

POTOMAC AND RAPPAHANNOCK  
TRANSPORTATION COMMISSION (PRTC)

OFFICIAL COMMISSION MEETING

MINUTES

DATE: November 3, 2011  
TIME: 7:00 p.m.  
LOCATION: PRTC Transit Center  
14700 Potomac Mills Road, 2<sup>nd</sup> Floor  
Woodbridge, VA 22192-6811

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1. CALL TO ORDER

Chairman Jenkins called the meeting to order at 7:05 p.m., with a quorum present.

2. ROLL CALL

MEMBERS PRESENT

*Richard Anderson	Virginia House of Delegates
*Maureen Caddigan	Prince William County
*Thelma Drake	Virginia Department of Rail & Pubic Transportation
*Fred Howe	City of Fredericksburg
*John Jenkins, Chairman	Prince William County
*Jerry Logan, Secretary	Spotsylvania County
*Michael May	Prince William County
Immediate Past Chairman	
*Paul Milde, Treasurer	Stafford County
*Jackson Miller	Virginia House of Delegates (arrived at 7:20 p.m.)**
*Marty Nohe	Prince William County (departed at 8:20 p.m.)**
*Gary Skinner	Spotsylvania County
*Susan Stimpson	Stafford County
*Jonathan Way, Vice Chairman	City of Manassas

MEMBERS ABSENT

Wally Covington	Prince William County
Frank Jones	City of Manassas Park
Frank Principi	Prince William County
Toddy Puller	Virginia Senate

ALTERNATES PRESENT

\*Lorraine Lasch Prince William County  
\*William Wren City of Manassas Park

ALTERNATES ABSENT

Ateeb Ahmad Prince William County  
Hilda Barg Prince William County  
Hap Connors Spotsylvania County  
Harry Crisp Stafford County  
Mark Dudenhefer Stafford County  
Brad Ellis City of Fredericksburg  
Matthew Kelly City of Fredericksburg  
Suhaz Naddoni City of Manassas Park  
Hal Parrish City of Manassas  
Steve Pittard Virginia Department of Rail & Public Transportation  
Benjamin Pitts Spotsylvania County  
Sorine Preli Prince William County  
Corey Stewart Prince William County  
John Stirrup Prince William County

\*Voting Member

\*\*Delineates arrival/departure following the commencement of the PRTC Board Meeting.  
Notation of the exact arrival time is included in the body of the minutes.

STAFF AND GENERAL PUBLIC

Nick Alexandrow PRTC Transit Project Manager  
Gina Altis PRTC Executive Assistant  
Monica Backmon PWC Regional Transportation Planner  
Doris Chism PRTC Dir., Customer Service & Dispatch  
Patrick Durany Senior Aide, Supervisor John Jenkins  
Althea Evans PRTC Dir., Marketing & Communications  
Shanta Garth FIRST TRANSIT AGM-Accounting & Admin.  
Al Harf PRTC Executive Director  
Angela Horan PRTC Legal Counsel  
Robb Howell FIRST TRANSIT General Manager  
Ryan Jones PRTC Special Projects Coordinator  
Eric Lee FIRST TRANSIT Safety & Training Manager  
Bob Leibbrandt PWC Budget & Analysis  
Mary Marshall PRTC Accounting & Budget Manager  
Eric Marx PRTC Dir., Planning & Operations  
Betsy Massie PRTC Dir., of Grants & Project Management  
Holly Morello PRTC Rideshare Specialist  
Jennifer Mouchantaf VRE Deputy Chief Executive Officer  
Paul Pitchke FIRST TRANSIT AGM-Operations  
Cynthia Porter-Johnson PRTC Transportation Project Manager  
Mark Roeber VRE Public Affairs & Government Relations

Jeff Saxe  
Frank Spielberg  
Chuck Steigerwald

Kimley-Horn and Associates, Inc.  
Vanasse Hangen Brustlin, Inc. (VHB)  
PRTC Manager Planning & Quality Assurance

3. INVOCATION Led by Commissioner Wren.
4. PLEDGE OF ALLEGIANCE Led by Chairman Jenkins.
5. CITIZENS' TIME No citizens came forward.
6. PRESENTATIONS

- A. First Transit General Manager Robb Howell – Employee Recognition and Operations Report.

Mr. Howell recognized the September 2011 Operator-of-the-Month Silvester Woods. Mr. Woods currently operates the Lake Ridge and Dale City OmniRide service.

Mr. Howell reported 18 commendations were received during the month of October (directed to 14 different operators). Mr. Howell also announced that PRTC and First Transit have commenced a new program to award bus operators with an “OmniRide bus model” as well as an official “letter of commendation” signed by both Mr. Harf and himself.

Mr. Howell went on to report that the actual number of OmniRide complaints for the month of October remained the same as in September. The rate per 10,000 trips increased slightly in October (compared to October 2010). Both the actual number and rate per 10,000 trips on the OmniLink service decreased in October (compared to October 2010).

With regard to the accident frequency rate, Mr. Howell reported there were “zero” preventable collisions in October, only the second time this has happened in five years.

Concluding, Mr. Howell reported that First Transit is currently installing new “drive cam” cameras fleet-wide. To date, 88 of 139 cameras have been installed. The new system includes a “smoothness monitoring system” to improve fuel economy. Mr. Harf added that PRTC will not bear any cost for the installation of the new drive cam cameras (entirely a First Transit investment).

7. APPROVAL OF MINUTES

RES 11-11-01  
[PRTC]

Minutes of October 6, 2011.

Commissioner Caddigan moved, with a second by Commissioner Skinner, to approve the Minutes, as presented. There was no discussion on the motion. (CADDIGAN\SKINNER; WITH MAJORITY VOTE, LOGAN\MILDE\NOHE\STIMPSON\WREN ABSTAINED]



Ms. Mouchantaf went on to report that VRE's Annual Survey was conducted aboard the trains on October 5<sup>th</sup>. The survey results are currently being compiled and will be presented to the VRE Operations Board at its December meeting.

Concluding, Ms. Mouchantaf reported that the annual VRE "emergency drill" will take place at 9:00 a.m. on Saturday, November 12, 2011 on Business Center Drive in Alexandria, Virginia. VRE is seeking volunteers to act as injured passengers and to participate as a first responder, evaluator, and observer.

Chairman Jenkins asked if all of the new locomotives are currently in service. Mrs. Mouchantaf replied "yes," and noted that the locomotives are performing well.

[Commissioner Jackson Miller arrived at 7:20 p.m. during Mrs. Mouchantaf's report and was absent for the vote on Items 7, 8, 9, and 9A]

## 11. PRESENTATIONS

[PRTC]                      A.      Vanpool Incentive Program.

At this time, Mr. Frank Spielberg of Vanasse Hangen Brustlin, Inc. (VHB) provided a briefing about the "Vanpool Incentive Program." A hard copy of the presentation was furnished. A question and answer session followed.

Vice Chairman Way: Who owns, operates, and parks the vans? Mr. Spielberg replied that they are a combination of third party leased vans and owner-operated vans and went on to cite VPSI and ABS as two of the largest third party lessors. Mr. Harf added that the predominance of third party-leased and owner operated vans is fairly unique -- most other areas with significant numbers of vans are predominated by publicly owned vehicles.

Commissioner Drake: Was the program not set up prior to now because the vans are privately owned and there was no way to conduct the data collection? Mr. Spielberg explained that a program of this sort was almost launched ten years ago by WMATA and DRPT, but legal liability and indemnification issues were impediments. Mr. Spielberg said there may have been other stumbling blocks as well.

Commissioner Drake: Can the program be operated and managed by only two people? Mr. Spielberg replied "yes," if supplemented by contract support.

Commissioner Drake: Asked for clarification with regard to the 5307 funds. Mr. Harf explained that FTA divides the 5307 funds nationally in what's called an apportionment notice, which shows funding allocations by urbanized area. The Washington, D.C. allocation is the starting point for the development of what is called a "split letter," which subdivides the DC area allocation among section 5307 recipients. The FTA will not entertain an application for those funds before it receives a "split" letter, which signifies agreement on the sub-allocation. Each party's share is determined by their respective earnings for the region as modified by established understandings.

Commissioner Drake: Does WMATA receive 5307 funds as part of the split and does this benefit everyone? Mr. Harf replied “yes,” and explained that WMATA will only receive a portion of the FTA apportionment for the Washington regional area.

Commissioner Drake: Once the “bridge” funding period ends, will the 5307 funds run the program and will the bridge funding be needed only for the first two to three years? Mr. Spielberg replied “yes.” Mr. Harf explained that not every dollar that the program envisions spending is eligible to be paid for by 5307 funds but, by virtue of the fact that the 5307 funds are being earned, there’s the ability to free up resources from elsewhere to cover the non-eligible costs.

Commissioner Howe: Please clarify the methodology of the net earnings allocation. Mr. Spielberg explained that it is based on where the vanpool miles traverse. Mr. Harf noted that the Commission would be the ultimate arbiter about how the net earnings PRTC receives are used.

Commissioner Skinner: What is the estimated program operation and management cost coming off the top? Mr. Spielberg explained that approximately \$300,000 to \$400,000 per year would be needed for program administrative costs (the vanpool and vanpool occupant fees are over and above that).

Commissioner Lasch: Why are the revenue miles accruing to PRTC limited to within Prince William County, Manassas, and Manassas Park? Mr. Harf explained that the program is region-wide and needs to satisfy all of the stakeholders (the stakeholders extend beyond PRTC’s territory). At the end of the day, the net revenues end up being allocated in a fair-minded way based on where the revenue miles are being traversed. All of the parties involved must agree to launch the program.

## B. Motor Fuels Tax Briefing.

At this time, Mr. Harf provided a briefing about the “Motor Fuels Tax.” A hard copy of the presentation was furnished. A question and answer session followed.

Commissioner Howe: How long have the 17 audits been underway? Mr. Harf noted that the auditors began work in the first quarter of calendar year 2010, beginning with phone contacts to distributors where there were suspicions of errors, so the work has been underway for about a year and a half. He went on to note that people had to be trained and acclimated. While the pace of the first 17 audits is not a good measure of what three full-time auditors are capable of completing, it is apparent that the auditors will not be able to audit all 140 distributors before the three year statute of limitations comes into play, unless something significant changes.

Commissioner Howe: With regard to the transfer of responsibility from the Department of Taxation to the Department of Motor Vehicles (DMV), what can PRTC do to keep the pressure on and have sufficient auditors assigned? Mr. Harf explained that if the transfer of responsibility to DMV occurs, there will need to be some commensurate adjustment in

staffing resources so that DMV can handle the responsibility. He went on to state that in a recent conference call management had with DMV and the Department of Taxation staff, both state agencies evidenced a recognition that the transfer of responsibilities to DMV is not as simple as it may first seem, because the state fuel tax is an excise tax, not an ad valorem motor fuels tax that Taxation collects and audits on behalf of the PRTC and NVTC.

Commissioner Howe: Are the adjustments resulting from the audits and distributors' self-corrections being reported as part of the monthly reports PRTC produces? Mr. Harf replied "yes," and explained that whenever an adjustment occurs, the monthly tax reports furnished as part of PRTC's monthly board kit accounts for them. Mr. Harf went on to observe that the most recent set of adjustments the Department of Taxation informed PRTC about earlier this week are not yet accounted for but will be.

Commissioner Wren: Can PRTC ask for another auditor? Mr. Harf replied "yes," and noted that PRTC has asked the Department of Taxation for their professional advice on the advisability of accelerating the pace of the audits in light of findings to-date and the three year statute of limitations complication. PRTC is awaiting a response.

Commissioner Logan: Are the three auditors funded by PRTC? Mr. Harf replied "yes in conjunction with the Northern Virginia Transportation Commission (NVTC)," and noted that the direct salary is about a quarter of million dollars for the three auditors combined. The fringe benefits are upwards of 40-50%, so PRTC and NVTC collectively are spending approximately \$350,000. To put this in perspective, Mr. Harf noted that PRTC and NVTC collectively realize about a hundred million dollars per year in motor fuels tax revenues (note: further investigation after the meeting confirmed that the fuel tax yield for the two Commissions combined is more on the order of \$60-70 million per year).

C. Bus Maintenance Facility Presentation – Discussion of the Randolph Ridge (Wright) Site.

At this time, Mr. Jeff Saxe with Kimley-Horne and Associates, Inc. provided a briefing about the "Randolph Ridge (Wright Site). A hard copy of the presentation was furnished. A question and answer session followed.

Commissioner Skinner: With regard to Kimley-Horne's calculation of the parking deck in Los Angeles, California, why wasn't a cost estimate sought in Virginia? Mr. Saxe replied that construction cost differences between Los Angeles and Virginia surely pale in comparison to the vast difference between deck and surface parking, so there was no reason to invest additional time and effort to assemble Virginia costs which were not readily available as Los Angeles costs were. He further noted that the only locations that concrete bus parking garages are currently being built (as would be required at the Randolph Ridge site) are in larger cities such as Boston, Manhattan, Chicago, and Los Angeles where land costs make deck parking more cost-effective.

Commissioner Howe: Is there room for parking expansion long term on the selected site? Mr. Harf noted that PRTC is very mindful of the fact that thirteen years after the PRTC

Transit Center was built, easy expansion opportunities have been exhausted. PRTC is also keenly aware of the importance of choosing a site that will allow additional expansion in the long-term. He went on to note that the chosen site is based on a “sizing analysis” that was predicated on PRTC’s adopted long-range plan, which translates into more than 100 buses on the westerly site. PRTC also desires to have space to store retirement age buses, which are retained if they’re still roadworthy so there is an instant ability to supplement service. PRTC has done this repeatedly with retirement age buses. The selected site can immediately house 118 buses with expansion opportunity for another 36 buses.

12. CHAIRMAN'S TIME

- A. Appointment of Thelma Drake and Steve Pittard as DRPT Representatives to the PRTC Board.

Chairman Jenkins announced the appointment of Ms. Thelma Drake and Mr. Steve Pittard as the Virginia Department of Rail and Public Transportation’s (VDRPT) “member” and “alternate” representatives, respectively, to the PRTC.

- B. PRTC Executive Committee Meetings.

Chairman Jenkins announced that the Executive Committee will meet on Thursday, December 1, 2011 and January 5, 2012, at 6:00 p.m. The December meeting will be to develop a proposed slate of officers for calendar year 2012 and to evaluate the Executive Director’s performance. The January meeting will be to review the PRTC FY 2011 Audit. Both meetings will be held at the PRTC Transit Center.

13. EXECUTIVE DIRECTOR'S TIME

- A. Executive Director’s Report.

On the Federal funding side, Mr. Harf reported that PRTC is the recipient of \$2.6 million of “state-of-good-repair” discretionary funds that will be used toward PRTC’s ongoing mid-life bus overhaul. He expressed appreciation to VDRPT and the Commonwealth Transportation Board (CTB) for having fashioned a “letter of no prejudice” that will enable PRTC to pick up matching funds for the state-of-good-repair funds in the next FY 2013 grant cycle. Mr. Harf explained that the grantees, through VDRPT, suggested the letter of no prejudice. VDRPT recognized this as a deserving suggestion and the CTB approved.

On the Federal Executive Branch front, Mr. Harf reported that the IRS made an annual Cost of Living Adjustment (COLA) to the commuter benefit. He explained that the maximum allowable commuter benefit is \$230.00 per month only because of the stimulus legislation. The Congress extended the \$230.00 per month commuter benefit for one year, and it will shrink at the end of calendar year 2011 unless the Congress extends it at the \$230.00 level again. If the Congress does nothing, the commuter benefit will revert to \$125.00 per month, not \$120.00 per month, on account of the IRSs recent COLA adjustment.

Continuing, Mr. Harf reported that the FTA has recently issued two new draft circulars -- one on Title VI (civil rights) and a second on Environmental Justice (EJ) -- that could have some far reaching consequences to Federal grant recipients. He went on to report that management is in the midst of digesting both of the circulars to assess their implications for PRTC and VRE. With regard to the Title VI Circular, there's likelihood that PRTC and VRE will be required to conduct more frequent surveys of riders to create a demographic profile than has been done in the recent past (PRTC conducted its last onboard rider survey in 2006). The proposed Title VI rule requires demographic profiles that are no older than three years.

With regard to the fall schedule change, Mr. Harf noted that on November 14<sup>th</sup>, PRTC's first SmarTrip passes will become available -- an OmniLink day pass and an OmniLink weekly pass. All transfers will convert from paper products to SmarTrip only. Mr. Harf introduced PRTC's Special Projects Coordinator Ryan Jones to give a briefing on the new Smartrip card pass products. He also noted that this is the first time PRTC will offer local bus riders the privilege of unlimited riding over the course of a week for one flat fee. PRTC anticipates this to be a popular product and one that will cause people to ride more frequently in the interest of maximizing the value of their transportation passes.

At this time, Mr. Jones provided a briefing about PRTC's new "Electronic Passes." A pamphlet outlining frequently asked questions about PRTC's new pass products was furnished. A question and answer session followed.

Commissioner Wren: Where can people purchase the new electronic passes? Ms. Chism noted that the SmarTrip card housing the passes can be purchased at the PRTC Transit Center, the Giant at Wellington, CVS in Manassas, and Todos Supermarket located in Triangle. Mr. Jones added that once people purchase the electronic SmarTrip card they can add value to the SmarTrip card and pay for the pass products on board the buses.

Commissioner Wren: Will the senior SmarTrip card also be recognized? Mr. Jones replied "yes."

Moving to another subject, Mr. Harf reported that PRTC is nearing the completion of the design of a "transportation voucher program" that the Commission will recall was one of the recommendations in PRTC's "Mobility Management Plan" that the Commission adopted. He explained that one of the "early action" recommendations was to design a sustainable voucher program. This work has been completed and the findings/recommendations were presented to the stakeholder group this past Monday, at which time the stakeholder group was invited to react to the proposed design parameters. A final voucher program design will be presented to the Commission in the next two to three months. However, the voucher program is dependent on resources that PRTC currently doesn't have, meaning that the voucher program cannot be rolled out instantaneously, but will be ready to launch at said time as funds become available.

With regard to another recommendation resulting from the PRTC Mobility Management Plan, Mr. Harf noted that PRTC is in the concluding stages of a procurement for the

development of a “travel training” curriculum. The aim is to acquaint those in the community who could use existing public transportation services with the “ins and outs” of how to use it, in order to enhance greater use. The Commission will be asked at its December meeting to authorize the award of a contract for this travel training curriculum development and training work.

Concluding, Mr. Harf noted that he and Chairman Jenkins singly or in combination had the privilege of personally delivering the charitable collections from riders and employees during the “give back to the community” campaign to SERVE and ACT.

[Commissioner Nohe departed at 8:20 p.m. during Mr. Harf’s report and was absent for the vote on Items 13-B.1, 13-B.2, and 13-B.3].

B. Action Items:

RES 11-11-05            1.        Transit Bus Seating.  
[PRTC]

At this time, PRTC Special Projects Coordinator Ryan Jones provided a briefing about the “New InSight Bus Seats for 40-Foot Low Floor Buses.” A hard copy of the presentation was furnished. A question and answer session followed.

Commissioner Stimpson: What is the longevity of the new seats? Mr. Jones explained that the new seats are more durable, because the seats are in one piece and do not recline. The seats are also less prone to vandalism and graffiti because the back of the seats are made from a polymer product which is easier to repair than standard fabric.

Commissioner Stimpson: What is the average life span of the buses? Mr. Harf noted that PRTC maintains and operates the buses for longer than what others would say the life span of a bus is. The buses are typically kept in revenue service for at least 14 years.

Commissioner Milde moved, with a second by Commissioner Caddigan, to authorize the PRTC Executive Director to transition to a new seating style for PRTC’s 40-foot transit bus fleet to increase passenger capacity, beginning with the order of thirteen (13) 2012-vintage Gillig buses. There was no discussion on the motion. (MILDE\CADDIGAN, UNANIMOUS)

RES 11-11-06            2.        MACRO Phase Three Authorization.  
[PRTC]

Mr. Harf explained that the MACRO Corporation assisted PRTC developing the technical specifications for the CAD/AVL system and during the course of the procurement evaluation. This action item will authorize PRTC to issue another task order to MACRO Corporation for assistance during the implementation of the CAD/AVL system, which is the subject of Item 13-B.3 – CAD/AVL Purchase Authorization. A companion part of this authorization is that the contract needs to be extended because the CAD/AVL project will

not be finished at the time the MACRO contract expires so an element of this authorization would be to extend the MACRO contract on a sole-source basis for the duration of the CAD/AVL project.

Commissioner Caddigan moved, with a second by Commissioner Skinner, to authorize the issuance of a third task order to the MACRO Corporation in the amount of \$302,700 for technical assistance during the course of the CAD/AVL system implementation, including a ten percent contingency allowance (\$30,270) that the Executive Director may tap as necessary if unforeseen complications arise during the course of the phase three work. There was no discussion on the motion. (CADDIGAN\SKINNER, UNANIMOUS)

RES 11-11-07            3.        CAD/AVL Purchase Authorization.  
[PRTC]

Mr. Harf explained that the competitive procurement process has been concluded. The action before the Commission is to purchase a new CAD/AVL system fleet-wide and other items that are adjuncts to the CAD/AVL system. He further explained that PRTC received TIGER grant funds to pay for this particular acquisition supplemented by funds that VDRPT awarded to PRTC in FY 2012. The Commission is being asked to authorize the commencement of negotiations with the top ranked proposer Trapeze Software Group and consummate an agreement with Trapeze for the base portion of the procurement and selected options.

Commissioner Caddigan moved, with a second by Commissioner May, to authorize the Executive Director to proceed with negotiations with Trapeze Software Group and award a contract thereafter and further authorized the Executive Director to exercise options at the time of the initial contract award and thereafter, subject to available funding limitations at the time the options are exercised. There was no discussion on the motion. (CADDIGAN\MAY, UNANIMOUS)

C.        Information Items:

1.        State Legislative Agenda. Mr. Harf explained that the principal focus of the proposed legislative agenda is funding. However it also includes the notion of “Exchange Trading” associated with PRTC’s futures fuel contracts. Mr. Harf went on to explain that PRTC currently purchases fuel from its fuel supplier either at retail (which is referred to as “rack” prices) or directly from its fuel supplier for a particular month at a quoted futures price. The fuel supplier tacks on a “premium” for making the futures contract purchases in order to shield the supplier from any risks. The premium that PRTC pays is substantially more than if PRTC were to purchase the futures contracts through exchange trading.

Continuing, Mr. Harf explained that in an exchange trading situation, the futures contracts are purchased not through the fuel supplier, but rather through a third party. The futures contracts are bought and sold independent of the fuel supplier,

taking advantage of market timing. Meanwhile, PRTC continues to receive fuel from its fuel supplier and pays the fuel supplier at rack prices, but PRTC in parallel is buying and selling futures contracts to generate a revenue stream that provides PRTC with some protection for situations where rack prices are higher than what has been budgeted for fuel. Mr. Harf emphasized that exchange trading is no more speculative than buying futures contracts from the fuel supplier as is presently done; it is simply less costly. However, PRTC is not able to exchange trade because the Virginia Investment of Public Funds statute stipulates what people can purchase in an investment sense and the law as its now written does not permit PRTC to purchase futures contracts on an exchange trading basis.

Concluding, Mr. Harf further explained that PRTC's Fuel Risk Manager has informed PRTC that based on an analysis of purchasing history, if PRTC had the ability to purchase futures contracts via exchange trading, it would have saved 8.23 cents per gallon on average for the futures contract purchases which, considering PRTC's consumption rate, is about \$100,000 per year. The state legislative agenda will be presented to the Commission for adoption at its December meeting and will either include the exchange trading option or not depending on the Commission's discussion on the topic this evening.

Commissioner Milde asked if the \$100,000 estimate includes VRE's fuel purchase? Mr. Harf replied "no."

Chairman Jenkins asked Mr. Harf to confer with Delegate Anderson and Delegate Miller to discern their interest in serving as legislative sponsors.

Vice Chairman Way suggested that if exchange trading is pursued, it should be with the proviso that no more is purchased at any given time than is consumed.

2. Representative Connolly Letter re Potential Extension of Metrorail to Prince William County. There were no comments.
  3. PRTC Service Performance Reports. There were no comments.
  4. PRTC Budget-to-Actual Comparison. Mr. Harf noted that the press of dealing with the implementation of PRTC's new financial management system has precluded the preparation of the budget-to-actual comparison report.
  5. Communications:
    - a. Related to Funding. There were no comments.
    - b. Related to Jurisdiction. Not applicable.
    - c. General Interest – There were no comments.
14. OTHER BUSINESS/COMMISSIONERS' TIME

Commissioner Caddigan wished everyone a Happy Thanksgiving!

15. ADJOURNMENT

There being no other business to come before the Commission, Chairman Jenkins adjourned the meeting at 8:45 p.m.

NEXT MEETING: Thursday, December 1, 2011, 7:00 p.m.

LOCATION: PRTC Transit Center  
14700 Potomac Mills Road, 2<sup>nd</sup> Floor  
Woodbridge, VA 22192-6811  
Main # (703) 583-7782  
Fax #: (703) 583-1377  
[www.PRTCtransit.org](http://www.PRTCtransit.org)