

MINUTES
NVTC COMMISSION MEETING – JANUARY 8, 2004
NVTC CONFERENCE ROOM - ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McConnell at 5:45 P.M.

Members Present

Sharon Bulova
Gerald Connolly
William D. Euille
Paul Ferguson
Jay Fiset
Ludwig Gaines
Catherine M. Hudgins
Dana Kauffman
Elaine McConnell
William C. Mims
Karen Rae
David F. Snyder
Mick Staton
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

David Albo
Gary A. Reese
Scott Silverthorne

Staff Present

Rhonda Gilchrest
Scott Kalkwarf
Jana Lynott
Stephen MacIsaac (VRE)
Adam McGavock
Mark Roeber (VRE)
Kala Quintana
Richard K. Taube
Dale Zehner (VRE)

Oath of Office for New Commissioners

Chairman McConnell introduced two new commissioners. Fairfax County has appointed Catherine Hudgins and Loudoun County has appointed Mick Staton to serve on NVTC.

Chairman McConnell administered the oath of office to Mrs. Hudgins and Mr. Staton. Commissioners welcomed them to NVTC.

Minutes of NVTC's Meeting of December 4, 2003

On a motion by Mr. Zimmerman and a second by Mrs. Bulova, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Euille, Ferguson, Gaines, Hudgins, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman.

Mr. Kauffman arrived at 5:49 P.M.

Election of 2004 Officers

Chairman McConnell stated that NVTC's Executive Committee, serving as the Nominating Committee, has recommended the following slate of officers for 2004:

Chairman: Bill Euille
Vice Chairman: Paul Ferguson
Secretary-Treasurer: Gerry Connolly

Mrs. Bulova moved to accept the slate of officers and Mr. Zimmerman seconded. The vote in favor was cast by commissioners Bulova, Euille, Ferguson, Gaines, Hudgins, Kauffman, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman.

Chairman McConnell then administered the oath of office to Mr. Euille and Mr. Ferguson.

Chairman Euille stated that he is honored to serve as NVTC's chairman and provide the commission with leadership during 2004. He noted that the success of NVTC is based on a team effort among commissioners, staff and citizens. On behalf of the commission, Chairman Euille thanked Mrs. McConnell for her leadership during 2003 and presented her with a gift of appreciation.

Commissioners Fisette and Connolly arrived at 5:50 P.M. and 5:51 P.M., respectively. Chairman Euille administered the oath of office to Mr. Connolly.

Selection of NVTC Representatives to Boards and Committees

Chairman Euille stated that he has appointed Mr. Connolly to serve as chairman of the Legislative Committee. He also announced the following NVTC nominations for the WMATA, VRE and VTA boards, as well as NVTC committee assignments:

WMATA Board

Principals: Dana Kauffman
Chris Zimmerman

Alternates: Catherine Hudgins
William Euille

VRE Operations Board

Principals: Sharon Bulova
Dana Kauffman
Elaine McConnell

Alternate: Chris Zimmerman

Virginia Transit Association Board of Directors

Principals: Sharon Bulova
Chris Zimmerman

Alternates: David Snyder
Mary Margaret Whipple
Rick Taube

NVTC Legislative Committee

Gerry Connolly, Chairman
Bill Euille
Paul Ferguson
William Mims
Scott Silverthorne
Dave Snyder
Mick Staton

NVTC Executive Committee

Bill Euille, Chairman
Paul Ferguson, Vice Chairman
Gerry Connolly, Secretary-Treasurer
Dana Kauffman, WMATA Board
Chris Zimmerman, WMATA Board
Mary Margaret Whipple, General Assembly
Elaine McConnell, Immediate Past Chair

Mr. Snyder moved, with a second by Mr. Gaines, to approve the board and committee assignments. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman.

Revise NVTC Signatories and Pension Trustees

Mr. Ferguson moved approval of Resolution #997, which would authorize Mr. Connolly, as the new Secretary-Treasurer, to serve as a signatory for NVTC documents, including financial transactions, and to serve as a trustee of NVTC's Employees' Pension Trust. Mr. Gaines seconded the motion. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman. (A copy of Resolution #997 is attached.)

Public Hearing on and Approval of NVTC's 2004 Workprogram

Mr. Taube asked several members of NVTC's staff to provide an update on some of their projects from the past year and proposed new activities for 2004.

Kala Quintana reported that NVTC jurisdictional bus and VRE schedules were converted into an easy to access format that can be accessed and downloaded to Personal Digital Assistants (PDA's), hand held computers and cell phones with Internet access. NVTC staff also gave a presentation to staff from Maryland and the District of Columbia about this technology and they are in the process of getting the appropriate approvals to implement the technology. She also reported that staff met with state and federal legislative members to promote transit. NVTC will again co-sponsor VTA's second annual Transit Education Day on January 27, 2004.

Ms. Quintana stated that throughout the next year, NVTC will be celebrating its 40th anniversary. She also reported that text message technology will also be introduced to all NVTC jurisdictions to provide another way for the public to get information about transit schedules and other important information. NVTC's website will also be expanded.

Adam McGavock provided an update of the GEORGE bus service in Falls Church, which began operating in January, 2003. He stated that improvements have been made to the system, which resulted in the service running on time and customer complaints drastically being reduced. During 2004, NVTC will initiate the evaluation process of the GEORGE bus demonstration project and will assist the city of Falls Church in securing funds for the continuation of the service. In response to a question from Mr. Connolly, Mr. Snyder stated that Falls Church is looking for funding sources, including federal grants, to continue the service. Mrs. Bulova asked if federal funds are now being used for the bus system. Mr. Snyder explained that the original funding included federal grants. Mr. Connolly asked what would happen if funding was not identified to continue the service. Mr. Snyder answered that the community wants the service and the city is

looking at ways to continue it, including working with WMATA to better link it to existing service in Fairfax and Arlington counties.

Mr. McGavock also reported that the ITS evaluation project was completed within budget. The final report, which provides the methodology for monitoring performance data and evaluating success for ITS investments, is available on NVTC's website.

Mr. McGavock stated that during 2004 the 384 SmarTrip compatible fareboxes and garage computer systems for the Northern Virginia local transit systems will be installed.

Jana Lynott reported that during the past year she worked with VRE staff to identify offsite, temporary emergency overflow parking that could be used by VRE's customers should a major incident such as September 11th cause a surge in ridership. Willing property owners have been identified for Woodbridge, Brooke, Rolling Road, Broad Run, and possibly Manassas Park, which would provide an additional 500 parking spaces. Milestones remaining to be accomplished during 2004 include VRE legal counsel to review the draft and finalize; VRE Operations Board to approve the leases; shuttle service agreements to be secured; and discussions to be held with VRE staff concerning exploration of longer term parking opportunities.

Ms. Lynott reported that at the urging of jurisdictional staff, NVTC staff agreed to host a series of meetings to develop contingency plans for key Metrorail station closures in Northern Virginia. DRPT awarded NVTC a grant of \$1000 to support this effort. These plans will outline alternative staging areas for buses should the Metrorail station be shut down. The first meeting was held in November, 2003 to review and refine the Pentagon Transit Center Contingency Plan. A draft plan has also been completed for the Rosslyn Metrorail station and one is being put together for the King Street Metrorail station this month. Plans for the other stations will continue throughout 2004.

Mr. Kauffman asked which Metro stations are considered "key" stations. Ms. Lynott replied that the Pentagon, Rosslyn, Ballston, West Falls Church, Vienna, King Street, Huntington, and Franconia-Springfield Metro stations are considered key stations. In response to a question from Mr. Zimmerman, Ms. Lynott stated that the draft Rosslyn Metrorail station plan is being circulated among jurisdictional staff and there has been excellent cooperation from county staff, Arlington police and WMATA staff.

Ms. Lynott stated that for 2004, she will be serving as contract manager to oversee the consultant contract and budget for the 2020 Plan Update. Also, NVTC will seek a state grant to conduct research that will help local transit operators to effectively prepare for the region's aging population's mobility needs.

Scott Kalkwarf reported that some of his accomplishments for 2003 included the determination that the Department of Taxation was incorrectly deducting certain fees from the monthly gas tax, which resulted in over \$81,000 in refunds to NVTC jurisdictions. He also analyzed the detailed monthly collection reports from the Department of Taxation and discovered unusual accounting activity. After communicating this to the field representatives, it resulted in revenue reallocation among several jurisdictions.

For 2004, Mr. Kalkwarf plans to work with the Department of Taxation to fully develop the newly created MVFST position and to encourage the department to quickly fill the position. Also, he will update the SAM allocation model using the most recent available data and provide continual projections of available funds to jurisdictional staff.

Chairman Euille opened the meeting for public comment about NVTC's 2004 workprogram.

Ed Tennyson commended NVTC for its overall excellent work. He stated that enough studies have been done and now it's time for the Dulles Rail project to be implemented. He also called for more state funding to be routed through the Transportation Trust Fund to increase the dollar amount of the 14.7 percent devoted to public transportation. Governors have "borrowed" hundreds of millions of dollars from this fund. He stated that NVTC should be authorized to borrow against these diverted funds which the Governor has reportedly promised to repay.

Mr. Tennyson also expressed his opinion that highway maintenance should take priority over new construction. The I-66 widening project in Arlington should be deferred since it will do little good and there is no funding. To relieve congestion on I-66, he suggested VRE be extended to Haymarket as soon as possible. He stated that VRE is, by far, the most economical means of peak movement.

Mr. Tennyson cautioned the commission against Bus Rapid Transit (BRT) since in examples from around the country it attracts only one-third of the riders estimated for it. Instead, he suggested implementing Light Rail parallel to the Beltway and from Manassas and Chantilly to Vienna, as included in the 2020 Plan. He stated that the HOT Lane for the Beltway proposal will not work financially or effectively without unavailable subsidy. Transit Revenue Bonds and Equipment Trust Certificates can finance the local rail transit share, to be repaid by savings in the future.

Mr. Tennyson also stated that NVTC must resist the slogan "no service cuts." When improved service renders parallel service less useful, economies should be taken. For example, the GEORGE Bus may have rendered Metrobus Route 3B obsolete in Falls Church.

Mr. Tennyson also stated that it is important to pay more attention to operating economy. He stated that NVTC should direct WMATA to achieve 12 passenger-miles per bus-mile and 26 passenger-miles per car-mile as a matter of policy. He also suggested that NVTC should encourage WMATA from raising fares faster than the cost-of-living increase.

Mr. Tennyson offered to provide a copy of his testimony for commissioners (attached).

In response to a question from Mr. Connolly, Mr. Tennyson provided more details about BRT. In Los Angeles, one BRT project estimated ridership would be 63,000 but actual ridership was only 4,000. He stated that BRT just doesn't attract riders. One successful BRT is on Willshire Boulevard in Los Angeles because the system provides free transfers from all other lines and free transfers were taken away from the subway. Mr. Connolly asked Mr. Tennyson to provide NVTC with additional data concerning BRT. Ms. Rae asked staff to provide commissioners with a copy of the analysis done on the Dulles BRT service which was compared to national standards.

There were no more citizens wishing to speak and Chairman Euille closed the public hearing.

Mr. Connolly moved, with a second by Mrs. McConnell, to approve the workprogram for 2004. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fiset, Gaines, Hudgins, Kauffman, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman.

Legislative Items

Mr. Taube announced that the Virginia Transit Association will sponsor the second annual Transit Education Day in Richmond on January 27th. A bus is expected to be available for commissioners and staff who wish to attend.

Mr. Taube stated that PRTC is being briefed this evening on a proposal to establish a new transportation district that could include current PRTC members Stafford County and Fredericksburg and several other jurisdictions such as Spotsylvania and Caroline counties. Delegate Orrock has introduced a bill (HB 146) that would extend the two percent motor fuels tax currently levied within NVTC and PRTC jurisdictions to such new commissions. While details about the proposal are still sketchy, initially it seems that the proposal offers some benefits as well as reasons for concern.

Mr. Taube stated that potential benefits include providing a funding mechanism to induce more participants to help pay for VRE; providing potential

support from the General Assembly leadership for NVTC's motor fuel user fee increase; and it could extend to several additional jurisdictions an institutional structure to advocate better transit and more sources of state and federal funding.

Mr. Taube stated that potential problems include that it may require renegotiation of the VRE Master Agreement with uncertain results for subsidy allocation and voting strength; amendments may lead to unforeseen consequences for NVTC's two percent gas tax statute and the transportation district act; and it may lead to more competition for existing state and federal transportation funds.

Mr. Kauffman asked how this legislation would affect the VRE bonds. Mr. Maclsaac replied that this is a question for bond counsel, but that it would no doubt cast a shadow on the bonds. Any changes to the VRE Master Agreement would need to be approved by the bondholders. Mr. Taube stated that staff will keep commissioners informed about this legislation.

Mr. Taube also reported that a draft omnibus bill, which attempts to simplify the Virginia Code, includes a section referencing NVTC. NVTC was created and modified over the years in a series of Acts of Assembly that are not part of the Code and this bill would codify the language in the acts and provide other clarifying changes. NVTC staff observed that there seem to be substantive changes, including adding another General Assembly member from the House of Delegates. Mr. Connolly noted that if another member is added to NVTC, there would be a quorum issue, especially during the General Assembly session. This issue would need to be addressed.

Mr. Taube also reported that Senator Whipple has drafted a bill to increase NVTC's gas tax to four percent from two percent. Senator Whipple stated that she will file it next week. Mr. Taube stated that NVTC sent a letter to Delegate Parrish requesting that he include this change in his statewide motor fuel user fee proposal.

VRE Items

Report from the VRE Operations Board. Mrs. Bulova noted the minutes of the December 19, 2003 Operations Board meeting. She also reported that the freight derailment just prior to Christmas severely impacted VRE service, but full service was reinstated on December 29th. Ridership continues to grow with a record high of 15,900 daily passengers this past Wednesday. On-time performance was at 91 percent this week.

Mr. Zehner expressed his concern that there won't be enough capacity to carry all the passengers if there is a snowstorm or other incidents that increase

ridership. VRE is at capacity and more railcars won't be available until the summer, which will only add another 800 seats.

Amtrak Contract Extension. Mrs. Bulova reported that the current VRE operating agreement with Amtrak expires on January 31, 2004. Resolution #999 would authorize the contract to be extended through April 2, 2004 in order to reach agreement on an access fee for the extension period, with the understanding that additional changes may be approved by the commissions in the future that would apply retroactively to February 1, 2004.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolution #999. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman. (A copy of the resolution is attached.)

VRE Budget for FY 2005. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #1000, which would approve VRE's FY 2005 and revised FY 2004 budgets and authorize staff to forward these to the local jurisdictions, along with a six-year financial forecast. She explained that for FY 2005, 32 trains would continue to operate with assumed average daily ridership of 15,000. A six percent fare increase is included but no increase in total local subsidies.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #1000 (copy attached).

Mr. Zimmerman observed the tremendous growth of VRE over the last few years and stated that VRE would probably continue to grow at this rate if it had additional railcars, a place to store equipment and additional access rights from the railroads. He stated that it is important to work with CSX and gain more access. Mr. Connolly asked that a future meeting devote more time to discuss VRE's capacity issues and what can be done. Mr. Kauffman reiterated that the main challenges are access to the tracks and storage issues. Mrs. Bulova reported that the VRE Operations Board is having a strategic planning session on February 6th to discuss many of these issues.

The commission then voted on the motion and it passed unanimously. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Mims, Rae, Snyder, Staton, Whipple and Zimmerman.

Commissioners Mims and Staton left at 6:45 P.M. and did not return.

Elimination of VRE Holiday Service. Mrs. Bulova reported that the VRE Operations Board has recommended approval of Resolution #1001, which would authorize staff to cease to operate VRE holiday service on Martin Luther King

Day, Presidents' Day, Columbus Day and Veterans' Day. Net savings are expected to be more than \$75,000 annually. Prior to making this recommendation, extensive outreach to VRE customers was made and new marketing efforts were used to try to boost ridership on these days.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved Resolution #1001 (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Rae, Snyder, Whipple and Zimmerman.

Closed Session. Mrs. Bulova made, with a second by Mr. Zimmerman, the following motion to enter into closed session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A.7 of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session concerning legal matters relating to settlement of a threatened lawsuit.

The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Rae, Snyder, Whipple and Zimmerman.

The commission entered into closed session at 6:45 P.M. and returned to open session at 6:58 P.M.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded closed session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered.

The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fisette, Gaines, Hudgins, Kauffman, McConnell, Rae, Snyder, Whipple and Zimmerman.

RFP for Consulting Assistance for NVRTA's 2030 Transportation Plan Update and Amendments to NVTC's Section #457 Employee Benefit Plan

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve, by consent, agenda items #8 and 9 (which includes Resolution #998). The vote in favor was cast by commissioners Bulova, Connolly, Euille, Ferguson, Fiset, Gaines, Hudgins, Kauffman, McConnell, Rae, Snyder, Whipple and Zimmerman.

In response to a question from Mr. Connolly, Mr. Taube stated that the work for the NVRTA 2030 update will be paid for by federal funds.

Chairman Euille stated that several commissioners need to leave to go to another meeting and he passed the gavel to Vice Chairman Ferguson to continue chairing the meeting. Commissioners Euille, Rae and Zimmerman left the meeting at 7:00 P.M.

Plans for NVTC's 40th Anniversary

Mr. Taube reported that NVTC's first meeting was held in September, 1964 and the commission's 40th anniversary occurs in 2004. At the request of the Executive Committee, staff put together several ideas for a possible anniversary celebration, including a short business meeting on April 1, 2004 at the Old Town Hall in the city of Fairfax followed by an anniversary celebration. The event would be used to help increase awareness about the funding needs of transit systems in Northern Virginia. The total cost would be about \$10,000. NVTC could try to absorb these costs through anticipated reduced spending within the commission's FY 2004 budget for personnel and other items. Mr. Taube also stated that the commission may wish to consider whether to request private sector donations to help defray part of the cost of the event.

Mr. Taube stated that beyond the event, NVTC could undertake a series of outreach activities to mark the 40th anniversary. For example, NVTC could conduct some of its monthly meetings in the member jurisdictions to generate local interest in the accomplishments, current funding needs and future aspirations of the members' transit systems. The expense for these outreach sessions would be minimal and covered within NVTC's marketing budget.

Vice Chairman Ferguson expressed his opinion that outside financial help would be beneficial but questioned if there would be a legal question whether NVTC could choose the organizations from which to accept contributions. Mrs. Whipple expressed some reservations about accepting sponsorship money, since NVTC is a governmental entity. Vice Chairman Ferguson suggested getting advice from legal counsel on this issue.

Mrs. Whipple observed that NVTC could have a simple celebration rather than an extravagant costly event. Vice Chairman Ferguson suggested asking local merchants to donate food and beverages. Ms. Quintana stated that this event is a good opportunity to utilize this milestone to attract media attention and to shine a light on this issues the region is facing.

Mr. Gaines expressed his support for the outreach meetings at the different jurisdictions. Vice Chairman Ferguson directed staff to work with those jurisdictions who would like to host a NVTC meeting. In response to a question from Mrs. Bulova, it was noted that the Fairfax Connector Bus system could be highlighted at the November joint meeting in Springfield.

NVTC Draft FY 2005 Administrative Budget

Mr. Taube explained that the commission already discussed the preliminary budget in September, 2003 and authorized staff to forward it to NVTC's member jurisdictions to assist in their budget preparations. The budget would hold local contributions the same as in FY 2004. Total expenditures are also virtually unchanged from the previous fiscal year. The budget will be brought back at NVTC's February meeting for action. There were no questions from commissioners.

WMATA Items

Regional Mobility Planning Session. Mr. Taube reported that WMATA intends to conduct a regional mobility planning initiative on January 9, 2004 as part of its regional mobility initiative. NVTC staff will participate and commissioners are invited to attend.

Regional Transportation Items

Award for Regional Transit Operators Group. NVTC is among the members of this regional transit operators group that engages in emergency response planning. Certificates of honor are being provided to recognize the group for its honorable mention in Montgomery County's "County Executive's Montgomery's Best Awards" competition.

Local Transit System Ridership Trend Line. NVTC staff has completed a timeline that clearly shows the substantial success of Northern Virginia's local bus systems and VRE in attracting riders since the first local system (DASH) began operation in 1984. From 753 average daily boardings in 1984, this set of transit operators carries 58,615 as of FY 2002.

Impact of National Economic Slowdown on Public Transportation. Since mid-2001, unfavorable economic conditions have plagued the transportation sector and nationwide public transit ridership actually declined during the past year after six years of continuous increases. This survey, conducted by APTA, shows that large urban transit systems (30+ million trips per year) were reported to have suffered the most.

Local Transit Benefits People Who Do Not Ride It. APTA has released this series of reports by Paul Weyrich and William Lind of the Free Congress Foundation expressing a conservative viewpoint. The paper focuses on three principal reasons for those who don't use transit to support transit nonetheless: 1) Transit reduces traffic congestion; 2) Transit is an option in an emergency; and 3) Transit generates large increases in property values. The authors promote rail transit over bus because in their view rail transit delivers greater and more assured benefits in these three areas than does bus.

NVTC's New Web-Based Distribution of Meeting Materials

Mr. Taube stated that recipients of NVTC's meeting materials have been alerted that they are now available electronically. Commissioners will continue to receive mailed printed copies, but if any commissioners prefer not to receive a mailed copy, they should contact staff. This new procedure could reduce costs by almost \$3,000 per year.

Contract for Regional Vanpool Initiative Data Verification

Mr. Taube explained that for the second month, WMATA has requested that NVTC delay the due date for proposals. No new date has been set pending notice from WMATA.

NVTC Financial Reports for November 2003

The monthly financial reports were provided to commissioners. There were no questions.

Other NVTC Business

Mrs. Whipple requested a report at the next meeting on the Governor's proposed budget. She stated that Ms. Rae previously agreed to provide that report.

Adjournment

On a motion by Mr. Gaines and a second by Mrs. Bulova, the commission unanimously agreed to adjourn. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fiset, Gaines, Hudgins, Kauffman, McConnell, Snyder and Whipple. Vice Chairman Ferguson adjourned the meeting at 7:14 P.M.

Approved this fifth day of February, 2004.

William D. Euille
Chairman

Gerald Connolly
Secretary-Treasurer