

**MINUTES**  
**NVTC COMMISSION MEETING – MAY 3, 2007**  
**NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:15 P.M.

**Members Present**

Sharon Bulova  
Gerald Connolly  
Paul Ferguson  
Jay Fisette  
Catherine M. Hudgins  
Dana Kauffman  
Timothy Lovain (alternate, city of Alexandria)  
Elaine McConnell  
Paul Smedberg  
Scott Silverthorne  
David F. Snyder  
Matthew Tucker  
Christopher Zimmerman

**Members Absent**

David Albo  
Jeannemarie Devolites Davis  
Eugene Delgaudio  
Adam Ebbin  
William D. Euille  
Joe May  
Thomas Rust  
Mary Margaret Whipple

**Staff Present**

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

Minutes of NVTC's Meeting of April 5, 2007

On a motion by Mr. Connolly and a second by Mr. Zimmerman, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fiset, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

Presentation by WMATA's General Manager

Mr. Zimmerman introduced John Catoe, WMATA's new General Manager. Mr. Catoe thanked the commission for inviting him and stated that it's been an incredible three months since he has taken the helm at WMATA. He is focused on safety and is committed to making it a priority. One accident is too many. Metro has begun a five-year safety program, which includes retraining its bus drivers.

Mr. Catoe also stated that he has brought in an outside consultant to look at the Metro organization to make it as lean as possible, which has resulted in 220 positions being eliminated. He stated that he will not propose a fare increase this year; however, for the long-term the fare policy should be based on some type of index so that patrons can predict when increases occur. He also stated that Metro will look at creative ways to raise revenues in other ways. Mr. Connolly expressed his appreciation to Mr. Catoe for being willing to look at Metro's cost structure. He stated that Metro cannot impose an 8-10 percent fare increase every year. He expressed his opinion that rail to Dulles is the most important transportation investment in that corridor.

Mr. Catoe stated that he predicts that in three years, Metro will be the number one transit system in the United States, through restructuring the organization, focusing on the customer, being efficient, coordinating with the entire region and maximizing the effective use of taxpayer dollars.

Chairman Snyder stated that he is a regular Metrorail rider and has observed that there is inconsistent communication with riders about delays. He urged Metro to take a hard look at crisis communications for temporary delays as well as in the event of a natural or man-made catastrophe. He asked if light rail will become more of a priority because of its long-term potential. Mr. Catoe stated that heavy rail, light rail and buses all serve different mobility plans for the region, but he does not see light rail replacing heavy rail.

Mr. Kaufman stated that Mr. Catoe's arrival at Metro has been a "breath of fresh air" and thanked him for getting the Metro Board away from micro-management. Mr. Kauffman expressed his concern regarding the third Virginia garage and the Metro Matters program. The District of Columbia has expressed interest in raiding the remaining \$15 million in Virginia garage funds. It would not be a good policy decision to hand over those funds to D.C. Mr. Catoe replied that he understands the balance between Maryland, D.C. and Virginia. He represents Metro, which includes all three

jurisdictions. Mr. Connolly expressed his opinion that Metro is the most successful thing that this region has cooperatively accomplished. It is important to take enormous care not to jeopardize it. It has not gotten to where it is today with threats and extortion. Raiding funds earmarked for a specific jurisdiction that raised the money from public trust (Fairfax County passed a bond referendum for these funds) is not a good idea. Also, the District would like to relocate WMATA headquarters to another part of D.C. that needs revitalization. Mr. Connolly expressed his opinion that if revitalization is going to be the criterion then there are places in Virginia that also need revitalization, such as the Richmond Highway corridor, Crystal City, and West Eisenhower Avenue. Fairfax County has been extremely patient and loyal to Metro for the past 30 years and the county has only five Metrorail stations. Fairfax County wants to integrate more fully with the Metro system by expanding the number of stations in the future.

In response to a question from Mr. Fisette, Mr. Catoe explained that his position is to maximize the economic return from Metro's land. Mr. Smedberg stated that as a rider, he has observed that there is an increasing level of trash in the rail right of way at the Farragut West Station. Mr. Catoe has also observed this and stated that Metro is going to shift resources better to maintain the system. Mr. Smedberg also noted that there has been a tile missing at this station. It's a little thing but can turn into a big thing when someone trips over it and there's an accident.

Mr. Ferguson stated that the region is fortunate to have Mr. Catoe heading up Metro. He is impressed with Metro drivers, but some Metrorail personnel need retraining. He also expressed his opinion that in regards to relocating WMATA headquarters, at a minimum D.C. should put economic development money on the table if it is being done to redevelop a region. Mr. Catoe stated that he has not received an official proposal. He understands D.C.'s position, but he represents Metro. If he receives a proposal, it would be an unsolicited proposal, and his obligation is to bring back options to the Board.

Mrs. Bulova thanked Mr. Cato for his remarks. In response to a question from her, Mr. Cato explained that Metro will have more credibility when going to Congress asking for funds, when the system is lean, on-time, clean and the effective use of its capacity is maximized. Three years won't fix all the problems, but it will get the organization headed in the right direction.

## Alexandria Section 5309 Grant Application

Mr. Taube explained that the commission is asked to approve Resolution #2062, which would authorize him to apply for \$4 million in Section 5309 grant funds from the Federal Transit Administration on behalf of Alexandria for bus improvements in the Crystal City/Potomac Yard corridor. One million dollars in local match would be provided by the city of Alexandria. The resolution would also add this project to NVTC's work program. NVTC will incur no financial obligation for this project other than staff time estimated at 100 hours annually.

On a motion by Mr. Smedberg and a second by Mr. Zimmerman, the commission unanimously approved Resolution #2062 (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fisette, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

## VRE Items

Report from the VRE's Operations Board and Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the VRE Operations Board meeting of April 20, 2007. Mr. Zehner stated that on-time performance on the Fredericksburg Line continues to improve now that the Quantico Bridge project has been completed. Approximately 20-30 percent of past delays were due to bridge construction.

Quantico Creek Bridge Reception. Mrs. Bulova invited commissioners to attend a reception on May 11<sup>th</sup> at 10:00 A.M. at the Quantico Train Station. A train ride will provide a view of the new bridge.

Contract for Construction of Maintenance Facilities at Crossroads. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2061, which would authorize VRE's CEO to execute a contract with Mid-Eastern Builders, Inc. of Chesapeake, Virginia to construct maintenance facilities at VRE's Crossroad Yard. The contract amount is \$6,252,550 which includes a 15 percent contingency. In response to a question from Chairman Snyder, Mrs. Bulova stated that Mid-Eastern Builders, Inc. was competitively selected from among three bidders.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve Resolution #2061 (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fisette, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

Closed Session. Mrs. Bulova moved, with a second by Mrs. McConnell, the following motion:

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 one legal matter pertaining to the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail.

Mr. Taube suggested adding an additional matter regarding litigation. Both Mrs. Bulova and Mrs. McConnell agreed to add this to the main motion. In response to a question from Mr. Zimmerman, Mr. Taube explained that legal counsel is not required for a closed session. The commission then voted on the amended motion and it passed. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fiset, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

The commission entered into closed session at 9:12 P.M. and returned to open session at 9:34 P.M.

Mr. Zimmerman moved, with a second by Mrs. McConnell, 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, Ferguson, Fiset, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

### DRPT Presentation

DRPT Director Tucker introduced Michael Rosenfeld, District Construction Engineer for VDOT. Mr. Rosenfeld explained that there are six mega construction projects underway on major commuter routes over the next decade in this region, including the Dulles Corridor Metrorail Phase I, I-495 Beltway HOT lanes, Fairfax County Parkway and BRAC related projects, I-95 4<sup>th</sup> Lane, I-95/395 HOT Lanes Northern Section and I-95/395 HOT Lanes Southern Section. The plan is to have a single, dedicated oversight team that will coordinate these six projects as one program, with accountability across all six projects, so that it will be a "One Voice—One Team—One Message."

Mr. Rosenfeld provided an overview about organizational structure, maintenance of traffic, operations and communications. Mrs. McConnell and Mr. Kauffman both commented that including elected officials for the Springfield Interchange project made a real difference. It was the first time VDOT included elected officials in the process. Mr. Tucker assured NVTC that as the projects move forward, elected officials will be invited to participate.

Mr. Connolly expressed his concern that VDOT considers it to be at the beginning stages of the process, yet the Dulles project begins construction next year and the HOT Lanes shortly thereafter. Mrs. McConnell observed that it also takes a long time to train motorcycle police in traffic management. Mr. Connolly stated that there is also some concern how this is going to be funded, since the localities don't have the budget for it. He also stated that the potential for disruption to Tysons Corner is enormous.

Mr. Silverthorne left the meeting at 9:50 P.M.

Ms. Hudgins asked when the region will know who will pay for the majority of the projects. Chairman Snyder observed that Falls Church will be impacted by the Dulles Rail project and he asked to be included in the advisory committee. There needs to a 24/7 point of contact for jurisdictions to be able to get information at any time.

Mr. Zimmerman left at 9:52 P.M. and Mr. Ferguson left at 9:55 P.M.

Mr. Kauffman stated that there needs to be adequate funding on the table, which will be a challenge. The Telegraph Road interchange will be a major project until 2011. It should be folded into the CMP program.

Corey Hill from DRPT reviewed the Congestion Management Program (CMP) for the Dulles Rail project. Staff has been making presentations and sending information to employers in the Tysons Corner area on how they will be impacted by the project. Mr. Connolly asked for a list of those employers contacted and the information sent. In response to a question from Mrs. Hudgins, Mr. Hill stated that they have begun marketing research and strategies.

Mr. Tucker stated that he will defer his other presentation so that Sam Carnaggio (a DRPT employee) can make a few comments about maintenance of traffic (MOT). Mr. Carnaggio stated that the Maintenance of Traffic is the contractor's responsibility and the contractor bears the cost of it. It is in the best interest of the contractor to make sure traffic flows through the construction zone, with no lane closures during peak period. The contractor has to have permission from VDOT for closures during off peak times. He invited NVTC to have one of its meetings at the VDOT office to hear a more detailed presentation.

Mr. Kauffman stated that with the Springfield Interchange project there needed to be alternative routes around the project and some investments were made to these routes. There are not many alternate routes around or through Tysons Corner. Mr. Connolly stated that studies have shown that significant traffic in the Tysons area is a result of through traffic and not destination traffic. Some of the traffic problems are caused by people getting off the toll road to save 25-cents. VDOT should consider eliminating the 25-cent charge during construction to keep the cars on the toll road. Mr. Tucker stated that there have been origin/destination studies done. Chairman Snyder stated that the areas around Tysons Corner will be significantly affected and plans must include all directions (east, west, north and south).

Chairman Snyder requested regular updates about the Dulles Rail project at future NVTC meetings. He stated that he would like information about the federal congestion partnership and is concerned about any reorganization that would result in less funds flowing into Northern Virginia for transit purposes. Mr. Tucker stated that DRPT is moving forward with some organizational changes but it would not impact funds flowing to this region.

#### Presentation on NVTC's Senior Mobility Project Phase 2

Ms. Lynott announced that this will be her final presentation since she has accepted a new position at AARP. She reviewed the travel training program NVTC held with seniors, which consisted of two hours of classroom instruction followed by a group trip using fixed route buses to a specific destination. In addition, seniors had an opportunity to take a one-on-one or small group trip with a travel instructor on a trip to a destination of their choice. Commissioners were shown the Bus Bingo game that was used to engage and educate seniors.

Chairman Snyder thanked Ms. Lynott for her hard work while at NVTC. By unanimous consent, the commission authorized the chairman to send Ms. Lynott a note of appreciation.

Mr. Lovain and Mr. Fisette left the meeting at 10:18 P.M. and Mrs. McConnell left at 10:20 P.M.

#### NVTC Financial Reports for March, 2007

The financial report was provided to commissioners and they had no questions.

#### Adjournment

Due to the lateness of the evening, Chairman Snyder asked that the remaining presentations and agenda items be deferred to the next meeting. There were no

objections. He did note that VDOT responded to NVTC's concerns about the I-95/395 HOT lanes. Mr. Smedberg observed that there was no response about the concern that federal funding would not be taken away from other projects. Mr. Tucker responded that funding would not be taken away from projects and he will ask VDOT to put this in writing. Chairman Snyder stated that staff should look at the minutes of the TPB meeting because a lot was said at the meeting about this issue.

Mrs. Bulova moved, with a second by Mr. Smedberg, to adjourn the meeting. By unanimous consent, Chairman Snyder adjourned the meeting at 10:38 P.M.

Approved this 7<sup>th</sup> day of June, 2007.

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David F. Snyder  
Chairman

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Christopher Zimmerman  
Secretary-Treasurer