

MINUTES  
NVTC COMMISSION MEETING – OCTOBER 6, 2011  
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 8:09 P.M.

**Members Present**

Sharon Bulova  
Kelly Burk  
Barbara Comstock  
John Cook  
Thelma Drake (DRPT alternate)  
James Dyke  
Adam Ebbin  
William D. Euille  
Jay Fiset  
John Foust  
Jeffrey Greenfield  
Mark R. Herring  
Catherine Hudgins  
Mary Hynes  
Joe May  
Jeffrey McKay  
Thomas Rust  
David F. Snyder  
Mary Margaret Whipple  
Christopher Zimmerman

**Members Absent**

Paul Smedberg

**Staff Present**

Rhonda Gilchrest  
Scott Kalkwarf  
Steve Maclsaac (VRE)  
Kala Quintana  
Rick Taube  
Dale Zehner (VRE)

### Oath of Office for New NVTC Commissioner

Chairman Euille announced that Secretary Connaughton has appointed James Dyke to serve as a commissioner on NVTC to represent the Commonwealth. Mrs. Drake will become the DRPT alternate.

Chairman Euille administered the oath of office to Mr. Dyke and the commission welcomed him to NVTC.

### Minutes of the July 7, 2011 NVTC Meeting

Mrs. Hudgins moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by commissioners Bulova, Burk, Dyke, Ebbin, Euille, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

Chairman Euille stated that NVTC had to cancel the September meeting due to extreme flooding. It was the right decision to cancel and keep everyone safe.

Mr. Zimmerman announced that the Rail-Volution Conference is being held on October 16-19, 2011 in Washington, D.C. There is a website that has more information about the conference, which has many interesting sessions. There is a local program on October 19<sup>th</sup>, which people can attend for free.

Mr. Fiset arrived at 8:12 P.M. and joined the meeting.

### WMATA Items

Presentation by WMATA General Manager. Chairman Euille introduced WMATA's General Manager, Richard Sarles. Mr. Sarles announced that WMATA is undertaking the largest capital program since its original construction, which will focus on enhanced safety, reliability and bringing the system to a state of good repair. It is a \$5 billion program including \$1 billion for NTSB recommendations. WMATA will purchase 428 new railcars to replace the 30-year old cars and 100 buses will be rehabilitated each year for a six year period, which will ultimately rehabilitate the entire bus fleet. Other projects include 100 new escalators, 22 elevators, replacing as well as upgrading controls and other equipment. To accelerate the work, buses will be substituted for rail in certain locations to allow work to be done on both tracks at the same time.

Delegate Comstock arrived at 8:18 P.M.

Mr. Sarles stated that Metro has initiated an aggressive communications program, which targets social media, including a new website portal [www.metroforward.com](http://www.metroforward.com), twitter, and facebook; community outreach, station posters and murals, graphics on station floors, escalator partitions, and around the stations, as well as other radio, print media and construction alerts.

Mr Sarles stated that with the help of the region's congressional delegation, Metro received \$150 million in PRIIA funding for FY 2011. For the first time, WMATA is using a multi-year (three-year) budget process, which will be helpful for the Dulles project. The WMATA Board is also focused on long-range strategic planning.

In response to a question from Senator Whipple, Mr. Sarles explained that with 100 buses being rehabilitated each year, it is a 15-year replacement cycle for the bus fleet of 1500. Mr. Zimmerman noted that this is stretching it compared to other systems. Mr. Sarles further added that it is not only stretching it but there is no new funding for bus expansion included in the capital program. It is just maintaining the status quo. Mr. Zimmerman stated that Metro had plans for bus expansion but when money gets tight money is taken away from buses. Metro has some funding for rehabilitation but not enough to keep the bus fleet where it should be and there is no funding for expansion. Chairman Euille asked what is the average expected life of a transit bus? Mr. Sarles stated that the federal standard is 12 years, but it is not unusual to extend it to 15 years. In response to a question from Mrs. Burk, Mr. Sarles stated that the existing escalators are obsolete and the manufacturer has gone out of business. The new escalators that Metro has installed are operating well.

Mr. Snyder asked when and what service improvements are being planned for the Orange Line. Mr. Sarles stated that in preparation for the Dulles expansion (Silver Line), more trains will be added to the Orange Line. Mrs. Hynes explained that this will create an improvement for about 18 months until the Silver Line opens but then it will get crowded again. Mr. Zimmerman also noted that improvements will be made to the Yellow Line.

Vital Signs Report. Mrs., Hudgins noted that Mr. Sarles covered much of what is included in the Vital Signs Report, but she encouraged commissioners to read the report.

WMATA Governance. Mrs. Hudgins reported that the WMATA Board has approved its new Code of Ethics, By-Laws and Procedures. The Board has also started a strategic planning process.

## VRE Items

Report from the VRE Operations Board and VRE CEO. Mrs. Bulova urged commissioners to read the minutes of the September 16<sup>th</sup> VRE Operations Board meeting. Mr. Zehner reported that ridership continues to increase with over 18,000 average daily trips, which results in an increase of 10 percent compared to last year.

On-time performance for the month of September dipped to 66 percent systemwide mainly due to flooding issues. Mr. Zehner reviewed the details of September 8<sup>th</sup> when the region experienced major flooding due to heavy rains. The track was washed out on the Fredericksburg line and the last three trains had to be discharged at the Franconia/Springfield station. Metrobus, PRTC and Fairfax Connector all came to the aid of the 1500 passengers stranded at that station. VRE crews will be recognized for their outstanding performance during this incident at the next VRE Operations Board meeting.

In response to a question from Delegate Rust, Mr. Zehner explained that the 15 M.P.H. speed restrictions due to flooding are Norfolk Southern standards on the Manassas Line, which has more water sources. CSX imposes 40 M.P.H. restrictions on the Fredericksburg Line.

Mr. Zehner also noted that the Master Agreement Survey was held on October 5, 2011. All 20 new locomotives are now in service and the old locomotives have been sold. VRE will also participate in Clifton Days on October 9<sup>th</sup>, which is the 12<sup>th</sup> consecutive year VRE has been involved in this event.

Mr. Fisette observed that VRE's story of the flooding is a real success story and he asked if VRE has used this as an opportunity to get some positive media attention and also to give public recognition for those crew members that did an outstanding job. Mr. Zehner stated that passengers were informed and crews will be recognized at the next Operations Board meeting, which members of the media usually attend. Mrs. Bulova stated that VRE has already sent letters of commendation to the crew members. Mrs. Hudgins observed that often safety initiatives go unnoticed. Metro also had exceptional service during the earthquake and flooding.

Preliminary VRE FY 2013 Operating and Capital Budget. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2174 which would authorize distribution of the preliminary FY 2013 VRE budget to NVTC's jurisdictions for review and comment. At this stage the preliminary budget has several uncertainties. The final budget should be submitted to NVTC at the January 4, 2012 meeting for approval.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #2174 (copy attached). The vote in favor was cast by commissioners Bulova, Burk, Dyke, Ebbin, Euille, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

### NVTC Preliminary Budget for FY 2013

Mr. Taube stated that each year at this time NVTC staff proposes a preliminary budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets for the succeeding year. For FY 2013, NVTC staff is proposing a small reduction in overall spending by .01 percent, with total expenditures dropping to \$1.194

million from \$1.195 million in the FY 2012 approved budget. This reduction is possible, despite anticipated significant increases in insurance and other costs, primarily by shifting responsibilities among staff members to enhance productivity. Despite the reduction in expenditures, NVTC's work program contains all of the activities previously authorized as well as new projects anticipated for calendar year 2012. Mr. Taube stated that the preliminary budget has been reviewed by jurisdiction staff. NVTC will act on the final budget at its January, 2012 meeting.

Mrs. Bulova moved, with a second by Mrs. Hudgins, to authorize staff to forward the preliminary budget to NVTC's jurisdictions for their use in planning their FY 2013 budgets.

Delegate Ebbin asked why the city of Fairfax's share increases compared to many of the other jurisdictions. Mr Taube explained that it is determined by the amount of financial assistance they each received from NVTC in the previous year. This process is set by statute and determines the shares each local government pays towards NVTC's administrative costs. Therefore, it means that the city of Fairfax is getting a larger share of NVTC's financial assistance compared to the other jurisdictions. Mrs. Burk also noted that Loudoun's share significantly increased. Mr. Taube stated that it increased for the same reason.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Burk, Comstock, Dyke, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

#### Route 7 Multi-Modal Study

Mr. Taube reported that the commission is asked to add the Route 7 Multi-Modal Study to the NVTC work program to manage the project and the federal grant. A total of \$350,000 of federal funds is earmarked for the study and the city of Falls Church has asked NVTC to manage the federal grant and the study. Activities that would be included in NVTC's work program include identifying non-federal matching funds, securing the federal grant and matching funds, assembling a technical advisory team of local and regional staff, defining a detailed scope of work, procuring consulting assistance, and completing the study. After discussing this at several NVTC MAC meetings, jurisdiction staff favored adding the project to NVTC's work program.

Senator Whipple moved, with a second by Mr. Snyder, to authorize NVTC to add the project to NVTC's work program. The vote in favor was cast by commissioners Bulova, Burk, Comstock, Dyke, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

### Application for CMAQ Funding of the Regional Vanpool Incentive Program

Mr. Taube stated that staff is requesting that the commission authorize staff to submit an application for funding of a multi-regional vanpool incentive program from the federal CMAQ program. The application would be made through NVTA's regional staff allocation process. In each of the next three fiscal years, \$1.5 million would be requested. For several years the region has worked to establish a program to promote vanpools and obtain data on their use to submit to the National Transit Database. The result will be increased federal transit funding that, in NVTC's case, will go directly to WMATA and thereby reduce local subsidies. NVTC performs a similar role in providing professional consulting assistance to local bus systems in order to report to the National Transit Database, and as a result WMATA receives more than \$6 million of additional federal funding which serves to reduce NVTC's members' WMATA subsidies.

In response to a question from Mr. Zimmerman, Mr. Taube further explained that there is a two- or three-year delay in receiving the federal funds so "seed money" is required. Staff is approaching several potential resources, one of which is the CMAQ program. Given the timing of this year's allocation decisions, NVTC staff must offer this vanpool program for CMAQ funding consideration at the same time the vanpool program recommendations are being reviewed by regional staff. In order for the CMAQ request to be considered, it must have a government sponsor. For this reason, NVTC is being asked to authorize submitting the grant request, but not to go on record supporting the project (until after the staff review and a formal presentation to NVTC in the next two months).

Mr. Zimmerman moved, with a second by Delegate, Ebbin, to authorize staff to submit the applications. The vote in favor was cast by commissioners Bulova, Burk, Comstock, Dyke, Ebbin, Euille, Fisette, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

### NVTC Statement for the CTB Public Meeting in Northern Virginia

Chairman Euille stated that on October 25<sup>th</sup> the Commonwealth Transportation Board will conduct a public meeting to discuss the six-year transportation program. NVTC has consistently been represented at such meetings to emphasize public transit's vital role in the economy, transit's outstanding performance in the region and the need for more funding from CTB. Mr. Taube explained that a draft statement has been prepared, which has been updated to address the new "Super NoVa" transit study. If commissioners and staff have further comments or changes, they can provide them to NVTC staff.

Mrs. Hynes observed that as Mrs. Hudgins previously reported, WMATA is beginning a long range strategic planning initiative, which will overlap with the "Super NoVa" study. The Council of Governments is also engaged in Region Forward, which runs on the backbone of transit enhancements. There needs to be a clear message describing what the region needs and to have coordination between these various

bodies. She stated that the most important thing is to move people and CTB needs to look outside the box on how this can be accomplished. Chairman Euille stated that he will appoint a designee since he will not be able to attend the hearing and give the testimony.

On a motion by Mr. Fiset and a second by Mrs. Hynes, the commission unanimously authorized Chairman Euille or his designee to deliver the statement at the CTB hearing. The vote in favor was cast by commissioners Bulova, Burk, Comstock, Drake, Ebbin, Euille, Fiset, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

### NVTC's WMATA Board Appointments and Master Agreement Amendment #3

Chairman Euille stated that the discussion will begin in open session unless legal counsel determines the commission needs to go into closed session. Mr. Dyke apologized that he had to leave to catch a train back to New York and asked Mrs. Drake to stand in as his alternate. He left at 8:54 P.M.

Mr. Taube summarized the issues. NVTC's practice has been to make its appointments to the WMATA Board of Directors for one-year terms beginning in January. NVTC's Executive Committee has discussed retaining this practice and committing to appoint Mr. Dyke to the WMATA Board in January when the commission makes its selections for that year's WMATA Board. Interrelated with this issue is NVTC's receipt of its funding from DRPT for FY 2012. There is a Master Agreement that DRPT provides to all of its grant recipients, which was executed in 2009 with NVTC. For each fiscal year DRPT provides an amendment to that Master Agreement. The amendment for FY 2012 calls on grant recipients (in this case, NVTC) to agree that if DRPT requests, NVTC will ensure that DRPT has a member (and an alternate) of the oversight boards of all transit systems receiving assistance through NVTC. Since NVTC acts as a grant recipient on behalf of so many agencies, it would affect seven different oversight boards. However, there is language that may exempt six of the seven agencies. But there would be no exemptions for the city of Alexandria DASH. NVTC has select DASH board members; therefore Mr. Taube stated that he has been unwilling to sign the amendment. Since NVTC has not signed the amendment, DRPT has withheld FY 2012 funding. To date, that amount is \$17 million and within several weeks it will reach \$40 million. A proposed Resolution #2175 had been prepared for discussion.

Mr. Cook arrived at 9:00 P.M.

Chairman Euille stated that although he can't speak for everyone, the majority of commissioners fully support Governor McDonnell's appointment to the WMATA Board. However, there is a process. The resolution is an attempt to reach a compromise and move forward.

Mrs. Hynes stated that the issue for those who serve on the WMATA Board is that the General Assembly has clearly spoken that one member represent the state. However, there are ways to read the Third Amendment to say that one voting member and one alternate could be requested by DRPT. For the three jurisdictions, in particular, that have for 35 years been the major funders of the Metro system, it is a major concern. It is important to keep the local connection to the riders and yet acknowledge the state is playing a role. It has been a hard conversation with DRPT, but Mrs. Hynes stated that she believes an agreement is close to being reached. Mr. Dyke can join the WMATA Board in January when the current terms expire, which also gives some time to figure out how to transition the local representatives in an orderly manner.

Mrs. Bulova stated that she discussed this issue with Governor McDonnell and expressed her wish that the WMATA Compact could have been changed to add another seat for a state representative instead of taking away local representation. However, it takes time to change the Compact. Compact changes may be needed when Loudoun County joins Metro with the Dulles line, so the Board makeup may be able to be changed at a later time. It is a good compromise to seat Mr. Dyke at NVTC with the intention to appoint him to the WMATA Board in January. Chairman Euille stated that he also had a lengthy discussion with the Governor on this issue and the Governor has offered full support to work to get the Compact changed. Mrs. Hudgins observed that the resolution provides for a good compromise.

In response to a question from Delegate Rust, Mr. Taube explained that the amendment applies to all seven entities receiving funding from NVTC, but there are situations where the amendment would not apply. Alexandria does not meet any of those exceptions. As written, they would apply to DASH. Chairman Euille stated that the Governor has agreed that this issue should be discussed and resolved.

Mrs. Drake stated that it has never been anticipated by DRPT to request NVTC appoint anyone to a Board when NVTC does not have that authority. So with regards to those local transit systems, if DRPT made a decision that it should serve on that Board, DRPT would go to the local government (and not NVTC) because DRPT cannot ask NVTC to do something that NVTC has no authority to do. DRPT does not qualify to ask for another seat on WMATA Board because NVTC selects members from its membership and the Commonwealth has only one member on the NVTC Board. DRPT defined an alternate as someone who only sits when the principal is absent. Since NVTC is still not comfortable with this language, Secretary Connaughton has agreed to delete amendment language referencing any mention of an alternate. She stated that it would have been helpful to have these discussions a long time ago. She added that DRPT does not provide any funding without a fully signed agreement.

Mrs. Drake stated that the Third Amendment was announced to grantees at a workshop in May, 2011. Since early August, DRPT has repeatedly contacted NVTC to resolve all issues, but for months NVTC has failed to identify any specific problem so that it can be addressed. Only through third party conversations has DRPT learned of NVTC's concerns, which led her to attend the September 29<sup>th</sup> NVTC Executive Committee meeting to hear, first hand, NVTC's concerns. The Executive Committee did



allow her to participate in their closed session. It is \$168 million that will flow to NVTC for FY 2012. Mr. Foust stated that he is glad to hear the alternate issue has been removed from the language, since that was one of his concerns.

Mr. Snyder stated that the fact of the matter is that the commonwealth is withholding money from Northern Virginia that is Northern Virginia's own tax money. It is not the commonwealth's money; it is the taxpayers' money. The commonwealth comes along and withholds what little the region gets in order to leverage some sort of result they want. While he appreciates there has been some agreement to resolve this issue, what the state did was wrong. He does not agree with it and will not abide by it. The state should never again withhold funding that our people need for critical transportation infrastructure that involves their safety and welfare. The only satisfactory resolution is for the state to commit that it will never do this again.

In response to proposed revisions to DRPT's Third Amendment distributed by Director Drake, Senator Whipple noted that progress has been made and taking out the language about alternates is helpful. Both the Governor and Mrs. Drake made recent statements that they are not seeking an alternate seat but the previous language did not match up. Senator Whipple stated that she feels that NVTC and the commonwealth are close to resolving this issue.

Mr. Cook asked if the commonwealth accepts the WMATA Board appointment in January. Chairman Euille stated that the Governor has agreed to this. Mrs. Drake concurred. However, she stated that there is some wording in the resolution with which she is in disagreement. Mr. Cook stated that it is important that NVTC receives its funding and that it is not acting contrary to state law.

Mr. McKay associated himself with the comments made by Mr. Snyder. He has some real concerns for the WMATA Board that need to be resolved over the next few months. He stated that history matters. Over the last year NVTC has had to fight for funding it was entitled to from the commonwealth. First it was a threat of no PRIIA money and now they aren't giving money that is Northern Virginia money needed for transit. However, there is not a penny on the table from the state for the Dulles Rail Phase II Project. He stated that the commonwealth is generating a reputation in the region and it is not a good one. He will support the resolution, but he does not agree with it and the premise behind it is wrong. He believes that the Metro riders will be negatively affected by this. This will be the first time a Northern Virginia WMATA Board member will not have authority to appropriate funds. This brings up a lot of logistical concerns. For WMATA Board members, there has been no communication from the commonwealth on this issue for over a year. He can support the resolution because it gives three months to work out these issues, such as how to balance the budget with one person who does not have authority to appropriate. Mr. McKay suggested that references in the resolution be consistent and to change all references of "voting member" to "principal member."

Mrs. Drake stated that according to a Virginia Senate Finance Committee study Northern Virginia contributes 27 percent of the taxes and gets back 32 percent. She added that Northern Virginia receives 72% of DRPT's operating assistance and 89% of DRPT's capital funds. It is unfair that the state is characterized as never providing funding to the region. The commonwealth contributes \$102.5 million and Northern Virginia taxpayers contribute \$54.5 million of Northern Virginia's WMATA obligations, which Mrs. Drake stated is shown in NVTC's graph distributed at this meeting.

Mr. Fisette moved, with a second by Mrs. Bulova to approve Resolution #2175 as presented.

Mrs. Drake moved to amend the Resolution by striking the Now Therefore Be It Resolved paragraph on page 2. Delegate Rust seconded the motion.

Mrs. Bulova observed that this paragraph references the single WMATA Board seat. Mrs. Drake suggested deleting the wording up to that point. Mr. Fisette noted that there are some strong feelings about how this was done and it was a "hostage situation." He stated that most of the members at this table believe strongly that the funds should be released immediately. It is NVTC's hope that this will happen. Mrs. Drake responded that there needs to be a signed agreement before the funds will be released.

Mr. Fisette stated that the question is, should the resolution express the hope of the commission? Mrs. Drake stated that she would accept that. Mr. Fisette clarified that he wasn't asking for an amendment, just bringing it up for discussion.

Mr. Zimmerman stated that watering down the wording in the resolution would defeat the whole purpose. He noted that Mr. Snyder's comments reflect many of the commissioners' views. However, he is willing to support the resolution, even though it is a concession for some of the local jurisdictions. NVTC should say the funds should be released. He stated that he can support the resolution as presented, but not the amendment proposed by Director Drake. If the resolution language is weakened, he is not sure why the commission would bother to approve it.

Delegate Rust asked for clarification on Director Drake's amendment. Mrs. Drake stated that it would take out half a sentence and not the entire paragraph. In response to a question from Mr. McKay, Mrs. Drake stated that she is willing to leave the first sentence in and take out "it is NVTC's expectation that DRPT will immediately release FY 2012 funds withheld from NVTC..." Mr. McKay stated that it is important to get these funds flowing. It is in no one's interest to have transit shut down from lack of funding. He won't support the resolution without it being in there.

Mrs. Hynes observed that the resolution does not reference the Master Agreement and suggests it recognizes that DRPT has come to the table. Mrs. Drake stated that she hopes NVTC votes on the Amendment #3 tonight. Chairman Euille stated that there still are some issues to be resolved before a vote can happen. Mr. Foust suggested that NVTC sign it tonight if the alternate issues is resolved. Chairman

Euille stated that there are impacts to the City of Alexandria that need clarification and to be resolved before it can be signed. He discussed it with the Governor and he understands the issues and stated that they can be resolved.

Mr. Taube noted that Amendment #3 is a legal document and it needs to include the intent of what DRPT is saying outside of the document. Mr. Fisette stated that the resolution should be left as is and only add "expeditiously" to legal counsels' working on it. Mrs. Hudgins observed that there is the fact that we didn't collaborately work together on this and now DRPT is forcing NVTC to sign.

The commission then voted on the amendment and it failed.

Mrs. Drake moved, with a second by Delegate Rust, to amend the resolution to change the Be It Further Resolved on page 3 to delete all the wording up to "Amendment #3."

Mrs. Bulova suggested a friendly amendment to leave the language but separate the sentences, to read "NVTC and DRPT will work together for a mutually satisfactory resolution of current impasse over Amendment #3." and "NVTC commits to appoint Mr. Dyke as a principal member of the WMATA Board..."

Mrs. Drake and Delegate Rust accepted this as a friendly amendment.

Mr. Fisette noted that if this is not resolved within the next three months NVTC and the region would be in really bad financial shape. If it isn't resolved in the next days or weeks, then there is something very wrong.

The commission then voted on the friendly amendment. The motion carried with a vote of 12-6.

Mr. McKay moved, with a second by Mr. Zimmerman, an amendment to change the wording of the last Be It Further Resolved to read "NVTC will ensure its WMATA Board appointees coordinate their activities on that Board so that..." The vote in favor was unanimous, with a vote of 18-0.

Mrs. Hynes suggested to change the Be It Further Resolved on page 3 to read "...DRPT and NVTC's legal counsels work expeditiously together to prepare a mutually agreeable document along the lines of the proposal submitted by Director Drake that clarifies the intent of the proposed Amendment #3..." Senator Whipple asked if the Amendment #3 is going to be attached to the resolution. Mrs. Bulova suggested including "as attached" to the wording. Mr. Foust suggested "as amended."

Mrs. Hudgins moved, with a second by Mrs. Drake, to amend the second Be It Further Resolved clause to begin "NVTC undertakes in collaboration with the Commonwealth..." The commission voted unanimously to accept this motion with a vote of 17-0. Delegate May was not in the room for this vote but returned before the next vote.

The commission then voted on the amended main motion of Mr. Fiset and Mrs. Bulova and it passed with a 16-1-1 vote. Mr. Snyder voted no and Mrs. Drake abstained.

Mr. Taube asked for clarification of what is the next step if agreement can be reached. Mr. MacIsaac stated that the executive committee could be polled individually by telephone. Mr. Zimmerman clarified that polling is not a vote.

Mr. Fiset moved, that if this can be resolved prior to the next meeting, to authorize the executive director to sign the mutually agreeable amendment based upon the advice and support of the executive committee. Mrs. Bulova seconded. The unanimous vote in favor was cast by commissioners Bulova, Burk, Comstock, Cook, Ebbin, Euille, Fiset, Foust, Greenfield, Herring, Hudgins, Hynes, May, McKay, Rust, Snyder, Whipple and Zimmerman.

Senator Herring asked that before the executive committee acts, the rest of the commission is provided with the agreement.

#### Update on DRPT's SJ 297 Study

Mr. Taube stated that the advisory group continues to meet. Mr. McKay asked Mrs. Drake if there are other studies out there that NVTC is not aware of. He also asked how they intersect with each other. Mrs. Drake stated that the "Super NoVa" plan encompasses all of Northern Virginia. Chairman Euille stated that no one discussed with the region whether a study was needed before the "SuperNoVa" study was initiated. There have been enough studies; funding would be helpful. Mr. Fiset requested that the commission be updated on the status of the study. He observed that TPB/COG has done ten years of work on alternatives and feasibility. Mrs. Drake stated that this will be the starting point of the study.

Commissioners Burk and Zimmerman left the meeting at 10:15 P.M. and did not return.

Senator Whipple agreed that it is important to not duplicate work being done. She expressed her concern that the 1999 study by DRPT that advocated the use of "fiscal stress factors" was used. That approach was fatally flawed and would have resulted in significant shifts of transit resources away from Northern Virginia and to the Tidewater transit systems. Although the advisory group did not support this, it still concerns her that this was even looked at. Mrs. Drake stated that all ideas are being investigated.

### BRAC Items

Mr. Taube stated that the main flow of new workers has not hit yet. Chairman Euille stated that the slowness of it has provided a way for the region to respond to the predictions.

### Dulles Rail Project

Mrs. Bulova reported that Phase I is moving along and MWAA is making sure it is staying on-time and on-target. Mr. McKay asked what is the hold up for state funding for Phase II. Mrs. Drake reported that the partners are continuing to work together on the financing and the impact on the toll road. Hopefully, it will be finalized by the end of October.

### Legislative Items.

Mr. Taube reported that at the state level, Governor McDonnell has announced a \$544.8 million budget surplus for FY 2011, with some of that amount (approx. \$93.2 million) to be directed to transportation. The Virginia Transit Association has written to the Governor to request that a greater portion should be directed to public transit. Mr. Taube stated that NVTC's Legislative Committee will be meeting in November to put together a Legislative Agenda for the 2012 General Assembly Session.

### Regional Transportation Items

Texas Transportation Institute's Annual Report on Traffic Congestion. Mr. Taube announced that TTI has released its annual report that ranks traffic congestion in the major urban areas of the United States. The Washington, D.C. metropolitan area has moved into first place to achieve the dubious distinction of suffering the greatest traffic gridlock. The average driver loses \$1,495 in lost wages from wasted time and extra fuel costs. The national average is \$750. Drivers here spend more than twice the national average of 34 hours stuck in traffic.

Try Transit Week. DRPT is promoting the fourth annual Try Transit Week during September 19-23, 2011.

Center for Neighborhood Technology Housing/Transportation Affordability Study. This study emphasizes the need to factor transportation costs into personal housing decisions. Some areas of the Washington Metropolitan region become more affordable when transportation costs are included.

Brookings Institution Study of Clean Economy Jobs. This recent study points out that more persons are employed in the “green economy” than in fossil-fuel oriented industry and green jobs are growing faster. Public transit jobs comprise 13 percent of green jobs as defined by Brookings.

Zipcar/Transit Surveys. Two surveys have been conducted in the region that document Zipcar’s impact on urban transportation. Auto ownership and usage decline as people join Zipcar and 14 percent bike more, 21 percent walk more and 11 percent use public transit more.

WMATA Bike Parking Census and Bike Commuting Patterns. WMATA conducted a survey of bike parking at Metrorail stations (excluding Union Station with its major bike station) in May and June of 2011. The survey found 62 percent of bike rack spaces were occupied (2,196 out of 3,540). This is a 76 percent increase in occupied spaces since 2006. The top station for bike parking is Vienna, with 96 (far exceeding the number of bike rack spaces).

Board of Trade Regional Transportation Plan. The Greater Washington Board of Trade is compiling a new plan. The last plan was completed in 1997.

#### NVTC Financial Items for June, July and August, 2011

The financial reports were provided and there were no questions.

#### Adjournment

Mr. Fisette observed that the NVTC Executive Committee was scheduled to meet after this meeting to discuss the executive director’s performance review. Mr. Taube suggested that with the lateness of the hour, the Executive Committee could defer the meeting to another time. On a motion by Mr. McKay and a second by Mr. Snyder, the commission agreed to adjourn. Chairman Euille adjourned the meeting at 10:27 P.M.

Approved this 3<sup>rd</sup> day of November, 2011.

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William D. Euille  
Chairman

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Jeffrey McKay  
Secretary-Treasurer