

**MINUTES**  
**NVTC COMMISSION MEETING – JANUARY 3, 2008**  
**NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:21 P.M.

**Members Present**

Chip Badger  
Sharon Bulova  
Gerald Connolly  
Adam Ebbin  
William D. Euille  
Catherine M. Hudgins  
Scott Silverthorne  
Paul Smedberg  
David F. Snyder  
Mary Margaret Whipple  
Christopher Zimmerman

**Members Absent**

David Albo  
Eugene Delgaudio  
Jay Fiset  
Joe May  
Thomas Rust

**Staff Present**

Rhonda Gilchrest  
Scott Kalkwarf  
Steve MacIsaac (VRE)  
Adam McGavock  
Elizabeth Rodgers  
Kala Quintana  
Jennifer Straub (VRE)  
Richard K. Taube  
Dale Zehner (VRE)

### NVTC Minutes of December 6, 2007 Meeting

Mr. Connolly moved, with a second by Mr. Zimmerman, to approve the minutes. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

### Oath of Office for New NVTC Commissioners and Financial Disclosure Forms

Chairman Snyder noted that no new commissioners were present to take the oath of office, but reminded commissioners that they are required by the state to annually file a Financial Disclosure Statement with the clerk of their respective city or county governing body by January 15<sup>th</sup>. Local and state elected officials are required to file irrespective of membership on NVTC so this notice should not require action by any NVTC member.

### Election of Officers

Mrs. Bulova moved, with a second by Mrs. Whipple, to nominate Gerry Connolly and select him as NVTC's Secretary-Treasurer. There were no additional nominations.

Mrs. Whipple moved, with a second by Mr. Zimmerman, to close the nominations. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman. The commission then voted on the main motion and it passed unanimously. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

On a motion by Mr. Euille and a second by Mr. Connolly, the commission unanimously voted to nominate Chris Zimmerman as NVTC's Vice-Chairman. There were no further nominations.

Senator Whipple moved to close nominations and to cast a unanimous ballot for this nomination. Mr. Zimmerman seconded. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Mr. Zimmerman moved, with a second by Mr. Smedberg, to nominate Mr. Euille and select him as NVTC's Chairman. There were no more nominations.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to close the nominations. The vote in favor was cast by commissioners Badger, Bulova,

Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

The commission then unanimously approved the main motion. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

After administering the oath of office to Mr. Euille, Mr. Zimmerman and Mr. Connolly, Chairman Snyder handed the gavel over to Mr. Euille.

Chairman Euille presented a plaque to Mr. Snyder in recognition of his outstanding work as chairman during 2007. Chairman Euille thanked Mr. Snyder for his dedicated commitment to regionalism and improved transportation for Northern Virginia. Mr. Snyder recognized NVTC as having the finest group of public officials at any level of government. He stated that it is an honor to serve along side them. He also recognized staff from NVTC, VRE and the jurisdictions for their hard work.

#### Selection of NVTC Representatives to Boards and Committees

Chairman Euille announced the nominations for the WMATA, VRE and VTA boards, with the understanding that the action is contingent upon subsequent action taken by the Fairfax County Board of Supervisors at its January 7<sup>th</sup> meeting. Mr. Connolly provided tentative information on Fairfax County's recommendations.

#### WMATA Board

Principals: Chris Zimmerman and Cathy Hudgins  
 Alternates: Bill Euille and Jeff McKay

#### VRE Operations Board

Principals: Sharon Bulova, Pat Herrity, Chris Zimmerman and  
 Paul Smedberg  
 Alternates: Jay Fisette, Timothy Lovain and Jeff McKay

#### Virginia Transit Association Board of Directors

Principals: Chris Zimmerman and Bill Euille  
 Alternates: Mary Margaret Whipple and Rick Taube

### NVTC Legislative Committee

Gerry Connolly (Chairman)  
Dave Albo (House of Delegates)  
Mary Margaret Whipple (Virginia Senate)  
Bill Euille  
Scott Silverthorne  
Dave Snyder  
Kelly Burk  
to be determined – Arlington County

### NVTC Executive Committee

Bill Euille, Chairman  
Chris Zimmerman, Vice-Chairman  
Gerry Connolly, Secretary-Treasurer  
Mary Margaret Whipple, General Assembly  
Dave Snyder, Immediate Past Chair  
Catherine Hudgins, WMATA Board

In response to a question from Chairman Euille, Mr. Taube explained that the Legislative and Executive Committee members are appointed by the Chairman.

On a motion by Mr. Snyder and a second by Senator Whipple, the commission unanimously approved the selections of NVTC's representatives on the Boards and Committees, subject to Fairfax County action. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

### Designation of NVTC Signatories and Pension Trustees

Chairman Euille stated that Resolution #2085 would establish that NVTC's new Secretary-Treasurer, Gerry Connolly, is eligible to sign NVTC documents (including financial transactions) and to serve as trustee of NVTC's Employees' Pension Trust. Mr. Taube stated that the resolution was also modified to remove Colethia Quarles (Assistant Financial Officer) from the list of signatories, to maintain better internal financial controls. Senator Whipple stated that it is her understanding that Ms. Quarles has not been signing checks, so this action just aligns the authorization with current practice. Mr. Taube confirmed this. Chairman Euille stated that Mr. Connolly's name will be added to the resolution to reflect his position as Secretary-Treasurer.

On a motion by Mr. Zimmerman and a second by Senator Whipple, the commission unanimously approved the revised Resolution #2085 (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

#### Public Hearing on and Approval of NVTC 2008 Workprogram and Schedule

Chairman Euille began the public hearing at 8:25 P.M.

Mr. Alan Munchnik, who is affiliated with the Virginia Bicycle Federation and the Arlington Coalition for Sensible Transportation, expressed his appreciation for the efforts NVTC makes to improve bicycle and pedestrian access to transit. He stated that priority needs to be given to improve bicycle and pedestrian access to WMATA stations, as well as hiring additional bicycle and pedestrian planning staff. He reported that funds are being sought for two currently unfunded bicycle initiatives. Fairfax County is seeking \$1 million to enhance bicycle parking and access at the Vienna Metrorail station and WMATA is seeking \$600,000 to improve bicycle parking at Metrorail stations including an on-demand bike locker rental program using smartcard technology. Mr. Munchnik also stated that he is looking forward to bike-on-rail access with the new VRE railcars coming into service over the next months. Reverse commute service in the future would be ideal for bicycle riders.

Mr. Munchnik also endorses a competitive bidding process for the Dulles Rail project, particularly for a 3.5-mile tunnel under Tysons Corner. He stated that something also needs to be done with the Rosslyn portal.

In response to a question from Mr. Connolly, Mr. Munchnik stated that although many of the regional transit systems can accommodate bikes, the smaller systems like DASH cannot. Mr. Connolly reported that Fairfax Connector buses have been retrofitted and Mr. Zimmerman stated that Metrobuses and ART buses have been too. Chairman Euille stated that DASH has a few buses that are fitted for bicycle access and all new buses will be equipped. Mr. Connolly stated that it is important to have uniformity across the Washington region.

There were no other speakers and Chairman Euille closed the public hearing at 8:32 P.M.

Mr. Zimmerman moved, with a second by Mr. Connolly, to approve the 2008 workprogram and schedule.

Mr. Zimmerman clarified that the "Pike Ride Trolley Project" listed under Item #12 is actually called the "Columbia Pike Street Car Project." Mr. Taube stated that the document will be corrected.

The commission then unanimously approved the workprogram and schedule. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

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

Chairman Euille reported that the preliminary budget, which was originally presented in September 2007, has been reviewed by local staff. Again for FY 2009, total local contributions are held constant at \$310,000, with individual local shares based on shares of state grants and regional gas taxes received from NVTC. NVTC ended FY 2007 with an unappropriated surplus of over \$100,000 (almost 10% 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 Senator Whipple, to approve the FY 2009 NVTC Administrative Budget and Performance Objectives.

Mr. Connolly, citing a staff memorandum about NVTC employee benefits just discussed by the NVTC Executive Committee, applauded staff for moving forward with a telework program.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

### VRE Items

Report from the VRE Operations Board and VRE's Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the December 21, 2007 Operations Board meeting. Mr. Zehner announced that ridership continues to grow and is up four percent from last year. On-time performance is averaging 90 percent on both lines. VRE received the first set of five new railcars and after testing, they went into service on December 19<sup>th</sup>. VRE will now receive five railcars each month until October, 2008. Each railcar can carry two bicycles. VRE is also working with Prince William and Fairfax counties to improve bike access to the VRE stations.

Mr. Zehner reported that VRE's 12<sup>th</sup> Annual Toys for Tots drive brought in donations of 3,100 toys and \$9,500 in monetary donations. VRE is proud to be one of the largest contributors to the Toys for Tots program in the region.

Approval of FY 2009 VRE Capital and Operating Budget and Revisions to the FY 2008 Budget. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2086, which would adopt the proposed FY 2009 VRE budget and revisions to the FY 2008 budget. The budget would then be forwarded to VRE's participating and contributing jurisdictions so that they can approve funding, as called for by the VRE Master Agreement. She explained that up to a three percent fare increase is proposed, which would yield approximately \$650,000 annually. The VRE Board intends to consider an indexed fare policy, and given the fact that four recent annual fare increases have occurred, the board may ultimately recommend that the three percent fare increase for FY 2009 be modified. Mrs. Bulova explained that there are two versions of the budget: one that includes HB 3202 funding and the other without the funding. If VRE receives the HB3202 funding, the budget proposes that \$21.35 million of NVTA funds include \$17.2 million for locomotives and \$4 million for the insurance trust fund. The remainder of NVTA's VRE funds could be used to cover local subsidies or even held for future capital expenditures.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to adopt Resolution #2086.

Mr. Connolly thanked the VRE Operations Board for its sensitivity in responding to the HB 3202 issues raised at the last commission meeting. He also expressed his support for the three percent fare increase, in light of the increased costs in fuel. Senator Whipple stated that the projections are that gasoline prices will spike even higher in the near future. Mr. Zimmerman stated that at the Operations Board meeting Mr. Zehner made some good points on the timing of a fare increase, in light of the on-time performance problems VRE had previously. In general, a fare increase is a good idea, but it's important to be sensitive to the problems VRE has had with on-time performance and reliability, which adversely affected ridership growth.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Extend CSXT and Norfolk Southern Operating Agreements. Mrs. Bulova stated that both agreements need to be extended to July 31, 2008 without change to the current terms. Negotiations are continuing, but insurance remains an outstanding issue. Resolution #2087 would extend the CSXT Operating Agreement and Resolution #2088 would extend the agreement with Norfolk Southern.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolutions #2087 and #2088 (copies attached). The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Contract for Engineering/Environmental Services for the Gainesville-Haymarket Extension. Mrs. Bulova stated that Resolution #2089 would authorize VRE's Chief Executive Officer to execute a contract with VHB, Inc. for a total of \$1,537,338 (including contingency). VHB was selected from among three firms competing for the contract award. VHB will conduct a Major Investment and Alternatives Analysis study (part of the EIS) for the Gainesville-Haymarket Extension. State and federal grant funds are available for this work, and Prince William County is lending the \$300,000 local match until regional HB 3202 funds become available. In response to a question from Mr. Connolly, Mr. Zehner stated that the capital costs of the project would be borne by the localities or the localities would match any federal or state funds.

On a motion by Mrs. Bulova and a second by Mr. Zimmerman, the commission unanimously adopted Resolution #2089 (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Contracts for General Engineering Services. Mrs. Bulova reported that Resolution #2090 would authorize VRE's CEO to award three general engineering consulting contracts to HDR Engineering, Inc., DMJM Harris, and STV/Ralph Whitehead Associates. The three firms will respond to task orders within an authorization of \$5 million over a term of five years. These firms were chosen through a competitive bidding process.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve the resolution (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Contract Amendment with Scheidt and Bachmann for Fare Collection Equipment Maintenance. Mrs. Bulova explained that Resolution #2091 would extend the existing fare collection equipment maintenance contract with Scheidt and Bachmann to add one year plus two, one-year options to be executed at the discretion of VRE's CEO. The amount of the extension will not exceed \$1,802,804 (including contingency). The total contract value would increase to \$6,193,773.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #2091 (copy attached). The vote in favor was cast by commissioners

Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Amendments to VRE Insurance Management Agreement. Mrs. Bulova reported that Resolution #2092 would authorize NVTC's Chairman to execute an amended Liability Insurance Management Agreement with Virginia's Division of Risk Management. The original agreement was executed in 1989 and has not been modified since. Last month, the commission approved the changes to the Insurance Plan and the Insurance Trust Fund Agreement. This action modifies the Management Agreement with DRM to clarify several items.

On a motion by Mrs. Bulova and a second by Senator Whipple, the commission unanimously approved Resolution #2092 (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

#### Federal Grant Application for Arlington County

Mr. Taube stated that Arlington County staff has asked NVTC to apply for \$2.9 million of earmarked federal secondary funds to be flexed from the Federal Highway Administration to the Federal Transit Administration. The funds will be used for Rosslyn Metrorail Station access improvements. These funds will be used by WMATA for design of the \$50 million project, which will be paid for with local, state and federal and private sector funds. Mr. Zimmerman stated that the funds will be used for three high-speed, high-capacity elevators.

The commission is asked to authorize NVTC staff to execute a project management agreement with Arlington County and to apply for federal funds and manage the resulting grant. The funds are likely to lapse if NVTC does not apply for the funds on behalf of Arlington. Resolution #2093 would accomplish this.

Mr. Zimmerman moved, with a second by Senator Whipple, to approve Resolution #2093. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

#### Memorandum of Understanding on Transportation Planning Responsibilities for the National Capital Region

Mr. Taube reported that the Transportation Planning Board has asked NVTC to execute a memorandum of understanding that is required by federal transportation planning regulations. The MOU sets forth mutual responsibilities for establishing and maintaining a cooperative, comprehensive metropolitan transportation planning process. NVTC has been asked to join with several of

the public transit operators and state and local governments and agencies in the region in executing the agreement because of NVTC's status as a "designated recipient" of federal transit funds.

Mrs. Hudgins moved, with a second by Mr. Zimmerman, to authorize NVTC's executive director to execute the MOU on behalf of NVTC. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Ebbin, Euille, Hudgins, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

### Metro Items

Fare Increase Proposal. Chairman Euille reported that the WMATA Board adopted the fare increase which will go into effect January 6, 2008. Mr. Connolly expressed his concern about the impact of a fare increase on ridership, especially in Northern Virginia. He asked that ridership numbers be monitored closely. There are other issues that NVTC may want to discuss at a future meeting, including the possible relocation of Metro headquarters. Chairman Euille agreed.

As incoming WMATA Board Chairman, Mr. Zimmerman stated that he could invite WMATA's General Manager John Catoe to a NVTC meeting to discuss some of these concerns. He stated that it would be useful for NVTC to meet with the General Manager at least once a year. In response to the impact on ridership from the fare increase, Mr. Zimmerman stated that it takes at least three months to see if the increase has impacted ridership. The WMATA Board directed its staff to look at developing a transportation cost index that could be used to implement a policy of regular fare increases. WMATA now has a biannual fare adjustment process.

Mrs. Hudgins stated that any time fares are raised it is difficult. There needs to be a long-term planning process. It is important for the region to look at the big transit picture. Metro still needs to find a way to fix the inequity issue. Mr. Smedberg stated that the inequity issue has not gone unnoticed by the public. Mr. Connolly stated that it is not only an equity issue, but also a social policy issue in the suburbs, where we are trying to get people out of their automobiles and to use transit. Metro members need to work as a region. If increased fares do adversely impact ridership, it may solve the short-term budget problem but at a long-term cost. Mr. Zimmerman agreed and stated that once the fare increase was advertised, there was not a lot of room for compromise. He hopes that this situation does not repeat itself.

Chairman Euille stated that NVTC could be more effective in protecting its constituents by inviting the WMATA General Manager to another NVTC meeting and then following it up with a joint work session with NVTC and the WMATA

Board. It is important to convey Northern Virginia's concerns that this not happen again.

### Legislative Item

State. Mr. Taube reported that the Virginia General Assembly will begin its 2008 session on January 9<sup>th</sup> and conclude in mid-March. NVTC's Legislative Agenda has been sent to the entire Northern Virginia delegation and a media release has been issued.

Mr. Badger announced that he is pleased to present NVTC with state grant contracts for \$80 million for VRE and Metro railcars, as well as the West Ox Road garage.

Chairman Euille expressed his concern regarding Governor Kaine's proposed budget which includes taking some of the transportation funds to balance the budget. Mr. Connolly stated that it is his understanding that it is general fund money and not transportation trust fund money, which is a big distinction. He suggested that NVTC monitor the situation and not rush to judgment. Senator Whipple stated that it is important to continue to press for a dedicated source of revenue for transportation.

Federal. Mr. Taube reported that the omnibus appropriations act for FY 2008 has been passed by Congress. This legislation provides \$9.5 billion in budget authority for transit programs, an increase of \$517 million compared to FY 2007. The bill prohibits USDOT from spending more than 10 percent of unallocated Bus and Bus Facilities money on any DOT congestion reduction initiative, since last year all of these funds went to a few winners in the congestion pricing program. The omnibus spending legislation provides \$400 million for public transportation and rail security assistance. At least \$25 million of that total will be allocated for Amtrak security.

### Regional Transportation Items

NVTA Administrative Actions. Chairman Euille reported that at its December 6, 2007 meeting, NVTA approved a lease for office space in the city of Fairfax; a public hearing on the first year of the six-year program; and recruiting a Chief Financial Officer. The public hearing will be at George Mason High School on January 10<sup>th</sup> at 6:00 P.M. John Mason has been selected to be NVTA's first Executive Director, subject to NVTA Board approval on January 10<sup>th</sup>.

Water Line Metro, Inc. Water Line Metro, Inc. is a company that is proposing to operate a ferry commuter service on the Potomac River using hovercraft. Among the potential station sites is a floating platform on Metrorail's

Yellow Line Bridge that could accommodate 30,000 passengers per day and another on Four Mile Run that could handle 20,000 each day.

Editorial Praising Arlington's Metrorail Land Use Policies. An article from the Virginia Pilot (Hampton Roads) cites Arlington's policies as a useful lesson for Norfolk's new light rail system.

#### Briefing on I-95/395 Transit/TDM Study

Tanya Husick of DRPT reminded commissioners that this process is at the beginning planning stage. Jay Evans of Cambridge Systematics gave an overview of progress that has been made on the study. Analysis shows modest increases in transit usage (10,000-20,000 riders) when looking at the refined alternatives. Mr. Connolly stated that the promise of the Hot Lanes proposal has been that it will enhance transit and improve utilization. A modest increase is better than a decrease but somewhat tarnishes the promise of the HOT Lanes in this particular corridor.

Corey Hill explained that while they have provided information about potential implementation times, strategies and potential costs, it is too soon to come forth with a plan to program the money. This is a theoretical list of what could be done. Further analysis would be needed and they would return for final approval. In response to a question from Mr. Smedberg, Mr. Hill stated that staff from the jurisdictions, VRE, NVTTC, Pentagon, MPO's, and transit operators have been involved in the process. Mr. Zimmerman noted that although they have been part of the process, they don't necessarily endorse it. There continue to be concerns.

In response to a question from Mr. Zimmerman, Mr. Hill stated that funding assumptions include \$195 million of revenues from the HOT Lanes project, to be used for corridor enhancements, such as additional railcars for VRE, as well as \$40 million in federal discretionary funding and \$63 million in farebox recovery, for a total of \$298 million. Mr. Hill stated that the commonwealth and Fluor-Transurban have not finalized their agreement, but it is his understanding that the state would receive the \$195 million as an upfront lump sum. In response to a question from Mr. Connolly, Mr. Hill stated that DRPT will continue to pursue all avenues of additional federal funding.

In response to a question from Chairman Euille, Mr. Hill stated that the commonwealth is drafting a response to Alexandria's letter regarding access to Seminary Road. He stated that specific locations have not been looked at in detail.

In response to a question from Mr. Zimmerman, Mr. Hill stated that the bus-only lane modeling data will be shared with the Technical Advisory

Committee at its next meeting. Preliminary results show that from a travel time perspective there would not likely be a travel time advantage for a transit-only lane. Mr. Zimmerman asked that the modeling results be made available to see how conclusions are drawn. He stated that the I-95/395 HOV Lane facility is a transit facility, built originally as a transit facility with federal funding, and has gradually over the years been turned over to cars, and now the state wants to turn it over to a private company to run it to benefit cars. If the state really wanted to improve transit, it would make transit more attractive and would designate transit-only lanes throughout Northern Virginia. Mr. Connolly stated that it is imperative to be clear on the value added proposition. The I-95 HOT Lanes project is different from the Beltway HOT Lanes. The Beltway project adds value and service, while the I-95 project is an existing facility, so it's up to the proposer to convince the region that there will be a public benefit.

Tim Young from Fluor-Transurban gave a presentation on the development process of the project. Research shows that 60 percent of travelers support HOT lanes if they help relieve congestion, with the caveat that some of the revenues need to be used to improve transit. Senator Whipple asked what the region is doing wrong if transit and HOV riders are happy, while SOV drivers are miserable and their quality of life is degraded, but they will not switch to carpools or transit. Mrs. Bulova observed that some times the HOV lanes are just as clogged. Mr. Connolly stated that Senator Whipple's question is intriguing as to what it would take to modify their behavior. In response to a question from Senator Whipple, Mr. Young explained that gas price assumptions were not included in the modeling.

Jeff Cole of Fluor-Transurban gave an overview of the physical and operational aspects of the HOT lanes. The proposed 11-foot lanes (with nine foot shoulders) are not an uncommon width for urban areas. There will be six emergency pull-off areas (about every 1 – 1½ mile) inside the Beltway, which will allow for enforcement and emergency response, with 21 total along the Northern section. These areas are called enforcement bays. In response to a question from Delegate Ebbin, Mr. Hill stated that currently there are no enforcement bays along I-95.

Mr. Young stated that the goal is to maintain free-flowing conditions for all users (buses, carpools and customers) and the facility must maintain a flow of at least 45 m.p.h. When it goes below that, toll rates will go up. He also explained the technology of the transponder system. All users must have an E-Z Pass or a new switchable transponder. The transponder would allow users to conveniently switch between carpool and toll-paying options. It will be compatible with E-Z Pass and can be used on other toll roads in Virginia, although the HOV option would only apply to HOT lanes. The transponder will also have occupancy detection technology, which may be used in the future, that could indicate how many people are in the vehicle. In response to a question from Mr. Smedberg, Mr. Young explained the HOV enforcement measures: a license plate detection

system captures license plate numbers and generates a violation for which a ticket will be mailed by the commonwealth. Delegate Ebbin stated that current legislation allows for toll road camera enforcement.

Mr. Snyder stated that it would be helpful to have relevant modeling regarding fuel cost assumptions to determine the impact of increased fuel prices. Mr. Young responded that currently this type of modeling does not exist because of its incredible complexity. He offered to followup with his staff on this issue. Mr. Snyder stated that he is impressed with the attention given to safety issues. He asked if there will be a formal review or independent risk assessment done by a consultant that affirms that a certain level of safety is achieved that is comparable to what the level would be with wider shoulders and incident management, so that it is no riskier or worse than the facility with full shoulders.

Mr. Young reviewed the continued opportunities for public input and offered to meet with other groups NVTC recommends.

#### NVTC Financial Report for November, 2007

The financial report was provided to commissioners. They had no questions or comments.

#### Next NVTC Meeting

Chairman Euille reminded commissioners that the February 7<sup>th</sup> meeting will be held in Richmond at 5:30 P.M.

#### Adjournment

On a motion by Mr. Snyder and a second by Senator Whipple, the commission unanimously voted to adjourn. Chairman Euille adjourned the meeting at 10:31 P.M.

Approved this 7<sup>th</sup> day of February, 2008.

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William Euille  
Chairman

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Gerald Connolly  
Secretary-Treasurer