

**MINUTES**  
**NVTC COMMISSION MEETING – APRIL 6, 2006**  
**NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Connolly at 8:25 P.M.

**Members Present**

Sharon Bulova  
Gerald Connolly  
Adam Ebbin  
William D. Euille  
Paul Ferguson  
Jay Fisette  
Corey Hill (DRPT)  
Catherine M. Hudgins  
Dana Kauffman  
Scott Silverthorne  
Mary Margaret Whipple  
Christopher Zimmerman

**Members Absent**

David Albo  
Eugene Delgaudio  
Jeannemarie Devolites Davis  
Ludwig Gaines  
Elaine McConnell  
David F. Snyder

**Staff Present**

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

### Presentation by Virginia's Secretary of Transportation

Chairman Connolly invited Pierce Homer, Virginia's Secretary of Transportation, to speak about the Metropolitan Washington Airports Authority (MWAA) proposal to manage the Dulles Metro extension project.

Secretary Homer handed out copies of the Memorandum of Understanding (MOU) between MWAA and the Commonwealth of Virginia, which is part of a series of transactions that will need to be executed over the next several months. He stated that it is important to realize that this is a regional solution and keeps tolls from the Dulles Toll Road here.

Secretary Homer reviewed the MOU, which will provide for a conditional transfer of authority to MWAA to assume the operation and maintenance responsibilities of the Dulles Toll Road. MWAA would also assume the management of the Dulles rail project (currently being done by DRPT). He explained that nothing can be designed, built or operated without WMATA's consent. VDOT and DRPT will continue to be involved in the project. Agreements with WMATA, FTA, FAA, FHWA, and local jurisdictions will also need to be approved.

Mrs. Hudgins noted that the language in the MOU states that it "shall" incorporate HOT lanes. Mrs. Bulova also commented that she was not aware that HOT lanes had been discussed for the Dulles corridor. Secretary Homer stated that consideration of HOT lanes and congestion pricing for this corridor is built into this process. They may not work or be desired, but should at least be considered.

Secretary Homer gave a brief history of how the MWAA proposal came about, which was submitted amid other private sector proposals. Chairman Connolly noted that unlike the private sector proposals, the MWAA proposal guarantees Phase 2 will be completed. Private sector proposals would also have siphoned off profits, but the MWAA proposal will have any profit being reinvested in the corridor.

Mrs. Bulova observed that MWAA is interested in getting rail to the airport, but local governments are also interested in providing rail to other major business centers along the way, including Tysons Corner. Secretary Homer stated that these types of decisions are made at the local level and at CTB and will not be made by MWAA. In the past, MWAA has been sensitive to the needs of the region. MWAA is also a skillful construction manager.

Mr. Fisette asked if the issue of underground or aboveground rail through Tysons Corner has been resolved. Chairman Connolly stated that in an ideal world, there are a lot of advantages to a tunnel. His perspective is that if the tunnel can be done in a realistic timeframe that doesn't upset the FTA schedule and cost structure, it should be pursued, but it is more important to get rail to Dulles as soon as possible.

In response to a question from Mr. Fisette, Chairman Connolly stated that assuming the current design, Phase 1 is scheduled to be completed by 2011-2012. Delegate Ebbin observed that once completed the rail line would extend over a long distance from Washington, D.C. all the way to Dulles Airport and asked if there has been any discussion about constructing more than one track in each direction. Mr. Hill explained that the project is constrained to one track because of the right-of-way.

Chairman Connolly stated that the MWAA proposal has merit because it guarantees the entire project will be built and revenue will be reinvested into the corridor, but expressed his concern that MWAA is not accountable to any other organization or locality. He announced that with the help of Governor Kaine, an agreement has been reached that would provide representation from Fairfax and Loudoun counties and the Town of Herndon on a jurisdictional board with MWAA. DRPT will also be represented. This board will not have veto power or be able to force MWAA to do something it does not want to do, but localities will now have a voice in the process.

#### Legislative Items

Chairman Connolly reported that Delegate Lingamfelter and Delegate Frederick threatened NVTC with an audit by the Auditor of Public Accounts, contending that NVTC's scheduled press conference on dedicated funding for Metro was an illegal use of public funds and beyond NVTC's charter because it constituted lobbying. Chairman Connolly explained that this matter was referred to NVTC's legal counsel. Mr. Maclsaac stated that after careful review he concluded that there is no prohibition on NVTC holding such a press conference.

Delegate Ebbin reported that the Virginia General Assembly has reconvened in a special session, but so far not much has happened because there is still no consensus. The House has not acted on the budget yet, while the Senate passed the same budget it passed during the regular session. Delegate Ebbin also stated that there will need to be a special election in Prince William County to replace Delegate Parrish, who passed away last week.

Commissioners discussed how to proceed with the meeting since Mr. Silverthorne had not arrived to provide a jurisdictional quorum. Chairman Connolly suggested proceeding with the agenda so that when Mr. Silverthorne arrived the commission could subsequently adopt the actions. There were no objections.

#### Minutes of NVTC Meeting of March 2, 2006

There were no comments or questions.

### Contract Extension for NVTC/VRE Audit Services

Chairman Connolly stated that the NVTC Executive Committee, acting in the capacity of the NVTC Audit Committee, recommends that PBGH be retained for an additional two-year term by exercising the option on the existing audit services contract. The VRE Operations Board also recommends this action.

### Authorization to Purchase Additional SmarTrip Fareboxes

Mr. Taube explained that several local transit operators have expanded their fleets and they would like to equip their new vehicles with SmarTrip-compatible fareboxes. Cubic is willing to provide and install these fareboxes as a change order to its existing contract with NVTC at prices identical to last year's purchase cost. Accordingly, the commission is being asked to authorize its executive director to execute the proposed change order and to arrange with local jurisdictions to pay all of the costs, totaling \$326,723. In response to a question from Mr. Zimmerman, Mr. Taube stated that NVTC would not incur additional costs since NVTC will ask each jurisdiction to provide a letter stating its intent to purchase the additional fareboxes and parts, as well as provide authorization for NVTC to do so on their behalf.

### WMATA Items

Customer Service Initiatives and Revenues. WMATA collects revenues from other sources besides passenger fares, including ATM's and advertising in stations, tunnels and on wrapped buses and railcars. The proceeds of these revenue-producing initiatives are being used to provide new customer service measures such as bomb-resistant trash cans, remote monitoring of passenger information display signs and a Spanish trip planner interactive telephone system.

Metrorail Ridership by Jurisdiction of Residence. Data extrapolated to the present from the 2002 passenger survey reveal that several outlying jurisdictions not currently paying for Metro service generate significant Metrorail ridership, including Prince William County residents at 1.4 percent of the total. The almost 10,000 daily trips from Prince William County residents (9,888) far exceeds the daily trips by residents of that county on VRE (4,612). Stafford, Spotsylvania and Fredericksburg combined have 3,607 Metrorail daily trips and 4,474 VRE daily trips.

Lease Agreement for Springfield Connector Store. Fairfax County intends to use CMAQ funds to continue to operate the store in a new location. Currently the store operates within VDOT's Springfield Interchange Store in the Springfield Mall, but VDOT will be closing its store since the project is almost complete. The

new location for the Springfield Connector Store will be a kiosk within the Franconia-Springfield Metrorail Station.

Ribbon Cutting Ceremony at Ballston. Mr. Taube announced that on April 18<sup>th</sup>, WMATA will have a Ribbon Cutting Ceremony for a new elevator entrance at Ballston-MU Metrorail Station. Congressman Moran is scheduled to attend among other dignitaries.

### Regional Transportation Items

NVTC's Senior Mobility Study. Mr. Taube stated that the Washington Post had a story on NVTC's Senior Mobility Study. Jana Lynott has been making presentations about the study throughout the region.

Dulles Corridor Metrorail Project Impact Research. VDRPT sponsored research by the Southeastern Institute of Research that included an Internet survey of commuters traveling at least 20 minutes three or more days per week to or through the Tysons area. The survey confirmed several promising technologies to mitigate congestion during the Dulles project's construction, including express buses, fringe parking with shuttle buses, incentive rewards for carpooling (NuRide), employer-provided ridematching and teleworking.

MWCOG State of the Commute Survey Results for 2004. Mr. Taube reported that last fall MWCOG released the latest in its series of reports for the Washington Metropolitan area. The number of people teleworking increased from 11.3 percent in 2001 to 12.3 percent in 2004. Chairman Connolly observed that an additional 18 percent of respondents could and would telework if given the opportunity, which could easily double the current numbers. Mr. Euille stated that a few years ago there was a big push for teleworking but now there seems to be no one talking about it. Chairman Connolly stated that Fairfax County government has already exceeded its goal of 20 percent of its eligible workforce teleworking.

2005 State Transportation Statistics. Mr. Taube reported that the USDOT/Bureau of Transportation Statistics has published a compendium of transportation data at the statewide level as of 2004. Virginia's commuters have the seventh highest commuting time to work (26.5 minutes) and pay only the 40<sup>th</sup> highest gas tax (17.5-cents per gallon compared to the top state, Wisconsin, at 38.5-cents).

### NVTC Financial Items for February, 2006

The financial reports were provided to commissioners and there were no questions.

## VRE Items

Report from the VRE Operations Board and from VRE's CEO. Mr. Zehner reported that ridership is basically neutral compared to last year. On-time performance is 95 percent on the Manassas Line and 85 percent on the Fredericksburg Line. On-time performance on the Fredericksburg Line has improved for four straight months. He also reported that seven out of the eight jurisdictions have passed resolutions approving the 50 railcar option and financing. The City of Manassas Park is expected to vote on this matter on April 18, 2006. Chairman Connolly reminded Mr. Zehner that Fairfax County's resolution is a contingent resolution.

Mr. Zehner reported that VRE has held three public hearings on the proposed fare increase. The hearings were held in Washington, D.C., Manassas, and Fredericksburg. Twenty-nine riders attended and their comments will be reported back to the Operations Board. Mr. Zehner explained that he has discovered that riders like to have opportunities to talk to management about a variety of subjects, so VRE staff is considering holding more Town Hall meetings in the future to give passengers additional opportunities to talk to VRE about various issues.

Mr. Zehner reported that the Quantico Bridge project is 65 percent complete and on-time. Rail work will begin after the bridge work is completed, which is scheduled to be completed by the end of summer 2006. The entire project should be completed by spring 2007.

Exercise Option for 50 Railcars and Financing. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2015 and #2016. Resolution #2015 would authorize the execution on an option for 50-railcars with Sumitomo Corporation by April 28, 2006, as well as forward to the participating and contributing local jurisdictions under the terms of the VRE Master Agreement a recommendation that they each authorize a loan to finance the 50-railcar option. Resolution #2016 would authorize the Federal Railroad Administration (FRA) loan that will be in the name of NVTC for administrative ease, based on the recommendation of bond counsel. VRE staff has met with each of VRE's participating and contributing jurisdictions to explain this request.

Chairman Connolly noted that Fairfax County has approved the option and financing for the 50 railcars, with the condition that the subsidy issue is reviewed. Mrs. Bulova explained that the VRE Operations Board has convened a committee to look at this issue and she and Mrs. McConnell and Mr. Kauffman are members of that committee.

Memorandum of Understanding (MOU) with Fairfax County for Burke Centre Parking. Mr. Taube stated that Fairfax County staff has requested that action on Resolution #2017 be withdrawn and brought back at a future meeting. In response to a question from Delegate Ebbin, Tom Biesiadny of Fairfax County staff stated that waiting will not jeopardize the project.

Memorandum of Understanding with Prince William County for Parking at Broad Run. The VRE Operations Board recommends approval of Resolution #2018, which would authorize VRE's Chief Executive Officer to amend a MOU with Prince William County for parking improvements at Broad Run to increase funding by \$42,633 to bring the new total to \$499,355. Governor Warner's congestion relief initiative is providing all of the funding with no local match required. The additional amount covers unanticipated costs incurred by the county to stabilize the pavement base with geotechnical fabric and other materials.

Memorandum of Understanding for Canine Inspections of VRE Property. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2019. This resolution would authorize VRE's Chief Executive Officer to execute a memorandum of understanding with the Virginia State Police to continue random canine inspections of VRE rolling stock and other property. The cost to VRE would not exceed \$225,000 a year for a three-year period. The MOU will cover the first year with two, one-year options to be exercised at the discretion of VRE's CEO. Funding is provided from a federal security grant from the office of Domestic Preparedness.

Amendment to Memorandum of Understanding with CSXT and the Commonwealth for Rail Corridor Improvements. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2020, which would authorize VRE's CEO to amend the MOU with CSXT and the commonwealth regarding rail corridor improvements. The January 31, 2002 MOU details the sequence of improvements to the corridor by VRE and the commonwealth and the corresponding increases in VRE trains that will be permitted by CSXT. Because of CSX labor constraints, however, a three-year delay in completion of several remaining projects must be added and some shifts in the timing of trains will result. No changes in VRE financial obligations will result from this action.

### NVTC Business

Mr. Silverthorne arrived at 9:30 P.M.

Mr. Silverthorne moved, with a second by Mr. Kauffman, to adopt the minutes, approve the contract extension for NVTC/VRE audit services, authorize the purchase of additional SmarTrip fareboxes and approve VRE Resolutions #2015, #2016, #2018, #2019 and #2020. The unanimous vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fisette, Hill, Hudgins, Kauffman, Silverthorne, Whipple and Zimmerman.

Adjournment

Without objection, Chairman Connolly adjourned the meeting at 9:31 P.M.

Approved this 4<sup>th</sup> day of May, 2006.

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Gerald E. Connolly  
Chairman

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William D. Euille  
Secretary-Treasurer