



A Century of Service

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January 21, 2010

Mr. Ronald Kirby, Director
National Capital Region Transportation Planning Board
777 N Capitol Street N.E.
Washington, DC 20002

RE: Federal Assistance for Commuter Bus Service from Fredericksburg to
Washington, DC provided by Martz National Coach Works Inc. of VA

Mr. Kirby,

I am writing on behalf of Martz Group, d/b/a Martz National Coach Works Inc. of VA, to ask for your support for a proposal to direct FTA Section 5307 funding for Martz Group's Commuter services. We provide service from the Fredericksburg, VA area, to the Pentagon and to Washington, DC. We make numerous stops in the District.

We carry approximately 200,000 annual riders, and operate 500,000 annual revenue vehicle miles in this service. This service is a convenience to its commuter riders, and contributes to reduction of congestion and carbon footprint, and to air quality improvement. It is an example of "extreme commute" services. Studies have identified growing national trends of commuting over extremely long distances (and time). It is good public policy to direct as many of these commuters as possible to public transit.

However, Martz receives no state or federal assistance that could benefit its riders by maintaining the capital fleet, and by keeping fares at reasonable levels. Such funding may be available to other providers in the region.

Martz has been determined to be a commuter operator by FTA National Transportation Data Base. We are proposing to report to NTD. Our operations generate about \$250,000 in annual FTA Section 5307 funding, an amount that is expected to increase in future years by growth in the 5307 program. We estimate that these funds would be sufficient to replace the 12+ over-the-road coaches used in this service on a 12 year cycle. If we continue to report this data, it would generate additional 5307 allocations to the urbanized area, and would not reduce the funds to any other transit operation in the Region. This is a win-win proposal.

It is our understanding that 5307 funds made available to the Washington, DC Urbanized Area are split among WMATA, Maryland Mass Transit Administration, and PRTC, by agreement among these parties, to support WMATA, MARC, VRE, and various PRTC and FRED services outside the WMATA Compact area. Because our service is similar to the VRE and PRTC/FRED services outside the compact area, we have asked the signatories to the split letter to consider making the 5307 funding "earned" by the Martz service be made available to PRTC to support this service.



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In turn, we ask that the TPB support a project in its TIP to benefit "Commuter Bus Service from the Fredericksburg Area." The TIP would need to direct these funds to a sub recipient that can apply for an FTA grant on Martz' behalf, and to contract with Martz to implement the project. The project could be bus procurement, Preventive Maintenance, or Capital Cost of Contracting, as described in the appropriate FTA circulars.

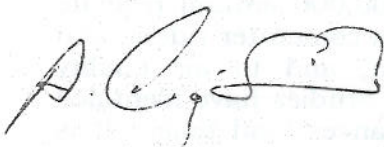
Martz has begun reporting to NTD for Report Year 2008. Its report was accepted by NTD. Therefore, the FFY 2010 5307 allocation will reflect its service. If you can support this proposal, we respectfully request that the TIP for 2010 be amended to identify a capital project for this service, or that these funds be set aside for a future TIP.

If this strategy is successful and of mutual benefit, as we believe it will be, there may be opportunities for additional 5307 funding to the Region to support other long distance commuter transit services.

Our consultant, Barry Hecht, has already spoken to you, or to a member of your staff, about this proposal. He is available to answer any additional questions that you have, and to identify the funds that the subject service generates. We are also prepared to meet with you to further explain this proposal. His contact information is on the attachment.

Thank you for considering this request.

Sincerely,



Craig Smith
CEO
Martz Group

Note: A substantially similar letter has been sent to TPB, to FAMPO, and to other parties to the Split Letter.

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