

MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 5, 2002
NVTC CONFERENCE ROOM - ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Zimmerman at 8:11 P.M.

Members Present

James F. Almand
William Bogard
Sharon Bulova
Gerald Connolly
Kerry J. Donley
Paul Ferguson
Jay Fisette
Katherine K. Hanley
Dana Kauffman
Elaine McConnell
William C. Mims
Karen Rae
Gary A. Reese
Scott Silverthorne
David F. Snyder
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

Richard H. Black
William D. Euille

Staff Present

Rhonda Gilchrest
Shalonda Hunter
Scott Kalkwarf
Stephen MacIsaac (VRE)
Adam McGavock
Kala Quintana
Pete Sklannik (VRE)
Jennifer Straub (VRE)
Richard K. Taube
Alfred Titus-Glover
Lou Woolner (VRE)

Oath of Office for New Commissioner

Chairman Zimmerman announced that Karen Rae has replaced Leo Bevon as the director of the Virginia Department of Rail and Public Transportation and will serve as a NVTC commissioner. Mr. Bevon, who served with distinction on NVTC for 10 years and was especially instrumental in the success of VRE through funding and railroad negotiations, has received a framed certificate to commemorate his contributions.

Chairman Zimmerman then administered the oath of office to Ms Rae. Commissioners welcomed her to NVTC. Ms. Rae stated that it will be an honor to serve on NVTC.

Minutes of NVTC's Meeting of July 11, 2001

Mrs. Whipple moved, with a second by Mr. Donley, to approve the minutes. The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fiset, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Public Transit's Role in a Multi-Modal System

Chairman Zimmerman introduced Ralph Davis, one of Virginia's two Deputy Secretaries of Transportation, and Linda McMinimy, executive director of the Virginia Transit Association. Prior to the commission meeting, Mr. Davis, Ms. McMinimy and Ms. Rae were given a tour of several Northern Virginia transit systems, including WMATA and VRE.

Chairman Zimmerman also recognized Julia Connally, a newly appointed member of the Commonwealth Transportation Board, representing Northern Virginia.

The commission watched a Power Point presentation summarizing the existing public transit and ridesharing resources in Northern Virginia, reviewing performance, describing NVTC's role and explaining how the commonwealth can assist the region. Mr. Taube explained that NVTC would like to have the commonwealth recognize that the local governments are paying the major share of the costs of operating the region's transit systems, unlike other regions in the state. NVTC's local governments' \$126 per capita for transit is four times greater than any other Virginia transit system. NVTC's governments also provide 72 percent of local funds for transit statewide, but only receive 65 percent of state transit aid. Among these funding disparities, the commonwealth does not meet its own statutory targets for sharing in transit investments with localities. Mr. Taube explained that NVTC's position is to have the state fully fund existing programs before funding new programs.

Mr. Taube stated that other ways the commonwealth can help are: to create a six-year plan, with an emphasis on multi-modal systems, that is meaningful with an open/transparent process and allows local governments to respond before it is locked into place; give the region equitable treatment; give transit its fair share of any new revenues; promptly issue bonds approved by the General Assembly for transit; be an advocate for transit; seek more transit funding in the federal TEA-21 reauthorization process; encourage better cooperation and performance from the freight railroads hosting VRE; and finally, fully fund the existing state transit programs.

Chairman Zimmerman asked if Mr. Davis and Ms. McMinimy had any comments. Mr. Davis thanked staff for the afternoon tour and observed that the region is doing many exciting "outside the car" projects. He explained that his role as Deputy Secretary of Transportation is to be an advocate for non-highway types of agencies. He assists the Secretary of Transportation in managing five agencies: the Department of Aviation, the Department of Motor Vehicles, the Department of Rail and Public Transportation, the Vehicle Dealer Board, and the Virginia Port Authority. He is also responsible for managing the newly created Office of Intermodal Planning.

Mr. Davis stated that the future of multi-modal transportation can best be seen through Governor Warner's transportation initiatives, which are to restructure VDOT; produce a reliable and credible six-year program; place heavier emphasis on transit and other public modes of transportation; establish the Office of Intermodal Planning; insure and protect Virginia's share of the TEA-21 reauthorization; and get the regional transportation referendums passed. He reported that significant progress has been made toward returning to a competent, accountable and business-like approach at VDOT and producing a reliable six-year program that will be on time and on budget. He stated that the Warner administration is working to disentangle VDRPT from VDOT giving it more autonomy and accountability to elevate and prioritize transportation projects, such as the Dulles Corridor transit project and high-speed rail. The vehicle for accomplishing this will be through a comprehensive, inclusive, multi-modal transportation plan, which will include a vision of a preferred future for transportation in Virginia. He stated that there needs to be a cultural shift of how to look at transportation solutions throughout the commonwealth.

Mr. Davis has observed that VDRPT currently does not have a short or long term plan, so one priority Ms. Rae will have will be to develop a strategic plan. Mrs. Whipple asked how the state will provide the planning staff to VDRPT to accomplish this. Mr. Davis replied that the work will be done by in-house staff as well as consultants. Ms. Rae explained that one of her priorities is to establish short-term goals for the next three years and then work towards long-term goals. She has requested a stakeholder meeting of agencies, staff and officials throughout the state to meet prior to her staff putting together a strategic plan. She stated that a lot of the planning has already been done and the department needs to go on to the next level. She stated that Governor Warner is dedicated to elevating public transit.

Mr. Davis stated that the commonwealth will continue to be financially challenged. Each state agency is required to reduce their budgets. Solutions must be sought that will maximize the state's limited resources. Mr. Connolly stated that it is important to keep in mind the funding disparities and the inequities that Northern Virginia experiences.

Mr. Reese stated that the public's attitude is that nothing will change, so why should they vote for the referendum. He expressed his opinion that Richmond is less than helpful in carrying forward the message of what the future can be and will be. He stated that "VDOT" translates to all transportation agencies to the public. Mrs. McConnell stated that nothing will change if the process doesn't change. Mrs. Hanley stated that it is important not to confuse VDOT with the referendum. There have recently been some positive changes to VDOT. Mrs. McConnell stated that the money raised from the referendum will be spent in Northern Virginia, and not necessarily through VDOT. Mr. Donley suggested focusing on the future fleet size requirements of the various transit systems in the region, which will show the need but also indicate the level of commitment the region has for transit.

Mr. Donley also explained that the disparity of funding is not a new phenomenon, but a historic problem. Part of the answer is that Northern Virginia needs advocacy in Richmond with the General Assembly. Mrs. Whipple stated that the possibility of flexible funding is a way to get more funds for transit by redirecting funds. This is a source of funding for transit that can really pay off without getting additional funds. Ms. Rae stated that beyond funding, the region should look at other financing mechanisms to leverage funds more effectively.

Ms. McMinimy reported that the Virginia Transit Association (VTA) is focused on building support for public transportation across the commonwealth. Over the last six years, support for transit has grown in the General Assembly. For example, outside of Northern Virginia six years ago only a handful of legislators were interested in transit. Last year's transit caucus had 45 legislators participating. She stated that interest and support for transit is growing. VTA strives to get information out on what transit is doing across the state. In response to a question from Mrs. Hanley, Mrs. Whipple stated that most of the legislators who participated in the caucus have some type of transit (mostly bus service) in their jurisdiction.

Ms. McMinimy stated that she was involved in organizing a trip to the Pacific Northwest to tour alternative transportation initiatives. Participants included some General Assembly members both from Northern Virginia and other areas of the commonwealth. It was a successful trip and she stated that touring Northern Virginia initiatives would be a good opportunity as a follow-up.

ITS Evaluation Project

Mr. Taube stated that following the August 15th RFP due date, an evaluation team from NVTC, WMATA, VDRPT and the city of Fairfax reviewed proposals received from four groups of firms for the \$100,000 grant-funded project. The evaluation team unanimously recommends the top-ranked firm, Multisystems, Inc. of Cambridge, Massachusetts. It is expected that it will take nine months to complete the work.

Mrs. McConnell moved, with a second by Mr. Connolly, to authorize NVTC's executive director to negotiate and execute a contract with Multisystems and to give notice to proceed. The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fisette, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Preliminary FY 2004 NVTC Administrative Budget

Mr. Taube stated that the commission is asked to review and provide permission to forward the preliminary NVTC budget to NVTC's member jurisdictions to be used in preparing their local budgets. In January, 2003, NVTC will again have an opportunity to review this budget with approval to be requested at the February, 2003 meeting. Local staff have examined the budget at a recent Management Advisory Committee and their comments have been incorporated.

Mr. Taube explained that the preliminary budget would retain the existing authorized staff level and envisions a continuation of NVTC's current workprogram. To reflect increased costs due to inflation and performance-based salary adjustments to retain staff in a very tight market for planners and financial analysts, the overall budget would increase 5.8 percent compared to FY 2003. To pay for the budgeted expenditures, state administrative aid would assume an increased role since VRE and other project chargebacks as well as interest earnings would be reduced. Local government contributions would stay the same to reflect the commission's policy of maintaining the local level of effort.

Mrs. Hanley moved, with a second by Mrs. Bulova, to forward the preliminary budget to the local governments for their review.

Mr. Donley asked in light of state funding shortfalls, how can we be sure that NVTC's budget won't be underfunded. Mr. Taube explained that the money for NVTC administrative costs is taken off the top of state aid received by NVTC, so there would no chance that NVTC wouldn't be funded. Mrs. Hanley observed that commissioners could choose to approve a smaller administrative budget in February.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fisette, Hanley, Kauffman, McConnell, Mims, Rae, Silverthorne, Snyder, Whipple and Zimmerman. Mr. Reese voted no.

Mr. Reese explained that when the Governor has to make cuts to all state budgets, he feels uncomfortable approving any increased budget. Mrs. Bulova responded that it is a draft budget for comment and the commission is not adopting or recommending the budget. Mr. Reese stated that he understands this but NVTC should be forwarding a stationary or reduced budget. Chairman Zimmerman stated that he doesn't feel like he has endorsed the budget, but just given local staff a chance to analyze it. Mr. Ferguson stated that over the next few months he would be interested in knowing what Mr. Reese would reduce out of the budget.

NVTC Web Design, Web Hosting and Network Maintenance Contract

Mr. Taube reported that NVTC staff received and evaluated four proposals from qualified firms to provide service for improvements in NVTC web site design to accommodate several new features, to enhance its user friendliness and to permit measurement of its performance in attracting visitors. Since some of the proposed features are not compatible with the current host (the commonwealth previously has allowed NVTC to piggyback on its server), the selected firm would offer web-hosting to NVTC for a nominal fee. Finally, NVTC requires continuing trouble-shooting and consulting assistance for its computer network. The firm recommended for this contract is Information Resource Associates, Inc. (IRA) of Silver Spring, Maryland. IRA has previously assisted NVTC with purchase and installation of specialized accounting software and with network maintenance. IRA has also performed satisfactory work for VRE.

The initial cost of the proposal (up to \$15,000 for web-design) will be paid primarily from a state grant requiring a five percent NVTC match. The match and the ongoing costs of web-hosting (\$69 per month) and network maintenance (at up to \$150 per hour as needed) would be absorbed with the commission's administrative budget.

Mr. Almand asked about the upper limit of the contract. Mr. Taube replied that there is no need for an upper limit on the tasks to be performed hourly, since those tasks could not be continued if budgeted funds for that purpose are exhausted.

Mrs. McConnell moved, with a second by Mr. Donley, to authorize the executive director to execute a contract with IRA, Inc. for a term of three years plus two, one-year options for web-design, web-hosting and network maintenance services. The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fisette, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

NVTC Products and Communications

Public Outreach. Mr. Taube reported that an article about Code Red made the front page of the Washington Post with input from Kala Quintana.

Falls Church Bus. The four clean diesel buses with exhaust recirculation filters have been ordered and are expected to be delivered by the end of October, 2002 and the free six-month demonstration hybrid-electric bus from AVS will be available by December, 2002. The tentative start of service is scheduled for December 16, 2002, with free fares until early January, 2003.

SmarTrip Farebox/Clearinghouse. NVTC and its consultant, IBI Group, are working with VRE staff, Cubic Transportation Systems, Inc, and Scheidt Bachman to devise a "VRE solution" to tie VRE into the regional SmarTrip network. Currently, Cubic is developing a detailed proposal in response to a NVTC/VRE request. NVTC has arranged for grant funds to be available to accomplish this solution. Implementation will be timed to coincide with the start of the regional SmarTrip clearinghouse, now expected by about November, 2003.

Emergency Transit Response. NVTC staff has been an active participant in several day-long planning seminars conducted at MWCOG to assist the consultant preparing the region's emergency response plan. The target is to complete the plan by September 11, 2002.

Code Red. Mr. Taube reported that so far this season, the Metropolitan Washington area has experienced 12 forecast Code Red Ozone Alert days, compared to five last season. NVTC administers the grant funds used to compensate participating transit systems offering free fares for their lost revenue. He stated that staff has asked for new funding from FY 2004 CMAQ for 20 Code Red days. This would provide for 12 days in Summer, 2003 and 12 days in Summer, 2004. Mrs. Hanley stated that the region needs to be careful how the CMAQ funding is allocated. She expressed her opinion that the funding request seems excessive. She stated that she doesn't oppose sending the request with the understanding that it may not be approved. Mrs. Whipple asked if on Code Red days the region must provide free transit to get air quality credit. Mrs. Hanley replied that the region doesn't get any credit since the ozone alerts are episodic. Mr. Taube explained that the requested funding would also provide for more detailed analysis to determine the success of the program.

Improved Gas Tax Audits/Collections. The Department of Taxation has not yet completed its review of NVTC's pamphlet for gas station owners. Regular meetings with the department's auditors assigned to NVTC and PRTC are continuing.

Local Transit Performance Tables. Gathering and reporting transit performance data is an important part of NVTC's workprogram and is vital to the commission's public outreach efforts. It makes the case that public investments in transit pay off. NVTC's data gathering and analysis seeks to combine the individual transit system results to give an accurate overall view of how transit is performing as a whole. The tables are a work in progress being reviewed by local staff, but the goal is to make the data available later in the year on-line on NVTC's web-site to benefit citizens, media and researchers.

Letters from Citizens. Ed Tennyson provided the commission with a copy of his letter to the Journal newspaper.

WMATA Items

FY 2002 Record Ridership. As of July 22, 2002, 11 of the top 25 Metrorail ridership days have occurred in 2002, including the fourth through the eighth highest (all well over 700,000 daily riders). During FY 2002 Metrorail reached an all-time record of 184,014,000 riders, up 2.1 percent from FY 2001. Metrobus reached its second highest level in FY 2002, carrying 147,771,000, up over two million from FY 2001.

Dulles Corridor Rapid Transit Project. Public hearings on the draft EIS were conducted on July 29, 30 and 31. During August, the project team reviewed the record and formulated responses to the comments. The goal is to distribute the public hearing report in late September, 2002 for review and comment by the Technical Working Group and others. The report will include the Project Team's preliminary recommendations for the locally preferred alternative.

Regional Transportation Items

Employer-Based Incentives for Employee Transit Use. On June 26, 2002 Commuter Connections hosted the fifth annual employer recognition award ceremony at the National Press Club in Washington, D.C. The awards ceremony salutes the achievements of employers in the Washington metropolitan region who have voluntarily initiated programs to encourage their employees to use commuting alternatives. Awards were presented to one employer in each of three categories: marketing, incentives and telework.

Transit Amenities Handbook. The report presents the findings of a two-year research effort, which examined the role of amenities and features in attracting new transit ridership. The research process consisted of a literature review, interviews, and five case studies of urban transit systems in the United States. One key lesson presented in the report is that "people react positively toward amenities designed to improve their transit experience both at the stop and on-board vehicles."

Texas Transportation Institute, 2002 Urban Mobility Report. The Texas Transportation Institute is an official research agency for the Texas Department of Transportation and the Texas Railroad Commission. This annual report provides an easily understood analysis of congestion and mobility issues nationwide. The report focuses on trends from 1982 to 2000, looking at issues that are important to the general public, transportation officials, and policy makers.

Northern Virginia Transportation Authority. The 16-member organization met in July and August. Kenneth Klinge was elected chairman. The group discussed and adopted a set of six principles to guide the allocation of funds. For example, transit and HOV would receive at least half of the funds. Committees have been established to work on proposed by-laws and a budget. Tom Biesiadny was named chairman of the technical committee. Mr. Taube reminded commissioners that NVTA's September 12th meeting has been cancelled.

Governor Warner's Commonwealth Transportation Board Appointments. Governor Warner has appointed several new members to CTB, including for Northern Virginia, former Delegate Julia Connally of Arlington.

Benefits of Proximity to Rail for Housing Market. Research published in the most recent issue of the Journal of Public Transportation by Robert Cervero and Michael Duncan of the University of California examines the effects of rail service on housing sales values based on the Santa Clara County experience. Findings included a greater value increase due to proximity to jobs via transit than via highways. Other research by the authors found the increment due to proximity to commuter rail stations had an even greater effect on commercial property values.

Southeast High Speed Rail Final EIS. The proposed project would extend high-speed rail service from the Northeast Corridor in Washington, D.C. to Charlotte, NC. The 10-year development process is led by VDRPT and NCDOT. This document is a broad and general examination of the impacts at a program (versus project-specific) level. If USDOT issues a Record of Decision and the sponsors decide to proceed with the project, further environmental and engineering studies would examine local and corridor conditions.

APTA Report on Transit Fuel Efficiency and Air Quality Benefits. Findings from the recently released research report include the fact that nationwide, transit uses only half as much fuel per passenger-mile traveled as automobiles and emits only five percent as much carbon monoxide, eight percent of the volatile organic compounds and 52 percent of the oxides of nitrogen that lead to smog; and 55 percent of the carbon dioxide that causes global warming. Using the methods described in the report, NVTC staff calculated the energy savings and clean air benefits accruing to the Washington Metropolitan region from the existing transit network. As of 2000, fuel savings were 47.8 million gallons per year, while air quality benefited from 3,040 fewer metric tons of VOC, 31,892

fewer metric tons of CO, 1,533 fewer metric tons of NOx and 520,868 fewer metric tons of CO₂.

U.S. Metropolitan Areas Choose More Transit in Their Long-Range Plans. As reported in Innovation Briefs, Vol. 13, No. 4 dated July/August, 2002, 10 of the largest metropolitan areas in the U.S. plan to spend between 50 and 75 percent of their total federal, state and local transportation budgets on transit, including capital, operations and maintenance. Another several plan to spend between 30 and 50 percent on transit. Only Detroit and Phoenix plan to spend less than 25 percent. The report reflects more evidence that transit investments offer increasingly valuable alternatives as part of balanced regional transportation systems throughout the U.S.

Northern Virginia Tax Referendum. Mr. Donley requested that for the next NVTC meeting, NVTC discuss and agree on a position concerning the tax referendum. Chairman Zimmerman directed staff to include this in next month's agenda.

Legislative Items

Federal FY 2003 Transportation Appropriation. The Senate Appropriations Committee approved \$7.326 billion for transit in late July (\$455 million above the FY 2002 amount) in S2808. The Senate and House are expected to act after returning from the August recess.

Amtrak. Mr. Taube reported that the Senate Appropriations Committee has included \$1.2 billion in its FY 2003 budget for Amtrak, and the bill contains none of the reforms sought by the Bush Administration. Amtrak received \$205 million in emergency funding for the current fiscal year as part of a supplemental appropriations bill.

TEA-21 Reauthorization. APTA's task force reached agreement on a transit industry position for the next six-year transit/highway reauthorization. TEA-21 expires on September 30, 2003. The greatest points of contention involved splitting any growth in appropriations between older and younger rail systems using formulas or discretionary capital programs. WMATA and VRE staff supported the final compromise position.

NVTC Legislative Committee. In response to a question from Mr. Donley, Mr. Taube stated that NVTC's Legislative Committee usually meets in early November to begin preparing NVTC's Legislative Agenda.

NVTC Financial Items for June and July, 2002

Mr. Taube explained that included in the financial reports is a special report showing the effect of adjustments made by the Virginia Department of

Taxation to monthly gas tax totals over the past year. This helps to illustrate the factors that cause variability from month to month in gas tax collections: adjustments due to late reporting from the gas stations or incorrect jurisdictions listed on the forms.

VRE Items

Report from the VRE Operations Board. Mrs. Bulova urged commissioners to read the minutes of the VRE Operations Board's August 16, 2002 meeting.

Invitation for Bids for Station Signs and Trash Cans. Mrs. Bulova explained that approximately 500 signs for station identification, no smoking, Americans with Disabilities and roadside entrances require replacement. About 20 additional signs are needed to enhance directions to Fredericksburg parking. Almost 150 trashcans need to be replaced. Resolution #933 would authorize VRE's Chief Operating Officer to issue invitations for bids for this procurement. Funds are available in VRE's FY 2003 operating budget and CIP.

In response to a question from Mrs. Hanley, Lou Woolner of VRE staff clarified that all the new trash cans would be explosion resistant.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolution #933 (copy attached). The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fisette, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Bridge Painting at King Street Station. Mr. Taube stated that Mr. Woolner served as project manager for the bridge painting project. Mr. Woolner reported that besides painting the bridge, VRE was also able to make other enhancements, including better lighting, painting both walls, and general clean up. The work was completed ahead of schedule and within budget. Mr. Donley added that the work is a tremendous improvement to pedestrian use and safety, as well as an improvement to the overall appearance of the station and the gateway into Old Town Alexandria. VRE will be reimbursed from CSX and the city of Alexandria. Mr. Woolner explained that CSX procurement requirements would not allow the bridge to be painted in a reasonable amount of time, so CSX asked VRE to manage the work.

Authorization to Issue a RFP for a General Engineering Consultant and Increased Authorization for the Existing General Engineering Consultant. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #934, which would authorize the VRE Chief Operating Officer to issue a Request for Proposals for a new General Engineering Contract for a five-year term at a cost not to exceed \$5 million and to increase the maximum limit on the existing GEC contract with HDR Engineering, Inc. and Parsons Brinckerhoff by 10 percent (\$400,000). The new total would be \$4,400,000. This would provide

flexibility for new projects during the procurement of a new GEC. Currently, only \$300,000 remains unobligated in the \$4 million contract.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fiset, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Extension of CSXT Contract. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #935, which would extend by mutual agreement the existing access agreement with CSXT from November 8, 2002 through January 11, 2003. The extension will allow negotiations to continue with a target for completion by the approval of VRE's FY 2004 budget.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolution #935 (copy attached). The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fiset, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Increase in Task Order Amount for VRE Manassas Park Parking Lot. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #936. The resolution would authorize VRE's Chief Operating Officer to increase the task order amount to Parsons Brinckerhoff for Manassas Park parking lot expansion. The increase of \$57,860 brings the total for the task to \$287,064. Because of unforeseen problems at the site and contract disputes, completion of construction has been extended to September, 2002 and additional construction management and claims review services are required. Funds are available in VRE's approved CIP because the construction bid was less than the engineer's estimate.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fiset, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Request to the Northern Virginia Transportation Authority for VRE Railcar Funding. Ms. Bulova explained that the VRE Operations Board has asked that NVTC go on record as favoring the earliest feasible allocation of funds to VRE by the Authority in the event the November referendum passes. Resolution #937 would accomplish this. VRE has a documented need for the \$100 million listed in the legislation for VRE railcars, with cash flow requirements of \$30 million in FY 2003, \$40 million in FY 2004 and \$30 million in FY 2005. Delivery and acceptance of the order of 36 to 45 high-capacity railcars would occur by FY 2006. A letter to be signed jointly by the chairmen of NVTC, PRTC and VRE has been prepared.

Mrs. Hanley observed that the chairman of PRTC doesn't represent a jurisdiction that is a member of the Authority. Mr. Connolly expressed his concern about asking for funding for projects, however worthy, before the voters have spoken. He stated that he would rather focus on passing the referendum and then determine how the money will be spent. Chairman Zimmerman stated that he understands Mr. Connolly's concerns but these funds have already been identified in the referendum. Chairman Zimmerman stated that it is helpful to draw attention to the transit need if the referendum passes. Mrs. McConnell stated that the region needs to sell the referendum and she expressed her support for letting the public know what projects would be funded if it passes. Mr. Kauffman observed that this is a regional group asking for regional funds.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Almand, Bogard, Bulova, Donley, Ferguson, Fisette, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman. Commissioners Connolly and Hanley abstained. (A copy of the resolution is attached.)

Request for Proposals for Renovations of the Building at Quantico Station.

Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #938, which would authorize VRE's Chief Operating Officer to issue a RFP for rehabilitation of the building at Quantico station. The objective is to make the building suitable for a passenger depot and for other commercial uses. Another contractor will first remove asbestos and lead paint. Funds are available in VRE's approved CIP.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved Resolution #938 (copy attached). The vote in favor was cast by commissioners Almand, Bogard, Bulova, Connolly, Donley, Ferguson, Fisette, Hanley, Kauffman, McConnell, Mims, Rae, Reese, Silverthorne, Snyder, Whipple and Zimmerman.

Adjournment

Without objection, Chairman Zimmerman adjourned the meeting at 9:47 P.M.

Approved this 3rd day of October, 2002.

Christopher Zimmerman
Chairman

William Euille
Secretary-Treasurer