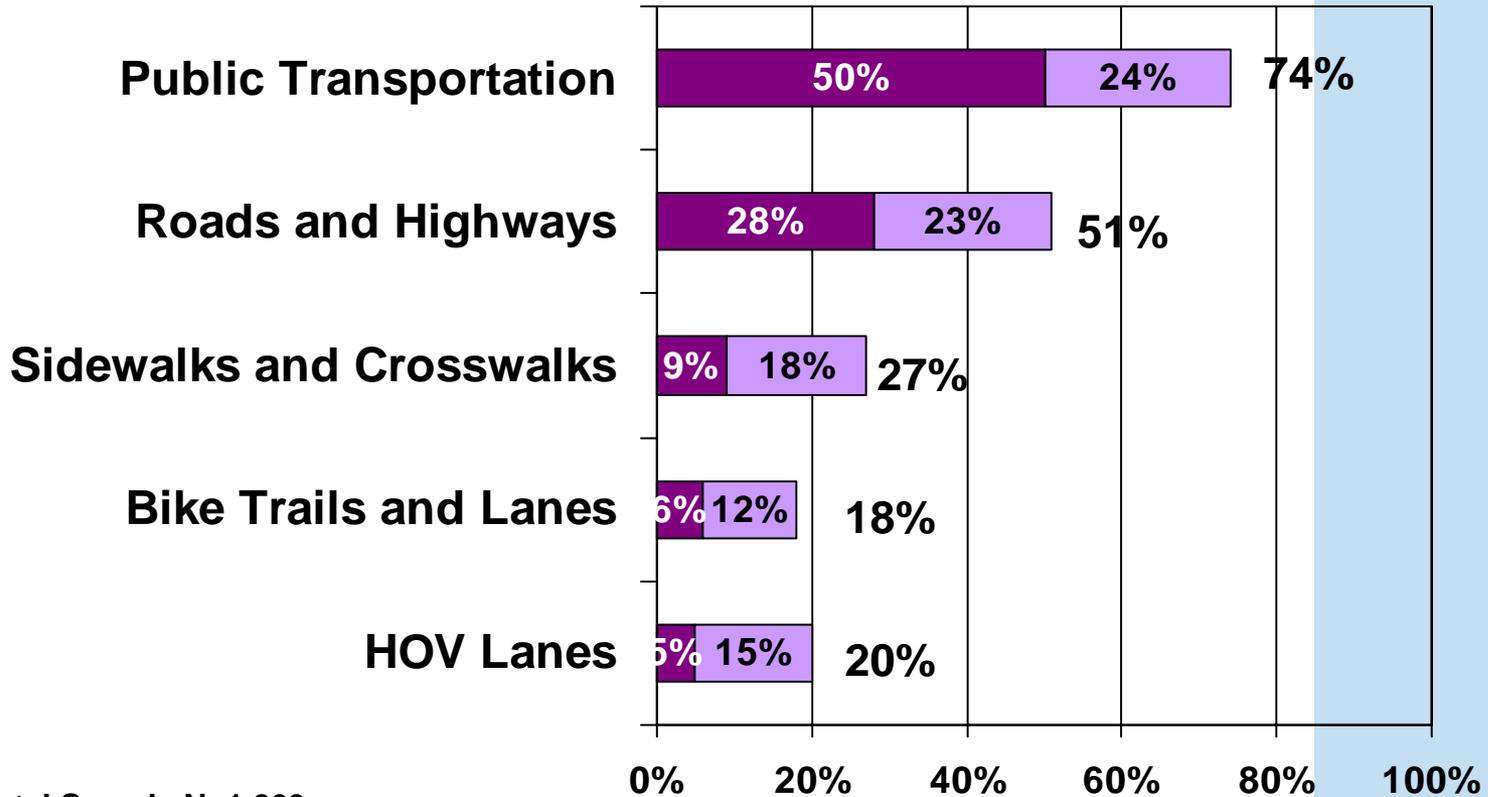
General Transportation Priorities

Asked of All Respondents

- **Q12. I am going to read a list of general types of transportation improvements. After I finish, please tell me which one is most important to you?**
- **Q12A. And which one is second most important?**

Most and Second Most Important General Transportation Priorities

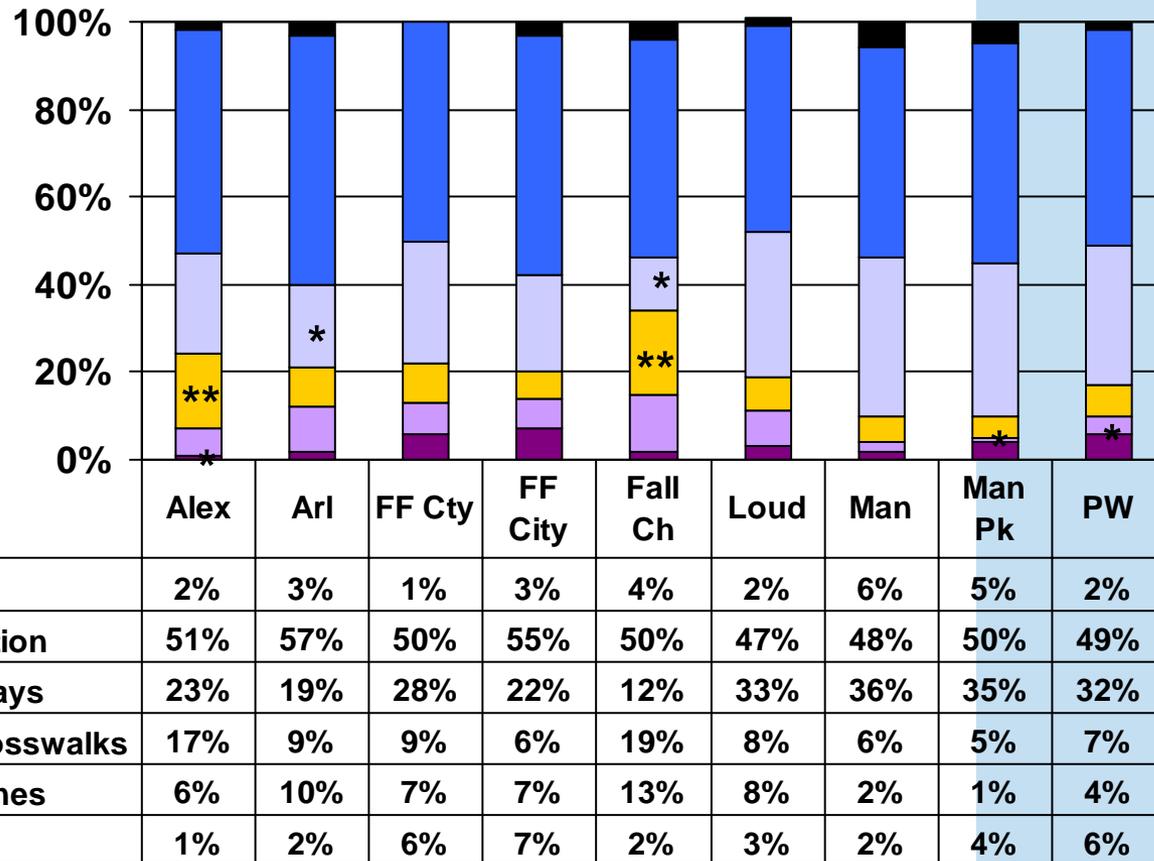
■ Most Important □ Second Most Important



Base=Total Sample N=1,263



Transit is the most important priority regardless of Jurisdiction of Residence

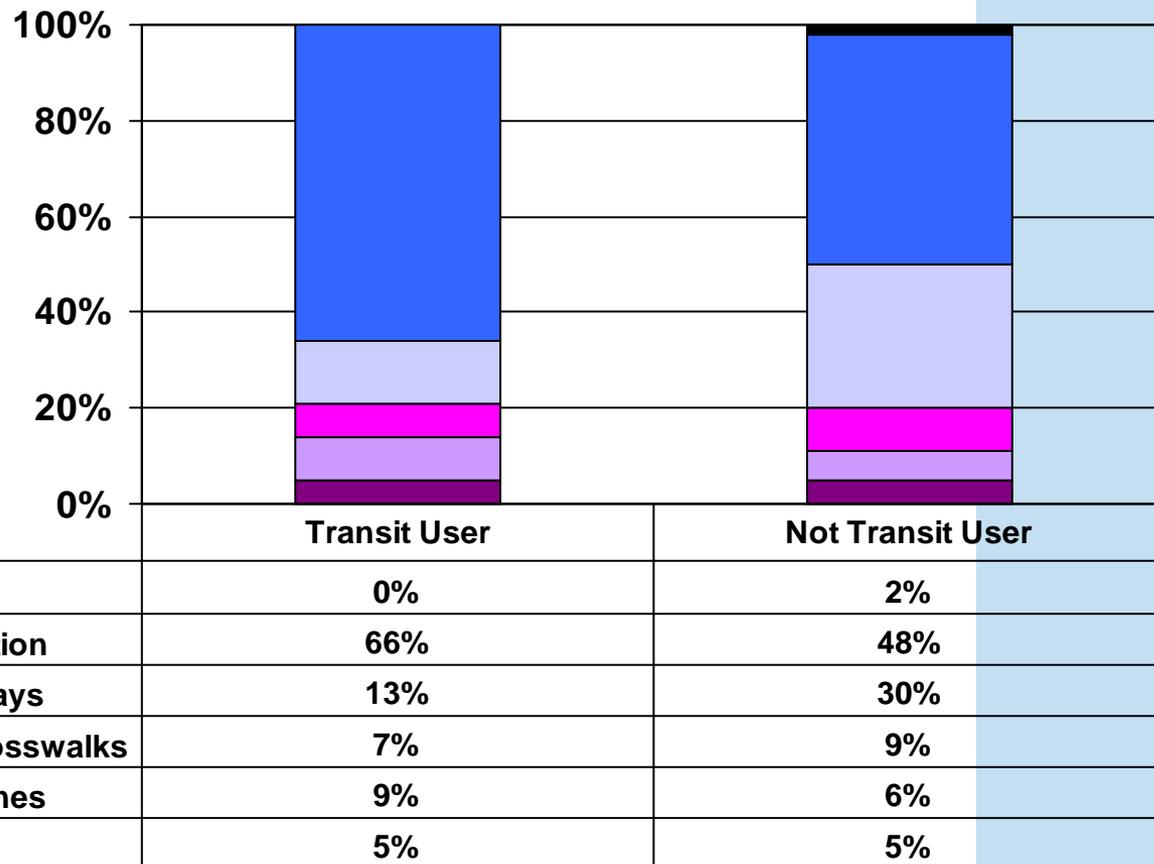


Base=Total Sample N=1,263

*Significantly less than average

** Significantly more than average

Almost half of those who do not use transit now said that public transportation is their top priority.



Base=Total Sample N=1,263

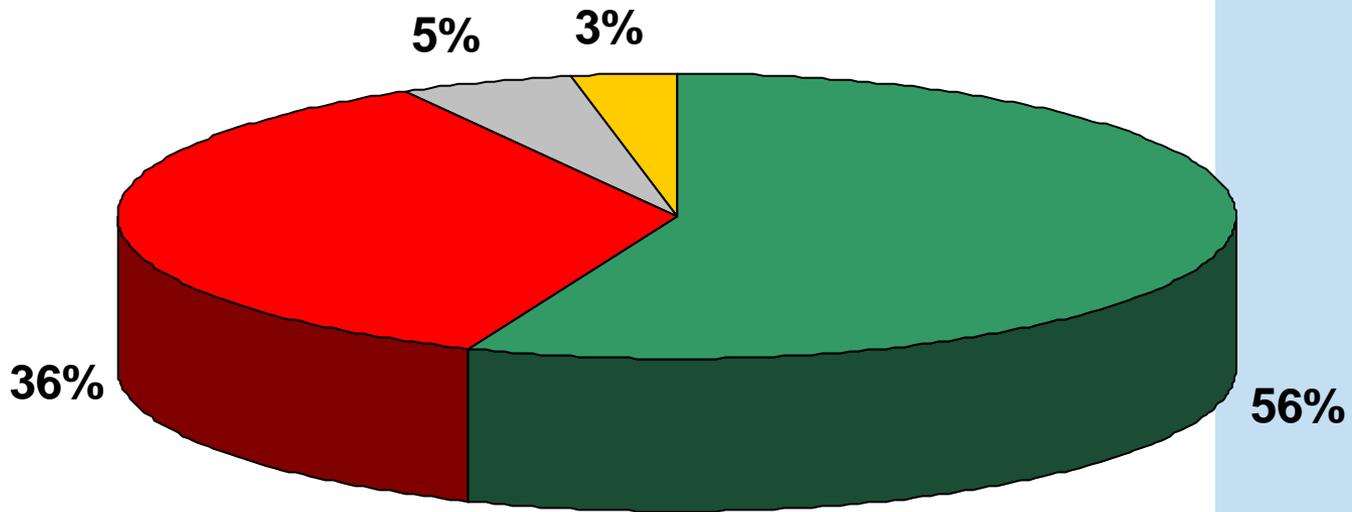
Support for HOT Lanes

Question 15

HOT lanes are HOV lanes that are open to people driving alone if they pay an extra toll. The amount of the toll would vary and would be highest when traffic is heavy so that everyone who pays a toll or is carpooling or taking a bus would be guaranteed that there will be no delays due to traffic congestion. Would you favor or oppose building these types of HOT lanes?

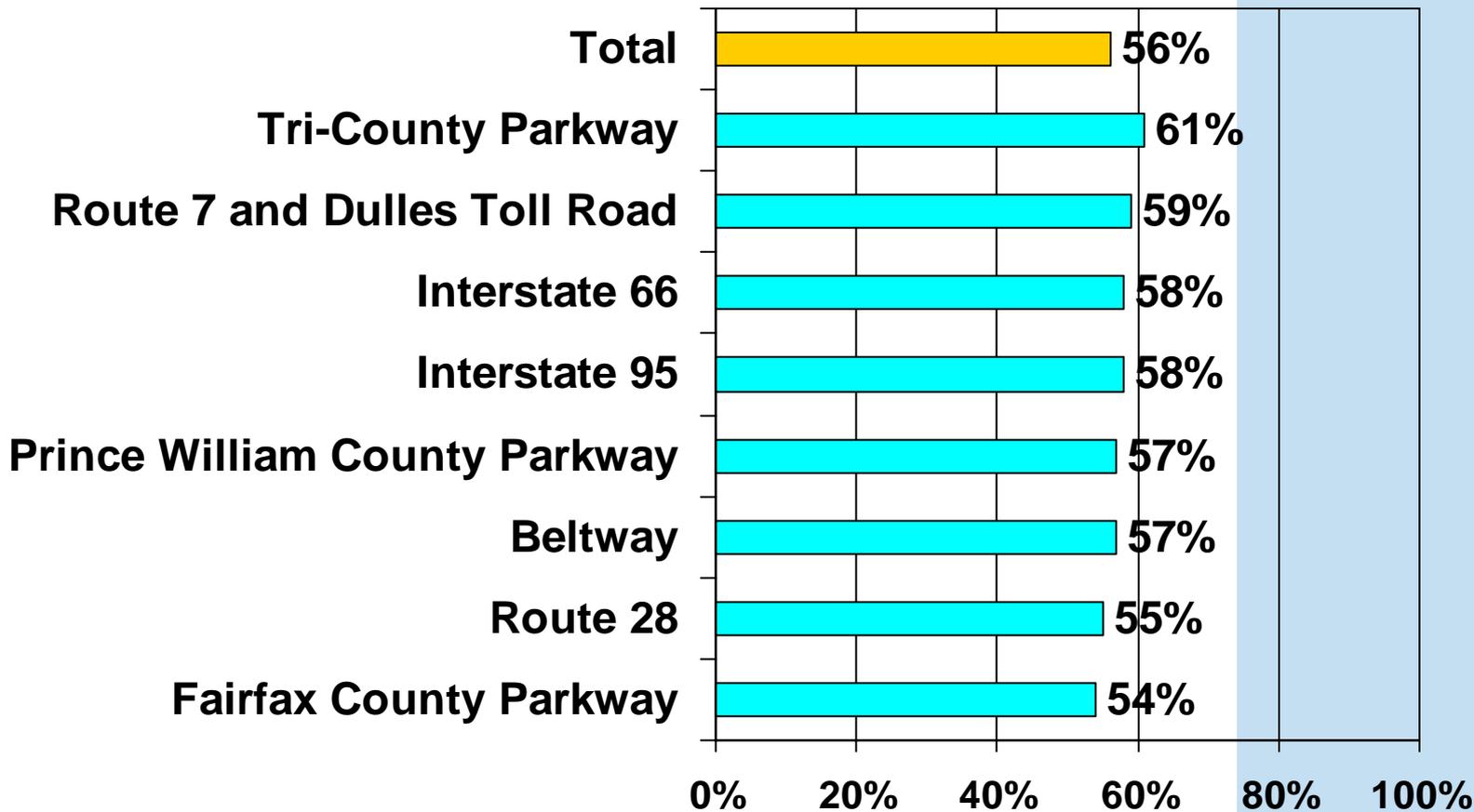
Support for HOT Lanes

■ Favor ■ Oppose ■ Not Sure ■ Depends



Base=Total Sample N=1,263

More than half of users of all corridors favor HOT lanes.



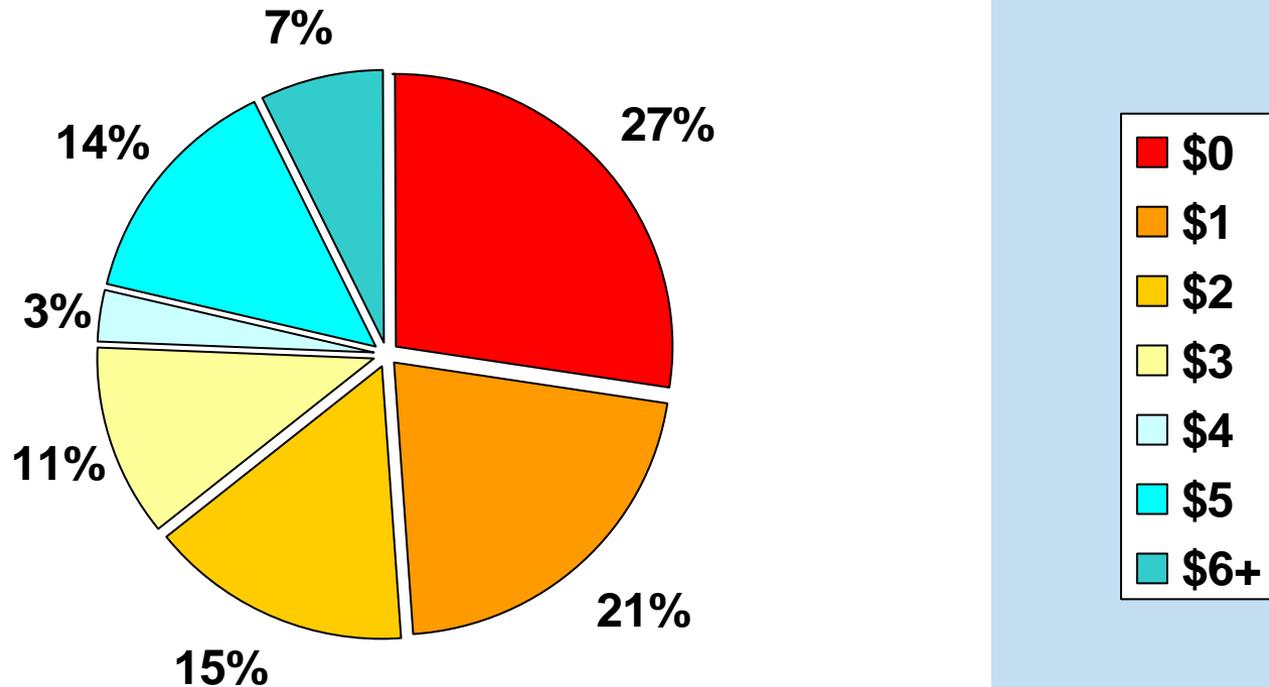
Base=Total Sample N=1,263

Note: None of the corridors are significantly different from the total.



Willingness to Pay to Use HOT Lanes

Q16: On a day when traffic is heavy, how much – IF ANYTHING – would you be willing to spend to use a HOT lane to travel in free flow traffic rather than being stalled in traffic congestion during peak traffic times?



Base=Total Sample Who Answered the Question N=1,172

Acceptability of Funding Methods

Questions 17 and 17A Introduction

- **Now we are going to talk about methods for funding transportation improvements in Northern Virginia. The State of Virginia does not have the funds to pay for many of the transportation improvements that we have been talking about unless it finds new sources of funds.**
- **I am going to read you a list of three different ways that the state could raise funds. Each of these sources would raise the same amount of money for transportation improvements in Northern Virginia.**
- **When I finish telling you about these sources of funds, please tell me which ONE is most acceptable to you.**
- **And which one is SECOND most acceptable to you?**

Acceptability of Funding Methods

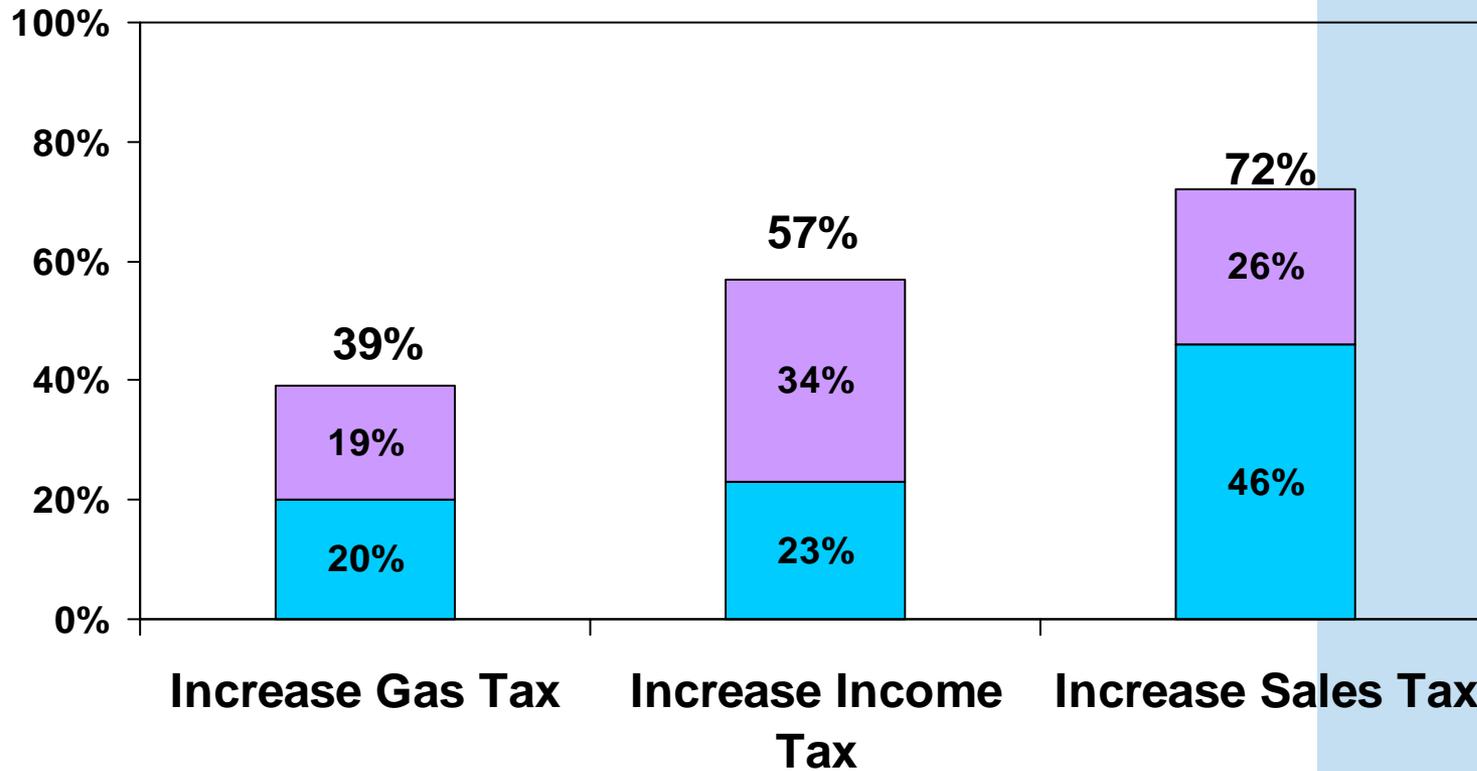
Questions 17 and 17A Response Alternatives

- **Increasing the state income tax an extra \$25 for each \$10,000 of taxable income**
- **Increasing the sales tax an extra 1/2 cent on each \$1 of taxable purchases**
- **Increasing the gas tax an extra 17 and a half cents on a gallon of gas**
- **None: PROBE: DO NOT ACCEPT IF POSSIBLE**

Note: Each option would raise about \$175 million each year.

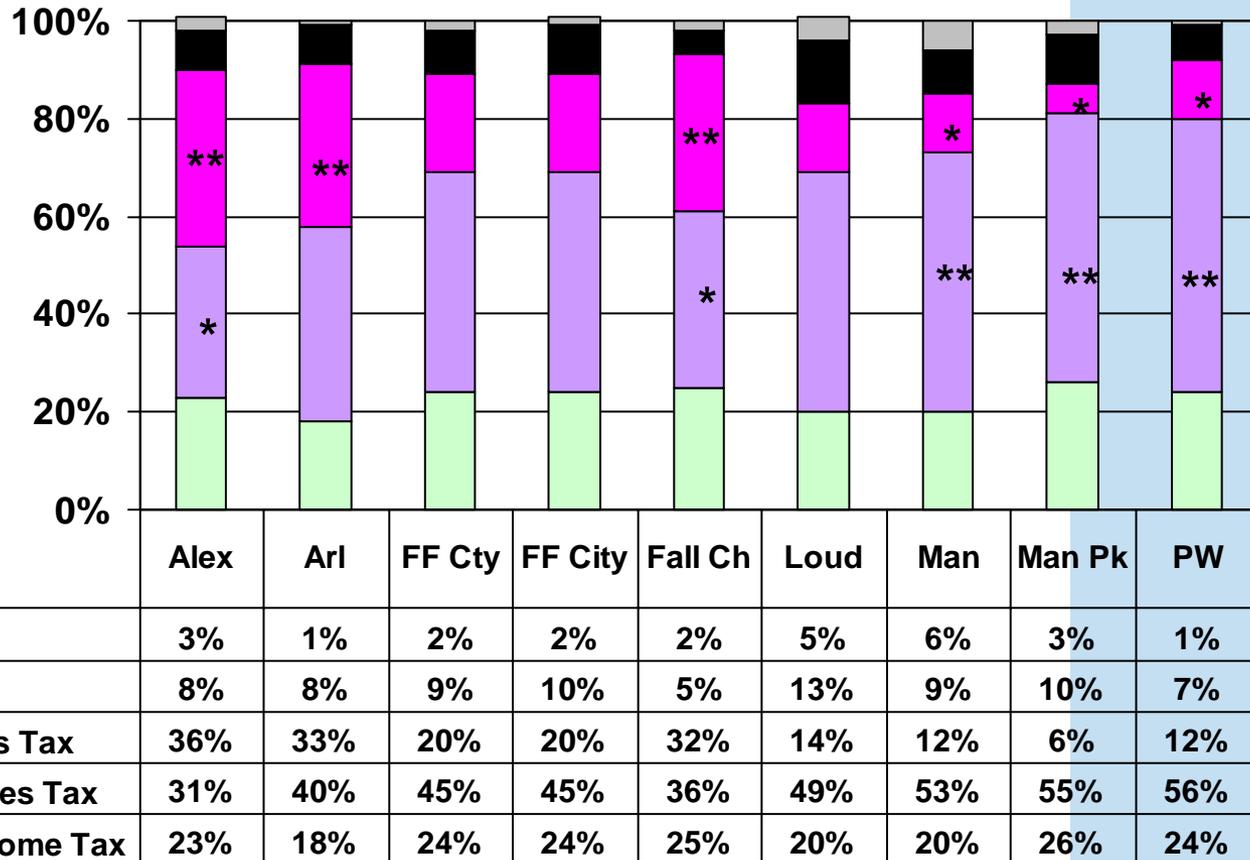
Most and Second Most Acceptable Funding Methods

■ Most Acceptable ■ Second Most Acceptable



Most Acceptable Source of Funds

By Jurisdiction of Residence



*Significantly less than average
 ** Significantly more than average

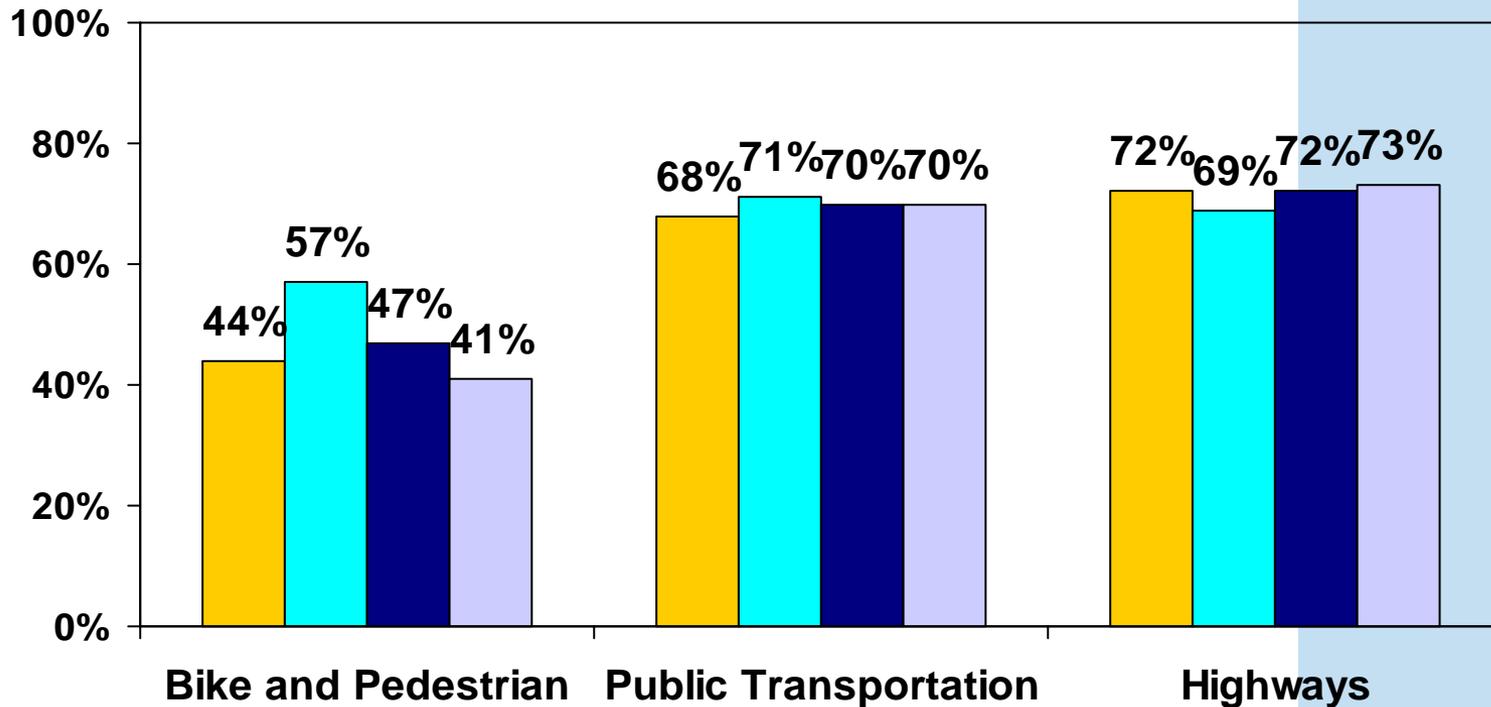
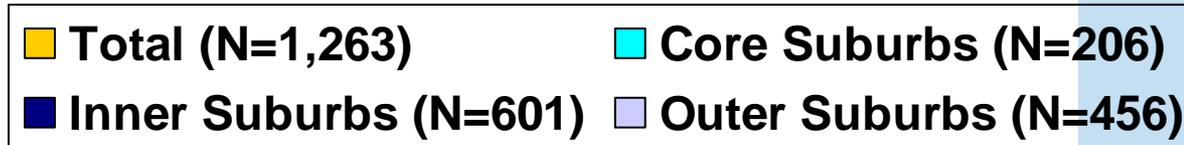
Base=Total Sample N=1,263

Support for Tolls

Questions 18A, 18B and 18C

- **Would you support having tolls on a highway, or a portion of a highway, in a transportation corridor you use if you knew that the money collected would be used to pay for (READ) in the same corridor?**
 - **Public Transportation Improvements**
 - **Highway Improvements**
 - **Bike paths and Pedestrian Improvements**

Support for Tolls to Pay for Different Types of Improvements by Location of Residence

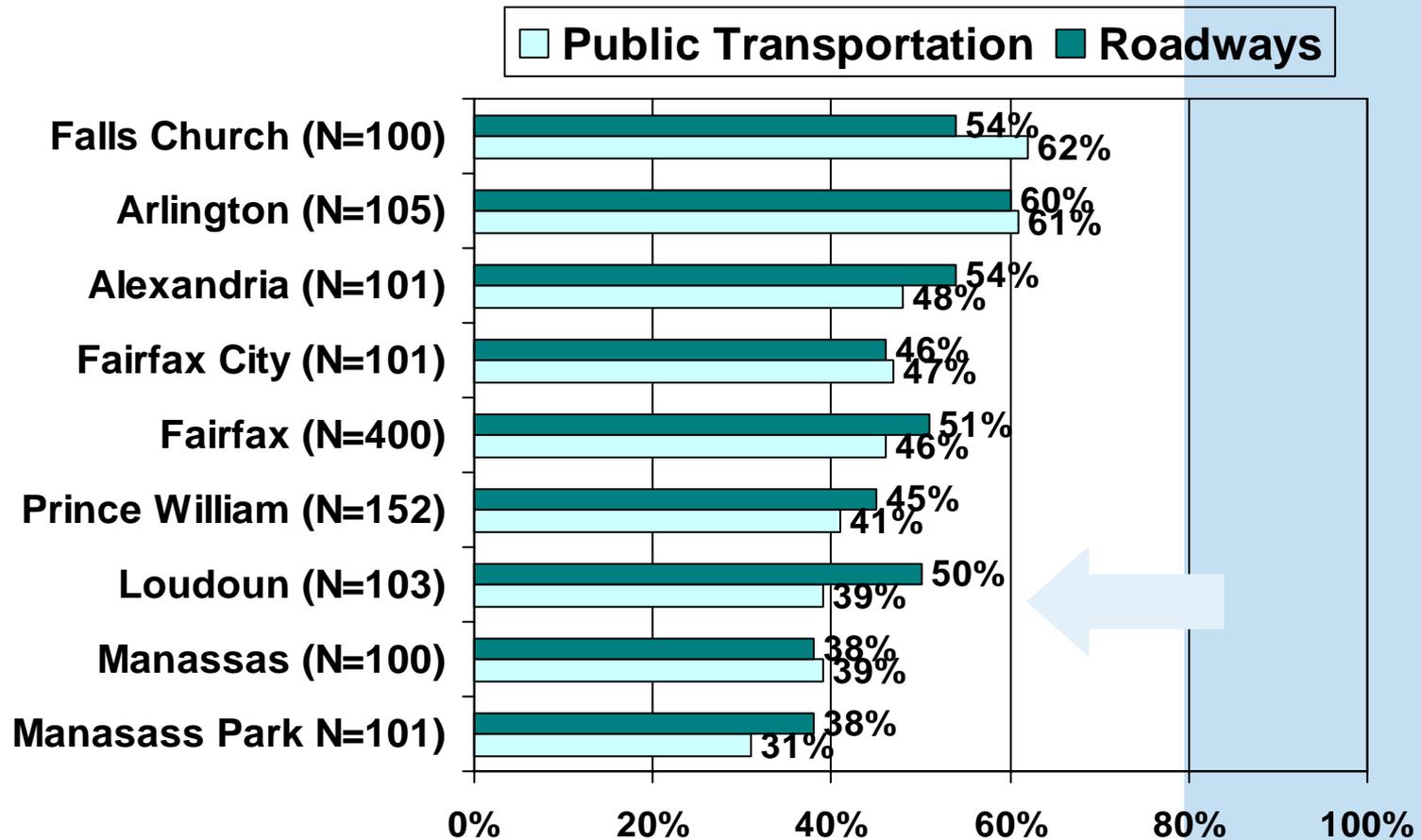


Support for a Gas Tax Increase

Questions 19A and 19B

- **Would you support a gas tax increase if you knew that the money collected would be used to pay for roadway improvements in Northern Virginia?**
- **Would you support a gas tax increase if you knew that the money collected would be used to pay for public transportation improvements in Northern Virginia?**

Support for a Gas Tax Increase to Pay for Different Types of Improvements by Jurisdiction of Residence

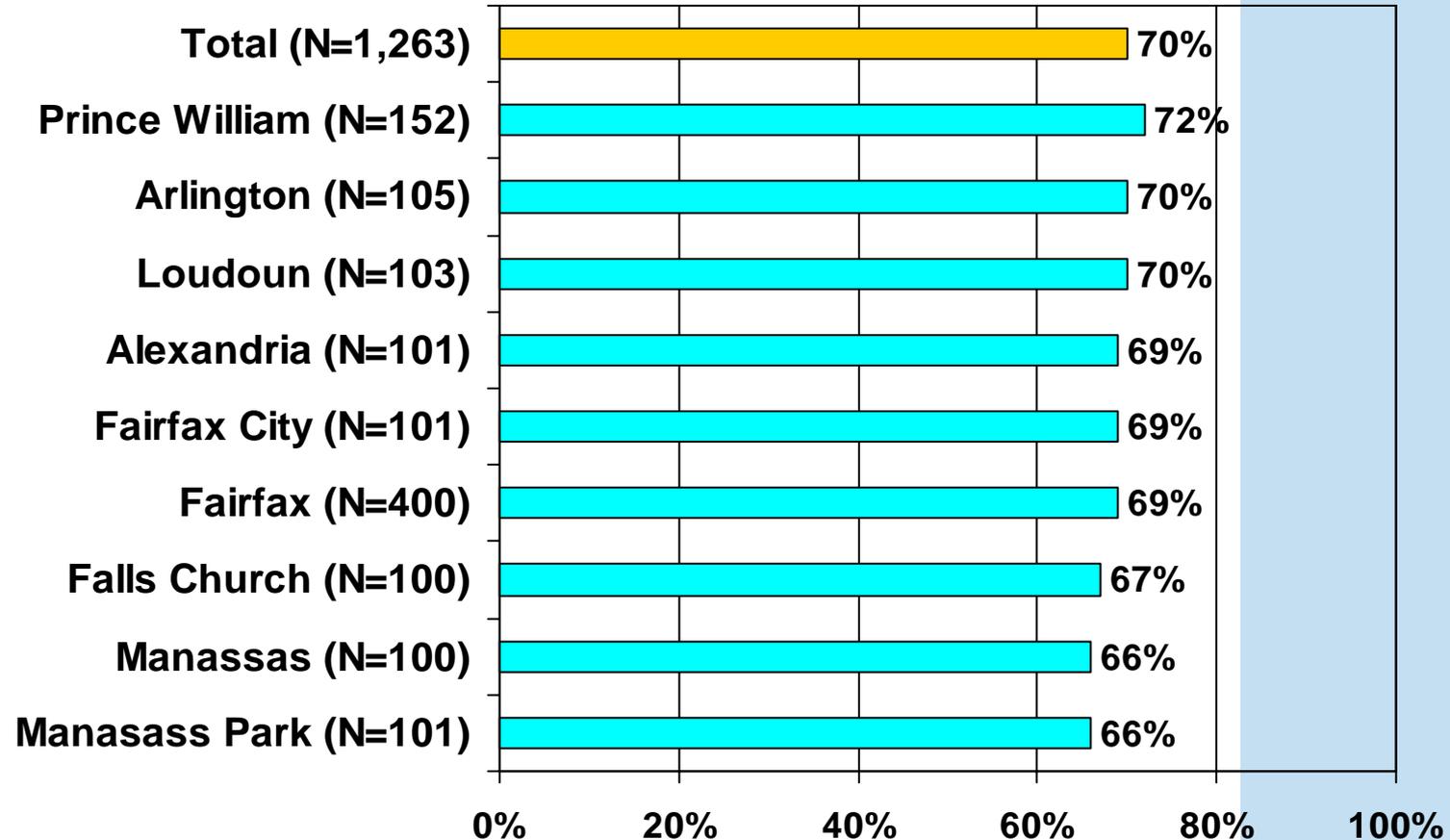


Support for State Bonds

Question 20

- **Would you vote for state bonds paid for by state income taxes if they were used to pay for all types of transportation improvements in Northern Virginia?**

Support for State Bonds to Pay for All Types of Improvements by Jurisdiction of Residence



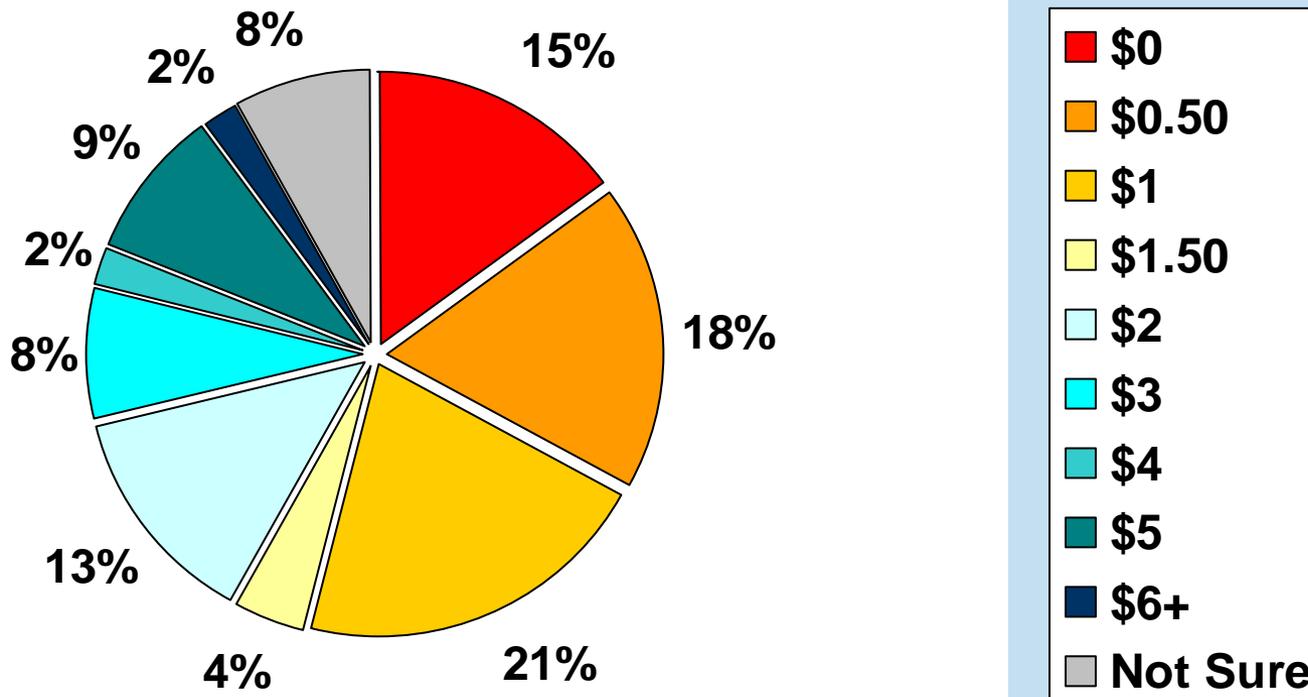
Daily Amount Willing to Pay for More Public Transportation?

Question 21

- **How much would you be willing to pay on average each day for improvements that would expand public transportation service and reduce crowding on Metrorail and VRE?**

Daily Amount Willing to Pay for More Public Transportation

Mean=\$1.67



Base=Total Sample N=1,263

Conclusions

- Two-thirds of residents are frustrated with the trips they take and *of those* almost nine in ten cited “traffic” as the reason.
- Commuters who use transit at least part of the time are less frustrated than are those who always drive alone.
- Surprisingly, half of all respondents said that public transportation is their top priority, compared to just over one-quarter who chose road improvements. There were no differences by jurisdiction.
- About half of those who do not use transit now said that public transportation is their top priority.

Conclusions

- When asked about priorities for the corridors they frequently use, respondents voted for multi-modal solutions. Priorities vary by corridor (and the nature of the projects we asked about)
 - Those who use the Route 7/Dulles Corridor place a much higher priority on transit (Metrorail to Dulles) than on road widening projects, while users of the Route 28, Fairfax County Parkway, and Prince William County Parkway Corridors place a higher priority on road widening.

Conclusions

- Residents across Northern Virginia are willing to pay more to fund both road and public transit improvements.
- In every corridor, those who choose transit as their top priority are willing to pay more to get their top priority project built than are those who choose road widening.
 - On average those who choose transit are willing to pay 60 cents per day more than are those who choose road widening (\$2.06 vs. \$1.46).
- The great majority (85%) of all respondents are willing to pay to expand public transportation service and reduce crowding on Metro and VRE.

Conclusions

- When framed in a realistic context, Northern Virginia residents favor increases in the sales tax and – to a lesser extent – the state income tax – over an increase in the gas tax.
- Northern Virginia residents are just as likely to support using highway tolls to pay for public transportation as they are for highways.
- Nearly half favor using the tolls to pay for bike paths and pedestrian improvements

Conclusions

- About half support using the gas tax to pay for roadway improvements, but almost as many favor using it to pay for public transportation.
- Most Northern Virginia residents (59%) favor HOT lanes. Another 3% would support it under some conditions. Only 36% oppose HOT lanes.

NVTA Alliance Report

A Business-Citizen Coalition Promoting Transportation Solutions in Northern Virginia

September 2005

"The public and the planners agree that building these missing links is necessary and just plain common sense. The sooner our elected officials get in synch with the people and the planners, the sooner we'll have a transportation system that works."

Alliance Chairman
David M. Guernsey

Complete survey results are available on the Alliance web site at www.nvta.org

Northern Virginia
Transportation Alliance
P.O. Box 6149
McLean, Virginia 22106
tel 703-883-1830
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Survey: Transportation is Region's Top Concern Strong Support for Missing Links

An Alliance-commissioned survey of 500 Northern Virginia residents finds more than six of ten respondents (62%) volunteered transportation as the number one problem facing this region. The frequency of mention of transportation is greater than all other issues combined.

Other findings included:

- ◆ Two of three area residents rate the existing transportation network only fair to poor. More than half of commuters say their travel times have increased in the last year alone.

- ◆ Most people view state government as most responsible for meeting Northern Virginia's transportation needs, followed by local (21%) and federal (7%).

- ◆ Eighty-five percent support use of state general fund tax dollars for transportation if done without cutting core programs, and 66% support a regional tax dedicated to regional transportation priorities.

- ◆ The public overwhelmingly agrees prioritization should focus on regional rather than local projects. Nearly half (49%) want

priorities set on the basis of professional studies, with the balance of opinions split between public transit (23%) and roads (22%)

- ◆ The study also shows overwhelming public support for constructing a new Northern Potomac River crossing (Techway), Western Transportation Corridor and Eastern Bypass linking I-95 in Prince William or Stafford Counties with Route 301 in Maryland as well as widening I-66 inside the Beltway.

These results are particularly instructive given a recent Northern Virginia Transportation Authority survey that excluded these projects that transportation professionals for decades have acknowledged as essential to meeting area transportation needs.

The key to building a transportation system that works is to address what people actually use – not what they hope others might use. Fully 72% of commuters travel alone by car; another 10% carpool, and 15% use public transit. Ninety-one percent say their non-commuting trips are by automobile.

Most Important Problem

Question: What is the most important problem facing this region? (open-end)

	REGION	Arlington	Alexandria	Fairfax	Loudoun	Prince William
Transportation	62%	60%	53%	64%	60%	64%
Growth	10%	10%	3%	8%	23%	8%
Crime	5%	--	12%	5%	3%	8%
Education	4%	--	9%	4%	2%	3%

Percentage of subgroups identifying transportation as top concern

Reg. Voters	63%
Unregistered	60%
Men	63%
Women	61%
Democrats	63%
Republicans	56%
Independents	67%
Liberals	67%
Moderates	52%
Conservatives	61%
18-24 yr olds	52%
25-34	58%
35-44	53%
45-54	63%
55-64	70%
65 yrs or older	71%

Traffic Congestion is Worse

Today, 89% say traffic has become worse in the past five years. Sixty-two percent say congestion is "much worse." Five years ago, an Alliance survey found 88% of residents saying traffic had become worse in the last five years.

Commutes are Longer in Last Year

More than half of all commuters say their travel times to work have increased in the past year. In outer jurisdictions, six of ten commuter trips are more time-consuming.

Question: In the last year, has your commute time to work increased, decreased or stayed the same?

	Increased	Decreased	Stayed the Same
REGION	52%	6%	40%
Arlington	29%	5%	66%
Alexandria	35%	3%	58%
Fairfax	53%	5%	39%
Loudoun	61%	12%	24%
Prince William	64%	4%	29%

Professional Recommendations should be used to Prioitize Projects

Question: Which of the following transportation prioritization and funding approaches do you think is best – one that spends most money on road improvements, one that spends most money on public transit improvements or – one that spends most money on improvements professional studies show will make the most difference in reducing congestion and improving mobility?

	Mostly Roads	Mostly Transit	Professional Recommendations
REGION	22%	24%	49%
Arlington	12%	38%	50%
Alexandria	18%	29%	47%
Fairfax	26%	21%	48%
Loudoun	25%	23%	45%
Prince William	20%	21%	55%

Regional Prioritization is Best Approach

Question: Which approach to transportation prioritization and funding do you think is best – one that puts local projects for each jurisdiction first or one that puts projects important to the entire region first?

	Local Projects First	Regional Projects First
REGION	23%	71%
Arlington	20%	76%
Alexandria	35%	50%
Fairfax	21%	73%
Loudoun	27%	67%
Prince William	23%	71%

Use General Funds for Transportation

Northern Virginians overwhelmingly approve using state general funds for transportation as long as core government programs are protected.

Question: Would you support the use of state general fund revenues for transportation if it could be done without reducing spending for other core government programs such as education, public safety and health care?

	Yes	No
REGION	85%	10%
Arlington	90%	8%
Alexandria	76%	9%
Fairfax	85%	10%
Loudoun	85%	8%
Prince William	86%	9%

Support for Regional Tax for Transportation

Question: *Would you support a Northern Virginia regional transportation tax if all revenues were dedicated to and could only be spent on specific regional transportation priorities in Northern Virginia?*

	Yes	No
REGION	66%	25%
Arlington	84%	14%
Alexandria	65%	24%
Fairfax	62%	28%
Loudoun	67%	18%
Prince William	69%	25%

Tax Increase is Necessary

Most Northern Virginians do not believe it is possible to solve the region's transportation needs without higher taxes.

Question: *Do you think it's possible to meet Northern Virginia's transportation needs without raising some taxes?*

	Yes	No
REGION	37%	54%
Arlington	28%	56%
Alexandria	41%	41%
Fairfax	39%	54%
Loudoun	28%	58%
Prince William	41%	55%

Roads Move Most Commuter Trips

Eighty-five percent of Northern Virginia commuter trips (drive alone, carpool, bus) rely upon the road network, 12% commute by Metrorail and 3% by sidewalks/bike trails.

Question: *Which of the following best describes the means by which you generally commute to work?*

	Drive Alone	Carpool	Metrorail or Train	Bus	Walk or Bike
REGION	72%	10%	12%	3%	3%
Arlington	51%	7%	37%	--	2%
Alexandria	53%	7%	23%	3%	10%
Fairfax	75%	8%	11%	4%	2%
Loudoun	82%	8%	4%	2%	4%
Prince William	73%	20%	3%	3%	--

Most Other Daily Trips are by Auto

The Council of Governments estimates that 80% of all daily trips are non-commuting. Ninety percent of Northern Virginians say they make most of these trips by automobile, 4% say by public transit and 4% on foot or bicycle.

Question: *Which of the following best describes the means by which you make most of your other daily trips on the average weekday?*

	Auto	Train	Bus	Walk	Bike
REGION	91%	2%	2%	3%	1%
Arlington	82%	4%	4%	10%	--
Alexandria	83%	3%	--	11%	3%
Fairfax	91%	2%	2%	2%	2%
Loudoun	97%	2%	--	--	1%
Prince William	96%	--	1%	3%	--

Percentage of subgroups who drive alone to work

Reg. Voters	72%
Unregistered	67%
Men	70%
Women	74%
Democrats	72%
Republicans	73%
Independents	69%

Liberals	70%
Moderates	65%
Conservatives	75%

18-24 yrs old	65%
25-34	71%
35-44	82%
45-54	71%
55-64	69%
65+ yrs old	63%

Missing Links Command Broad Support

Key transportation links such as a Northern Potomac River crossing (Techway), Eastern and Western Regional Bypasses and a third lane in each direction of I-66 inside the Beltway – all once envisioned by the year 2000 – enjoy strong public support in all jurisdictions and among road and rail commuters. Yet the Northern Virginia Transportation Authority appears determined to exclude them from the region's 2030 Plan and did not ask area residents' opinions on these projects in its April survey.

REGION	I-66 Third Lane			Northern Crossing		Eastern Bypass		Western Bypass	
	Support	Oppose	Within sound walls*	Support	Oppose	Support	Oppose	Support	Oppose
REGION	74%	18%	86%	68%	17%	67%	17%	70%	17%
Arlington	54%	42%	78%	60%	14%	60%	14%	56%	26%
Alexandria	70%	18%	85%	61%	21%	82%	6%	62%	21%
Fairfax	78%	16%	89%	73%	16%	67%	20%	71%	16%
Loudoun	85%	5%	92%	70%	17%	55%	14%	66%	17%
Prince William	68%	19%	81%	61%	20%	75%	14%	76%	12%

* Respondents who were opposed to or undecided about new lanes on I-66 were then asked if they would support them if construction could be done within the existing sound walls. Those who would support new lanes under these circumstances, were then added to those who supported them without restriction.

About the Survey

The survey was conducted August 9-11, 2005. A total of 500 area residents 18 years of age and older were interviewed by telephone.

The sample was scientifically selected from the universe of all households with telephones in Arlington, Fairfax, Loudoun and Prince William Counties and the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas

Park. The number of interviews conducted in each jurisdiction was proportional to that jurisdiction's population to the region's total population.

Interviews were conducted by Phone Based Research of Fort Collins, Colorado. The margin of error for a sample of this size is plus or minus 4.5%.



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Survey: Missing Links Command Strong Support

MEMORANDUM

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

- A. Report from the VRE Operations Board (including minutes of the Board meeting of September 16, 2005 and of October 21, 2005) and from VRE's CEO--Information Item.
- B. Draft Gainesville-Haymarket Implementation Plan--Action Item/Resolution #1093.
- C. Option for Locomotive Fuel Supply at Crossroads Yard--Action Item/Resolution #1094.
- D. Contract for Mystery Shopper Services--Action Item/Resolution #1095.
- E. Option for Facilities Maintenance--Action Item/Resolution #1096.
- F. System Safety Program Planning--Action Item/Resolution #1097.
- G. Task Order for General and Administrative Services--Action Item/Resolution #1098.
- H. Task Order for Warehouse Management--Action Item/Resolution #1099.
- I. Renewal of VRE Line of Credit--Action Item/Resolution #2000.
- J. Rail Enhancement Application for Preliminary Engineering of Third CSXT Track--Action Item/Resolution #2001.



Report from the VRE Operations Board and VRE's Chief Executive Officer

Minutes are attached from the VRE Operations Board meeting of September 16, 2005 and from October 21, 2005. Also attached is the report of VRE's Chief Executive Officer, including ridership and on-time performance data.



CHIEF EXECUTIVE OFFICER'S REPORT

October 2005

QUOTE OF THE MONTH

"I really believe that VRE is a necessary and vital part of the equation as we look for ways to address the transportation congestion in Northern Virginia."

-Lieutenant Governor Tim Kaine-

RIDERSHIP

ANNUAL RIDERSHIP OVERVIEW	ANNUAL RIDERSHIP
VRE FY 2006 Passenger Totals	949,577
VRE FY 2005 Passenger Totals	962,932
PERCENTAGE INCREASE	-1.4%

Average daily ridership in September was 14,988. These numbers are down from last year as well as last month. We are attributing this drop in ridership to the lack of on-time performance on the Fredericksburg line. We hope to see these numbers increase when the tie replacement program is complete and train #313 is restored to full operation.

ON-TIME PERFORMANCE

VRE continues to face challenges with on-time performance. System wide, on-time performance averaged 76%, with the Fredericksburg line averaging 62% and the Manassas Line averaging 86%. The delays on the Fredericksburg line are attributable to the ongoing tie replacement program. VRE is experiencing 10 or more minute delays due to slow orders, interference and signal issues. CSX has indicated that they will complete this work in November and OTP should rebound as a result.

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
VRE September 2005 Fredericksburg OTP Average	62%
VRE September 2005 Manassas OTP Average	86%
VRE SEPTEMBER 2005 OVERALL OTP	76%

June 2005 Train Delays	REASON	TOTALS	PERCENT
	Signal/Switch Failure	24	15.5%
	Slow Orders	20	13%
	M/W	16	10%
	Train Interference	73	47%
	AMTRAK	29	18.5%
	Freight	35	22.5%
	VRE	9	6%
	Mechanical Failure	8	5%
	Late Turn	1	.5%
	PAX Handling	4	2.5%
	Weather	4	2.5%
	Crew Related	0	0%
Other	6	4%	
TOTAL	156	100%	

SCHEDULE CHANGE OCTOBER 31

On October 31, VRE and Amtrak will make the following modifications to train schedules. The VRE changes will facilitate better train movement and eliminate some of the delays encountered as trains bunch up and travel too close together.

Manassas Line:

- Amtrak #20 - will leave Manassas at 8:33am (currently 8:31)
- VRE #335 - will leave Union Station at 6:10pm (currently 6:05)
- Amtrak #19 - will leave Union Station at 6:30pm (currently 6:40)

Fredericksburg Line

- Amtrak #94 - will leave Fredericksburg at 11:54am (currently 12:04)
- Amtrak #80 - will leave Fredericksburg at 3:38pm (currently 3:45)
- VRE #311 - will leave Union Station at 6:00pm (currently 5:55)
- VRE #313 - will leave Union Station at 6:40pm (currently 6:45) (note: this train will only operate Thursdays and Fridays until the track work is complete.)

Amtrak #67, Amtrak #79, Amtrak # 50, Amtrak #95, Amtrak #93/83, Amtrak #85 also have interim schedule changes. All VRE schedule changes have been announced via the VRE Update, the website and on Train Talk. Complete schedules can be found at:

www.vre.org/service/schedule-10-05.htm

BURKE PARKING

A public hearing on the plans for the proposed VRE parking garage is scheduled for Thursday, October 20, 2005, from 5:00 p.m. to 8:00 p.m. at Robinson High School in Fairfax. The proposed parking garage will be a four-story structure with approximately 1,290 parking spaces, including roof parking spots. The project will also include approximately 230 additional surface parking spaces. (There are 614 spaces available in the existing lot now.)

The public hearing will include tentative construction schedules and property impacts. Attendees will have the opportunity to review the project information and environmental document as well as submit their comments.

UPDATE ON CSX TIE REPLACEMENT WORK

CSX continues to replace ties in the VRE territory. As this report is published they have finished approximately 41% of the work and are now through the Leeland Road station. We are anticipating that they will finish the entire first track to Fredericksburg during the week of October 19. There are approximately 67 track miles included in this tie replacement project and about 1200 ties per track mile to be replaced. So far, about 25 track miles have been completed, including some of the most difficult areas.

NEW VENDOR AT QUANTICO STATION

On September 6, the final phase of the Quantico renovation was realized when “The Quantico Whistle Stop, Inc.” opened its doors for business. This vendor, located in the former stationmaster’s ticket kiosk, is selling hot and cold beverages, pastries, and VRE tickets.

The owner, Steve Junkersfeld, saw the potential in creating a coffee kiosk shop where VRE passengers and Quantico base residents could enjoy a bistro atmosphere in a historic setting. Passengers have reported that they appreciate the fact that they can now wait for their train inside where it is cool in the summer and warm in the winter. They also enjoy ordering a cool drink or a steaming cup of cappuccino while they work on their laptop or read the paper.

GAO VISIT

VRE and Amtrak met with the General Accountability Office on October 4th to discuss the relationship between VRE and Amtrak, both financially and operationally. Included in the visit was a tour of the facilities VRE uses at Ivy City. Some of the questions being asked were: “What would VRE do if Amtrak ceased to exist?” and, “What part of Ivy City is needed for VRE operations?” Information gathered from this meeting will be included in a report provided to Congress regarding the future of Amtrak.

QUANTICO BRIDGE UPDATE

Construction of the Quantico Bridge is about 30% complete. The pile-driving portion of the project is expected to be completed by December 2005. Currently, the contractor is on schedule to meet the target completion date of early 2007. This project is a critical MOU project that will go a long way toward alleviating the bottleneck trains experience in and around the Quantico area.

STATUS OF PRODUCTION OF 11 NEW CAB CARS

VRE has approved all of the non-technical work on the 11 new cab cars currently in production. Additionally, Sumitomo has selected all of the vendors needed to complete the project. We are currently reviewing the electrical and mechanical component of the design. Sumitomo is on schedule to ship the first 3 cars by November 2006. The remaining cars will be delivered in two additional shipments, one in December 2006 and the final one in January of 2007.

MASTER AGREEMENT SURVEY

On October 19th, VRE will conduct the annual Master Agreement Survey. This survey determines the subsidies jurisdictions pay toward being a contributing member of VRE.

CUSTOMER SERVICE TRAINING

On Monday, October 10, VRE conducted its annual Customer Service Training seminar at the Alexandria Hilton. Amtrak on-board service personnel, mechanical crews and VRE staff attended this day-long workshop which focused on customer service, as well as provided updates on VRE projects and plans. This once a year event presents an opportunity for VRE and Amtrak to come together to exchange ideas and receive critical updates on VRE's plans for the future.

The day began strong as speaker C.W. Metcalf gave a lively presentation entitled, *"Learn To Be Water...Going With The Flow Without Getting Washed Away"*. He specializes in teaching people ways to overcome stressful and difficult situations. The topic was particularly valuable and applicable for everyone in attendance considering the recent service difficulties that VRE has been dealing with.

RISING FUEL PRICES

Diesel fuel prices have risen 77 percent over the past 14 months – from \$1.35 per gallon in August 2004 to \$2.18 per gallon in September 2005. This additional cost has created a projected deficit of \$1.2 million for the FY 2006 budget. As VRE does not intend to carry this deficit into

the FY 2007 budget, VRE management has made several recommendations for budget cuts, which will be discussed at the October Board meeting.

LEGISLATIVE BRIEF

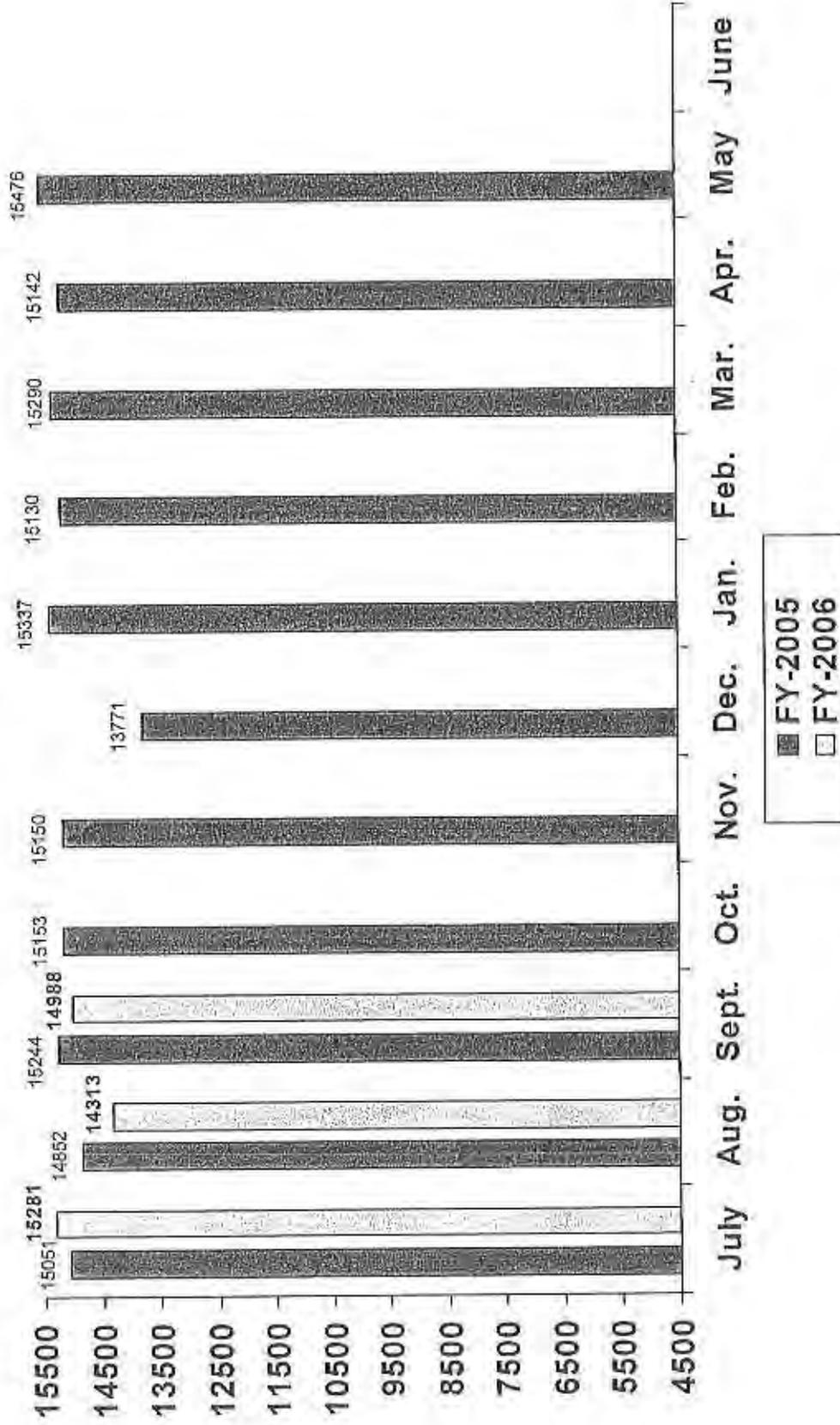
Congress is out for the week-long Columbus Day recess leaving most people still trying to figure out what will happen with the budget and overall spending between now and the expected Thanksgiving adjournment.

For the last couple of weeks, talk on the Hill was that that Katrina relief would be paid for by borrowing, but House leadership, under pressure from a number of majority members, are pressing for additional FY 2006 budget cuts beyond those called for (and still to be approved) in the 2006 budget resolution.

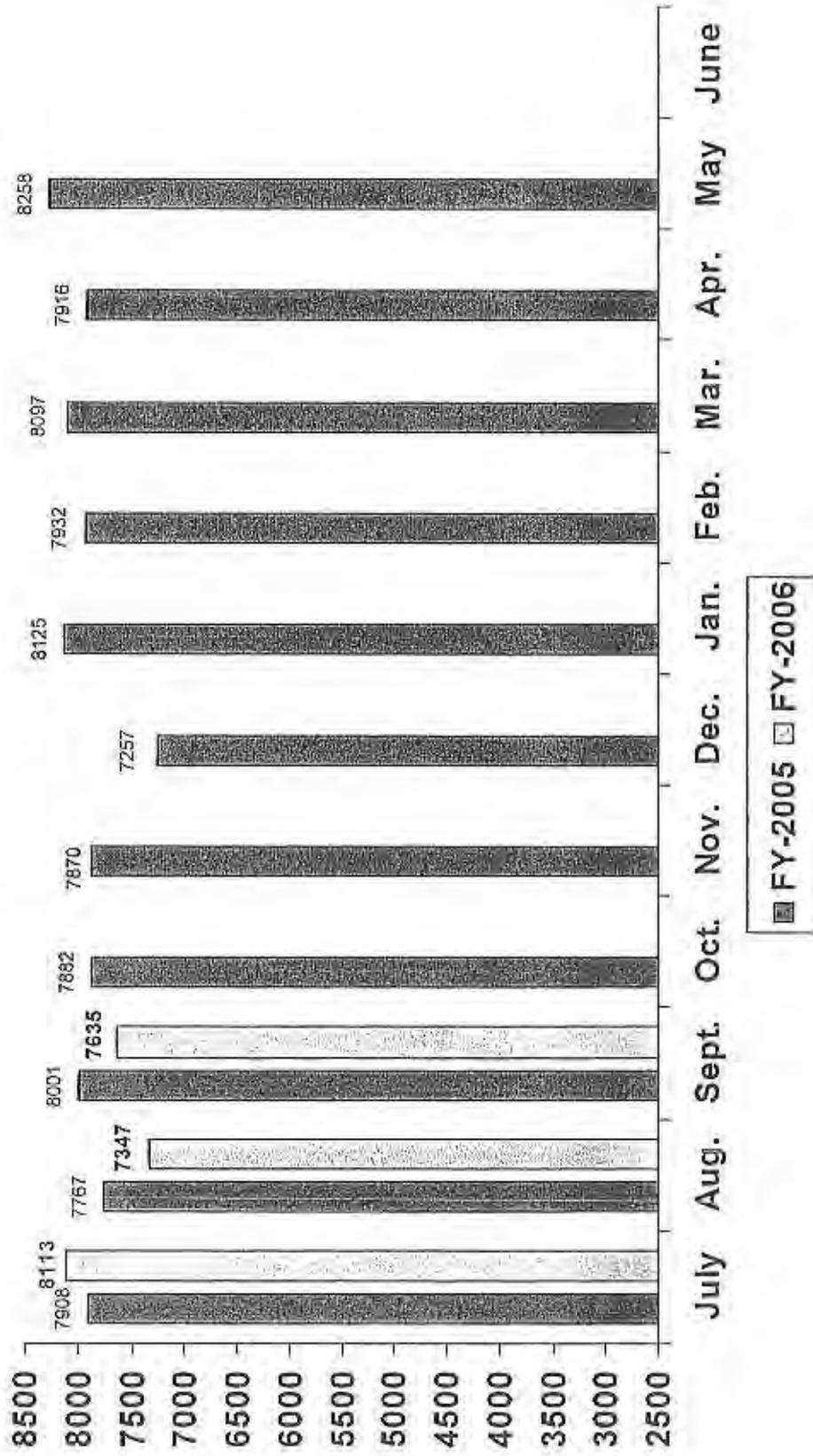
House Budget Chair Jim Nussle (Iowa) is now calling for a \$15 billion increase in entitlement savings in the reconciliation bill along with a 2 percent across-the-board cut in all spending, including defense and homeland security outlays. Additionally, one of the President's allies, Congressman Jeff Flake (AZ), is proposing postponing or reworking the new Medicare prescription drug benefit and rescinding earmarks from the new surface transportation law.

This all follows the Administration last week calling for the reduction or elimination of 150 discretionary programs (price tag in Appropriation dollars - \$20 billion).

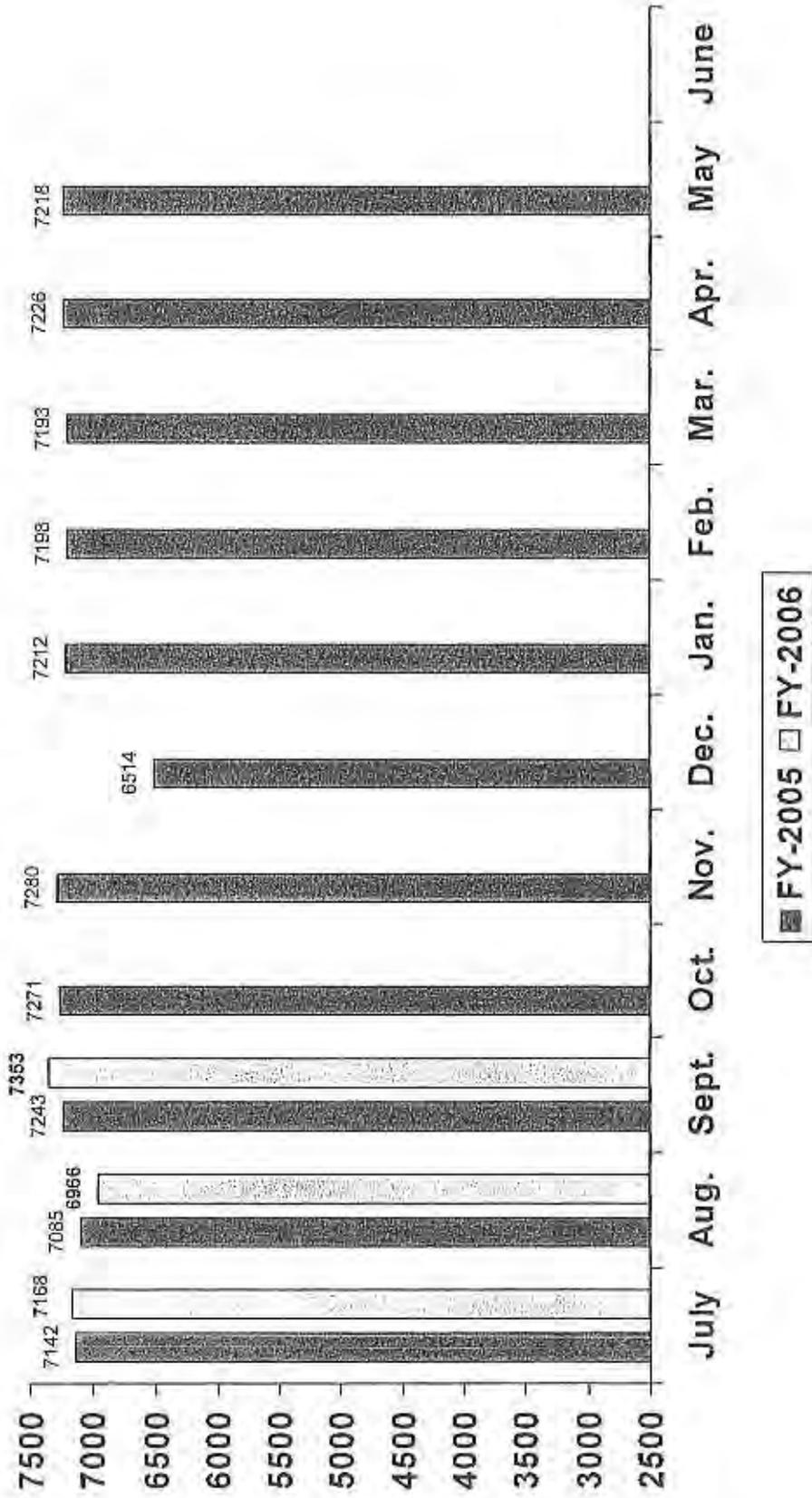
VRE Total Average Daily Ridership



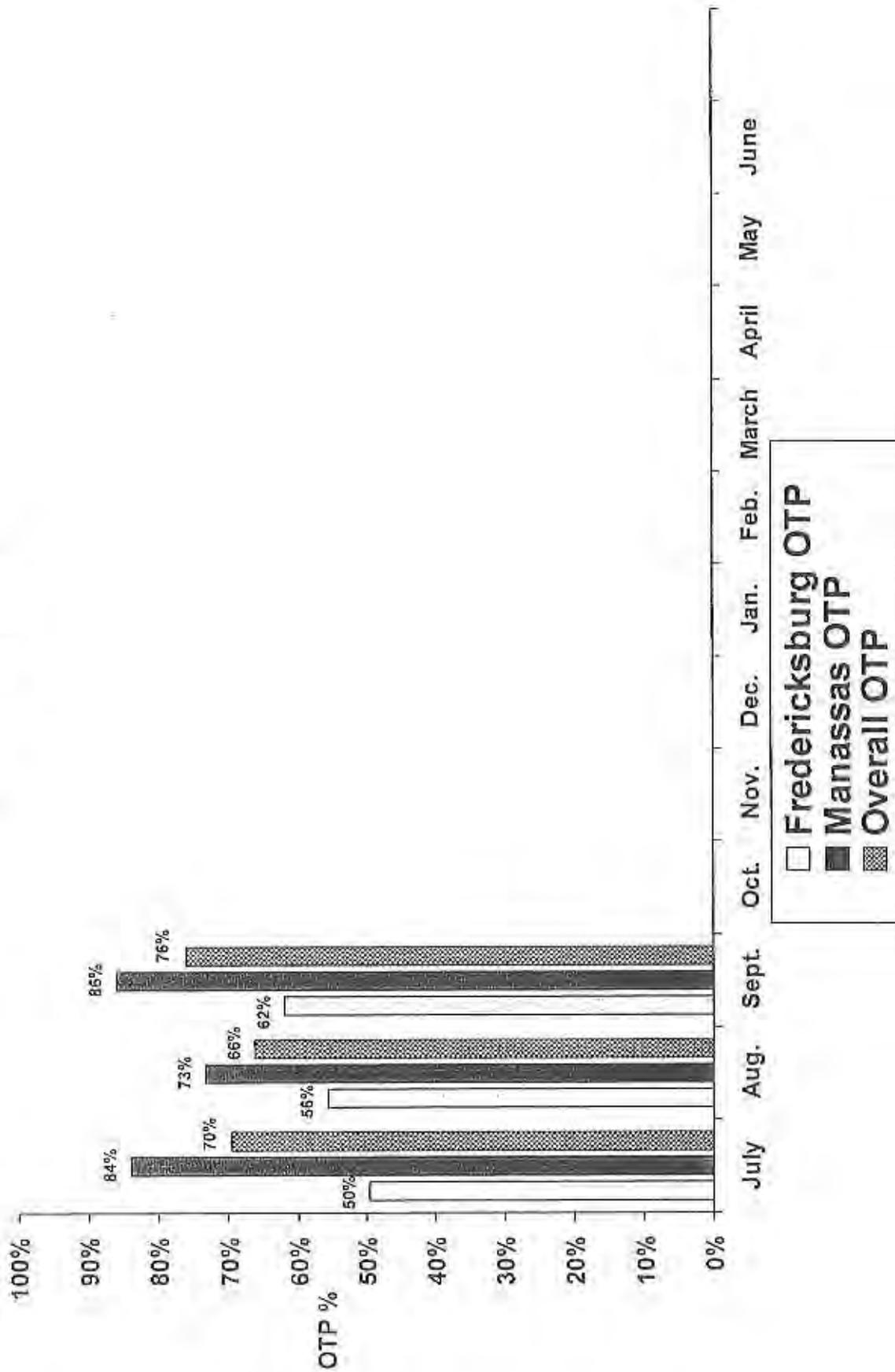
VRE Average Daily Ridership Fredericksburg Line



VRE Average Daily Ridership Manassas Line



Average On-Time Performance FY-2006





Virginia Railway Express Operations Board

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AGENDA ITEM 10-A INFORMATION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 21, 2005

RE: FY 2006 BUDGET

As discussed at the September Operations Board meeting, rapidly rising fuel prices have caused an estimated \$1.2 million dollar shortfall in the VRE operating budget. Unfortunately, the prices continue to fluctuate with fuel increasing over \$.20 in one day last week.

Since there is no indication that fuel prices will return to the levels assumed in the FY 2006 budget, modifications to the budget must be made as quickly as possible. On October 12, I emailed a program of budget cuts to the Operations Board that could be implemented in lieu of an immediate fare increase to address the shortfall. This list will be discussed at the Audit and Finance Committee and CAO Budget Task Force meetings on October 18. This list or a revised list will be distributed at the Board meeting to assist in the discussion.

Item	Est Cost/Year	FY 2006 Savings	Notes
Eliminate Train #334 (effective 12-1-05)	\$429,250	\$250,389	Currently carries 60 passengers per day
Eliminate service the Friday after Thanksgiving	\$31,248	\$31,248	VRE provided 3,503 trips on this day last year
Terminate V-30 Lease (effective 12-31-05)	\$146,000	\$73,000	Locomotive no longer needed.
Eliminate 10 positions in Amtrak Mechanical	\$600,000	\$396,000	Maintenance and cleanliness will not be compromised.*
Eliminate of PM custodial crew	\$80,000	\$53,333	Maintenance and cleanliness will not be compromised
TOTAL SAVINGS	\$1,286,498	\$903,950	

*Capitalizes on plan to move maintenance to the outlying yards.



**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
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Web Site: www.vre.org

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
SEPTEMBER 16, 2005**

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

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

ALTERNATES ABSENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County

STAFF AND GENERAL PUBLIC	
Tamara Ashby – VRE	Mike Lake – Fairfax DOT
George Billmyer – citizen	Wendy Lemieux – VRE
Donna Boxer – VRE	Bob Liebbrandt – Prince William County
Raynetta Cross – VRE	Steve Maclsaac – VRE counsel
Steve Edwards – Sup. McConnell's office	Betsy Massie – PRTC staff
Anna Gotthardt – VRE	Mark Roeber – VRE
Alfred Harf – PRTC staff	Jennifer Straub – VRE
Ann King – VRE	Rick Taube – NVTC staff
	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 McConnell called the meeting to order at 9:33 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Mr. Zehner stated that Agenda Item #9B “Update on Fuel Expenditures” was removed from the agenda and Agenda Item #8G “Authorization to Conduct Public Hearings Related to a Potential Fare Change” was added. There were no objections to the changes to the agenda.

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

Minutes of the August 19, 2005, VRE Operations Board Meeting – 4

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

Chairman’s Remarks – 5

Chairman McConnell greeted everyone and stated that she is happy to be back.

[Mr. Greenup and Mr. Kauffman arrived at 9:35 A.M. and 9:36 A.M., respectively.]

Chief Executive Officer’s Report – 6

Mr. Zehner reported that VRE is in the first several months of the 2006 fiscal year and the cumulative affect of the summer service disruptions are showing themselves in VRE’s ridership numbers. VRE ridership saw no growth through the first two months of the fiscal year, with an actual one percent reduction compared to this time last year. He stated that through coordination and high-level meetings with CSX, VRE has achieved policy changes that should be beneficial, including bringing CSX management level support to the VRE service area. VRE staff now interacts directly with CSX officials on a daily basis. These changes have already shown some improvement during the last two weeks and CSX is committed to doing things right in the future.

Mr. Zehner reported that next week CSX will begin tie replacement work on Track #2 from Rippon to Fredericksburg. Work should be completed by November 2005. Although work is being done at night, VRE will have to annul the last Fredericksburg train (#313) during the evenings that CSX is working. In response to a question from

Mr. Gibbons, Mr. Zehner explained that VRE agreed to this change in order to protect morning rush hour on-time performance. Mr. Gibbons questioned the procedure for informing the Operations Board about these types of issues so they can respond to passenger complaints and comments. Mr. Zehner stated that this issue was discussed at the last VRE Operations Board meeting and the work is needed to bring the track conditions up to Class 1 standards.

Mr. Kauffman asked if the tie replacement work will positively impact delays caused by heat restrictions. Mr. Zehner answered that it should make a difference. Ms. Rae stated that the work is being done to the ties and not the tracks, which are what buckle during the heat.

Chairman McConnell suggested staff look into providing information about the VRE system in tourist packages. She also stated that VRE should arrange a meeting with the new commander at Ft. Belvoir to discuss VRE issues. Mr. Kauffman stated that Mr. Hyland should be included in that meeting.

VRE Riders' Comments – 7

Mr. Billmyer announced that Mr. Peacock has retired and is currently in Chicago, but should be back next month. Mr. Billmyer noted that CSX has announced that it will cost \$250 million to rebuild washed out CSX tracks damaged by Hurricane Katrina. He expressed concern that funds could be diverted from this area to cover these costs. He also stated that the United States has an antiquated way of funding rail systems. He compared it with China's infrastructure, which is one of the top systems in the world. China has made rail a priority and recently budgeted \$241 billion for high-speed rail lines to be completed in 15 years.

Mr. Billmyer stated that with increased fuel costs, people will leave their cars and move to transit. VRE is going to have to emphasize capacity. VRE trains could be full before they reach inner stations. VRE should look at reverse trains and express trains (zone patterns). In response to a question from Chairman McConnell, Mr. Zehner stated that staff has looked at run-through options, but they would require infrastructure improvements. Counter flow trains would need additional platforms, a second track at Crystal City, and changes made to L'Enfant Station. Mr. Billmyer stated that a third track and platforms are needed immediately.

Authorization to Exercise a One-Year Option of Facilities Maintenance Services Contract –8A

Mr. Zehner explained that the current base year of the contract with NV Enterprises, Inc. for facilities maintenance will expire on October 31, 2005. Staff is recommending that the next option year be renewed. Resolution #8A-09--2005 would recommend that the Commissions authorize the VRE Chief Executive Officer to exercise a one-year option

on the facilities maintenance contract with NV Enterprises, Inc. for an amount not to exceed \$2.5 million.

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

Authorization to Exercise an Option for Locomotive Fuel Supply at the Crossroads Yard – 8B

Mr. Zehner explained that Resolution #8B-09-2005 would recommend that the Commissions authorize the VRE CEO to exercise the first option year to Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet. The option amount would not exceed \$2,020,000 for a period of no more than one year.

Ms. Bulova moved, with a second by Mr. Covington, to approve Resolution #8B-09-2005.

In response to a question from Ms. Rae, Mr. Zehner stated that the amount requested is for the fuel market price plus the surcharge for delivery. The contract includes provisions for hedging opportunities. In response to a question from Mr. Kauffman, Mr. Zehner responded that Quarles puts VRE on the same level of priority consideration as first responders (police, fire and rescue).

Mr. Kauffman asked if there was a way to combine fuel purchases with other agencies, such as Fairfax County or the Council of Governments, to buy in larger quantities to get a break on the cost of fuel. Mr. Gibbons observed that if VRE had the ability to pump fuel on its own, it would save money. Chairman McConnell asked if it were possible for VRE to get its own fuel vehicle. Mr. Zehner replied that staff hasn't looked at owning a vehicle, but to build a fuel rack and a storage tank would be a major capital investment. Mr. Jenkins observed that there would be more capital and personnel costs associated with VRE trying to provide its own fueling services. Mr. Waldron stated that VRE should look into hedging since it is an important tool. In response to a question from Mr. Kauffman, Mr. Zehner stated that staff did look into fueling downtown during the mid-day, but it would cost more for the fuel because there would be additional delivery costs.

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

Authorization to Issue a Task Order for the Installation of Hot Start Failure Warning Lights on VRE's Locomotive Fleet – 8C

Mr. Zehner explained that Resolution #8C-09-2005 would authorize the CEO to award a task order under the Mechanical Engineering Consultant Contract with STV, Inc. for the installation of hot start failure warning lights on VRE's locomotive fleet at a cost of \$51,355, plus a 10 percent contingency, for a total amount not to exceed \$56,491.

Mr. Gibbons suggested having the warning light hook into the computer system. Mr. Zehner stated that staff would look into this.

Mr. Gibbons moved to approve Resolution #8C-09-2005. Ms. Rae seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman, McConnell and Rae.

Authorization to Refer the Gainesville-Haymarket Implementation Plan to the Commissions and DRPT – 8D

Mr. Zehner stated that last year the General Assembly asked DRPT to develop an implementation plan for the VRE Gainesville-Haymarket extension. The plan is now complete and the Board is being asked to support the Gainesville-Haymarket Implementation Plan and refer the plan to the Commissions for submission to DRPT, as well as approve an application for Rail Enhancement funding for a feasibility study. Resolution #8D-09-2005 would accomplish this.

Mr. Gibbons stated that it was his understanding that the plan would be presented to the Prince William County Board of Supervisors. Mr. Zehner stated that a briefing is scheduled for September 20th.

Ms. Ashby gave a presentation on the implementation plan. Mr. Kauffman noted that VRE railcars are already full. With extended service, there may not be room for passengers boarding in Fairfax County. Ms. Ashby stated that the strategic planning process looked at express trains and turn back trains to address these types of issues. Mr. Kauffman stated that he hopes that Prince William County understands that if added costs are needed to provide this service, these costs should not just be borne by the existing network. Ms. Ashby stated that staff is recommending application of rail enhancement funds to do a feasibility study, which would look at the impact of an extension on the existing system. In response to a question from Mr. Zimmerman, Ms. Ashby explained that the rail right-of-way now has a single track with enough room for a second track, which would be needed for VRE service.

Ms. Rae stated that this project has the potential for a public private partnership between passenger and freight rail. Mr. Zimmerman stated that it is important to look at costs and benefits of the extension. If there's potential economic benefit, it could cover the costs of the extension.

In response to a question from Mr. Gibbons, Mr. Zehner stated that currently there are 3,500 riders getting on at Manassas and that number could increase 1,500 – 2,500 more with an extension. Mr. Gibbons asked if VRE has the capacity to handle this ridership over the next four to seven years. Ms. Rae stated that these are the issues that need to be looked at during the feasibility study phase. She stated that the rail enhancement fund has been set up so that only 10 percent of its funds can be used for planning studies. The fund needs to be primarily for building projects. Mr. Harf stated that VRE and the Commissions will need to make a very important strategic decision upfront on how this project should be pursued, whether to seek federal funding or not.

In response to a question from Mr. Gibbons, Mr. Zehner explained that Front Royal is another 30 miles from the Gainesville-Haymarket area. It's on the same rail corridor but once the tracks get past the Gainesville area they become circuitous with twists and turns. Mr. Gibbons stated that there's a lot of interest in extending rail to Front Royal. He suggested pursuing funding to study this to find out what it would take to provide service that far.

Ms. Rae observed that a rail extension would impact Manassas, which has been a choke point on the rail line. There would need to be major grade separation work done for an extension. Mr. Waldron suggested staff brief the Manassas City Council on this issue and keep them up-to-date on the project. Ms. Bulova expressed her concern that trains would be at capacity before reaching Fairfax County stations and riders would not be able to get on the trains. She stated that when looking at partners, the closer in jurisdictions need to be included in the discussions.

Mr. Covington asked if it would make sense for VRE to tag onto WMATA as it searches for a dedicated funding source, since VRE and WMATA are part of a regional transportation network. Mr. Kauffman stated that an extension of a proven system which would provide true traffic relief on I-66 may have more opportunity to capture funding.

Mr. Covington moved, with a second by Ms. Caddigan, to approve the resolution.

Mr. Taube stated that the report is very good, but disagreed with the staff recommendation because it is asking for support of the plan. The Operations Board needs to keep in mind that there are \$50-60 million unfunded core needs identified in the VRE strategic plan. This means that VRE's budget would need to double just in order to take care of the core needs. The Gainesville-Haymarket extension is over and above that. Before using the word "support" the Operations Board needs to think of the implications. He recommended the study could be "forwarded" rather than "supported." With respect to the application for rail enhancement funds, he stated that it's premature because staff should prioritize a list of projects that would qualify for this funding. VRE might find itself competing against itself for the funds. Ms. Rae stated that currently there is only \$4 million in the fund, since funds just started being collected July 1st. The plan is to look strategically statewide for projects that would improve the overall rail

system in Virginia. The state wants projects that can move forward quickly. She stated that she would hate to see VRE have to wait for 6-7 months, since applications are being accepted now. She suggested VRE could submit an application for the feasibility study now and then provide a list of priorities in the spring.

Mr. Jenkins expressed his support of the motion. He stated that VRE has a mandate from the General Assembly regarding the report. Ms. Rae clarified that the General Assembly did not ask for support, just for the study to be done. Ms. Bulova stated that for some VRE jurisdictions this project is a priority, but there are funding issues and questions about how the project could be accomplished. As a region, we want to support sister jurisdictions, but there is also the concern about how it's going to be paid for and the effect on other jurisdictions regarding capacity. She asked if there is a way to support it in concept recognizing there's more work to be done. She stated that "support" could be interpreted as the Board saying yes to doing the extension. Mr. Zehner stated that the Board is not being asked to approve going ahead with the extension. The feasibility study would lay out what would need to be done to proceed with the project. Ms. Ashby suggested changing "support the plan" to "support the report." Mr. Gibbons suggested the wording: "The VRE Operations Board authorizes transmittal of the Haymarket-Gainesville implementation plan to the Commissions for submission to the General Assembly." Mr. Maclsaac also suggested "support the completion of the full study."

Ms. Bulova moved a substitute motion with the wording: "The VRE Operations Board supports completion of a full study of the Gainesville-Haymarket Implementation Plan and authorizes transmission of the plan to the Commissions for submission to DRPT." Ms. Caddigan seconded the motion. Mr. Jenkins called the question and the motion passed as amended. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman, McConnell and Rae.

In response to a question from Mr. Taube, Ms. Rae explained that the applications for rail enhancement funds are due by October 21st. Mr. Maclsaac stated that the application can be withdrawn if not approved by the Commissions. Mr. Harf asked if it was possible that the Commonwealth Transportation Board would approve projects with rail enhancement funds for more than the \$4 million dollars in the pot, since there will be \$23 million annually. Ms. Rae stated that there is a willingness to consider beyond the \$4 million and the state will be looking for deliverable projects.

Authorization to Award a Contract for System Safety Program Planning –8E

Mr. Zehner reported that Resolution #8E-09-2005 would recommend that the Commissions authorize the VRE CEO to enter into a contract with Kensington Consulting LLC of Kensington Maryland for system safety program planning for an amount not to exceed \$375,000 for a period of no more than five years. Following a competitive procurement process, only one proposal was received from Kensington Consulting. Mr. Zehner explained that funds for the project are included in VRE's CIP

as part of the safety and security enhancement project. Funding is made up of federal formula funds of which one percent must be allocated to safety and security related projects each year. The local match is provided for using state and local funds.

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, Kauffman, McConnell and Rae.

Authorization to Award a Contract for Mystery Shopper Services – 8F

Mr. Zehner reported that VRE initiated a mystery shopper service to objectively evaluate all aspects of VRE service. The firm will review platform, station, and on-board services and prepare reports to VRE on their performance. This information will be used to standardize the VRE service and improve the overall experience of VRE customers. Following a competitive procurement process, staff recommends that “Person to Person” Quality/ADI Consulting of Alexandria, Virginia be awarded the contract. The contract amount would not exceed \$394,800 for a period of no more than five years. Resolution #8F-09-2005 would accomplish this.

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

Authorization to Conduct Public Hearings Related to a Potential Fare Change – 8G

Mr. Zehner reported that the FY 2006 operating budget is currently running at an annual deficit of \$1.2 million, which is primarily caused by rising fuel prices. Other private companies are having the same problems and many have implemented a fuel surcharge to recover their added costs. The VRE Operations Board is being asked to authorize the CEO to solicit comment through public hearings related to a potential fare change to help recover revenue lost due to increased fuel costs. Resolution #8G-09-2005 would accomplish this.

Mr. Gibbons asked why VRE doesn't include in its tariff a provision that when there's a fuel price emergency, the Operations Board would have the authority to add a surcharge. Mr. Maclsaac stated that this could be done, but would have to be done as an amendment to the tariff, which could be included as part of the public hearing.

Ms. Caddigan moved, with a second by Mr. Jenkins, to approve the resolution, which would authorize the CEO to solicit comments through public hearings related to a potential fare change.

Ms. Bulova observed that all jurisdictions are dealing with the same burden of additional fuel costs. Fairfax County is “eating” the additional costs because their fiscal year

budget has already been adopted. She asked what PRTC is doing with its bus system. Mr. Harf responded that PRTC is “eating” the costs and the projected year-end variance is expected to be \$500,000. Ms. Bulova observed that VRE customers aren’t happy with VRE service right now because of on-time performance issues, the temporary change to the free ride certificate policy, the recent fare increase and overcrowding. She stated that she understands that fuel costs are a problem but she is concerned about a fare increase. Mr. Kauffman agreed and stated that if he were a rider of the Fredericksburg Line, he would find another fare increase unpalatable. It would be adding insult to injury. He suggested looking at a combination of jurisdictions “eating” the costs and/or finding the difference in the budget. He can’t support a fare increase.

Ms. Caddigan stated that everyone is aware that fuel prices have gone up. There is no other choice but to go to public hearing. If someone is sitting in traffic on I-66 or I-95, people still have to fill their tanks with fuel. It’s important to hear the public’s comments, but they must realize that the jurisdictions can’t pick up the tab.

Mr. Greenup said that he didn’t like the idea of a fare increase behind the heels of a recent fare increase, especially with the on-time problems. At the same time, bad news doesn’t get better with time. Everyone is conscious of fuel costs right now, so they’ll be more receptive to VRE’s problems. Mr. Jenkins stated that he likes the concept of creating a grid or table allowing flexibility to impose a surcharge if fuel prices went up or down.

In response to a question from Chairman McConnell, Mr. Maclsaac stated that the Operations Board could authorize a public hearing that would include an amendment to the VRE Tariff that would commit an increase of up to some percentage if the fuel costs increased by some factor. Mr. Harf stated that each time the fares change, TVM machines would need to be reprogrammed and schedules reprinted. He asked what would be the cost each time the fare changed. Ms. King responded that it costs about \$25,000 for printing posters, rider’s guides and other materials. This is usually done four times a year. Ms. Ashby stated that it would be several thousand dollars each time the TVM machines need to be reprogrammed. Mr. Zehner stated that the fare changes could coincide with the printing of the schedules, and therefore there wouldn’t be additional costs for printing.

Ms. Rae observed that it is a shame that at the time when VRE should be getting more riders and using its fuel efficient system, it is least prepared to take on that additional burden by either increasing fares or reducing costs. She suggested VRE send a request to DRPT seeking some support/relief from the Commonwealth. Although the state couldn’t take over total responsibility, it is sensitive to the impact of the availability of fuel and the increased costs.

Ms. Bulova asked if before going to public hearing, the Operations Board could delay this action for a month to see if there’s any help from the state or for staff to find other ways to cover the costs.

Ms. Bulova moved, with a second by Mr. Kauffman, a substitute motion that would revisit this issue in a month. The vote did not pass with Board Members Bulova, Kauffman, McConnell and Rae voting in favor of the motion and Board Members Caddigan, Gibbons, and Jenkins voting in opposition.

Mr. Jenkins stated that one-twelfth of the cost recovery would be lost by waiting another month. The general public is not going to be receptive to Prince William County subsidizing rail operations for riders. It's a serious mistake not making passengers pay the additional fuel costs. Ms. Bulova responded that she was not suggesting that jurisdictions had to pay for all of it; there may be some help from the state.

Ms. Caddigan stated that Fairfax and Prince William Counties would be responsible for paying the additional costs and it is estimated that Prince William County would have to pay an additional \$450,000. The County would not want to do this. Mr. Gibbons stated that if the Board keeps moving the decision back a month, VRE will come across as being the "Grinch" as the holiday season nears.

Ms. Rae asked if staff has made any deferments to the budget. Ms. Boxer stated that if staff thought the budget could be cut, staff wouldn't be coming to the Board about a fare increase. Further cuts to the budget would begin to degrade service.

Mr. Kauffman stated that this would be a mid-cycle fare increase, which tells the public that they have to adjust their personal budgets but VRE can't or won't. It's a quality of service issue. VRE's service hasn't been up to par and he doesn't want to see VRE lose its diamond reputation. He saw it happen with Metro.

Mr. Harf asked if VRE has tapped into reducing the use of operating funds on the capital cost of operating side. He also asked if VRE could tap some federal funds for this purpose. Ms. Massie stated that if federal funds are used it would take away funding for capital projects.

Mr. Maclsaac explained that there's a procedural problem, since the substitute motion failed because there wasn't an affirmative vote from a PRTC jurisdiction, so the original motion is now before the Board for consideration.

Mr. Taube asked if Ms. Bulova's suggestion of waiting a month would provide time for people to express their views. He asked that since the Commissions approve changes to the tariff, does the Operations Board on its own have the authority to call for a public hearing. He asked if it's a good policy decision to go to the public hearing if perhaps one of the Commissions doesn't support a fare increase. Mr. Maclsaac stated that tariff amendments are approved by the Commissions, although the Operations Board has always initiated the public hearings. The original motion was to go to public hearing, not for a tariff amendment. If the motion was amended to include a tariff change, then it would need to be recommended to the Commissions for authorization to go forward.

Mr. Jenkins moved, with a second by Ms. Caddigan, to revote on the original motion, plus include a tariff amendment for a surcharge. The vote in favor was cast by Board Members Caddigan, Gibbons, and Jenkins. Board Members Bulova, Kauffman, McConnell and Rae voted in opposition. The motion did not pass.

Ms. Bulova moved, with a second by Mr. Kauffman, to come back in a month and ask staff to look at the budget and work with DRPT and jurisdictional staff to come back with a plan on how to handle the projected deficit from increased fuel prices. The vote in favor was cast by Board members Bulova, Caddigan, Gibbons, Jenkins, Kauffman, McConnell and Rae.

Ms. Rae suggested that the Commissions be briefed on this issue.

Fleet Plan and Update on 50 Car Option –9A

Mr. Zehner suggested deferring this item until next month's meeting. Mr. Gibbons stated that it is important that it's on next month's agenda.

Proposed Changes to Delegated Authority from NVTC and PRTC to the VRE Operations Board –9C

Mr. Zehner explained that this topic could take some time to discuss, so he suggested moving it to a future meeting.

Mr. Zehner also stated that the closed session could wait for the next meeting. There were no objections.

Other VRE Business

Mr. Gibbons reported that Stafford County is going ahead with 150 more parking spaces at the Leeland Road station. A private contractor will do the work and the spaces will only be available for Stafford County residents.

Adjournment

Without objection, Chairman McConnell adjourned the meeting at 11:27 A.M.

Approved this 21st day of October 2005.

Elaine McConnell
Chairman

Dana Kauffman
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the September 16, 2005, Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest



**VIRGINIA RAILWAY
EXPRESS**

**OPERATIONS BOARD
MEMBERS**

**ELAINE MCCONNELL
CHAIRMAN**

**MAUREEN S.
CADDIGAN
VICE CHAIRMAN**

**DANA KAUFFMAN
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MINUTES

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

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

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

ALTERNATES ABSENT	JURISDICTION
Christopher Zimmerman (NVTC)	Arlington County

STAFF AND GENERAL PUBLIC	
Tamara Ashby – VRE	Wendy Lemieux – VRE
Fred Bonnett – Davis Industries	Bob Liebbrandt – Prince William County
Don Chism – VRE	Steve Maclsaac – VRE counsel
Steve Edwards – Sup. McConnell's office	Betsy Massie – PRTC staff
Sue Faulkner – Stafford County	Ian Newberg – Cubic
Anna Gotthardt – VRE	Dick Peacock – citizen
Alfred Harf – PRTC staff	Mark Roeber – VRE
Gerry Hyland –	Dave Snyder – VRE
Ann King – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax DOT	Rick Taube – NVTC staff
	Charles Williams – Davis Industries
	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 McConnell called the meeting to order at 9:40 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

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

Minutes of the September 18, 2005, VRE Operations Board Meeting – 4

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

Chairman's Remarks – 5

Chairman McConnell stated that she would like to have a meeting with Mr. Zehner and officials from Ft. Belvoir, including Colonel Lauritzen, to discuss rail issues pertaining to Ft. Belvoir.

Chief Executive Officer's Report – 6

Mr. Zehner reported that VRE's cumulative ridership for FY 2006 is down 1.4 percent compared to FY 2005. Staff attributes this decline in ridership mainly to the lack of on-time performance on the Fredericksburg line. On-time performance on the Fredericksburg line is getting better with shorter delays. Mr. Zehner gave an update on CSXT's tie replacement program, which is running behind schedule. The completion date has been pushed back to the Thanksgiving timeframe. CSXT has hired additional work crews to help complete this work.

Mr. Zehner also announced that Governor Warner and Lt. Governor Kaine visited the Broad Run station to view VRE operations. He also reported that a VRE schedule change will occur on October 31st on both lines in order to deal with the "clumping" of trains. This should help to improve on-time performance. Mr. Zehner also announced that the Santa trains will run on December 10th, with tickets going on sale November 28th.

VRE Riders' Comments – 7

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

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Mr. Zehner explained that the Operations Board is being asked to forward VRE's 2006 Legislative Agenda to the Commissions for approval. Resolution #9A-10-2005 would accomplish this.

Mr. Zehner provided an overview of VRE's Legislative Agenda, including federal and state initiatives. With the passage of SAFETEA-LU, VRE will pursue federal funding for capital projects, focusing on railcars. VRE will ask Congress to provide a minimum of \$46 million over the next six years to help fully fund the acquisition of 50 new high capacity railcars. VRE will also seek federal funding for other VRE projects included in the Strategic Plan. VRE will also work to pursue legislation that would cap liability insurance at \$200 million. The Legislative Agenda also includes work to secure additional Homeland Security funding. The state legislative initiatives include seeking funding for railcar procurement and other projects, capping the liability insurance, and pursuing Rail Enhancement funds.

Chairman McConnell suggested that Board Members familiarize themselves with VRE's Legislative Agenda so that when jurisdictions are putting together their legislative agendas, these initiatives could be included.

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The Board then voted on the motion to approve the Legislative Agenda and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman and McConnell. Ms. Rae abstained.

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

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Mr. Zehner stated that the line of credit, approved by the Operations Board in June, 2003, is part of VRE's banking services contract with SunTrust Bank. The overall banking contract is for three years with two possible one-year extensions, but the line of credit must be renewed annually. Resolution #9C-10-2005 would recommend that the Commissions authorize a renewal of the line of credit with SunTrust Banks.

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

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Mr. Zehner reported that Resolution #9D-10-2005 would recommend that the Commissions authorize the VRE CEO to increase the task order with STV, Inc. by \$395,000 for general and administrative services for a total amount not to exceed \$833,103 for FY 2006. Work proposed for this period includes continued engineering oversight on the new car procurement through the end of October along with regular engineering support, equipment failure evaluation, monthly progress reports, and other administrative services to ensure quality service to VRE. He explained that VRE has utilized some of this task order authorization for engineering oversight for the new cab cars due to longer than anticipated contract negotiations. Based upon the experience of the first phases of the task order, this amendment is expected to sustain work both through calendar year 2005 and fiscal year 2006.

In response to a question from Mr. Gibbons, Mr. Zehner stated that at next month's meeting, staff will give a presentation on the new cab railcars, including the new high back seating.

Mr. Kauffman asked why this work was not separated into two different task orders. Ms. Straub explained that this type of work is included in STV's general work and rather than issuing a new task order, it was less complicated to issue an amendment. She stated that if the Board is more comfortable with a new task order, this could be accomplished. It would take time, but there would be no additional cost.

Ms. Rae asked if VRE's procurement policies allow an amendment this size. Mr. Zehner stated that he considers all this work part of general and administrative services work within the approved task order. In response to a question from Mr. Kauffman, Mr. Maclsaac gave his opinion that this requested action is appropriate and is within the budget. This is an expedient way to get the work done. There are no procurement policies being creatively interpreted with this action. Ms. Bulova stated that it would be helpful to have more of an explanation for the Commissions when they discuss it and take action.

Mr. Gibbons moved, with a second by Ms. Bulova, to approve the resolution. The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman, McConnell and Rae.

[Ms. Barg arrived at 10:07 A.M.]

Authorization to Amend a Task Order for Warehouse Management and Operations –9E

Mr. Zehner explained that back in June, 2004, the Operations Board approved a task order with STV, Inc. for the management of VRE's warehouse in the amount of \$400,000. At that time, the warehouse was intended to function as a minimal operation staffed with one part-time person to support the parts management function performed by Amtrak. The intention was to have Amtrak assume the management of this facility as part of the transition to move maintenance functions to the outlying yards. Since that time, Amtrak has announced that they do not wish to staff or manage the warehouse. As part of the FY 2007 budget process, staff is considering potential cost savings associated with bringing this work in-house. This amendment is estimated to sustain warehouse management activities through FY 2006.

Mr. Zehner stated that Resolution #9E-10-2005 would recommend that the Commissions authorize the VRE CEO to increase the task order with STV, Inc. by \$295,000 for management and operation at VRE's Broad Run warehouse for a total amount not to exceed \$694,000.

Mr. Jenkins moved, with a second by Ms. Caddigan, to approve the resolution.

In response to a question from Ms. Bulova, Mr. Zehner explained that the cost of doing this could be a wash compared to contracting with Amtrak to do the work. Ms. Straub further explained that in the interim it may cost more for a few months, but if the parts aren't continuing to be ordered then the required maintenance work can't get done. Staff will make a recommendation on any cost savings as part of the FY 2007 budget process. Mr. Covington stated that if VRE management provides "long-term" savings, this would be valuable information to provide the Board and Commissions. Mr. Kauffman stated that this needs to be presented clearly to the Commissions so it doesn't get kicked back to the Operations Board. Ms. Bulova agreed and stated that it would be helpful to provide information about any long-term savings as Mr. Covington suggested.

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

Authorization to Submit an Application to the Rail Enhancement Program for Preliminary Engineering of a Third Track on the CSXT RF&P Subdivision – 9F

Mr. Zehner explained that the Operations Board is being asked to authorize him to submit a \$2.5 million funding request to the Rail Enhancement Program for the preliminary engineering and environmental analysis of a third track on the Fredericksburg line contingent on approval of the Commissions at their November 3, 2005 meetings. Resolution #9F-10-2005 would accomplish this.

Mr. Zehner stated that the proposed project includes a third track with an accompanying station at Cherry Hill and is consistent with the specific goal of joint freight-passenger activity on the Washington-Richmond corridor as stated in the Virginia State Rail Plan. It would be a multi-year effort seeking Rail Enhancement funds over a four-year period. Only \$2.5 million would be requested at this time for funding of design, preliminary engineering and permitting activities. Funding for actual construction of the third track would be submitted once the preliminary engineering and environmental analysis were complete. The total project cost is estimated at \$72 million with KSI, a major Northern Virginia development company, providing \$21.9 million, which would be the required 30 percent in-kind match. Under the current MOU with CSXT and the Commonwealth, it would be necessary for the Corridor Task Force to meet and determine what the complete range of public benefits is from the proposed project.

Ms. Caddigan stated that VRE needs to be sensitive to the Marines' concerns with security issues relating to rail service through the Quantico Marine Base. Mr. Gibbons expressed his concern about the movement of freight through Quantico and observed that a third track would allow freight to move through quicker without stopping, though he did ask if enough right of way existed through the base to do the project. He suggested seeking Homeland Security or NCR funding for this project. Also, state funds from the General Assembly could be sought.

Mr. Kauffman stated that it is important to have complete clarity on KSI's initial and long-term commitment. Mr. Zehner stated that VRE could require KSI to sign a letter that shows KSI's work would transfer to the public.

Ms. Barg moved with a second by Mr. Jenkins, to approve Resolution #9F-10-2005.

Ms. Bulova disclosed that she is a member of the Rail Advisory Board. She stated that it is important for VRE to make sure that there is a written commitment from CSXT concerning the public investment, so that VRE is not investing in this project that doesn't result in any benefit to passenger rail because more freight trains are running through the corridor. Mr. Zehner stated that this will need to be resolved through the Corridor Task Force. Ms. Rae suggested strategically applying for funding for the entire project and requesting only the first year's funding. She also suggested seeking additional funding through the legislative process by showing VRE's unmet needs to legislators.

Mr. MacIsaac observed that the proposed action is a funding mechanism to meet a commitment VRE made to CSXT that no expansion of service would occur until a third track was built. He suggested VRE not spend any funds until VRE knows what it will get in return from CSXT. Mr. Harf observed that in the end if VRE is spending \$50

million on this project that results in continuing to be confined to 40 trains that's not a very good return on VRE's investment. The Operations Board needs to translate this project into additional train operating privileges from CSXT beyond the current 40 trains.

Ms. Bulova suggested that the motion be changed to make it clear that it's a multi-year project with a total request of \$50 million, with the first year request of \$2.5 million.

Mr. Taube observed that VRE already submitted a Gainesville-Haymarket application to the Rail Enhancement Program and he urged that the Operations Board give some thought if the projects should be prioritized. VRE also has other unfunded needs, such as railcars, mid-day storage, parking and platform extensions. VRE should engage in a priority setting exercise.

Mr. Kauffman asked when is VRE in the best position to bargain with CSXT. Ms. Rae stated that there's a window of opportunity because CSXT wants the third track. She encouraged VRE to use this time to press CSXT to give additional public benefit along this corridor. The Rail Advisory Board meets November 3rd to discuss the applications and will vote on recommendations November 30th, with final CTB action scheduled for December 15, 2005.

Mr. MacIsaac stated that VRE needs to jump start the process of identifying the next set of projects, prioritizing them and looking at how they will benefit commuters, but it would be foolish to pass up this opportunity for funding. VRE should apply for the funding but immediately convene the Corridor Task Force and verify that this is a priority project and look at what capacity enhancements will result from this project.

Mr. Kauffman suggested adding wording to the Resolution: "Now, therefore, be it resolved that subject to CSXT committing to additional capacity for VRE trains, the VRE Operations Board authorizes..." Ms. Bulova also suggested that VRE submit a \$2.5 million funding request for the first year of a multi-year project totaling approximately \$50 million.

Mr. Gibbons stated that VRE needs to come up with a consolidated plan. VRE is seeking funding from different sources, including the Rail Enhancement Fund and the General Assembly. VRE should have a package of funding requests.

Mr. Kauffman moved, with a second by Ms. Barg, to approve the resolution with his wording change and Ms. Bulova's suggestion. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman and McConnell. Ms. Rae abstained.

FY 2006 Budget – 10A

Mr. Zehner reminded Board Members that increasing fuel costs have caused an estimated \$1.2 million shortfall in the VRE operating budget. Since there is no indication that fuel prices will return to the levels assumed in the FY 2006 budget, modifications to the budget must be made as quickly as possible. In lieu of an immediate fare increase, Mr. Zehner identified a list of budget cuts, including eliminating the day after Thanksgiving service, eliminating Train #334 on the Manassas line, eliminating 10 positions at Amtrak, eliminating P.M. custodial crews at the stations (while maintaining A.M. cleaning crews), and returning a leased locomotive to Amtrak.

Ms. Barg asked if the Santa train should be eliminated. Mr. Zehner explained that running the Santa trains doesn't cost VRE anything because people pay for tickets, the railroads allow VRE trains to run on the tracks for free, and other costs are recouped from ticket sales.

Mr. Zehner explained that Train #334 is a late morning train and only about 60-70 passengers ride this train. Ridership on this train cannot substantially increase because at that time of the morning there are no available parking spaces at virtually all the stations along the Manassas line. Ms. Bulova stated that she rides this train several times a month and she has observed that almost no one rides this train.

Ms. Rae expressed concern about returning the locomotive to Amtrak since some of the reliability issues have been tied to locomotive problems. Mr. Zehner stated that VRE has only had three catastrophic failures in VRE's entire history. VRE currently has 20 locomotives and needs 11 to run the service. Nineteen locomotives should be enough to maintain the current level of service. Mr. Snyder further explained that this locomotive is the oldest locomotive in VRE's fleet. It is problematic and only is running about half the time. Amtrak also wants to increase the leasing rate. Mr. Gibbons asked staff to compile an assessment/inventory of VRE's locomotive fleet.

Mr. Zehner stated that the 10 positions being eliminated from Amtrak would be five cleaning positions and five mechanical positions. VRE is doing more mechanical work itself on the Gallery railcars. VRE continues to move more maintenance to the yards because VRE can do it cheaper and better. These 10 positions at Amtrak would be shifted to other Amtrak jobs.

In conclusion, Mr. Zehner explained that these cost reductions would result in about \$800,000 in savings for this year and \$1.3 million next fiscal year. Ms. Bulova stated that her initial concern was that these reductions could jeopardize VRE's quality of service, but after talking with Mr. Zehner, she thinks these reductions are sound. She asked whether the funds for the strategic plan study should be spent. Mr. Zehner stated that it could save \$150,000. Ms. Straub clarified that these funds are from the FY 2007 grant so it wouldn't affect this year's budget. Mr. Kauffman asked staff to make a strong case for eliminating the day after Thanksgiving service to the customers and give them

advanced warning. Chairman McConnell stated that staff did a good job coming up with this list of reductions, which don't really impact service to the majority of riders. In response to a question from Mr. Covington, Mr. Zehner stated that staff has purposely been waiting to print Rider's Guides until these changes were made so there wouldn't be any additional costs.

Proposed Changes to Delegated Authority from NVTC and PRTC to the VRE Operations Board – 10B

Mr. Zehner stated that at the September 1, 2005 NVTC meeting a discussion occurred regarding the current authority of the Commissions relative to the VRE Operations Board. Mr. Taube put together a discussion paper on possible options for delegating authority to the Operations Board. Mr. Jenkins suggested that this paper be discussed by the Finance and Audit Committee before coming back to the Board to make recommendations to the Commissions. He asked Mr. Taube to participate in these committee discussions.

Closed Session – 11

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A(7) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session concerning one legal matter relating to the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman, McConnell and Rae. The Board entered into Closed Session at 11:20 A.M. Mr. Jenkins left the meeting during the Closed Session and did not return. The Operations Board returned to Open Session at 12:02 P.M.

Ms. Bulova moved, with a second by Ms. Caddigan, 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 Barg, Bulova, Caddigan, Gibbons, Kauffman, McConnell and Rae.

Other VRE Business

Mr. Gibbons expressed his concern about the seating on the Gallery railcars and asked staff to put together a cost estimate of replacing the seats with more comfortable seating.

Ms. Rae reported that the Senate Transportation START Group met last week to look at transportation funding issues. Also, former Commissioner Philip Shucet has suggested that VDOT and VDRPT be combined again into one department. She also stated that the APA audited VDOT and VDRPT and made the recommendation that state funding for public transportation be tied to performance criteria that would be set at the state level.

Chairman McConnell suggested that for the next meeting, unless there are crucial action items, the Operations Board focus on a discussion concerning potential new jurisdictions joining VRE. There were no objections.

Adjournment

Without objection, Chairman McConnell adjourned the meeting at 12:07 P.M.

Approved this 18th day of November 2005.

Elaine McConnell
Chairman

Dana Kauffman
Secretary

CERTIFICATION

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

Rhonda Gilchrest

Rhonda Gilchrest



**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**

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Alexandria, VA 22314-2730
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Web Site: www.vre.org

MINUTES

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

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

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

ALTERNATES ABSENT	JURISDICTION
Christopher Zimmerman (NVTC)	Arlington County

STAFF AND GENERAL PUBLIC	
Tamara Ashby – VRE	Wendy Lemieux – VRE
Fred Bonnett – Davis Industries	Bob Liebbrandt – Prince William County
Don Chism – VRE	Steve Maclsaac – VRE counsel
Steve Edwards – Sup. McConnell's office	Betsy Massie – PRTC staff
Sue Faulkner – Stafford County	Ian Newberg – Cubic
Anna Gotthardt – VRE	Dick Peacock – citizen
Alfred Harf – PRTC staff	Mark Roeber – VRE
Gerry Hyland –	Dave Snyder – VRE
Ann King – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax DOT	Rick Taube – NVTC staff
	Charles Williams – Davis Industries
	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 McConnell called the meeting to order at 9:40 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

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

Minutes of the September 18, 2005, VRE Operations Board Meeting – 4

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

Chairman's Remarks – 5

Chairman McConnell stated that she would like to have a meeting with Mr. Zehner and officials from Ft. Belvoir, including Colonel Lauritzen, to discuss rail issues pertaining to Ft. Belvoir.

Chief Executive Officer's Report – 6

Mr. Zehner reported that VRE's cumulative ridership for FY 2006 is down 1.4 percent compared to FY 2005. Staff attributes this decline in ridership mainly to the lack of on-time performance on the Fredericksburg line. On-time performance on the Fredericksburg line is getting better with shorter delays. Mr. Zehner gave an update on CSXT's tie replacement program, which is running behind schedule. The completion date has been pushed back to the Thanksgiving timeframe. CSXT has hired additional work crews to help complete this work.

Mr. Zehner also announced that Governor Warner and Lt. Governor Kaine visited the Broad Run station to view VRE operations. He also reported that a VRE schedule change will occur on October 31st on both lines in order to deal with the "clumping" of trains. This should help to improve on-time performance. Mr. Zehner also announced that the Santa trains will run on December 10th, with tickets going on sale November 28th.

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

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[Ms. Barg arrived at 10:07 A.M.]

Authorization to Amend a Task Order for Warehouse Management and Operations –9E

Mr. Zehner explained that back in June, 2004, the Operations Board approved a task order with STV, Inc. for the management of VRE's warehouse in the amount of \$400,000. At that time, the warehouse was intended to function as a minimal operation staffed with one part-time person to support the parts management function performed by Amtrak. The intention was to have Amtrak assume the management of this facility as part of the transition to move maintenance functions to the outlying yards. Since that time, Amtrak has announced that they do not wish to staff or manage the warehouse. As part of the FY 2007 budget process, staff is considering potential cost savings associated with bringing this work in-house. This amendment is estimated to sustain warehouse management activities through FY 2006.

Mr. Zehner stated that Resolution #9E-10-2005 would recommend that the Commissions authorize the VRE CEO to increase the task order with STV, Inc. by \$295,000 for management and operation at VRE's Broad Run warehouse for a total amount not to exceed \$694,000.

Mr. Jenkins moved, with a second by Ms. Caddigan, to approve the resolution.

In response to a question from Ms. Bulova, Mr. Zehner explained that the cost of doing this could be a wash compared to contracting with Amtrak to do the work. Ms. Straub further explained that in the interim it may cost more for a few months, but if the parts aren't continuing to be ordered then the required maintenance work can't get done. Staff will make a recommendation on any cost savings as part of the FY 2007 budget process. Mr. Covington stated that if VRE management provides "long-term" savings, this would be valuable information to provide the Board and Commissions. Mr. Kauffman stated that this needs to be presented clearly to the Commissions so it doesn't get kicked back to the Operations Board. Ms. Bulova agreed and stated that it would be helpful to provide information about any long-term savings as Mr. Covington suggested.

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

Authorization to Submit an Application to the Rail Enhancement Program for Preliminary Engineering of a Third Track on the CSXT RF&P Subdivision – 9F

Mr. Zehner explained that the Operations Board is being asked to authorize him to submit a \$2.5 million funding request to the Rail Enhancement Program for the preliminary engineering and environmental analysis of a third track on the Fredericksburg line contingent on approval of the Commissions at their November 3, 2005 meetings. Resolution #9F-10-2005 would accomplish this.

Mr. Zehner stated that the proposed project includes a third track with an accompanying station at Cherry Hill and is consistent with the specific goal of joint freight-passenger activity on the Washington-Richmond corridor as stated in the Virginia State Rail Plan. It would be a multi-year effort seeking Rail Enhancement funds over a four-year period. Only \$2.5 million would be requested at this time for funding of design, preliminary engineering and permitting activities. Funding for actual construction of the third track would be submitted once the preliminary engineering and environmental analysis were complete. The total project cost is estimated at \$72 million with KSI, a major Northern Virginia development company, providing \$21.9 million, which would be the required 30 percent in-kind match. Under the current MOU with CSXT and the Commonwealth, it would be necessary for the Corridor Task Force to meet and determine what the complete range of public benefits is from the proposed project.

Ms. Caddigan stated that VRE needs to be sensitive to the Marines' concerns with security issues relating to rail service through the Quantico Marine Base. Mr. Gibbons expressed his concern about the movement of freight through Quantico and observed that a third track would allow freight to move through quicker without stopping, though he did ask if enough right of way existed through the base to do the project. He suggested seeking Homeland Security or NCR funding for this project. Also, state funds from the General Assembly could be sought.

Mr. Kauffman stated that it is important to have complete clarity on KSI's initial and long-term commitment. Mr. Zehner stated that VRE could require KSI to sign a letter that shows KSI's work would transfer to the public.

Ms. Barg moved with a second by Mr. Jenkins, to approve Resolution #9F-10-2005.

Ms. Bulova disclosed that she is a member of the Rail Advisory Board. She stated that it is important for VRE to make sure that there is a written commitment from CSXT concerning the public investment, so that VRE is not investing in this project that doesn't result in any benefit to passenger rail because more freight trains are running through the corridor. Mr. Zehner stated that this will need to be resolved through the Corridor Task Force. Ms. Rae suggested strategically applying for funding for the entire project and requesting only the first year's funding. She also suggested seeking additional funding through the legislative process by showing VRE's unmet needs to legislators.

Mr. MacIsaac observed that the proposed action is a funding mechanism to meet a commitment VRE made to CSXT that no expansion of service would occur until a third track was built. He suggested VRE not spend any funds until VRE knows what it will get in return from CSXT. Mr. Harf observed that in the end if VRE is spending \$50

million on this project that results in continuing to be confined to 40 trains that's not a very good return on VRE's investment. The Operations Board needs to translate this project into additional train operating privileges from CSXT beyond the current 40 trains.

Ms. Bulova suggested that the motion be changed to make it clear that it's a multi-year project with a total request of \$50 million, with the first year request of \$2.5 million.

Mr. Taube observed that VRE already submitted a Gainesville-Haymarket application to the Rail Enhancement Program and he urged that the Operations Board give some thought if the projects should be prioritized. VRE also has other unfunded needs, such as railcars, mid-day storage, parking and platform extensions. VRE should engage in a priority setting exercise.

Mr. Kauffman asked when is VRE in the best position to bargain with CSXT. Ms. Rae stated that there's a window of opportunity because CSXT wants the third track. She encouraged VRE to use this time to press CSXT to give additional public benefit along this corridor. The Rail Advisory Board meets November 3rd to discuss the applications and will vote on recommendations November 30th, with final CTB action scheduled for December 15, 2005.

Mr. MacIsaac stated that VRE needs to jump start the process of identifying the next set of projects, prioritizing them and looking at how they will benefit commuters, but it would be foolish to pass up this opportunity for funding. VRE should apply for the funding but immediately convene the Corridor Task Force and verify that this is a priority project and look at what capacity enhancements will result from this project.

Mr. Kauffman suggested adding wording to the Resolution: "Now, therefore, be it resolved that subject to CSXT committing to additional capacity for VRE trains, the VRE Operations Board authorizes..." Ms. Bulova also suggested that VRE submit a \$2.5 million funding request for the first year of a multi-year project totaling approximately \$50 million.

Mr. Gibbons stated that VRE needs to come up with a consolidated plan. VRE is seeking funding from different sources, including the Rail Enhancement Fund and the General Assembly. VRE should have a package of funding requests.

Mr. Kauffman moved, with a second by Ms. Barg, to approve the resolution with his wording change and Ms. Bulova's suggestion. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman and McConnell. Ms. Rae abstained.

FY 2006 Budget – 10A

Mr. Zehner reminded Board Members that increasing fuel costs have caused an estimated \$1.2 million shortfall in the VRE operating budget. Since there is no indication that fuel prices will return to the levels assumed in the FY 2006 budget, modifications to the budget must be made as quickly as possible. In lieu of an immediate fare increase, Mr. Zehner identified a list of budget cuts, including eliminating the day after Thanksgiving service, eliminating Train #334 on the Manassas line, eliminating 10 positions at Amtrak, eliminating P.M. custodial crews at the stations (while maintaining A.M. cleaning crews), and returning a leased locomotive to Amtrak.

Ms. Barg asked if the Santa train should be eliminated. Mr. Zehner explained that running the Santa trains doesn't cost VRE anything because people pay for tickets, the railroads allow VRE trains to run on the tracks for free, and other costs are recouped from ticket sales.

Mr. Zehner explained that Train #334 is a late morning train and only about 60-70 passengers ride this train. Ridership on this train cannot substantially increase because at that time of the morning there are no available parking spaces at virtually all the stations along the Manassas line. Ms. Bulova stated that she rides this train several times a month and she has observed that almost no one rides this train.

Ms. Rae expressed concern about returning the locomotive to Amtrak since some of the reliability issues have been tied to locomotive problems. Mr. Zehner stated that VRE has only had three catastrophic failures in VRE's entire history. VRE currently has 20 locomotives and needs 11 to run the service. Nineteen locomotives should be enough to maintain the current level of service. Mr. Snyder further explained that this locomotive is the oldest locomotive in VRE's fleet. It is problematic and only is running about half the time. Amtrak also wants to increase the leasing rate. Mr. Gibbons asked staff to compile an assessment/inventory of VRE's locomotive fleet.

Mr. Zehner stated that the 10 positions being eliminated from Amtrak would be five cleaning positions and five mechanical positions. VRE is doing more mechanical work itself on the Gallery railcars. VRE continues to move more maintenance to the yards because VRE can do it cheaper and better. These 10 positions at Amtrak would be shifted to other Amtrak jobs.

In conclusion, Mr. Zehner explained that these cost reductions would result in about \$800,000 in savings for this year and \$1.3 million next fiscal year. Ms. Bulova stated that her initial concern was that these reductions could jeopardize VRE's quality of service, but after talking with Mr. Zehner, she thinks these reductions are sound. She asked whether the funds for the strategic plan study should be spent. Mr. Zehner stated that it could save \$150,000. Ms. Straub clarified that these funds are from the FY 2007 grant so it wouldn't affect this year's budget. Mr. Kauffman asked staff to make a strong case for eliminating the day after Thanksgiving service to the customers and give them

advanced warning. Chairman McConnell stated that staff did a good job coming up with this list of reductions, which don't really impact service to the majority of riders. In response to a question from Mr. Covington, Mr. Zehner stated that staff has purposely been waiting to print Rider's Guides until these changes were made so there wouldn't be any additional costs.

Proposed Changes to Delegated Authority from NVTC and PRTC to the VRE Operations Board – 10B

Mr. Zehner stated that at the September 1, 2005 NVTC meeting a discussion occurred regarding the current authority of the Commissions relative to the VRE Operations Board. Mr. Taube put together a discussion paper on possible options for delegating authority to the Operations Board. Mr. Jenkins suggested that this paper be discussed by the Finance and Audit Committee before coming back to the Board to make recommendations to the Commissions. He asked Mr. Taube to participate in these committee discussions.

Closed Session – 11

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A(7) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session concerning one legal matter relating to the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Jenkins, Kauffman, McConnell and Rae. The Board entered into Closed Session at 11:20 A.M. Mr. Jenkins left the meeting during the Closed Session and did not return. The Operations Board returned to Open Session at 12:02 P.M.

Ms. Bulova moved, with a second by Ms. Caddigan, 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 Barg, Bulova, Caddigan, Gibbons, Kauffman, McConnell and Rae.

Other VRE Business

Mr. Gibbons expressed his concern about the seating on the Gallery railcars and asked staff to put together a cost estimate of replacing the seats with more comfortable seating.

Ms. Rae reported that the Senate Transportation START Group met last week to look at transportation funding issues. Also, former Commissioner Philip Shucet has suggested that VDOT and VDRPT be combined again into one department. She also stated that the APA audited VDOT and VDRPT and made the recommendation that state funding for public transportation be tied to performance criteria that would be set at the state level.

Chairman McConnell suggested that for the next meeting, unless there are crucial action items, the Operations Board focus on a discussion concerning potential new jurisdictions joining VRE. There were no objections.

Adjournment

Without objection, Chairman McConnell adjourned the meeting at 12:07 P.M.

Approved this 18th day of November 2005.

Elaine McConnell
Chairman

Dana Kauffman
Secretary

CERTIFICATION

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

Rhonda Gilchrest

Rhonda Gilchrest

Draft Gainesville-Haymarket Implementation Plan

The VRE Operations Board recommends approval of Resolution #1093. This resolution authorizes submission of the report prepared by Parsons Brinckerhoff to the Virginia Department of Rail and Public Transportation. DRPT in turn must submit the final report to the General Assembly by December 1, 2005. Also, VRE staff would be authorized to seek state Rail Enhancement funding for a feasibility study to identify right-of-way needs, provide more detailed cost projections and complete ridership forecasts.

The Operations Board debated the extent to which it should endorse or support the plan. The upper limit of estimated costs is \$281 million and that does not include any right of way for possible track improvements or concessions to freight railroads that may be needed. Further, there are \$50-60 million annually of unfunded VRE core needs. Ultimately the Board agreed on the language contained in Resolution #1093.

RESOLUTION #1093

SUBJECT: Draft Gainesville-Haymarket Implementation Plan.

WHEREAS: In 2005, the General Assembly tasked DRPT with developing an implementation plan for the VRE Gainesville-Haymarket extension;

WHEREAS: Based on discussions with DRPT, the VRE Operations Board approved a task order for Parsons Brinckerhoff to undertake this plan to be provided to DRPT;

WHEREAS: The intent of the plan was to outline the necessary railroad infrastructure improvements and identify potential sources of funding for these improvements;

WHEREAS: Comments have been sought from the stakeholders and local staff; and

WHEREAS: The VRE Operations Board has recommended this action.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission supports completion of a full study for the Gainesville-Haymarket Implementation Plan, authorizes transmission of the draft plan to DRPT, and authorizes staff to apply for state Rail Enhancement funding for a full feasibility study.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 8-D
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 16, 2005

**RE: AUTHORIZATION TO REFER THE GAINESVILLE-HAYMARKET
IMPLEMENTATION PLAN TO THE COMMISSIONS AND DRPT**

RECOMMENDATION:

The VRE Operations Board is being asked to support the Gainesville-Haymarket Implementation Plan and refer the plan to the Commissions for submission to the Virginia Department of Rail and Public Transportation (DRPT); and approve an application for Rail Enhancement funding for a feasibility study.

BACKGROUND:

Last year, the General Assembly tasked DRPT with developing an implementation plan for the VRE Gainesville-Haymarket extension. Based on discussions with DRPT, the VRE Operations Board approved a task order for Parsons Brinckerhoff to complete this study on April 15, 2005.

The specific language from the General Assembly outlining the intent of the report is as follows:

The Director of the Department of Rail and Public Transportation (DRPT) is directed to develop a plan to identify all available revenue sources to facilitate the extension of the Virginia Railway Express to Gainesville and Haymarket. As part of the plan, the director shall discuss the actions necessary for the Virginia Department of Rail and Public Transportation and Norfolk Southern Corporation to take in order to construct the railroad infrastructure and develop an access agreement for use of such infrastructure. The Director shall examine the potential need to solicit a public-private transportation

act proposal for such project and to consider use of Rail Enhancement Funds for the extension. The Director shall submit the plan to the Secretary of Transportation, the Chairmen of the House Transportation and Appropriations Committees, and the Chairmen of the Senate Transportation and Finance Committees by December 1, 2005.

The report outlines the necessary railroad infrastructure improvements to go to Gainesville and Haymarket, identifies potential funding partners, discusses possible project phasing, and provides a high-level timeline for implementation. The plan does not make a determination regarding whether or not the extension should be undertaken, but does recommend that the next step be to move forward with a feasibility study. The study would identify right-of-way needs, provide more detailed cost projections, and update ridership forecasts. In addition, this study would provide information on how this extension will impact the financial needs of the existing VRE network and member jurisdictions. VRE intends to apply for Rail Enhancement funding to undertake this feasibility study.

To date, three drafts of the report have been completed. Extensive coordination with Prince William County staff, as well as other key stakeholders such as DRPT and Norfolk Southern (NS), has occurred. A draft of the report has also been distributed to the VRE Coordinating Committee (VCC).

The remaining schedule for distributing the plan is as follows:

- Draft to Prince William County Board - September 20th
- Draft to Commissions - October 6th
- Draft to DRPT - late October
- Submit to General Assembly - December 1st.

The implementation plan will be sent out under separate cover prior to the board meeting.

FISCAL IMPACT:

There is no fiscal impact.

Gainesville-Haymarket Implementation Plan

VRE Operations Board

September 16, 2005

Dale Zehner

Background

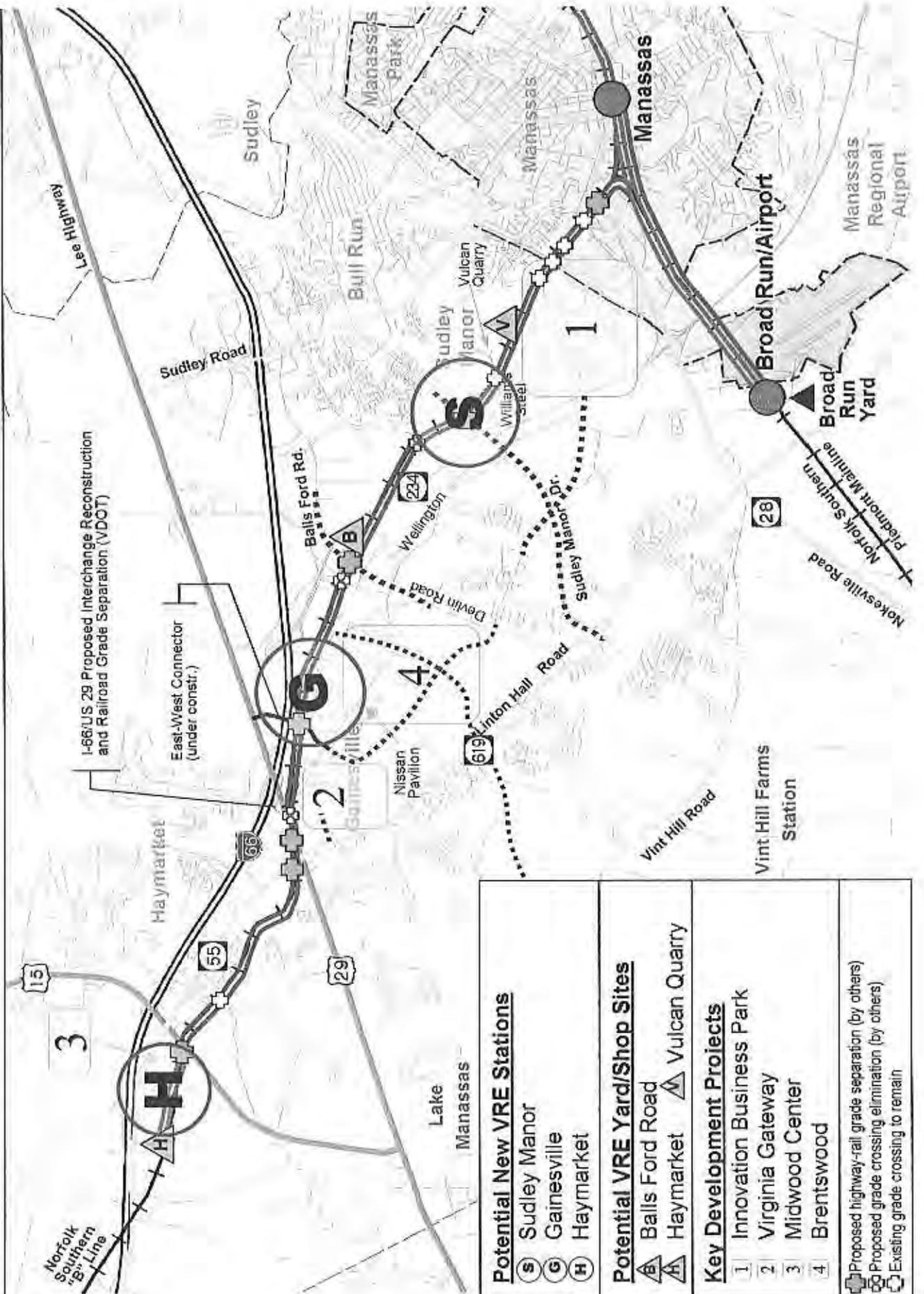
- General Assembly tasked DRPT with developing G-H implementation plan
 - DRPT passed to VRE to complete
- Completed three drafts of the report:
 - Extensive coordination with PWC staff on first draft
 - Received comments from NVTC, PRTC, DRPT and NS
 - Second draft distributed to VRE's "VCC" – all jurisdictional staff
 - Third draft incorporates those comments

Extension

- 11 Miles, 3 stations
 - Sudley Manor/Innovation
 - Gainesville/Brentswood
 - Haymarket
- No specific sites determined, but have undertaken extensive discussions with County



Virginia Railway Express Gainesville-Haymarket Extension



Potential New VRE Stations
<ul style="list-style-type: none"> (S) Sudley Manor (G) Gainesville (H) Haymarket
Potential VRE Yard/Shop Sites
<ul style="list-style-type: none"> (A) Balls Ford Road (B) Haymarket (V) Vulcan Quarry
Key Development Projects
<ul style="list-style-type: none"> 1 Innovation Business Park 2 Virginia Gateway 3 Midwood Center 4 Brentwood
<ul style="list-style-type: none"> Proposed highway-rail grade separation (by others) Proposed grade crossing elimination (by others) Existing grade crossing to remain

Timeline & Ridership

- Project will most likely have to be phased because of 66/29 interchange
- 7 years to Gainesville using federal funds
 - Timeframe could be shorter without federal funds
- Additional 2-3 years to go to Haymarket
- Ridership 3,100-5,500 in the 2015 timeframe
 - Will continue to grow rapidly if capacity is provided

Costs

VRE GAINESVILLE-HAYMARKET EXTENSION UPDATED CAPITAL COST ESTIMATE

Cost Category	Phase 1 Manassas-Gainesville Option 1 - Limited Service		Phase 1 Manassas-Gainesville Option 2 - Full Service		Phases 1+2 (cumulative) Manassas-Haymarket Full Service	
	Low End	High End	Low End	High End	Low End	High End
	of Range	of Range	of Range	of Range	of Range	of Range
Rail Infrastructure	\$ 44.5	\$ 78.5	\$ 75.5	\$ 85.2	\$ 99.2	\$ 117.5
Train Storage & Maintenance Facilities	\$ -	\$ -	\$ 10.0	\$ 15.0	\$ 10.0	\$ 15.0
Station Facilities	\$ 6.3	\$ 8.0	\$ 13.1	\$ 16.1	\$ 15.9	\$ 20.9
Station Parking	\$ 15.0	\$ 22.5	\$ 19.9	\$ 59.8	\$ 22.4	\$ 89.7
Rolling Stock	\$ -	\$ -	\$ 25.0	\$ 37.5	\$ 25.0	\$ 37.5
TOTAL COST BY PHASE	\$ 65.8	\$ 109.0	\$ 143.6	\$ 213.6	\$ 173.5	\$ 280.6
Track-miles of additional main track					\$ 14.9	\$ 18.4
Total cost per mile					\$ 11.6	\$ 15.2
Total rail infrastructure cost per mile					\$ 11.7	\$ 17.0

Wide range of costs

- Scope of project can range from 1-3 stations and 6-14 daily trains, affecting the cost.
- Rail infrastructure costs increase if yard cannot be located at end of line
- Station costs vary depending on type of station (TOD v/s PNR), proffers, and how many stations are built

Partners

- VRE
 - Capital project management and funding
 - Operator
- Prince William County
 - Stations, access
 - Zoning, ROW
- State Government
 - Funding - Rail Enhancement Fund
- Railroad
 - NS - Capital investment and construction, preserving ROW, access
 - CSX - Access
- Private Developers
 - TOD, proffers
- Federal Government
 - Funding – loan programs

Critical Points

- Project cost too large to rely on State and Local funding alone
- Must complete a feasibility study and secure land before corridor completely developed
 - Study will refine project costs, identify ROW needs, update ridership forecasts, and examine impact of extension on the current system.
- Recommendation of plan to apply for Rail Enhancement funds to accomplish feasibility study
- At the same time, continue to work with PWC and railroad to progress the project

Plan Schedule/Next Steps

- Schedule for disseminating draft:
 - Draft to VRE Operations Board – September 16th
 - Draft to PWC Board September 20th
 - Draft to Commissions October 6th
 - Draft to DRPT late October
 - Submit to General Assembly December 1st,
- Funding request to State Rail Enhancement Fund for feasibility study
 - Applications due mid-October



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SUMMARY

The proposed Gainesville-Haymarket project would extend VRE commuter rail service for 11 miles between the City of Manassas and Haymarket, located in Prince William County, Virginia. The VRE extension would use an existing railroad right-of-way owned by Norfolk Southern Corp. that currently is used exclusively by freight trains. An extensive upgrade of the rail line would be required to make the line suitable for passenger service.

At this point in time, identifying a precise estimate of the capital costs to be funded from public sources would be misleading, because not all costs are known, and because the sharing of costs among various possible public and private sources will require agreements that have not yet been negotiated. However, initial conceptual plans for the extension have been prepared, and capital investment is expected to be in the range of \$174 to \$281 million dollars to make the necessary railroad infrastructure and rail yard facility improvements to support full VRE service to Haymarket, construct three new passenger stations and associated parking, and purchase additional VRE rolling stock to carry the new passengers that would be attracted to the system. The cost range is a wide one because no significant engineering work has yet been done, the quantity of required station parking cannot be precisely determined until more detailed ridership projections have been prepared, and the mix of surface and structured parking has not yet been determined. The cost could increase if engineering studies identify significant utilities to be relocated, if environmental analyses identify impacts that need to be mitigated, or if property must be purchased to widen the right-of-way in places. On the other hand, the costs to be borne by the public sector could be significantly reduced by proffers from station area developers and contributions from other private sector stakeholders. The project also could be implemented in phases, in order to manage cost. An initial interim phase providing limited VRE service to Gainesville could be implemented for between \$66 and \$109 million, perhaps shortening the implementation process by relying only on State, local and private funding.

The VRE extension project should not be considered as a stand-alone project. It affects, and is affected by, other VRE capital projects, highway construction and railroad grade separation projects in the corridor, and planning, zoning and development approval actions that need to be taken by Prince William County. The costs identified above are *in addition* to the funds that VRE will require to support anticipated growth in demand for rail service within its existing service territory – the costs of which have been identified in the VRE Strategic Plan, but for which full funding has not yet been obtained. The VRE extension project also may adjust the planned timing of highway projects to eliminate railroad grade crossings, or it may trigger new projects – requiring funding over and above what is currently budgeted.

The full project to extend VRE service 11 miles from Manassas to Haymarket will take an estimated nine years to complete, allowing for completion of the I-66/US 29 interchange and railroad grade-separation project. Phased implementation could realistically provide for initial service to Gainesville within a seven year time period. A



fast-track approach to implementing the project, with strong leadership, close coordination among project stakeholders and no significant delays, could result in completion of the first phase in approximately four years – however, this schedule is very optimistic. The following key project stakeholders, at a minimum, would need to reach a consensus and enter into a Memorandum of Understanding (MOU) with each other to enable the project to progress:

- Virginia Railway Express (VRE)
- Norfolk Southern (NS)
- Virginia Dept. of Rail and Public Transportation (VDRPT)
- Virginia Dept. of Transportation (VDOT)
- Prince William County (PWC)

The MOU would outline each party's roles, responsibilities and funding commitments. Other stakeholders also will need to be actively involved, including the City of Manassas (right-of-way and grade crossings within the City), CSX and Amtrak (who control the number of VRE trains that can operate into Washington, DC) and station area developers (who may choose to proffer station and rail infrastructure as part of their proposed development projects).

The VRE extension project presents an excellent opportunity for public-private partnership. NS will benefit from the rail infrastructure investments and has indicated a willingness to share in the funding of those projects. There are possible transit-oriented development projects at or associated with all three of the potential new VRE stations. Developers would receive the benefits of additional density and development flexibility in exchange for constructing the stations and parking facilities. All of the partners are potentially in place for a successful public-private partnership to implement the VRE extension, and land remains available to create a new passenger rail line, with attractive mixed-use employment centers and residential neighborhoods around the rail stations. The rail extension and station area development projects could be mutually beneficial and help Prince William County achieve its plans for managed growth. However, the window of opportunity for action may be short, given the intense development pressure in the corridor.

In the event a consensus is reached among the railroad stakeholders to proceed with the extension project, the next step in the process would be to obtain funding for engineering and environmental studies and commission an engineering feasibility study and analysis of environmental issues associated with the project. The following are recommended early action items:

- Secure funding for and conduct an engineering feasibility study, alternatives analysis and environmental review (VRE)
- Develop corridor land use and station area plans and/or development guidelines as a basis for ongoing rail line extension planning (PWC)
- Secure right-of-way and property for stations and railroad yard and shop facility (VRE and PWC)
- Formalize working arrangements among stakeholders (All).

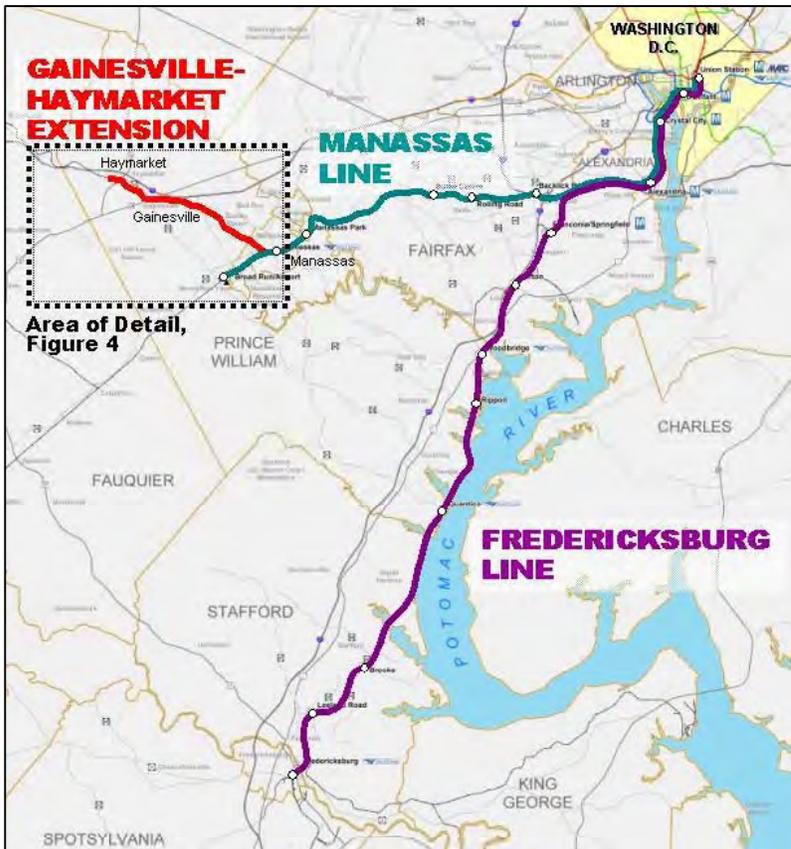
BACKGROUND

The Gainesville-Haymarket Extension Project

The Virginia Railway Express (VRE) operates commuter rail service in Northern Virginia on two lines, as shown in Figure 1: from Washington, DC to Fredericksburg on tracks owned by CSX, and from Washington to Manassas following a route owned by Norfolk Southern Corporation (NS).

The proposed Gainesville-Haymarket project would extend VRE service for 11 miles between Manassas and Haymarket, VA, over an existing railroad right-of-way owned by NS that currently is used exclusively by freight trains. The idea, while not new, has attracted significant local interest over the past several years as the greater Washington suburbs have reached outward into western Prince William County and the pace of residential and commercial development in the Interstate Route 66 Corridor has increased.

Figure 1
The VRE Network





The Gainesville-Haymarket extension was one of several VRE network expansion options considered in the VRE long-range strategic plan and was projected to generate the largest increase in ridership of all the options analyzed. VRE and NS cooperated on the development of conceptual operating and infrastructure plans for the rail line, which led to the generation of estimated capital costs. These conceptual plans were documented in the Strategic Plan and incorporated into the recommended short to medium term investment plan.

Although funds have not yet been committed for ongoing planning and design, VRE and the Virginia Department of Rail and Public Transportation agreed that VRE would prepare this report to the General Assembly describing the project, estimating its cost, outlining the process by which the project can be implemented, and estimating the time required to plan, design and construct the rail extension.

Current Conditions

Travel Conditions in I-66 Corridor

The primary transportation artery in the Gainesville-Haymarket corridor is Interstate 66, which is crowded today and is projected to remain congested even when currently planned widening projects are completed. Congestion on I-66 has expanded beyond the traditional rush hours and typically consumes much of the day. The continuing rapid growth in population and employment in the corridor, fueled by residential and commercial/industrial development, is stressing both I-66 and the state and local roads which feed it.

Direct transit service to Washington, DC and the major Northern Virginia business districts is not readily available in the corridor. The Potomac and Rappahannock Transportation Commission operates a connecting bus service during weekday rush hours to the West Falls Church Metrorail station from Gainesville, via Linton Hall Road and Devlin Road. Other than this single route, commuters to the central business district wishing to use transit generally must drive beyond the corridor – to the Metrorail station at Vienna or to the VRE stations at Broad Run or Manassas. Long drives, coupled with overcrowded Metro and VRE parking lots, discourage long-distance commuters from using transit.

High-occupancy vehicle (HOV) lanes will be extended to Gainesville on I-66, Prince William County has indicated its intention to sponsor a Metrorail connecting bus service starting in FY 2009, and Fauquier County also is seriously entertaining bus service sponsorship of its own, connecting to both VRE and Metrorail.

Conditions on VRE

VRE has seen steady ridership growth over the past five years as the Northern Virginia suburbs have grown, traffic congestion has worsened, and the level of Federal transit fare subsidies has increased. The railroad now operates 32 daily trains and carries about 15,500 daily riders on a system that was originally designed 13 years ago for



10,000 riders. VRE has increased station parking, increased the size of its railcar fleet, converted the fleet to higher-capacity bi-level coaches, and is continuing to make investments in these areas to increase its capacity to keep up with rising demand. Even so, there are passengers on several peak period trains who cannot find a seat, and the parking lots at most stations fill up well before the end of the morning rush. VRE also is outgrowing the capacity of its train storage and maintenance facilities at Washington Terminal, which is triggering investment at the two outlying yards in Virginia – at Broad Run adjacent to the Manassas regional airport, and at the Crossroads industrial park in Spotsylvania County south of Fredericksburg.

Demand for VRE service is extending further and further away from Washington as suburban development continues to expand southward and westward of the current VRE service area. The two busiest VRE suburban stations are those at the ends of the two lines – Fredericksburg and Broad Run – where a significant percentage of riders drive to VRE from points well beyond the line.

VRE's Overall Vision

Since its founding in 1992, the vision of Virginia Railway Express (VRE) has been to provide safe, convenient, energy-efficient public transportation as a viable alternative to driving the congested highways from Northern Virginia to the business districts of Alexandria, Crystal City (Arlington), and Washington, DC. VRE's primary and best-performing market will be long-distance commuter travel to the Washington and Northern Virginia central business districts served by VRE, from areas beyond the reach of the Metrorail system.

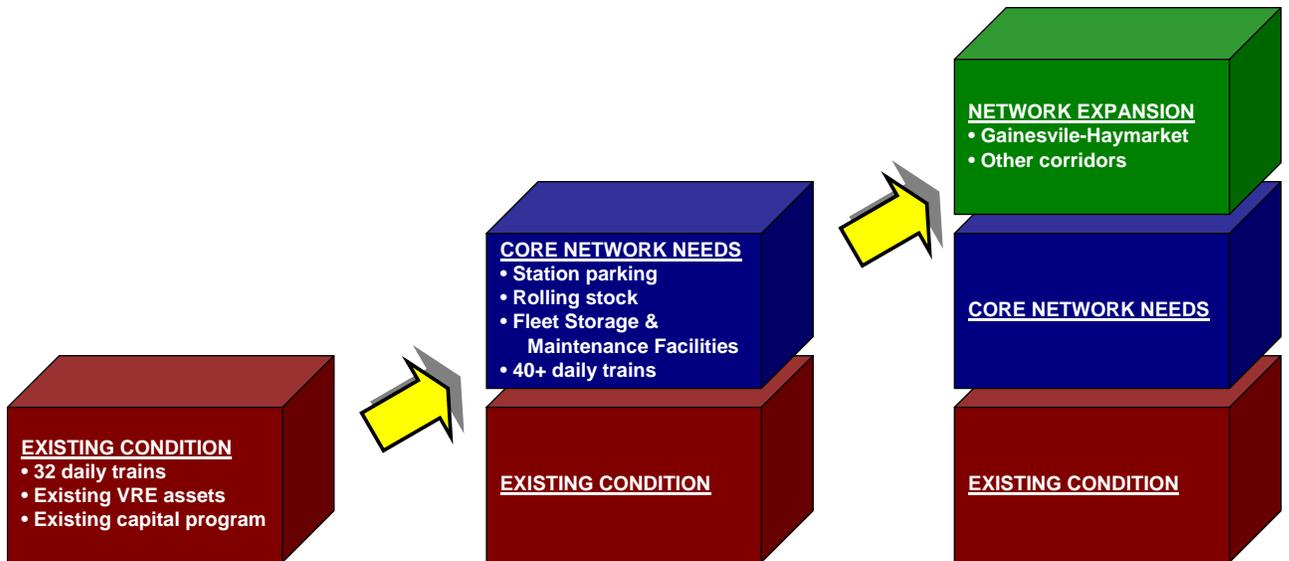
By strategically extending the coverage of its network into the rapidly growing areas beyond Manassas and Fredericksburg, VRE will be able to increase its critical mass of ridership, which will permit VRE to improve the level of service offered to both its new and existing customers and provide a mobility option for travel to the central business district for a greater number of suburban residents. Extending and improving VRE service will make sense, if additional analyses demonstrate that VRE offers a level of service superior to what would be available by other modes and is cost-effective relative to other investment options such as expansion of highway capacity.

VRE Capital Investment Priorities

VRE is absolutely committed to offering high-quality commuter rail service to its existing customers in locations where it currently provides service. VRE's top priorities, therefore, are enhancing the reliability of service and increasing the capacity of its existing trains and station parking lots in response to growing demand.

VRE also recognizes that it can cost-effectively provide comparable, high-quality commuter service to areas of Northern Virginia beyond its current service territory. These are the areas where population and employment in the region are growing fastest. VRE's strategic plan recommends and plans for future expansion of the VRE Network, but only on top of a fully funded program to maintain and enhance the existing core network, as illustrated in Figure 2.

Figure 2
Building Blocks of the VRE Strategic Plan



THE CORRIDOR – VISION AND OPPORTUNITY

Residential and Employment Growth in the Corridor

The Gainesville-Haymarket corridor is loosely defined as the portion of western Prince William County lying west of the City of Manassas, within three to five miles of Interstate 66 and the Norfolk Southern rail line. Over the past decade, this has been one of the fastest growing areas of Virginia. New communities and residential subdivisions are being created at a rapid pace, and new employment also is being generated at office, business and industrial parks within the corridor. Table 1 and Figure 3 show the historical and projected future pace of development and growth in the Gainesville-Haymarket Corridor.

Development within the corridor, especially residential development, is occurring at a faster pace than expected. Therefore, a relatively short window of time exists where investments in transportation can be made while developable land is relatively plentiful, as development is still occurring, and where the form and patterns of development can be influenced by and made responsive to those transportation investments.

Population growth was 3.7 percent per year between 1990 and 2000. In the period between 2000 and 2005, the corridor has seen population grow by an average of 12.4 percent per year. From now through 2015, the County projects the growth to continue at a rate of approximately 5 percent per year. After 2015, growth is expected to taper to



just over 1 percent per year. Employment growth has been and is expected to remain steady through 2015 – in the range of 4 to 5 percent per year.

Table 1
Historical and Projected Population and Employment Growth in the Gainesville-Haymarket Corridor and Prince William County

Gainesville-Haymarket Corridor (Prince William County Development Area North of Route 28)

	1990	2000	2005	2015	% Increase from 2005	2030	% Increase from 2005
Population	31,103	44,567	79,860	125,615	157%	149,806	188%
Employment	15,915	25,206	30,411	49,325	162%	70,138	231%

Total -- Prince William County

	1990	2000	2005	2015	% Increase from 2005	2030	% Increase from 2005
Population	215,686	280,813	352,063	463,198	132%	536,994	153%
Employment	65,742	91,628	100,525	138,466	138%	186,030	185%

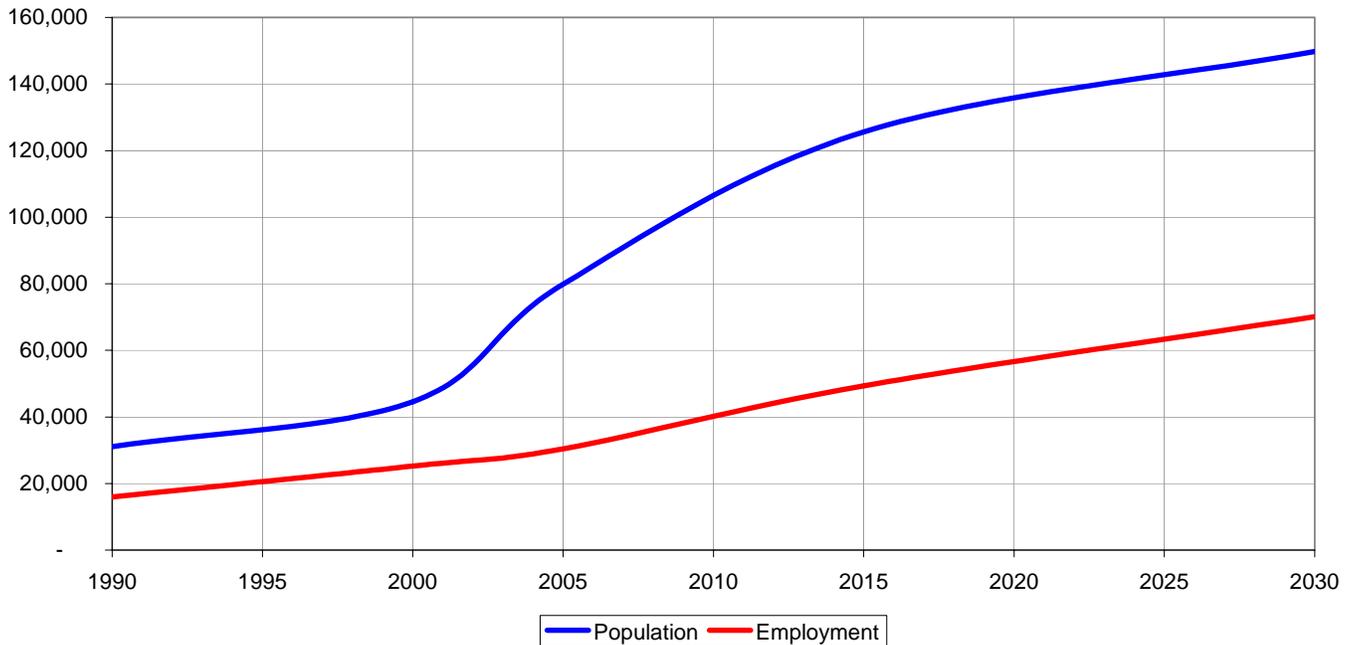
Source: Prince William County

1990 population based on 1990 census. 1990 employment is an estimated number prepared as a part of MWCOG Round 5.4.

2000 population based on 2000 census. 2000 employment is an estimated number prepared as a part of MWCOG Round 6.4.

2005, 2015 and 2030 forecasts from MWCOG Round 7.0 Version III, as provided to COG by Prince William County

Figure 3
Population and Employment Growth in the Gainesville-Haymarket Corridor



Source: Prince William County. Corridor defined to be the county's development area north of State Route 28.



VRE Rail Service in the Corridor

The VRE Strategic Plan envisions the future Manassas Line having two branches that diverge at Manassas: the existing service to Broad Run, which may be extended in the future into Fauquier County, and a new branch line to Gainesville and Haymarket. Three new stations would be built on the Gainesville-Haymarket branch, with peak period trains to Washington at 30-minute intervals. Some peak trains would be able to operate as express trains or skip certain stops east of Manassas, improving running times and helping to make VRE even more time-competitive with the automobile. The companion service could be a “turn train” that would enable passengers boarding at the existing closer-in stations to more easily get a seat.

In the long term, as demand builds and as VRE is able to make the necessary investments in railroad capacity, VRE envisions providing reverse-peak service on the Gainesville-Haymarket branch to workplaces in the corridor for inner suburban and city residents, as well as off-peak and weekend service, which would open up the service and stations to users other than commuters. The long-term vision is for bi-directional service throughout the day at hourly or bi-hourly intervals, perhaps provided by a combination of trains and buses.

Transit Service in the I-66 Corridor

With the VRE Extension in place and the HOV lanes on I-66 extended to the Gainesville-Haymarket area within the next decade, western Prince William County would be equipped with two major public transportation facilities for serving long-distance commute trips to the Washington central business district as well as other significant business districts and employment concentrations in Northern Virginia:

- VRE rail service from Haymarket and Gainesville via Manassas to Alexandria, Crystal City and Washington, DC
- HOV lanes along I-66 extended to Gainesville and Haymarket, providing capacity for convenient express bus service and carpools.

A combination of VRE rail service and express bus service could provide commuters in the corridor with a rich array of public transportation choices. VRE logically could become the preferred mode of transport to the VRE-served central business districts and to Reagan National Airport, and VRE also could become a useful provider of reverse commute and other service to employment and activity centers in the I-66 corridor. Express bus via the I-66 HOV lanes could become the preferred mode of transport to other regional employment concentrations, such as Tyson’s Corner, the Dulles Toll Road corridor, and Dulles International Airport.

Extension of the Metrorail Orange Line to Centreville remains in the region’s long-range transportation plan. A future alternatives analysis will be needed to weigh the relative merits, impacts, costs and implementation timeframes of VRE extension, Metrorail extension and other transportation options in the corridor.



Transit-Oriented Development Opportunities

Each of the three new stations envisioned for VRE on the Gainesville-Haymarket branch could be developed in one of two ways:

- As traditional commuter rail park-and-ride stations, with large parking lots easily accessed from the local roadway network; or
- As part of transit-oriented development (TOD) projects, which would create new town centers with the train stations as their focal points, providing increased residential and commercial development densities close to the stations and lower densities further away, and also providing structured parking for park-and-ride commuters.

The latter approach would maximize VRE ridership potential by concentrating workplaces and homes in close proximity to the rail stations and would enable the capital costs of station and parking facilities to be borne largely by private developers. The former approach offers a feasible option in the event that developers, the County, and the various railroad stakeholders are unable to reach agreement on specific transit-oriented development projects.

At potential stations situated in close proximity to I-66, the possibility exists to develop these stations as multi-modal transportation centers, providing VRE rail service to Alexandria, Crystal City and downtown Washington, DC, as well as express bus service to other major Northern Virginia business districts such as Tyson's Corner, Reston and Herndon. The multi-modal transportation centers could be designed to have relatively convenient bus access to I-66. Express buses could utilize the I-66 HOV lanes, which are planned to be extended to the Gainesville-Haymarket corridor as I-66 is widened.

Public-Private Partnerships – A Key Element of the Vision

The Gainesville-Haymarket extension will not be able to be implemented by VRE on its own. The project is envisioned as a public-private partnership, with multiple beneficiaries all contributing to the funding and implementation of the project.

Developers of transit-oriented development (TOD) projects at the VRE stations could potentially bear all or a major share of the cost of constructing station facilities, parking structures and access roads. Property owners along the right-of-way could agree to sell or contribute property to widen or shift the railroad right-of-way, receiving the benefits of increased property values as accessibility and quality of life improves as a result of improved rail service in the corridor. When VRE reverse-commute service becomes a reality, as investments in railroad capacity are made and operating agreements with both CSX and Norfolk Southern are modified to allow for increased train service, major employers in the corridor could operate or financially support local shuttle bus services between VRE stations and workplaces in the corridor, with service coordinated with VRE train schedules.



Prince William County would take the lead in selecting the sites for the stations and deciding whether or not to link station development with adjacent land development. If TOD projects are pursued, Prince William would provide the necessary zoning changes and development plan approvals to permit the projects to proceed. The County and State would construct the roadways needed to provide direct access to the stations, using a combination of public and developer-provided funding.

VRE would coordinate investment from the Federal, and State and local government levels – in rail infrastructure, rolling stock and train storage and maintenance facilities. Public capital investment in upgrading the Norfolk Southern branch line between Manassas and Haymarket rail line will leverage investment by Norfolk Southern elsewhere in its network to create a more seamless, high-capacity north-south freight mainline through Virginia.

The resulting cooperative effort among multiple stakeholders would represent a true public-private partnership and could conceivably be a model for this type of development in other urban regions. As such, it could more easily attract Federal funding and potentially would be a strong candidate for funding by the Commonwealth of Virginia as part of the newly created Rail Enhancement Fund.

THE PLAN

The VRE Gainesville-Haymarket Extension will include upgrading 11 miles of the Norfolk Southern ‘B’ Line to make it suitable for the introduction of passenger service and to enable growth in freight traffic. In the full build-out, three new VRE stations would be built, along with a rail yard for the overnight storage, servicing and maintenance of VRE trains. Figure 4 illustrates the planned improvements between Manassas and Haymarket, where most of the required capital investments would be concentrated.

Several variables which need to be considered in the evaluation of the Gainesville-Haymarket extension are discussed in the following sections.

The Rail Line

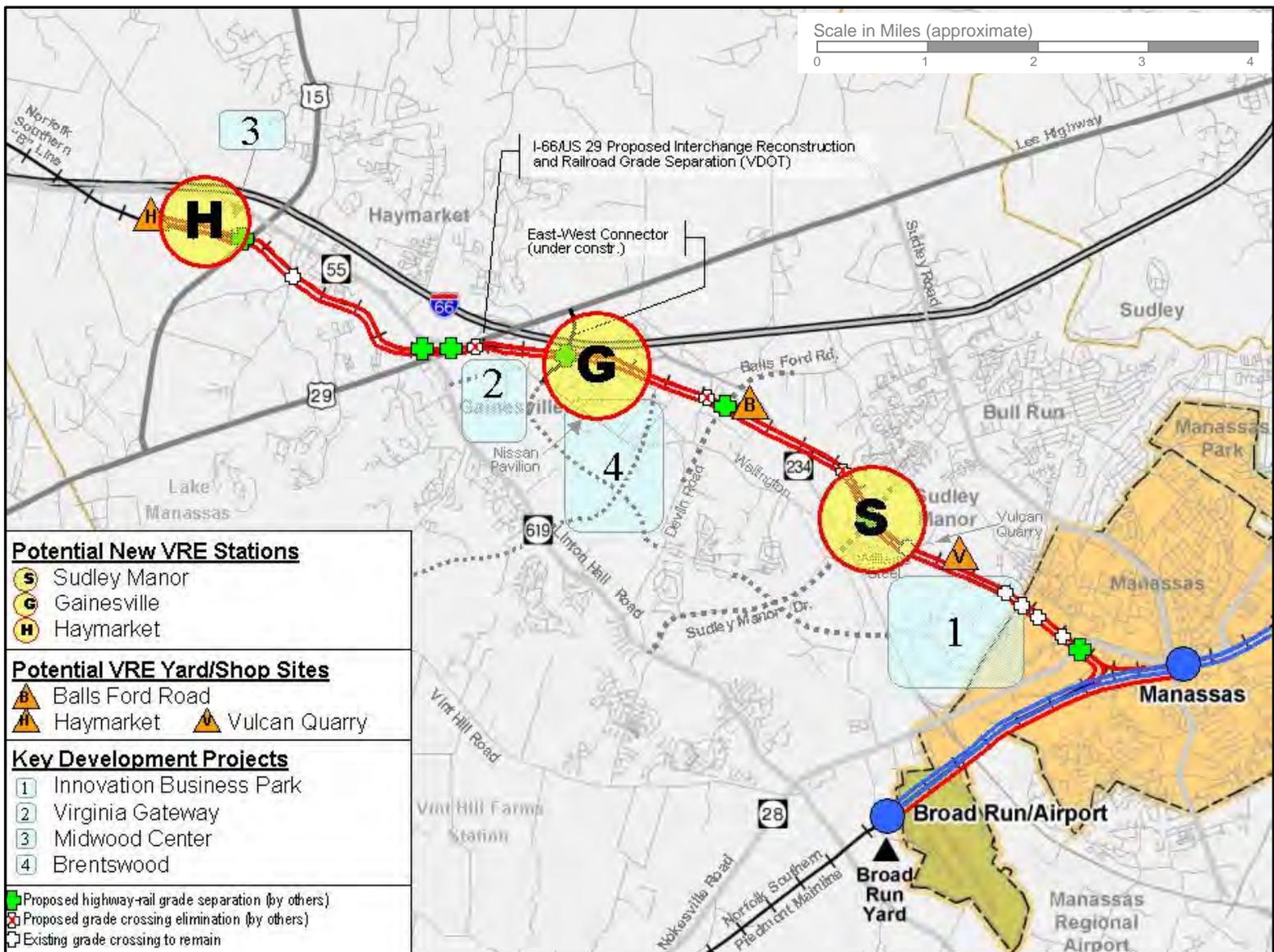
The railroad between Manassas and Haymarket was built in 1854 as a minor branch line to serve the local industries and farms in the Shenandoah Valley. It was never intended for passenger traffic or dense mainline freight operations. The ‘B’ Line, as it is known today, has only a single track and has multiple curves and a maximum speed limit of 45 mph. As a result of railroad mergers and the increasing difficulty of moving freight trains through Washington and on Amtrak’s Northeast Corridor, Norfolk Southern now operates most of its north-south through freight trains via the ‘B’ Line.

The present physical characteristics of the rail line pose four significant obstacles to expansion of freight service and the introduction of passenger service:

1. The line is single track, which severely restricts the capacity of the line

2. The line is unsignalled or “dark,” which restricts both speed and capacity and effectively precludes the safe commingling of freight and passenger trains
3. The line is slow speed, with a maximum authorized speed of 45 mph and slower speed limits at locations with sharp curves
4. There are 15 at-grade roadway crossings between Manassas and Haymarket, which increase exposure for grade crossing accidents as train movements increase. The most problematic of these are the sharply skewed crossing of US Route 29 at Gainesville and the crossing of Nokesville Road (State Route 28) west of Manassas, both of which are proposed for elimination but not yet fully funded.

Figure 4
Schematic Plan of VRE Gainesville-Haymarket Extension





Planned Development Along the Rail Line

Four major development proposals – in various stages of the planning, approval and implementation process – are significant in terms of their potential relationship to VRE stations. Three significant development projects have been approved:

- Innovation at Prince William Business Park (office and technology-related employment, as well as a campus of George Mason University)
- Virginia Gateway (mixed use development along US Route 29 and Linton Hall and Wellington Roads at Gainesville)
- Midwood Center (light industrial development along State Route 55 west of Haymarket).

As of 2005, the first two projects have been partially built out, though considerable developable land remains. Construction has not yet started on the Midwood Center project.

The fourth project, known as Brentswood, is proposed as a large mixed use development east of Gainesville along Wellington Road and is in the midst of the County development review and approval process at the time of the writing of this report.

The locations of these projects encompassing or adjacent to potential VRE station sites are indicated in Figure 4, which also shows several new roadways and selected roadway widening or relocation projects that are planned for the corridor. Many of these roadways would provide access to and from the VRE stations.

Stations

Of VRE's 18 existing stations, 13 were built specifically for VRE and reflect a "no frills" approach to the operation. Each of these stations has a single low-level platform, a simple canopy and shelter, and a surface parking lot or parking garage. The three proposed stations along the Gainesville-Haymarket extension must at least meet VRE's minimum standards for stations, which are more substantial than the standards to which VRE's original stations were built, because VRE now carries about 50 percent more riders than were envisioned at its inception. If constructed as part of comprehensive transit-oriented development (TOD) projects, serving express bus routes as well as VRE, the stations will likely offer more facilities and greater amenities for passengers.

The additional capacity will comprise longer platforms and platforms on multiple tracks, with ADA-compliant pedestrian bridge or underpass crossings. Longer platforms (a minimum of 600 feet to accommodate an 8-car train) are required to accommodate planned increases in the length of VRE trains. Multiple platforms are required to preserve operational flexibility on the railroad for passenger and freight traffic and to facilitate reverse-commute service. Additional station amenities, such as a station building and retail concessions, would be built at the discretion of Prince William County and the station area developers.



The spacing of stations along the line involves a tradeoff: more convenient local access with a greater number of stations versus improved travel time and average speed with fewer stations. Each additional station stop can add about two minutes of run time. Typically, commuter rail systems have stations that are spaced between two and four miles apart. In the case of the 11-mile branch from Manassas to Haymarket, three is the right number of stations to conveniently serve the population and employment in the area without unduly affecting average operating speeds.

Sudley Manor Area

Sudley Manor Drive is expected to be extended across the rail line and offers an excellent opportunity for a VRE station. Sudley Manor Drive is an important arterial roadway, serving several established residential neighborhoods north and west of Manassas. Prince William County is planning to extend the road to the south and west to serve the heart of the rapidly developing residential district along Linton Hall Road and University Boulevard. The roadway extension will cross the railroad on a bridge and intersect with the Prince William Parkway (SR 234), a major regional highway. This location also is at the northern end of the Innovation Business Park, which has just developed a master plan for considerable growth.

Gainesville Area

Gainesville is in the heart of the rapidly developing west side of Prince William County. In the County's land use plan, Gainesville is a designated growth center and urban node. The center of Gainesville near the intersections of US 29, SR 55 and Linton Hall Road is being redeveloped for intensive retail uses, including big box stores and a new shopping "main street" within a mixed use larger development known as Virginia Gateway. Large residential subdivision projects surrounding the Gainesville core area currently are proceeding or are in the planning and development review stage.

Much of the park-and-ride demand for VRE service at the Gainesville station will come from the rapidly developing residential subdivisions along US 29, Linton Hall Road, University Boulevard, and Devlin Road. The East-West connector roadway, now under construction, will provide convenient access to the rail line corridor from US 29 east of the I-66 interchange. The station will require a large parking lot or parking structure, as well as convenient access from the arterial roadway network.

The station could be developed either in the traditional way, with a large adjacent parking lot, or it could be developed as the focal point of a transit-oriented development, with relatively dense mixed-use development within walking distance of the station and with a multi-level parking structure to serve park-and-ride patrons.

The Nissan Pavilion is located within one mile of both potential Gainesville station locations. The opportunity exists for VRE to carry a share of the spectators attending concerts at the Pavilion. Further analysis will be required to determine whether such service can be provided cost-effectively.

Haymarket Area

Haymarket is the logical end of the line for VRE service. Immediately west of Haymarket lies the Rural Crescent of Prince William County, an area where the County's long-range plan and zoning prohibit dense development, and where the County is focused on



protection of the environment and existing agricultural uses. The railroad as it ascends westward from Haymarket into Fauquier County and the Appalachian foothills becomes significantly more slow and circuitous, and travelers to Washington from towns to the west would find it more convenient and fast to drive to Haymarket versus using a train station closer to home.

Haymarket is situated where I-66 crosses US Route 15 and has excellent regional highway access. This will be the location that captures commuters from residential developments along the western edge of Prince William County's development zone, as well as from the north, west and southwest.

VRE Train Service and Ridership

Train Service

In its first phase of implementation, VRE service on the Gainesville-Haymarket branch is envisioned as three weekday round trips, inbound towards Washington in the morning and outbound from Washington in the evening. The trains would operate in the peak periods, at approximately 50-minute intervals.

As warranted by demand, the service would expand by increasing the number of trainsets operated, decreasing peak headways, and introducing reverse-peak and off-peak trains. The ultimate goal would be a full commuter service on the Haymarket branch, with peak period trains operating at thirty-minute intervals.

Norfolk Southern will operate freight trains on the line interspersed with VRE passenger trains. During peak periods, VRE trains typically would operate on one of the two main tracks while NS trains would use the other track. The frequency of NS freight traffic is expected to increase over time, from the current level of approximately 16 daily trains.

Running time on the branch for VRE trains would be approximately 18 minutes from Gainesville to Manassas and 23 minutes from Haymarket to Manassas. The total travel time from Gainesville to Union Station, Washington, DC would be approximately 90 minutes. The trip from Haymarket would be approximately five minutes longer.

Ridership Potential

Detailed travel demand modeling has not yet been undertaken for the extension of VRE service in the Gainesville-Haymarket corridor. This would be done as part of a subsequent feasibility study and environmental analysis. The rail market assessment performed by VRE in 2003 during the development of its Strategic Plan indicated the potential for 3,100 to 5,500 incremental daily trips by 2025 as a result of the extension project. Prince William County has indicated that residential development and population growth in the corridor is happening faster than had been previously projected. As a result, this level of ridership could be reached sooner than projected, perhaps within the 2015 timeframe, soon after the project is completed. Large-scale transit-oriented development, which is planned or is possible at each of the three stations proposed for the extension, could result in higher levels of utilization of the railroad.

Ridership on the VRE extension will be composed of the following trip types:



- Core commute trips to the Central Business District, VRE's traditional base of ridership
 - New trips generated by new development within the corridor, including trips that are made very convenient through transit-oriented development
 - New VRE trips by existing commuters who currently drive or use other modes of public transportation
 - Existing VRE trips diverted from other stations (i.e., Broad Run and Manassas) because of improved accessibility and parking availability at new stations in the Gainesville-Haymarket corridor.

Other types of trips not presently served by VRE also could be accommodated in the future:

- Reverse commute trips from Washington, DC, Arlington and Alexandria to workplaces in the Gainesville-Haymarket corridor – a market that could be served with increased reverse-direction VRE service in the long term
 - Walk access to workplaces within walking distance of VRE stations
 - Bus service to office parks and workplaces from VRE stations
- Off-peak and weekend trips, if and when VRE service is expanded from its current rush hour focus (also longer term)
- Special event trips, including those generated by the Nissan Pavilion.

Required Capital Investment

Rail Infrastructure and Facility Requirements

As it stands now, the Norfolk Southern's 'B' Line is not suitable for passenger service. As part of the VRE Strategic Plan, the Woodside Consulting Group identified a number of capital improvements necessary to upgrade the line for passenger service and permit continued unrestricted use of the line by freight trains. Capital upgrades to rail infrastructure on the Norfolk Southern 'B' Line that are necessary for the extension of passenger service include:

- Double tracking of the existing single-track line for 11 miles
- Widening the railroad right-of-way as necessary and appropriate to accommodate three main tracks, including the second main track planned as part of this project, as well as potential future expansion
- Installation of signals and centralized traffic control
- Special electronics and circuitry for highway warning devices at grade crossings
- Upgrading the speed limit, where conditions allow, from 45 mph to 60 mph for freight trains, and to 79 mph for passenger trains, which may involve realignment of the railroad at certain locations



- Upgrading the track connections between rail lines at Manassas, to permit improved allowable speeds (up to 30 mph)
- Other required capacity investments on Norfolk Southern right-of-way to facilitate increased passenger and freight operations, including additional siding capacity between Manassas and Alexandria and between Haymarket and Front Royal.
- VRE train storage and fleet maintenance facilities.

VRE will require land adjacent to the right-of-way for a train storage yard capable of storing the six VRE trainsets that are projected to be used in service on the branch, as well as a shop facility at which VRE can perform various maintenance functions and periodic locomotive and coach inspections that are required by the Federal Railroad Administration.

Capital Projects and Estimated Costs

Table 2 provides a summary listing of the capital projects required to implement the proposed VRE extension, with estimated capital costs, inflated to the assumed midpoint of construction. Recognizing that plans for the extension exist only at a conceptual level, and that engineering studies and environmental analyses have not yet been undertaken, a range of costs is provided. The costs include a contingency and allowances for design, construction management, and project administration. The cost estimates should be considered a general guideline for planning purposes and are subject to change during the planning and design process.

Investments are shown in two phases of implementation. The first phase would provide service as far as Gainesville, but not all the way to Haymarket. The second phase would extend VRE service to Haymarket. The first phase, covering approximately 8 route-miles, can be constructed as soon as funding and approvals are in place. The second phase would extend the line by approximately 3 route-miles and would be timed to open when the State-sponsored project to reconstruct the I-66/US 29 interchange and grade separate the highway and railroad at Gainesville is completed.

Table 2 also shows two potential options for the initial Phase 1 project to Gainesville:

- Option 1 – Limited initial capital investment in railroad infrastructure and station facilities, with a single new station at Gainesville, initial VRE service limited to 3 weekday peak round trips to minimize operational impacts on NS freight service (i.e., 3 morning peak VRE trains to Washington spaced 50-60 minutes apart, with 3 returning trips at similar intervals in the evening), and implementation on a fast-track schedule, presumably without Federal funding and the attendant Federal review and approval process.
- Option 2 – Initial capital investment sufficient to support full VRE service to Gainesville, permitting peak VRE service at 30-minute intervals, with new stations at both Sudley Manor and Gainesville, and implementation using a combination of Federal, State, local and private funding sources, following the Federal Transit Administration’s New Starts process.



The first option offers the best opportunity for fast-track implementation, provided sufficient funds can be obtained from non-Federal public and private sources. However, continuing growth in ridership demand would likely trigger the need for a second set of capital projects – to provide capacity to enable VRE service to grow beyond the initial level. The second option would provide VRE and NS with more up-front flexibility in designing and operating their respective services and responding to passenger and freight market demand, but the higher initial cost would likely necessitate Federal funding participation and result in a more complicated and lengthy implementation process.

The final two columns of costs in Table 2 show the range of known capital costs to implement both Phases 1 and 2 combined, enabling full VRE service to Haymarket, with VRE trains operating at 30-minute intervals during the weekday peak periods. The capital project list for the combined Phases 1 and 2 includes the rail infrastructure projects cited above, plus the three planned stations at Sudley Manor, Gainesville and Haymarket, the additional rolling stock that VRE will need to operate the proposed service, and a train storage yard required for Gainesville-Haymarket branch line service.

Of the 15 existing roadway grade crossings of the line, six are planned for roadway grade separations by either VDOT or Prince William County. These projects would eliminate the crossings, but none of the projects are currently fully funded. Since grade crossing eliminations typically are implemented by departments of transportation using highway funding, the estimated cost of these projects is not included in the table below. The remaining nine grade crossings would receive upgraded crossing protection. All but two of these are driveways or minor local roads.

Of the six VRE trainsets that would serve the branch, three new sets would be required to serve the incremental ridership demand generated by the extension project. The other three sets would be taken from VRE's regular pool of equipment. Each trainset is assumed to comprise a diesel locomotive and six passenger coaches. One of the coaches would be a cab control car, enabling "push-pull" operation of the train in either direction – similar to VRE's existing trains. The total incremental fleet requirement is estimated to be three locomotives and 18 coaches.

These projects to implement Gainesville-Haymarket service are in addition to the program of investments in the VRE core network that is necessary to keep the system operating at a high level of service and reliability, while providing additional capacity as ridership at existing VRE stations continues to grow. Core network investments by 2015 will need to include parking expansion and platform lengthening at existing suburban stations, new bi-level coaches and locomotives, and increased train storage capacity and improved train servicing facilities at Washington, DC and the existing VRE outlying yards. These core network needs will require approximately \$550 million in capital investment through 2015, in the range of \$50 to \$60 million annually. Though VRE is proceeding to implement its Strategic Plan, current annual funding remains well below this level, and the core network projects are not yet fully funded.

In addition, a continuing program of rail infrastructure investments on the CSX line between Washington and Fredericksburg, targeted at increasing capacity, will be necessary to ensure that VRE will be able to continue increasing the number of commuter trains operated as demand continues to grow.

Table 2
Estimated Capital Costs –
VRE Gainesville-Haymarket Extension

Cost Category	Phase 1 Manassas-Gainesville Option 1 - Limited Service		Phase 1 Manassas-Gainesville Option 2 - Full Service		Phases 1+2 (cumulative) Manassas-Haymarket Full Service	
	Low End of Range	High End of Range	Low End of Range	High End of Range	Low End of Range	High End of Range
Rail Infrastructure	\$ 44.5	\$ 78.5	\$ 75.5	\$ 85.2	\$ 99.2	\$ 117.5
Train Storage & Maintenance Facilities	\$ -	\$ -	\$ 10.0	\$ 15.0	\$ 10.0	\$ 15.0
Station Facilities	\$ 6.3	\$ 8.0	\$ 13.1	\$ 16.1	\$ 16.9	\$ 20.9
Station Parking	\$ 15.0	\$ 22.5	\$ 19.9	\$ 59.8	\$ 22.4	\$ 89.7
Rolling Stock	\$ -	\$ -	\$ 25.0	\$ 37.5	\$ 25.0	\$ 37.5
TOTAL COST BY PHASE	\$ 65.8	\$ 109.0	\$ 143.6	\$ 213.6	\$ 173.5	\$ 280.6
Track-miles of additional main track					\$ 14.9	\$ 18.4
Total cost per mile					\$ 11.6	\$ 15.2
Total rail infrastructure cost per mile					\$ 11.7	\$ 11.0

Notes:

- Costs expressed in millions of dollars; costs include allowance for inflation to estimated midpoint of construction (2010 for Phase 1, 2011 for Phase 2) at 5% per annum.
- VRE rolling stock and storage yard costs assumed to be incurred in Phase 1.
- Rail infrastructure unit costs updated based on current PB cost library. All infrastructure costs include construction contingency of 30% and mark-up of 25% for design, construction management and owner's costs.
- Costs assume that railroad alignment remains within or adjacent to existing right-of-way.
- Costs exclude rail right-of-way acquisition, utility relocation and highway grade separations.
- Costs include allowance for station and parking lot property acquisition.
- Grade separation of US Route 29/Lee Highway at Gainesville is a prerequisite for extension of VRE service to Haymarket in Phase 2. All highway grade separation projects assumed to be paid for and implemented by others.

Key Elements of Estimate (Phase 1 Option 1 with Limited VRE Service, 3 weekday round trips and 1 new station at Gainesville):

- VRE weekday service: 3 trains to Washington in AM peak, 3 trains returning in PM (existing trains shifted from Broad Run).
- No new VRE storage yard; all equipment stored overnight at VRE Broad Run yard.
- Rolling stock assumed to be provided from existing available VRE fleet.
- Rail infrastructure: Low end of range assumes projects between Manassas and Gainesville only (approx. 8 route-miles); high end of range includes additional projects to increase overall line capacity, as identified by Norfolk Southern.
- Station at Gainesville only; low and high range of costs for facilities as described below for stations.
- Parking spaces: Low end = 1000 structured; High end = 1500 structured.

Key Elements of Estimate (Low end of range, Full VRE Service with 30-minute peak headways):

- Station costs include basic station facilities similar to existing VRE suburban stations; two platforms at each station; ADA-accessible pedestrian bridges at Sudley Manor and Gainesville.
- Parking spaces: 1000 surface at Sudley Manor (Ph.1), 1000 structured at Gainesville (Ph.1), 500 surface at Haymarket (Ph.2).
- VRE storage yard for 6 trainsets, location to be determined.
- Rolling stock: 2 additional VRE trainsets (2 diesel locomotives, 12 bi-level coaches)

Key Elements of Estimate (High end of range, Full VRE Service with 30-minute peak headways):

- Station costs include station buildings and transit-oriented development amenities at the three stations.
- Parking spaces: 2000 structured each at Sudley Manor (Phase 1), Gainesville (Phase 1), and Haymarket (Phase 2) -- provides parking capacity for commuter express bus and carpools in addition to VRE.
- VRE storage yard for 6 trainsets in Gainesville area, with 3.5 miles of additional main track.
- Rolling stock: 3 additional VRE trainsets (3 diesel locomotives, 18 bi-level coaches)

Comparison with Other Recent Capital Cost Estimates for Rail Line Expansion (Comparables):

- Salt Lake City, Utah commuter rail line (new track along UP mainline): 38 mi. at \$13m/mile (excludes property)
- NJ Transit Tenafly-N.Bergen commuter rail line (new track along CSX mainline): 14 mi. at \$13.1m/mile (excludes parking, property acquisition)
- MBTA Greenbush commuter rail line, Boston, MA: \$26.6m/mi. (involves expansion of right-of-way in constrained urban/suburban setting)
- Escondido, San Diego County, CA diesel multiple unit (DMU) rail line: 22 mi. at \$16m/mile
- Tri-Rail double-tracking, South Florida: \$7.5m/mi. (rail infrastructure w/ limited station work, no vehicles, no yards)

THE PUBLIC-PRIVATE PARTNERSHIP

The Gainesville-Haymarket project has multiple stakeholders, each with different goals for the project, different roles in implementing project, and a unique set of issues. Stakeholders who will benefit from the project include both public entities and private companies, and the opportunity exists for the VRE Gainesville-Haymarket extension project to be a successful public-private partnership that can serve as an example for other corridors and projects. A listing of the players and their key characteristics is provided in the table below.

**Table 3
Project Stakeholders and Partners**

Stakeholder	Roles & Responsibilities	Potential Funding Contribution	Benefits Realized	Key Issues
Prince William County	Planning, land use, zoning and development approvals. Implementation of transit-oriented development regulations. Station site selection Arterial and local roadway construction	Portion of local share of traditional VRE funding. Station facilities, including platforms, pedestrian circulation, parking and vehicular access (if not covered by transit-oriented development). Development proffers. Possible creative financing.	Attractive development focused on town centers at three VRE stations/ transportation centers. Increased rail and bus mode share for commute trips, with net reduction of vehicle-miles traveled and traffic at key intersections versus No Build case.	Ensuring that denser development at transit-oriented development projects does not generate increased vehicle trips and congestion on key roadway links. Quality and compatibility of resulting development
Commonwealth of Virginia, Department of Rail & Public Transportation (VDRPT), Commonwealth Transportation Board, Rail Advisory Board	Represents statewide passenger and freight rail interests Prioritizes and approves funding via Rail Enhancement Fund and other sources.	Direct funding of specific capital projects. Ongoing capital and operating funding support for VRE. Possible creative financing.	Cost-effective solution for line haul public transportation in Gainesville-Haymarket corridor. Enhances statewide freight rail capacity, improving rail freight service for VA shippers in I-81 corridor.	Meeting criteria for funding via Rail Enhancement Fund. Priority of this project with respect to other rail initiatives within the Commonwealth
Federal Government	Contributor to project construction	Federal share of capital funding through traditional sources. Possible creative financing.	Good example of Public-Private Partnership and Transit Oriented Development.	Cost-effectiveness and extent of benefits of project.
Virginia Railway Express	Operator of trains Capital program and project management.	Capital and operating funds from traditional sources. Possible creative financing.	Significant progress towards Strategic Plan goals. Increased ridership. Improved level of service and market share.	Must have full investment in core network along with service expansion. Higher complexity and operating cost of service on Manassas Line split between two terminals (Broad Run and Haymarket).
Norfolk Southern Corporation	Right-of-Way owner	Share of rail infrastructure capacity investments	Improved speed, capacity and reliability Upgrade portion of 'B' Line to mainline standards.	Sufficient capital investment to offset operating impacts of introducing mixed passenger and freight service. Preservation of sufficient right-of-way to enable future expansion of freight and passenger service.

Table 3
Project Stakeholders and Partners, *continued*

Stakeholder	Roles & Responsibilities	Potential Funding Contribution	Benefits Realized	Key Issues
CSX Transportation	Owner of right-of-way between Alexandria and Washington, DC CSX controls number of VRE trains to/from Washington, per operating agreement.	—	Continued VRE and VA commitment to capital investment for capacity and reliability on CSX railroad.	Sufficient capital investment to permit increasing the number of daily VRE trains.
Amtrak	Owner of terminal facilities at Washington, DC Current contract operator of VRE service	—	Continued VRE and VA commitment to capital investment for capacity and reliability at Washington Terminal.	Sufficient capital investment to permit increasing the number of daily VRE trains operated and stored mid-day at Washington Terminal.
Virginia Dept. of Transportation	Management of state highway system	Rail-highway grade separations State highway capacity enhancement	Auto trips on I-66 and other state roadways diverted to rail	Availability and pace of funding for railroad grade separation projects; priority of 'B' Line projects versus other State needs.
Potomac & Rappahannock Transportation Commission	Co-owner of VRE Provider of bus service within Prince William County	Oversight of VRE and bus capital and operating funding via traditional processes.	Improved connectivity of regional transportation system with VRE-bus linkages.	Cost-effectiveness of new bus operations.
Station Area Developers	Transit-oriented development VRE rail station development	Construct station facilities and parking lots Partial funding of planning studies Development proffers	Increased development density per TOD regulations. Presence of convenient VRE service provides a marketing advantage. Retail opportunities at station areas.	Timing of VRE extension project relative to land development.
Property Owners Abutting Right-of-Way	Slivers of abutting properties may need to be acquired for widening of rail right-of-way in certain locations.	Development proffers	Increased value of remaining property due to accessibility of VRE	Cost of required property acquisitions or takings.
Major Employers in Corridor	Facilitate connections between rail stations and employment sites. Participation in Federal transit subsidy programs	Partial funding of planning studies. Subsidy of shuttle bus services.	Opportunity for reverse commuting on VRE, from inner city and suburbs. Provides means of access for workers who are transit-dependent.	Availability and quantity of reverse-peak service tied to CSX-VRE access agreement, which limits daily train movements.
City of Manassas	Easternmost 1.5 miles of the extension lies within City of Manassas	Portion of local share of traditional VRE funding.	Potential increased funding priority for grade crossing elimination projects within City of Manassas.	Relative timing of VRE extension and railroad-highway grade separation projects.
Commuters and the Public	Overall project support	VRE fares User fees and taxes dedicated to public transportation.	Improved VRE level of service. Relief of current parking and on-board seating constraints. Increases mobility choices within the corridor.	Quality of life. Property values. Highway congestion relief. Environmental quality.



IMPLEMENTATION

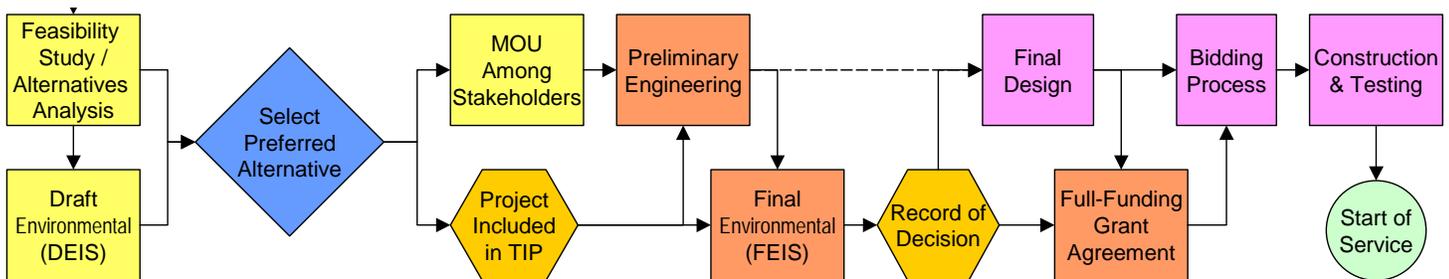
Implementation Process

To start the process of implementation, a decision to proceed with further analytic studies is required by the principal stakeholders in the project – those entities responsible for providing the local share of required capital funding and/or ongoing operating support – which are expected to include:

- Virginia Railway Express (VRE)
- Norfolk Southern (NS)
- Virginia Dept. of Rail and Public Transportation (VDRPT)
- Virginia Dept. of Transportation (VDOT)
- Prince William County (PWC).

With the total capital cost of the project in excess of \$100 million, and given the relatively limited local capital funding available for a project such as this, it is likely that Federal funding will be sought for a portion of the required up-front capital investment. The implementation process and schedule in this report are based on the use of Federal funding and the analytic, environmental and public review process that the applicable Federal regulations require. The basic steps in the implementation process are shown in the figure below.

Figure 5
Project Implementation Process
(assuming Federal New Start funds are used)





The initial studies performed to-date have established the overall feasibility of the Gainesville-Haymarket extension, estimated the magnitude of the capital investment required to implement the project, and prepared an approximate implementation schedule. More detailed studies are required to more precisely define the elements of the project, refine the estimated costs, and ascertain whether the project meets applicable environmental standards. The project also needs to be developed in greater detail, in order to enable agreements to be reached among the stakeholders with respect to their roles, responsibilities, and obligations. This is the essential next step in the implementation process, requiring an early commitment of funding from the principal stakeholders.

This project, with its public-private partnership opportunities and tangible benefits for both passenger and freight rail service, should be eligible for State funding from the newly created Rail Enhancement Fund. The total cost of the extension project, however, will require access to additional sources of funding, potentially including Federal funds.

Two important pre-conditions for Federal funding are the completion of a rigorous alternatives analysis and documentation of environmental consequences of the project. The alternatives analysis, sometimes otherwise referred to as a major investment study, identifies and evaluates an array of alternative solutions to the transportation and mobility problems that the VRE extension project is intended to solve. The environmental analysis for a project such as this will result in the preparation of an Environmental Impact Statement (EIS), satisfying the requirements of the National Environmental Policy Act (NEPA). The shortest path to implementation entails preparing the alternatives analysis and the draft EIS simultaneously, resulting in the selection of a locally-preferred alternative. This process incorporates an extensive public outreach and participation program, culminating in a public hearing.

Before the project can proceed to design and final environmental documentation, it must be formally adopted and included in the region's Transportation Improvement Program (TIP).

Another important milestone is the formal agreement by the principal stakeholders on the scope and characteristics of the project and specific roles, responsibilities and funding obligations of each stakeholder. Enough information about the project will be generated by the Alternatives Analysis and Draft EIS to enable this agreement to be codified in a memorandum of understanding (MOU), to be executed by each principal stakeholder. The MOU will describe the preferred alternative – in terms of physical and operational characteristics, cost, and implementation phasing. It will outline the sources and uses of capital funds for the project – which are expected to be organized approximately as shown in the table below. Specific capital projects and their estimated costs will be defined, as well as the number, type and timing of VRE trains to be operated in each phase of implementation. Any agreed-upon limits or allowances, by time of day, on the usage of certain tracks by VRE and NS trains also will be specified. Construction-related requirements will be specified, such as maintenance and protection of NS through and local freight traffic during construction. Other contractual, legal, liability protection and other terms of agreement among the parties also will be identified.

Developing a funding plan for the project is likely to be a challenge, given the large number of potential partners. Table 4 presents a summary of the potential sources and uses of project capital funds.

**Table 4
Anticipated Sources and Uses of Capital Funds for
VRE Gainesville-Haymarket Extension**

Uses	Sources...								
	Federal	Traditional Local (VRE) Process	NS	Virginia/VDRPT (Direct)*	Prince William County	Station Area Developers	Major Employers & Prop. Owners	VDOT	Creative Sources
Feasibility & Environmental Studies	?	✓		✓	✓	✓	✓		
Rail Infrastructure	✓	✓	✓	✓			○		?
VRE Rolling Stock	✓	✓		✓					?
VRE Yards and Shops	✓	✓		✓					?
Highway Grade Separation					✓			✓	
Grade Crossing Improvements					✓				
Stations -- Sudley Manor		□			□	✓	○		
Stations -- Gainesville		□			□	✓	○		
Stations -- Haymarket		□			□	✓	?		
Core Capital Needs on Existing VRE Network	✓	✓		?					?

✓ - Most likely or preferred source of funding.

□ - Potential source, to the extent not paid for by transit-oriented development at stations.

○ - Potential source, for capacity that supports reverse-peak service.

? - Potential source, to be determined.

* Potential sources in addition to regular VRE capital and operating support, including the Rail Enhancement Fund.

Prince William County will be responsible for selecting the sites for the three proposed VRE stations and funding construction of vehicular access, stations and parking. Prince William will have two primary means of providing the three stations. PWC may choose to engage with developers in transit-oriented development, with the developers bearing the costs associated with station construction through proffers or other mechanisms in exchange for increased density within the transit-oriented development adjacent to the station. Or, if agreement cannot be reached with developers at any of the station sites, the County could acquire the required property and develop roadway access, parking, and station facilities on its own.

Once the MOU has been signed and the project has been adopted as part of the TIP of the Metropolitan Washington Council of Governments (MWCOCG), the metropolitan planning organization for greater Washington, preliminary engineering can begin and the environmental review process finalized. A Final EIS document will be prepared, responding to comments raised by agency reviewers and the public during the draft stage. An additional round of public reviews will then occur, after which the sponsoring agency will provide a Record of Decision – approving the project, disapproving it or approving it will qualifications and requirements for mitigation of environmental impacts.

In order for Federal funds to be obtained to proceed with final design and construction, a full-funding grant agreement will be prepared and executed with FTA. The project will then proceed through Final Design, the preparation of contract documents, selection of contractors and construction of the required improvements and facilities.



Decisions Affecting Scope and Phasing of Project

During the detailed planning of the project, primarily in the MIS-DEIS stage, a number of factors and stakeholder decisions will affect the scope, cost and phasing of the project. These include:

- Elimination of US Route 29 grade crossing – This project is considered an essential prerequisite to the extension of VRE service from Gainesville to Haymarket. If it is not completed prior to the VRE extension project, then the Extension project will need to plan for an initial phase with an interim terminal at Gainesville.
- Other grade crossing eliminations – Appropriate solutions will need to be developed for the other existing grade crossings of the ‘B’ Line. Consideration will need to be given to grade separation where warranted, closure of minor crossings where possible, and upgraded crossing protection systems where crossings are retained. In light of the increased rail traffic generated by the project, existing plans for grade separations at locations such as State Route 28 and Wellington Road in Manassas and US 15 in Haymarket may need to be funded and implemented sooner than previously envisioned, and new alternatives may need to be explored at busy cross streets such as Godwin Drive in Manassas.
- Prince William County land use planning and location decisions concerning prospective stations and train storage yards – The planning and design of the VRE extension will need to progress in tandem with the evolution of the County plans for the corridor and the County’s response to specific development proposals that encompass the railroad. Each affects the other. The County will need to either update and amend the Comprehensive Plan to account for the land affected by the VRE extension, or undertake conformity reviews of individual facilities and affected locations on a case-by-case basis.
- Development timing – Another challenge will be to ensure that development projects along the rail line and the VRE extension project can proceed in parallel, but that each is not unduly dependent upon the other.
- VRE-NS Operating Agreement – The existing agreement, which defines the terms by which VRE operates Manassas Line trains on NS-owned tracks, will need to be re-negotiated to cover any extension of VRE service in the Gainesville-Haymarket corridor.
- VRE-CSX Operating Agreement – A similar agreement with CSX governs the operation of VRE trains on CSX-owned right-of-way, which includes the inner portion of the Manassas Line between Alexandria and Washington, DC. The existing agreement will need to be renegotiated in order for VRE service to grow beyond the current contract limit of 38-40 daily trains. However, the proposed initial start-up service can be accomplished under the existing agreement.
- Overall availability of funds – To the extent that initial funding is insufficient for the full project to Haymarket, a shorter project to an interim terminal at Gainesville could be implemented as a first phase, with service extended to Haymarket at a later date.



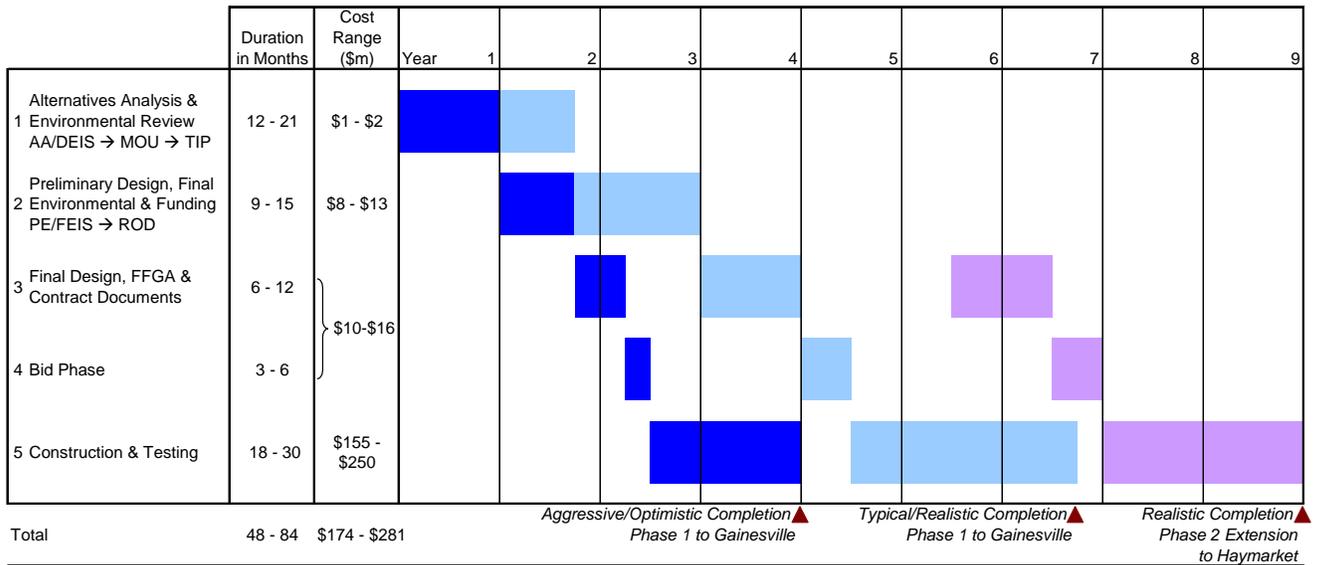
Implementation Schedule

A realistic estimate of the time required to implement an initial phase extension of VRE service to Gainesville is seven years – from the time a “go” decision is made by the Commonwealth of Virginia and the other principal stakeholders. This assumes that Federal funding is used and that the multi-step Federal project review and approval process is followed. Figure 6 presents the range of time anticipated for each significant step in the implementation process.

Were the project to be implemented on a very aggressive, fast-track schedule – with no significant gaps awaiting Federal approvals, negotiating the stakeholder MOU or assembling funds – VRE trains could conceivably be running to and from Gainesville in four years, if all aspects of the project were to fall neatly into place. Given the complex agreements that will need to be reached among multiple stakeholders and the varied sources of funding that will need to be tapped, the realistic seven-year estimate is the more likely timeframe.

Figure 6
Gainesville-Haymarket Extension
Implementation Schedule

Schedule from time of approval of Major Investment Study funding



- AA -- Alternatives Analysis (process required for major transit investments that use Federal funding)
- DEIS -- Draft Environmental Impact Statement
- MOU -- Memorandum of Understanding among principal project stakeholders
- TIP -- Inclusion of project in regional Transportation Improvement Program
- PE -- Preliminary Engineering
- FEIS -- Final Environmental Impact Statement
- ROD -- Record of Decision on environmental impact analysis
- FFGA -- Full-Funding Grant Agreement with Federal Transit Administration (FTA)

Note: Schedule for each step includes allowance for associated regulatory approvals and acquisition of funding.



Opening of the full VRE extension to Haymarket is assumed to be possible in a nine-year timeframe. Timing of the westernmost three miles of the extension is constrained by the schedule for completion of the US Route 29 grade separation project at Gainesville, which currently is scheduled for completion in 2014. Construction of the railroad improvements between Gainesville and Haymarket could proceed simultaneously with the grade separation project.

The optimistic four year Phase 1 schedule assumes that funds for the various stages of design and construction are available as needed, from State, local and private sources, and with no significant delays. Similarly, this schedule assumes that the public and agency review process is conducted in a timely fashion, with agency approvals received in the minimum amount of allotted time. This requires a high level of commitment and discipline on the part of the participants in the process. Generally, fast-track implementation has been more successful when Federal funds and the associated review process can be avoided, particularly the New Starts process.

The seven-to-nine year schedule is more realistic and allows for some down time between stages of the project's design and construction, but even this schedule has its inherent risks for a timely completion, including the need to reach consensus and execute agreements among all of the project's key stakeholders, the need to assemble funding from multiple sources, the need for agency approvals, and potential delays associated with property acquisition.

Comparable Service Extension Projects

History has shown a relatively wide range of implementation timeframes for projects that can be considered comparable in magnitude and complexity to the VRE Gainesville-Haymarket extension. Three examples are summarized on the following page. All involve extensions of existing rail transit systems within the past decade. The first two involved Federal funding and a full array of public and agency reviews: The Washington Metrorail Blue Line extension from Addison Road to Largo, and the Baltimore Light Rail extensions to Hunt Valley, BWI Airport and Baltimore Penn Station. The third example, the Cleveland Waterfront Light Rail Extension, was implemented using State and local funds and was able to be implemented in a significantly shorter period of time.



**THE PROJECT IMPLEMENTATION PROCESS – EXAMPLE #1
WMATA Metrorail Blue Line Extension to Largo**

Scope:

Extension of the Metro Blue Line from Addison Road to Largo Town Center, 3.1 miles of new right-of-way, with 2 new stations. Total construction cost: \$456 m.

Timeline:

- 1972 Initial feasibility study of Addison Road to Bowie corridor by Prince Georges County & WMATA
- 1977 Largo Town Center plan adopted (transit-oriented development at terminal station)
- 1982 Prince Georges County Master Plan reserves right-of-way for transit extension
- 1990-1993 Alternatives Analysis – Addison Road to Bowie; Recommends Metro extension to Largo
- Oct. 1996 DEIS published
- May 1998 TEA-21 authorizes Largo extension as New Starts project
- July 1998 Largo extension included in TIP
- Dec. 1999 FEIS published
- May 2001 Construction ground-breaking
- Dec. 2004 Largo extension opened for service

**THE PROJECT IMPLEMENTATION PROCESS – Example #2
Baltimore Light Rail Extensions to Hunt Valley, BWI Airport and Penn Station**

Scope:

Three extensions of the Baltimore Central Light Rail Line, totaling 7.5 miles in length, with 8 new stations. Total construction cost: \$106 million.

Timeline:

- 1988 Maryland MTA requests Federal participation in funding of light rail extensions. (This happened while the initial 22 mile line was still under construction – using all State and local funds, it was opened for service in 1993, six years after the initial feasibility and alternatives study.)
- 1989 Alternatives Analysis/DEIS initiated for light rail extensions.
- 1990-1991 DEIS published (in three volumes, one for each extension project)
- Oct. 1993 FEIS and US Army Corps of Engineers report published
- Sep. 1994 Design-Build contract award
- Sep. 1997 Hunt Valley Extension opened for service
- Nov. 1997 BWI Airport Extension opened for service

THE PROJECT IMPLEMENTATION PROCESS – Example #3

Cleveland Waterfront Light Rail Extension

Scope:

Extension of the Cleveland Shaker Rapid light rail line at the downtown end of the line, totaling 1.5 route-miles of double track, with 5 new stations. Total capital cost: \$55 million. Extreme fast-track process to meet target opening date in summer of 1996, as "keystone" event of City of Cleveland's bicentennial. The project was entirely funded from state and local sources, via the Greater Cleveland Regional Transit Agency, supplemented with discretionary funds from the Governor of Ohio in connection with the bicentennial.

Timeline:

- Oct. 1993 RFP Issued for conceptual design, environmental impact analysis meeting State of Ohio requirements, final design, right-of-way identification, contract documents, bidding support and engineering support during construction
- Dec. 1993 Contract award
- Apr. 1994 Completion of conceptual design and cost estimate
- Jun. 1994 Start of final design
- Aug. 1994 through Mar. 1996 Phased advertisement, bid and award of 18 construction and procurement contracts
- May 1996 Construction substantially complete
- Jul. 1996 Ribbon cutting and grand opening





Conclusions and Action Plan

Many factors are converging to create an exciting opportunity to make an investment in public transportation service:

- Rapid growth is creating demand for increased VRE service and raising local concerns about traffic congestion, mobility choice and quality of life in the corridor
- The rail right-of-way exists, and the right-of-way owner (NS) is a willing partner, with significant benefits to be gained from the project
- Substantial areas of undeveloped or underdeveloped land still exist along the rail line where stations might be located, and where the land can be developed in a manner that benefits the existing and planned development, the railroad operator and the public
- Developers and land owners are seeking to partner with the County and the railroad stakeholders to implement successful transit-oriented development at three proposed station sites.

However, the window of opportunity to make the project happen could be a small one, and time is of the essence. Development along the railroad will happen within the next ten years even without the VRE extension, making subsequent rail investment more difficult and less productive.

Fast implementation is easier to accomplish without Federal funding and without many partners. However, the magnitude of cost of the full Gainesville-Haymarket Extension is such that it is not likely to be able to be implemented solely with state, local and private funding. Creating a successful public-private partnership also will be a challenging and time-consuming effort – but one that will be necessary to make the project financially feasible.

The following are early action items that are recommended, once a “go” decision is made by the key project stakeholders:

- Secure funding for and conduct an engineering feasibility study, alternatives analysis and environmental review (VRE), using funds from the newly created Virginia Rail Enhancement Fund
- Develop corridor land use and station area plans and/or development guidelines as a basis for ongoing rail line extension planning (PWC)
- Secure right-of-way and property for stations and railroad yard and shop facility (VRE and PWC)
- Formalize working arrangements among stakeholders (All).



The scope of the feasibility study and alternatives analysis should include the following work efforts, at a minimum:

- Ridership projections for future VRE service incorporating the Gainesville-Haymarket extension, addressing the range of possible land use and development scenarios within the corridor
- Transit patronage projections for potential express bus services and other transit services at the potential station locations, in order to appropriately define parking space and station facility requirements
- Detailed railroad capacity analysis, using simulation tools and methods approved by CSX, NS and Amtrak, to verify the extent and configuration of railroad infrastructure required to enable each railroad operator to accommodate its future growth needs and provide reliable service to its customers
- Assessment of the impact of the extension on the existing railroad network
- Conceptual engineering of the rail alignment (including alternative alignments where these exist), to provide a basis for accurate cost estimating
- Identification of appropriate solutions for all existing grade crossings, including evaluating grade separation, improved crossing protection, and closure options
- Analysis of impacts of alternative station locations and station-area development scenarios on potential VRE ridership, the rail alignment and rail infrastructure requirements
- Analysis of alternative implementation phasing plans
- All-inclusive conceptual cost estimates, more precise than the estimates currently available and with a narrower range from low end to high end
- Financial analyses of the project, to identify sources of capital funding for the project and determine the level of projected operating subsidies following completion of the project
- Close coordination with railroad stakeholders, to ensure that the project emerging from the feasibility study, and its estimated costs, incorporate all of the elements required to meet the needs and requirements of the railroads associated with the project.

Option for Locomotive Fuel Supply at Crossroads Yard

The VRE Operations Board recommends approval of Resolution #1094. This resolution authorizes VRE's Chief Executive Officer to exercise the first option year of a contract with Quarles Petroleum for an amount not to exceed \$2,020,000 million for fuel delivery. This amount reflects VRE staff's estimate of future costs during the option year.

RESOLUTION #1094

SUBJECT: Option for Locomotive Fuel Supply at Crossroads Yard.

WHEREAS: VRE awarded a contract for the provision of fuel to Quarles petroleum of Fredericksburg, Virginia in 2004; and

WHEREAS: The first year of this contract has been successfully completed.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to exercise the first option year with Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet in an amount not to exceed \$2,020,000 for a period of no more than one year.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 8-B
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 16, 2005

**RE: AUTHORIZATION TO EXERCISE OPTION FOR LOCOMOTIVE
FUEL SUPPLY AT THE CROSSROADS YARD**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the first option year to Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$2,020,000 for a period of no more than one year.

BACKGROUND:

VRE locomotives require fueling every night after performing revenue service. Over the course of a year, VRE consumes approximately 800,000 gallons of diesel fuel at the Crossroads Yard. An Invitation for Bids was published May 18, 2004, and closed on June 17, 2004. VRE received one bid for fuel delivery at the Crossroads Yard, which was awarded to Quarles Petroleum of Fredericksburg, Virginia. The existing contract year expires October 31, 2005.

Following a year of service, VRE staff is recommending award of the first option year. The option value is being recommended based on VRE's most recent fuel costs plus an escalation factor to balance rising fuel costs. VRE staff continues to work with the fuel vendor in an effort to monitor the appropriate timing of hedging opportunities.

FISCAL IMPACT:

Funding will be provided by the FY 2006 and FY 2007 Operating Budgets. Currently, available funding totals \$1,788,000 for the next year. The Audit and Financing Committee has discussed mechanisms for resolving this deficit. While authorization is being requested for the year, additional funding will need to be secured before contract renewal.

Contract for Mystery Shopper Services

The VRE Operations Board recommends approval of Resolution #1095. This resolution authorizes award of a contract to Person to Person Quality/ADI Consulting of Alexandria, Virginia for mystery shopper services. This contract would not exceed \$394,800 for five years. Two firms were competing for this contract. First-year funds are provided in VRE's approved FY 2006 operating budget. VRE's CEO would exercise the four future option years at his discretion.

RESOLUTION #1095

SUBJECT: Contract for Mystery Shopper Services.

WHEREAS: VRE is initiating a mystery shopper service to objectively evaluate all aspects of VRE service; and

WHEREAS: VRE advertised and received two responsive proposals for mystery shopper services.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to award the first year of a contract to Person to Person Quality/ADI Consulting of Alexandria for mystery shopper services at a price not to exceed \$394,800 over five years, with VRE's CEO to exercise up to four subsequent option years.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 8-F
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 16, 2005

RE: AUTHORIZATION TO AWARD A CONTRACT FOR MYSTERY SHOPPER SERVICES

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to award a contract to "Person to Person" Quality/ADI Consulting of Alexandria, Virginia for mystery shopper services. The contract is being requested in an amount not to exceed \$394,800 for a period of no more than five years.

BACKGROUND:

VRE initiated a mystery shopping service to objectively evaluate all aspects of VRE service. The firm will review platform, station, and on-board services and prepare reports to VRE on their performance. This information will be used to standardize the VRE service and improve the overall experience of VRE customers.

A procurement for mystery shopper services was issued on July 1, 2005, and proposals were due on August 1. VRE received two responsive proposals. Staff has reviewed the proposals, queried references, and rated both firms. Based on the response to the RFP, VRE recommends that Person to Person be awarded a contract to perform the shopping service.

The term of the contract is for one year with four additional one-year options. VRE is requesting authorization for the total term of the contract, with the VRE CEO exercising the option years at his discretion.

FISCAL IMPACT:

Funding for this project is provided for using FY 2006 operating funds.

Option for Facilities Maintenance

The VRE Operations Board recommends approval of Resolution #1096. This resolution authorizes exercise of a one-year option with NV Enterprises Inc. for an amount not to exceed \$2.5 million. This reflects an increase of \$500,000 over the base year ending October 31, 2005 to cover inflation and additional facilities. Funding will come from the approved FY 2006 operating and capital budgets.

RESOLUTION #1096

SUBJECT: Option for Facilities Maintenance.

WHEREAS: In June and July of 2004, the VRE Operations Board and commissions approved a five year facilities maintenance contract;

WHEREAS: The current base year of the contract will expire on October 31, 2005 and the next year option must be exercised; and

WHEREAS: An authorization of \$2,500,000 for the first option year is requested based on an increase in general station work expenses and additional maintenance responsibilities being added to the contract.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to exercise a one-year option on the facilities maintenance contract with NV Enterprises Inc. for an amount not to exceed \$2,500,000.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 8-A
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 16, 2005

RE: AUTHORIZATION TO EXERCISE ONE-YEAR OPTION OF FACILITIES MAINTENANCE SERVICES CONTRACT

RECOMMENDATION:

The VRE Operations Board is recommending that the Commissions authorize the VRE Chief Executive Officer to exercise a one-year option on the facilities maintenance contract with NV Enterprises, Inc. for an amount not to exceed \$2,500,000.

BACKGROUND:

In June and July of last year, the Operations Board and Commissions approved a 5-year facilities maintenance contract (base year plus four one-year renewable options) with NV Enterprises for facilities maintenance services. The current base year in the contract will expire on October 31, 2005, and the next year option must be renewed.

While the value of the base year contract was \$2,000,000, an authorization of \$2,500,000 for the first option year is being requested. This increase is based on a six percent increase in general station work expenses and additional maintenance responsibilities being added to the contract.

These additional responsibilities include maintenance of new facilities, which includes expanded parking at Broad Run, the newly renovated Quantico station, and the platform extension at Manassas Park. VRE is also assuming the maintenance of existing facilities, including the facilities at the Crossroads and Broad Run yards.

The facilities budget is financed using both operating and capital funds. The FY 2006 facilities maintenance budget includes \$1.5 million in operating funds for general facilities maintenance. The remaining \$1.0 million is funded through specific capital projects and managed through task orders.

FISCAL IMPACT

This contract is funded through the facilities line item of the FY 2006 VRE Operating budget and project specific grants in the VRE Capital Budget.

System Safety Program Planning

The VRE Operations Board recommends approval of Resolution #1097. This resolution authorizes VRE's CEO to contract with Kensington Consulting LLC of Kensington, Maryland for system safety program planning. The amount is not to exceed \$375,000 over a five-year period (base year plus four, one-year options to be exercised at the discretion of VRE's CEO). Funds are available in VRE's approved CIP.

RESOLUTION #1097

SUBJECT: System Safety Program Planning

WHEREAS: VRE's existing safety consultant contract expired at the end of 2004;

WHEREAS: These services are essential to meet FRA/APTA standards; and

WHEREAS: A RFP has been issued for VRE safety consultant services over a period of five-years, including a base year plus four one-year renewable options.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to enter into a contract with Kensington Consulting LLC of Kensington, Maryland for system safety program planning in an amount not to exceed \$375,000 for a period of no more than five years (a base year plus four, one-year options to be exercised at the discretion of VRE's CEO).

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 8-E
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 16, 2005

RE: AUTHORIZATION TO AWARD A CONTRACT FOR SYSTEM SAFETY PROGRAM PLANNING

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the VRE Chief Executive Officer to enter into a contract with **Kensington Consulting LLC of Kensington, Maryland for system safety program planning. The contract is being requested in an amount not to exceed \$375,000 for a period of no more than five years.**

BACKGROUND:

The existing system safety consultant contract expired on December 31, 2004. A procurement for a system safety program plan consultant was issued on August 1, 2005, and proposals were due on September 1. **VRE received one proposal. Assuming the completion of successful negotiations with Kensington Consulting LLC, staff is recommending award.**

The procurement was designed to allow for a five-year contract (base year plus four one-year renewable options) and includes system safety program planning, preparation for safety audits, and organizing the required annual emergency response drill. These services are essential for a continued state of good standing within the FRA/APTA collaborative efforts on system safety for commuter railroads. Assignments will be on a task order basis. VRE is requesting authorization for the total term of the contract, with the VRE CEO exercising the option years at his discretion.

FISCAL IMPACT

Funds for the project are included in VRE's Capital Improvement Program (CIP) as part of the safety and security enhancement project. Funding is made up of federal formula funds of which 1% must be allocated to safety and security related projects each year. The local match is provided for using state and local funds.

Task Order for General and Administrative Services

The VRE Operations Board recommends approval of Resolution #1098. This resolution authorizes the VRE Chief Executive Officer to increase a task order with STV, Inc. by \$395, 000 for a total not to exceed \$833,103 in FY 2006. Engineering oversight of new cab cars has taken longer than expected and more funds are needed. Other activities included in this task order are equipment failure evaluation and monthly progress reports. Funding is provided from federal grants in the rolling stock modification project of VRE's CIP.

RESOLUTION #1098

SUBJECT: Task Order for General and Administrative Services.

WHEREAS: VRE is utilizing general and administrative task order funds for engineering oversight for the new cab cars due to longer than anticipated negotiations on a separate contract for railcar oversight;

WHEREAS: Other components of the task order call for equipment failure evaluation, monthly progress reports, and other administrative services to ensure quality service to VRE; and

WHEREAS: Based upon pending work, this task order must be increased to provide coverage through the end of fiscal year 2006.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to increase the task order with STV, Inc. by \$395,000 for general and administrative service to a new total for FY 2006 of \$833,103.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 9-D
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 21, 2005

**RE: AUTHORIZATION TO AMEND A TASK ORDER FOR GENERAL
AND ADMINISTRATIVE SERVICES**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the VRE Chief Operating Officer to increase the task order with STV, Inc. by \$395,000 for general and administrative services for a total amount not to exceed \$833,103 for fiscal year 2006.

BACKGROUND:

On November 19, 2004, the Operations Board and later the Commissions, approved a task order for general and administrative services to STV, Inc. in the amount of \$438,103. This authorization amount was projected to last through calendar year 2005.

VRE has utilized some of this task order authorization for engineering oversight for the new cab cars due to longer than anticipated contract negotiations. As a result, additional authorization is needed. Based upon the experience of the first phases of the task order, this amendment is expected to sustain work both through calendar year 2005 and fiscal year 2006. Work proposed for this period includes continued engineering oversight on the new car procurement through the end of October along with regular engineering support, equipment failure evaluation, monthly progress reports, and other administrative services to ensure quality service to VRE.

FISCAL IMPACT:

Funds for the project are included in VRE's Capital Improvement Program (CIP) as part of the rolling stock modifications project. Funding is from FY 2004 and FY 2005 federal grants. The local match is provided for using state and local funds.

Task Order for Warehouse Management

The VRE Operations Board recommends approval of Resolution #1099. This resolution authorizes VRE's Chief Executive Officer to increase a task order with STV, Inc. by \$100,000 for management of VRE's warehouse near Broad Run through FY 2006, for a new total not to exceed \$500,000. After Amtrak declined to provide these services, VRE must now ask STV to ship, receive and redistribute parts at this facility for the Sounder and Gallery cars. Funds are available in VRE's operating budget.

The amount considered for this task by the Operations Board (\$295,000) has been reduced by VRE staff to \$100,000.

RESOLUTION #1099

SUBJECT: Task Order for Warehouse Management.

WHEREAS: Parts must be stored at VRE's outlying yards so that work can be completed on the equipment overnight;

WHEREAS: In mid-2004, VRE leased a warehouse for this purpose;

WHEREAS: This warehouse became not only a materials organization and storage facility, but a shipping, receiving, and purchasing location as well; and

WHEREAS: Amtrak originally intended to assume these responsibilities but has since opted not to do so.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to increase the task order with STV, Inc. by \$100,000 for management and operation of VRE's warehouse for a total amount not to exceed \$500,000 for FY 2006.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 9-E
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 21, 2005

**RE: AUTHORIZATION TO AMEND A TASK ORDER FOR WAREHOUSE
MANAGEMENT AND OPERATION**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the VRE Chief Operating Officer to increase the task order with STV, Inc. by \$295,000 for management and operation of VRE's Broad Run warehouse for a total amount not to exceed \$695,000.

BACKGROUND:

On June 18, 2004, the Operations Board approved a task order with STV, Inc. for the management of VRE's warehouse in the amount of \$400,000. At the time of this board item, the warehouse was intended to function as a minimal operation staffed with one part-time person to support the parts management function performed by Amtrak. The intention was to have Amtrak assume the management of this facility as part of the transition to move maintenance functions to the outlying yards.

Since that time, Amtrak has announced that they do not wish to staff or manage the warehouse. As a result, VRE will need to assume this responsibility so that assurances can be made that parts are ordered as needed. Management of parts procurement will be assumed for the Sounder and Gallery cars and work will include shipping, receiving and redistribution activities. VRE has no reservations about Amtrak relinquishing this responsibility and allowing the work to be managed by a third party. However, as part of the FY 2007 budget process, staff is considering potential cost savings associated with bringing this work in house. This amendment is estimated to sustain warehouse management activities through fiscal year 2006.

FISCAL IMPACT:

Funding will be provided by the FY 2006 Operation Budget.

Renewal of VRE Line of Credit

VRE's Operations Board recommends approval of Resolution #2000. This resolution authorizes VRE's CEO to renew a line of credit with Sun Trust Bank for a third year. The line of the credit is to be used for managing cash flow when grant reimbursals are delayed.

NVTC Northern Virginia Transportation Commission

RESOLUTION #2000

SUBJECT: Renewal of VRE Line of Credit.

WHEREAS: VRE's banking services contract with SunTrust Bank provides for a line of credit not to exceed \$1,000,000; and

WHEREAS: This line of credit must be renewed on an annual basis.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to renew the line of credit with SunTrust Bank for an additional year.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 9-C
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 21, 2005

RE: AUTHORIZATION TO RENEW THE LINE OF CREDIT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize a renewal of the line of credit with SunTrust Bank for a third year. Annual renewal is required to maintain the line of credit.

BACKGROUND:

The line of credit was approved by the Operations Board on June 20, 2003, as part of VRE's banking services contract with SunTrust Bank. The overall banking contract is for three years with two possible one-year extensions. The line of credit, however, must be renewed annually to remain available for use. The last renewal was in September 2004.

The banking services agreement provides for overdraft protection not to exceed \$1 million. Although it is not VRE's intent to use such protection unless absolutely necessary, in light of increasing delays experienced in receiving reimbursements under State and Federal grants, VRE adopted the best business practice of implementing overdraft protection. Each request for advance of funds under the line of credit must document the purpose for the advance and the source and timing of repayment, and is approved or disapproved by SunTrust based on this information. There is no extra cost to VRE for having this option available. Interest is based on the prevailing rates at the time of the advance.

FISCAL IMPACT:

If exercised, administrative costs for exercising the line of credit are grant reimbursable.

Rail Enhancement Application for Preliminary Engineering of Third CSXT Track

The VRE Operations Board recommends approval of Resolution #2001. This resolution authorizes VRE's CEO to submit an application for \$2.5 million to the Rail Enhancement Program for preliminary engineering and environmental analysis of 11.4 miles of a third track on CSXT's line. A 30 percent match is required which VRE expects to receive from the private sector.

RESOLUTION #2001

SUBJECT: Rail Enhancement Application for CSXT Third Track.

WHEREAS: DRPT has requested applications for funding using the recently established Rail Enhancement Fund;

WHEREAS: Various investigations and studies have documented the need and location for a third main line track in the Washington to Richmond corridor;

WHEREAS: The proposed VRE application to the Rail Enhancement Fund for a third track study would permit the design, preliminary engineering, and permitting for a 11.4 mile section;

WHEREAS: A third track would reduce delays due to conflicts between freight and passenger trains in the proposed corridor;

WHEREAS: The proposed section of third track is required for building a future Cherry Hill VRE station; and

WHEREAS: Improvements must be approved by the Corridor Task Force under the terms of a MOU between the commissions, DRPT and CSXT.

NOW, THEREFORE BE IT RESOLVED that, subject to CSXT committing to increased RE passenger operations in return for the specified corridor improvements, the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to submit a \$2.5 million funding request to the Rail Enhancement Program as year one of a multi-year project totaling an estimated \$72 million for the preliminary engineering and environmental analysis of a third track on the CSX RF&P subdivision.

Approved this 3rd day of November, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer



AGENDA ITEM 9-F
ACTION ITEM

TO: CHAIRMAN MCCONNELL AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 21, 2005

**RE: AUTHORIZATION TO SUBMIT AN APPLICATION TO THE RAIL
ENHANCEMENT PROGRAM FOR PRELIMINARY ENGINEERING OF A
THIRD TRACK ON THE CSX RF&P SUBDIVISION**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to submit a \$2 million funding request to the Rail Enhancement Program for the preliminary engineering and environmental analysis of a third track on the CSX RF&P subdivision.

BACKGROUND:

Effective July 1, 2005, the General Assembly established a Rail Enhancement Fund for the preservation and development of railway transportation facilities for a balanced railway system in the Commonwealth. In September 2005, the Department of Rail and Public Transportation (DRPT) established policy goals and implementation guidelines that included an application of October 21, 2005.

Over the past 10 years, public agencies and CSX have conducted several studies to document the need for and establish the location of a third main line track in the Washington to Richmond corridor. In June 2004, DRPT, in cooperation with VRE, CSX, Federal Railroad Administration (FRA), and Amtrak, released a document entitled "Third Track Conceptual Location Study" which presented location and other information on the proposed third track.

The study recommended a conceptual third track corridor from Arkendale to Powell's Creek. At present, an average of 51 CSX, Amtrak, and VRE trains operate each day on

this section of the RF&P. By 2025, CSX forecasts that the number of freight trains will double and Amtrak and VRE trains could increase by 50 percent. In order to meet the forecast demand, reliable and uninterrupted movement of trains will be crucial. Only with the third track installed and operating will it be possible to handle this demand.

The proposed third track is consistent with the specific goal of joint freight-passenger activity on the Washington-Richmond corridor as stated in the Virginia State Rail Plan. The proposed third track would make use of the new Quantico Creek Bridge, scheduled for completion in 2007. The project would also complement the universal crossover at Arkendale; crossover at North Possum Point; Quantico Station renovation and a future station at Cherry Hill.

The proposed project submission requests funding for the design, preliminary engineering and permitting activities for the proposed 11.4 mile section of third track. The funding for the actual construction of the third track would be submitted once the preliminary engineering and environmental analysis is completed.

FISCAL IMPACT:

Funds for the project would be provided by the Rail Enhancement Fund if the application is approved. A 30% match is required and VRE is working with the state and private sector to develop the match.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: October 27, 2005

SUBJECT: Award of Contract for GPS-Phone Automated Vehicle Locator System

NVTC has received \$199,500 from DRPT to develop a software program to automatically locate transit vehicles via GPS enabled cell phones mounted onboard. Customers will then access real time bus arrival information via an interactive voice response system. Many transit systems have experimented with AVL systems with varying success, but this inexpensive and simple system has widespread potential for application, especially among smaller transit systems that might not otherwise be able to afford such a system.

The commission is asked to authorize staff to award a contract and give notice to proceed to IBI Group to develop and test the required software. In response to NVTC's Request for Proposals, IBI Group provided a responsive and responsible proposal. Another proposal was received three days late and was not considered. IBI Group currently is performing well on a SmarTrip consulting contract with NVTC and has a local office.



MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Rick Taube and Jana Lynott

DATE: October 27, 2005

SUBJECT: Authorization to Execute Sub-Grant Agreements with NVRC and Sole Source Consulting Agreement Amendments

The Northern Virginia Regional Commission is administering on behalf of VDOT two grant awards for NVTC projects. One is Phase 2 of the Senior Mobility Project for \$150,000. The second is corridor analysis for NVTA's 2030 transportation plan update for \$40,000.

The commission is asked to authorize its executive director to execute two sub-grant agreements with NVRC. These agreements specify the terms and conditions by which NVRC will pass through the grant funds to NVTC from VDOT.

Further, the commission is asked to authorize its executive director to negotiate and execute contract amendments with the consulting teams currently working on these respective projects. For the senior mobility study the group is WM&A/KFH and for the corridor analysis it is BMI-SG. Given the close integration of the respective new scopes of work with the ongoing projects and the very tight completion schedules (December, 2006 and February, 2006), awarding these additional tasks on a sole source basis to the firms currently under contract is, in the opinion of staff, the only practical and practicable alternative. The commission is asked to support that finding in its action on this item.

Staff will be prepared to provide further details on the two projects at the request of commissioners.



MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners

FROM: Rick Taube

DATE: October 27, 2005

SUBJECT: NVTC Statement for the November 10th CTB Hearing.

The commission is asked to authorize Chairman Ferguson or his designate to deliver the attached statement to the CTB at its public hearing scheduled for November 10th at the Fairfax City Hall.

The draft statement emphasizes public transit's benefits, its funding needs and the disproportionate burden shouldered by Northern Virginia as a region. The statement requests the CTB's consideration as discretionary state and federal resources are allocated in the commonwealth's six-year transportation program.





Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964



**COMMONWEALTH TRANSPORTATION BOARD
FY 2007-2012 SIX YEAR IMPROVEMENT
PROGRAM FALL TRANSPORTATION
MEETING**

FAIRFAX CITY HALL

--November 10, 2005--

Statement of Paul Ferguson
Chairman, Northern Virginia Transportation Commission



OVERVIEW



- I am Paul Ferguson, Chairman of NVTC and a member of the Arlington County Board.
- NVTC promotes and funds public transit services in Northern Virginia. This region's eight transit systems depend on the critical transportation assistance received from the commonwealth.
- Public transit is heavily used and effective in moving people in this congested region, especially during peak commuting periods.
- Local governments are paying more than their fair share in funding these systems.
- Transit systems are becoming victims of their own success. Funding needs are large and growing. Annual spending on transit in Northern Virginia needs to double in this region to a billion dollars annually from its current level of a half billion dollars.
- State transit aid is forecast to drop significantly in FY 2007 without new revenue sources.
- Consequently, discretionary support from the CTB using state and federal funds is crucial.



TRANSIT IS HEAVILY USED AND EFFECTIVE IN MOVING PEOPLE



- New data compiled by NVTC for FY 2005 show a continuing upward trend in transit ridership, reaching 129 million annual trips.
- 75% of the state's total transit ridership occurs in Northern Virginia.
- Within NVTC's jurisdictions, almost 80 transit trips are taken per capita per year. This is three times more than the statewide average.



NORTHERN VIRGINIA'S TRANSIT SYSTEMS



Potomac and Rappahannock
Transportation Commission



Northern Virginia Transportation Commission



More Places. More Often. More Columbia Pike.



A Service of Arlington County, Virginia



TRANSIT IS WELL USED IN NORTHERN VIRGINIA



**Northern Virginia Average Weekday and Annual Public Transit Passenger Trips,
FY 2004 - 2005**

System	Average Weekday Passenger Trips, FY 2004	Average Weekday Passenger Trips, FY 2005	Annual Passenger Trips, FY 2004	Annual Passenger Trips, FY 2005
Metrorail Virginia	294,258	299,345	87,817,948	89,624,272
Metrobus Virginia	65,381	65,638	19,190,908	19,314,871
Fairfax Connector	28,590	29,775	7,990,825	8,474,143
VRE	14,529	15,086	3,645,434	3,745,382
DASH	10,864	11,288	3,131,284	3,323,021
PRTC Omni Ride	5,185	5,460	1,251,316	1,392,432
PRTC Omni Link	2,450	2,616	604,586	694,366
CUE	3,438	3,739	985,500	1,068,492
ART	2,640	2,992	674,806	788,854
Loudoun County Transit	1,642	2,189	392,901	513,766
Total	428,977	438,128	125,685,507	128,939,599

Note: Ridership on WMATA reimbursable services such as GEORGE, REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

Source: NVTC.



TRANSIT IS HEAVILY USED AND EFFECTIVE IN MOVING PEOPLE



- While effective transit requires more public investment, the economic return clearly justifies the use of public funds.
- In FY 2005, total transit spending was \$508 million in Northern Virginia. This is \$242 per person or \$3.94 per trip.
- But considering congestion savings of \$5.33 per transit trip, air quality improvement valued at \$3.68 per trip, fuel savings of \$1.05 per trip and induced economic activity of \$6.98 per trip, the net returns of transit investments were about \$17.05 per trip in FY 2005.
- Net returns for the overall population were \$1,047 per person. By spending \$242 per person, we earned \$1,289 per person in benefits.

**NORTHERN VIRGINIA ANNUAL TRANSIT BENEFITS
 COMPARED TO EXPENDITURES
 --FY 2005--**

	Per Person	Per Transit Trip	Total (millions)
Transit Expenditures	\$242	\$3.94	\$508
Population	-	-	2.1
Transit Trips	62	-	128.9
Congestion Savings ¹	\$328	\$5.33	\$689
Air Quality Improvement ²	\$226	\$3.68	\$474
Fuel Savings ³	\$65	\$1.05	\$135
Economic Activity ⁴	\$429	\$6.98	\$900
Net Benefits of Transit	\$1,047	\$17.05	\$2,198

Notes:

1 Texas Transportation Institute estimates \$667 per person congestion costs with transit lowering amount by a third from \$995.

2 Transit saved 8,322 tons in FY 2005 using APTA's per rider factor of 76 pounds per rider per year @ \$57,000 per ton using MWCOG's average median cost for reductions using transit TERMS.

3 Transit saved 60 million gallons in FY 2005 using APTA's per rider factor of 273 gallons per rider per year @ assumed \$2.25 per gallon.

4 APTA's factor is \$6 in activity per \$1 of transit investment. Only the approximate capital portion of the \$508 million transit expenditure is considered "investment" (\$150 million).

Source: NVTC estimates using APTA factors.



TRANSIT SYSTEMS' FUNDING NEEDS ARE LARGE AND GROWING



- Transit is becoming a victim of its own success.
- Without more railcars, VRE will have “unmanageable” congestion by 2007-08.
- Metro’s Orange Line in Virginia is already at capacity. By 2008, it could be unmanageably crowded (120+ people per car with 50+ standing).
- Incidents on Metrorail have illustrated that the region can’t get along without the equivalent capacity of 15 rush-hour freeway lanes provided by Metro.



METRORAIL REACHING CAPACITY



What would you do without METRO?



These people found out the hard way.



LOCAL GOVERNMENTS IN NORTHERN VIRGINIA ARE PAYING MORE THAN THEIR FAIR SHARE OF TRANSIT COSTS

- Compared to all transit systems in Virginia, local sources (general fund, regional gas tax, fares) paid seven percent more and federal sources covered eight percent less in Northern Virginia.
- In Northern Virginia local sources cover 56% of total transit costs, state sources cover 20% and federal sources the remainder.

VIRGINIA STATEWIDE AND NORTHERN VIRGINIA TRANSIT FUNDING SHARES --FY2005--

Jurisdiction	Statewide	Northern VA
Local:	56%	63%
General Funds + Gas Tax:	27%	29%
Fares:	29%	34%
State:	19%	20%
Federal:	25%	17%
Total:	100%=\$700 million	100%=\$508 million

Source: DRPT and NVTC. Northern Virginia includes NVTC, PRTC and VRE.



LOCAL GOVERNMENTS IN NORTHERN VIRGINIA ARE PAYING MORE THAN THEIR FAIR SHARE OF TRANSIT COSTS

- NVTC's five jurisdictions supporting WMATA paid \$208 per capita for FY 2005 from local sources. For the entire Northern Virginia District the amount is \$161.
- The next largest district in terms of local effort is Richmond with \$20 per capita and then Hampton Roads with \$16.

**PER CAPITA LOCAL FUNDING OF PUBLIC
TRANSIT IN VIRGINIA
--FY 2005--**

Jurisdiction	Population	Local Funding Sources (\$millions)	\$Per Capita
Alexandria	128,206	44.6	347.88
Arlington	186,117	77.4	415.87
Fairfax (city)	22,062	4.1	185.84
Fairfax County	1,003,781	152.3	151.82
Falls Church	10,781	2.7	250.44
Subtotal NVTC (including 1/2 VRE)	1,350,323	281.1	208.17
Northern Virginia District	1,975,199	318.7	161.37
Bristol District	360,761	2.1	5.70
Culpeper District	347,523	4.1	11.74
Fredericksburg District	429,840	1.4	3.28
Hampton Roads District	1,762,212	28.5	16.19
Lynchburg District	379,743	2.3	6.15
Richmond	1,173,005	23.7	20.18
Salem District	737,815	5.7	7.77
Staunton District	490,717	2.3	4.65

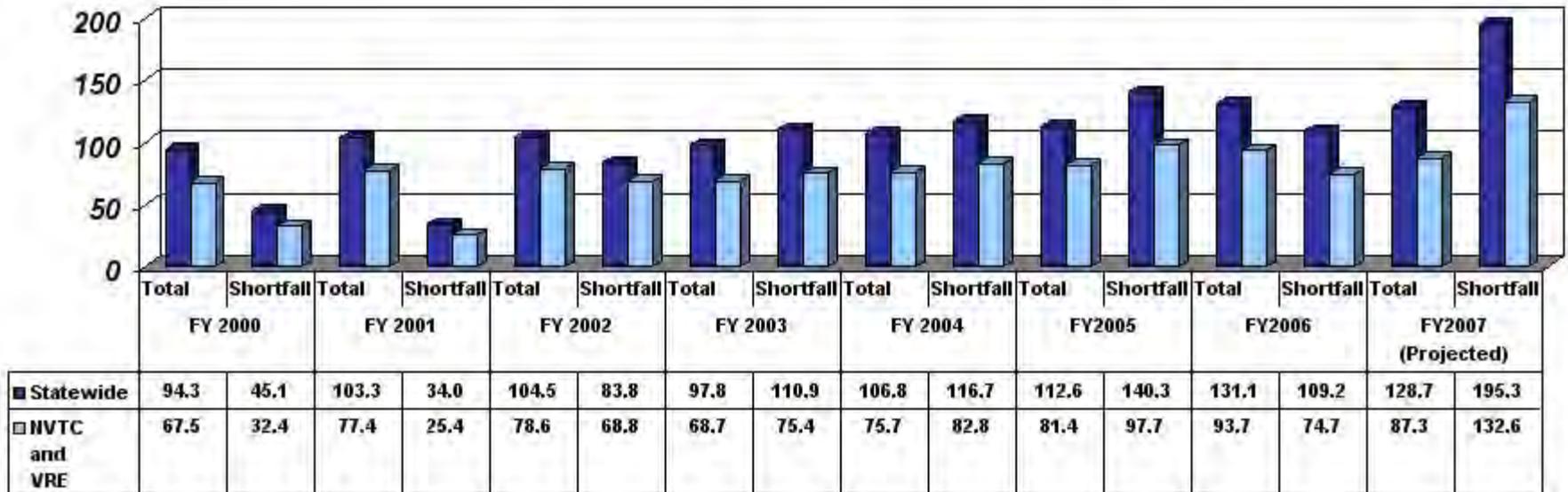
Note: U.S. Census 2004 estimated. Local funding includes operating revenue (fares), gas tax revenue and local general funds. Per capita gas tax for NVTC (excluding Loudoun) equals \$15.18.

COMMONWEALTH OF VIRGINIA'S ROLE IN TRANSIT FUNDING



- For FY 2005, if the commonwealth had provided sufficient formula funding to meet its 95% target, NVTC and VRE would have received an extra \$98 million (versus the \$81 million actually received). Statewide an extra \$140 million was needed to meet the 95% target over and above the \$113 million in formula funding actually provided.
- These shortfalls are growing substantially (except for a short-term “fix” in FY 2006 that will be undone in FY 2007 without General Assembly action). For example, the statewide shortfall grew 313% between FY 2001 and 2005, while NVTC’s shortfall grew 285%.
- For FY 2007, almost \$200 million more would be needed to meet the state statutory target of 95 percent of non-federal transit subsidies. The capital matching share is projected to be only 25% versus 68% in FY 2006 and 38% in FY 2005.
- The future continues to be bleak, with forecast transit capital matching ratios only climbing slightly from FY 2007 to reach 42% by FY 2011.

STATE TRANSIT FORMULA FUNDING AMOUNTS AND SHORTFALLS --\$millions--



Notes: Northern Virginia is NVTC and VRE. Excludes PRTC.

Source: DRPT and NVTC.

COMMONWEALTH OF VIRGINIA'S ROLE IN TRANSIT FUNDING



- At \$400,000 per bus, that \$200 million needed in FY 2007 to bring the state transit formula assistance share to 95% would buy 500 buses with seating for about 22,500 people. Even if the buses were used only once in each morning and afternoon peak period--a very conservative assumption--they could remove up to 45,000 cars each weekday from the Commonwealth's congested urban streets and highways.



\$200 million in additional state funding would buy...



***NEW
BUSES***

**Carrying more than 45,000 People with only one trip each way in the
AM and PM rush hours.**



WHAT WOULD BE ACCOMPLISHED WITH MORE TRANSIT MONEY



- Each new Metrorail car costs up to \$3 million. Each VRE bi-level railcar costs up to \$2 million (VRE needs 50) and each new locomotive up to \$4 million (VRE needs 20).
- Metro has delayed nearly \$350 million in repairs and upgrades to stations and other facilities and equipment over the last five years.
- Each new full-size transit coach costs up to \$400,000 (Fairfax Connector needs 25) and hybrid-fueled buses cost even more.
- Other Northern Virginia top priorities that are currently not fully funded:
 - Alexandria Bus Garage : \$29 million.
 - Expansion of Burke Center VRE parking garage : \$9 million.
 - West Ox (Fairfax) Bus Garage : \$15 million.
 - Loudoun County Bus Service Expansion : \$7 million.
 - VRE Parking and Platform Expansion : \$50 million.
 - VRE Mid-Day Storage: \$7 million.



BOTTOM LINE



- NVTC respectfully asks the CTB to do everything within its power to program more funds to support Northern Virginia's vital public transit systems.

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube and Scott Kalkwarf
DATE: October 27, 2005
SUBJECT: Request for Proposals for NVTC Copier Lease and Service.

The five-year lease for NVTC's copier expires at the end of this calendar year. NVTC staff requests that the commission authorize staff to issue a Request for Proposals for lease of another copier together with a service contract and an option for color copying.

When the proposals have been received and evaluated, staff will return to the commission at its December 1st meeting for approval of the proposed contract.



MEMORANDUM

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

A. Metro Board Digest for September and October 2005.

Copies are attached for your information.

B. Dedicated Funding Campaign.

On October 3, 2005, a regional summit on dedicated funding for WMATA was held. A report will be provided to commissioners on the outcome of that summit. NVTA has also created a committee to work on the regional effort for dedicated funding. The NVTA committee is scheduled to meet with NVTC's Executive Committee on November 3rd. It is expected that NVTC will be asked to act in support of the joint committee's recommendations.

C. FY 2007 Budget Guidance.

Metro's Budget Committee has offered the following guidance to staff regarding the FY 2007 budget:

- Cap subsidy increase at 5.9%.
- No fare increase.
- Include recommendations of APTA's bus peer review group (\$6 million).
- Include a living wage option.
- Increase diesel fuel costs (\$6.4 million).



- Use more optimistic rail revenue estimates (\$12 million).
- Currently an unfunded gap of about \$22 million exists.

D. Metro System Performance Report.

WMATA is now issuing quarterly reports on customer satisfaction based on 600 telephone interviews each quarter. For all of FY 2005, 85% of Metrorail and 80% of Metrobus customers were satisfied. For the first quarter of FY 2006, those percentages rose to 91% and 85%, respectively. See the attachment for more details.

E. Washington Post Article on Metro Costs to Riders.

Albert B. Crenshaw wrote the attached article titled "Even With Gas at \$3 a Gallon, Metro Isn't Much of a Bargain." It was published on October 16th on page F6. Unfortunately, he failed to mention that half of Metrorail (and VRE) riders receive tax-free Metrochek benefits of up to \$105 monthly. Had he considered this fact his conclusions would be different.



September 22, 2005

MEMORANDUM FOR: Chairman and Members of the Board

SUBJECT: September Board Digest

Conference To Focus On Dedicated Funding

Elected officials and leaders of state and local transportation and funding committees will gather for a regional summit on dedicated funding for Metro. The Dedicated Funding Conference, hosted by WMATA and co-sponsored by the Federal City Council, the Greater Washington Board of Trade, and the Washington Council of Governments will take place on Monday, October 3, at the U.S. Navy Memorial & Heritage Center, 701 Pennsylvania Avenue, NW, Washington, D.C., from 8 a.m. to noon. The dedicated funding summit will bring together local and state elected officials, businesses and regional stakeholders. Topics to be discussed include an overview of Metro's funding needs, regional funding allocations and targeting an amount of funds to be raised through dedicated funding. Through the summit, Metro aims to work toward regional consensus about dedicated funding and build on the momentum begun last year to identify dedicated funding options for Metro.

WMATA is the only transit agency of its size in the nation that does not have a dedicated source of funding. A report by the Brookings Institution, "Washington's Metro: Deficits by Design," documented that the agency faces serious budgetary challenges due in large part to its problematic revenue base. The lack of a dedicated funding source makes the agency vulnerable to recurring financial crises, the report stated.

Metro Plans for October 15 Millions More Movement March

Offices throughout the Authority, from rail and bus to transit police to customer communications, are preparing for the Millions More Movement Rally on the National Mall on Saturday, October 15. Event organizers

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Journey Square Red Line
Gallery Place-Constitution
Red, Green and
Yellow Lines*

*A District of Columbia,
Maryland and Virginia
Rapid Partnership*

estimate attendance anywhere from 800,000 to 1 million participants, and Metro is planning for higher-than-normal Saturday ridership. On October 15, Metrorail anticipates opening two hours early, at 5 a.m. to accommodate large crowds expected to attend the rally, and plans to run extra service on all lines subject to Event organizers agreeing to compensate Metro for the early opening. Metro will make system announcements, distribute a free brochure, and staff stations with extra station managers, supervisors, Transit Police and volunteer Metro Information Persons to help people find their way to the rally.

Millions More Movement commemorates the 10th anniversary of the Million Man March. On October 16, 1995, Metrorail trips totaled 804,146—the third highest ridership day in Metro’s history. The original Million Man March took place on a weekday, a day when Metro successfully carried its core customers to-and-from work, and event participants to-and-from the Mall.

Braddock Road Switch To Be Replaced Over Two Busy Weekends

A switch replacement project at the Braddock Road Metrorail station on the Blue and Yellow lines will take place over two weekends: September 23-25 and September 30-October 2. To replace the switch, Metrorail trains will share a single track from Van Dorn Street to Pentagon City on the Blue Line and from Huntington to Pentagon City on the Yellow Line. Because of the lengthy single-track operation, headways between trains will be 38 minutes. We plan to inform customers and stakeholders about the necessary track work and the effects it will have on Metrorail travel through our Web site, the news media, system announcements and the Passenger Information Displays.

The need to get the message out to customers and stakeholders is especially important as the region hosts major special events and demonstrations on both weekends. On September 22-25, the annual meeting of the World Bank and International Monetary Fund will take place in Washington, D.C. The meetings regularly draw demonstrations and protests outside the World Bank headquarters near 18th and H streets, NW, near the Farragut West Metrorail Station. In addition, there is an anti-war rally planned for Saturday, September 24, on the streets and park areas surrounding the White House. On October 2, during the second weekend of track work at Braddock Road, the Washington Redskins host the Seattle Seahawks at FedEx Field at 1 p.m. and the Washington Nationals play the Philadelphia Phillies at RFK Stadium at

1:05 p.m. in the season finale. In addition, the annual Army Ten-Miler Road Race, which starts and ends near the Pentagon, begins at 8 a.m. Metrorail will open an hour early, at 6 a.m., to accommodate runners, volunteers and spectators going to the race. Event organizers will compensate Metro for the early opening.

White Flint Parking Garage Opens October 8

A new parking facility at White Flint station will open on Saturday, October 8. The six-level parking structure has 1,272 spaces and replaces a surface lot that had 1,158 spaces. The \$17.4 million garage was funded with proceeds from two land sales and fiscal year 2005 TIF revenues. A ceremonial ribbon cutting at the White Flint parking structure will take place on October 12. More details will be forthcoming.

Metro Employees Aid Those In Need

In true Metro fashion, employees gave generously to aid people in need in two back-to-back charitable drives: hurricane relief in early September and a school supply drive in late August.

In the aftermath of Hurricane Katrina, employees immediately asked how they could help and what they could do. Our employee programs and special events office organized a one-week fundraising drive for Hurricane Katrina relief efforts that yielded just over \$40,000 in donations from Metro employees. On September 12, the donations were taken to the American Red Cross national headquarters.

In addition, Metrobus played a significant role for more than 200 hurricane survivors who were transported by Metrobus from Dulles International Airport to the D.C. Armory. Metrobus sent six buses each from the Bladensburg and Four Mile Run divisions.

A previous charitable drive took place in late August when Metro employees donated thousands of school supplies in the WMATA Back-to-School Supply Drive for students in the District of Columbia, Maryland and Virginia. In a one-week period, Metro collected 575 spiral notebooks, 142 boxes of crayons, 415 packs of pencils, bookbags, binders, rulers, glue, calculators and much more. On August 30, a small army of Metro employees from across the Authority, helped pack the supplies into boxes and delivered them to local schools to thankful principals, teachers, students and parents.

Upcoming Events

September 22

Emergency Preparedness outreach, JGB lobby, 10 a.m. to 2 p.m.

Hispanic Heritage Month celebration, JGB Board room, 1:30 p.m.

Emergency Preparedness outreach, Gallery Pl-Chinatown Metrorail station, 4-6 p.m.

September 25-28

American Public Transportation Association Annual Meeting and 2005 Expo; Dallas, Texas

September 27

Emergency Preparedness outreach, Capitol South Metrorail station, 7-9 a.m.

September 29

Emergency Preparedness outreach, McPherson Square Metrorail station, 4-6 p.m.

October 2

Metrorail early opening in support of the Army 10-Miler road race. The race begins at 8 a.m. near the Pentagon; Metro will open at 6 a.m.

October 3

Dedicated Funding Conference, U.S. Navy Memorial & Heritage Center, 701 Pennsylvania Avenue, NW, Washington, D.C., 8 a.m. to noon

October 7

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

October 12

White Flint garage ceremonial ribbon cutting; White Flint Metrorail station; 11 a.m.

October 15

Metrorail early opening in support of the Millions More Movement Rally on the National Mall; Metro will open at 5 a.m.

Chairman and Member of the Board
Page 5

October 17

Federal City Council annual board meeting; JW Marriott, 1331
Pennsylvania Avenue, NW, Washington, D.C.; 11:30 a.m.

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

Richard A. White
General Manager and Chief Executive Officer

Consideration of Budget Development & Review Procedures

Discussion:

Through our FY06 budget review, the JCC recommended we look at a number of issues related to our budget development and review process – including instituting performance measures and benchmarks and a review of best budgeting practices.

As an agency, we must continue to improve our business processes, to help us make strategic decisions and show decision makers - and our stakeholders - measurable results. We spent considerable time working on a strategic plan, but we have left it on a shelf and not taken it to the next step.

Considering our emphasis now transparency, inclusion and accountability, we should pursue these items.

- Budget should be tied to performance measures, so that the board and stakeholders can evaluate progress and hold us accountable. (An Inspector General as called for under the Davis bill would also need to see such standards for evaluations.)
- Stakeholders should clearly see long-term plans and the costs and benefits of proposed actions. Greater consensus could be developed on longer-term policies.
- *The jurisdictional involvement is critical. We as an agency do best when we are more inclusive.*

Proposal/direction:

1. Direct staff prepare a scope, schedule and budget for development of a business plan. This should include an update of the strategic plan by the board, adoption of performance measures and benchmarks for the operating and capital budgets, and a multi-year financial forecasting process. The strategic plan, business plan/performance measures, financial forecast and operating and capital budgets should be integrated.
 - This effort could be a one- to two- year process
 - Funded from planning resources – regional project development program.
 - Staff should search for funds to begin in current fiscal year.
2. Direct the new CFO to work with the JCC to develop a strategy and scope for a best budgeting practices review, with an emphasis on public and stakeholder inclusion in the process. A team should conduct this review, including the CFO and CAO (or CFOs) from our major funding partners. There should be special emphasis on:
 - Long-range financial planning, to assess long-term implications of current and proposed policies, programs and assumptions.
 - Review of revenue forecasting process, to gain buy-in of stakeholders.
 - Public and stakeholder inclusion in development and review process
 - Linkages between budget and business plan/financial plan
 - Budget review process

October 20, 2005

MEMORANDUM FOR: Chairman and Members of the Board

SUBJECT: October Board Digest

Trash Cans Return to Station Platforms

Trash cans returned to station platforms last month as part of our initiative to enhance cleanliness throughout the system. The installation of the new bomb-containment bins began on the Red Line, the most heavily traveled rail line. With the initial order of 192 trash cans currently being delivered and installed, and an additional procurement of 14 trash cans in process, we expect to place new bomb-containment bins on all station platforms by the end of the year. We removed platform trash bins as a security precaution following the Sept. 11, 2001, terrorist attacks. Since their removal, employees and customers have noted more trash in stations and rail cars. In 2002, explosion containment trash cans were purchased and placed in the unpaid areas of the stations. This year, we purchased new bomb-containment trash cans and placed them on stations platform in an effort to keep rail cars and stations cleaner, and reduce the risk of debris falling onto the tracks and potentially starting fires.

Later this month, we will begin a public information campaign to encourage customers and employees to keep Metro litter-free by using the trash receptacles and newspaper recycling bins throughout the system. The "Don't Trash Metro" campaign will raise awareness among Metrobus and Metrorail customers about the importance of recycling trash and to instill a sense of ownership and pride where customers want to keep their system clean. The campaign will include in-system bus and rail advertising, messages in *The Express* newspaper, station and system announcement, postings on the Web site, and outreach efforts to area schools and shopping malls. Communications efforts in support of "Don't Trash Metro" will be made in Spanish and English.

MTPD to Get Up to Three Explosives-Detection Dogs Through TSA Program

The Metro Transit Police Department (MTPD) is expected to get up to three explosive-detection dogs through a Transit Security Administration (TSA) canine program. Metro is one of 10 mass transit and commuter rail systems in the United States participating in the TSA National Explosives Detection Canine Team Program for transit agencies. The TSA already has trained more than 350 teams of explosive detection canines and handlers for the nation's airports. This is the first large scale expansion to other modes of transportation.

MTPD officers will attend a 10-week TSA training program at the Lackland Air Force Base near San Antonio, Texas, where they will meet their new dogs and learn various dog handling and search techniques. When the officers return to the Washington metropolitan region, they will go through proficiency training in the Metro system to familiarize the dogs with the sights, sounds, smells, and peculiarities of the bus and rail system. The dogs must be accustomed to working inside buildings and outdoors, walking on escalators, coping with crowds, and entering and exiting trains and buses. After about a month of additional training in the Metro system, the TSA will certify the canine teams.

Under the program, TSA will provide Metro with the dogs, training, yearly evaluations, and partial reimbursement to cover costs associated with the program, including salaries, veterinary care and dog food. Metro provides officers who will be devoted to the canine teams. The program is being paid for by a \$2 million congressional appropriation and \$700,000 in earmarked TSA funding.

Town Hall Meeting to Take Place in DC on November 9

As part of our ongoing efforts to improve communications with our customers, we will hold a Town Hall Meeting in the District of Columbia on November 9 at the Frank D. Reeves Municipal Center. This meeting, our third this year, will give customers an opportunity to express their comments, concerns and ideas about Metro directly to the Board of Directors and Metro staff. The town hall meeting format provides an open forum for customers and is part of our ongoing efforts to engage customers in dialogue about a broad range of issues related to service, funding and long-term plans. Additionally, this format will enable us to

Chairman and Members of the Board

Page 3

articulate the unique challenges that face Metro and motivate our customers to advocacy.

As in the past, the meeting will be preceded by an Open House featuring exhibits on construction, ADA programs, funding issues, planned improvements in bus, rail, and escalator/elevator programs, and more. The open house will begin at 6 p.m. and the town hall program will start at 7 p.m. We are pleased to announce that former U.S. Transportation Secretary Rodney Slater will serve as the meeting moderator.

Metro held its first Town Hall Meeting in November 2004. Its success spurred the three meetings in 2005 in each jurisdiction—Virginia in April, Maryland in September and the District of Columbia next month.

Metro Job Fair Held in Washington, D.C.

Metro hosted a career and education fair on Friday, October 7, in Washington, D.C., for individuals seeking employment. More than 5,000 individuals showed up at the site in Adams Morgan to speak with Metro employees and learn about career opportunities at the transit agency. Job seekers were able and apply for a variety of jobs, including bus operators, bus and rail mechanics, rail car cleaners, laborers, janitors, cleaner/shifters, and positions with the Metro Transit Police Department. During the 10 a.m. to 7 p.m. career and education fair, we took in nearly 5,000 job applications. The career and education fair is one strategy being used to fill job vacancies and diversify WMATA's employment applicant pool.

Upcoming Events

October 21

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

October 22

Metrobus Roadeo competition for bus operators, maintenance teams and bus transportation supervisors; Landover Metrobus Division; 7 a.m.

October 29

Completion of the New Carrollton Yard expansion and new parking facility at the New Carrollton Metrorail station; [ceremonial ribbon cutting date to be determined]

Chairman and Members of the Board
Page 4

October 30

Metrorail early opening (5 a.m.) in support of the Marine Corps Marathon. The race begins at 8:15 a.m. in Arlington near the Iwo Jima Monument; Rosslyn and Arlington Cemetery Metrorail stations are closest to the start of the marathon; Metro will open at 5 a.m.

November 2

Public hearing with the District of Columbia government on the proposed relocation of bus and related station facilities, and a parking reduction at the Takoma Metrorail station; Trinity Episcopal Church, 7005 Piney Branch Road, NW, Washington, D.C.; 6 p.m.

November 4

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

November 9

FTA Quarterly Review; 10 a.m.

Town Hall Meeting and Open House, Frank D. Reeves Municipal Center, 2000 14th Street, NW, Washington, D.C.; U St/African-Amer Civil War Memorial–Cardozo Metrorail station. Open House begins at 6 p.m. Town Hall begins at 7 p.m.

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

Richard A. White
General Manager and Chief Executive Officer

**RESOLUTION FOR REGIONAL SUMMIT ON THE FUTURE OF
WMATA**

Be it resolved by the participants of the October 2005 Regional Summit for the Future of WMATA Funding that:

- 1. The jurisdictions represented at this Summit pledge to work cooperatively on options for funding WMATA, including alternative forms of dedicated funding.**
- 2. The Summit participants support the efforts of H.R. 3496 to provide significant increased federal funding consistent with the substantial role WMATA plays in transporting federal employees and maintaining the continuity of federal government operations.**
- 3. In recognition of enhanced federal funds, the Summit participants agree to develop WMATA Compact amendments to include appointees representing the federal government on the Board of Directors.**
- 4. The Summit participants agree to work cooperatively with Congress to maximize federal funding and to ensure that pre-conditions for federal funds are satisfied. In this effort, the Summit participants agree to work with Congress to support federal legislation consistent with the commitment of the region to develop funding options.**
- 5. The Summit participants acknowledge the continuing efforts of the WMATA Board to evaluate improvements to the budget and business processes of the agency. The Summit participants urge implementation of actions to improve accountability, business planning, revenue and expenditure forecasting, transparency, and cost effectiveness. Additionally, the Summit participants agree to develop WMATA Compact amendments to establish an Office of Inspector General of WMATA and possibly other amendments to enhance accountability of the agency. These efforts are paramount to regional support and enactment of any local, state or federal funding enhancements.**

LAYING THE **M** TRACKWORK to dedicated metro funding

Sponsored by the:
Greater Washington Board of Trade
Federal City Council
Metropolitan Washington Council of Governments
Washington Metropolitan Area Transit Authority

October 3, 2005

AGENDA

8:30 AM

REGISTRATION & CONTINENTAL BREAKFAST

9:15 AM

WELCOME & OPENING REMARKS

Hon. Dana Kauffman, Chairman, WMATA Board of Directors

9:30 AM

SUMMIT OVERVIEW & OBJECTIVES

Mort Downey, Summit Moderator

9:35 AM

POLICY DISCUSSIONS

TOPICS

- Discussion of dedicated funding and Compact Amendment
- Discussion of legislative processes in the District, Maryland and Virginia
- Discussion of the National Capital Transportation Act Amendments (H.R. 3496)

10:45 AM

COMMENT & FEEDBACK

11:15AM

RESOLUTION CONSIDERATION

Hon. Dana Kauffman

11:30AM

PRESENTATION OF SUMMIT RECOMMENDATIONS (MEDIA EVENT)

Summit Participants

NOON

ADJOURN

washingtonpost.com

Focusing on Metro

Monday, August 22, 2005; A16

AS THE SUMMER holiday season winds down and local officials get back to work, one of the most urgent questions on their agendas should be how to capitalize on the prospect of \$1.5 billion in federal funding for Metro. That alluring pile of cash, or rather the hope of it, is incorporated in a bill that Rep. Thomas M. Davis III (R-Va.) has introduced in the House Government Reform Committee, which he chairs. There is no question that Metro, with its aging infrastructure, mounting expenses and burgeoning ridership, badly needs the money. But a couple of questions have to be answered at the outset.

First, can Mr. Davis get his bill through Congress? He will certainly need the Bush administration's support. In particular, the bill requires the crucial backing of Joshua B. Bolten, director of the Office of Management and Budget and, as it happens, a native Washingtonian. The bill merits Mr. Bolten's support. Federal workers make up almost half of Metro's ridership, and the transit system could play a uniquely vital role in any regional emergency that might befall the Washington area.

The second question revolves around funding. Local officials must begin focusing on how to fulfill one of the bill's central components: that the region guarantee Metro a steady, earmarked source of funding. Nearly alone among the nation's major public transit systems, Metro has no guaranteed stream of funding and must scramble for money each year from the District, the two states and, in Virginia's case, Arlington and Fairfax counties and the city of Alexandria. That bizarre arrangement turns Metro into a beggar and compromises its long-term health. Mr. Davis's bill provides a badly needed incentive for the region's often competing jurisdictions to act in concert to trigger an important infusion of federal funding.

Already, D.C. Mayor Anthony A. Williams (D) has signaled that he is favorably disposed toward a 0.5 percent sales tax increase to fund Metro. That would be an important, constructive step, in line with the recommendations of a panel that studied Metro's long-term funding issues in the past year. It is less likely that a new tax would be adopted either in Virginia or Maryland, but officials in both states can and should begin studying which existing sources of revenue can be dedicated to Metro. Too often the barrier posed by the Potomac River has precluded regional cooperation. But with \$1.5 billion on the table, who will be able to walk away empty-handed, explaining to voters that it was impossible to make a deal?

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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ENDORSING CONTIUNG EFFORTS
TO IDENTIFY DEDICATED FUNDING FOR
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, in each year's update of the Constrained Long-Range Transportation Plan (CLRP) since 2000, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the recent "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area is being applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, in February 2004 the TPB issued a report, *Time to Act*, concluding that substantial additional financial commitment at federal, state, regional, and local levels is necessary to meet WMATA's capital funding needs, and

WHEREAS, a number of entities (including the U.S. Government Accountability Office, the Brookings Institution, 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"), 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 deemed financially and legally workable and appropriate; and

WHEREAS, the Blue Ribbon Panel issued its report on January 6, 2005 and recommended that WMATA compact jurisdictions implement a regional dedicated

revenue source to address projected shortfalls for capital maintenance and system enhancements, and further recommended that the federal government participate significantly in addressing projected shortfalls, and

WHEREAS, on January 19, 2005 the TPB approved Resolution R13-2005 endorsing the Panel Report, and its analysis, findings, conclusions, and recommendations; and

WHEREAS, on July 28, 2005 Congressman Tom Davis introduced a bill (National Capital Transportation Amendments Act of 2005) authorizing \$1.5 billion in federal capital funds, to be provided over 10 fiscal years beginning in FY 2007, contingent on the funds being matched with state/local dedicated funding; and

WHEREAS, the commitment of the \$1.5 billion in federal and \$1.5 billion state and local capital funding would address the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2010, and permit the TPB to remove the transit ridership constraint in the air quality conformity analysis for the CLRP; and

Therefore, a summit meeting will be held on October 3, 2005 to seek a regional commitment to actively pursue dedicated funding, examine proposed amendments to the WMATA statute, and identify target amounts to be raised through dedicated revenue sources. How dedicated funding responsibilities could be shared by component jurisdictions:

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

- Emphasizes the criticality of identifying the additional funding and improved management oversight and cost effective operation required to meet the preservation, rehabilitation, safety, security, and capacity expansion needs of the Metrorail and Metrobus system, so that the transit ridership constraint currently included in the region's Constrained Long-Range Transportation Plan can be removed.
- Expresses its deep appreciation and strong support for efforts by Congressman Tom Davis and the region's congressional delegation to provide significant federal funding to meet WMATA's needs, and for all efforts, including the October 3 summit, to identify dedicated funding for WMATA. The Board does not endorse any limit on the sources of funds that local jurisdictions may rely on to support WMATA.
- Encourages TPB members and other interested state and local officials to participate in the summit to be held on October 3, 2005.

Adopted by the Transportation Planning Board at its regular meeting on September 21, 2005

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

**RESOLUTION ENDORSING WMATA FUNDING SUMMIT
AND CONTINUING EFFORTS TO SUPPORT
DEDICATED FUNDING FOR METRO**

WHEREAS, the Metropolitan Washington Council of Governments (COG), the Greater Washington Board of Trade, and the Federal City Council jointly established a special panel to examine Metro's future funding needs on September 8, 2004 (Resolution R39-04); and

WHEREAS, the Metro Funding Panel issued its report on January 6, 2005 and recommended that Metro compact jurisdictions implement a regional dedicated revenue source to address projected shortfalls for capital maintenance and system enhancements, and further recommended that the federal government participate significantly in addressing projected shortfalls, and

WHEREAS, both the COG Board of Directors and the National Capital Region Transportation Planning Board acted on the report and recommendations in January 2005, adopting Resolution R1-05 and TPB Resolution R13-05, respectively, supporting the Panel's efforts and urging review and action by area local, state and federal officials and the private sector; and

WHEREAS, since the Panel's report was issued, area local, state and federal officials and the private sector have reviewed its findings and recommendations, conducted further analysis on proposed dedicated revenue options and considered legislative strategies to implement dedicated funding; and

WHEREAS, several members of the region's congressional delegation have co-sponsored legislation that responds to the Panel's recommendation for significant federal participation, which would authorize \$1.5 billion in federal funding to be matched by local and state dedicated funding; and

WHEREAS, WMATA will hold a summit on October 3, 2005 to seek a regional commitment to actively pursue dedicated funding, examine proposed amendments to the WMATA compact, and identify target amounts to be raised through dedicated revenue sources and how dedicated funding responsibilities could be shared by compact jurisdictions.

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

1. COG agrees to co-sponsor the WMATA Funding Summit on October 3, 2005 and urges participation by area chief elected officials from compact jurisdictions, senior Maryland, Virginia and District of Columbia transportation officials, and other local, state and federal officials and private sector representatives.
2. COG supports efforts by the region's congressional delegation to provide significant federal funding participation, as recommended by the Metro Funding Panel, and urges that regional implementation of dedicated funding for Metro becomes a top policy priority for area local and state governments in the fall 2005 and 2006.

**AMENDMENT IN THE NATURE OF A SUBSTITUTE
TO H.R. 3496
OFFERED BY MR. TOM DAVIS OF VIRGINIA**

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; FINDINGS.

2 (a) **SHORT TITLE.**—This Act may be cited as the
3 “National Capital Transportation Amendments Act of
4 2005”

5 (b) **FINDINGS.**—Congress finds as follows:

6 (1) Metro, the public transit system of the
7 Washington metropolitan area, is essential for the
8 continued and effective performance of the functions
9 of the Federal Government, and for the orderly
10 movement of people during major events and times
11 of regional or national emergency.

12 (2) On 3 occasions, Congress has authorized
13 appropriations for the construction and capital im-
14 provement needs of the Metrorail system.

15 (3) Additional funding is required to protect
16 these previous Federal investments and ensure
17 continued functionality and viability of the original
18 103-mile Metrorail system.

1 SEC. 2. FEDERAL CONTRIBUTION FOR CAPITAL PROJECTS
2 FOR WASHINGTON METROPOLITAN AREA
3 TRANSIT SYSTEM.

4 The National Capital Transportation Act of 1969
5 (sec. 9-1111.01 et seq., D.C. Official Code) is amended
6 by adding at the end the following new section:

7 "AUTHORIZATION OF ADDITIONAL FEDERAL CONTRIBU-
8 TION FOR CAPITAL AND PREVENTIVE MAINTENANCE
9 PROJECTS

10 "SEC. 18. (a) AUTHORIZATION.—Subject to the suc-
11 ceeding provisions of this section, the Secretary of Trans-
12 portation is authorized to make grants to the Transit Au-
13 thority, in addition to the contributions authorized under
14 sections 3, 14, and 17, for the purpose of financing in
15 part the capital and preventive maintenance projects in-
16 cluded in the Capital Improvement Program approved by
17 the Board of Directors of the Transit Authority.

18 "(b) USE OF FUNDS.—The Federal grants made pur-
19 suant to the authorization under this section shall be sub-
20 ject to the following limitations and conditions:

21 "(1) The work for which such Federal grants
22 are authorized shall be subject to the provisions of
23 the Compact (consistent with the amendments to the
24 Compact described in subsection (d))

25 "(2) Each such Federal grant shall be for 50
26 percent of the net project cost of the project in-

2 volved, and shall be provided in cash from sources
3 other than Federal funds or revenues from the oper-
4 ation of public mass transportation systems. Con-
5 sistent with the terms of the amendment to the
6 Compact described in subsection (d)(1), any funds
7 so provided shall be solely from undistributed
8 surpluses, replacement or depreciation funds or re-
9 serves available in cash, or new capital.

10 “(e) **APPLICABILITY OF REQUIREMENTS FOR MASS**
11 **TRANSPORTATION CAPITAL PROJECTS RECEIVING FUNDS**
12 **UNDER FEDERAL TRANSPORTATION LAW.**—Except as
13 specifically provided in this section, the use of
14 amounts appropriated pursuant to the authorization under
15 this section shall be subject to the requirements applicable
16 to capital projects for which funds are provided under
17 chapter 53 of title 49, United States Code, except to the
18 extent that the Secretary of Transportation determines
19 that the requirements are inconsistent with the purposes
20 of this section.

21 “(d) **AMENDMENTS TO COMPACT.** No amounts may
22 be provided to the Transit Authority pursuant to the au-
23 thorization under this section until the Transit Authority
24 notifies the Secretary of Transportation that each of the
 following amendments to the Compact (and any further

amendments which may be required to implement such
2 amendments) have taken effect:

3 “(1 An amendment requiring all payments
4 made by the local signatory governments for the
5 Transit Authority and for the cost of operating and
6 maintaining the adopted regional system are made
7 from amounts derived from dedicated funding
8 sources. For purposes of this paragraph, a ‘dedi-
9 cated funding source’ is any source of funding which
10 is earmarked and required under State or local law
11 to be used for payments to the Transit Authority.

12 “(2) An amendment establishing the Office of
13 the Inspector General of the Transit Authority in
14 accordance with section 3 of the National Capital
15 Transportation Amendments Act of 2005

16 “(3) An amendment expanding the Board of
17 Directors of the Transit Authority to include 4 addi-
18 tional Directors appointed by the Administrator of
19 General Services, of whom 2 shall be nonvoting and
20 2 shall be voting, and requiring one of the voting
21 members so appointed to be a regular passenger and
22 customer of the bus or rail service of the Transit
23 Authority.

24 “(e) AMOUNT.—There are authorized to be appro-
25 priated to the Secretary of Transportation for grants

under this section an aggregate amount not to exceed
2 \$1,500,000,000 to be available in increments over 10 fis-
3 cal years beginning in fiscal year 2007, or until expended.

4 “(f) AVAILABILITY.—Amounts appropriated pursu-
5 ant to the authorization under this section—

6 “(1) shall remain available until expended; and

7 “(2) shall be in addition to, and not in lieu of,
8 amounts available to the Transit Authority under
9 chapter 53 of title 49, United States Code, or any
10 other provision of law.”

11 **SEC. 3. WASHINGTON METROPOLITAN AREA TRANSIT**

12 **THORITY INSPECTOR GENERAL.**

13 (a) **ESTABLISHMENT OF OFFICE.—**

14 (1) **IN GENERAL.—**The Washington Metropoli-
15 tan Area Transit Authority (hereafter referred to as
16 the “Transit Authority”) shall establish in the Tran-
17 sit Authority the Office of the Inspector General
18 (hereafter in this section referred to as the “Of-
19 fice”), headed by the Inspector General of the Tran-
20 sit Authority (hereafter in this section referred to as
21 the “Inspector General”).

22 (2) **DEFINITION.—**In paragraph (1),
23 “Washington Metropolitan Area Transit Authority”
24 means the Authority established under Article III of

1 the Washington Metropolitan Area Transit Author-
2 ity Compact (Public Law 89-774).

3 (b) INSPECTOR GENERAL.

4 (1) APPOINTMENT.—The Inspector General
5 shall be appointed by the vote of a majority of the
6 Board of Directors of the Transit Authority, and
7 shall be appointed without regard to political affili-
8 ation and solely on the basis of integrity and dem-
9 onstrated ability in accounting, auditing, financial
10 analysis, law, management analysis, public adminis-
11 tration, or investigations, as well as familiarity or
12 experience with the operation of transit systems.

13 (2) TERM OF SERVICE.—The Inspector General
14 shall serve for a term of 5 years, and an individual
15 serving as Inspector General may be reappointed for
16 not more than 2 additional terms.

17 (3) REMOVAL.—The Inspector General may be
18 removed from office prior to the expiration of his
19 term only by the unanimous vote of all of the mem-
20 bers of the Board of Directors of the Transit Au-
21 thority, and the Board shall communicate the rea-
22 sons for any such removal to the Governor of Mary-
23 land, the Governor of Virginia, the Mayor of the
24 District of Columbia, the chair of the Committee on
25 Government Reform of the House of Representa-

2 tives, and the chair of the Committee on Homeland
3 Security and Governmental Affairs of the Senate

4 (c) DUTIES.

5 (1) APPLICABILITY OF DUTIES OF INSPECTOR
6 GENERAL OF EXECUTIVE BRANCH ESTABLISH-
7 MENT.—The Inspector General shall carry out the
8 same duties and responsibilities with respect to the
9 Transit Authority as an Inspector General of an es-
10 tablishment carries out with respect to an establish-
11 ment under section 4 of the Inspector General Act
12 of 1978 (5 .S.C App. 4), under the same terms
13 and conditions which apply under such section.

14 (2) CONDUCTING ANNUAL AUDIT OF FINANCIAL
15 STATEMENTS. —The Inspector General shall be re-
16 sponsible for conducting the annual audit of the fi-
17 nancial accounts of the Transit Authority, either di-
18 rectly or by contract with an independent external
19 auditor selected by the Inspector General.

20 (3) REPORTS

21 (A) SEMIANNUAL REPORTS TO TRANSIT
22 AUTHORITY.—The Inspector General shall pre-
23 pare and submit semiannual reports summa-
24 rizing the activities of the Office in the same
25 manner, and in accordance with the same dead-
lines, terms, and conditions, as an Inspector

2 General of an establishment under section 5 of
3 the Inspector General Act of 1978 (5 U.S.C.
4 App. 5). For purposes of applying section 5 of
5 such Act to the Inspector General, the Board of
6 Directors of the Transit Authority shall be con-
7 sidered the head of the establishment, except
8 that the Inspector General shall transmit to the
9 General Manager of the Transit Authority a
10 copy of any report submitted to the Board pur-
suant to this paragraph

1 (B) ANNUAL REPORTS TO LOCAL SIGNA-
2 TORY GOVERNMENTS AND CONGRESS.—Not
3 later than January 15 of each year, the Inspec-
4 tor General shall prepare and submit a report
5 summarizing the activities of the Office during
6 the previous year, and shall submit such reports
7 to the Governor of Maryland, the Governor of
8 Virginia, the Mayor of the District of Columbia,
9 the chair of the Committee on Government Re-
10 form of the House of Representatives, and the
11 chair of the Committee on Homeland Security
12 and Governmental Affairs of the Senate

13 (4) INVESTIGATIONS OF COMPLAINTS OF EM-
14 PLOYEES AND MEMBERS.—
15
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24

1 (A) **AUTHORITY.**—The Inspector General
2 may receive and investigate complaints or infor-
3 mation from an employee or member of the
4 Transit Authority concerning the possible exist-
5 ence of an activity constituting a violation of
6 law, rules, or regulations, or mismanagement,
7 gross waste of funds, abuse of authority, or a
8 substantial and specific danger to the public
9 health and safety.

10 (B) **NONDISCLOSURE.**—The Inspector
11 General shall not, after receipt of a complaint
12 or information from an employee or member,
13 disclose the identity of the employee or member
14 without the consent of the employee or member,
15 unless the Inspector General determines such
16 disclosure is unavoidable during the course of
17 the investigation

18 (C) **PROHIBITING RETALIATION.**—An em-
19 ployee or member of the Transit Authority who
20 has authority to take, direct others to take, rec-
21 ommend, or approve any personnel action, shall
22 not, with respect to such authority, take or
23 threaten to take any action against any em-
24 ployee or member as a reprisal for making a
25 complaint or disclosing information to the In-

1 spector General, unless the complaint was made
2 or the information disclosed with the knowledge
3 that it was false or with willful disregard for its
4 truth or falsity.

5 (5) INDEPENDENCE IN CARRYING OUT
6 TIES.—Neither the Board of Directors of the Tran-
7 sit Authority, the General Manager of the Transit
8 Authority, nor any other member or employee of the
9 Transit Authority may prevent or prohibit the In-
10 spector General from carrying out any of the duties
11 or responsibilities assigned to the Inspector General
12 under this section.

13 (d) POWERS.

14 (1) IN GENERAL.—The Inspector General may
15 exercise the same authorities with respect to the
16 Transit Authority as an Inspector General of an es-
17 tablishment may exercise with respect to an estab-
18 lishment under section 6(a) of the Inspector General
19 Act of 1978 (5 U.S.C. App. 6(a)), other than para-
20 graphs (7), (8), and (9) of such section.

21 (2) STAFF.

22 (A) ASSISTANT INSPECTOR GENERALS AND
23 OTHER STAFF.—The Inspector General
24 appoint and fix the pay of—

11

1 (i) an Assistant Inspector General for
2 Audits, who shall be responsible for coordi-
3 nating the activities of the Inspector Gen-
4 eral relating to audits;

5 (ii) an Assistant Inspector General for
6 Investigations, who shall be responsible for
7 coordinating the activities of the Inspector
8 General relating to investigations; and

9 (iii) such other personnel as the In-
10 spector General considers appropriate.

11 (B) INDEPENDENCE IN APPOINTING
12 STAFF.—No individual may carry out any of
13 the duties or responsibilities of the Office unless
14 the individual is appointed by the Inspector
15 General, or provides services procured by the
16 Inspector General, pursuant to this paragraph.
17 Nothing in this subparagraph may be construed
18 to prohibit the Inspector General from entering
19 into a contract or other arrangement for the
20 provision of services under this section.

21 (C) APPLICABILITY OF TRANSIT SYSTEM
22 PERSONNEL RULES.—None of the regulations
23 governing the appointment and pay of employ-
24 ees of the Transit System shall apply with re-
25 spect to the appointment and compensation of

the personnel of the Office, except to the extent
2 agreed to by the Inspector General. Nothing in
3 the previous sentence may be construed to af-
4 fect subparagraphs (A) through (B)

5 (3) **EQUIPMENT AND SUPPLIES.** The General
6 Manager of the Transit Authority shall provide the
7 Office with appropriate and adequate office space,
8 together with such equipment, supplies, and commu-
9 nications facilities and services as may be necessary
10 for the operation of the Office, and shall provide
11 necessary maintenance services for such office space
12 and the equipment and facilities located therein.

13 (e) **TRANSFER OF FUNCTIONS.** To the extent that
14 any office or entity in the Transit Authority prior to the
15 appointment of the first Inspector General under this sec-
16 tion carried out any of the duties and responsibilities as-
17 signed to the Inspector General under this section, the
18 functions of such office or entity shall be transferred to
19 the Office upon the appointment of the first Inspector
20 General under this section.

21 **SEC. 4. RESTRICTIONS ON DISPOSITION OF CERTAIN PROP-**
22 **ERTIES.**

23 (a) **PROHIBITION ON DISPOSITION OF CERTAIN**
24 **PROPERTY.**

(1) IN GENERAL.—The Washington Metropolitan Area Transit Authority (hereafter in this section referred to as the “Transit Authority”) may not sell, lease, or otherwise convey or dispose of the property described in paragraph (2) unless the Transit Authority meets each of the following conditions:

(A) The Transit Authority has held a separate, additional public hearing after October 20, 2005, regarding the disposition of the property at which members of the general public had the opportunity to comment.

(B) The Transit Authority has submitted a report to the Committee on Government Reform of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate on the costs and benefits associated with the disposition of the property, the impact of the disposition on parking facilities available at the Vienna Metrorail station, and the effect of the disposition on the capacity of the Vienna Metrorail station and the entire Metrorail system.

(2) PROPERTY DESCRIBED.—The property described in this subsection consists of approximately 3.75 acres located in Fairfax County, Virginia, and

1 is contained in all or part of the following parcels on
2 the Fairfax County tax map:

3 (A) Parcel 48—1((1)), 90 Portion.

4 (B) Parcel 48—1((1)), 91B Portion.

5 (C) Parcel 48—1((6)), 7A.

6 (D) Parcel 48—1((6)), 8B.

7 (E) Parcel 48—1((24)), 38A.

8 (b) CONDITIONS FOR DISPOSITION OF CERTAIN
9 PROPERTY.—

10 (1) IN GENERAL.—The Transit Authority may
11 not sell, lease, or otherwise convey or dispose of the
12 property described in paragraph (2) unless
13 Transit Authority meets each of the following condi-
14 tions:

15 (A) The Transit Authority has met with
16 the Mayor and members of the Council of the
17 City of Takoma Park, Maryland, and commu-
18 nity representatives to discuss each of the fol-
19 lowing issues related to the disposition of such
20 property:

21 (i) The movement of buses and other
22 vehicles, pedestrians, and bicycles to and
23 from the Takoma Park Metrorail station.

24 (ii) The provision of bus bays, based
25 on recommendations of the Transit

1 thority and the Maryland Transit Adminis-
2 tration's Ride-On program.

3 (iii) The enhancement of public green
4 space on the property, based on the
5 tral District Plan for Takoma DC.

6 (B) The Transit Authority will work with
7 residents and elected officials of Takoma Park,
8 Maryland, and the Takoma area of the District
9 of Columbia throughout the planning phase of
10 the development of such property.

11 (C) The Transit Authority has submitted a
12 statement to the Committee on Government Re-
13 form of the House of Representatives and the
14 Committee on Homeland Security and Govern-
15 mental Affairs of the Senate certifying that the
16 Transit Authority has met the conditions de-
17 scribed in subparagraphs (A) and (B).

18 (2) PROPERTY DESCRIBED.—The property de-
19 scribed in this paragraph consists of Lots 820,
20 822, 823, 829, 831, 832, 833, 839, 840, 841,
21 846, 847, 848, 849, 850, and 851 in Square 3352
22 and Lots 811, 812, and 813 in Square 3353 of the
23 District of Columbia Real Property Assessment
24 Database.

1 (c) RESTRICTIONS ON DEVELOPMENT OF CERTAIN
2 PROPERTIES.

3 (1) RESTRICTION.—The Transit Authority may
4 not sell, lease, or otherwise convey any of the real
5 property described in paragraph (2) other than in
6 accordance with a development plan for the property
7 which meets the following requirements:

8 (A) The plan shall require that any portion
9 of the property used for residential purposes
10 shall be used only for owner-occupied, multi-
11 family dwellings.

12 (B) The plan must provide for the use of
13 a portion of the property for commercial pur-
14 poses.

15 (C) The plan shall be developed in con-
16 sultation with appropriate representatives of the
17 local governments and communities for the area
18 in which the property is located.

19 (2) PROPERTY DESCRIBED.—The property de-
20 scribed in this paragraph is any real property of the
21 Transit Authority which is located within one mile
22 of the Largo Town Center Metro Rail Station.

23 (d) NO EFFECT ON OTHER AUTHORITIES.—Except
24 as specifically provided, nothing in this section may be
25 construed to affect any law, rule, or regulation governing

1 the development or disposition of real property of the
2 Transit Authority.

3 **SEC. 5. STUDY AND REPORT BY COMPTROLLER GENERAL.**

4 (a) **STUDY.**—The Comptroller General shall conduct
5 a study on the use of the funds provided under section
6 18 of the National Capital Transportation Act of 1969
7 (as added by this Act).

8 (b) **REPORT.**—Not later than 3 years after the date
9 of the enactment of this Act, the Comptroller General shall
10 submit a report to the Committee on Government Reform
11 of the House of Representatives and the Committee on
12 Homeland Security and Governmental Affairs of the Sen-
13 ate on the study conducted under subsection (a).



METRO SYSTEM PERFORMANCE REPORT

PERFORMANCE INDICATORS AND CUSTOMER SATISFACTION

Customer Service, Operations and Safety Committee

October 20, 2005

PURPOSE

- Review Metro System Performance Indicators.
- Present for the first time the results of the Customer Satisfaction Measurement Survey and describe how we use this information.
- Describe new communications initiative for sharing this quarterly “report card” with customers, stakeholders, and the general public.

BACKGROUND

- In November of 2004 Metro committed to a “back to basics” program, with a clear focus on:
 - Service reliability
 - Customer service.
- This report lays out the results that have been achieved.

BACKGROUND

Customer Satisfaction Measurement Survey

- Continuous measurement via a telephone survey conducted by an independent contractor.
- A total of 2,400 customers are interviewed each year – 600 interviews per quarter.
 - Respondents are drawn from a random sample and self-identified as riders of Metrobus and/or Metrorail.
- Collects data on customer satisfaction with Metro services.
- Key areas of focus include:
 - Communications
 - Customer Service
 - Fares
 - Riding Experience
 - Reliability
 - Elevators and Escalators

FY05 CUSTOMER SATISFACTION WITH METRO

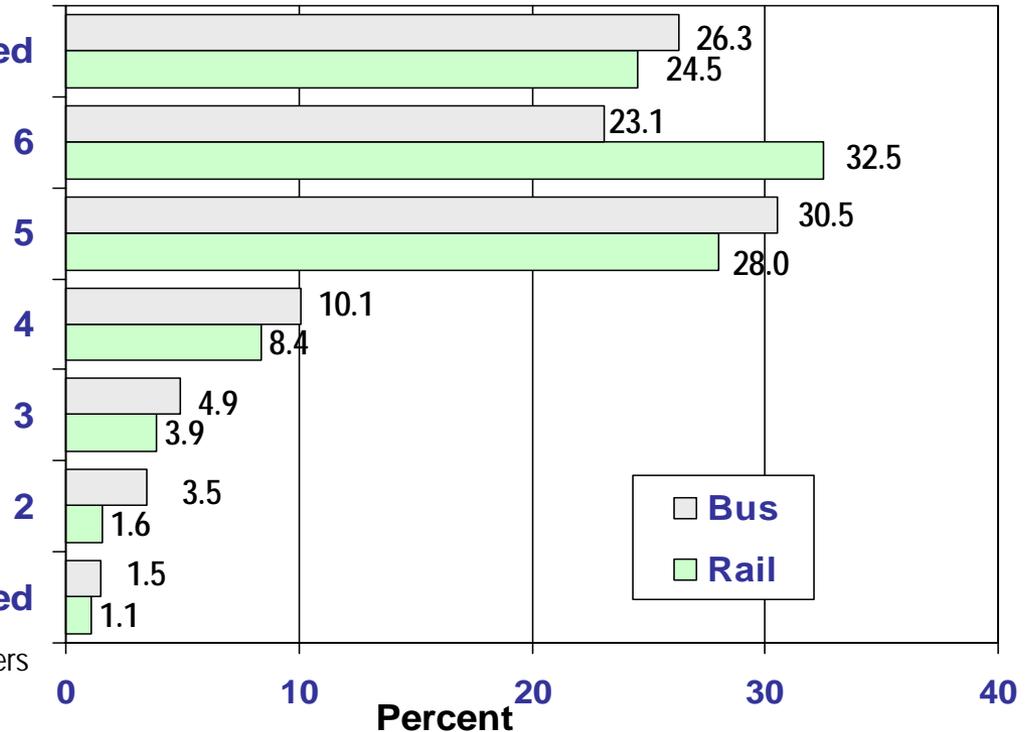
% of Customers Overall Satisfaction Ratings

LEVEL OF SATISFACTION	RAIL	BUS
SATISFIED	85%	80%
NEUTRAL	8%	10%
DISSATISFIED	7%	10%

Extremely Satisfied

Extremely Dissatisfied

Base: 1428 Rail and 1000 Bus Riders



When asked, 95% of bus riders and 97% of rail riders indicate that they would recommend Metro to a friend.

PERFORMANCE INDICATORS - METRORAIL

RAIL	FY05					FY05 Actual	FY06 Goal				1st Qtr Avg
	1st QTR	2nd QTR	3rd QTR	4th QTR	Jul-05			Aug	Sep		
1 Service Provisions											
On-Time Performance (SRI)	98.24	97.40	97.79	97.76	97.75	98.20	97.57	97.85	97.70	97.71	
MDBD (Car Maintenance)	41,594	38,316	47,034	51,948	45,323	60,000	52,347	47,181	53982	50,963	
2 Safety and Security											
Part 1 Crimes per Million Passengers (Less Parking Crime)	1.9	1.7	1.5	1.6	1.7	1.6	1.6	1.9	1.9	1.8	
Part 1 Crimes in Parking Lots per Million Passengers	4.9	2.8	2.8	3.4	3.6	3.6	3.5	3.5	5.0	4.0	
Metrorail Pass. Injuries per Million Pass. Miles	0.45	1.54	0.07	0.07	0.53	0.14	0.12	0.14	0.14	n/a	
3 Customer Satisfaction: Metrorail											
Customer Satisfaction Measurement Survey	87%	80%	87%	87%	85%	87%	90%	91%	88%	90%	
Complaints per 100,000 Passengers (excl Park, ELES)	4.3	4.2	3.4	3	3.7	3.2	3.2	3.3	3.2	3.2	
Parking Complaints per 100,000 Paid Transactions	22.5	11.6	13.6	8.6	13.9	12	9.4	9.5	7.1	8.7	
4 Avg Weekday Ridership	666,735	635,969	656,116	704,904	668,002	683,798	723,061	697,523	701,558	707,381	

Red Text, Failed to meet Goal; Blue Text, Met or Exceeded Goal

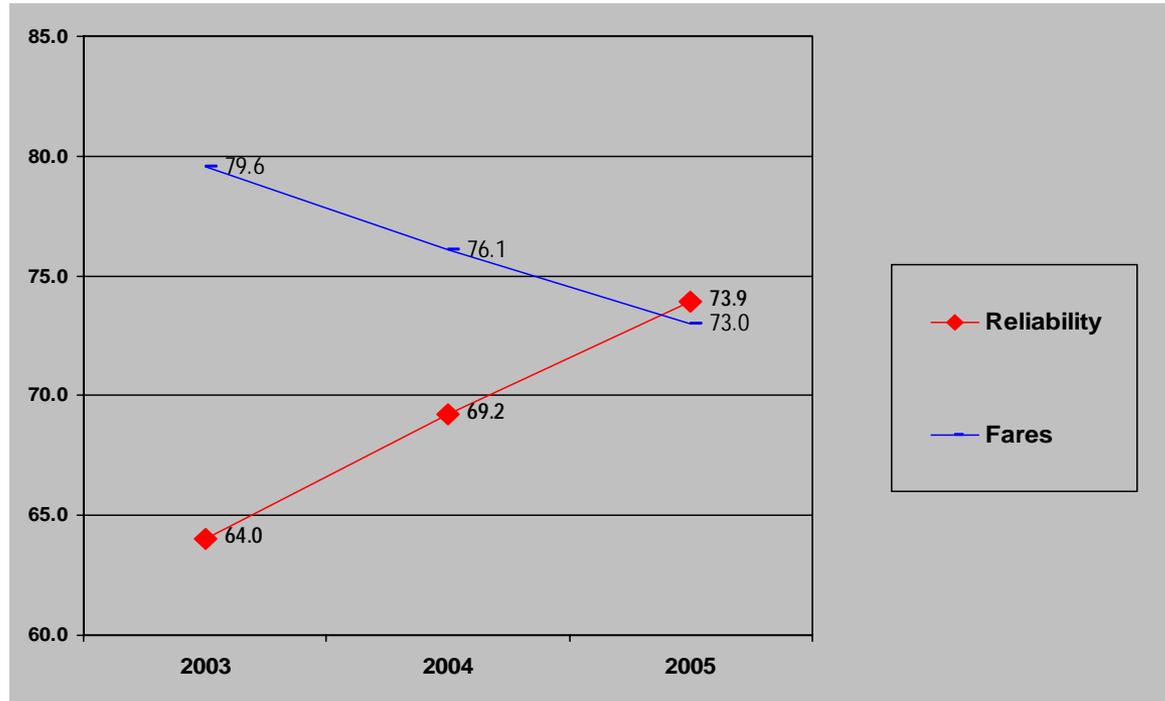
**The Part 1 Crime Goal is to reduce crime by 5% from last year's levels. The goal fluctuates each quarter.

***New FY06 indicator, no FY05 Goal was established

- The Mean Distance Between Delays is continuing to trend in the right direction, and trending toward toward goal attainment. The 3000 and 5000 series car fleets exceeded the FY06 MDBD goal which demonstrates that our new and rehabilitated car improvement program is working.
- Train availability – the availability of rail cars for passenger operations - was 99.68%. On two days this August we were two gap trains short.
- Metrorail customer satisfaction is high. Approximately 91% of customers expressed satisfaction with the service in the first quarter of FY06. (July – September 2005)
- Despite ongoing major track work, rail delay complaints are declining, and total rail complaints are below both last year's level and the FY06 threshold.

CUSTOMER SATISFACTION WITH METRORAIL

Index Ratings of Key Elements



A statistical difference in the index ratings requires a spread of 4 points. As viewed on the chart, customer ratings of satisfaction with reliability and fares (fare value) demonstrate statistical difference. The other key measures, which include - communications, customer service, safety, and riding environment - have remained steady.

Customer satisfaction with reliability has improved significantly. The decline in satisfaction with fares (fare value) is attributable to the two fare increases and to the initial conversion to SmarTrip® as the method of payment for parking.

PERFORMANCE INDICATORS - METROBUS

BUS	FY05					FY05 Actual	FY06 Goal	FY06			1st Qtr Avg
	1st QTR	2nd QTR	3rd QTR	4th QTR	Jul-05			Aug	Sep		
1 Service Provisions											
Mean Distance Between Failures *	4,721	5,758	5,825	5,552	5,464	6,000	4,273	4,518	4,712	4,505	
Lost Trips per 1k sched trips	4.73	4.18	3.84	4.79	4.38	3.95	5.10	4.80	5.00	5.00	
2 Safety and Security											
Part 1 Crimes per Million Passengers	0.53	0.80	0.72	0.58	0.65	0.63	0.61	0.55	1.34	0.84	
Metrobus Pass. Injuries per Million Pass. Miles	1.55	1.74	1.53	1.73	1.64	1.80	1.72	1.93	1.82	n/a	
3 Customer Satisfaction: Metrobus											
Customer Satisfaction Measurement Survey	76%	84%	81%	78%	80%	80%	88%	84%	83%	85%	
Complaints per 100,000 Passengers**	14.7	13.9	12.1	11.7	13.1	11	13.7	13.8	11.8	13.1	
4 Avg Weekday Ridership	442,193	427,675	418,842	440,840	432,388	436,731	430,000	422,193	469,000	440,398	

Bus Notes: * - Will use On-time performance measure when AVL scheduling interface is complete

** - Goals will need to be re-evaluated once new farebox data is available

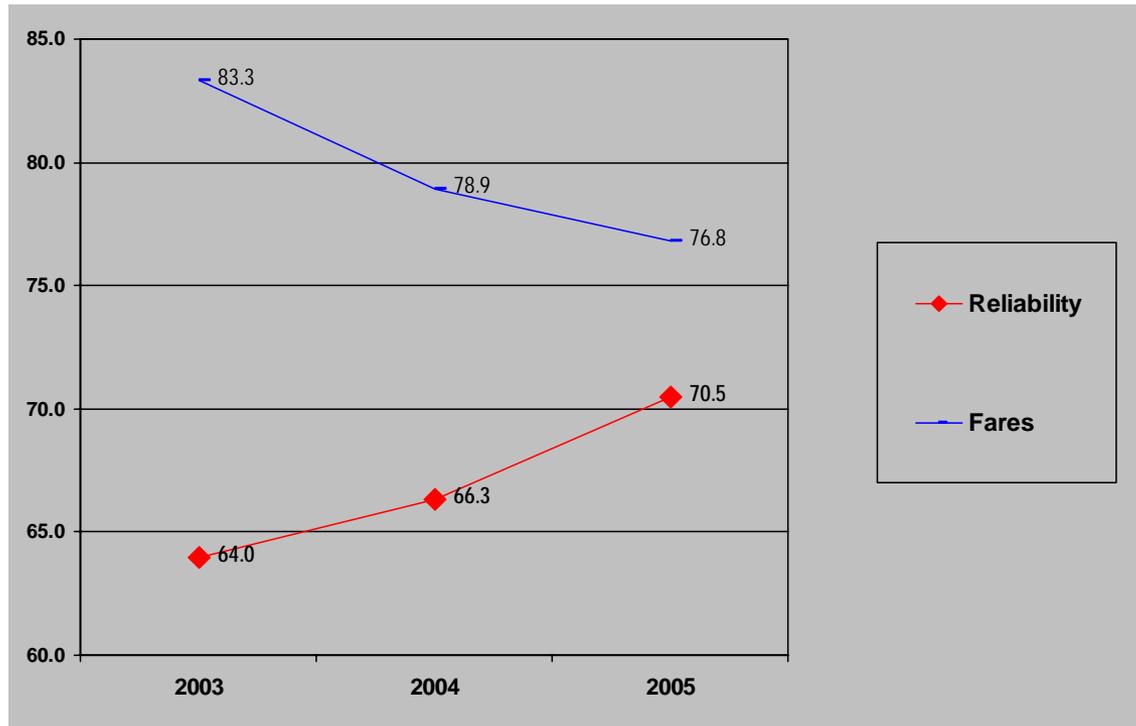
*** - New FY06 indicator, No FY05 goal established

Red Text, Failed to meet Goal; Blue Text, Met or Exceeded Goal

- The Mean Distance Between Failures for the first quarter (July – September 2005) of FY 06 was 4,505 - a decrease of about 4.5% from this time last year. However, MDBF improved 14% during FY 2005.
- Unusually high temperatures throughout this period continued to cause various problems. Additionally, to meet an increase in service demand, the oldest buses in the system (those especially impacted by the heat) were placed into service.
- The newer fleets continued to perform well, reliability improvement initiatives continued, and by the quarter's end 17 new buses were in service. A total of 417 new buses will be received by the end of the FY, which shows significant and improved fleet reliability throughout the remainder of the year.
- While 86% of bus customers expressed satisfaction with the service in the first quarter, bus complaints are up slightly. The most frequent complaints remain to be late buses and no shows. Bus services is continually working to better manage service in traffic congestion.

CUSTOMER SATISFACTION WITH METROBUS

Index Ratings of Key Elements



A statistical difference in the index ratings requires a spread of 4 points. As viewed on the chart, customer ratings of satisfaction with reliability and fares (fare value) demonstrate statistical difference. The other key measures, which include - communications, customer service, safety, and riding environment; have remained steady.

Customer satisfaction with reliability has improved significantly.

Bus riders' satisfaction with fares (fare value) decreased in the wake of the two fare increases.

PERFORMANCE INDICATORS – ELEVATORS AND ESCALATORS

VERTICAL TRANSPORTATION	Not Including PM's/Scheduled Outages					Including PM's/Scheduled Outages				
	FY05					FY06 Goal				1st Qtr Avg
	1st QTR	2nd QTR	3rd QTR	4th QTR	FY05 Actual		Jul-05	Aug	Sep	
1 Service Provisions										
Escalator Mean Time Between Failures (hours)	161.00	167.80	171.80	164.10	166.17	170.00	158.53	181.35	181.24	174.16
Escalator System Availability	96.2	97.1	97	97.1	96.85	93.0	NA	NA	NA	NA
Elevator Mean Time Between Failures (hours)	535.4	703.7	590.4	469.4	574.7	600.0	454.05	564.54	537.28	514.21
Elevator System Availability	99.1	99.5	99.2	99.1	99.2	97.5	NA	NA	NA	NA
2 Safety: Passenger Injuries per Million Trips										
Escalator & Elevator Passenger Injuries per Million Trips	1.9	1.36	1.61	1.46	1.58	2.07	1.4	1.5	1.9	1.6
3 Customer Satisfaction Measure: ELES										
Escalator	n/a	52%	58%	50%	53%	58%	61%	55%	63%	59%
Elevator	n/a	67%	71%	77%	71%	73%	73%	90%	79%	85%
ELES complaints per 100,000 rail riders	0.4	0.3	0.5	0.4	0.8	0.6	0.5	0.4	0.4	0.4

*** - New FY06 indicator, No FY05 goal established

Red Text, Failed to meet Goal; Blue Text, Met or Exceeded Goal

NA - Information at this time not available

- New ELES Service Goals were developed that are designed to improve our performance. The new service provisions place more emphasis on what the riders actually experience. Our former availability goals did not count preventative maintenance and scheduled repairs. The new availability goals include all outages and reflect what the customer actually experiences.
- ESCALATORS: System availability and Mean Time Between Failures indicators remain high, and on track with the new goals. July's lower number was primarily driven by major repairs at New York Avenue, Gallery Place, Metro Center, L'Enfant Plaza, and Dupont Circle.
- ELEVATORS: System availability and Mean Time Between Failures indicators remain high, and on track with the new goals. July's lower number is attributed to high failures at Largo Town Center, Morgan Boulevard and Friendship Heights, related mostly to hot weather.

CUSTOMER SATISFACTION WITH ELEVATORS AND ESCALATORS

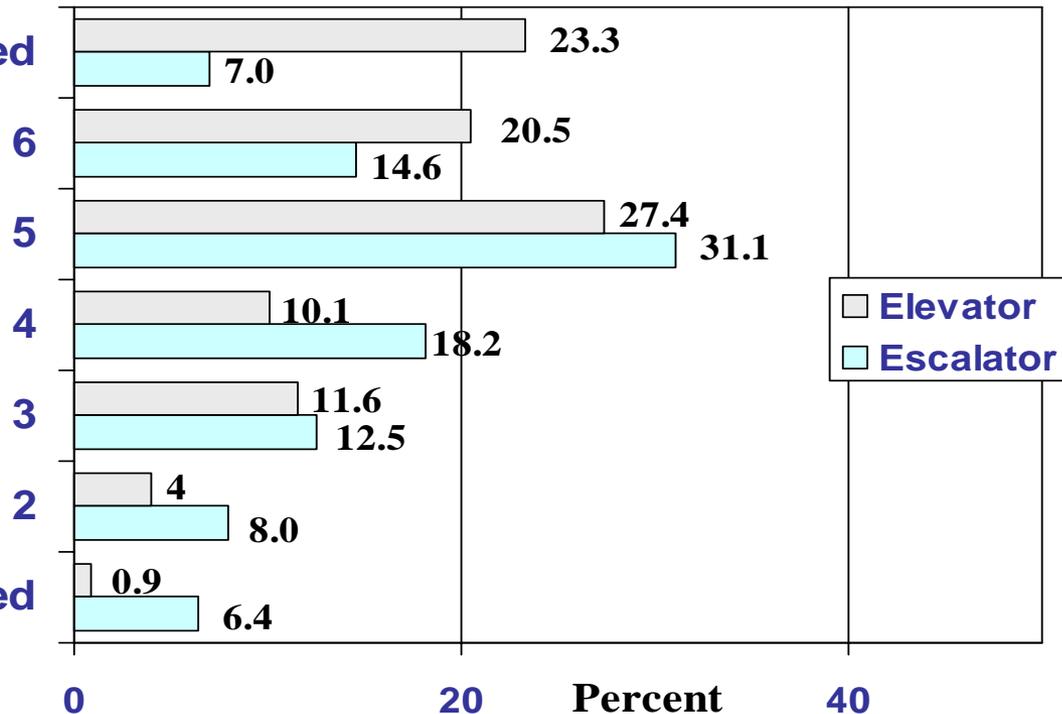
FY05 Results (first year collecting these data)

Extremely Satisfied

LEVEL OF SATISFACTION	ELEVATOR	ESCALATOR
SATISFIED	71%	53%
NEUTRAL	10%	18%
DISSATISFIED	17%	27%

% May do not add to 100% due to exclusion of "Don't Know/Refused" and rounded.

Extremely dissatisfied



Base: Escalators, 1428 Rail Riders ; Elevators, 243 elevator users

WMATA ESCALATORS	SYSTEM TOTAL	REHAB UNITS	ROUTINE MAINTENANCE	SERVICE CALLS	SYSTEM AVAILABILITY
TYPICAL WEEKDAY	588	12	14	15	NA

PERFORMANCE INDICATORS - METROACCESS

At this time, there is no measure of customer satisfaction for MetroAccess. Complaint tracking is used as substitution.

METROACCESS	FY05					FY05 Actual	FY06 Goal				1st Qtr Avg
	1st QTR	2nd QTR	3rd QTR	4th QTR	Jul-05			Aug	Sep		
1 Service Provisions											
On-time Performance	93	91.6	91.5	90.9	91.73	93.5	87.0	89.9	89.4	88.8	
Percent of Missed/Extremely Late Trips (45 mins beyond the scheduled pick-up time)					2.6	1.5	2.3	2.2	2.1	2.2	
2 Safety: Passenger Injuries per 100,000 trips	3.4	2.9	2.6	4.2	3.3	2.9	5.8	2.6	6.1	4.9	
3 Customer Satisfaction Measure*											
Total Complaints per 1,000 trips	2.9	4	3.4	6.1	4.1	3.8	4.2	3.5	4.5	4.0	
4 Average Weekday Ridership (for consistency)	4,036	4,121	4,269	4,440	4,217	4,700	4,239	4,495	3,966	4,233	

MetroAccess Notes * - A Customer Satisfaction Measurement similar to the other modes is being developed for MetroAccess

***- New FY06 indicator, no FY05 goal established

Red Text, Failed to meet Goal; Blue Text, Met or Exceeded Goal

- On-time performance dropped in the first quarter due to continued last-minute scheduling of trips and a higher-than-average utilization of taxis
- Conversion to a new contractor by January, 2006 is expected to result in significant service improvement by end of this fiscal year

SUMMARY

METRORAIL

- Key performance indicators are moving in a positive direction, and our engineering intervention initiatives are working. We are on track to meet our reliability improvement goals by the end of this fiscal year.
- Customer satisfaction is high, with 90% of customers expressing satisfaction in the first quarter of FY06.

METROBUS

- The hot summer weather placed extra demands on many bus components, and the key indicators reflect the negative impact of the weather.
- A major influx of new buses are expected to further improve service reliability by the end of this fiscal year.
- While 86% of bus customers expressed satisfaction with the service in the first quarter, bus complaints were up slightly.

VERTICAL TRANSPORTATION

- System availability and MTBF indicators, for both escalators and elevators, are trending in the right direction, and on track with the new goals.
- Customer satisfaction remains low at 59% a slight increase over FY05. There appears to be a lag factor between equipment performance improvements and customer perception.

METROACCESS

- While on-time performance was down slightly in the first quarter, we are working with the current contractor to improve service reliability and customer service.
- A new contractor has been selected and will start January 15, 2006. This is expected to significantly improve service performance by the end of the fiscal year.

FY 2006 METRO PERFORMANCE REPORT

	THIS YEAR'S GOAL	FIRST QUARTER (JUL-SEP)	SECOND QUARTER (OCT-DEC)	THIRD QUARTER (JAN-MAR)	FOURTH QUARTER (APR-JUN)
METRO RAIL					
Avg Weekday Ridership					
% of Satisfied Customers					
Service Quality On-time performance and passengers per car					
Safety and Security Crimes per million passengers and injuries per million passenger miles					
METROBUS					
Avg Weekday Ridership					
% of Satisfied Customers					
Service Quality Distance between breakdowns and accidents per 100,000 miles					
Safety and Security Crimes per million passengers and injuries per million passenger miles					
ELEVATORS/ESCALATORS					
% of Satisfied Customers					
Service Quality Distance between breakdowns and completed preventive maintenance					
Safety Injuries per million passengers					
METROACCESS					
Avg Weekday Ridership					
Customer Complaints Per 1,000 trips					
Service Quality On-time performance and compliance with drug and alcohol testing					
Safety Injuries per 100,000 trips					



CASH FLOW

Albert B. Crenshaw

Even With Gas at \$3 a Gallon, Metro Isn't Much of a Bargain

With gasoline around \$3 a gallon, there is a lot of talk about how families can cut down on driving. Advice includes switching to public transportation, leaving the SUV at home.

But while that may be a socially desirable, even patriotic, thing to do, commuters in the Washington area, and probably other big cities with mass transit systems, shouldn't expect to see big savings simply from jumping onto Metro.

Family transportation economics are complex, but an important fact to remember if you're trying to save money is that even if the vehicle sits around with the engine off, gasoline represents only part of the cost of a car, truck or SUV. A larger share stems from capital costs, insurance and other expenses that don't go away. That means savings from switching to public transit may be modest or even nonexistent unless you switch so completely that you can get rid of your car or one of your cars entirely. If you can do that, you may well find a good bit more money in your pocket.

Let's look at some numbers, some from the AAA motor club and some I've extrapolated from their figures, which are based on lower gas prices.

The AAA figured last year, when gas was relatively cheap — about \$1.94 a gallon — that driving a new Dodge minivan 15,000 miles would cost \$8,293 for the year, including about \$1,335 for gas. AAA figured in maintenance, tires, insurance, license, registration, taxes, depreciation and finance charges. AAA apparently assumed, though it didn't specifically say so, that the van got around 22 miles per gallon.

At \$2.90 a gallon, the cost of gasoline over 15,000 miles would climb to \$2,002, pushing the overall cost of a year of driving to \$8,960.

Cutting that back to 10,000 miles a year by taking Metro would shave \$667 off your gas costs, and the AAA figures it would cut your depreciation, through reduced wear and tear, by \$925. Of course, a saving of \$1,592 is not to be sneezed at, but how much of that could you really keep?

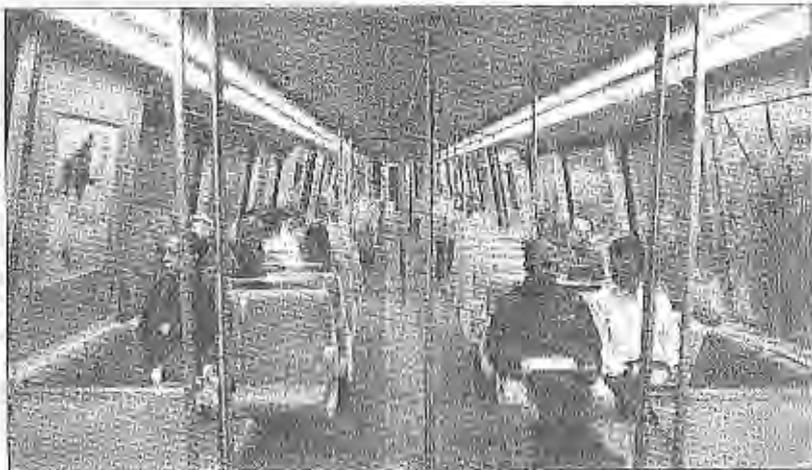
The answer depends somewhat on individual circumstances — for example, how much would you save by not parking downtown? — but doing the subway math suggests that many commuters wouldn't save much, at least in the short run.

For example, a rush-hour trip on Metro's Orange Line from Vienna to Metro Center costs \$3.55, or \$7.10 round-trip. For 220 workdays a year, that's \$1,562 — all but wiping out the savings from not driving.

Similarly, the tab for a rush-hour trip from White Flint to Metro Center is \$3.15. (Metro calls that the "regular" fare; the lower, off-hour fares are called "reduced.") Making that round trip 220 times works out to \$1,336, another big bite out of your savings from not driving.

Also, remember that while you may be cutting out your downtown parking fee, Metro's lots aren't free. The tab at Vienna is \$3.75 a day and at White Flint it's \$4 (though you can pay up to \$7.75 there, if you're not careful). Plus, if you want a reserved space at certain lots, it's an additional \$45 a month.

Metro, incidentally, has all this information



Taking Metro might be more relaxing than driving, but it won't necessarily save you much money.

on its Web site, at www.wmata.com. Click on Schedules & Fares, then on Metrorail Fares, then on Metrorail Station page. You can pick any pair of stations and look up the fares, parking fees, travel time and distance.

With that last figure, you can figure the cost per mile. Vienna to Metro Center, for example, is 14.02 miles, or 25.3 cents a mile for a \$3.55 rush-hour fare. That's a lot more than the 12 to 17 cents AAA figured for the pure operating costs — gas, tires and maintenance — for a range of new cars when gas was "cheap." And it's more than the per-mile costs for many cars even after you figure in today's gas prices.

This is not to suggest you shouldn't ride mass transit if you can. There are numerous societal and personal benefits from doing so that can go along with possible economic ones.

But as you can see, most of the savings to be had would come from disposing of a car. Even in the good old days of a year ago, driving a new four-cylinder Chevrolet Cavalier sedan 15,000 miles cost \$7,142 a year, according to AAA. Removing an expense that size would clearly more than offset the cost of commuting by mass transit for most people.

Some are able to do it, though it may require such Washington-area strategies as "slugging" (getting a free ride from a driver who needs extra passengers to qualify for high-occupancy lanes) or split-second timing and car handoffs worthy of a space mission.

Some are able to move close-in, to pedestrian-friendly places such as the District, Arlington or Alexandria or Bethesda. The city is seeing an influx of couples whose children are grown and who find apartment or condo living rewarding in a number of ways.

But the problem for many, particularly suburban, families is that getting along without a car, or multiple cars, is impossible. Families typically cope with multiple jobs, schools, sports, lessons and the like that require flexible transportation, which public transit is not.

We have built a society that depends heavily on the car, and for thousands of residents of this area and across the country there is little practical alternative. If, as many experts believe, cheap gas is never coming back,

families have little choice but to reduce their driving as much as possible, cut transportation costs in other ways — such as driving older cars to keep capital costs down — and keep the heat on political leaders and lawmakers to sell vehicles that are much more efficient.

The Internal Revenue Service noted last week that Congress recently made it easier for victims of Hurricane Katrina to deduct casualty or theft losses from the storm.

Normally, to deduct a casualty or theft loss, a taxpayer must subtract \$100 from the value of the loss and further reduce it by 10 percent of his or her adjusted gross income. Anything that's left is what's deductible. The new law removes those limits for Hurricane Katrina losses, so the entire amount is deductible.

To qualify, a loss must be attributable to Katrina and it must have occurred after Aug. 24 in the federal disaster area. And you have to itemize to claim it. The \$100 and 10 percent limits still apply to losses not caused by the hurricane.

Also, the IRS said, although casualty and theft losses must generally be deducted on the return for the year in which the loss occurred, those resulting from a disaster may be deducted on the previous year's return, which can result in a speedier refund. Since Hurricane Katrina losses are disaster losses, taxpayers have the option of deducting them on their 2004 returns. Those who have already filed for 2004 — most taxpayers — can file amended returns for that year.

Nearly three in five workers employed by companies with 1,000 or more employees participated in retirement plans at work last year, but only 16 percent of those at firms with fewer than 10 workers were in such plans, according to the Employee Benefit Research Institute in Washington. A study by the institute also found that 57.8 percent of workers ages 55 to 64 participated in retirement plans at work, compared with 10.8 percent of those 21 to 24.

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Editor Fred Hiatt,
Editorial Page,
The Washington POST,
1150 Fifteenth Street, N.W.
Washington, D.C. 20071

October 17, 2005

Dear Editor Hiatt:

Albert B. Crenshaw's Business Section article October 16th on the high cost of MetroRail travel was far less than realistic. He selectively took some and ignored other realistic costs of driving an automobile. The commuting public deserves better.

Crenshaw is correct that the AAA (and Runzheimer, also) sets the cost of driving 15,000 miles a year at \$ 8,960. How many families can afford that with two cars in the family? It would take fully a third of a typical family's after tax income. It is no wonder that our credit cards are maxed out. We can not go on spending this way.

It is obvious that the cost of driving averages 60 cents per mile. Crenshaw admits that the peak MetroRail fares are only 25 cents per mile, a saving of 58 percent by Metro.

It is true, as Crenshaw says, that many auto costs are fixed for the year so do not get saved when we take Metro, but by commuting by Metro, one of two cars in the family can be disposed of.

On the other hand, Crenshaw has conveniently omitted some major commuting costs that Metro use will save. Insurance premiums go down if you commute by transit. Add six cents a mile for this factor. Oil must be changed based on mileage. Add two cents a mile. Repairs will be needed more often. Add two more cents a mile. Parking is the big charge. Metro's \$ 4 a day compares with an average of \$12 a day downtown. Save \$ 880 per year by Metro. Walk to Metro. Save \$ 2,640 per year. Take MetroBus from Vienna to the city and save \$ 1,012 per year, but add to the public subsidy.

A more realistic assessment of the economy of MetroRail will find annual savings of \$ 3,000 per year per commuter plus advantages such as much safer travel, less pollution and congestion. For 7,000 annual miles of commuting, at 28 miles per day and 25 cents per mile plus downtown parking, the savings are real. \$ 3,000 per year for typical families is a very real value.

There are also public savings. Our road system is overloaded and inadequate for ubiquitous commuting. Expanding it will cost nine or ten times what the gasoline tax will bring in from the actual users. No one, but no one, can afford that.

Respectfully submitted,



Edson L. Tennyson, P.E.
Registered Professional Engineer,
(703) 281 - 7533

DERIVATION:

Automobile Costs:

Gasoline for 7,000 commuting miles @ 13 cents = \$ 910 a year	
Oil changes " " " 2 cents 140 "	
Repairs " " " 2 " 140	
Tire wear " " " 1 " 70	
Extra Insurance for " " 6 " 420	

ANNUAL TOTALS	24 cents = \$ 1,680
Downtown Parking	<u>3,000</u>
TOTAL Annual Incremental Cost of Auto Commuting	\$ 4,680
Annual Cost of MetroRail Commuting from Vienna	<u>\$ 1,680</u>
Annual Family Savings, one using Metro	\$ 3,000
Less \$ 4 a day for those who park at Metro	<u>880</u>
Annual Savings for Park-and-Ride	\$ 2,120

SOURCE: AAA, A.B. Crenshaw and my own insurance policy.

MEMORANDUM

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

A. State.

Attached for your information is the itinerary of a legislative tour of Northern Virginia sponsored by NVTC, VTA and PRTC. Several commissioners joined in the event, which was designed to demonstrate the acute need for greater transportation funding here, including the vital role of public transit. Staff will provide a brief presentation with photos of the event.

Chairman Ferguson provided letters of appreciation to the General Assembly members who participated and to the other elected officials and staff who worked so effectively to produce such a worthwhile tour.

NVTC's Legislative Committee, chaired by Commissioner Connolly, will meet in November to develop NVTC's draft 2005 state and federal legislative agenda to be presented for action at NVTC's December 1st meeting. Several other draft agenda will be reviewed by the committee, including NVTA's, VRE's and VTA's.

Governor Warner has created the Commission on Transportation in Urbanized Areas to report by December 31, 2005. The purposes and membership are shown on the attachment. NVTC commissioner Chris Zimmerman and former Commissioner Lois Walker are among the 17 members.



B. Federal.

Reauthorization of TEA-21

With the passage of SAFETEA-LU on July 29, 2005, Congress authorized \$52.6 billion in guaranteed funding for transit through FY 2007, up 46 percent from TEA-21. President Bush has signed the bill into law. Other significant features of the bill include:

- As shown in the attachment from the American Public Transportation Association, several new programs are included such as \$600 million discretionary funding for “Small Starts” (for new starts of \$75 million federal share or less) and the “New Freedom Federal Program” with \$339 million of formula funding for initiatives beyond those required by the Americans with Disabilities Act for persons with disabilities. Also, the New Starts federal share stays at 80 percent. The existing competitive Job Access and Reverse Commute Program is changed to a formula grant program.
- Codified an executive order issued in 2000 that requires federal agencies in this area to offer tax-free transit benefits of up to \$105 monthly to employees. Congress extended the benefits to employees in the legislative and judicial branches. (An increase in the monthly benefit eventually to \$200 was dropped, but efforts are underway to restore this change through the FY 2006 appropriations process.)
- Lifted a ban on agencies providing shuttle services to connect to public transit.
- Exempted the Dulles Corridor Rail Project from new federal standards for cost-effectiveness, which mandates a rating of medium or above for approval. The project has been rated medium-low and will continue to be evaluated under these old standards.
- Provided about \$100 million of \$260 million in federal funding assumed in Metro Matters for railcars.
- Initiated a new pilot program for fringe parking with grants to states from \$9.3 million annually nationwide to support HOV travel (Section 176).
- Listed “VRE capacity expansion” under the grouping “preliminary engineering/alternatives analysis” which allows VRE to be a candidate for unearmarked Section 5309 new starts discretionary funding. There are 264 potential candidates listed and authorized funding is \$115 million for FY 2005, \$120 million for FY 2006, \$125 million in FY 2007, \$136 million for FY 2008 and \$144 million for FY 2009.

- Earmarked over FY 2006 through FY 2009 for bus-related projects \$1.7 million for Richmond Highway public transit in Fairfax County; \$2.1 million for improvements to VRE's station in Fredericksburg; \$2.5 million for the Potomac Yard Busway in Arlington and \$1 million in Alexandria, both to improve bus service by ART and DASH, add shelters and finish the design of the eventual BRT route; \$2.9 million for Columbia Pike bus improvements in Arlington; \$1.7 million for an intermodal transportation center in Falls Church; \$1.7 million for Pentagon City multimodal improvements in Arlington; \$3.1 million for Eisenhower Avenue intermodal station improvements including construction of bus bays, pedestrian highways and lighting; \$1 million for city-wide transit improvements in Alexandria; and \$3.4 million for design to replace the Royal Street Garage in Alexandria.
- The Transportation Research Board produced a comparison of research funding in the remaining five years of the new bill versus the amounts in six-years of TEA-21. Programs for surface transportation research and technology deployment are up 17 percent to \$982 million. Training and education are up 31 percent to \$133.5 million. On the other hand, funding for the Bureau of Transportation Statistics is down 27 percent to \$135 million and ITS Standards, Research, Testing and Development are down 9 percent to \$550 million. Total funding in the research title of HR3 is up 14 percent to \$2.1 billion. Funding for research in other titles of the bill is up 13 percent to \$501 million.

Unfortunately, failure by Congress to act on the FY 2006 federal appropriations bill and efforts to cut spending to pay for hurricane relief, combined with great uncertainty about the precise meaning of some actions in SAFE TEA-LU, have made it impossible to forecast with any precision the amounts of federal formula funds forthcoming in FY 2006 and beyond for WMATA and VRE.

Itinerary

September 13th

- 7:00 am Breakfast & Preview of the days activities
- 7:45 am Depart hotel via Fairfax Connector bus via Fairfax County Parkway and I-66 to the Vienna Metrorail Station
- 8:45 am Arrive Vienna Station and depart via Metro to the Ballston Station in Arlington
- 9:00 am Bus tour of development above/around Ballston Metro Station
- 9:30 am Arlington Economic Development Office Presentations
- 10:00 am Break & Refreshments
- 10:20 am Overview of Northern Virginia Transportation Issues
- 11:00 am WMATA presentation & Lunch
- 12:45 pm Break
- 1:00 pm DASH bus to King Street, Alexandria VRE Station
- 2:00 pm DASH bus to MetroPark
- 3:00 pm Visit MetroPark development for presentations at Calibre
- 4:00 pm Break
- 4:15 pm Depart for Franconia-Springfield Station
- 4:30pm Tour of Franconia-Springfield Metro Station.
- 5:16 pm VRE Train to Fredericksburg (arrives 6:15pm).

Hosted By



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To Our Sponsors*

~Alan M. Voorhees~



*Welcome
to the*



*Northern Virginia
Transportation
Tour*

September 12-13, 2005



Washington Report

American Public Transportation Association
(202) 496-4800

1666 K St., NW, Washington, DC 20006
www.apta.com

August 3, 2005

Tea 21 Reauthorization Bill Passed And Sent To President! Congress Also Passes 12th Short-term Extension of TEA 21

SAFETEA-LU Authorization Bill Guarantees \$52.6 Billion for Transit!

On Friday, July 29, the conference agreement on the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (H.R. 3) (SAFETEA-LU) was overwhelmingly approved by the House (412-8) and Senate (91-4). Separately that same day, Congress passed a 12th short-term TEA 21 extension through August 15 which the President signed into law July 30. That extension does not provide new funding authority but keeps transit and highway programs running until the President signs the new long-term bill into law. A Presidential bill-signing ceremony is expected to be held August 10.

The bill provides \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs - a 46% increase over transit funding guaranteed in TEA 21. For the transit program the bill provides \$8.6 billion in FY 2006; \$9.0 billion in FY 2007; \$9.7 billion in FY 2008; and \$10.3 billion in FY 2009.

Summary of SAFETEA-LU Transit Provisions and Funding

The chart below shows the bill's funding levels. Also below is a summary of the transit title of the bill, title III - the Federal Public Transportation Act of 2005 - and its accompanying Conference Report (H. Rept. 109-203). The bill and Conference Report are available for review at www.house.gov/rules. While this summary reflects a six-year transit authorization program, the bill technically authorizes funding for FY 2005 through FY 2009. FY 2004 funding was authorized under the Surface Transportation Extension Act of 2004, Part IV (PL 108-290).

APTA will be developing more materials and information on SAFETEA-LU, and will be scheduling a webinar to review its details soon.

New Programs

The following new transit programs are created under the bill:

Growing States and High Density States Program (§ 3009) distributes funds to the urbanized area formula and rural formula programs under new factors. Half of the funds are made available under a formula based on population forecasts for 15 years beyond the most recent Census; amounts apportioned for each state are then distributed between urbanized areas and rural areas based on the ratio of urban/rural population within each state. The High Density States program distributes the other half of the funds to states with population densities in excess of 370 persons per square mile. These funds are apportioned only to urbanized areas within those states.

SAFETEA-LU Funding Levels

Program	FY 2004 (Millions)	FY 2005 (Millions)	FY 2006 (Millions)	FY 2007 (Millions)	FY 2008 (Millions)	FY 2009 (Millions)	Six-Year Total (Millions)
Total All Programs	7,309.0	7,646.3	8,622.9	8,974.8	9,730.9	10,338.1	52,622.0
Formula Programs Total	3,964.0	4,123.9	4,671.7	4,860.3	5,268.1	5,596.6	28,484.6
§ 5307 Urbanized Area	3,445.9	3,593.2	3,466.7	3,606.2	3,910.8	4,160.4	22,183.2
§ 5340 Growing/High Density States	---	---	388.0	404.0	438.0	465.0	1,695.0
§ 5311 Rural Area	240.6	250.9	388.0	404.0	438.0	465.0	2,186.5
§ 5310 Elderly and Disabled	90.7	94.5	112.0	117.0	127.0	133.5	674.7
§ 5317 New Freedom	---	---	78.0	81.0	87.5	92.5	339.0
§ 5338(a)(2)(C) Alaska Railroad	4.8	4.8	---	---	---	---	10
§ 5308 Clean Fuels Formula	50.0	49.6	43.0	45.0	49.0	51.5	288.1
§ 3038 Over-the Road Bus	7.0	6.9	7.5	7.6	8.3	8.8	46.0
§ 5316 Job Access/Reverse Commute	125.0	124.0	138.0	144.0	156.0	164.5	851.5
§ 5320 Alternative Transp. in Parks	---	---	22.0	23.0	25.0	26.9	96.9
§ 5335 Reports and Audits	---	---	3.5	3.5	3.5	3.5	14.0
§ 5339 Alternatives Analysis	---	---	25.0	25.0	25.0	25.0	100.0
§ 5309 Capital Investment Total	3,137.5	3,312.1	3,716.3	3,869.5	4,197.8	4,459.8	22,692.9
Fixed-Guideway Modernization	1,206.5	1,204.7	1,391.0	1,448.0	1,570.0	1,666.5	8,486.7
New Starts Total	1,323.8	1,437.8	1,503.0	1,566.0	1,700.0	1,809.3	9,339.9
<i>New Starts Less Than \$75 Million</i>	---	---	---	200.0	200.0	200.0	600.0
<i>New Starts \$75 Million or More</i>	---	---	---	1,366.0	1,500.0	1,609.3	4,475.3
Bus and Bus Facilities	607.2	669.6	822.3	855.5	927.8	984.0	4,866.3
Planning Total	73.0	72.4	95.0	99.0	107.0	113.5	559.9
§ 5303 Metropolitan Planning	60.4	59.9	78.6	81.9	88.5	93.9	463.2
§ 5313 State Planning	12.6	12.5	16.4	17.1	18.5	19.6	96.8
Research Total	59.0	60.6	58.0	61.0	65.5	69.8	373.8
§ 5311(b)(2) RTAP	5.3	5.2	---	---	---	---	10.5
§ 5313(a) TCRP	8.3	8.2	9.0	9.3	9.6	10.0	54.3
§ 5315 National Transit Inst.	4.0	4.0	4.3	4.3	4.3	4.3	25.2
§ 5314 National Research	35.5	37.2	37.7	40.4	44.6	48.5	243.9
§ 5506 University Centers	6.0	6.0	7.0	7.0	7.0	7.0	40.0
FTA Operations	75.5	77.4	82.0	85.0	92.5	98.5	510.9

Small Starts Program (§ 3011) is funded by take down from the capital investment program. It would provide funding for smaller projects with a federal New Starts share below \$75 million, including streetcar, trolley, bus rapid transit (if a substantial portion of the project operates in a separate right of way in a defined corridor dedicated for public transit use during peak hours or it has other characteristics of a fixed guideway system), and commuter rail projects. Small Starts projects could not total more than \$250 million. Simplified procedures and criteria apply to the program.

Alternatives Analysis Program (§ 3037) provides \$25 million each fiscal year from FY 2006 through FY 2009 for alternatives analysis for New Starts projects. Earmarked projects are specified for FY 2006 and FY 2007.

New Freedom Program (§ 3019) would provide formula funding for new transportation services and public transportation alternatives beyond those required by ADA to assist persons with disabilities. The New Freedom Program would be allocated using a formula based on the disabled population in a state, with 60% of the funds allocated to urbanized areas with populations larger than 200,000, 20% to states for use in urbanized areas of less than 200,000, and 20% to states for use in rural areas. The funds would be made available to transit systems and the states. The program contains language mandating coordination of transportation services with other federal human service programs. The labor protection provisions at § 5333 (formerly known as section 13(c)) do not apply to this new program.

Alternative Transportation in Parks and Public Lands Program (§ 3021) designed to develop public transportation in National Parks, with the goal of improving mobility and reducing congestion and pollution. The Departments of Transportation and Interior will work cooperatively to develop and select capital projects. The labor protection provisions at § 5333 (formerly known as section 13(c)) do not apply to this new program.

Other Programs & Provisions

Metropolitan Transportation Planning (§ 3005)

The bill maintains a strong metropolitan planning program with increased funding. The bill consolidates all provisions for metropolitan planning under section 5303 of title 49. It maintains the requirement for separate transportation plans and transportation improvement programs (TIP) and requires certification and updating of the metropolitan plan and TIP every four years. The current law provisions regarding the scope of the planning process are amended to provide more detail on how protection of the environment is to be considered and adds a reference to planned growth patterns. A new public participation plan is established to afford parties who participate in the metropolitan planning process a specific opportunity to comment on the plan and TIP before its approval. A new provision is added that requires the Secretary to issue rules regarding the publication of the projects in the transportation improvement program for which funds have actually been obligated.

Urbanized Area Formula Program (§ 3009)

Consistent with APTA's recommendation, the bill establishes a new tier for transit intensive urbanized areas with less than 200,000 in population that will grow from \$35 million in FY 2006 to \$42 million in FY 2009 funded through a set aside from the formula program. Transit agencies in urban areas reclassified as being larger than 200,000 in population under the 2000 Census may continue to use formula funds for operating expenses in FY 2006 at 50% of their current limits, and 25% in FY 2007. The transit enhancement program will be administered by certification, and a grantee must submit an annual report of such projects to the FTA.

New Starts Program (§ 3011)

The bill does not change the New Starts federal share of 80%. The bill includes a number of earmarks (see § 3043). As noted previously, a new Small Starts Program is created for smaller projects with a federal share of less than \$75 million. The current three-level rating system for New Starts is replaced by a five-level system – High, Medium High, Medium, Medium-Low, Low. Economic development/land use is explicitly added to the project justification criteria. A grantee will be allowed to keep a portion of the cost savings when projects are completed under budget. A higher than requested federal share can be provided for projects which keep cost and ridership estimates within ten percent of the forecasts used as basis for establishing locally preferred alternative. FTA is to implement New Start Program changes by a rulemaking. There is a pilot program to demonstrate the benefits of public private partnerships. The FTA annually is to issue a contractor performance assessment report to analyze the consistency and accuracy of cost and ridership estimates made by contractors developing major capital investments. The FTA may take into consideration extenuating factors outside the control of a contractor in making its evaluations.

Fixed Guideway Modernization (§ 3011)

The bill does not change the Fixed Guideway Modernization program or distribution formula.

Discretionary Bus (§ 3011)

The bill makes few changes in the program, but provides significant increases in funding. Some 600 earmarks are included in this section with approximately \$10 million for ferryboats and related facilities; these earmarks cover about half of the discretionary bus program resource in each fiscal year through FY 2009. The bus earmarks may be viewed at www.house.gov/rules. A new intermodal facilities program is established with a \$35 million annual set aside from the discretionary bus program. The intercity portion of intermodal terminals is eligible for funding under this program if the facility serves as a connector to public transportation.

Rural Program (§ 3013)

The bill significantly increases funding for the rural program of the transit formula program. A new formula tier based on land area is established to address the needs of low-density states; 20% of section 5311 funds are distributed through this tier. Indian tribes are added as eligible recipients, and a portion of funding is set aside each year for Indian tribes - \$8 million in FY 2006 and rising to \$15 million by FY 2009. Rural transit systems receiving formula funds will be required to report data to the National Transit Database; report language states that the reporting requirements should be tailored to the smaller size of most rural agencies. The sliding scale federal match available under the federal highway program for states with a high percentage of federal lands is now available as well under the section 5311 program. The bill codifies current practice by requiring the Secretary of Labor to use a special warranty for § 5333 requirements (formerly known as section 13(c)). The rural transportation assistance program is funded with a 2% set aside of the rural formula program rather than from the Research program as under current law. Up to 15% of such funds can be used by FTA to carry out national projects.

Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities (§ 3012)

The conference agreement maintains the current program for special needs of elderly individuals and individuals with disabilities. Because of strong interest in extending the authority to use section 5310 grant funds for operating assistance, a new seven-state pilot program is established for fiscal years 2006 through 2009 to determine whether this expanded authority improves services to elderly individuals and individuals with disabilities.

Job Access and Reverse Commute (JARC) Formula Grants (§ 3018)

The JARC program is changed to become a formula program rather than the existing competitive discretionary grants program. The formula is based on ratios involving the number of eligible low-income and welfare recipients in each urbanized area, with 60% of funds going to urban areas with more than 200,000 population, 20% for urban areas with less than 200,000 population, and 20% to rural areas. The bill contains report language expecting the FTA to continue its practice of providing maximum flexibility to job access projects designed to meet the needs of individuals who are not effectively served by public transportation. The bill requires coordination between private, non-profit, and public transportation providers and other federal programs in the JARC program, the New Freedom Program, and the Elderly and Disabled program.

Clean Fuels Grant Program (§ 3010)

The bill reauthorizes the Clean Fuels grant program with some modifications. Grants would be provided for the purchase clean fuels buses, including clean diesel vehicles (up to 25% of grants annually), in certain non-attainment areas and areas trying to maintain compliance with clean air standards. Grants would be made by the Secretary.

Research Programs (§ 3014)

The research programs are generally unchanged. The Transit Cooperative Research Program would grow from its current fixed amount of \$8.2 million a year to \$10 million in FY 2009. A number of studies and entities are funded: a National Academy of Sciences study of 38 transit systems ability to accommodate evacuation in times of emergency; Center for Transit Oriented Development at \$1 million a year; transportation equity research program to assess transportation impacts on transit dependent at \$1million a year; transit career ladder training program at \$1 million a year; pilot program for remote infrared audible signs \$500,000 per year; hydrogen fuel cell shuttle deployment demonstration project at \$800,000 each year for two years; human services transportation coordination at \$1.6 million per year; Portland streetcar prototype deployment at \$1 million per year; public transportation participation pilot program at \$1 million a year; transportation infrastructure and logistics research at \$500,000 a year for University of Alabama at Huntsville; National Bus Rapid Transit Institute at \$1.75 million a year for University of South Florida; ITS application at \$400,000 for Northern Kentucky University; ITS pilot project at \$465,000 for Ohio State; regional public safety training center at \$500,000 a year for Lehigh-Carbon Community College; transit security training facility at \$750,000 for Chester Community College; Small Urban and Rural Transit Center \$800,000 per year at North Dakota State University; advanced technology BRT at \$500,000 per year for Connecticut project; New Haven fuel cell-powered bus research at approximately \$500,000 a year; Center for Advanced Transportation Initiatives at approximately \$500,000 a year at Rutgers; New Jersey Institute of Technology TELUS program at approximately \$500,000 a year; Southern California regional transit training consortium pilot program at \$540,000 a year.

Transit Commute Benefit (§ 3049)

The bill does not increase the transit commute benefit. The bill does provide that all qualified federal employees in the National Capital Region will receive the tax-free transit benefit to cover their commuting costs up to the maximum allowed by law. In addition, a federal agency may provide shuttle service to a transit facility, a previously restricted activity.

Buy America (§ 3023 (i))

The bill includes language requiring FTA to conduct a rulemaking on the Buy America program to clarify that the microprocessor waiver is limited to computers and similar devices; define end product to ensure that major systems procurements are not used to circumvent Buy America, and that such definition include a list of representative items subject to the Buy America requirements; provide for non-availability waivers after contract award; and clarify that it is the certification submitted with a final offer that applies to a negotiated procurement. The issues outlined for the rulemaking are consistent with the principles developed by APTA's Buy America Task Force.

Charter Bus (§ 3023 (d))

The bill permits the partial withholding of federal funds by the FTA in the case of a continuing pattern of violations of the charter or school bus law and regulations. Report language accompanying the bill calls for a negotiated rulemaking by the FTA to consider ways to improve the charter bus complaint and appeals process; improve the administration and enforcement of the charter bus regulation, including use of the internet to help communications; and to consider whether there are potential limited conditions under which public transit agencies can provide community-based charter services directly to local governments and private non-profit agencies that would not otherwise be served in a cost-effective manner by private operators. Under a negotiated rulemaking, a balanced group of public and private providers would meet with a representative of the FTA as part of a federally chartered advisory committee to negotiate the text of a proposed rule. Meetings are announced in the Federal Register and are open to the general public. If the group cannot agree on the text of a proposed rule, FTA would draft it.

Changes to § 5333 Labor Protection Provisions (§ 3031)

The bill does not apply “13(c)” labor protection provisions to two new programs created under the bill, the New Freedom and Alternative Transportation in Parks and Public Lands Programs. The bill codifies the Department of Labor Las Vegas decision relating to contractor-to-contractor issues in cases involving buses. Further, the administrative special warranty for section 5311 programs is now codified in law. Finally, grants for purchase of like-kind equipment do not have to be referred by DOL prior to certification.

Bus Dealer Requirements (§ 3025 (i))

The bill provides that no state law requiring buses to be purchased through in-State dealers shall apply to vehicles purchased with a grant under the federal transit program.

Bus Axle Weight Limitations (§ 1309)

The bill extends the current exemption from axle-weight limitations for transit buses and over-the-road buses through FY 2009.

General Provisions

- Certain bond proceeds may be used as local matching funds. Section 5307 funds may be deposited in a debt service reserve under a pilot program for ten eligible recipients.
- Security and emergency preparedness projects, including training and drill expenses, are eligible for capital funding.
- A transit system may allow the incidental use of federally funded alternative fueling facilities and equipment by nontransit public entities and private entities so long as funds earned are used for transit purposes.
- The bill would increase the take down for project management oversight as follows: 0.5% of 5305 funds; 0.75% of 5307 funds; 1% of 5309 funds; 0.5% of 5310 funds; 0.5% of 5311 funds; 0.5% of 5320 funds – and add “safety and security management” to project management and oversight review requirements.
- The bill provides flexibility to permit transit systems complying with more than one DOT drug and alcohol testing to simplify the varying requirements.
- The bill would change all references in transit law from “transit” to “public transportation.”

Federal Highway Programs

The federal highway program essentially continues existing programs affecting transit. The highway portion of the bill includes new opportunities to use tolling programs to reduce traffic, increase capacity of the overall transportation system and help fund improved transit services. In addition, eligibility is broadened under the Congestion Mitigation Air Quality largely to support diesel retrofit programs, electronic plug-ins for trucks, and traffic flow/operational improvements with clean air benefits.

For Further Information

For further information on the funding chart, contact APTA's John Neff at jneff@apta.com or (202) 496.4812, and for information on any of the provisions of the bill contact Dan Duff at dduff@apta.com or (202) 496.4860, or Rob Healy at rhealy@apta.com or (202) 496.4811.

Rick Taube

From: Linda McMinimy [lmcminimy@cavtel.net]
Sent: Wednesday, October 19, 2005 9:54 AM
To: 'Amy Miller'; 'Chip Badger'; Chris Zimmerman; Christopher Zimmerman; Jack Hellewell; 'James Toscano'; 'Joe Alexander'; Loyda Lsequeira; Patty Nicoson (Patty Nicoson); Rae Karen; Sally Thomas; 'Toni Copeland'; Viktoria W. Badger (badgervw@ci.richmond.va); Al H. Harf (Al H. Harf); Claudia Bolitho (Claudia Bolitho); Dave Morgan (Dave Morgan); 'Lou Ramos'; Michael J. Carroll (Michael J. Carroll); Michael Townes (Michael Townes); Rick Taube; Rollo Axton; Sandy Modell (Sandy Modell); Shiva Pant (Shiva Pant); Kathy.Ichter@fairfaxcounty.gov; Alex Verzosa (averzosa@fairfax.va.us); Bill Watterson; Dale Zehner; Donna Shaunese (Donna Shaunese); Gary Lofton (Gary Lofton); J.R. Mason-Goode (J.R. Mason-Goode); Jim Hamre (Jhamre@co.arlingtonva.us); John Lewis; Kathy Beck; Ken Pollock; Leon Alder; Marc Adelman (Marc Adelman); Mark McGregor; Mark Roeber; Nancy Gourley; Rebecca Martin (Rebecca Martin); Reggie Smith (Reggie Smith); Richard Drumwright (Richard Drumwright); Richard White (Richard White); Tom Biesiadny
Cc: Sam Baird
Subject: FW: Governor's News Release

This looks like a good start. A number of commission members have strong transit backgrounds.

Linda

-----Original Message-----

From: Governors Update Mailing List
[mailto:govupdate@governor.virginia.gov]

Sent: Tuesday, October 18, 2005 5:02 PM
To: GovernorsUpdate mailing list
Subject: Governor's News Release

COMMONWEALTH OF VIRGINIA
Office of the Governor

Mark R. Warner
Governor

FOR IMMEDIATE RELEASE
October 18, 2005

Contact: Kevin Hall
Phone: (804) 225-4260
Cell Phone: (804) 393-9406
Internet: www.governor.virginia.gov

GOVERNOR WARNER ESTABLISHES COMMISSION ON TRANSPORTATION IN URBANIZED AREAS

~Study Commission to report back by December 31~

RICHMOND – Governor Mark R. Warner today named a Transportation in Urbanized Areas Study Commission created by executive directive. The Commission will recommend strategies for better integrating planning and transit options in Virginia's urbanized areas.

"We've worked to dramatically improve VDOT's on-time and on-budget statistics, clean up our books, and find innovative new ways to keep traffic moving," said Governor Warner. "But the next step is clearly to help ensure

quality development and redevelopment of our urban areas. This will require better transit and transportation solutions, and must be looked at from the state and regional level."

The purpose of the Commission is to:

- * establish a statewide framework for high quality urban transportation solutions;
- * identify obstacles to better transit, including inappropriate or outdated policies or programs;
- * identify long-term fiscal and energy savings through the promotion of mass transit-oriented development;
- * identify potential legislation, regulations, and incentive programs to support transit-oriented development in Virginia; and
- * evaluate existing regional land use studies to promote quality development and redevelopment.

The Commission consists of 17 members, including local elected officials, local government managers, academic experts, business people, and citizens.

The Honorable W. Randy Wright, serving as Chairman of the Commission, Norfolk, President & CEO of Randy Wright Printing Company and Member of Norfolk City Council;

The Honorable Charles C. Allen, FAICP, Newport News, Vice-Mayor, Newport News City Council;

The Honorable Edward B. Barber, Chesterfield, Chair, Chesterfield County Board of Supervisors;

The Honorable Viola O. Baskerville, Richmond, Member, House of Delegates;

The Honorable Bertram F. Dodson Jr., Lynchburg, President & CEO of Dodson Bros. Exterminating Company and Member of Lynchburg City Council;

John H. Foote, Manassas, Partner, Walsh, Colucci, Lubeley, Emrich, and Terpak P.C.;

J. Edward Grinsley, Richmond, Retired Chairman of the Editorial Board for the Richmond Times Dispatch;

Wilson M. Goode, Portsmouth, President of Goode Construction Inc. and New Millennium Developers, LLC;

The Honorable Sherman P. Lea, Roanoke, Member, Roanoke City Council;

Michael S. Townes, Hampton, President & CEO of Hampton Roads Transit;

Lois L. Walker, Alexandria, President, Vital Public Spaces, Co-Founder of the Potomac West Business Alliance;

James A. Wilding, Glenwood, Maryland, Retired President and CEO of

the Metropolitan Washington Airports Authority;

Walter W. Wise, Jr., Oakton, General Treasurer, International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers;

The Honorable Philip J. Kellam, Virginia Beach, Commissioner of the Revenue;

The Honorable Scott York, Sterling, Chairman, Loudoun County Board of Supervisors;

The Honorable Christopher Zimmerman, Arlington, Vice Chair, City Council; and

Daniel Gecker, Richmond, Partner, Urban Development Association;

The Commission will report its findings and recommendations by December 31, 2005.

#

Philip A. Shucet
2668 Elson Green Avenue
Virginia Beach, Virginia 23456

October 20, 2005

The Honorable John H. Chichester
P.O. Box 904
Fredericksburg, VA 22404

The Honorable Charles R. Hawkins
P.O. Box 818
Chatham, VA 24531

The Honorable Martin E. Williams
P.O. Box 1096
Newport News, VA 23601

Dear Senators Chichester, Hawkins, and Williams:

I appreciate the work you and the members of the *Statewide Transportation Analysis and Recommendation Task Force* (START) are doing to address the serious transportation crisis we face.

Virginia and Virginians are threatened. As congestion worsens in our prosperous urban centers, we jeopardize their vitality. Also, while our rural areas may not feel the direct sting of long lines of traffic, citizens in rural towns and counties are paying the price for the increased cost of transporting goods across clogged highways. After all, if the cost to ship a pair of shoes from the Port in Hampton Roads to Bland County increases, the parents of school children in Bland Co. have to reach deeper into their pockets.

Given the current revenue stream for transportation, the picture is grim.

Without additional revenue, between 2020 and 2025:

- Virginia will not be able to match available federal aid for transportation.
- Virginia's transportation construction program will stop – completely.
- Virginia will become a "maintenance only" state.

These few facts alone call for decisive action now.

In your opening address to START on September 20 in Richmond, you noted several innovative ideas to move people and freight at higher speeds and at lower costs. You did an excellent job of setting the stage for the START deliberations.

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Regardless of their pre-election positions regarding transportation, all of the candidates for Governor recognize that transportation will be a major – if not *the* major – agenda issue for the next session of the General Assembly. ~~Once elected and free from pre-election advice, I am hopeful that the new Governor will step out as a leader and work hand-in-hand with the General Assembly to find sustainable revenue sources for transportation. The work your task force is doing is important in that regard.~~

The needs for transportation are well documented. You have been briefed on VTRANS and Secretary Homer, Commissioner Whirley, Director Rae and Ms. Barbara Reese can articulate those particular statistics better than I. Likewise, while I have certain opinions, being an architect of “where” to find “how much” is not my particular area of expertise.

In the pages that follow, I briefly outline a menu of ten concepts that I believe could benefit transportation in Virginia, provided that sustainable revenues are available for them. Some require legislative changes; others do not. Some suggest a more concentrated focus on existing practices; others pick up on ideas that have been floated before, but not implemented. Not all of these thoughts are original. Rather, I offer them here as a collection of ideas that might appeal to a broad base of constituents.

1. Outsource Maintenance

Maintenance must continue to be fully funded as a first priority. The idea of outsourcing maintenance functions is one that has been discussed with increasing interest. I think it's the right thing to do. I believe we can improve the delivery of maintenance services over the long term by outsourcing it to the private sector. I think we can:

- Shift the capital cost of new equipment to the private sector and divest equipment no longer needed.
- Shift the capital cost of building and grounds for maintenance operations to the private sector and divest property that the state no longer needs.
- Expand the private sector market for maintenance operations, creating more jobs for existing businesses and providing new opportunities for small, minority and women-owned businesses.
- Spur competition, resulting in lower costs and improved performance.
- Reduce the size of VDOT.
- Shift the front-line accountability for outcome based maintenance standards to the private sector.

Managing the human-resource and retirement needs of several thousand state employees is an overhead cost that does not have to be borne by government. Rather, these costs

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can be absorbed into existing private sector companies. Shifting the delivery of maintenance services to the private sector offers an opportunity over time to develop a substantially smaller, yet more productive, program-focused state transportation agency. Not everyone will agree. If you study the matter, you will likely end up with both "for" and "against" reports. You will hear that government needs to retain sufficient personnel and equipment to respond to snow removal and natural disasters. I wouldn't be too quick to form an opinion in that regard. If the private sector has a sense of a long term commitment to outsource services, then the private sector will be the best judge of which are and are not economically viable.

Obviously there are sensitive issues to consider. But, I believe a carefully executed implementation strategy could be developed and implemented over 36 to 60 months. And, I believe the overall result will be lower costs and improved productivity.

2. Develop Access Management Plans

This issue is complex, but the potential benefits are substantial. Also, the development of access management plans may be a key to meaningful progress toward linking land use and transportation.

The purpose of our transportation network can be broken down into two broad categories: *Mobility* (efficiently moving people and goods on longer trips) and *Accessibility* (moving people and goods into and out of specific destinations). Local street networks provide access to and from specific places like retail shops, gas stations, grocery stores, schools, hospitals and the like. On these routes, access is generally plentiful with driveways, curb cuts, traffic signals, and turn lanes. People expect travel on these routes to be slower, and expect to incur more stop-and-go conditions.

The Interstate system and major statewide and regional roads provide mobility between general destinations. Sufficient rights of way on these roads are purchased and the roads are constructed to limit access, usually provided at carefully planned interchanges. We sometimes refer to these roads as having "controlled access."

Yet requests are frequently made to add access points – or "break" the access control. It is not uncommon for these requests to be made within a relatively short time of a new facility's opening. Under the current legislative authority, these access breaks are considered on a case-by-case basis. There is no requirement for an access management plan to protect and preserve access along these roads. Perhaps there should be.

Access management plans developed together by local, regional and state government would help assure that the capacity paid for is provided and protected. Further, where possible along existing routes, access management plans could squeeze more capacity out of the existing transportation network, holding off (or maybe eliminating) the need for certain improvements.

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These plans should not totally forbid new access in perpetuity. Localities and counties grow, and as they do access management plans will need to change. But, the plans would provide some systematic criteria and guidance for review.

There are some strong data to support the value of access management. According to the Transportation Research Board, effective access management programs on certain roads can increase capacity by 25-45%, reduce travel delay in specific cases by as much as 60%, and reduce crashes by as much as 50%. Even if these projections are only partially accurate, the potential results are dramatic.

Senator Houck has long been a proponent of linking land use and transportation planning, and his knowledge of this matter will certainly benefit the task force. Also, VDOT's Transportation Research Council has done some background work on access management that might be helpful to you.

3. Invest in Smart Signal Systems

Poorly timed traffic signals result in unnecessary stop-and-go traffic on city streets, waste money spent on fuel and contribute to urban air pollution. Yet, those very same signals when operated as part of a well-timed coordinated system can save time and money. Here is one example:

- In 1998 a smart signal system using over 15,000 vehicle detectors was put in place to coordinate the timing of about 1,200 signalized intersections in Fairfax, Loudoun and Prince William counties. These signals are adjusted in real time to react to different traffic conditions.
- In terms of fuel consumption alone, the first phase of the project saved taxpayers \$24 million between 1998 and 2001.

You may want to investigate this technology further and consider establishing a program, perhaps on a matching basis, that encourages or requires municipalities to invest in coordinated signal systems across geographical boundaries.

4. Improve safety

In the last twelve months there have been nearly 154,000 crashes on Virginia roads. With additional revenue we could take three important steps to improve safety.

- Invest in brighter signs. The material already exists to substantially improve the reflectivity, or brightness, of highway signs.
- Invest in better pavement markings. Pavement markings need to be wider and brighter, and they need to be plainly visible on wet roads. Material exists to address this issue. Wet-reflective pavement markings can be clearly seen in wet weather, enhancing safety for everyone.

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- Invest in more enforcement and safety patrol officers. Egged on by the frustration of congestion, people are driving too fast, following too closely, and changing lanes too carelessly. Traffic flows at its smoothest when moving at posted speeds. It may be prudent to invest a portion of new transportation funds in additional officers to enforce traffic laws, and added safety service patrols to clear incidents rapidly when they occur. Perhaps these officers would not need complete law enforcement training and could instead have limited duties associated with traffic law enforcement and incident management.

5. Complete our Highway Network

I understand the sentiment that we cannot pave our way out of congestion. Smart investments in transit and rail need to be made when the case is clear that such investments will move more people in our most congested urban areas. For example, adding a third track for commuter rail in the I-95 corridor would increase the number of rail commuters and relieve the mainline of a substantial number of automobile trips.

But, a few facts are still inescapable.

Almost all surface trips are made in gasoline-powered rubber-tired vehicles. Nearly all goods reach their final destination by truck. Ninety-one percent of all workers go to work in a car.

The present day difficulty associated with completing our highway network does not stem from bad planning. What were once reasonably planned improvements were never constructed. Now, in spite of the difficulty to do so, Virginia needs to complete and improve its most essential roadways.

- Northern Virginia needs more Potomac River crossings, and a north-south alternative to I-95.
- Hampton Roads needs another crossing of the Hampton Roads harbor or its vitality is measurably threatened, as is the long-term future of the Port, an economic engine that influences all of Virginia.
- I-64 needs to be improved between Richmond and Hampton Roads.
- Route 58 needs to be improved at least to I-77, preferably in its entirety.
- The Coalfields Expressway should be built, and "coal" itself could be the very commodity that provides a good deal of the funds necessary to do so.
- Interstate 81 needs to be improved in the most critical areas. Now that we know that \$800 million in federal funds was not included in reauthorization, serious

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consideration should be given to using funds already allocated to I-81 for improvements like truck climbing lanes in identified areas of the greatest need.

- ~~Route 29 needs to be improved, and reasonable new options need to be implemented to relieve congestion in and around Charlottesville. The previously planned Charlottesville Bypass is functionally obsolete.~~
- Establish and fund a bridge program to repair all structurally deficient bridges across the Commonwealth.

None of these projects are easy to implement, and other folks will have different ideas about what the priorities ought to be. Regardless of the priorities, we need to determine what they are – then we need to build them.

I believe Governor Baliles' plan to use Virginia's Interstate system as a statewide source of revenue dedicated to specific projects merits strong consideration as a means of funding and building priority corridor projects across the Commonwealth.

6. Use more Design-Build

Currently the use of design-build as a procurement method is legislatively limited. I would encourage you to consider removing the limitations and allow the market to drive the decision to use design-build. By using design-build on the right projects, we could:

- Shift the accountability for both design and construction to a single source – the contractor - removing any doubt regarding accountability for errors and omissions.
- Reduce project delivery times by allowing contractors and engineers to work in parallel.
- Reduce project costs by eliminating the development of full engineering drawings before going to construction.
- Reduce government's cost to administer construction projects.

Design-build isn't right for every situation. But, for the right projects it provides a means to hit the ground running with an accelerated program.

7. Hold Rural Areas Harmless

When additional revenue becomes available for transportation, there will be pressure to direct a larger share of the new money to congested urban areas, and it may be reasonable to do so. However, our rural areas also require due consideration. Certainly the rural districts must be held harmless from any loss of current funds. Here's why.

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- 60% of statewide pavement deficiencies on the secondary system are in rural districts, as are 70% of primary system pavement deficiencies, and nearly half of Interstate system deficiencies.
- Rural districts carry the burden of 85% of all deficient bridges on the secondary system, 77% on the primary system, and 55% on the Interstate system.

If we are to grow Virginia, we have to protect the economy of our rural areas. Safe and efficient transportation go hand-in-hand with new jobs and opportunities.

8. Telecommuting

Wherever and whenever we can, we should be aggressive about bringing *work to people*, instead of the other way around. The technology exists to make this happen; we don't need to build a bureaucracy around it. If employers knew that incentive or cost-sharing funds were available for telecommuting, then they could make the best decision on how to implement and monitor their own programs. Naturally, the results of the programs need to be measured. Those that pan out should continue to be supported; those that don't produce results should be cancelled. Some of our largest private sector employers may be the best source of ideas for programs that work.

Actually, state government itself should be a proving ground for telecommuting. The state is already in the midst of changing the way it manages its real estate portfolio. Perhaps a telecommuting program as part of that initiative might make sense. Every job that can be performed at home or at a pooled work center contributes not just to cost savings, but to reductions in congestion and air pollution as well.

9. Create a true Surface Transportation Department

I believe that having two separate transportation agencies – one for roads and bridges, and one for public transportation – is fragmenting our transportation planning capabilities. I believe Virginia would benefit from a new agency, integrated to serve all facets of surface transportation planning and implementation. I would encourage you to consider creating a *Department of Surface Transportation* to:

- Combine the best resources and talents of professionals into one cohesive agency
- Eliminate duplicative administrative overhead functions and costs.
- Sharpen our ability to find the best surface transportation solution for every transportation need across all modes.
- Give localities a single-point contact for coordinating land use and transportation plans for all surface modes.

With careful planning, thought and commitment, I am confident that this new agency could eventually employ fewer than 3,000 people.

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10. Realign the Commonwealth Transportation Board

The CTB is a powerful body and when composed of people who truly understand the value of a Board of Directors, as the current board does, provides valuable policy guidance and insight. But, too often, the CTB is primarily regarded as the "people who get your project in the Six-Year Program." That perception is reinforced by the geographical appointment of CTB members. Geography is important and I am not suggesting you completely dispense with it. However, in addition to regional representation, you may want to consider appointing people who are experienced in services significantly affected by transportation. You could consider these specific appointments to be "user" based. I also believe that this realignment of the CTB could paint a broader "people" face on transportation by emphasizing not just projects, but the very services that transportation delivers to citizens. Some examples of user groups are:

- Health care
- Education
- Environmental protection
- Retail sales
- Economic Development
- Fire and police protection
- Security
- Military
- Warehousing

These are only examples, and I'm sure there are others as well.

I believe the board should be more heavily involved in the transportation planning function. Board members should work closely with MPOs, where they exist, to provide policy guidance at a high-level. In Virginia, we tend to focus too narrowly on picking projects, rather than planning broad multi-modal system solutions for our needs. VDOT is making headway in that regard with a new priority planning process. By expanding this process to all surface modes, and by having the CTB involved at the crucial planning stages when decisions on modes should be made, "picking projects" becomes more of a financially driven capital budgeting process. I believe movement in this direction would meet with the approval of the Auditor of Public Accounts.

Also, regardless of your decision regarding item 9, you should consider renaming the board to the *Surface Transportation Board*. Because their duties do not currently extend to aviation or the ports, calling the body a Commonwealth Transportation Board is somewhat of a misnomer.

As Mr. McCarthy sits on the CTB as well as START, his input and advice on these matters will be valuable to you. Finally, I believe that board members should continue to

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be appointed for staggered terms, but should only be subject to removal before the end of a term for valid cause.

Some may think that these programs could be implemented under the current levels of funding for transportation. But, to be redundant, by 2025 all of the revenue currently available for transportation will be required for maintenance. If new programs are added to transportation (or if new requirements are placed on existing programs) without adding new revenue to support them, then we only hasten the day when all Virginia can afford is maintenance. That is not a viable strategy in my opinion.

Everything here requires additional discussion and collaboration. Not everyone will agree with what I've suggested, and there are certainly many details that have to be considered.

I do have one additional suggestion for you. There are currently several schools of thought regarding the long term future of petroleum based fuels. Before forming a hard and fast position, I would encourage you to invite Dr. Gary Allen, the Director of the Virginia Transportation Research Council, to share some information with you regarding the primary influences on fuel consumption over long periods of time. I understand the sensitivity surrounding this topic. Regardless of the position you take, you would find the discussion with Dr. Allen interesting.

I remain grateful to you for your leadership, and admire your courage and commitment. If I can be of any assistance as you take this voyage, please feel free to contact me.

Best regards,

Philip A. Shucet

cc: The Honorable Mark R. Warner
The Honorable William J. Howell
The Honorable Leo Wardrup
The Honorable Vincent F. Callahan, Jr.
The Honorable Harry J. Parish
The Honorable Pierce Homer
Mr. Gregory A. Whirley
Ms. Karen Rae
START Members
Commonwealth Transportation Board

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube, Kala Quintana and Adam McGavock
DATE: October 27, 2005
SUBJECT: Regional Transportation Items

A. FY 2005 Transit Ridership in Northern Virginia.

NVTC staff has now compiled FY 2005 transit ridership with the help of transit system staffs. The results, as shown in the attachments, are very encouraging. For example, local systems (excluding WMATA) have topped the 20 million annual passenger mark for the first time.

B. Coordination of Local Transit Systems in Northern Virginia's Public Transit Network.

NVTC staff prepared the attached document in response to a request from a member of the General Assembly relayed through the Virginia Transit Association. Staff will review highlights.

C. Columbia Pike Transit Alternatives Analysis.

As shown in the attached excerpts, the final report has been released. This is a cooperative project between Arlington and Fairfax counties. A modified streetcar alternative is recommended. Next, a financial capacity analysis and engineering review will occur in preparation for preliminary engineering and environmental review.



D. HOV Enforcement Task Force.

On May 12, 2005 the task force convened to consider VDOT's improved methods of measuring and reporting performance, the Virginia State Police's enforcement efforts and new data on hybrid vehicle registrations. The task force will complete its third and final report this fall. It was created by Virginia's Transportation and Public Safety secretaries.

Examples of the material discussed at the meeting include:

- 1) Travel time savings in some HOV corridors exceed 45 minutes and time savings per mile are quite consistent among longer and shorter corridors.
- 2) VDOT is providing web-based real-time charts of travel speeds that allow comparisons between HOV and conventional lanes and also permit trend analysis using archived data.
- 3) Ironically, the General Assembly has provided to private toll road authorities the power to use photo enforcement, but has denied localities that opportunity.
- 4) Hybrid vehicle registration (measured by clean fuel license plates issued) reached 9,200 statewide as of May, 2005, with 85 percent in use in Northern Virginia. Virginia trails only California in hybrid registrations in 2004 and the Washington D.C. metropolitan area trails only Los Angeles and San Francisco. The reauthorization of TEA-21 may contain language that defines the maximum permissible degradation of HOV speeds due to exemptions. If so, the CTB may be

asked to act to remove immediately the current exemption for hybrid vehicles. Currently the Virginia exemption is set to expire in 2006. The task force seemed to believe that it would be useful to see data on the extent to which air pollution would change if growing hybrid vehicle use led to clogging of the HOV lanes.

- 5) As an example of a successful State Police enforcement campaign, an effort in April, 2005 using 14 troopers resulted in over 900 tickets, including a third for reasons other than HOV violations (e.g. expired licenses, outstanding warrants and one carjacking). Of the remaining 600, 41 were second offenders and 10 were third offenders. About \$150,000 in fines is expected to result from these tickets. In a different enforcement effort, the extent of unmarked law enforcement vehicles using the HOV lanes also became apparent. Thirty-eight such exempt vehicles were stopped and released while 155 tickets were issued to violators in the Newington to Pentagon corridor of I- 95/395. Many more law enforcement vehicles were recognized before they were pulled over. Public reaction overall to the increased enforcement has been very positive.

E. Telework Response.

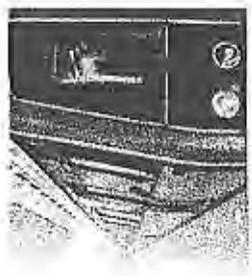
Attached for your information is the response by Transportation Secretary Pierce Homer to NVTC's suggestions for revised state telework policies. He stated that DRPT is working on several initiatives to address NVTC's concerns, including:

- Greater emphasis on work at home versus telework centers.
- Easier requirements for Telework!VA financial incentives.
- Internet-based self-help training.
- Future marketing.
- NVTC staff is invited to join the Commuter Connections Telework Subcommittee.
- Seven percent of 936 VDOT NoVa District employees now telework with a target of 10 percent.
- Over half of GMU employees do some work at home.
- A team of DRPT, DHRM and VITA in Richmond will address barriers.
- NVTC should consider serving as a "telecommuting board" for NoVa.

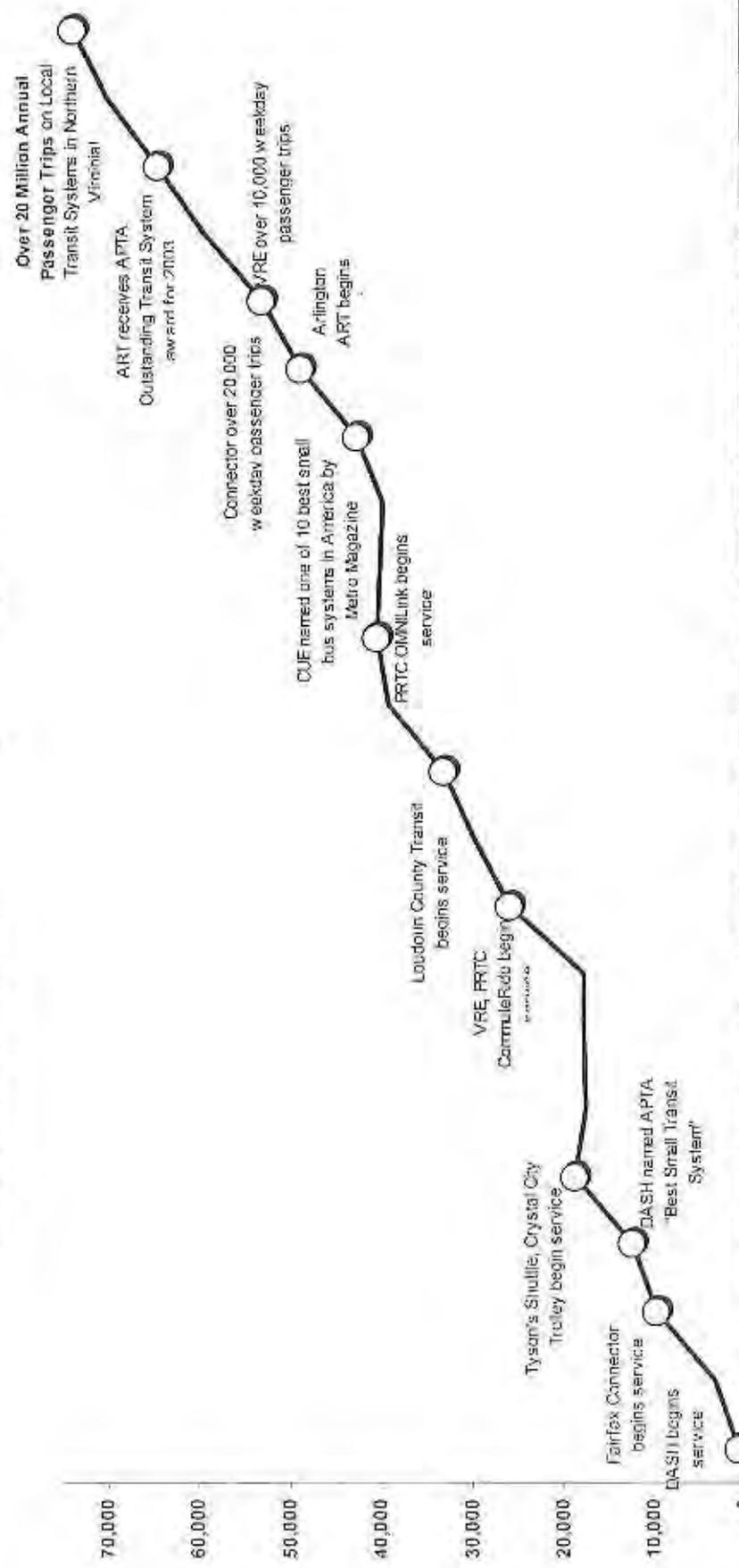
F. NVTC Correspondence.

Attached for your information are additional items pertaining to NVTC correspondence.

GROWTH OF LOCAL TRANSIT SYSTEMS



Average Weekday Passenger Trips on Northern Virginia Transit Systems*, FY 1984-2005



Trips	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	753	3,254	9,619	12,231	16,696	17,433	17,605	17,605	25,681	29,495	32,886	38,743	40,052	39,740	39,411	42,100	48,236	52,539	58,615	63,827	69,398	73,146

* Northern Virginia Transit Systems for 2004 include DASH, Fairfax Connector, CUE, VRE, PRTC OmniRide and OmniLink, Loudoun County Transit, and Arlington Transit (ART). Previous years may include data from BSS, Tyson's Shuttle, Crystal City Shuttle, and Loudoun County Commuter Service. WMATA MetroRail and MetroBus data not included. CUE began service in FY 81.



TRANSIT IS WELL USED IN NORTHERN VIRGINIA



Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2004 - 2005

System	Average Weekday Passenger Trips, FY 2004	Average Weekday Passenger Trips, FY 2005	Annual Passenger Trips, FY 2004	Annual Passenger Trips, FY 2005
<u>Metrorail Virginia</u>	294,258	299,345	87,817,948	89,624,272
<u>Metrobus Virginia</u>	65,381	65,638	19,190,908	19,314,871
<u>Fairfax Connector</u>	28,590	29,775	7,990,825	8,474,143
<u>DASH</u>	10,864	11,228	3,131,284	3,323,021
<u>VRE</u>	14,529	15,086	3,645,434	3,745,382
<u>PRTC Omni Ride</u>	5,185	5,460	1,251,316	1,392,432
<u>PRTC Omni Link</u>	2,450	2,616	604,586	694,366
<u>CUE</u>	3,438	3,739	985,500	1,068,492
<u>Loudoun County Transit</u>	1,642	2,189	392,901	513,766
<u>ART</u>	2,640	2,992	674,806	188,854
Total	428,977	438,128	125,685,507	128,939,599

Note: Ridership on WMATA reimbursable services such as GEORGE, REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

Source: NVTC.



**COORDINATION OF LOCAL TRANSIT SYSTEMS IN
NORTHERN VIRGINIA'S PUBLIC TRANSIT NETWORK**

--October 4, 2005--



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As shown in Figure 1, Northern Virginia is served by several local bus systems in addition to the regional Virginia Railway Express commuter rail system and the Washington Metropolitan Area Transit Authority's Metrorail and Metrobus, together providing over 428,000 passenger trips on an average weekday in FY 2004.

Ridership on all of these transit systems is strong, with Metrorail and Metrobus growing by over a third in the last decade and, as shown in Figure 2, more than doubling on the other systems combined. As an example, the Fairfax Connector began exactly 20 years ago with 10 routes and 33 buses. Today it has 57 routes, 170 buses and 8.5 million annual passenger trips.

In Figure 3, the relative size of these systems is shown, varying in FY 2004 from Metro's large regional system of hundreds of buses and railcars (one of the largest in the U.S.), through Fairfax County's Connector (170 buses--one of the largest in Virginia) to Arlington's ART (27 buses powered by compressed natural gas) and the CUE system in the city of Fairfax (12 buses serving the GMU campus as well as connecting to city businesses and the nearby Metrorail station). Currently, GEORGE is the newest system; it operates with four clean diesel buses in the city of Falls Church with almost all riders connecting to Metrorail and Metrobus.

Figure 4 shows the various methods of owning and operating the transit systems operating in Northern Virginia. While WMATA uses its own employees--which is efficient given its size--most other systems contract competitively with private management firms in order to control costs.

Figure 3 also illustrates that the annual budgets of these systems vary considerably. However, in each case, Northern Virginia's local governments are ultimately responsible for paying whatever operating and capital costs remain after deducting fares and other sources of revenue. Local general funds and gas taxes cover on average about 26% of these transit budgets.

These systems were formed at various times for many different reasons. For example:

- WMATA initially took over operation of financially ailing private bus companies as the regional rail system was being planned and built.
- VRE was the culmination of several decades of complex negotiations to gain access to privately owned freight railroad rights-of-way to serve long-distance, peak direction commuters.
- CUE helped to boost access for a major university (students rode free) and provided connections to Metrorail.

- ART has reduced costs on some heavily used as well as some lower density routes within Arlington previously operated by WMATA.
- The Fairfax Connector has grown into a major transit system serving the large territory within Fairfax County with separate divisions and garages (sometimes operated by separate private management firms). Services vary from Bus Rapid Transit in the Dulles Corridor to internal circulation (Reston's RIBS) to market-driven and separately branded services in dense corridors (REX in the Route 1 Corridor).
- Alexandria's DASH originated to save money for the city on low-density routes previously operated by WMATA and on connections to the Pentagon. DASH has added special services to link off-peak customers to Old Town businesses (using separately branded and "wrapped" DASH About buses) and to provide lunch-time connections for employees of the massive Patent and Trademark Office (Lunch Loop).
- Loudoun County and PRTC have responded to needs of their residents to reach jobs in the core with long distance commuter buses using at one time volunteer "bus meisters" to collect fares and even volunteer drivers (now replaced by professional drivers and soon SmarTrip-equipped fare boxes). Some PRTC jurisdictions even joined WMATA's transit zone so that WMATA could operate Omni Ride bus service under contract, although a new contractor has now been chosen. PRTC has added demand responsive local service with route-deviation features, known as Omni Link. Loudoun County Transit also connects to Metrorail at West Falls Church and offers connections to employment sites in Loudoun County with its Reverse Commute service.
- In general, riders seem to prefer using systems with a strong local identity and the growth of local transit systems is a response to that customer preference. Prior to important revisions in WMATA's cost allocation formulas in the mid-1990's, localities discontinuing Metrobus routes were rewarded with disproportionately large cost savings, creating an artificial incentive to reduce Metrobus service. This contributed in the past to the start of some local systems.

With this great diversity of transit systems, how is coordination ensured? Among the methods are:

- Since the local governments ultimately are financially responsible, they have a strong incentive not only to avoid wasteful duplication but also to respond to the needs of citizens for good connections.

- NVTC hosts regular staff meetings at which routes and fares are discussed and coordinated. NVTC has conducted regional bus studies to identify gaps, overlaps and conflicts in service and fares. Each local system also carefully plans in order to identify potential problem areas as well as opportunities for smoother connections. WMATA's planners also carefully consider impacts of its service and fare changes on connections with the local systems and communicate effectively with planners from these systems. Currently, WMATA's "Regional Mobility Initiative" is focusing on coordination. Public hearings precede each fare change and most route changes to allow riders to flag any problems.
- Regional fare integration has resulted in cross-honoring transfers, tokens and other fare media. All bus systems will soon use SmarTrip-equipped fare boxes (Metrobus already has them). The SmarTrip card to be accepted on all systems here (and in Baltimore) will be a major customer convenience.
- Each transit system web site includes information about connecting transit services from other providers. WMATA's heavily used Ride Guide as well as its route maps include connections with all other transit systems.
- Regionwide transit marketing efforts are the norm. For example, NVTC has led the effort to include all systems in providing electronic access to schedules via personal digital assistants and hand-held computers.
- Technologies are often shared. WMATA's Clever Devices stop enunciators, passenger counters and automated maintenance systems were deployed on GEORGE buses. Also, NVTC is developing Automated Vehicle Locators using GPS-enabled telephones to allow smaller transit systems to employ this management and customer-service innovation.
- NVTC is assisting all of the transit systems operating in Northern Virginia to develop specific emergency response plans. Having identified key Metrorail stations, first responders and transit officials have devised communication protocols and alternative routings, buttressed with GIS maps and manuals. These materials supplement the Regional Incident Communication and Coordination System (RICCS) operating through the Metropolitan Washington Council of Governments (MWCOG).
- Small systems are able to purchase fuel collectively via a regionwide contract negotiated by MWCOG to realize economies of scale. Because most systems are part of local government, they can rely on city/county services such as information technology and finance departments to avoid duplicating these resources on their own small staffs.

For further information, contact:

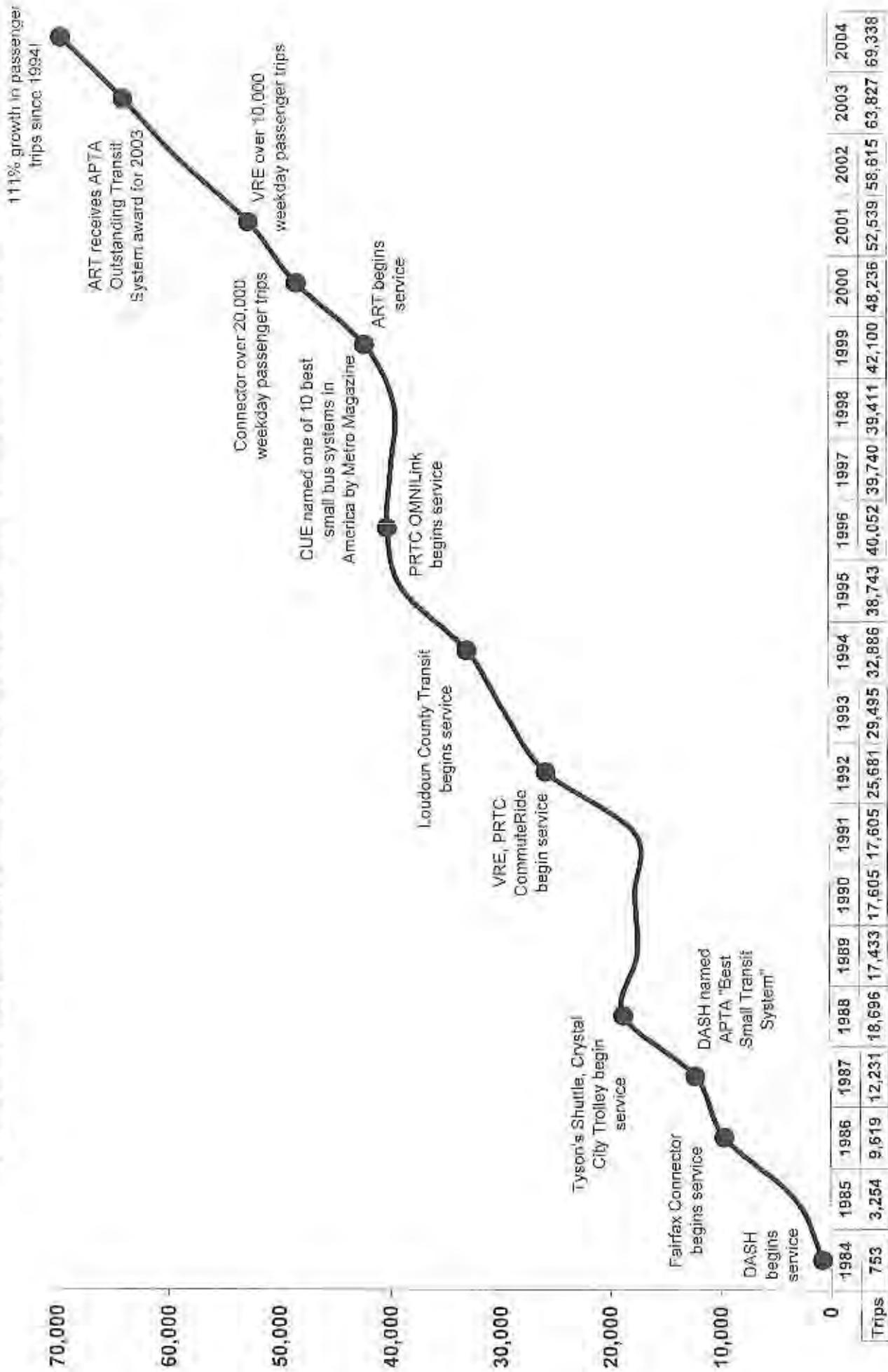
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Also, visit NVTC's website at www.thinkoutsidethecar.org.

Figure 1: Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2003 - 2004

System	Average Weekday Passenger Trips, FY 2003	Average Weekday Passenger Trips, FY 2004	Annual Passenger Trips, FY 2003	Annual Passenger Trips, FY 2004
<u>Metrorail Virginia</u>	282,070	294,258	83,529,741	87,817,948
<u>Metrobus Virginia</u>	71,470	65,381	20,855,658	19,190,908
<u>Fairfax Connector</u>	27,765	28,590	7,595,138	7,990,825
<u>DASH</u>	10,235	10,864	2,986,631	3,131,284
<u>VRE</u>	13,231	14,529	3,179,957	3,645,434
<u>PRTC Omni Ride</u>	4,639	5,185	1,182,996	1,251,316
<u>PRTC Omni Link</u>	2,547	2,450	649,405	604,586
<u>CUE</u>	3,282	3,438	925,000	985,500
<u>Loudoun County Transit</u>	1,152	1,642	281,829	392,901
<u>ART</u>	976	2,640	397,001	674,806
Total	417,367	428,977	121,583,356	125,685,507

Figure 2: Average Weekday Passenger Trips on Northern Virginia Transit Systems*, FY 1984-2004



* Northern Virginia Transit Systems for 2004 include DASH, Fairfax Connector, CUE, VRE, PRTC OmniRide and OmniLink, Loudoun County Transit, and Arlington Transit (ART). Previous years may include data from RIBS, Tyson's Shuttle, Crystal City Shuttle, and Loudoun County Commuter Service. WMATA MetroRail and MetroBus data not included. CUE began service in FY 81

Figure 3: Public Transit Systems Operating in Northern Virginia
Operating Statistics and Performance Indicators, FY 2004

	Fairfax Connector	Potomac and Rappahannock Transportation Commission		Virginia Railway Express (VRE)	Alexandria DASH	City of Fairfax CUE	Arlington Transit (ART)	Loudoun County Transit	Washington Metro Area Transit Authority	
		Omni Ride	Omni Link	Express (VRE)					Metrolinx (Northern Virginia)	Metrolinx (Northern Virginia)
Annual Passenger Trips	7,990,825	1,251,316	604,586	3,447,971	3,131,284	985,500	674,806	392,901	19,190,908	87,817,949
Vehicle Miles	7,171,115	2,713,555	658,820	1,984,992	1,355,343	441,430	576,502	907,051	12,896,550*	21,070,916*
Passenger Miles	54,507,027	27,526,818	3,458,232	103,651,104	8,995,289	3,605,808	553,824	13,351,607	57,362,907*	527,998,396**
Fleet Size	170	80	19	69	57	12	27	17	365	346
Average Age of Fleet (years)	5.2	3.5	3.1	22	7.1	3.5	3.7	9	8.5**	17**
Average Weekday Boardings	28,590	4,907	2,371	13,903	10,684	3,438	2,716	1,642	65,381	294,258
Average Trip Length (miles)	6.82	22.00	5.72	30.06	2.87	3.66	0.82	33.98	2.98**	6.01**
On Time Performance	95%	Not available		87.0%	93.2%	97.0%	98.3%	96.3%	87.8%**	98.2%**
Operating Costs	\$25,091,872	\$14,117,664		\$35,784,754	\$6,946,999	\$2,230,883	\$2,563,031	\$2,956,992	\$78,262,403	\$145,943,787

Source: Operating Information obtained directly from individual transit systems

* Estimated based on WMATA systemwide data

** WMATA systemwide averages

*** WMATA buses are classified "not on time" if they are early or more than two minutes late.

FIGURE 4

OWNERSHIP AND MANAGEMENT OF NORTHERN VIRGINIA'S
PUBLIC TRANSIT SYSTEMS

<u>Transit System</u>	<u>Created</u>	<u>Ownership</u>	<u>Management</u>
WMATA Metrorail Metrobus	1967	Interstate Compact, Board of Directors from Maryland, D.C., Virginia	CEO/GM with 10,000 employees
Virginia Railway Express (VRE)	1992	NVTC and PRTC Operations Board	CEO with 40 employees contracting with Amtrak for operations and CSXT and NS for access.
Fairfax Connector	1985	Fairfax County	County staff currently contracts with Connex for operations.
Alexandria DASH	1984	Alexandria Transit Company with City Council as owner. Board of Directors appointed by Council.	ATC currently contracts with First Transit for General Manager. First Transit owns Transit Management of Alexandria, Inc. that provides other employees (120 total).
Arlington Transit (ART)	1999	Arlington County	Arlington staff currently contracts with ATC/Mancorn for operations.
City of Fairfax (CUE)	1980	City of Fairfax	City Staff
PRTC Omni Ride Omni Link	1992 1996	PRTC	Commission staff currently contracts with First Transit.
Loudoun County Transit (LCT)	1994	Loudoun County	County staff currently contracts with Connex.
Falls Church (GEORGE)	2004	Falls Church	City staff contracts with WMATA.

1.0 EXECUTIVE SUMMARY

1.1 Study Background

Columbia Pike (Virginia State Highway 244) is a vibrant, busy thoroughfare running east and west through Arlington County from Arlington Cemetery to Bailey's Crossroads in Fairfax County and beyond to Annandale. Columbia Pike is experiencing rapid growth as a mixed use employment, commercial, and residential corridor due in large part to its direct proximity to the District of Columbia and major regional attractors including the Pentagon, Pentagon City, and the Skyline complex near the intersection of Columbia Pike and Leesburg Pike (Virginia State Highway Route 7).

Recognizing the potential of the emerging transit market, the Washington Metropolitan Area Transit Authority (WMATA), in conjunction with Arlington and Fairfax counties, initiated the *Columbia Pike Alternatives Analysis* ("Pike Transit Initiative") to consider the development of an advanced transit system connecting the Pentagon/Pentagon City area with Bailey's Crossroads.

The Pike Transit Initiative is founded upon several planning efforts that have considered transit capacity increases within the proposed corridor to facilitate mobility and spur economic development efforts. Multiple agencies, including Arlington and Fairfax counties, the Metropolitan Washington Council of Governments (MWCOC) and its Transportation Planning Board, WMATA, and the Northern Virginia Transportation Commission (NVTC) have included the study area in the long-range planning documents described below:

- The 1999 WMATA *Transit Service Expansion Plan* which first identified Columbia Pike as a corridor well suited for expansion of fixed guideway services.
- The 1999 Northern Virginia Transportation Coordinating Council (now Northern Virginia Transportation Authority) *Northern Virginia 2020 Transportation Plan* identified Columbia Pike as a key corridor for bus (2010) and rail (2020) transit improvements.
- WMATA's 2002 *Regional Bus Study*, which resulted in additional bus improvements along the Columbia Pike corridor. These improvements, with the brand identity PikeRide, have increased ridership levels by nearly 10%.
- WMATA's 2002 *Transit Study for Columbia Pike and Leesburg Pike - Phase 1 Report* and the follow-up *Phase 2 Report* which provided a detailed engineering feasibility study of rail alternatives along Columbia Pike.

The Columbia Pike corridor is an area that has often been described as 'Arlington's Main Street.' The unique combination of local businesses, diverse neighborhoods, and everyday amenities along this busy corridor gives it an international flair. Transportation planning in the corridor has been coordinated with Arlington and Fairfax County land use and redevelopment initiatives. Through cooperation with both Counties, transportation plans and projects are expected to support community development initiatives articulated in their various plans including:

- The 1998 Fairfax County *Bailey's Crossroads Revitalization District*
- Arlington County's 2002 *Columbia Pike Initiative-A Revitalization Plan*
- Fairfax County's 2003 *Comprehensive Plan*,
- The 2003 Arlington County *Form Based Code*, and
- The 2004 Arlington County *Street Space Planning Task Force Report*.

1.2 Study Guidance and Participation

Input from the general public, the business community, and neighborhood groups, as well as the elected officials and transportation and planning staffs of both Arlington and Fairfax counties has been central to the process of the Alternatives Analysis phase of the Pike Transit Initiative. The study relied on extensive public participation, periodic input from the Policy Advisory Committee, and frequent workshops with the Technical Working Group in the formulation and evaluation of alternatives, and in the selection of the recommended preferred Alternative. The role of each of these groups and the methods used to consult with them are described below.

General Public and Stakeholders

At the start of the Alternatives Analysis, information was provided to the public through introductory project materials, including a project fact sheet and website. The project team also conducted a first set of project briefings at community group, neighborhood association, and County board and commission meetings. The team then held a week of "design dialogue" sessions involving stakeholders and the general public to solicit input from these constituencies. Further public involvement included a series of "open houses" midway through the analysis, where stakeholders and the general public were presented with the opportunity to comment on the direction of the project at that point. The project website and newsletters provided information and updates to the public throughout the Alternatives Analysis process.

Relevant comments and direction from these interactions were included in the preliminary definition and subsequent screening of alternatives. The team conducted a final round of public meetings prior to the study's conclusion to share findings and recommendations for the implementation of a premium transit system on Columbia Pike.

Technical Working Group

The Technical Working Group included transportation and planning staff from Arlington and Fairfax counties, the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), WMATA, the Columbia Pike Revitalization Organization (CPRO), the Department of Defense, and the Pentagon. The group met monthly to review and discuss progress on the project. Members of the Technical Working Group provided information on the study area to the project team, and worked closely with the project team in the definition and evaluation of project alternatives.

Policy Advisory Committee

The Policy Advisory Committee (PAC) included decision-makers from relevant jurisdictions and public agencies. Members of the PAC reviewed materials and provided policy direction at key points during the Alternatives Analysis process. The PAC co-chairs, Chris Zimmerman, Arlington County Board Member, and Mason District Supervisor Penelope Gross of Fairfax County, provided guidance on policy decisions affecting the project. Mr. Zimmerman and Supervisor Gross also reviewed presentation materials and project recommendations.

1.3 Study Process and Report Overview

The Pike Transit Initiative technical work was organized as a three-step screening process, to narrow the field from a list of all potential alternatives to a set of feasible alternatives, and then to one recommended preferred Alternative.

The three separate screens were:

1. An engineering and policy screen to quickly review a wide range of alternatives to determine their suitability within the known physical and policy constraints of the project corridor.
2. A goals and objectives screen to ensure that the small set of suitable alternatives resulting from the engineering and policy screen meet the goals and objectives of the project.
3. A costs and impacts screen to determine which alternative meets the project purpose and need most efficiently and with the fewest potential adverse impacts.

The first screen considered a broad range of alternatives, then narrowed the field to arrive at a small set of alternatives that would be realistic and suitable for the Columbia Pike corridor. This step is outlined in Section 3 of this report.

The small set of alternatives, defined in detail in Section 4 of this report, included:

- No Action (or Baseline) Alternative,
- Bus Rapid Transit (BRT) Alternative,
- Streetcar Alternative, and
- Modified Streetcar Alternative.

The second screen evaluated the smaller set of alternatives against the stated project goals and objectives. Proposed goals and objectives for the Pike Transit Initiative (see Table 1-1) were developed based on: 1) the needs and transportation problems identified through the public involvement process, 2) consultation with transportation and planning staff of WMATA, Arlington and Fairfax counties, and 3) goals included in regional long-range transportation plans. As outlined in Section 5 of this report, each of the Alternatives was evaluated against measures derived directly from the goals and objectives.

Table 1-1: Goals and Objectives

Goals	Objectives
Mobility	Increase mobility within the corridor.
Community and Economic Development	Contribute to and serve as a catalyst for economic development.
Safety	Provide for a safe environment for all modes of travel.
Regional Connections	Improve regional transportation connections.
Community Goals	Complement community goals to create a pedestrian-friendly 'Main Street' environment in the corridor.

The third screen evaluated the potential costs and impacts of the Alternatives were evaluated to determine which Alternative met the project purpose and need most efficiently and with the fewest potential negative impacts (Section 6 of this report). Part of this process involved a qualitative assessment of the potential for the Alternatives to be advanced given the limitations of federal, state and local funding sources.

Findings from the second and third screenings led to the definition and evaluation of an additional Build Alternative that would achieve many of the benefits of the initial Build Alternatives but with a lower overall cost. This Modified Streetcar Alternative is defined in Section 4.4 of this report. The new Alternative was subjected to the same evaluation process, and the results are noted along with results for the other Alternatives in Sections 5 and 6.

The screening process culminates with a recommended preferred Alternative, Section 7 of this Report summarizes the conclusions of the Alternatives Analysis, reviews the technical and policy recommendations, and outlines appropriate "next steps" for advancing the Pike Transit Initiative.

1.4 Alternatives Considered

The goal of the initial screening was to briefly consider a wide range of possible improvements and select from them a short list of the most appropriate alternatives, given the known physical and policy constraints of the project corridor. Physical constraints include considerations such as roadway and right-of-way widths, features of the natural and built environment, and current travel patterns. Policy constraints made by local officials that shaped potential alternatives for the study area included:

- Transit should be surface running.
- The proposed transit system should operate in shared travel lanes.
- The proposed transit system should be compatible with the urban scale of the study area.

This screening process yielded a small set of Alternatives that were evaluated in greater detail. The four Alternatives are summarized below:

The **Baseline Alternative** includes transit and roadway projects within the study area that have committed funding. Enhancements to the existing PikeRide service will include signal priority for transit vehicles, enhanced passenger information, and improved passenger facilities. Programmed roadway reconstruction projects along Columbia Pike include several streetscape and utility projects, some of which will be constructed in conformance with the Arlington County Street Space Planning Task Force recommendations.

The **BRT Alternative** would introduce a new premium transit service along Columbia Pike, including modern 60-foot BRT vehicles, significantly upgraded passenger facilities, and curb-to-curb roadway reconstruction to facilitate bus movement and to promote traffic and pedestrian safety along the corridor. Service would be provided at 3-minute headways during peak periods, with 6-minute base headways. The background bus system would be significantly modified to support the new BRT service. The BRT Alternative would run approximately 6 miles between Bailey's Crossroads and the Pentagon. A more complete description of the alignment can be found in Section 4.2.3. For a map of the proposed BRT alignment, see Figure 4-5.

The **Streetcar Alternative** would similarly introduce a new premium transit service along Columbia Pike. Transit vehicles are assumed to be modern 67-foot Skoda trams, powered via an overhead contact system. The Alternative would include significantly upgraded passenger facilities and reconstruction of one lane along Columbia Pike for installation of embedded track. Service would be provided at 3-minute headways during peak periods, with 6-minute base headways. The background bus system would be significantly modified to support the new Streetcar service. The Streetcar Alternative would run approximately 6 miles between Bailey's Crossroads and the Pentagon. A more complete description of the alignment can be found in Section 4.3.3. For a map of the proposed Streetcar alignment, see Figure 4-5.

The **Modified Streetcar Alternative** combines elements of the other Alternatives—notably a streetcar project, with continued extensive bus service—and would both improve transit service efficiency and make a significant investment in the community.

One of the goals in defining this Alternative was to develop a functional project that could be constructed for a lower total cost than the initial Streetcar Alternative, yet would serve the same community goals. Basic features of this Alternative are as follows:

- Shorter overall length extends from Skyline to Pentagon City (5 miles) as opposed to the original 6-mile line. For a map of the proposed Modified Streetcar alignment, see Figure 4-5.
- The Modified Streetcar fleet would be sized to run at constant headways throughout the day: 6 or 12 minutes, as opposed to 3 minute peak service in the original alternatives. The reduced fleet size requires smaller maintenance and storage facilities.
- The Modified Streetcar service would be augmented with WMATA buses to meet 3 minute peak headways, carry peak passenger demand, and supply service for trips such as those from Annandale that are more efficiently accommodated via bus service. Under the original Streetcar Alternative these trips would be forced to transfer and excessively penalize patrons.

1.5 Evaluation Results

Table 1-2 summarizes key characteristics of the Alternatives evaluated for the forecast year 2030. Compared to the No Build/Baseline Alternative, the Build Alternatives show a significant increase in corridor ridership. The BRT and full build Streetcar Alternatives show about 45% increase in ridership and the Modified Streetcar Alternative shows about 30% increase in corridor ridership over the Baseline. The increase in ridership can be attributed to the reduction in transit travel time to Pentagon/Pentagon City and direct access to Skyline area. The model does not include a mode preference as per FTA guidance.

VISSIM traffic simulation software was used to develop forecasts of comparative traffic conditions for each Alternative. In general, addition of a transitway does not cause large changes in the traffic operations in the corridor. Exceptions include the Leesburg Pike/Jefferson Street intersection and two intersections along Army Navy Drive. At the Leesburg Pike/Jefferson Street intersection, signal priority is given to a minor street, impacting vehicular flow on the major roadway. Other instances where traffic operations are negatively affected occur when the transitway makes a turn, requiring more restrictive signal control. Locations where traffic operations would be worsened by signal priority control could be improved by reducing the level of priority afforded to transit vehicles. The transit improvements considered would not significantly affect automobile travel times, however, they bring transit travel times more closely in line with automobile travel times, reducing the 'transit time penalty.' There would be no significant differences in automobile or transit travel times among the Alternatives. However, the Modified Streetcar Alternative, because of the reduction in the frequency of premium service, offers benefits to traffic operations at some intersections because of the reduction in the number of traffic signal preemptions.

Table 1-2: Summary of Transportation Characteristics Alternative

Cost Element	Baseline	BRT	Streetcar	Modified Streetcar (6 min.)
Projected Ridership	15,670	22,490	23,080	20,670
Transit Travel Time (peak hour/peak direction)	27 min.	18 to 20 min. (up to 25% decrease)	18 to 20 min. (up to 25% decrease)	18 to 20 min. (up to 25% decrease)
Auto Travel Time (peak hour/peak direction)	15 min.	15 to 16 min. (up to 7% increase)	15 to 16 min. (up to 7% increase)	15 to 16 min. (up to 7% increase)
Total Person Through-Put (peak hour/peak direction)	2,570 persons	2,600 persons	2,740 persons	2,780 persons
Intersection Levels of Service (a.m. peak hour)	4 at LOS E or worse	7 at LOS E or worse; 1 intersection improves over Baseline*	7 at LOS E or worse; 1 intersection improves over Baseline*	3 at LOS E or worse; 2 intersections improve over Baseline*
Intersection Levels of Service (p.m. peak hour)	2 at LOS E or worse	8 at LOS E or worse; 0 intersections improve over Baseline*	6 at LOS E or worse; 0 intersections improve over Baseline*	4 at LOS E or worse; 0 intersections improve over Baseline*

Characteristics are shown for the 2030 forecast year.

* Delay must decrease by more than 20 seconds to be included

Capital cost estimates were developed for each of the Build Alternatives, and summarized for conceptual project budget purposes. The cost ranges shown in Table 1-3 represent investments in only those components that pertain directly to the proposed improvements. The estimates do not include items such as street reconstruction or utility relocation beyond that necessary to implement the transit Alternatives. Unit costs used to develop the estimates were based upon recently completed transit systems, escalated to year 2005 dollars, and modified as required for the transit investments envisioned for Columbia Pike.

Table 1-3 also presents the probable range of operating costs for the system. Note that the total net estimated operating cost of each Alternative includes a portion of the current background PikeRide service. The current annual cost of operating PikeRide services is approximately \$7 million. Each of the Build Alternatives would replace a portion of that service, resulting in a "savings" or a reduction in the amount of regular bus service required.

Table 1-3: Summary of Costs by Alternative

Cost Element	Baseline	BRT	Streetcar	Modified Streetcar (6 min.)
Length of Alignment	n/a	5.9 miles	5.9 miles	4.7 miles
Number of Fleet Vehicles	n/a	29	27	11
Total Estimated Capital Cost	\$28 million planned*	\$110 to \$120 million	\$185 to \$200 million	\$110 to \$120 million
Total Estimated Operations and Maintenance Cost	\$7.0M	\$8.2M over baseline	\$14.0M over baseline	\$5.4M over baseline

Estimated costs are shown in year 2005 dollars.

* Funds committed to Columbia Pike improvements in the approved 2005 to 2010 Transportation Improvement Program.

The technical analysis shows that the Modified Streetcar Alternative would make more efficient use of the projected capital and operating expenditures than the initial Streetcar Alternative in the near term (prior to full build-out of Columbia Pike Initiative development plans). And, while the BRT Alternative would carry more passengers per unit of capital and operating expense, a Streetcar investment would respond more favorably to the project goals related to community and economic development.

1.6 Findings and Recommendations

Based on the analysis conducted and input received, the preferred Alternative for Columbia Pike should be a small-scale project that could be developed through local sponsorship and minimum federal participation. The project should be advanced in keeping with federal requirements so that it may be kept eligible for federal funding, either under the emerging Small Starts funding program, or within the New Starts funding program where an early local investment might be applied as the local match for a later, larger federal project.

The Pike Transit Initiative study team recommends that the Modified Streetcar Alternative be carried forward as the preferred Alternative into the next phase of the project development process (preliminary engineering and environmental review).

To advance the Pike Transit Initiative as a viable project, its sponsors should continue on a course that would keep the project eligible for Federal funding. This includes making application to FTA to begin the NEPA process which will also serve to sustain public and agency awareness of and participation in the project. Given the scale of the project it is appropriate to combine the NEPA process with preliminary engineering as provided in the New Starts project development process.

Since Federal funding is contingent upon many things, some of which are not under the control of project sponsors, project advancement should also continue independent of New Starts funding determinations. In addition to moving forward with preliminary engineering and environmental work, the project sponsors must proceed with financial planning activities. These will include identifying potential sources of funds and beginning to outline a realistic framework for how and when those funds could be committed. Potential funding partners, including public and private entities, should be included as participants in this process.

Clean Special Fuel (CF) License Plate Data

Date of Data Collection	5-Feb-05	19-Mar-05	9-May-05
Total Number of Active CF Plate Registrations Statewide	8,412	8,882	9,281
Increase/(Decrease) from Previous Run	n/a	470	379
Total Number of Active CF Plate Registrations Statewide that are Hybrids	8,161	8,622	8,998
Increase/(Decrease) from Previous Run	n/a	461	376
Percentage of Total Active CF Plate Registrations Statewide that are Hybrids	97%	97.1%	97.2%
Total Number of Active CF Plate Registrations in Select Northern Virginia Jurisdictions	7,136	7,521	7,826
Increase/(Decrease) from Previous Run	n/a	385	305
Percentage of Total Active CF Plate Registrations Statewide in Select Northern Virginia Jurisdictions	84.8%	84.7%	84.5%
Total Number of Active CF Plate Registrations in Select Northern Virginia Jurisdictions that are Hybrids	6,949	7,330	7,632
Increase/(Decrease) from Previous Run	n/a	381	302
Percentage of Total Active CF Plate Registrations in Select Northern Virginia Jurisdictions that are Hybrids	97.4%	97.5%	97.5%
Percentage of Total Active Hybrid CF Plate Registrations Statewide that are in Select Northern Virginia Jurisdictions	85.1%	85%	85%

NOTE: Select NOVA jurisdictions include: Cities of Alexandria, Fairfax, Falls Church, Manassas, Manassas Park; Counties of Arlington, Fairfax, Loudoun, Prince William and Stafford (these jurisdictions were selected because they are subject to the emissions inspection program pursuant to Va. Code § 46.2-1176)



Hybrid Vehicle Registrations Increase 81 Percent In 2004

R. L. Polk & Co. reports Prius as dominant leader with 64 percent market share

SOUTHFIELD, Mich. (April 25, 2005) – Nationwide registrations for new hybrid vehicles rose to 83,153 in 2004 – an 81 percent increase from 2003 according to R. L. Polk & Co. The Toyota Prius recorded 53,761 new hybrid vehicle registrations in 2004, a 33 percent increase over 2003. The Prius occupies 64 percent of the hybrid market, a sizeable lead over the Honda Civic, which had 25,586 registrations and 31 percent market share. (Graph 1). Since the introduction of hybrid vehicles in 2000, the market has grown by more than 960 percent.

"Expectations of continuing high gas prices, combined with the introduction of new models to the consumer market, have heightened interest in hybrid vehicles," said Lonnie Miller, director of Polk's Analytical Solutions. "Hybrids offer improved fuel efficiency and lower emissions while maintaining the functionality and convenience of gasoline-powered vehicles. Hybrid technology is also easy to produce and works within the existing transportation infrastructure."

Hybrid vehicles are automobiles powered by internal combustion engines, but are also equipped with batteries recharged during driving and an electric motor to assist with power demand. There are different levels of hybrids, ranging from minor systems to "full hybrid" systems. Hybrids do not need to be plugged in, yet they deliver superior mileage and are considered environmentally-friendly alternatives to traditional internal combustion vehicles.

HYBRID BUYER OPTIONS EXPANDING

The range of hybrid vehicle choices continues to expand. In addition to the Toyota Prius, Honda Civic, Accord and Insight, and Ford Escape, several new hybrid models were introduced in the past few months including the Dodge Ram, Lexus RX 400h and the Mercury Mariner. The 2006 model year will expect to see the introduction of a hybrid version of the Saturn VUE, Toyota Highlander and the Nissan Altima. Major manufacturers are planning a total of almost a dozen new hybrid vehicles in the next three years.

REGIONAL STRENGTHS

California strongly outpaces all other states in new hybrid vehicle registrations. In 2004 there were 25,021 new hybrid vehicle registrations in California, about 4.5 times that of second place Virginia with 5,613. Washington came in third with 3,441; Florida came in fourth with 3,272 and Maryland rounds out the top five with 3,238 new hybrid vehicle registrations in 2004 (Table 1).

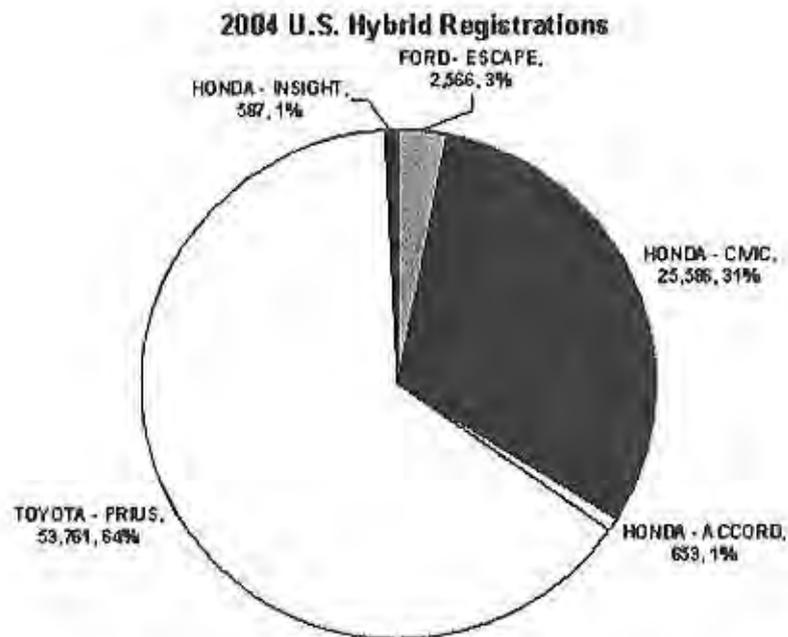
Similarly, Los Angeles remains the top metropolitan area for hybrid vehicles with 10,399 new hybrid vehicle registrations in 2004, more than doubling the total from 2003. San Francisco came in second at 8,051 followed by Washington D.C. with 6,473 new hybrid vehicle registrations. New York came in fourth at 3,779 followed by Seattle with 2,857 new hybrid vehicle registrations in 2004. Each of these markets experienced significant growth in the number of new hybrid vehicle registrations compared with the previous year, a confirmation of the robust strength of this new vehicle segment. (Table 2)

About R. L. Polk & Co.

R. L. Polk & Co. is the premier provider of automotive information and marketing solutions. Polk collects and interprets global data, and provides extensive automotive business expertise to help customers understand their market position, identify trends, build brand loyalty, conquest new business and gain a competitive advantage. Polk helps automotive manufacturers and dealers, automotive aftermarket companies, finance and insurance companies, advertising agencies, consulting organizations, government agencies and market research firms make good business decisions. A privately held global firm, Polk is based in Southfield, Mich. with operations in Australia, Brazil, Canada, China, France, Germany, Italy, Japan, Mexico, the Netherlands, Spain, the United Kingdom and the United States.

R. L. Polk & Co. is the premier provider of automotive information and marketing solution interprets global data, and provides extensive automotive business expertise to help cust their market position, identify trends, build brand loyalty, conquest new business and gai advantage. Polk helps automotive manufacturers and dealers, automotive aftermarket cc and insurance companies, advertising agencies, consulting organizations, government ag research firms make good business decisions. A privately held global firm, Polk is based i with operations in Australia, Brazil, Canada, China, France, Germany, Italy, Japan, Mexico Spain, the United Kingdom and the United States.

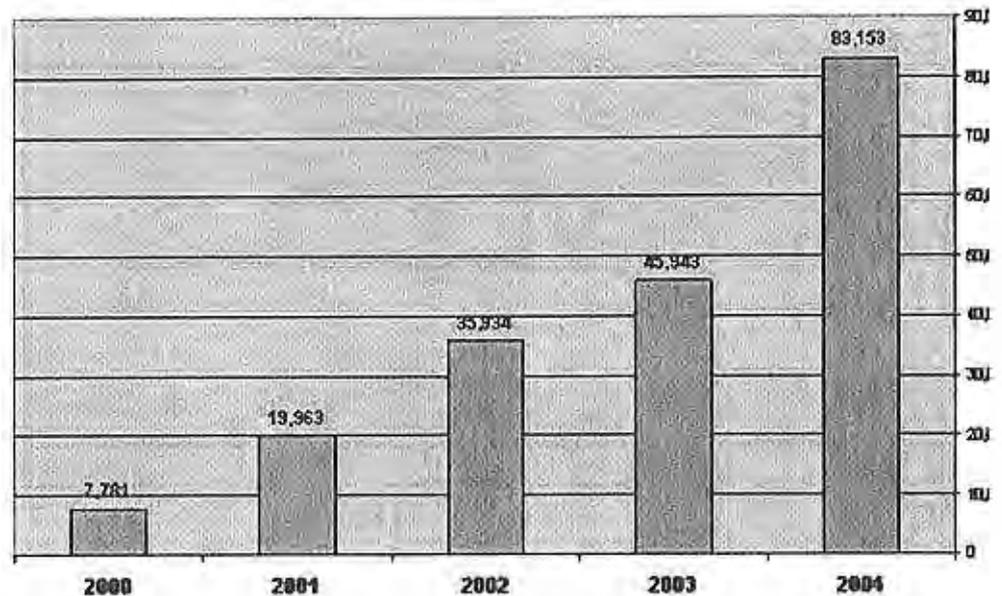
Graph 1



Source: R. L. Polk & Co. U.S. registrations

Graph 2

U.S. Hybrid Market Growth



Source: R. L. Polk & Co. U.S. registrations

Table 1

Top States 2004 - New Hybrid Registrations

State	2004	% Change vs. 2003
1 CALIFORNIA	25,021	102.3%
2 VIRGINIA	5,613	56.7%
3 WASHINGTON	3,441	73.0%
4 FLORIDA	3,272	60.2%
5 MARYLAND	3,238	66.4%
6 NEW YORK	3,123	84.2%
7 TEXAS	2,922	63.2%
8 ILLINOIS	2,707	74.0%
9 MASSACHUSETTS	2,590	81.5%
10 PENNSYLVANIA	2,308	83.8%
11 OREGON	2,282	103.9%
12 NEW JERSEY	2,053	137.9%
13 OHIO	1,763	42.3%
14 NORTH CAROLINA	1,715	75.2%
15 ARIZONA	1,672	76.9%

Source: R. L. Polk & Co. U.S. registrations

Table 2**Top DMAs 2004 - New Hybrid Registrations**

	DMA®	2004	% Chan
1	LOS ANGELES	10,399	10
2	SAN FRAN OAKLAND SAN JOSE	8,051	9
3	WASHINGTON DC	6,473	5
4	NEW YORK	3,779	11
5	SEATTLE TACOMA	2,857	6
6	BOSTON	2,720	8
7	SACRAMENTO STKTN MODEST O	2,182	10
8	CHICAGO	2,122	7
9	SAN DIEGO	1,851	13
10	PHILADELPHIA	1,770	8
11	PORTLAND OR	1,767	10
12	BALTIMORE	1,514	7
13	DENVER	1,432	7
14	PHOENIX	1,217	8
15	DALLAS FT WORTH	1,076	8

Source: R. L. Polk & Co. U.S. registrations

[Back to News](#)

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 Southfield, MI 48034
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COMMONWEALTH of VIRGINIA
Office of the Governor

Mark R. Warner
Governor

April 7, 2005

RECEIVED

APR 13 2005

Mr. Paul Ferguson, Chairman
Northern Virginia Transportation Commission
4350 N. Fairfax Drive, Suite 720
Arlington, Virginia 22203

Dear Mr. Ferguson:

Thank you for your letter concerning the HOV lanes on I-95/I-395 in Northern Virginia.

The Virginia Department of Transportation is examining various scenarios to improve operations on the facility and the recommendations of the HOV Enforcement Task Force. Although increasing police presence and increasing fines and penalties for HOV violations have made considerable progress, enforcement continues to be an issue on all HOV lanes. The HOV Enforcement Task Force will continue to meet to address this issue as well as to develop long term strategies for HOV operations.

We appreciate the input and support of the Northern Virginia Transportation Commission, and hope that your staff will continue to participate in the HOV Enforcement Task Force.

I hope this information is helpful. Again, thank you for writing.

Sincerely,


Pierce R. Homer
Secretary of Transportation

Sincerely,


John W. Marshall
Secretary of Public Safety

Copy: Mr. Philip A. Shucet



March 10, 2005

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Hon. Paul Ferguson

Vice Chairman

Hon. Gerald E. Connolly

Secretary/Treasurer

Hon. David F. Snyder

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Hon. Ludwig Gaines

Arlington County

Hon. Paul Ferguson

Hon. Jay Fisetle

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**Virginia Department of Rail
and Public Transportation**

Karen Rar

Virginia General Assembly

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Sen. Mary Margaret Whipple

Del. David B. Albo

Del. Adam P. Ebbin

Del. Timothy D. Hugo

Del. Gary A. Reese

Executive Director

Richard K. Taube

Honorable Whittington W. Clement
Secretary of Transportation
202 N. Ninth St., Room 523
Richmond, VA 23219

Honorable John W. Marshall
Secretary of Public Safety
202 N. Ninth St., Room 613
Richmond, VA 23219

Dear Secretary Clement and Secretary Marshall:

At its meeting of March 3, 2005, the Northern Virginia Transportation Commission reviewed the findings and recommendations of the HOV Enforcement Task Force that you created. We also carefully examined the February 25, 2005 letter from VDOT Commissioner Shucet to FHWA Division Administrator Fonseca-Martinez on this subject. Further, we examined data on HOV capacity, violations and hybrid vehicle use.

NVTC believes that the increased use of hybrid vehicles is very good for this region, creating cleaner air and fuel savings. Our citizens are doing the right thing by switching to these vehicles and they should not be penalized for their own success. We noted that a recent Washington Post survey of this region's commuters found that 55% of Virginia's respondents favored allowing hybrid vehicles on HOV lanes.

In examining the data included in Commissioner Shucet's letter, we observed that violators comprised more vehicles than hybrids at virtually all times and locations on the HOV lanes. This suggests to us that the top priority must be immediate enforcement while the growth of hybrids is monitored and suggestions for altering hybrid access are evaluated.

As a result of our discussion we wish to share these additional comments:

- 1) Since the HOV lanes are already at or near

capacity, the immediate development of a performance monitoring system and remedial plan to address this issue is required, and the elements listed in Commissioner Shucet's letter provide an excellent mix, starting with better enforcement. We do note, however, that given present trends, waiting until this summer to agree on an action plan may be too late.

- 2) Regarding the HOV exemption for hybrid vehicles, we note that the present exemption expires on July 1, 2006 and the Virginia General Assembly did not act during this session to change the exemption, nor did your task force recommend that it do so. Nonetheless, the growth of such vehicles on the HOV lanes is occurring at a startling rate and may require some remedial action, as long as it is not punitive and includes enhanced enforcement of HOV violations.

The Northern Virginia Transportation Commission has been active in monitoring the use of the Shirley Highway HOV lanes from the beginning and serves as an advocate for HOV use in general. Current trends point to even more congestion on the HOV lanes. This is a very serious threat. We are anxious to assist you in whatever way you request in developing an action plan to ensure that our HOV lanes continue to function effectively, without unduly penalizing hybrid drivers.

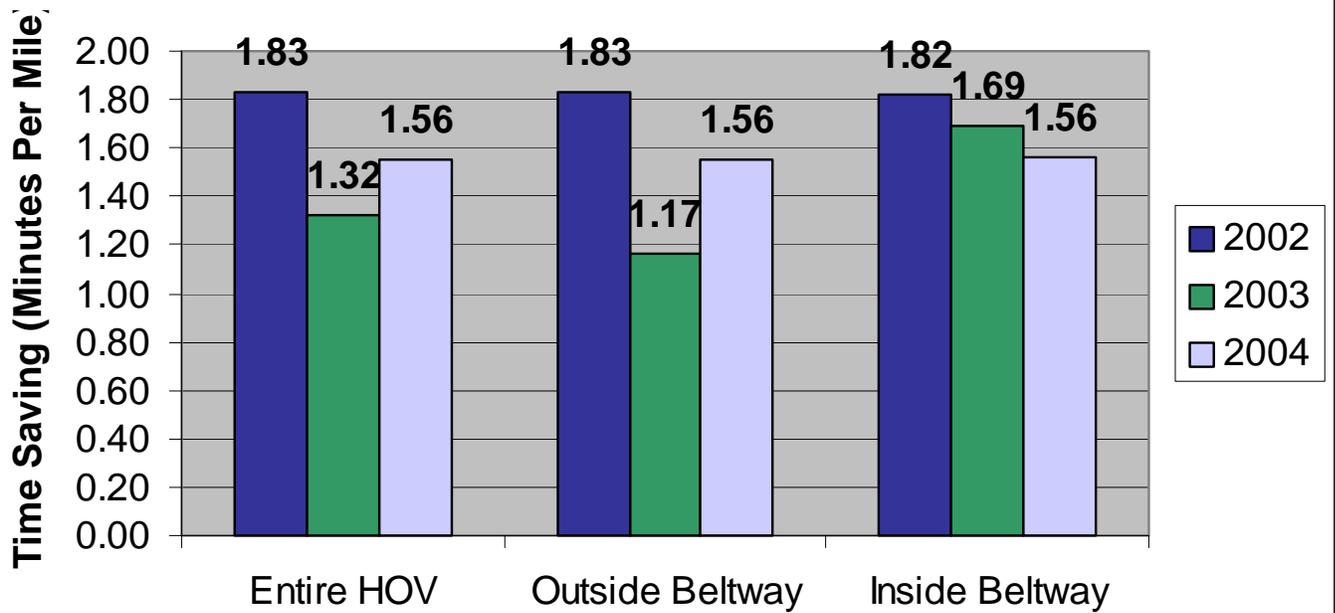
Sincerely,



Paul Ferguson
Chairman

cc: Phillip A. Shucet

TRAVEL TIME SAVINGS PER MILE ON HOV LANES





COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

Pierce R. Homer
Secretary of Transportation

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 528-1120

August 23, 2005

Honorable Paul Ferguson
Chairman
Northern Virginia Transportation Commission
4350 N. Fairfax Drive, Suite 720
Arlington, Virginia 22203

Dear Paul:

Thank you and the members of the NVTC for your interest and thoughtful recommendations for increasing participation in teleworking in Northern Virginia and throughout the Commonwealth. We appreciate the enthusiasm and effort NVTC staff devoted to the study.

The Department of Rail and Public Transportation (DRPT) currently is working on several initiatives that directly address some of your recommendations. In cooperation with VDOT, MDOT and MWCOG, the Commuter Connections Telework Resource Center is being re-evaluated to address in a more effective manner the barriers that exist to teleworking. We expect that future efforts will focus more heavily on teleworking from home rather than the Federal telework centers. This will raise the level of effort in the market segment with the greatest potential return on investment.

At the same time, after extensive evaluation, DRPT is re-vamping the Telework!Va program which provides a financial incentive for private sector and non-profit companies to develop a formal telework program. The requirements for participation have been eased to increase participation. A major initiative is under way to develop an internet-based, comprehensive self-help training program designed specifically to overcome the two most common barriers to adopting a telework program. It will provide turn-key assistance to any company wishing to develop and implement a telework program. This will bring a valuable resource not only to businesses in Northern Virginia, but throughout the state. The four different modules will be complete by Spring, 2006 and will come on line individually as they are developed. Upon completion of the internet-based program, marketing promotion will begin.

Mr. Paul Ferguson
August 23, 2005
Page Two

DRPT has asked that a member of the NVTC staff join the Commuter Connections Telework Sub-Committee as a means of providing NVTC input in shaping regional telework initiatives and the revised Telework!Va curriculum.

At the state agency level there are about 5,600 classified state employees working in Northern Virginia. Most of them work for VDOT or George Mason University. At the VDOT Northern Virginia District Office, 7% of the 936 employees participate either formally or informally in telework arrangements. Even though teleworking is not practical for many VDOT employees, there is an active telework program at the District and VDOT is working to increase participation in the program. I have asked the District Administrator to seek a 10% participation rate. George Mason University advises DRPT that over half of their workers conduct some of their work at home via computer. Teleworking can be effective both in formal arrangements where the employee works from home a set number of days according to a predetermined schedule or through informal arrangements where an employee will telework when schedules and conditions permit.

Here in Richmond, DRPT, the Department of Human Resources (DHRM), and the Virginia Information Technology Agency (VITA) are forming a team to address the issues and barriers of implementing telework programs encountered by state agencies. The team will seek to uncover any conflicting programs, policies, eligibility requirements and management practices that may artificially inhibit the implementation of successful telework programs. A state employee telework policy has been in effect for 10 years, complete with guidelines and sample agreements for use by individual state agencies. Agencies currently monitor the formal telework agreements among employees and report them to the General Assembly on an annual basis. A state agency version of the Telework!Va training program will be developed to provide agencies access to turn-key training currently not available. In addition, the local Commuter Assistance Agencies will provide specific technical assistance as needed to state agencies as well as local businesses.

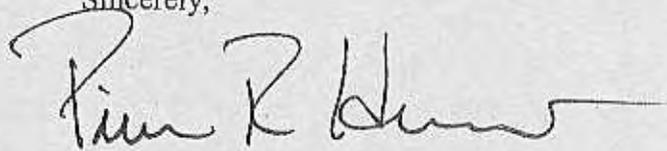
Considerable groundwork is under way to bring Virginia a more aggressive telework program. The various Northern Virginia programs are among the best in the country. DRPT intends to work statewide coordinating the various telework efforts and to work with state agencies to accelerate the adoption of telework programs, and evaluate and report the success of our efforts.

Lastly, I take seriously your request for a regional statewide telecommuting board. Before we think about creating a new entity, I would ask that NVTC seriously consider taking this responsibility on for its member jurisdictions. It would be a natural complement to the transit and other demand management activities of the Commission. Perhaps PRTC and Hampton Roads Transit could take on similar responsibilities as well.

Mr. Paul Ferguson
August 23, 2005
Page Three

Thank you and the Commission for your concern, your study, and your support for teleworking as a tool for congestion management and improving our resident's quality of life. If you have any questions about our telework plans and programs, please do not hesitate to ask.

Sincerely,

A handwritten signature in black ink, appearing to read "Pierce R. Homer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Pierce R. Homer

PRH:es

Copy: Ms. Karen J. Rae
Mr. Dennis Morrison
Mr. Charles Badger
Ms. Gus Robey



NVTC

Northern Virginia Transportation Commission

July 21, 2005

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Hon. Paul Ferguson

Vice Chairman
Hon. Gerald E. Connolly

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

Virginia General Assembly
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Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Adam P. Ebbin
Del. Timothy D. Hugo
Del. Gary A. Reese

Executive Director
Richard K. Taube

The Honorable Pierce Homer
Secretary of Transportation
1111 East Broad Street, 3rd Fl, Rm 3054
Richmond, VA 23219

Dear Secretary Homer:

When you spoke to our commission in early June, you invited us to contact you with specific ideas about how the commonwealth could boost the effectiveness of telework in Virginia and take the lead in encouraging local governments and businesses to implement this low cost/high productivity method to reduce traffic congestion and clean our air.

At our July 7th meeting we carefully reviewed a background paper prepared by NVTC staff and agreed on a set of recommendations to share with you. The 10 recommendations are listed on a short attachment in priority order. The informative background paper is also attached.

The paper documents that persons teleworking in the Washington Metropolitan area already save a very impressive two million vehicle miles traveled, 100,000 gallons of gas and 1.5 tons of NOx emissions per day. Fairfax County is on track to meeting its goal of 20% of eligible employees teleworking one or two days a week (1,000 out of 5,000).

The pay off from meeting the region's telework goals is stunning: there are approximately 320,000 workers in this area that now telework at least one day a week. If an additional 180,000 workers would telework, MWCOCG would meet its regional 20% goal. Meeting that goal would almost match the ridership of the entire Metrorail system on an average day.

NVTC regards the need for strong state leadership on this issue to be of the utmost importance. We urge you to work with the entire Warner Administration to elevate these proposed telework policies to be a top priority in the next few months.

Secretary Pierce Homer
July 19, 2005
Page 2

We are, of course ready to support such an effort with whatever assistance we can provide. Please let us know your reactions to our proposals and contact us if we can be helpful in implementing them.

Sincerely,

A handwritten signature in cursive script that reads "Paul Ferguson".

Paul Ferguson
Chairman

cc: CTB Members

**NVTC Recommendations for Improved Telework
Policies in the Commonwealth of Virginia**

1. The commonwealth should implement existing statutes by establishing specific goals for telecommuting by its own employees, especially for those located in dense urban areas, on an agency by agency basis. At the very least one or more state agencies should be designated as pilot agencies for the commonwealth to get the ball rolling.
2. Use existing federal or local telework agreements as a model to offer state employees quick and easy on-line access to facilitate necessary documentation of employee performance requirements, since the current state agreement is not serving that purpose.
3. As directed by state statute, conduct telework audits to identify which state employee positions (at every level) are or are not applicable for telework, using the federal government audit as a model. Be certain to identify institutional and technological barriers.
4. Develop and promote clear telework policies, educational tools and sample HR manuals that can be customized. Use the federal www.Telework.gov as a model. Conclude work on the state website and begin to use it.
5. Centralize telework information -- it needs to be clear and concise. Maintain accurate statistics on eligible state employees, agency goals, and actual teleworkers using common definitions. It should be as easy as one stop shopping for an individual or business. The federal government has successfully done this—so too should the commonwealth and the region for its employees and as a model for local governments and the private sector.
6. Initiate an aggressive marketing campaign to promote telework at both state and local levels as a team effort. Clearly brand telework as another piece of the multimodal “pie”—offering yet another choice for commuters. This means marketing telework as a viable sustainable solution that doesn't have to be a full time commitment.
7. Identify adequate and sustainable funding for the Telework!VA program including outreach and website promotion. Find a dedicated state source to support marketing efforts, web site and centers without intruding on existing sources for transit.

8. Create a Virginia telework council. NVTC recently sent a letter to Governor Warner referencing past efforts by Del. Jim Scott and others to create such a council. The council should also be responsible for a significant education and outreach effort designed to increase knowledge, understanding and benefits of teleworking for Virginians.
9. Provide tax incentives for companies to implement programs. Reimburse employers/employees for the costs of phone and internet services for telework. Develop strong partnerships with private industries that sell equipment to support teleworking and encourage equipment discounts and donations to regional telework centers. Tie donations or discounts to a cross marketing campaign with private industries that will benefit from additional equipment sales.
10. Consider whether the usefulness of telework centers could be enhanced with broader community benefits and services, similar to the televillage or e-village concepts in California and Illinois. Alternatively, determine if telework centers are no longer viable since telecommunications improvements have made work at home such an attractive possibility. If so, direct resources to more productive uses.

**BACKGROUND AND RECOMMENDATIONS
FOR IMPROVED TELEWORK POLICIES
IN THE COMMONWEALTH OF VIRGINIA**

Kala Leggett Quintana

--July 20, 2005--

Introduction

NVTC has agreed on 10 prioritized telework recommendations, which it is submitting to Pierce Homer, Secretary of Transportation of Virginia, for his further consideration. The recommendations are listed in the last section of this report. As described below, promising telework initiatives are underway at all levels of government and the private sector but given the enormous potential to reduce traffic congestion and clear our air, NVTC believes more needs to be done to provide strong leadership and cut through bureaucratic red-tape and institutional inertia. NVTC's recommendations call on state government to take the lead in accomplishing these improvements.

According to the Washington Metropolitan Council of Governments, telework is defined as “*wage and salary employees who at least occasionally work at home or at a telework or satellite center during an entire workday, instead of traveling to their regular workplace.*” In reporting the extent of telework in this region, MWCOG further refines that definition to specify that a teleworker does so at an average of 1.36 days per week (this is the average based upon the range of respondents who telecommute as many five days per week to respondents who commute less than one day per month).

The Texas Transportation Institute estimates that commuters in the Washington DC region spend an average of 69 hours stuck in traffic each year, a number that continues to rise and which places Northern Virginia as #3 in the nation for worst traffic congestion. As a result of severe congestion the region has had to look at alternatives to ease these challenges. One of those alternatives is telework.

Telework offers great promise to ease traffic congestion and clean the air in the Metro Washington Area. Residents in the region have access to technology and many have jobs that are telework appropriate. More and more government agencies and private companies in the commonwealth are embracing teleworking as a practical alternative for their employees. However, getting management buy in, developing trust with their workers and making the shift to results-based management and institutionalizing opportunities through outreach to Human Resources Departments continue to be challenges for governments and private industry alike. Middle management continues to struggle with the concept in terms of personnel management and ensuring that they are achieving maximum productivity from their teleworking employees.

What follows is a comprehensive report on the emergence of telework into the mainstream working culture. Perspectives from a federal, state and local level are also offered.

The Emergence of the Telework Concept Into the Mainstream

Telework as a viable choice over traditional commuting continues to develop and take hold in the mainstream. According to Nicole Ellison in her book Telework and Social Change¹, "True social change usually takes about fifty years and, in truth, teleworking is ahead of the social learning curve."

According to an article² by Wendell Joice, Ph D, Research Psychologist of the U.S. General Services Administration's Office of Government-Wide Policies, recent studies, such as those from the International Telework Association (ITAC), indicate that there is a gradual but steady increase in both utilization of and interest in work arrangements that allow employees to work at least part of the time at alternate worksites in or close to their residences. Joice states, "Such work arrangements, commonly known as telework, telecommuting, or flexiplace, have been in use for well over a decade, and as it grows in prominence, telework seems poised to become a mainstream workplace option with global applications rather than an occasional perk."

Extent of Teleworking in the U.S.

Estimates of the number of U.S. workers teleworking now and in the future vary. A recent Department of Energy study³ projects the number of U.S. telecommuters to reach 17.5 million in the year 2005 (16% of all workers), and 29.1 million in 2010 (27.4% of all workers). Especially here in one of the nation's most congested areas, telework can make an important, positive contribution to the region's economic viability and quality of work-life.

According to a March 2002 U.S. Bureau of Labor Statistics survey, one in seven (14%) American workers worked at home at least once per week during 2001.

Access Markets International Partners, a New York based telecom and internet research group, predicts that more than half of the U.S. workforce (approximately 67 million people) will telework in some form by 2006, bringing this alternative work option into the mainstream.

¹ Ellison, Nicole. Telework and Social Change: How Technology is Reshaping the Boundaries Between Home and Work. (Praeger, 2004).

² Joice, Wendell, "The Evolution of Telework in the Federal Government," Executive Update Online February, 2003.

³ Department of Energy, 1998.

Tangible and Intangible Benefits to Telecommuting

A primary goal of telecommuting continues to be as a congestion mitigation tool; however telecommuting has a greater potential to address the challenges faced by communities affected by urban sprawl. If workers are able to disassociate their housing choices from their actual work location telecommuting has the potential to change the structural make-up of communities. Telework experts warn decision makers to be vigilant and ensure that telework doesn't actually drive sprawl and instead use it as a tool to "shape a new kind of balanced, urban lifestyle."⁴

Teleworking, when properly managed, has many advantages over traveling to a central office:

For the Employer:

- Increases productivity
- Reduces overhead and occupancy costs
- Helps recruit and retain good employees
- Improves attendance
- Increases efficiency through advanced technology

For the Employee:

- Increases productivity
- Promotes job satisfaction
- Reduces commuting time
- Reduces transportation expenses
- Improves quality of life (more family and personal time, less stress)

For the Community:

- Decreases traffic and highway congestion
- Lessens parking problems

⁴ Robinson, Nancy "Home Office Space: Freed from Their Cubicles, Where Will Commuters Go Instead?" The Next American City October, 2004.

- Decreases air pollution
- Reduces energy consumption
- Increases time for civic involvement

A 1999 Telework America (a public-private education effort funded by the non-profit International Telework Association and Council - ITAC) survey discovered that **companies in which employees telework can save up to \$10,000 per teleworker, per year in reduced absenteeism and retention costs.** As part of its Telework America program, ITAC has conducted ongoing research to better understand how Americans are working from home and other locations.

According to Professor Patricia L. Mokhtarian, Director of the Telecommunications and Travel Behavior Research Program at the University of California, Davis's Institute of Transportation Studies, telecommuting is not for everyone. "Many people just don't have the drive to telecommute," she says. "The natural level of telecommuting in the workforce is relatively modest. The real barrier is usually something institutional or social or psychological."⁵

Telework and the Federal Government

The Washington, DC metropolitan area is one of the more active locations for telework. Some of this DC-area activity emanates from the region's largest employer, the federal government.

The federal government has had an enlightened approach to telework for over a decade. It has determined eligible employees, set agency goals and mandated compliance. It measures and reports progress and maintains helpful websites to promote new teleworkers.

In addition to general legislation (Public Laws 104-52, § 620 (31 USC 1348) of Nov. 19, 1995 and 105-277, Omnibus Appropriation Act, Title IV, § 630, of Oct. 21, 1998:) that created telework mandates, the General Services Administration (GSA) was given legal authority in 1994 to establish telework centers where appropriate under Public Law 103-123; (107 stat. 1226). This law provided funding for the acquisition, lease, construction, and equipping of telecommuting centers in the Washington DC area.

Throughout the process of developing the federal telework program, Congress played a significant role. As early as September of 1992, Congress authorized GSA to set aside \$5 million to:

⁵ Robinson, Nancy "Home Office Space: Freed from Their Cubicles, Where Will Commuters Go Instead?" The Next American City October, 2004.

1. Establish telecommuting centers in the greater Washington, D.C. area (Public Law 102-393); and
2. Promote and implement telecommuting within the federal government.

In 1993, Congress modified that legislation by increasing the appropriation to \$6 million. The project born of this appropriation became known as the Interagency Telecommuting Pilot Project.

Due to the success and popularity of the Interagency Telecommuting Pilot Project, Congress appropriated another \$5 million in 1995 for the expansion and continuation of the telecommuting center project in the metropolitan Washington area. GSA then began establishing partnerships in several localities around Washington, D.C. to plan, manage, and promote the telecommuting effort in their geographic areas.

In October of 1998, Congress passed an Appropriations Bill that included \$2.1 million for the acquisition, lease, construction, and equipping of "flexiplace telecommuting centers."

Legislation, Public Law 106-346, Section 359, enacted in October, 2000 mandated goals and timetables for increased federal utilization of telework:

"Each executive agency shall establish a policy under which eligible employees of the agency may participate in telecommuting to the maximum extent possible without diminished employee performance. Not later than 6 months after the date of the enactment of this Act, the Director of the Office of Personnel Management shall provide that the requirements of this section are applied to 25 percent of the Federal workforce, and to an additional 25 percent of such workforce each year thereafter."

To provide additional structure for government managers and workers, GSA established www.telework.gov, a comprehensive website designed to assist agencies, management and employees, at all levels, with understanding and implementing telework programs.

Beginning in 2001, the Office of Personnel Management (OPM) and GSA conduct an annual survey of teleworking in the federal government.

In their State of Teleworking in Government 2004 report, OPM and GSA reported that the number of telework-eligible and teleworking employees continues to grow. In 2003, federal agencies nation-wide reported that a total of 751,844 employees (43 percent) are eligible to telework, compared with the 625,313 employees (35 percent) reported in 2002. This represents an increase of 126,531 (more than 20 percent) telework-eligible employees.

For the purpose of this report the federal government defines telework--using the definition from P.L. 106-346-- as "an alternative work arrangement for employees

to conduct all or some of their work away from the primary workplace. This concept can be applied to a variety of work experiences. The work location might be a residence, a telecenter [described later in this document], an office closer to the employee's residence, or another acceptable location. The telework schedule may be fixed or episodic." Further, an eligible employee is one "whose job may typically be performed at least one day per week at an alternative workplace."

According to the Office of Personnel Management, the number of employees teleworking grew from 90,010 in 2002 to 102,921 in 2003. Most noteworthy is that from the first telework survey in April 2001 (when 53,389 employees were teleworking) until October 2003 (with 102,921 reported federal teleworkers) there has been an overall increase of 93 percent in the number of employees teleworking.⁶

For this annual survey teleworkers are divided into two categories: core and situational. To qualify as a core worker, federal employees must telework at least one day per week. Situational teleworkers must telework at least one day per month. Core teleworkers averaged six days per month and situational teleworkers averaged three days per month.⁷

The conclusion of the report is that telework is growing steadily in the Federal Government, whether measured by the number of employee's teleworking or by the growing maturity of agency telework programs. Telework is slowly but steadily moving into the mainstream, as an expected part of an effective agency's personnel strategy, rather than as a "special" program needing a great deal of external support.

Thanks to the efforts of Congress and the work of GSA, other important telework-related initiatives are now underway. The White House and GSA are undertaking efforts to establish better links between telework and emergency preparedness. Congressman Frank Wolf of Virginia has recently introduced in Congress "The National Telecommuting and Air Quality Act." This Act would establish an air pollution credits trading program, which would offer organizations credits for avoiding nitrogen oxides emitted from vehicles if they let their employees telework or participate in other pollution-reducing initiatives.

In April 2005, the federal government teamed up with private industry to help them further develop their telework program. A group of public and private executives announced a new web site to help promote telework in the federal government and end the bureaucratic gridlock that has prevented it from flourishing.

⁶ Office of Personnel Management. Status of Telework in the Federal Government 2004
<http://www.telework.gov/documents/tw_rpt04/status-director.asp>

⁷ Office of Personnel Management. "Status of Telework in the Federal Government 2004."
Figure 2, "Core and Situational Teleworkers"
<http://www.telework.gov/documents/tw_rpt04/status-results.asp>

The web site -- www.teleworkexchange.org -- is intended to provide information to federal employees about how they can join the telework ranks. It also provides an online chat room called the Water Cooler for federal workers to discuss problems. To promote the new web site, they have distributed bumper stickers that say, "*Honk if you'd rather be teleworking*" and "*My other car is a PC.*"

The web site features calculators that tally the cost of federal commuting and include the potential savings both in cost and environmental impact. Federal employees can register on the site and log how many miles they commute to work or save by teleworking.

Industry partners for the partnership, known as the Telework Exchange, include Intel, CDW Government, Citrix Systems and Juniper Networks.

Telework and Private Industry in the Washington Metro Area

As local residents commonly say, however, there is far more going on in the DC area than just the federal government. This is certainly true of telework activity.

A prominent advocate of telework in the private industry for DC is the Metropolitan Washington Council of Governments (COG). COG defines a teleworker as a "wage or salaried employee who occasionally works at home or at a telework center during an **entire** work day instead of traveling to their work place."

In 2001, COG set an aggressive goal: to have 20 percent of the total workforce in the Washington, DC region teleworking by the year 2005. To date, COG reports that 12.8% (or 320,000 people) of the workers in the Metropolitan Washington area telecommute at least 1.3 days per week (up from 11.8% last year), falling short of their goal by 7.2% -- or 180,000 workers.

COG's latest State of the Commute report indicates that between 2001 and 2004 federal teleworkers in the Washington Metro area increased each year from 6.9% to 11.8% and non-federal teleworkers in the Washington Metro area increased each year from 12.6% to 13.4%.

COG also reports that of those **not** teleworking, 25% have telework appropriate job responsibilities and 19% (or 420,000 workers) could and would telework, if offered the opportunity.

According to COG, teleworkers are reducing congestion, saving fuel and reducing NOx emissions. COG reports that teleworkers are responsible for the savings of over 2 million vehicle miles traveled, 100,000 gallons of gasoline and 1.5 tons of NOx emissions -- **per day.**

COG's Commuter Connections programs have spearheaded the effort to promote telework. Commuter Connections is a regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments. Commuter Connections also helps employers establish commuting benefits and assistance programs, including telework/telecommute programs, for their employees. Funding for Commuter Connections is provided to the Metropolitan Washington Council of Governments by the U.S. Department of Transportation, District of Columbia Department of Transportation, Maryland Department of Transportation, and Virginia Department of Transportation. Many of the local Commuter Connections members receive grant funding directly from their respective state governments.

Due to the efforts of the federal government and COG an aggressive public policy is in place here. Such an aggressive policy means a dramatic increase in the number of teleworkers in the DC area in a relatively short period of time, and it has spurred a variety of local telework-development activities.

Telework Centers in Virginia

Currently, there are eight telework centers in Virginia all of which are in Northern Virginia and are part of a pilot program sponsored by the General Services Administration (GSA): City of Fairfax, Fredericksburg, Herndon, Manassas, Stafford, Sterling, Winchester and Woodbridge. The Fairfax, Herndon and Manassas centers are managed and operated by NoCommute.org and are a cooperative effort between the GSA, George Mason University's Mason Enterprise Center, and Lockheed Martin. The Fredericksburg, Stafford and Woodbridge centers are a cooperative effort between the GSA and the Rappahannock Area Development Commission. The Sterling and Winchester are not partners with any private entity.

All centers in Virginia were built with GSA funds. According to a 1998 Ernst and Young Telework Survey, the telework centers funded by GSA were built at an average cost of \$400,000 and offer an average of 30 work stations at each location. Operating costs for these 30 work station centers average approximately \$250,000 annually.

The Virginia telework centers are open to both federal employees as well as private sector employees. However, the Manassas center is only open to US citizens.

The average fee charged for a non-federal worker is \$115 per workstation per month for access to a workstation one day per week. Federal workers using the facility are billed for their usage by GSA quarterly. This fee is reimbursed by their agency. By federal law, agencies must set aside \$50,000 annually for this purpose.

The Virginia telework centers can all be found in strip malls or adjacent to corporate campuses. Approved workers have access to the telework centers 24 hours a day.

The telework centers offer the latest computer technology, high speed internet access and on site technical support. They also allow teleworkers to make an "electronic reservation" for a station at a center.

All centers have a digital telephone system with voice mail, LaserJet printers, scanners, shredders, photocopier and a plain-paper fax machine. The computer equipment at each center includes networked Pentium-class IBM-compatible PCs with high-speed internet access, DSL, individual modems or a modem pool for dial-out, Microsoft Windows, PC Anywhere for Windows, Microsoft Office Professional (Microsoft Word, Excel, PowerPoint, Access), Corel Perfect Office 7 for Windows, Symantec Lotus 1-2-3 for Windows, Microsoft Internet Explorer, Netscape Communicator/Navigator, and Norton or McAfee Antivirus. Four of the Virginia centers offer video conferencing.

While teleworking has some impact on congestion related issues in the region, telework centers are not necessarily profitable. The majority of telework centers do not reach profitability or cover their operating expenses from the fees they charge. Most telework centers have also had difficulty filling their workstation seats to maximum capacity. On average, the telework centers are only at 52% capacity on any given day.

The lack of a financially successful telework program has been attributed to many factors: foremost among them is an outdated fee schedule set by the government that fails to adequately recover all operating and construction costs. Other reasons include poor marketing and non-centralized organization of the telework centers.

However, the success of any telework program cannot be measured by profitability alone. It must instead be gauged by a combination of cost savings to the government and employers and the improved quality of life for employees using the center, as well as potential congestion relief and air quality benefits for the entire population.

Various studies completed by the GSA have evaluated the costs and benefits of the telework center programs. While reports in recent years have declared the program a failure when strictly based on financial terms, the 1998 Ernst and Young study noted several of the program's achievements, including improving quality of life for workers, increasing worker productivity, and achieving an "economically attractive alternative to the daily commute." The Ernst and Young report also suggested steps through which telework centers could become a financially viable program. One way to increase the success of a center, by increasing the profitability and making it a more valuable community asset, is to diversify the clients and number of uses for the center. This can be done through

a variety of means, including: a small-business incubator, a support facility to home-based telecommuters, executive suites for businesses, a community training internet access center, and a conference or meeting center.

But given the rapid force of technological development, many are now rethinking the concept of these centers; it seems that work at home offers most of the advantages and few of the disadvantages. This has lead some to recommend that telework centers need to perform a wider variety of community services. This concept is explained further in the next section.

The Marriage of Telecommuting Centers and Urban Planning

In Compton, California, a private firm, along with the Los Angeles County Metropolitan Transportation Authority, the City of Compton, and the Drew Economic Development Corporation, built the Blue Line Televillage, at a cost of \$659,000, to bolster economic opportunity in an otherwise depressed area. Adjacent to a 26-mile light rail system, the televillage attempts to reduce community reliance on automobiles by providing virtual services, like ATM access, through interactive kiosks. The televillage also incorporates a community meeting room, a state-of-the-art computer center, video conferencing facilities, education programs, and telecommuting workstations. The modest participation fee, no more than \$10 per family per year, and the walking distance to most local residences ensures community-wide accessibility.

In contrast to Virginia's telework centers, these centers offer one stop high tech "shopping" for area residents who may not otherwise have access to the latest technology. Overall 620 memberships were sold during the demonstration period of nine months from 91 different zip codes in central Los Angeles, Santa Monica and the Orange County border, suggesting that there was wide spread interest in the TeleVillage concept. The concentration of members came from 3 zip codes (52% from 3 zip codes). Consistent with the design concept the televillage functioned as an activity center for the immediate area as intended. Overall, participants rated the Blue Line TeleVillage demonstration project was deemed successful. By marrying technology and old-fashioned community planning, the Compton facility's success is encouraging for future projects.

Riverdale, located just outside Chicago, is a 110-year-old Frederick Law Olmstead-designed village in need of economic redevelopment. The village will begin its transformation with a network station and e-Village. Telecommuting can play a significant role in creating more communities with a relative balance of jobs, housing, services, recreation, and amenity. Seimbab consultants completed the technical report in April, 2003 and Riverdale is in search of funding for the effort.

Communities like these offer many benefits to their residents like reducing travel times, fostering economic stability and a better quality of life, and promoting environmental sustainability. E-villages like these can provide attractive alternatives for many people, whether they want to live in city or country.

Virginia's Telework Initiatives

Eight percent of Virginia residents are currently classified as teleworkers (teleworking at least eight days a month or slightly less than two days a week). This amounts to well over 560,000 of Virginia's seven million plus residents. According to MWCOG's 2004 annual State of the Commute report there are 144,597 teleworkers who reside in Northern Virginia and they telecommute an average of 1.36 days per week. Accordingly, over a quarter of the commonwealth's teleworkers reside in this region.

The 2001 Virginia General Assembly passed a bill that established telework goals for Virginia state employees. Section 2.2-203.1 of the Virginia Code requires a statewide telework policy to be established by the Secretary of Administration. The policy, to be administered by the Department of Human Resources Management, could include an incentive program. The policy is to promote telecommuting or alternative work schedules "to the maximum extent possible without diminishing employee performance or service delivery." Each agency head "shall set annual percentage targets work schedules. By July 1, 2009, each state agency shall have a goal of not less than 25 percent of its eligible workforce participating..." (Section 2.2-2817.1.B of the Virginia Code).

Another action by the 2005 General Assembly considerably strengthened these Code sections by adding requirements to identify and justify broad categories of positions determined to be ineligible to participate and to include "specific budget requests for information technology, software, or other equipment needed to increase opportunities."

In response to the 2001 General Assembly, Governor Gilmore issued a mandate to implement a telework program in Virginia and gave the task to the Department of Rail and Public Transportation (DRPT).

According to DRPT staff who administer programs developed to promote telework statewide, telework is enjoying some success and is poised for even better performance in the future, especially if more resources are devoted to the task. Among state agencies, the Virginia Department of Transportation encourages its employees to telework (although we are aware of no explicit goal). There is a basic telework agreement available at www.dhrm.state.va.us/hrpolicy/policy/telecommute1_61.pdf. (although there are reports that agencies seeking to use this agreement are referred to Virginia's

Attorney General's office for case by case opinions that discourage widespread use).

DRPT is developing a central website for its Telework!VA program with separate sections for state employees and the private sector. It will have policies and sample human resource manuals available for customization. Some marketing funds have been budgeted but spending has been delayed pending development of this website and training of staff. Some marketing has been accomplished through the Washington Metropolitan Area's Commuter Connections program and telework has been promoted in a television campaign as part of the Springfield Interchange congestion mitigation program. The goal of the pending marketing effort will be to raise the 1.36 day per week telework average in Northern Virginia up to two days per week.

DRPT established Telework!VA, to provide financial incentives-- up to \$35,000 (\$3,500 per employee for up to ten employees) per employer. The program is administered by the Metropolitan Washington Council of Governments (MWCOG). The program offers consultant assistance, equipment lease terms and options for the employers.

To date, 60 companies have accessed the funding currently available to start up a telework program and the Telework!VA pilot program through MWCOG has awarded nearly \$320,000 of grants.

In order to qualify for the Telework!VA grants, participating business sites must be a private for-profit business enterprise or non-profit organization classified as such under Section 501(c) of the Federal Internal Revenue Code and located in Northern Virginia. Priority is given to the counties of Arlington, Fairfax, Loudoun, Prince William, Stafford, Spotsylvania and the cities of Alexandria, Falls Church, Fairfax, Fredericksburg, Manassas and Manassas Park. Applicants must have a minimum of 20 employees working from the Northern Virginia site.

A pilot program evaluation conducted in August, 2003 provided valuable information about the current Telework!VA program.

First, it appeals primarily to small and mid-sized companies. Second, the incentives currently offered are not high enough to motivate large companies. Third, not all companies require the service of a consultant and finally, there is a lot of "red tape" to get through to receive reimbursement resulting in too much time (six to nine months) passing between the initial application and the actual contract signing.

However, Telework!VA has addressed these issues and has made the contracts less onerous. They've simplified the program and increased flexibility. They are preparing to increase their marketing efforts by conducting focus groups with businesses and conducting internet surveys through the Chamber of Commerce.

To date DRPT reports receiving over 61,600 web hits, over 600 phone inquiries and over 300 site visits. They are expanding the program to all Virginia workers vs. Virginia residents only. They are modifying the Telework!VA program to transfer consultant activities to the Transportation Demand Management (TDM) representatives in each jurisdiction, for a more hands on approach than has been offered by COG. They began training a sales outreach force in May, 2004. They will roll out an incentive based program in July 2005 in Richmond and Hampton Roads.

DRPT is also developing a non incentive based, sustainable program which can be implemented state-wide and which will include a web-based self help resource including on-line e-learning training, sample policies, testimonials and an employee handbook, similar to the federal www.telework.gov site. Telework!VA will also continue promotional activities with Commuter Connections and through printed materials, such as brochures and fact sheets.

DRPT awarded the Dulles Area Transit Association (DATA) a \$100,000 grant to promote Telework!VA in Northern Virginia to supplement the outreach efforts that are conducted by DRPT and MWCOCG. Currently DATA is conducting outreach seminars for area businesses and educating them about the Telework!VA program.

Telework and Local Governments

Fairfax County

Local governments are also taking significant steps to implement telework programs for county and city employees.

Fairfax County defines telework as allowing employees to work from a home-based office or local work center during normal work hours, instead of commuting. Fairfax County government began their teleworking program with 50 employees in 1995. During that year, those teleworkers saved a total of 180,000 commuting miles and 6,000 commuting hours.

Currently, more than 825 county employees telework an average of 1-2 days a week. An expansion plan is underway to raise that number to 1,000 by the end of 2005. Fairfax County reports that 5,000 of its 11,000 employees have positions that could allow them to telework. Accordingly, the Fairfax County Board of Supervisor's goal of 10 percent of eligible employees teleworking one or two days per week is within reach.

Arlington County

Arlington County has created the Telework Advisory Network. This unique program was created as an opportunity for Arlington County employers to obtain

peer advice to start or formalize telework programs. They have defined telework as the ability to work from home or a satellite office. They tout telework as a progressive benefit that meets the needs of today's competitive business environment. The Telework Advisory Network enables employers to receive from a major Arlington County employer, information and advice about setting up a telework program.

Loudoun County

The County reports that 10 to 15 percent of regular employees -- about 300 people -- telecommute at least one day a month. Over the next six months the county hopes to expand that to 15 to 20 percent of eligible employees.

City of Falls Church

Falls Church just instituted its own telework program and defines telecommuting as a "flexible work arrangement between an employee and the City that allows eligible employees to complete specific work assignments from a remote work site other than the office." Their telework program provides either Core or Situational opportunities for city employees.

Core teleworkers are defined as having "off-site work hours that are designated on a regular basis – e.g. every Wednesday."

Situational teleworkers are defined as "off-site work hours that are determined on an as-needed basis."

Once the Telecommuting Work Application is approved and in place, employees must complete a Task Summary Sheet for each pay period in which they telecommute. Situational telecommuters must also complete and receive approval for the Telecommuting Work Agreement prior to telecommuting.

Falls Church is also rolling out a Commuter Incentive Program to encourage employees to find alternatives to driving alone to work

The cities of Fairfax and Alexandria are still developing telework policies for their employees, but they actively promote teleworking to businesses and residents in their jurisdictions.

NVTC Recommendations

With federal and state governments taking the lead on this issue, and assisting local governments as needed, businesses will be encouraged to follow thereby increasing productivity in this information age, reducing our dependence on foreign oil, reducing toxic emissions, and creating a better quality of life for our citizens.

NVTC has identified the following possible actions to increase the effectiveness of teleworking in our region and statewide and has listed them in priority order.

Prioritized Recommended Actions For The Commonwealth To Take The Lead In Implementing Effective Telework Programs

1. The commonwealth should implement existing statutes by establishing specific goals for telecommuting by its own employees, especially for those located in dense urban areas, on an agency by agency basis. At the very least one or more state agencies should be designated as pilot agencies for the commonwealth to get the ball rolling.
2. Use existing federal or local telework agreements as a model to offer state employees quick and easy on-line access to facilitate necessary documentation of employee performance requirements, since the current state agreement is not serving that purpose.
3. As directed by state statute, conduct telework audits to identify which state employee positions (at every level) are or are not applicable for telework, using the federal government audit as a model. Be certain to identify institutional and technological barriers.
4. Develop and promote clear telework policies, educational tools and sample HR manuals that can be customized. Use the federal www.Telework.gov as a model. Conclude work on the state website and begin to use it.
5. Centralize telework information -- it needs to be clear and concise. Maintain accurate statistics on eligible state employees, agency goals, and actual teleworkers using common definitions. It should be as easy as one stop shopping for an individual or business. The federal government has successfully done this—so too should the commonwealth and the region for its employees and as a model for local governments and the private sector.
6. Initiate an aggressive marketing campaign to promote telework at both state and local levels as a team effort. Clearly brand telework as another piece of the multimodal “pie”—offering yet another choice for commuters. This means marketing telework as a viable sustainable solution that doesn’t have to be a full time commitment.
7. Identify adequate and sustainable funding for the Telework!VA program including outreach and website promotion. Find a dedicated state source to support marketing efforts, web site and centers without intruding on existing sources for transit.
8. Create a Virginia telework council. NVTC recently sent a letter to Governor Warner referencing past efforts by Del. Jim Scott and others to

create such a council. The council should also be responsible for a significant education and outreach effort designed to increase knowledge, understanding and benefits of teleworking for Virginians.

9. Provide tax incentives for companies to implement programs. Reimburse employers/employees for the costs of phone and internet services for telework. Develop strong partnerships with private industries that sell equipment to support teleworking and encourage equipment discounts and donations to regional telework centers. Tie donations or discounts to a cross marketing campaign with private industries that will benefit from additional equipment sales.
10. Consider whether the usefulness of telework centers could be enhanced with broader community benefits and services, similar to the televillage or e-village concepts in California and Illinois. Alternatively, determine if telework centers are no longer viable since telecommunications improvements have made work at home such an attractive possibility. If so, direct resources to more productive uses.

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REGISTERED
PROFESSIONAL ENGINEER

17031 281-7539

Chairman Paul Ferguson,
Northern Virginia Transportation Commission
4350 North Fairfax Drive, suite 720
Arlington, V A. 22203

September 7, 2005

Dear Chairman Ferguson and Commissioners:

The Federal Transit Administration collects data from all beneficiaries as you know and APTA publishes it in its annual Fact Book.

While perhaps a bit arbitrary, the data says that Virginia Railway Express is the best commuter rail system in the United States. We know of its imperfections, but based on cost per passenger-mile, cost per car-hour, revenue-to-cost ratio and passenger-miles per car-mile, VRE was tops. A tabulation is attached.

Commissioner Sharon Bulova and so many others who have worked on this can take pride, but modestly. It is a significant achievement which speaks well for the Chief Operating Officer and his staff.

You may recall that I made a similar ranking of Rapid Transit systems which found WMATA MetroRail second only to New York, which was tops only because of the high density of its service area. We may not want that much density.

The data are for 2003, the latest published. The cost per passenger-mile is unassailable. No one can question it. The cost per car-hour is questionable. Some systems have bi-level cars which weigh and seat more, so I have reduced such costs by 25 percent for comparability to recognize the higher weight and seat cleaning and repair for those cars which cost more but reduce passenger cost.

Similarly, I have reduced the load factors by 25 percent to recognize the fact that bi-level cars can carry more people no matter who the manager is.

The revenue-to-cost ratio penalizes Dallas and Seattle, particularly, as they dedicate sales tax to their trains and issue transfers to buses more freely than other systems. As a result they earn very low revenue-to-cost ratios. It would not change the ranking much if this factor was recognized so I have not tried to adjust for it. I do not know how.

The agencies that help fund VRE should be made aware of how well their assistance is being used. SOV Automobile costs are over 60 cents per passenger mile plus parking where applicable. VRE is just half of that for operations.

Respectfully submitted,

2003 RANKING OF U.S. REGIONAL RAIL SYSTEMS

	Cost per <u>cents</u>	PaxMile	Adj.Car-hr	Adj Load	Rev/cost Ratio
1. = Virginia Railway Express	28.6	\$ 442*	43.8	55.0 %	
2. = MBTA Boston (Amtrak)	25.0	282	35.1	42.8	
3. = Metra Chicago	28.6	282	31.7	44.3	
4. = Northern Indiana CTD	29.8	333	31.9	47.7	
5. = Metro North, N.Y.	30.5	459	42.2	60.1	
6. = New Jersey Transit	33.1	334	31.9	53.5	
7. = SEPTA Philadelphia	41.6	309	27.5	48.4	
8. = MARC, Maryland	30.3	381	35.8	37.0	
9. = Long Island RR	38.7	420	37.5	47.3	
10. = South Florida RTD	29.1	337	31.8	26.5	
11. = Peninsula, San Francisco #	39.3	280	24.0	34.2	
12. = Coaster, San Diego	32.7	331	23.8	38.4	
13. = Metro-Link, Los Angeles	37.2	391	26.0	42.2	
14. = Anchorage, Alaska	99.0	374	18.6	43.6	
15. = Altamont CE San Jose	41.3	508	33.4	29.8	
16. = Sounder in Seattle @	70.1	1,086	39.8	12.9	
17. = Trinity Ry. Ex., Dallas	88.5	381	18.6	5.5	
18. = Shoreline New Haven	81.5	470	12.3	17.3	
2.5 = U S A Average	33.2 cts	\$ 384	38.4	48.9 %	

Cost per Car-hour is adjusted to equalize value of one level and bi-level coaches
The Load Factor (passenger-miles per car-mile) are adjusted to equalize car size.

* NOTE * = VRE, NewHaven, Altamont, etc. have no (or not much) mid-day service over which to spread fixed costs, increasing unit costs.

= The Peninsula operation suspended weekend service for construction, distorting data.

@ = The Sounder has not yet got all of its trains operating, increasing fixed costs on the few trains it does operate.

SOURCE: Federal Transit Administration NTDB via APTA 2005 FACT BOOK



AGENDA ITEM #11

MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: October 27, 2005
SUBJECT: NVTC Financial Reports for August and September 2005.

The reports are attached for your information.



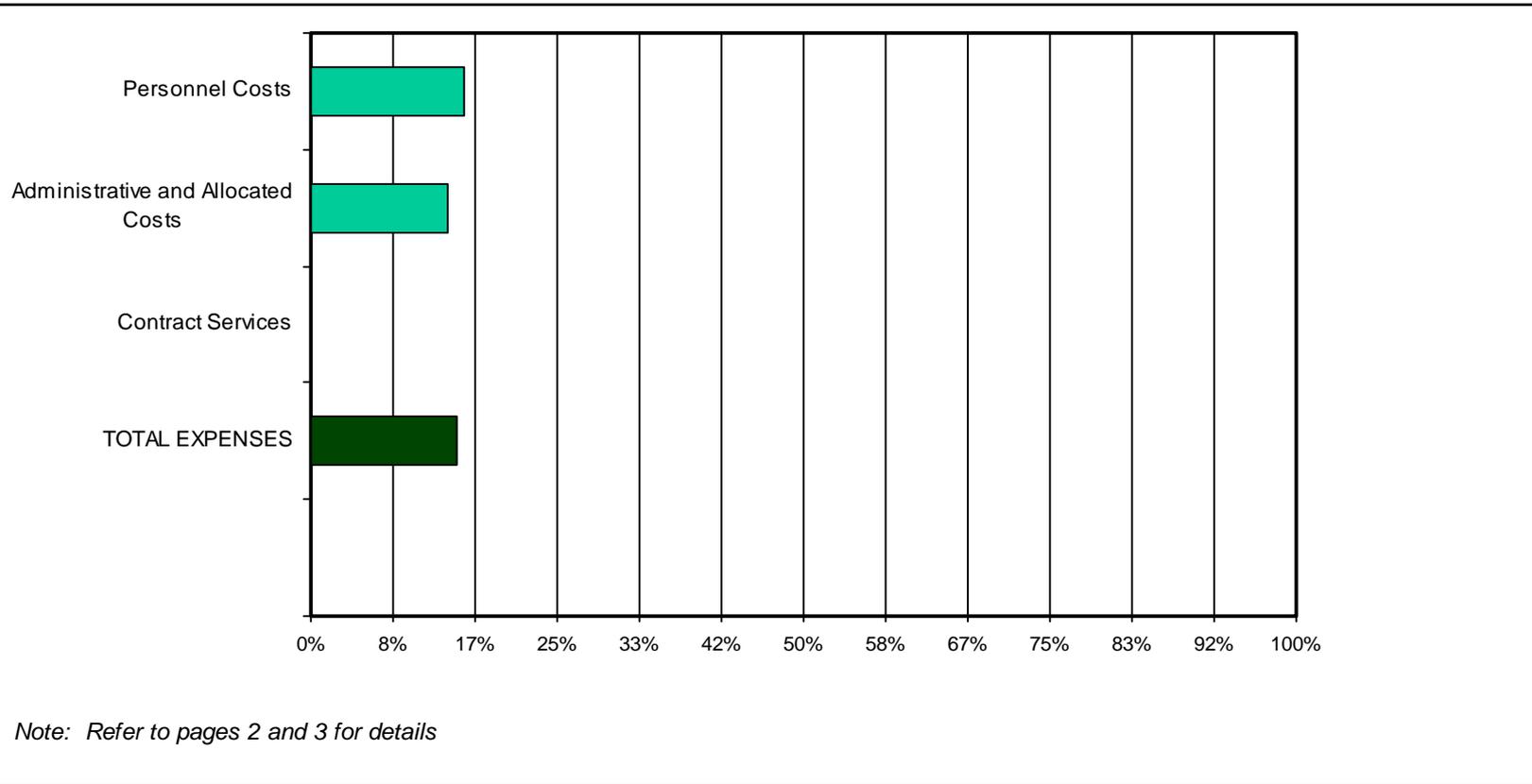
4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtc@nvtc.org • Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

August, 2005

Percentage of FY 2005 NVTC Administrative Budget Used
August, 2005
(Target 16.67% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
August, 2005

	<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	\$ 52,650.67	\$ 101,819.04	\$ 612,384.00	\$ 510,564.96	83.4%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	52,650.67	101,819.04	613,384.00	511,564.96	83.4%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,424.04	6,839.22	40,869.00	34,029.78	83.3%
Group Health Insurance	2,793.52	7,122.75	92,749.00	85,626.25	92.3%
Retirement	3,673.00	7,346.00	48,800.00	41,454.00	84.9%
Workmans & Unemployment Compensation	-	885.00	3,000.00	2,115.00	70.5%
Life Insurance	273.72	547.44	3,150.00	2,602.56	82.6%
Long Term Disability Insurance	242.62	518.61	3,902.00	3,383.39	86.7%
Total Benefit Costs	10,406.90	23,259.02	192,470.00	169,210.98	87.9%
<u>Administrative Costs</u>					
Commissioners Per Diem	50.00	1,200.00	13,800.00	12,600.00	91.3%
<i>Rents:</i>					
Office Rent	13,947.18	28,115.16	167,481.00	139,365.84	83.2%
Parking	1,195.00	2,490.00	10,800.00	8,310.00	76.9%
<i>Insurance:</i>					
Public Official Bonds	222.80	245.60	3,850.00	3,604.40	93.6%
Liability and Property	200.00	200.00	2,000.00	1,800.00	90.0%
Liability and Property	22.80	45.60	1,850.00	1,804.40	97.5%
<i>Travel:</i>					
Conference Registration	835.80	1,650.85	23,000.00	21,349.15	92.8%
Conference Registration	-	-	2,000.00	2,000.00	100.0%
Conference Travel	-	-	5,000.00	5,000.00	100.0%
Local Meetings & Related Expenses	700.80	1,515.85	12,000.00	10,484.15	87.4%
Training & Professional Development	135.00	135.00	4,000.00	3,865.00	96.6%
<i>Communication:</i>					
Postage	497.61	1,519.35	12,500.00	10,980.65	87.8%
Postage	(1.11)	597.37	6,000.00	5,402.63	90.0%
Telephone - LD	73.16	144.71	1,500.00	1,355.29	90.4%
Telephone - Local	425.56	777.27	5,000.00	4,222.73	84.5%
<i>Publications & Supplies</i>					
Office Supplies	993.12	2,437.53	29,100.00	26,662.47	91.6%
Office Supplies	-	451.29	5,000.00	4,548.71	91.0%
Duplication	993.12	1,986.24	14,100.00	12,113.76	85.9%
Public Information	-	-	10,000.00	10,000.00	100.0%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
August, 2005**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	771.99	1,393.77	23,500.00	22,106.23	94.1%
Furniture and Equipment	-	-	8,000.00	8,000.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	771.99	1,393.77	14,500.00	13,106.23	90.4%
<i>Other General and Administrative</i>	579.82	2,112.90	6,400.00	4,287.10	67.0%
Subscriptions	-	-	500.00	500.00	100.0%
Memberships	372.00	1,607.00	1,300.00	(307.00)	-23.6%
Fees and Miscellaneous	207.82	505.90	2,600.00	2,094.10	80.5%
Advertising (Personnel/Procurement)	-	-	2,000.00	2,000.00	100.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>17,898.32</u>	<u>38,675.16</u>	<u>279,631.00</u>	<u>240,955.84</u>	<u>86.2%</u>
<u>Contracting Services</u>					
Auditing	-	-	17,700.00	17,700.00	100.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>-</u>	<u>-</u>	<u>19,700.00</u>	<u>19,700.00</u>	<u>100.0%</u>
 Total Gross G&A Expenses	<u>\$ 80,955.89</u>	<u>\$ 163,753.22</u>	<u>\$ 1,105,185.00</u>	<u>\$ 941,431.78</u>	<u>85.2%</u>

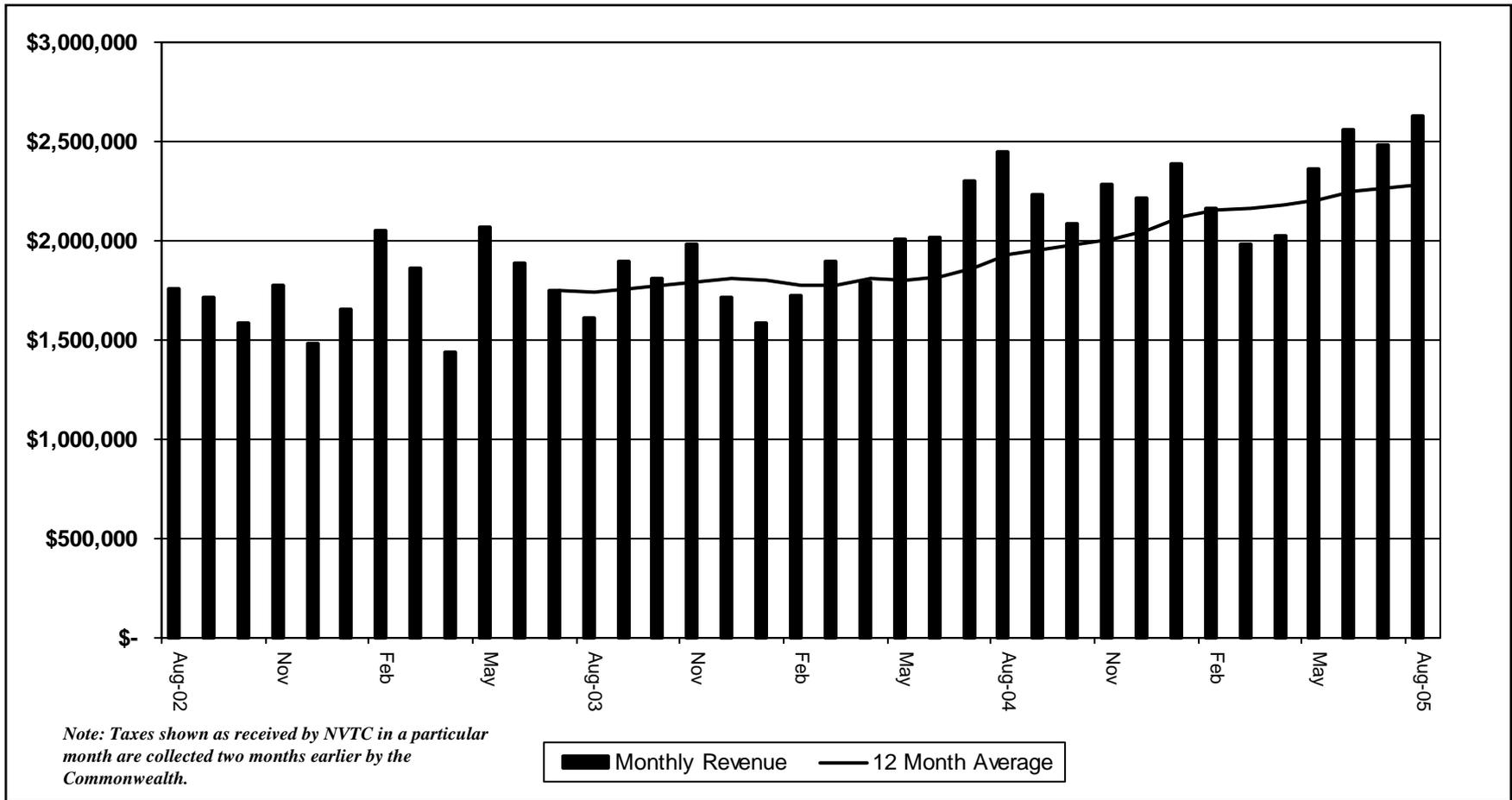
**NVTC
RECEIPTS and DISBURSEMENTS
August, 2005**

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP	
					G&A / Project	Trusts
RECEIPTS						
1	PRTC	SmarTrip project payment		\$ 29,303.00		
3	City of Fairfax	G&A contribution		3,098.00		
3	Staff	Reimbursement of expenses		18.28		
4	DRPT	TransAction grant receipt			88,833.00	
4	DRPT	TransAction grant receipt			87,925.00	
4	Loudoun	Smartrip project payment	23,080.00			
9	VRE	Staff support		8,233.18		
9	Staff	Reimbursement of expenses		9.50		
9	Dept. of Taxation	Motor Vehicle Fuels Sales Tax revenue				2,627,207.43
12	DRPT	Intern grant receipt			6,537.00	
15	City of Alexandria	SmarTrip project payment			13,323.60	
25	DRPT	SmarTrip grant receipt			4,325.00	
25	FTA	SmarTrip grant receipt			18,211.00	
29	DRPT	FTM/Admin grant receipt				5,000,604.00
31	Banks	August investment income		250.29	1,776.09	155,829.48
			<u>23,080.00</u>	<u>40,912.25</u>	<u>220,930.69</u>	<u>7,783,640.91</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(97,337.50)			
5	CTS, Inc.	SmarTrip project costs incurred	(387.00)			
5	Redmond Group	E-schedule update project	(2,800.00)			
5	BMI-SG	Consulting - TransAction project	(88,833.12)			
5	BMI-SG	Consulting - TransAction project	(87,924.95)			
9	City of Fairfax	Other operating				(101,719.00)
9	Fairfax County	Other capital				(2,000,000.00)
9	Fairfax County	Other operating				(55,000.00)
16	CTS, Inc.	SmarTrip project costs incurred			(239,229.20)	
26	Redmond Group	E-schedule update project	(2,000.00)			
26	IBI	Consulting - SmarTrip project	(22,763.99)			
31	Wachovia Bank	August service fees	(53.09)	(5.16)		
			<u>(302,099.65)</u>	<u>(5.16)</u>	<u>(239,229.20)</u>	<u>(2,156,719.00)</u>
TRANSFERS						
1	Transfer	From checking to LGIP	(23,080.00)		23,080.00	
5	Transfer	E-schedule update project			2,800.00	(2,800.00)
5	Transfer	From savings to checking	268,000.00	(268,000.00)		
19	Transfer	From savings to checking	30,000.00	(30,000.00)		
25	Transfer	E-schedule update project			2,000.00	(2,000.00)
25	Transfer	From LGIP to checking	65,000.00		(65,000.00)	
			<u>339,920.00</u>	<u>(298,000.00)</u>	<u>(37,120.00)</u>	<u>(4,800.00)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 60,900.35</u>	<u>\$ (257,092.91)</u>	<u>\$ (55,418.51)</u>	<u>\$ 5,622,121.91</u>

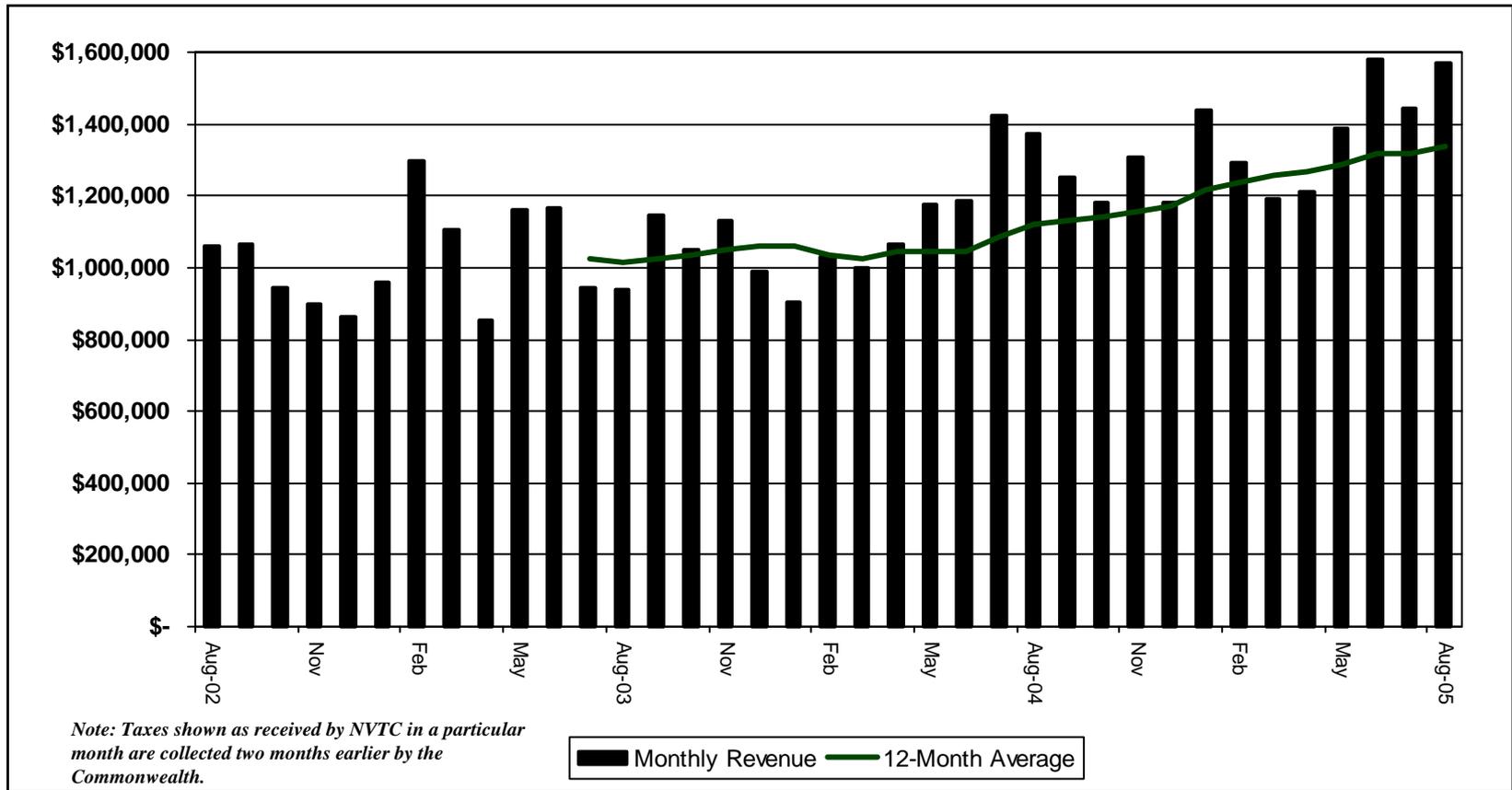
**NVTC
INVESTMENT REPORT
August, 2005**

<u>Type</u>	<u>Rate</u>	<u>Balance 7/31/2005</u>	<u>Increase (Decrease)</u>	<u>Balance 8/31/2005</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 12,106.73	\$ 60,900.35	\$ 73,007.08	\$ 73,007.08	\$ -	\$ -
Wachovia: NVTC Savings	2.60%	303,889.79	(257,092.91)	46,796.88	46,796.88	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	3.37%	54,022,522.38	5,566,703.40	59,589,225.78	502,402.79	41,631,857.75	17,454,965.24
		<u>\$ 54,338,518.90</u>	<u>\$ 5,315,092.33</u>	<u>\$ 59,709,029.74</u>	<u>\$ 622,206.75</u>	<u>\$ 41,631,857.75</u>	<u>\$ 17,454,965.24</u>

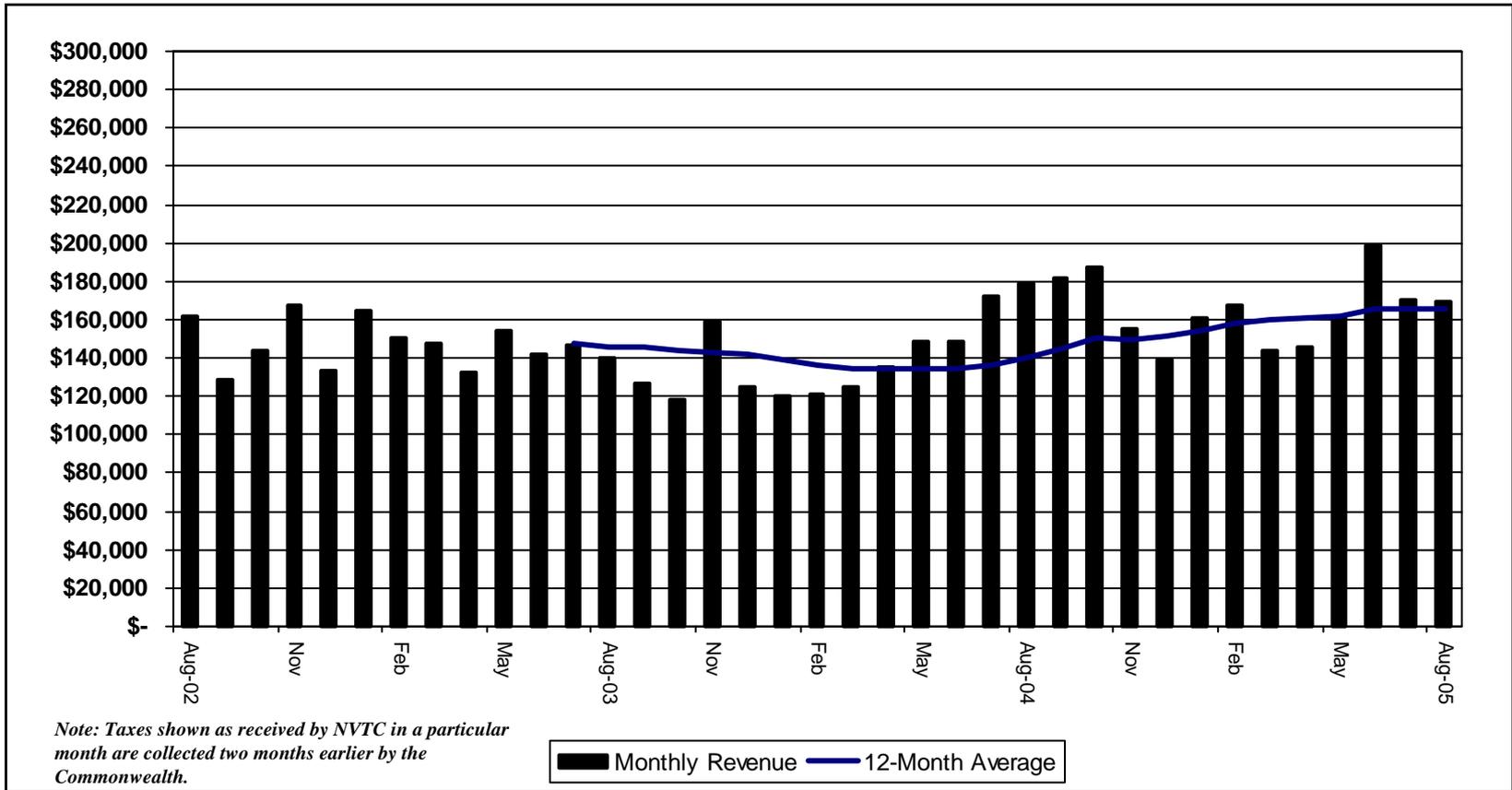
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



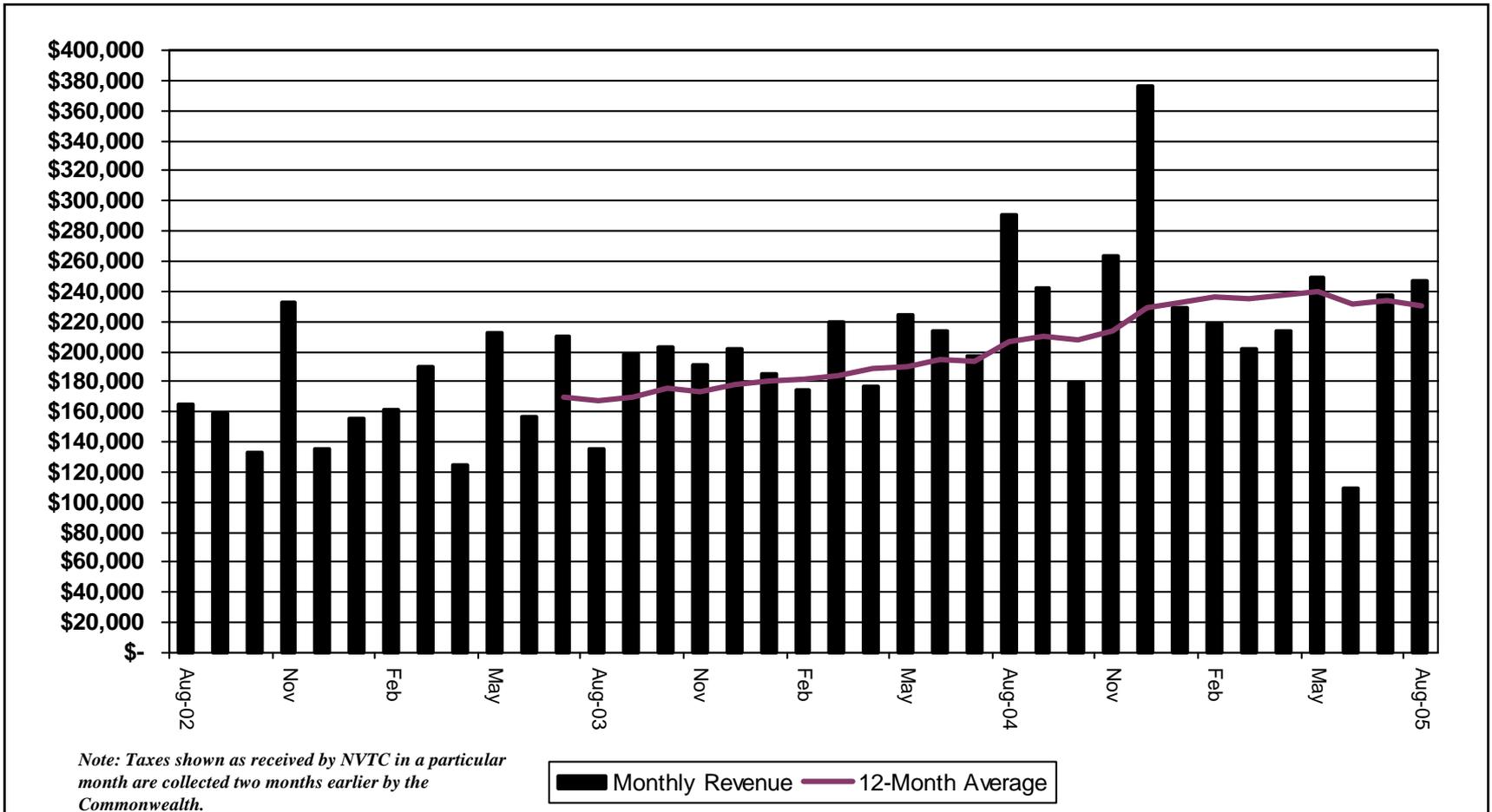
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



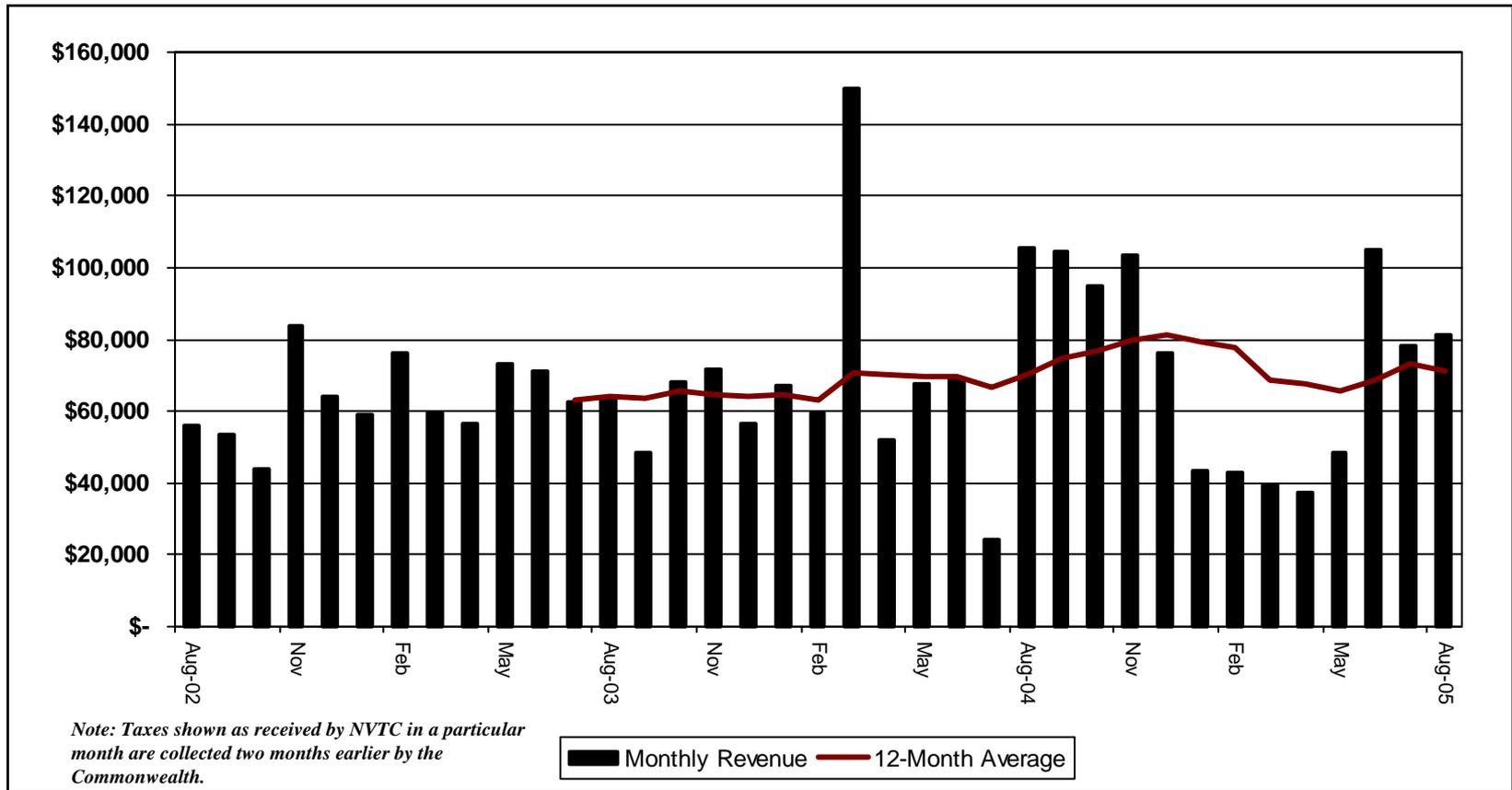
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



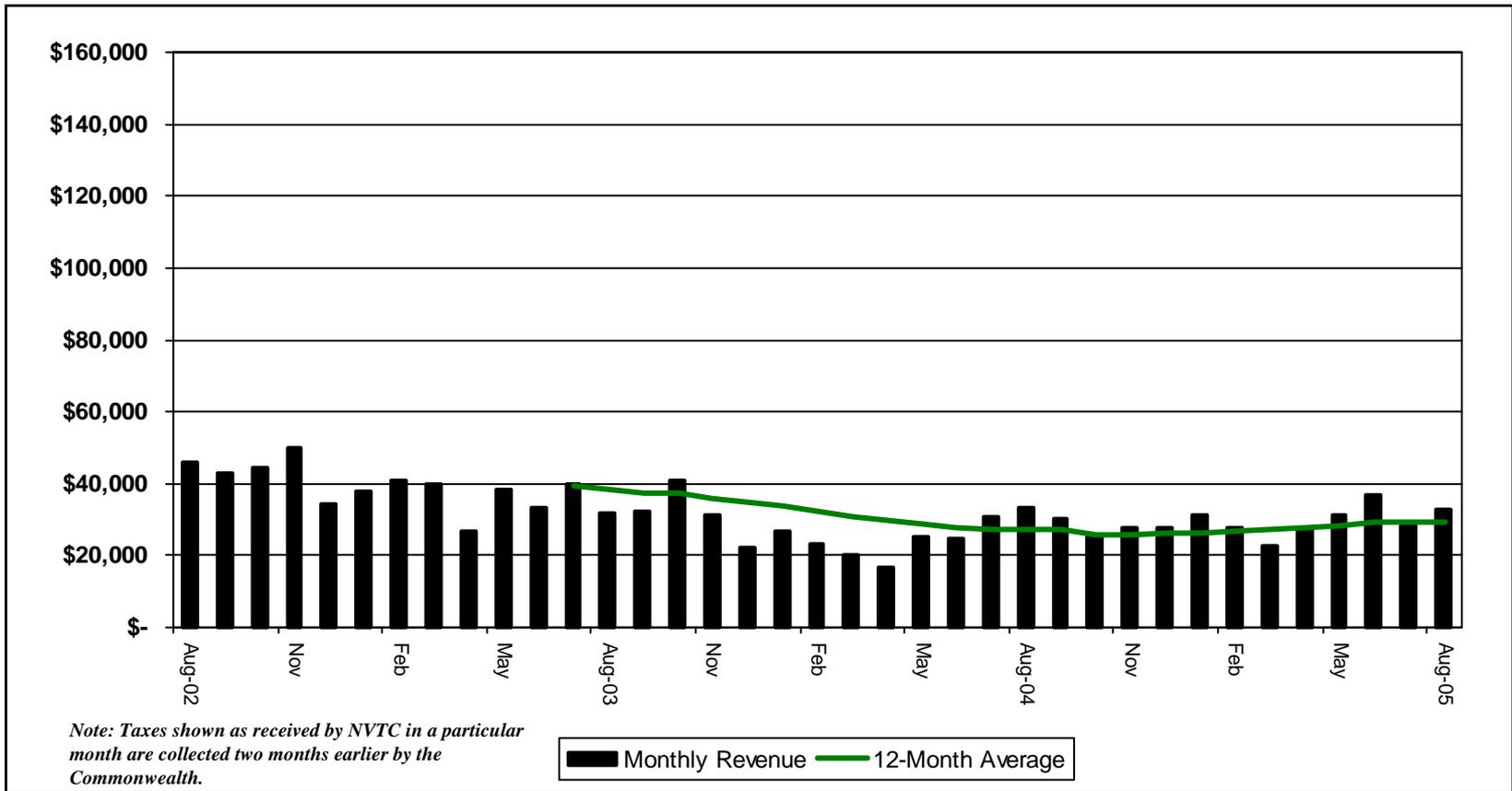
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



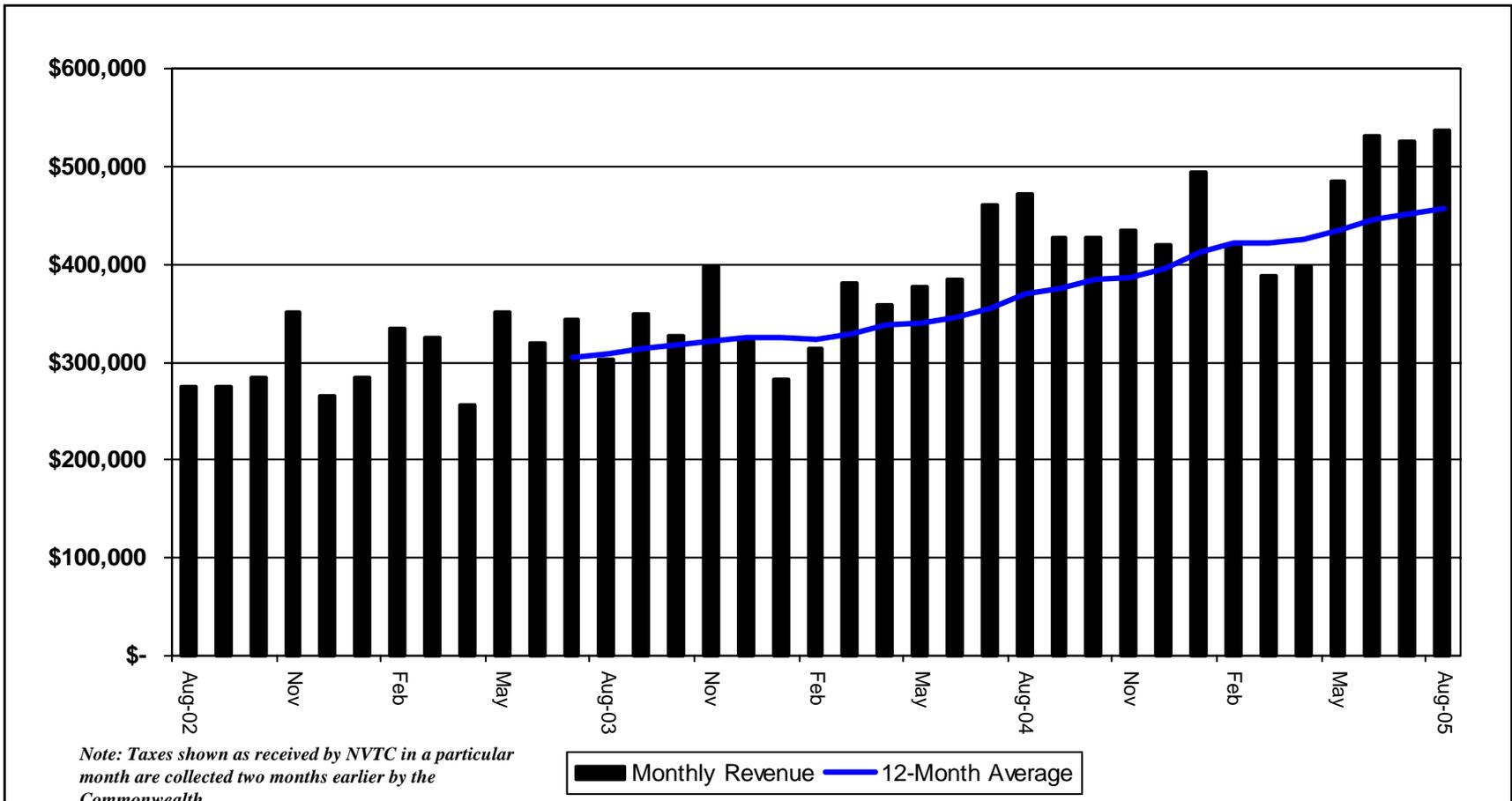
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2003-2006

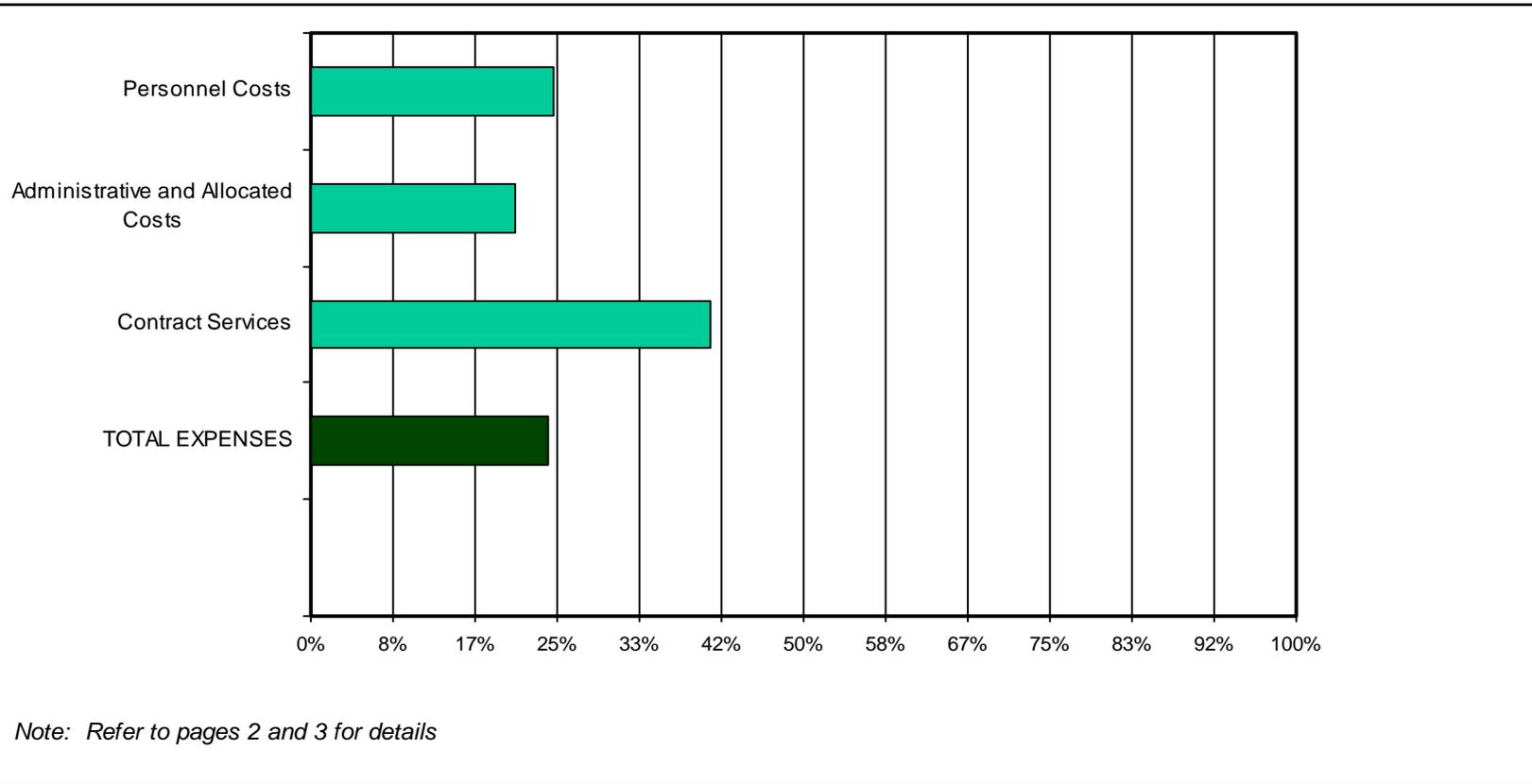


Northern Virginia Transportation Commission

Financial Reports

September, 2005

Percentage of FY 2006 NVTC Administrative Budget Used
September, 2005
(Target 25% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September, 2005

	<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	\$ 64,190.19	\$ 166,009.23	\$ 612,384.00	\$ 446,374.77	72.9%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	64,190.19	166,009.23	613,384.00	447,374.77	72.9%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,137.15	9,976.37	40,869.00	30,892.63	75.6%
Group Health Insurance	2,791.62	9,914.37	92,749.00	82,834.63	89.3%
Retirement	3,673.00	11,019.00	48,800.00	37,781.00	77.4%
Workmans & Unemployment Compensation	-	885.00	3,000.00	2,115.00	70.5%
Life Insurance	273.72	821.16	3,150.00	2,328.84	73.9%
Long Term Disability Insurance	241.76	760.37	3,902.00	3,141.63	80.5%
Total Benefit Costs	10,117.25	33,376.27	192,470.00	159,093.73	82.7%
<u>Administrative Costs</u>					
Commissioners Per Diem	2,300.00	3,500.00	13,800.00	10,300.00	74.6%
<i>Rents:</i>					
Office Rent	13,347.18	41,462.34	167,481.00	126,018.66	75.2%
Parking	595.00	3,085.00	10,800.00	7,715.00	71.4%
<i>Insurance:</i>					
Public Official Bonds	122.80	368.40	3,850.00	3,481.60	90.4%
Liability and Property	100.00	300.00	2,000.00	1,700.00	85.0%
	22.80	68.40	1,850.00	1,781.60	96.3%
<i>Travel:</i>					
Conference Registration	820.93	2,471.78	23,000.00	20,528.22	89.3%
Conference Travel	-	-	2,000.00	2,000.00	100.0%
Local Meetings & Related Expenses	15.00	15.00	5,000.00	4,985.00	99.7%
Training & Professional Development	805.93	2,321.78	12,000.00	9,678.22	80.7%
	-	135.00	4,000.00	3,865.00	96.6%
<i>Communication:</i>					
Postage	715.07	2,234.42	12,500.00	10,265.58	82.1%
Telephone - LD	137.72	735.09	6,000.00	5,264.91	87.7%
Telephone - Local	226.61	371.32	1,500.00	1,128.68	75.2%
	350.74	1,128.01	5,000.00	3,871.99	77.4%
<i>Publications & Supplies</i>					
Office Supplies	1,107.09	3,544.62	29,100.00	25,555.38	87.8%
Duplication	113.97	565.26	5,000.00	4,434.74	88.7%
Public Information	993.12	2,979.36	14,100.00	11,120.64	78.9%
	-	-	10,000.00	10,000.00	100.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September, 2005

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	84.23	1,865.00	23,500.00	21,635.00	92.1%
Furniture and Equipment	-	-	8,000.00	8,000.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	84.23	1,865.00	14,500.00	12,635.00	87.1%
<i>Other General and Administrative</i>	617.65	2,730.55	6,400.00	3,669.45	57.3%
Subscriptions	-	-	500.00	500.00	100.0%
Memberships	-	1,607.00	1,300.00	(307.00)	-23.6%
Fees and Miscellaneous	169.75	675.65	2,600.00	1,924.35	74.0%
Advertising (Personnel/Procurement)	447.90	447.90	2,000.00	1,552.10	77.6%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>19,114.95</u>	<u>58,177.11</u>	<u>279,631.00</u>	<u>221,453.89</u>	<u>79.2%</u>
<u>Contracting Services</u>					
Auditing	8,000.00	8,000.00	17,700.00	9,700.00	54.8%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>8,000.00</u>	<u>8,000.00</u>	<u>19,700.00</u>	<u>11,700.00</u>	<u>59.4%</u>
 Total Gross G&A Expenses	 <u>\$ 101,422.39</u>	 <u>\$ 265,562.61</u>	 <u>\$ 1,105,185.00</u>	 <u>\$ 839,622.39</u>	 <u>76.0%</u>

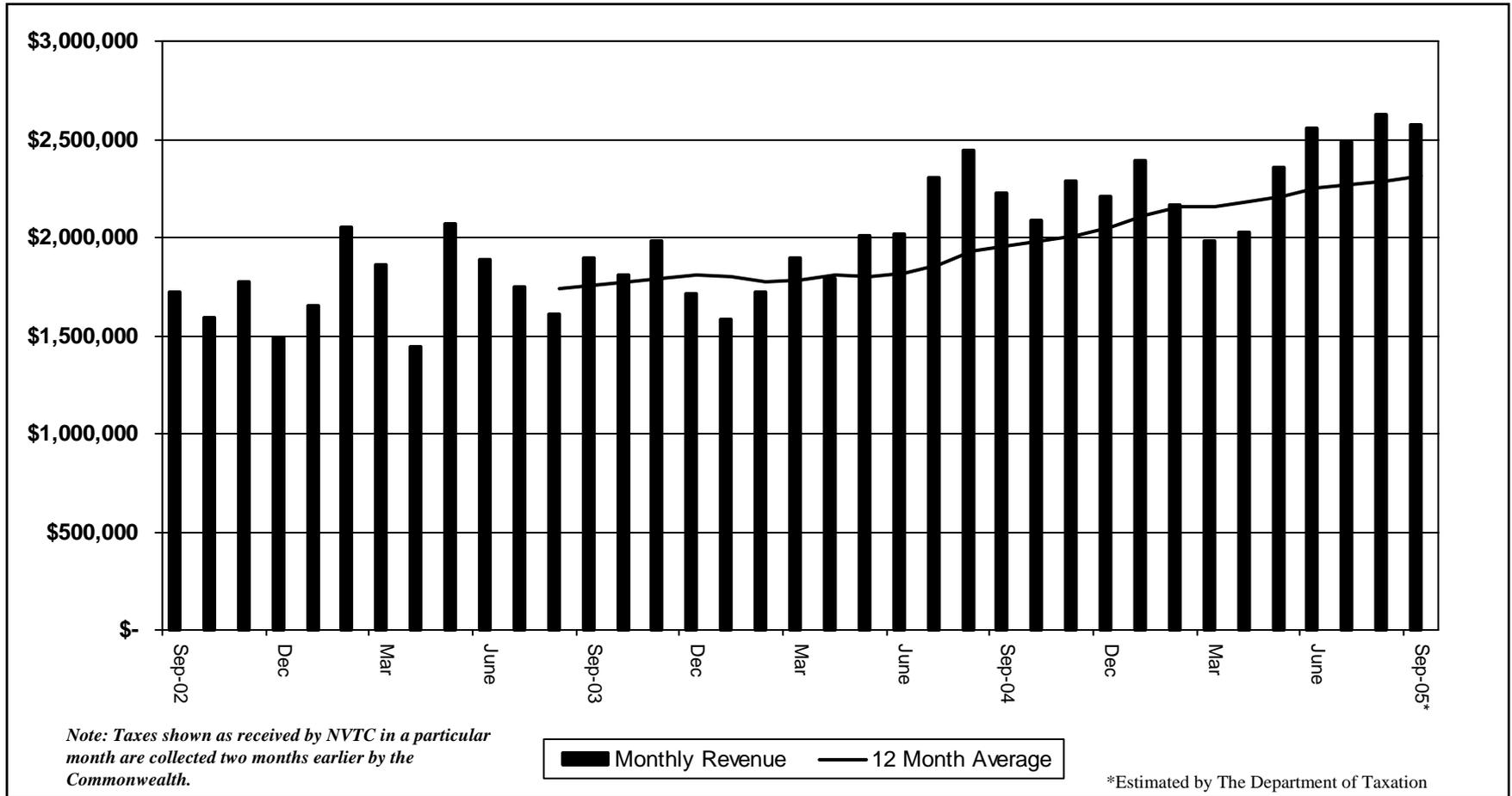
**NVTC
RECEIPTS and DISBURSEMENTS
September, 2005**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
1	DRPT	FTM/Admin grant receipt				\$ 2,582,651.00
13	DRPT	Capital grant receipt				1,297,545.00
13	DRPT	VTA 2000 grant receipt				5,015,394.00
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,573,465.10
19	DRPT	FTM/Admin grant receipt				5,000,604.00
19	DRPT	TransAction grant receipt			105,464.00	
27	DRPT	SmarTrip grant receipt			1,587.00	
27	DRPT	Capital grant receipt				1,167,469.00
27	Staff	Expense reimbursement		106.95		
28	FTA	SmarTrip grant receipt			6,682.00	
30	DRPT	VTA 2000 grant receipt				1,645,992.00
31	Banks	September investment income		97.16	1,470.30	200,940.43
			<u>-</u>	<u>204.11</u>	<u>115,203.30</u>	<u>19,484,060.53</u>
DISBURSEMENTS						
1-30	Various	NVTC project and administration	(77,857.17)			
9	Hoyt & Assoc.	Consulting - NTD Bus Data	(7,295.66)			
20	BMI-SG Assoc.	Consulting - TransAction	(105,464.16)			
26	City of Fairfax	Other capital				(20,533.47)
29	IBI Group	Consulting - SmarTrip	(8,352.02)			
29	City of Fairfax	Other operating				(112,705.50)
30	Wachovia Bank	September service fees	(9.95)	(15.32)		
			<u>(198,978.96)</u>	<u>(15.32)</u>	<u>-</u>	<u>(133,238.97)</u>
TRANSFERS						
9	Transfer	NTD Bus Data project			7,295.66	(7,295.66)
20	Transfer	From LGIP to checking	105,464.00		(105,464.00)	
28	Transfer	From LGIP to checking	80,000.00		(80,000.00)	
			<u>185,464.00</u>	<u>-</u>	<u>(178,168.34)</u>	<u>(7,295.66)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (13,514.96)</u>	<u>\$ 188.79</u>	<u>\$ (62,965.04)</u>	<u>\$ 19,343,525.90</u>

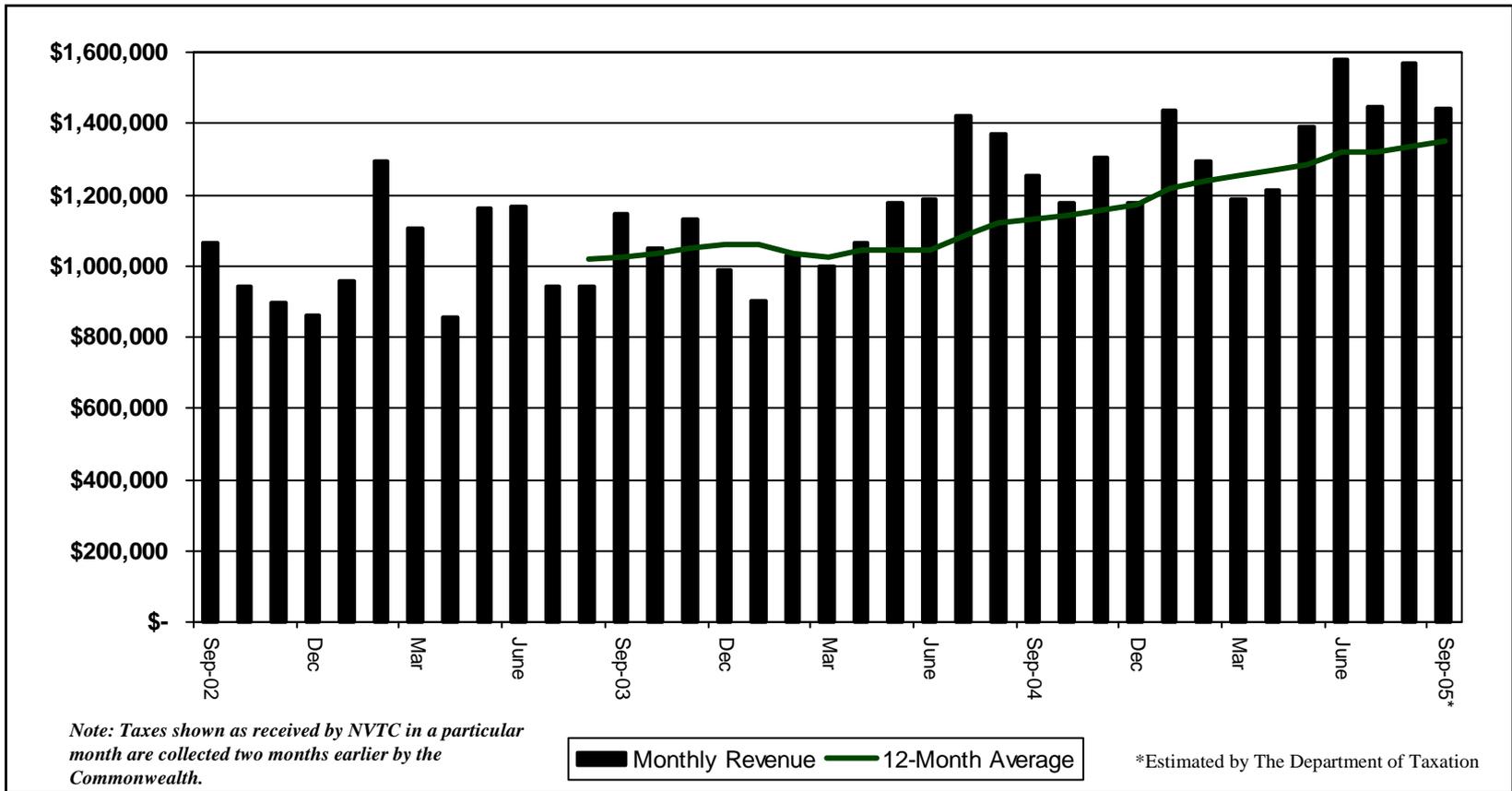
**NVTC
INVESTMENT REPORT
September, 2005**

<u>Type</u>	<u>Rate</u>	<u>Balance 8/31/2005</u>	<u>Increase (Decrease)</u>	<u>Balance 8/31/2005</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 73,007.08	\$ (13,514.96)	\$ 59,492.12	\$ 59,492.12	\$ -	\$ -
Wachovia: NVTC Savings	2.56%	46,796.88	188.79	46,985.67	46,985.67	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	3.53%	59,589,225.78	19,280,560.86	78,869,786.64	439,437.28	60,432,985.49	17,997,363.87
		<u>\$ 59,709,029.74</u>	<u>\$ 19,204,269.65</u>	<u>\$ 78,976,264.43</u>	<u>\$ 545,915.07</u>	<u>\$ 60,432,985.49</u>	<u>\$ 17,997,363.87</u>

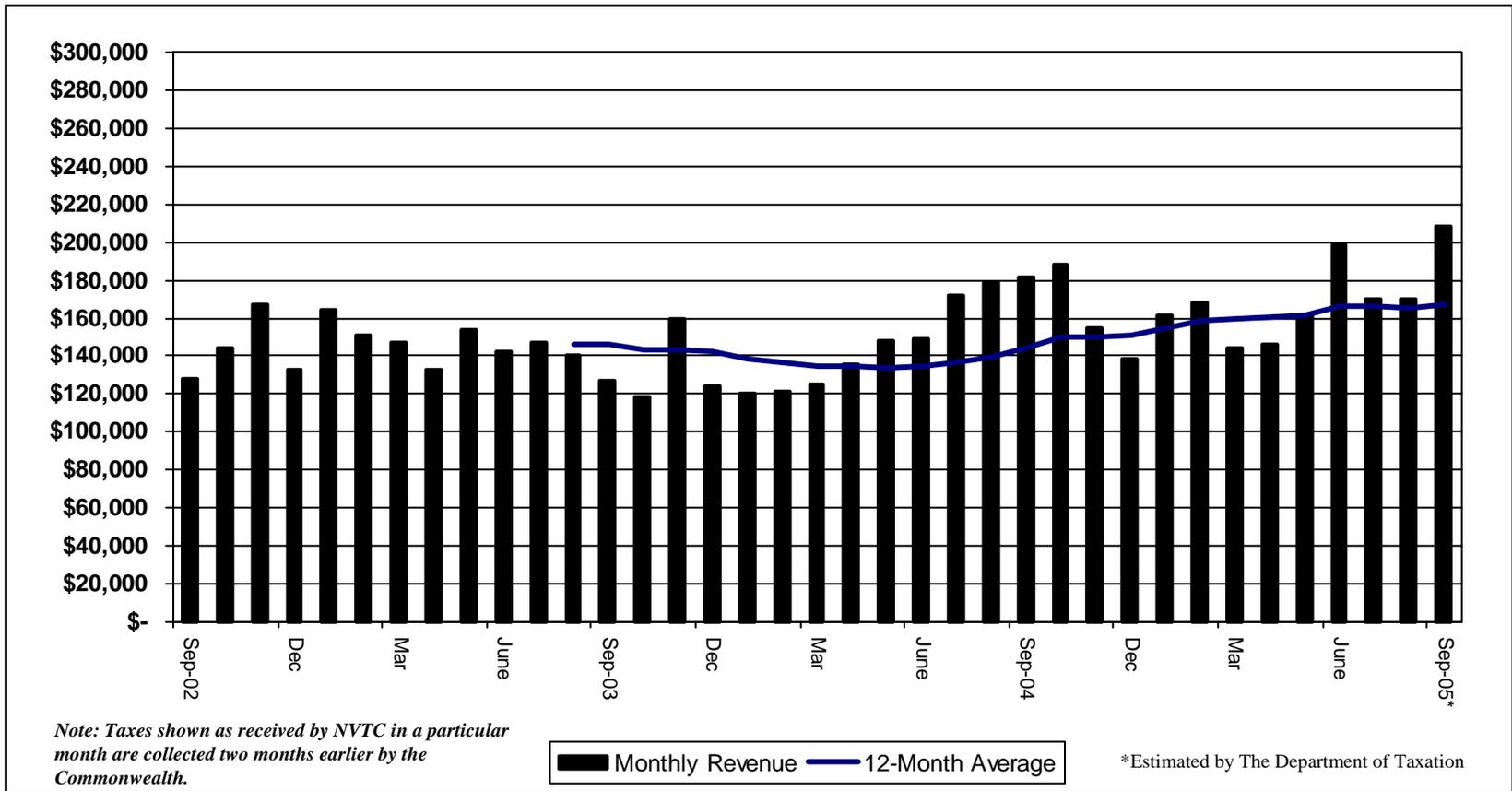
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



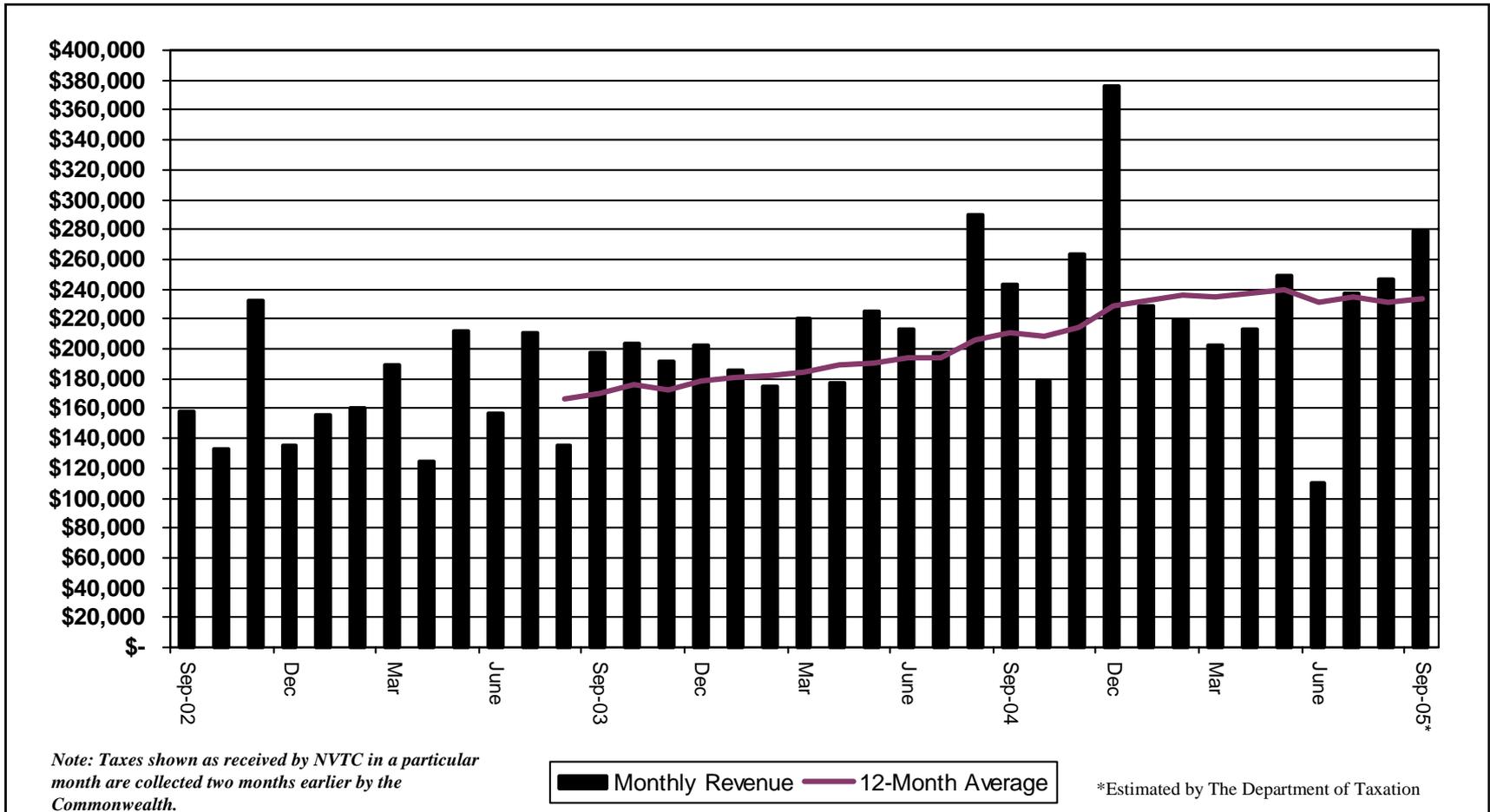
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



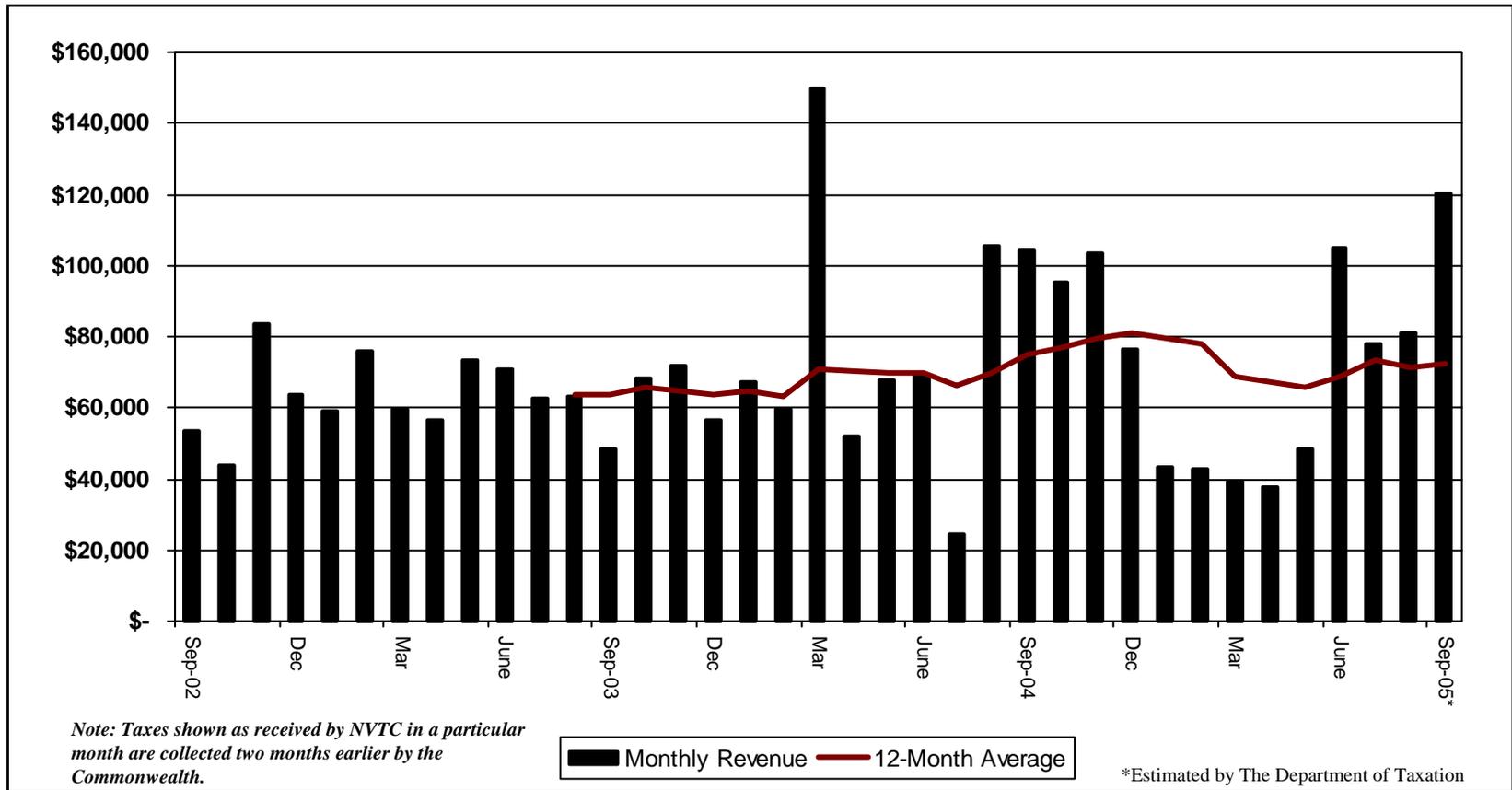
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



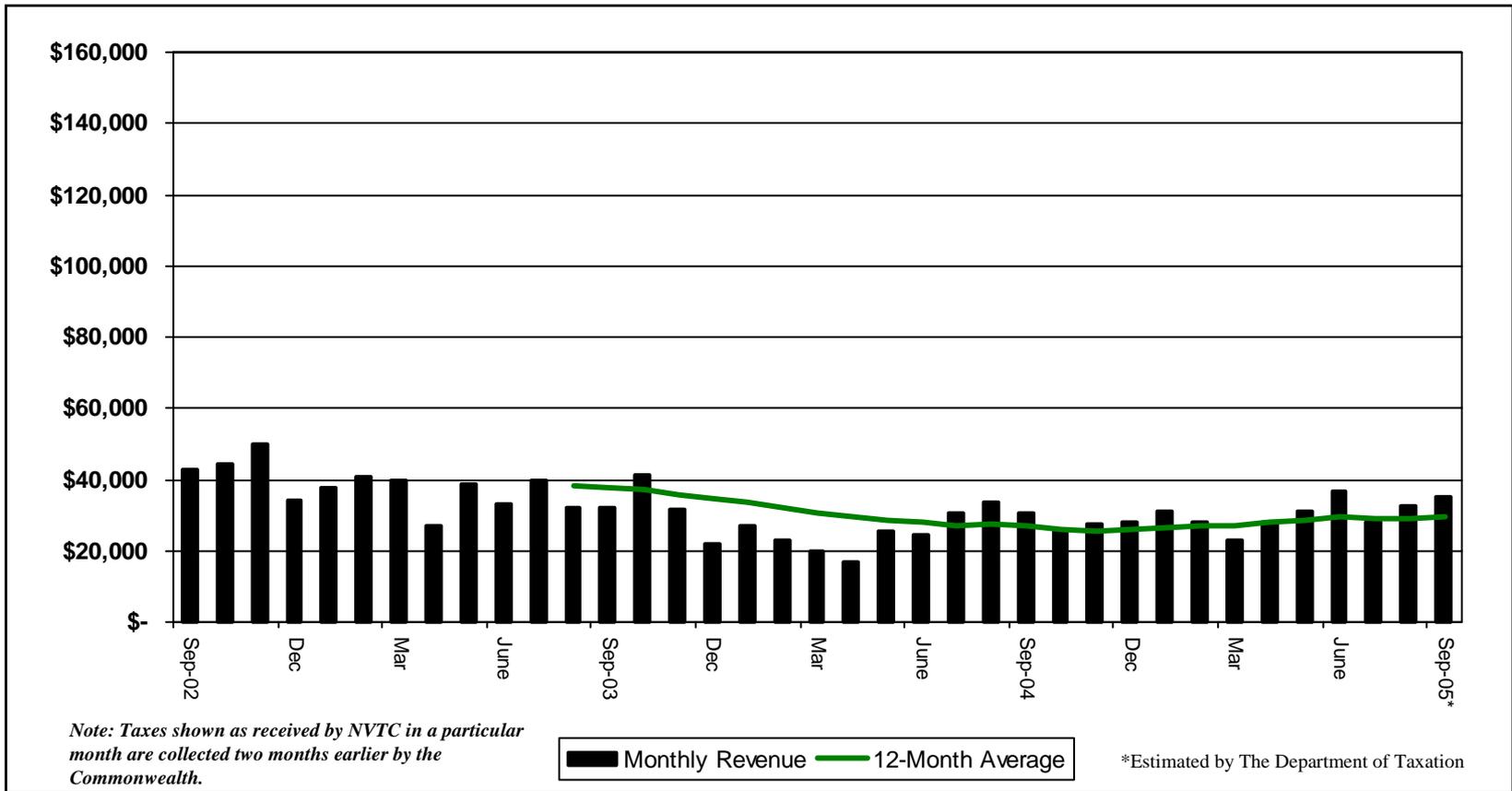
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



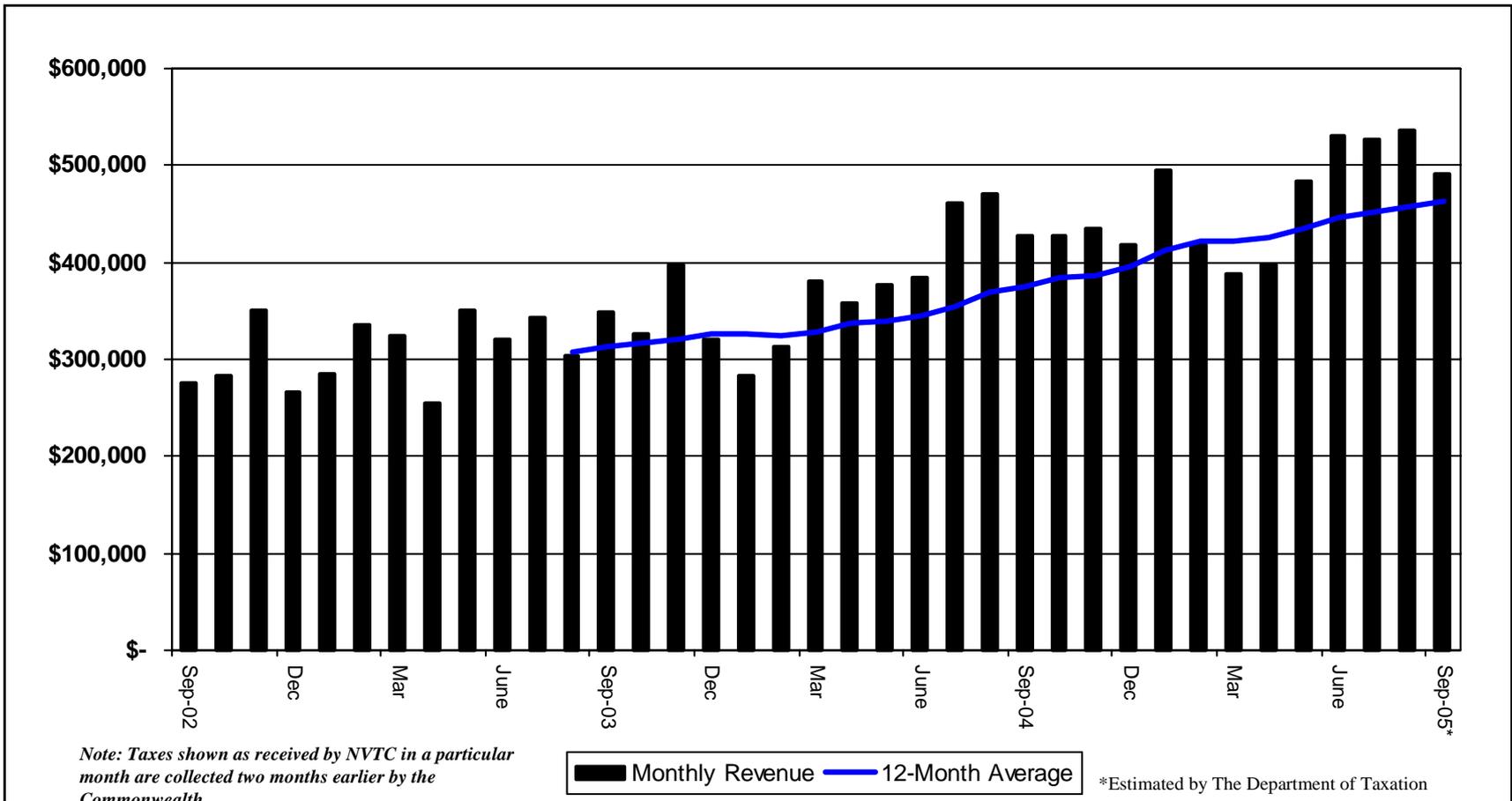
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2003-2006



MEMORANDUM

TO: Chairman Ferguson and NVTC Commissioners
FROM: Rick Taube
DATE: October 27, 2005
SUBJECT: NVTC Commissioner Resignation

The attached letter dated June 16, 2005 from Delegate Hugo to Speaker Howell includes Delegate Hugo's request to resign from NVTC. No replacement has been appointed yet.





TIM HUGO
POST OFFICE BOX 893
CENTREVILLE, VIRGINIA 20122
FOURTEENTH DISTRICT

COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

COMMITTEE ASSIGNMENTS:
PRIVELEGES AND ELECTIONS
TRANSPORTATION
FINANCE

June 16, 2005

The Honorable William J. Howell
Speaker, Virginia House of Delegates
P.O. Box 8296
Fredericksburg, VA 22404

Via Electronic Mail

Dear Mr. Speaker:

The opportunity to work on the Northern Virginia Transportation Commission (NVTC) by your gracious nomination has been a valuable learning experience. The skills and knowledge that I have obtained through the NVTC have proved invaluable. They have only strengthened my desire and drive to work for the transportation needs of Northern Virginia and the entire Commonwealth.

However, as we discussed, I must respectfully ask for your removal from the Commission. My departure is unfortunately necessary. I have the utmost appreciation for the nomination and experience that I have obtained from Commission.

Also as we discussed, Delegate Frederick is very interested in serving on the Commission.

Thank you for your excellent work as a Speaker and for being a man that I am proud to say is my friend.

Sincerely,

A handwritten signature in cursive script that reads "Tim Hugo".

Tim Hugo
Delegate
Virginia's 40th District