

APPENDIX I

CHRONOLOGY OF NVTC ACTIONS (1964 - 2010)

1964 Chairman: Frederick Babson

FY 1965 Local Contributions: \$20,000

- Transportation District Act of 1964 defines powers of the commission and Chapter 630 of the 1964 Acts of Assembly defines the membership of NVTC by jurisdiction.
- First commission meeting held on September 1, 1964. Frederick A. Babson elected chairman, Lee Rhoads, vice-chairman, and Roye Lowry, secretary-treasurer.
- Appoint committee to prepare budget, review bonding procedures, and recommend By-Laws.
- Review authorizing legislation, enabling commission to dovetail with the Interstate Compact and give voice to governing bodies of Northern Virginia.
- Consider Washington Metropolitan Area Transit Commission proposals to improve bus service in the metropolitan area, including deluxe express bus service from Maryland through the District to Northern Virginia, and provide bus service from Seminary Road, Duke Street, and Shirlington on the express lanes of Shirley Highway.
- Gordon Thompson hired as commission's first executive secretary.

1965 Chairman: Frederick Babson

FY 1966 Local Contributions: \$156,200

- NVTC accepts the offer of Arlington County manager to temporarily set aside space for the commission staff in a county-owned building.
- Examine and approve the mock-up of the first issue of NVTC newsletter and format for letterhead.
- Commission names first representatives to the Transportation Planning Board.
- Authorize the executive secretary to conduct RF&P commuter train service study.
- Approve resolution endorsing the features of the proposed rail rapid transit lines.
- NVTC representatives report on the activities of the Outer Beltway Location Committee.
- Commission resolves to oppose efforts to abandon the Washington and Old Dominion Railway (W&OD), citing its potential for regional transportation purposes.

1966 Chairman: Lee Rhoads

FY 1967 Local Contributions: \$80,000

- Adopt By-Laws.
- Elect WMATA Board members.
- FAA staff present plans for expanded improvements at National Airport.
- Advertise and conduct three public hearings to gain public views on potential rail transit corridors in Northern Virginia.
- Adopt resolution endorsing Senate and House bills funding comprehensive study of high-speed ground transportation to Friendship, Dulles and National Airports.

1967 Chairman: Lee Rhoads

FY 1968 Local Contributions: \$73,600

- Endorse National Capital Transportation Agency modifications to rapid transit system and prepare recommendations for the Virginia Governor and U.S. Congress.
- Instruct NVTC's WMATA Board members to advocate use of entire W&OD rail corridor as far as Loudoun County for future rapid transit use.
- Jackson Graham, WMATA general manager, acknowledges Virginia's support and efforts to bring rapid transit to the region.

1968 Chairman: Lee Rhoads

FY 1969 Local Contributions: \$95,000

- Request General Assembly to expand the authority of NVTC to issue bonds for the rapid transit system (subject to approval of local referendum).
- Move to continue court intervention preventing abandonment of W&OD rail service.
- Approve routes for proposed rapid transit system.
- NVTC's WMATA Board members report regional rail system adopted March 1, 1968.
- Determine prorating of Virginia share of local governments' contributions to rapid rail system.
- Announce Judson E. Edwards as newly appointed Executive Secretary.
- Commissioners consider proposed interim RF&P Railroad Commuter Demonstration Project.
- NVTC and WMATA staffs work together to preserve needed rights-of-way for rapid transit.

1969 Chairman: Lee Rhoads

FY 1970 Local Contributions: \$97,000

- Conduct workshops to review the construction schedule for the adopted regional system and review Interstate Compact amendments.
- Adopt resolution requesting immediate action to begin building the regional Metro system.
- Develop consensus on state constitutional revisions regarding local debt limitations and consider a resolution proposing amendments to Article X, Section 10, clarifying the ability of the Commonwealth to assist in planning, providing, and financing publicly owned transit projects.
- Review WMATA Net Income Analysis and Real Estate Program.
- Sponsor special meeting to inform legislators about matters pertaining to financial assistance needed from the General Assembly.

1970 Chairman: Joseph Alexander

FY 1971 Local Contributions: \$142,500

- Joint meeting of all jurisdictional bodies of WMATA including NVTC, WSTC, and D.C. called at Airlie to hear a report on the status of the regional system and hear statements on the functions and activities of the signatory jurisdictions.
- Approve staff report recommending implementation of the Shirley Highway Express Bus Service, including proposals to execute service contract with AB&W and the purchase of 30 new buses.
- The Urban Mass Transportation Administration awards NVTC a grant for the demonstration of exclusive use of bus lanes on I-95, Shirley Highway.
- Award contract to the Truck and Coach Division, GM Corporation, for the purchase of 30 transit type buses.
- First meeting convened by NVTC to determine procedures for facilitating local input for Metro station site location and architectural design.
- Sponsor Forecast '70 - Focus on Northern Virginia, a legislative public relations project bringing state delegates from the Virginia General Assembly to Northern Virginia for an aerial look at urban sprawl and traffic congestion.

1971 Chairman: Joseph Alexander

FY 1972 Local Contributions: \$162,564

- Submit legislative program for transit in Northern Virginia and throughout Commonwealth to Virginia General Assembly.
- Set opening of the I-95 Project Busway for April 5th, with the first increment of buses put into operation on June 14th.
- Celebrate Metro groundbreaking, Shirley Expressway operation and Rosslyn pedestrian bridge opening on Transportation Day, June 17th.
- WMATA advances acquisition of property for a Backlick Metro station. NVTC leases sites for fringe parking for expanded I-95 busway service.
- Award design contract for bus maintenance facility.
- Express appreciation to the President for his influence in resolving impasse over release of the District of Columbia's share of Metrorail construction funds.

1972 Chairman: Joseph Alexander

FY 1973 Local Contributions: \$376,743

- Inaugurate service on February 14 of three new bus routes and celebrate arrival of 20 additional buses for the Shirley Highway Demonstration Project.
- Travel to Philadelphia to inspect Lindenwald Line to observe a rapid transit system in operation and to study the system's safety features.
- Initiate other activities for the Shirley Highway Demonstration Project, including obtaining state funding for maintenance facilities and bus shelters; purchasing the final 30 buses; launching mid-day service; and introducing new bus routes to serve the West Kings Park area and the Skyline Center at Baileys Crossroads.
- Establish an automated records system to implement new NVTC programs.
- Execute lease with WMATA for a 400-space fringe parking lot at Springfield Metrorail station site and a 150-space fringe parking lot at the Huntington Metrorail station site for the Shirley Highway Project. Establish a parking charge of 25-cents per car to meet UMTA grant requirements.
- NVTC becomes a member of the Institute for Rapid Transit.
- NVTC is designated to receive \$35 million in state highway funds over the next ten years specifically for Metrorail construction and transit related projects.
- Adopt 5-year financial plan for bus operations.
- Initiate acquisition of Washington, Virginia and Maryland Coach Company (WV&M).

- Conduct study of computerized signalization system.
- Conduct joint public hearings regarding WMATA bus acquisition. Because of new federal bus acquisition legislation, NVTC ceases its takeover of WV&M so that WMATA can acquire the four area bus companies to incorporate into a single regional bus system, without disruption of service.

1973 Chairman: Rufus Phillips

FY 1974 Local Contributions: \$300,677

- NVTC reaches agreement with WMATA regarding Metrobus service that guarantees NVTC's participation in determining fares, routes and, as equipment permits, service levels in Northern Virginia.
- Decide to annually rotate NVTC chairman and vice chairman offices among the jurisdictions.
- Undertake Transit Technical Study to improve two heavily congested corridors: southeast corridor (U.S. Route 1) and northwest corridor (Leesburg Pike/Lee Highway/Route 123). Study includes preferential treatment for buses, fringe parking, collection-distribution services, and dial-a-ride transit services.
- Distribute senior citizens Metro passes throughout Northern Virginia, using courthouses as sub-distribution points in each jurisdiction.
- Discuss \$1.8 million appropriated by Maryland for state purchase of a commuter rail system. Request WMATA report back to NVTC by January, 1974 on the concept of including commuter rail service in its Mass Transit Plan, as was proposed in pending federal legislation.
- Initiate Computeride--a computerized carpool program.
- Seek funding for a fringe parking lot adjacent to bus access ramps on Dulles Access Road in Reston.
- Conduct market research study for Shirley Highway Project.
- Support retention of the bridge spanning I-495 and connecting the W&OD railroad right-of-way.
- Relocate office to 2009 North 14th Street, Arlington.
- Contract with WMATA for full-time services of WMATA Government Relations Officer to accomplish adoption of NVTC's programs for the 1970's and to obtain legislation for increased funding for NVTC required in NVTC's 10-year financial plan.
- Participate in the development of four preferential bus lanes in three major Northern Virginia commuting corridors.

- Conduct a Dial-A-Ride Study. City of Fairfax is selected for a small community-based system.
- NVTC's policy of "Citizens First in Transportation" results in a Regional Citizens Advisory Committee, consisting of four citizens each from VA, MD & DC.
- Adopt policy of two-thirds bus operating cost recovery from fare box revenues.
- Endorse three jurisdiction-based computers in Fairfax County, Arlington and Alexandria for coordinated traffic signalization.

1974 Chairman: Everard Munsey

FY 1975 Local Contributions: \$301,677

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- Purchase three buses and communication equipment for Dial-A-Ride service in City of Fairfax.
 - Adopt a revised 10-year NVTC financial plan, which calls for testing of the "fair share" allocation formula.
 - Provide assistance to Herndon to improve bus service to that area.
 - Name Henry S. Hulme, Jr., Acting Executive Director in February. Irving G. McNayr becomes Executive Director in July.
 - Add five General Assembly members to the membership of NVTC, effective July 1.
 - Adopt NVTC Administrative Regulations.
 - Transfer NVTC's Computeride Program to the Council of Governments to merge with COG's carpool program.
 - Serve as coordinating agency for Fairfax County's program that establishes a fund of approximately \$100,000 to grant to any legitimate agency that proposed to provide bus service within the county.
 - Formalize NVTC's financial management staff committee and technical advisory committee.
 - Support legislation for extension of a transit line in the median of the Dulles Airport Road to connect the airport with the Metro system.
 - Recommend a more realistic fare policy. Adopt, in principle, the equitable deficit allocation formula.
 - Establish appropriate rules and practices for NVTC as an institution.

- Implement a new Metrobus fare structure that resulted in substantially higher revenues from rush hour service in Virginia, lowered off-peak fares and provided other incentives for increasing ridership in non-rush hour periods.
- Equip one of City of Fairfax's Dial-A-Ride buses with a handicapped lift.
- Approve new cost-revenue formula for allocating bus deficits for Northern Virginia.
- Develop a uniform set of bus route performance standards for Metro.
- NVTC is named as recipient for state funds. 1975 marks the first year of federal assistance to Northern Virginia for operating subsidies, which had previously been paid by local funds. NVTC receives \$4 million in Section 5 federal funds (\$1.5 million for FY 1975 and \$2.5 million for FY 1976).
- As the result of NVTC's efforts, a pedestrian signal is installed on Route 50 opposite the Woodlake Towers to enable pedestrians to cross Route 50 in safety after alighting from Metrobuses.
- Request WMATA to provide additional buses through the Reston Commuter Bus service, to extend service to Herndon.
- Transfer two of the non-lift Dial-A-Ride buses to the City of Alexandria and the lift-equipped bus to Arlington for use in its program for exceptional individuals.
- Support actions of the Northern Virginia Regional Park Authority to secure the Washington and Old Dominion (W&OD) right-of-way as a public linear park for hiking, biking, etc.
- Request that the \$150 million of federal funds no longer earmarked for construction of I-66 within the Beltway be reallocated for Metrorail construction.
- Endorse monthly Metrobus passes and investigate short-term passes (i.e. tourist passes).
- Conduct public hearings to delete the bus shelter program. In November, at its request Arlington County assumes NVTC's share of the bus shelter program and becomes responsible for the administration of the project.

- Celebrate the opening of the first 4.6 miles of the Metrorail system on March 27.
- Obtain federal funds to conduct a study of paratransit alternatives to off-peak bus service in the suburbs.

- Appoint a NVTC representative to Governor Godwin's State Council on Transportation, convened to advise the governor on statewide transportation needs.
- Work with WMATA to receive timely ridership data.
- WMATA initiates experimental Saturday Metrorail service using bicentennial program funds.
- State legislation sought for a four percent fuels sales tax with local jurisdictions to approve ordinances for implementation of the tax.
- Approve a \$255,000 loan to WMATA to help ease cash flow problems so that Metrorail construction can continue without delay.
- NVTC transfers all Shirley Highway Project assets to WMATA.

1977 Chairman: Beverly Beidler

FY 1978 Local Contributions: \$189,357

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- Purchase two buses for a community bus service in Reston.
 - Include Metrobus and Metrorail subsidies in NVTC's application for federal funds.
 - Acquire state funding for the City of Fairfax for 15 bus shelters and a parking lot.
 - NVTC takes the lead in recognizing bike trails as a transportation mode and looking for ways to coordinate bike trails with the Metro system.
 - Host a two-day visit from the Joint Senate-House Committee on Northern Virginia Transportation Needs to see first hand the region's traffic problems.
 - Study evolving commuter travel patterns since the opening of Phase II Metrorail service.
 - Accept City of Fairfax's offer to satisfy deficits attributable to Metro providing bus service to the city on or before June 30, 1977.
 - Sponsor the federally funded Dulles Airport Access Demonstration Project to improve existing ground transportation service and interfacing with Metrorail.

1978 Chairman: Marie Travesky

FY 1979 Local Contributions: \$201,638

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- Install bike lockers at Metrorail stations in Virginia.
 - Conclude the Paratransit Study that developed information and background material to help jurisdictions implement a paratransit system. The Paratransit Action Plan recommended a Vienna/Tysons Corridor Jitney Loop, Tysons Corner Complex Lunch Time Shuttle, and a NVTC Transportation Brokerage System.

- Enhance existing parking beyond Huntington and Ballston. Work with WMATA, jurisdictions, and VDH&T to initiate parking management strategies.
- Review status of commuter rail proposals. The RF&P is reported to be "totally disinterested" in any commuter rail service. Difficulties in financing the Maryland system are cited as grounds not to proceed with further in-depth studies on this line. NVTC contacts Southern Railway regarding possible service from Culpeper, Manassas and Burke Centre to King Street Metrorail in Alexandria.
- Endorse temporary HOV-4 use on the Dulles Access Road until the parallel road is built or traffic impedes airport access.
- Request Federal Aviation Administration to build a pedestrian access ramp from National Airport to the Metrorail station.
- Undertake vanpool study.
- Receive bus capital grant (\$1 million) for Virginia's share of WMATA's purchase of advanced design buses, new wheelchair lifts, garage, shop and office equipment, and project management.
- Seek state approval to transfer withdrawn I-266 funds (\$45 million) to the completion of the 60 miles of Metrorail and for additional vehicles to operate the extended service.
- Appoint a NVTC subcommittee to consider Metro budget items, including fare structure, COLA's, CPI in relation to long-range financial plan, and other sources of funding.
- NVTC joins the Virginia Association of Public Transit Officials.

1979 Chairman: John Purdy

FY 1980 Local Contributions: \$145,913

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- Assist in finding a new location for a Metrobus garage outside of Arlington County.
 - Install schedule information cases at Seven Corners, Springfield Mall and Fairfax Hospital.
 - Hire two consultants to provide marketing services and data collection for the Dulles Access Demonstration Project.
 - Forward recommendation to WMATA for improvements in signs at Northern Virginia Metrorail stations.
 - Endorse ICCA-2 for 1979, 1980 and 1981.
 - Propose to designate WMATA as sole recipient of Section 5 funds to accelerate the grant process at UMTA, but Maryland does not agree to do the same.

- Receive state funds for a vanpool program in Arlington County and a paratransit service for the Tysons Corner area in Fairfax County.

1980 Chairman: Robert Calhoun

FY 1981 Local Contributions: \$142,796

- On January 3, 1980, President Carter signs the Stark-Harris Bill. NVTC seeks to create a financial plan to meet the legislative requirements for a stable and reliable source of funding for the prompt completion of the 101-mile Metrorail system. Work also with the jurisdictions on an allocation formula.
- Endorse a VDH&T proposal that would have the state assume 95% of the local capital costs and 50% of local administrative costs.
- The Ancillary Bond Repayment Participation Agreement between U.S. Secretary of Transportation, WMATA, DC, NVTC and WSTC, is approved by the commission with the understanding that NVTC would remain the recipient of Section 5 funds.
- Recommend ways WMATA can reduce its operating budget and implement future cost controls.
- Appoint David F. Erion Executive Director in July.
- Obtain two percent fuels tax legislation as a new source of revenue to support Metro service. Allocation formula implemented in October. The first month's tax receipts for July, 1980 (\$629,656) forwarded to WMATA on October 1.
- NVTC staff member appointed to the Fairfax County Citizens Advisory Committee on Energy, to contribute expertise regarding energy costs of transportation.

1981 Chairman: James Scott

FY 1982 Local Contributions: \$152,191

- Acquire state funds for City of Fairfax to purchase three buses for the CUE Bus system.
- Initiate a Ridesharing Demonstration Project, including \$65,000 in federal funds to promote ridesharing in the I-66 corridor and \$70,500 of state funds for an employer-based ridesharing program.
- NVTC jurisdictions approve ICCA-3 for 1982, 1983, 1984 and 1985.
- Request Maryland and the District of Columbia legislative bodies and Congress to pass legislation to remove the binding arbitration provision from the WMATA Compact as a cost containment measure.
- Call for WMATA to reexamine the Metrorail subsidy allocation formula.

- Seek state assistance in developing a plan for a new regional source of revenue for funding transit operating costs throughout the Commonwealth, in the light of the phasing out of Section 5 funds.
- Adopt resolution seeking repeal of federal Davis-Bacon Act, requiring Metro projects and services to be paid for with prevailing union wage scales if federal money is used.

1982 Chairman: Carol DeLong

FY 1983 Local Contributions: \$168,341

- Suggest a two-garage system for Metrobus operations in Northern Virginia, consisting of the Four Mile Run garage and a new facility in Fairfax County (later to be chosen in Springfield).
- At NVTC's request, improvements are made by WMATA in the operations at the Ballston Metrorail station.
- Work with local jurisdictions to approve ordinances to satisfy stable and reliable funding requirements.
- Continue ridesharing activities, including promotional mailings for I-66 opening (Dec. 22), compiling a Commuter Directory, encouraging vanpool opportunities (providing no interest loans of \$750 with a one-year repayment schedule), and exploring parking for carpool and vanpool staging and storage.
- Convene a two-day conference on October 1 and 2 to discuss the future role of NVTC.

1983 Chairman: Ellen Bozman

FY 1984 Local Contributions: \$168,476

- Appoint Steve Roberts Acting Executive Director in June, 1983.
- Formulate a workplan with goals and objectives and approve a three-year planning agenda.
- Adopt a Cost Recovery Policy for Transit reiterating the goal of a two-thirds farebox recovery. Short-term strategies are also recommended.
- Testify at hearing on I-66 carpool restrictions to support the continuation of HOV-4 until the Dulles Toll Road is opened.
- Approve NVTC Mission and Role Statement.
- Request experimental grant funds for an I-66 Park and Ride Project.
- Recommend strategies to increase Metro ridership in Northern Virginia by initiating a bus stop information program, weekend flash pass, and monitoring bus ridership in Northern Virginia.

- Conduct survey of Dulles Airport users to gain information on the behavior and attitudes regarding ground transportation, as part of the Dulles Airport Access Demonstration Project.
- Approve a contract including the City of Fairfax's proposal to WMATA to continue participating in payments toward the Metrobus subsidy. Establish an \$89,000 reserve to act as guarantor.
- Receive state funds (\$140,790) to provide experimental bus service from West Falls Church Metrorail station to Rosslyn, to begin early in 1984.
- Increase van loan revolving fund by \$3,000 to \$10,500.

1984 Chairman: Charles Beatley, Jr.

FY 1985 Local Contributions: \$222,574

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- Richard K. Taube begins his new duties as Executive Director in January.
 - Automate office procedures by replacing electric typewriters with personal computers.
 - Adopt reformulated investment policy increasing rates of return with appropriate concern for risk.
 - Initiate Bus Service Coordination Plan to improve transit information sharing, coordinate transit planning and services, and provide transit services more efficiently. Support mutual acceptance of passes between Metrobus and Alexandria's new DASH local bus system. Work with Metro Board for reduced-fare weekend Metrorail pass.
 - Provide analysis of Census and transit demand data funded with a federal grant. Use to recommend better transit routes.
 - Develop marketing plan for Dulles Flyer airport ground transportation system with federal grant.
 - Chair the staff task force for the first Chief Administrative Officers' Metro Budget review.
 - Agree on three-year NVTC allocation formula. Fairfax County lawsuit against Falls Church dropped as part of the agreement.
 - Adopt 10-point fare policy.
 - Initiate state-funded demonstration of express bus service from the West Falls Church Metrorail Station to Rosslyn, prior to Metrorail's opening.
 - Initiate W-3 Metrobus route to Bolling Field in the District of Columbia to serve Virginia residents. Costs are shared with D.C.

- Produce annual NVTC Handbook for the first time. Contains detailed financial data and descriptions of NVTC's policies, procedures and projects.
- Adopt policy urging no tolls for Metro buses on future Dulles Toll Road.
- Introduce concept of commuter rail project along two lines (Manassas and Fredericksburg). Staff is directed to contact private railroads to encourage cooperation.

1985 Chairman: Tom Davis III

FY 1986 Local Contributions: \$240,000

- Help to obtain cost-sharing agreement to build needed bus access ramps at West Falls Church Metrorail.
- Conduct public hearings on Orange Line opening to Vienna in mid-1986.
- Compile detailed ridership and performance reports by route for all Metrobuses serving the Orange Line corridor. Use to help reconfigure bus routes.
- Initiate Alexandria demonstration of reduced-fare, late-night taxi service to Metrorail, using state grant funds.
- Initiate Arlington weekend and late-night, taxi shuttle to Ballston, also with state funds.
- Complete detailed study of commuter bus alternatives to proposed commuter rail project. Meet with private bus operators to review results.
- Produce first annual report on the Bus Service Coordination Plan, with an ambitious continuing workprogram and comprehensive data compilation.
- On behalf of the City of Fairfax, obtain through Metro Board access for CUE buses to Vienna Metrorail station.
- Develop computerized auto/transit cost comparison model to promote transit and ridesharing.
- Begin monthly NVTC commuter rail briefings. A two-year experimental budget is adopted for eight-train, peak-period service. Master Agreement negotiations begin.

1986 Chairman: John Milliken

FY 1987 Local Contributions: \$251,595

- Initiate market research study for new bus routes using innovative home interview technique. Funded by state grant. Results in new Metrobus route to Centreville with additional data for Falls Church and Prince William County.
- NVTC's cooperative inaugural planning and reconfigured bus routes help a successful opening of Metrorail's Orange Line.

- Coordinate major consultant study of impact of state aid to Metrorail on the state economy. Funded by private sector. Concludes there is a 13 percent rate of return on state aid.
- Initiate shuttle service in Tysons Corner area connecting to the West Falls Church Metrorail station. Funded by state grant.
- File state and federal commuter rail grant applications. Work begins on establishing a self-insurance trust with a \$5 million contingent state loan. PRTC is created with a two-percent tax to help finance the project.
- Provide transit financial information for Special Session of General Assembly that doubles NVTC's state aid.
- NVTC Chairman proposes a new Northern Virginia mechanism to set priorities, with NVTC/PRTC as its nucleus. This becomes the Transportation Coordinating Council in 1991.

1987 Chairman: George Snyder, Jr.

FY 1988 Local Contribution: \$242,385

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- Direct consultant study of an integrated telephone information system for WMATA and local bus systems. State grant funds are used. Leads to incorporating local transit fare, schedule and route information into WMATA's "ARTS" database.
 - Complete a cooperative financing plan for the Franconia/Springfield Metrorail segment. NVTC's jurisdictions provide advance funding for environmental analysis and engineering.
 - Obtain \$100,000 federal grant to improve transit "connections" in Northern Virginia. Results in integrated transit maps and brochures for region and local areas, and helps fund new "transit stores."
 - Begin consultant study of commuter bus opportunities. Use federal funds. Findings show unmet demands for service, especially in the Dulles/Route 7 corridor. Provide results to local governments and private operators.
 - Governor initiates ambitious regional transportation planning effort. NVTC takes lead in technical analysis of transit and chairs Transit Subcommittee.
 - Chase, Maryland Amtrak/Conrail accident causes Conrail to withdraw support for commuter rail project. Extensive negotiations begin with Conrail regarding indemnification. Manage sophisticated commuter rail patronage study by NVTC consultant.
 - Sponsor public forum on "What's New in Transit and Ridesharing in Northern Virginia?"

1988 Chairman: James Moran, Jr.

FY 1989 Local Contributions: \$241,960

- Sponsor conference in Crystal City and first annual Commuter Rail Conference of the American Public Transit Association in Rosslyn.
- Encourage Loudoun County to join the Commission, at the same time PRTC is actively seeking the County's membership. The Commission proposes legislation and begins work with the WMATA Board to admit Loudoun County as a member of NVTC and as part of the WMATA Transit Zone.
- Advise the Dulles Area Transportation Association (DATA), a new Transportation Management Association.
- Hold two joint meetings with PRTC to agree on commuter rail strategies.
- Continue intense work on the Northern Virginia Transportation Plan all year.
- Begin railcar and locomotive procurement. New Virginia legislation allows NVTC to purchase insurance from offshore "captive" insurance companies. Financial advisors, bond counsel and bond underwriters are chosen for a \$79 million debt issue for 38 railcars, 10 locomotives, and \$200 million insurance program. VRE Operations Board begins to meet monthly, staffed by NVTC. Federal grant of \$750,000 is obtained.

1989 Chairman: Lilla Richards

FY 1990 Local Contributions: \$249,302

- NVTC helps complete Northern Virginia Transportation Plan. Plan calls for doubling VRE frequencies by 2010. A \$7 billion funding gap exists for entire plan.
- Begin Transit Store at Ballston with the Ballston Partnership, using federal and state grant funds.
- Seek state funding for a City of Fairfax/George Mason University trolley bus replica shuttle service (which ultimately begins operation in 1992).
- Obtain state legislation solidifying the trustee relationship of NVTC for the funds of its jurisdictions.
- NVTC jurisdictions advance funds to WMATA to facilitate land acquisition for Four-Mile Run Metrobus Garage. This also helps to retain all allocated state aid.
- Direct study of financial resources for transportation in Northern Virginia at the request of Virginia Secretary of Transportation. Local and state contributions fund the study. Report shows Northern Virginia received relatively low returns on state and federal transportation payments.
- NVTC agrees in concept to Fairfax County's request to issue up to \$400 million in "contract revenue bonds" to help finance the Fairfax County Parkway. The matter

eventually reaches the Virginia Supreme Court (twice) in confirming the plan, but the bonds are not issued.

- Obtain VDOT funds for new transit signs.
- Conduct a 25th Anniversary Symposium exploring Intelligent Vehicle Highway Systems and new toll collecting technologies.
- In a special ceremony and train ride, execute the VRE Master Agreement, Liability Insurance Management Agreement with the Division of Risk Management, and operating agreements with Amtrak, Southern Railway, RF&P, and Conrail (contingent on federal legislation providing indemnification). These agreements follow multi-year negotiations and contain such railroad/union concessions as reduced crew sizes.

1990 Chairman: John Milliken/James Moran, Jr. FY 1991 Local Contributions: \$242,960

- Loudoun County joins NVTC.
- Commission sends delegation to Brazil to investigate railcar bid of Mitsui/Mafersa. Excellent cars eventually are received at 75 percent of current market price, although delayed by several months. An architect/engineering firm is hired to design stations/yards. Locomotives are purchased from Morrison Knudsen, also at very favorable prices. The \$79 million bond issue closes on February 7, 1990 on favorable terms. Innovative fare collection equipment is obtained from Schlumberger. A new federal bill is passed (after an initial veto) to indemnify Conrail. Discussions begin with MBTA in Boston and with the Urban Mass Transportation Administration to acquire used railcars. A rail manager joins the project.
- Conduct first annual Transportation Appreciation Day awards breakfast to honor outstanding transit/ridesharing employees.
- Relocate offices to The Ellipse at Ballston to improve access and parking for visitors.
- Provide a transit access plan for the proposed Smithsonian Air and Space Museum Extension at Dulles, following an extensive multi-agency effort directed by NVTC.
- Obtain state grant to help local group seeking major federal funding for magnetic levitation research and implementation in the Washington D.C. - Richmond corridor.

1991 Chairman: Ellen Bozman FY 1992 Local Contributions: \$256,625

- Implement Transportation Coordinating Council with its first meeting on July 24th.
- Comment about lack of transit and toll alternatives in the preliminary Environmental Impact Statement for Woodrow Wilson Bridge improvements.

- Engage in intense pre-start VRE activities. Lease rehabilitated locomotives to Amtrak and MARC to produce revenue. MBTA railcars (21) are purchased, to be rehabilitated by Morrison Knudsen. Schlumberger ticket vending machines are converted to capital lease to aid cash flow. Station construction contracts are rebid and awarded. A staffing plan is approved for VRE Operations Group with shared management responsibilities with the two Commissions. Help support the new Crystal City Commuter Services Center, to process VRE mail and telephone requests for tickets.

1992 Chairman: Katherine Hanley

FY 1993 Local Contributions: \$265,000

- Co-sponsor APTA's commuter rail conference and provide a test ride on VRE to Fredericksburg for delegates.
- Inaugurate VRE with ceremony on June 12, Manassas service on June 22, and Fredericksburg service on July 20. Initial ridership after about four months is about two-thirds of anticipated year-end ridership. Preliminary capital improvement program is prepared for discussion showing investments needed and potential funding sources to encourage increases of ridership. Crowding on some trains leads to discussions with railroads about expanded service.
- Promote greater understanding of the provisions of the Intermodal Surface Transportation Efficiency Act, including a public forum.
- Co-sponsor with NVPDC a transportation/land use conference that provides a recommended regional strategy.
- Help prepare detailed TCC workplan.
- Complete the most ambitious annual report to date on the Transportation Service Coordination Plan, including 27 policy recommendations to resolve issues of planning, finance, transit/ridesharing coordination, and congestion management.

1993 Chairman: John Mason

FY 1994 Local Contributions: \$265,628

- Undertake grant-funded study of integrating and privatizing interjurisdictional bus routes.
- Work with VAPTO to develop a consensus on statewide revenue increases to support transit as part of the SJR 240 process.
- Adopt public participation policy calling for annual public hearing on NVTC's workprogram.
- Receive and allocate \$45.6 million in state bonds backed by recordation fees to support capital costs of WMATA.
- Refinance almost \$50 million of NVTC's \$79 million bond issue for the VRE project to save almost \$1 million.

- Continue negotiations with CSXT seeking to operate additional VRE trains to relieve overcrowding.
- Approve the purchase of 10 additional VRE railcars.
- Closeout Mitsui/Mafersa railcar contract with two additional locomotives provided.

1994 Chairman: Patricia Ticer

FY 1995 Local Contributions: \$275,000

- Convene 30th Anniversary celebration.
- Initiate public hearing process for NVTC's annual workprogram.
- Authorize procurement of two federally funded locomotives for VRE.
- Complete interjurisdictional bus study and adopt bus service strategy in cooperation with WMATA's new strategic bus planning process.
- Obtain new source of annual federal funding for VRE capital from Section 9 formula program through agreement with WMATA, Maryland's MTA, and TPB. For FY 1995, \$5.1 million is provided.

1995 Chairman: Mary Margaret Whipple

FY96 Local Contributions: \$270,000

- Execute new VRE access agreement with CSXT through June 1999 permitting expanded service.
- Initiate enlargement of tunnel under U.S. Capitol permitting future operation of VRE bi-level railcars.
- Initiate analysis of VRE access alternatives in the Norfolk Southern's Manassas-Alexandria corridor.
- Complete access improvements to VRE stations to comply with the Americans with Disabilities Act.
- Intensively review NVTC's allocation formula to correct perceived problems, which results in the use of a \$1.8 million reserve fund to compensate jurisdiction harmed by neighboring jurisdictions' decisions to reduce Metrobus service.
- Open new VRE station at Lorton
- Complete VRE ridership forecasting model for use in annual budget and strategic planning processes.

- Serve as trustee for additional \$20 million of bonds issued by the Commonwealth to support WMATA capital projects.

1996 Chairman: Sharon Bulova

FY 1997 Local Contributions: \$270,000

- Selected by the 1100-member American Public Transit Association as the recipient of the 1996 Outstanding Government Agency award for the commission's work in coordinating public transportation fares and services.
- Obtained \$700,000 of new federal funding to initiate a regional smartcard-based fare integration project among VRE, WMATA and local bus systems.
- Completed a swap of bond funds among NVTC jurisdictions to allow \$65 million of Metro Capital Improvement Bonds to be spent within the required three-year period, and received an additional \$20 million of such bonds.
- Led the region in an analysis of VRE railcar requirements that culminated in a decision to purchase 13 bi-level railcars financed with a \$23 million NVTC tax-exempt bond issue.
- Negotiated a compromise in which NVTC would pay part of the Metrobus subsidy of Falls Church for two years while the region worked on a long-term solution to the city's concerns that it was compelled to pay for Metrobus service in excess of its own needs because several interjurisdictional routes passed through the city.

1997 Chairman: Kerry Donley

FY 1998 Local Contributions: \$270,000

- Designed the scope of work and obtained \$1.5 million in funding from several sources for an electric bus project to connect the East and West Falls Church Metrorail stations with Falls Church neighborhoods using state-of-the-art battery powered 22-foot buses.
- Designed the scope of work and obtained \$100,000 in funding for on-board ridership and performance data collection for Northern Virginia's local bus systems. Survey design was completed and data collection has begun.
- Managed issuance of \$23 million of tax free bonds to finance the purchase of 13 bi-level railcars for VRE.
- Assisted Northern Virginia jurisdictions in completing the study of the Metro Mobility Panel, which may serve to stabilize Metrobus service and will result in a significant improvement in the equity of cost-sharing among D.C., Maryland and Virginia.

1998 Chairman: Albert C. Eisenberg

1999 Local Contributions: \$270,000

- Agreed unanimously to two NVTC allocation formula changes. The first provides a three-year phase-in to point of sale distribution of regional motor fuels taxes. The second uses relative WMATA and local subsidies to allocate state aid, with hold harmless protections for all jurisdictions. NVTC's formula is now based on sound policy principles (as determined by the WMATA Board) and is flexible. Falls Church and the city of Fairfax will begin to pay Metrobus subsidies from increased aid.
- Completed a \$32 million bond refinancing at a present value savings of \$1.5 million.
- Obtained sufficient funding to initiate the three-year hybrid-electric bus demonstration in Falls Church and began procurement of buses.
- Completed installation of \$1 million TRIP communications system for VRE.

1999 Chairman: Dana Kauffman

FY 2000 Local Contributions: \$270,000
(plus one-time capital contribution of \$27,000)

- March, 1999 NVTC Board retreat establishes revised mission statement and workprogram.
- Initiate management of regional Code Red Ozone Actions Days free bus fares for all bus systems serving Northern Virginia.
- Obtain General Assembly approval of revised NVTC subsidy allocation formula.
- Establish new web-site with links to 75 other transit-related sites.

2000 Chairman: David F. Snyder

FY 2001 Local Contributions: \$280,000

- Proceed with procurement for new bus service in Falls Church (known as ELECTREK) with four hybrid-electric buses with loop routes connecting the East and West Falls Church Metrorail stations.
- Complete on-board bus surveys on all of Northern Virginia's local bus systems establishing patterns of use within each jurisdiction.
- Initiate study of transit service and facilities in the Route 1 corridor.
- Revise workprogram to extend NVTC's responsibilities to include public outreach, legislative advocacy and grant funding support.
- Receive state grant to support expanded public outreach program.

- Initiated a \$5 million contract for 350 fareboxes and associated garage revenue-collection systems to equip five local bus systems. This will allow WMATA's SmarTrip to serve as the uniform fare medium for the region.
- Expanded public outreach activities with improved web-site, state-funded media campaign to promote safety and several series of radio interviews and public service announcements.
- Commenced e-mail legislative alerts to help achieve the commission's legislative agenda.
- Devised a mid-course correction for the Falls Church bus project when the hybrid-electric vehicles could not pass WMATA's performance tests.
- VRE experienced an unprecedented surge of ridership requiring new initiatives to acquire rolling stock, expand parking and commence a strategic plan.
- Soon after the devastating events of September 11th, NVTC convened representatives of regional transit systems to develop improved procedures for emergency coordination and communication. NVTC is continuing its leadership role as the entire metropolitan area develops playbooks for responding to various emergency scenarios.

- Initiated a two-year demonstration of new bus service in Falls Church using diesel exhaust gas recirculation technology that will reduce some emissions by up to 90 percent compared to conventional diesel buses, and very critical NOx by 50 percent or more.
- Conducted a technology exposition with 14 high-tech exhibitors and over 200 attendees.
- Initiated a consulting study to document the performance of investments in new transit technologies to guide future investments and to establish NVTC as a regional repository of such information.
- Managed a regional program providing free bus fares on forecast Code Red Ozone Alert days. There were 12 such days in Summer, 2002 with average fare reimbursals for participating bus systems of \$64,000 per day. Ridership increased by up to 10 percent on free fare days.

2003 Chairman: Elaine McConnell

FY 2004 Local Contributions: \$310,000

- With VTA, initiated Transit Education Day in Richmond.
- Expanded downloadable transit schedules for cell phones, personal digital assistants and handheld computers to all Northern Virginia transit systems.
- Completed transit technology evaluation report and initiated a web-based performance review demonstration.
- Secured a grant for a point-of-sale SmarTrip network in Loudoun County.
- Conducted workshops for planning coordinated emergency response at key transit stations.
- Obtained funding for an ongoing program of assistance to transit systems to obtain performance measures and report them to the National Transit Database, generating \$4 million more in annual federal formula funding.

2004 Chairman: William D. Euille

FY 2005 Local Contributions: \$310,000

- Celebrated 40th anniversary of NVTC and sealed a time capsule to be opened in 2044.
- Obtained funding for a study of senior mobility, to include GIS analysis of demographics in order to develop recommendations for transit systems to better serve this market.
- On behalf of the Northern Virginia Transportation Authority, managed procurement of a consulting team for a \$1 million update to 2030 of Northern Virginia's 2020 transportation plan.
- Completed a detailed analysis of the results of the unsuccessful sales tax referendum of November, 2002, again using GIS analysis tools, and recommended a strategy to achieve success in any future referendums.

2005 Chairman: Paul Ferguson

FY 2006 Local Contributions: \$310,000

- Completed demonstration of fuel-efficient local bus service in Falls Church and turned over funding of the ongoing service to the city.
- Reported the results of a year-long study of senior mobility and obtained funding for a demonstration of the recommendations.
- Initiated performance budgeting for NVTC, beginning with its financial functions.
- Met in Richmond to urge the General Assembly to act on favorable transit legislation and achieved a significant increase in state funding (although primarily in one-time funds for FY 2006 only).

- Began a campaign to enact the recommendation of a Blue Ribbon Panel for dedicated Metro funding and developed a regional consensus to seek a quarter-cent sales tax increase in NVTC's five Metro jurisdictions.
- With VDOT and MWCOG initiated a screen-line traffic count in the I-66 corridor to demonstrate an effective method to determine transit mode shares in such major commuting corridors.

2006 Chairman: Gerald Connolly

FY 2007 Local Contributions: \$310,000

- Completed management of NVTA's 2030 \$1 million Regional Transportation Plan.
- Emphasized concerns of transit systems with I-95/395 HOT Lane proposal leading to formation of a Transit Advisory Committee and initiation of a transit service plan.
- Use of NVTC's regional electronic bus schedules for cell phones/hand-held computers rose 34 percent.
- Worked with VRE to revise subsidy policies and governance. The new approach, when adopted by the participating and contributing jurisdictions, will result in a close correspondence between ridership, subsidy and voting representation and will pave the way for new VRE members.
- Implemented performance budgeting for NVTC's financial functions for the FY 2007 budget.

2007 Chairman: David F. Snyder

FY 2008 Local Contributions: \$310,000

- HB 3202 increased state and regional funding substantially. NVTC's legislative district transit system maps, op. ed. pieces, news conferences, brochures and public rallies played an important role.
- Actively assisted NVTA (accounting, office lease and public information services) as it organized for its expanded role.
- Completed evaluation of Ride Free program (free bus rides on bad air days) and obtained consensus on continuing and improving the program using federal funding.
- Completed installation of SmarTrip fareboxes throughout Northern Virginia (a \$6 million procurement).
- Obtained federal grants for Alexandria, Arlington and Fairfax County for new transit initiatives.
- Helped achieve a new governance structure and subsidy allocation for VRE based on ridership.

- Completed a screenline study of mode shares on I-395 inside the Beltway with very favorable transit results.

2008 Chairman: William Euille

FY 2009 Local Contributions: \$310,000

- Assisted NVTA in collecting and (following an adverse Virginia Supreme Court ruling) refunding new regional transportation revenues.
- Two percent motor fuels tax revenues reach a record \$42.5 million in FY 2008.
- Close out \$6.1 million contract for 484 SmarTrip fareboxes.
- Close out \$200,000 contract for a real-time bus arrival system (known as MARTHA) as tested on Falls Church's GEORGE bus system.
- Completed screenline mode share study in I-95 corridor outside the Beltway with transit and ridesharing carrying almost half of peak period person trips.
- Significantly upgraded NVTC's website.
- Completed the final report on Life: Get on Board, NVTC's transit travel training project for seniors and received a VTA award.

2009 Chairman: Christopher Zimmerman

FY 2010 Local Contributions: \$310,000

- Coordinated planning for enhanced transit service for record crowds attending the Inauguration of President Obama.
- Congress finally appropriated \$150 million to match dedicated local funds for WMATA after a multi-year regional effort.
- Spotsylvania County agreed to join VRE as a participating member, also after many years of negotiations.
- Completed a screenline mode share study of the I-66 corridor outside the Beltway.
- Initiated a multi-regional effort to develop a Vanpool Incentive Program in order to expand vanpooling and enhance federal transit formula funding.

2010 Chairman: Catherine Hudgins

FY 2011 Local Contributions: \$310,000

- See workprogram in Appendix B.