

**MINUTES**  
**NVTC COMMISSION MEETING – SEPTEMBER 6, 2007**  
**NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:24 P.M.

**Members Present**

David Albo  
Sharon Bulova  
Gerald Connolly  
Jeannemarie Devolites Davis  
Adam Ebbin  
William D. Euille  
Paul Ferguson  
Jay Fisette  
Catherine M. Hudgins  
Dana Kauffman  
Elaine McConnell  
David F. Snyder  
Matthew Tucker  
Mary Margaret Whipple  
Christopher Zimmerman

**Members Absent**

Eugene Delgaudio  
Joe May  
Thomas Rust  
Scott Silverthorne  
Paul Smedberg

**Staff Present**

Rhonda Gilchrest  
Scott Kalkwarf  
Greg McFarland  
Adam McGavock  
Elizabeth Rodgers  
Kala Quintana  
Andrew Ryder  
Jennifer Straub (VRE)  
Richard K. Taube  
Dale Zehner (VRE)

### Minutes of NVTC's Meeting of July 5, 2007

Mrs. Hudgins requested that the fourth sentence of the second paragraph on page five on the minutes be deleted. There were no objections. Mr. Connolly moved, with a second by Mrs. Bulova, to approve the amended minutes. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

### VTA Award

Linda McMinimy, Executive Director of the Virginia Transit Association (VTA), stated that she was honored to be at NVTC, which is an organization that over the decades has shown tremendous leadership in moving transit forward in Northern Virginia. This year, VTA recognizes the accomplishments of Dana Kauffman for his dedication to public service and his advocacy for public transit. She presented the VTA "Outstanding Contribution by a Public Official" Award to Mr. Kauffman. The commission congratulated Mr. Kauffman by giving him a standing ovation.

Mr. Connolly stated that he has had the privilege to serve with Mr. Kauffman for the past 12 years on the Fairfax County Board of Supervisors. Mr. Kaufman has been an outstanding public servant and has been a diligent, caring and committed member of the WMATA Board for many years. He is truly an honorable person. Chairman Snyder agreed and added that Mr. Kauffman is also a very patient person. Mr. Kauffman thanked VTA for the award.

### Metro's Strategies for FY 2009

John Catoe, WMATA's General Manager, reported that Metro has already significantly reduced expenses and has worked to close the revenue operating gap for FY 2008. However, Metro has a \$52 million operating gap for FY 2009. Conservatively, Metro has projected a one percent increase in ridership for FY 2009. Including the operating gap (\$52 million), increases due to inflation (\$80 million) and funds to address overcrowding (\$41 million if the WMATA Board chooses to approve them), Metro is looking at an estimated \$173 million increase in funding over its \$1.2 billion budget. The options to cover these additional costs are increases to the jurisdictions' subsidies, a fare increase and/or other revenue sources, such as outsourcing parking, strategic real estate and service cuts.

Senator DeVolites Davis and Delegate Ebbin arrived at 8:40 P.M.

In response to a question from Mr. Connolly, Mr. Catoe stated that federal appropriations can only be used for capital costs, not operating costs. Senator Whipple asked how much revenue would be generated for every 10-cents fare increase. Mr. Catoe responded that it would generate approximately \$31 million per year.

Senator Devolites Davis observed that parking charges at Metro stations are already high and she asked if these revenues get included in the equation. Mr. Catoe explained that although parking brings in revenue, there are operating costs associated with the parking structure. In response to a question from Mr. Connolly, Mr. Catoe stated that jurisdictions pay for the construction of the parking structures, but don't receive any revenues. Mr. Kauffman clarified that there is a surcharge on parking for the revenue bonds issued by the jurisdictions. He stated that he has some concerns about parking outsourcing. Mr. Catoe stated that WMATA staff is looking into this issue, but is not making a recommendation at this time.

Delegate Albo observed that riders will understand the need for a fare increase due to cost of fuel and/or insurance costs, but they won't understand Metro spending \$41 million to provide fringe services. Mr. Euille stated that it is important to remember that WMATA is a large organization with 10,000 employees and an increase of \$41 million is not unreasonable. Mr. Zimmerman stated that it would be helpful to show how WMATA's personnel costs compare to other transit systems across the country. He stated that it is also important to be careful in evaluating the effectiveness of the system based on fare box recovery.

Chairman Snyder stated that as a day-to-day rider, he believes that service cuts and/or fare increases will spark a revolt among passengers in light of continued delays, unless riders can be assured that service will improve. Service on the Orange and Red Lines continues to be unreliable.

Mr. Tucker stated that with Metro's fare box recovery of 80 percent and record ridership, he was concerned regarding pulling back on service. Systemwide improvements do not happen overnight and require investment. Whether the region is building roads or improving transit, costs are increasing. Mr. Catoe stated that upgrades to the system will take time and money, so it is important to have a long-term philosophy and process.

Delegate Ebbin asked if Metro's advertising revenue is significant and if there is potential to increase that revenue. Mr. Catoe replied that the WMATA Board recently approved advertising expansion that would increase revenues to \$38 million. Metro is looking at video advertising at stations in the future, which would also increase revenues.

Mr. Connolly stated that Fairfax County will have problems with a subsidy increase. The county is looking at zero percent growth of its FY 2009 school budget, as well as negative revenue growth in property tax and an estimated four percent decline in real estate values. A nine percent Metro subsidy increase to the county is not sustainable. Mr. Zimmerman agreed that subsidies can't keep increasing. He also observed that the statistics of fare box recovery can be misleading. It is important to look at the overall costs, including the service passengers are getting and what's being invested.

Mrs. Hudgins stated that the crux of the matter is how the region deals with a Metro budget that has a significant deficit, while service demands continue to increase. Subsidies can't carry all the costs. Riders are committed to riding Metro but have concerns about service reliability. She predicted that they won't revolt over a fare increase, but they will over reliability of service. Mr. Euille stated that Mr. Connolly's comments about Fairfax County are also relevant to the rest of the Northern Virginia jurisdictions. Increases to the jurisdictional subsidies cannot continue. However, Metro cannot just throw out a fare increase without providing a holistic picture or broad perspective of what riders will get for their investment.

Senator DeVolites Davis suggested Metro do an analysis of how far the fare can increase before ridership drops. The public doesn't look at the complete costs associated with commuting by automobile. Chairman Snyder stated that in the past, analysis has been done that compared automobile vs. transit and it was shown that using transit costs less when all the costs are factored into the equation. He stated that this type of analysis would be helpful to inform the public.

Mr. Catoe stated that Metro is working on a process of what it will take to fix an issue, not just what it takes to plug a leak. It is important to develop short, medium and long-term strategies. Senator Whipple suggested doing some analysis on what would be the impact to Metro ridership if gasoline prices go up to the \$4-5 per gallon range.

### VRE Items

Report from the VRE Operations Board and VRE's Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the August 17<sup>h</sup> Operations Board meeting. Mr. Zehner reported that ridership between April and June increased 3.5 percent. On time performance was 94 percent on the Manassas Line and 88 percent on the Fredericksburg Line. Mr. Zehner visited the plant in Chicago to see progress on the 50-railcar purchase.

Mrs. Bulova observed that last year at this time VRE was suffering with on-time performance problems because of heat restrictions, but this summer

there has been much improvement, due to a much improved relationship between VRE and the railroads, especially CSXT.

Update on Fauquier and Spotsylvania Counties' VRE Membership. Mrs. Bulova reported that the Fauquier Board is considering the alternative possibility of forming an independent "transportation district" (with newly legislated authority to levy a two percent motor fuels tax similar to that of PRTC and NVTC), and decided that consideration of PRTC/VRE membership was premature at this time. In response to a question from Delegate Albo, Mr. Zehner explained that the ground rules for entering into negotiations with other jurisdictions include the financial requirements for new jurisdictions to join, which has caused some of the problems with the negotiations.

Contract Award for Manassas Parking Garage. Mrs. Bulova stated that the commission is asked to approve Resolution #2072, which would authorize VRE's Chief Executive Officer to contract with Costello Construction of Maryland, Inc., to build a parking garage at the Manassas VRE station. The cost will not exceed \$9,189,000 including a 10 percent contingency. VRE's CEO would also be authorized to execute any related documents. The new garage will contain 520 new spaces, which will be shared with the city of Manassas in a 60/40 ratio, as will the cost.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

Renewal of Manassas Warehouse Lease. Mrs. Bulova moved to approve Resolution #2073, which would authorize VRE's CEO to renew a contract with KAO Manassas Airport, LLC for warehouse space in an amount not to exceed \$199,216 over three years. Mrs. McConnell seconded the motion. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

Ratify Spotsylvania County Storm Water Agreement. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2074, which would ratify the previous signatures of the NVTC and PRTC chairmen on a Storm Water Best Management Practices Agreement with Spotsylvania County. She explained that the county asked for the signatures of the chairmen instead of VRE's usual practice of having its CEO sign. The agreement covers construction of a new VRE maintenance facility at Crossroads Yard.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve the resolution.

In response to a question from Mr. Connolly, Mr. Zehner explained that since the property is owned by the commissions, Spotsylvania was very particular about who signed the document.

The commission then voted on the resolution (copy attached) and it passed. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

Referral of the FY 2009 Preliminary VRE Budget. Mrs. Bulova stated that Resolution #2075 would refer VRE's FY 2009 preliminary budget to those NVTC jurisdictions participating and contributing to VRE. At this early stage VRE staff has presented two budget scenarios. One assumes receipt of \$25 million of regional funds and the other does not. Local staff will meet next week to discuss the budget. NVTC will be asked to act on VRE's final budget at its January, 2008 meeting.

On a motion by Mrs. Bulova and a second by Mr. Zimmerman, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

Confirmation of CSXT's Status as Insured Under VRE's Liability Insurance Plan. Mrs. Bulova reported that Resolution #2076 (copy attached) would confirm that CSXT has been a named insured under both the self insured and commercial insurance portions of the Insurance Plan.

Mrs. Bulova moved with a second by Mr. Fisette to approve the resolution. Chairman Snyder abstained due to his working in the insurance industry. The vote passed with the following commissioners voting in favor of the motion: Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Tucker, Whipple and Zimmerman.

#### Preliminary FY 2009 NVTC Administrative Budget and Performance Objectives.

Mr. Taube explained that the commission is asked to authorize staff to forward the preliminary budget to NVTC's member jurisdictions for use in planning their own FY 2009 budgets. In response to a question from Mr. Connolly, Mr. Taube explained that although total local contributions are held constant at \$310,000, individual jurisdiction's local shares vary based on shares of state grants and regional gas taxes received from NVTC. Those jurisdictions that receive more state funds pay more.

Mr. Taube reported that NVTC ended FY 2007 with an unappropriated surplus of over \$100,000 (almost 10 percent of the administrative budget) and those funds are being used to help fund this proposed FY 2009 budget. The overall level of expenditures would increase in FY 2009 by two percent compared to the approved budget for FY 2008. In FY 2009 salaries would be constant, including a reserve for performance-based increases but no cost of living increases.

Mr. Zimmerman moved, with a second by Mr. Euille, to authorize staff to forward the preliminary budget to NVTC's member jurisdictions. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

### Mode Shares in the I-395/Rt. 1 Corridor Inside the Beltway

Mr. Taube suggested that since commissioners were provided with a written report and because of the lateness of the hour, the commission forego the PowerPoint presentation. There were no objections.

Mr. Taube stated that the results of the I-395/Rt.1 corridor study show strong shares for transit and ridesharing. The analysis shows that two out of three people traveling inside the Beltway in the Rt. 1/I-395 corridor at a Glebe Road screenline are using transit or ridesharing. Chairman Snyder stated that this information needs to be widely circulated, including to the group working on the I-95/395 HOT lanes projects.

Mr. Zimmerman moved, with a second by Mr. Connolly, to authorize staff to issue a media release describing the results of the study, in cooperation with MWCOG and VDOT staff. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

### NVTC Projects

NVTC's Hydrogen Fuel Injector Bus Demonstration. The first prototype fuel injector has now been installed on a CUE bus with others to follow. Fuel savings and emissions reductions will be monitored for the next several months.

NVTC's Senior Mobility Project. An in-depth article on the project was a page one story in the American Public Transportation Associations' Passenger Transport.

Code Orange/Red Ride Free. Marketing and survey efforts have been completed and a final report is being prepared with recommendations for the future of the project.

### Regional Transportation Items

Status of Request by the Fredericksburg Area Metropolitan Planning Organization. A draft letter from the Transportation Planning Board's Chair Catherine Hudgins to the Chairman of FAMPO would respond to its request, among others, to share in Metropolitan Washington's transit formula funds. TPB's draft letter suggests that FAMPO should participate in TPB's planning and programming process to advocate projects for Northern Stafford County that FAMPO believes are worthy of funding. The letter also points out that approximately 3,700 daily trips are taken on Metro by FAMPO residents, which requires about \$590,000 in annual subsidy currently being paid by WMATA's jurisdictions without the financial participation of FAMPO jurisdictions.

Status of NVTA Administrative Actions. Progress continues as recruiting is underway for NVTA's executive director. NVTA also filed a bond validation suit on July 13<sup>th</sup>. It was heard in Arlington's Circuit Court on August 27 and 28, 2007 and the ruling was in favor of NVTA. Virginia's Attorney General and Governor as well as the Speaker of the House of Delegates intervened on the side of NVTA.

APTA's Public Transportation Fact Book. APTA's annual fact book has been released. It reports that 9.8 billion unlinked transit passenger trips were taken in transit in 2005, which was up 26 percent from 1995.

Former DRPT Director Karen Rae Now with NYDOT. Former NVTC Commissioner, Karen Rae, has joined the New York Department of Transportation as Deputy Commissioner of Policy and Strategy

### I-95/I-395 HOT Lanes Project

Corey Hill of DRPT introduced Jay Evans of Cambridge Systematics, Inc., who gave a Power Point presentation briefing commissioners on the progress of the ongoing transit/transportation demand management study. Mr. Evans stated that currently, the consultants are in the process of testing the first round of tiered transit/TDM alternatives, which represent a 20-year program and include low alternatives (\$250 million), medium alternatives (\$500 million) and high alternatives (unconstrained).

Delegate Albo asked if the analysis will include how popular it would be to build a parking garage and have BRT on the HOT Lanes and whether it would be as popular as Metro. Mr. Evans stated that the survey does look at attitudes and preferences and includes questions about BRT. The results won't be known until after the surveys are completed and analyzed.

Mr. Zimmerman stated that the attractiveness of BRT would depend on the destination point. Currently, it is proposed that the HOT lanes will stop at Eads Street and wouldn't operate over the 14<sup>th</sup> Street Bridge. His opinion is that if the HOT Lane project is built, it would be essential to have the lanes continue into the District in order for the project to be a success. He asked when the general public will see the updated information and have the opportunity to ask questions. Mr. Hill stated that the strategy is to complete the analysis and then go to public hearing in spring, 2008. Mr. Zimmerman urged them not to wait too long for public input and to get public comment before making any decisions. He also stated that analysis needs to be done to show how successful HOV and transit are in the corridor now and then look at the potential HOT lanes improvements to make sure that existing service is not degraded.

Mr. Tucker stated that it is important to look at it as a complete transportation corridor to find the best way to move people in the corridor. Mr. Hill stated that one thing that makes the study more complex is including analysis of how BRT would impact VRE ridership. Mr. Connolly stated that given the capacity of VRE, he would be surprised if it harms VRE. If the state wants to make it a seamless corridor, then the state needs to provide financial incentives to move beyond parochialism. Mr. Zimmerman stated that this type of unified system was part of the original private-sector HOT lanes proposal, which included a "BRT" component, which then got dropped, but not because the jurisdictions did not want it.

Delegate Ebbin left the meeting at 10:00 P.M.

Mr. Connolly stated that there's a distinction between the proposals for the Beltway HOT lanes and I-95/395 HOT lanes. There's a clear rationale for the HOT lanes on the Beltway, but for I-95/395 it would be taking over an existing public facility that has already been paid for by the region. In order to sell that concept to the public, it will be important to show significant enhancement to transit.

In response to a question from Chairman Snyder, Mr. Hill stated that the deadline for comments from staff and commissioners on this phase of the transit/TDM study is at the end of September. In response to a question from Senator Whipple, Mr. Evans stated that the analysis includes MWCOG's model assumptions of the price of gasoline. Gas is still cheaper compared to the inflation rate. Mr. Evans stated that the market research also has a price sensitivity component, which has an implied relationship to the cost of gas.

NVTC Financial Reports for June and July, 2007

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

Closed Session

Mr. Euille moved, with a second by Mr. Zimmerman, the following motion:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A(1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session concerning a personnel item, pertaining to the annual performance review of NVTC's executive director.

The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Euille, Ferguson, Fisetto, Hudgins, Kauffman, McConnell, Snyder, Tucker, Whipple and Zimmerman.

The commission entered into closed session at 10:05 P.M. At that time, Mrs. McConnell left the meeting and did not return. The commission returned to open session at 10:15 P.M.

Mr. Zimmerman moved, with a second by Mrs. Bulova, the following:

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 Albo, Bulova, Connolly, Devolites Davis, Euille, Ferguson, Fisetto, Hudgins, Kauffman, Snyder, Tucker, Whipple and Zimmerman.

Mr. Ferguson moved pursuant to the recommendation from NVTC's Executive committee, with a second by Mrs. Bulova, to increase the executive director's combined compensation (salary, Section 457 deferred compensation and bonus/travel allowance) by four percent.

Mr. Connolly requested the addition of a friendly amendment to express the commission's appreciation to Mr. Taube and the rest of the NVTC staff for their hard work. Mr. Ferguson and Mrs. Bulova agreed to accept this friendly amendment. The commission then voted on the amended motion and it passed. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Euille, Ferguson, Fisetite, Hudgins, Kauffman, Snyder, Tucker, Whipple and Zimmerman.

### Adjournment

Mr. Euille moved, with a second by Mr. Zimmerman, to adjourn the meeting. Without objection, Chairman Snyder adjourned the meeting at 10:20 P.M.

Approved this fourth day of October, 2007.

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David F. Snyder  
Chairman

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Christopher Zimmerman  
Secretary-Treasurer