

MINUTES
NVTC COMMISSION MEETING – DECEMBER 2, 2004
NVTC CONFERENCE ROOM - ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice Chairman Ferguson at 8:14 P.M.

Members Present

David Albo
Sharon Bulova
Gerald Connolly
Adam Ebbin
Paul Ferguson
Ludwig Gaines
Tanya Husick (DRPT)
Dana Kauffman
Elaine McConnell
Gary A. Reese
David F. Snyder
Mick Staton

Members Absent

Jeannemarie Devolites Davis
William D. Euille
Jay Fiset
Catherine M. Hudgins
Timothy Hugo
Scott Silverthorne
Mary Margaret Whipple
Christopher Zimmerman

Staff Present

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

Minutes of NVTC's Meetings of October 7, 2004 and November 4, 2004

On a motion by Mr. Connolly and a second by Mr. Gaines, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

FY 2004 NVTC Audited Financial Reports

Mr. Taube introduced Mike Garber and Betsy Hedrick, representatives from NVTC's auditors, PBGH LLP. Mr. Garber reported that prior to the commission meeting, the auditors met with NVTC's executive/audit committee to review the audit reports in detail. Mr. Garber reported that the audit produced three clean opinion letters. Both control issues discussed in last year's audit management letter have been addressed by NVTC staff. He stated that this year's audit was a very good and clean audit.

Mr. Connolly moved, with a second by Mrs. McConnell, to accept and authorize distribution of the audited financial reports. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

NVTC and VRE State and Federal Legislative Agendas for 2005

Mr. Connolly, chairman of the legislative committee, reported that the legislative committee met on November 30th to develop its recommended 2005 state and federal legislative agenda.

Mr. Kauffman suggested the following wording change to #3: "NVTC emphasizes the critical need for a permanent transit funding solution, but supports proposals to use unallocated state budget funds for transit capital and one-time operating initiatives."

Mr. Connolly observed that PRTC's legislative agenda has been included for review, since it is important to have coordination between the two commissions.

With the change proposed by Mr. Kauffman, Mr. Connolly moved to approve the legislative agenda and to forward it to member jurisdictions and Northern Virginia's General Assembly and congressional delegations. Mr. Kauffman seconded.

In response to a question from Mr. Staton, Vice Chairman Ferguson stated that there still is time to comment on the recommendations by the Blue Ribbon Panel. Mr. Taube explained that NVTC's legislative agenda states that

NVTC supports the work of the panel, but is waiting for the recommendations to evaluate them.

Mr. Staton stated that he will abstain from the vote because he personally has an issue with looking at dedicated sources of funding without considering fare increases. Mr. Taube stated that #8 of the legislative agenda was modified to recognize Mr. Staton's concerns, stating that transit fare levels are being examined. Mr. Connolly stated that #8 is a reaffirmation of a past NVTC position. Mr. Kauffman observed that the farebox recovery ratio for Metrorail is at 72-75 percent, which is the highest in the United States. WMATA has recently had back-to-back fare increases. WMATA has begun pursuing more advertising opportunities to bring in additional revenues.

Mrs. Bulova stated that there is a perception difference in which transit is viewed as having a subsidy, while one doesn't talk about subsidizing the highways, even though they are paid for with taxes. Mr. Staton stated that he understands these issues but for him it's a philosophical issue of not raising taxes.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Gaines, Husick, Kauffman, McConnell and Snyder. Commissioners Albo, Reese and Staton abstained.

Mr. Taube explained that the commission is also asked to consider VRE's legislative agenda, which has been recommended by the VRE Operations Board.

Delegate Ebbin arrived at 8:26 P.M.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve VRE's legislative agenda. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Gaines, Husick, Kauffman, McConnell and Snyder. Commissioners Albo, Ebbin, Reese and Staton abstained.

Draft NVTC Workprogram for 2005

Mr. Taube reported that the commission is asked to authorize staff to release the workprogram for public review and comment, including posting it on NVTC's website. A public hearing will be scheduled at NVTC's January 6th meeting and the commission will be asked to approve the final version then. He explained that there are no major new initiatives proposed since staff is fully occupied in managing many on-going projects.

Mr. Taube explained that one scheduling concern is the February 3rd meeting date, which apparently conflicts with VML Lobby Day in Richmond. Staff will contact commissioners to inquire about their availability for that meeting.

Delegate Albo suggesting adding to the work program the development of a transparent budget. This type of budget is done in Prince William and Fairfax counties. Mr. Staton stated that Loudoun County is moving towards this type of budget, too. Vice Chairman Ferguson stated that it may be helpful for the commission to have an off-site working retreat to develop this type of budget, possibly at the Fairfax Government Center. Delegate Reese stated that the term for this is a "performance-based budget." Delegate Albo stated that it should be a long-term goal to develop a performance-based budget, with specific goals, measurements and outcomes. Mr. Taube agreed to add this to the draft work program to begin to look at how to develop this type of budget. Delegate Albo suggested looking at the "Future of Virginia" website. He also suggested initially applying this methodology to only one aspect of the budget. Mr. Connolly stated that this is a good suggestion.

Mrs. McConnell agreed with Vice Chairman Ferguson that doing a working retreat would be a good idea. Mr. Connolly reminded commissioners that it would need to be scheduled when the General Assembly isn't in session. Mr. Reese cautioned that it will be more complicated than just setting goals. It will be important to set objectives, measure them and to have outside oversight of those objectives.

Mrs. Bulova provided more information about Fairfax County's new budget approach, which includes this type of budget. Mr. Connolly stated that it may be helpful for the commission to have a brief presentation on how the county implemented its budget. Vice Chairman Ferguson suggested waiting until April until the General Assembly Session has ended. He observed that the consensus of the commission is to consider a work session in Fairfax County for NVTC's April meeting.

Mr. Connolly suggested that the draft-meeting schedule in the workprogram be changed to provide specific topics for each meeting.

Mr. Connolly moved, with a second by Mr. Staton, to authorize staff to post the draft work program on NVTC's website with a request for public comments and to announce a public hearing at NVTC's January 6th meeting prior to action on the final version. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Mr. Taube asked the commission to consider taking agenda Item #11 out of order, which is the only action item left. There were no objections.

VRE Items

Report from the VRE Operations Board. Mrs. Bulova urged commissioners to read the minutes of the VRE Board meeting of November 19, 2004.

CSX Force Account Services for Quantico Creek Bridge. Mrs. Bulova reported that the VRE Operations Board recommends commission approval of Resolution #1049. This resolution would authorize VRE's CEO to enter into an agreement with CSXT to undertake track improvements for the Quantico Creek Bridge Project. The maximum cost would be \$4,671,000, including contingency, using state and federal grants. CSXT requires that it perform this work to design and construct the track signal system for the bridge and the new interlocking at North Possum Point.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Modify Lease Agreement with RailWorld Locomotive Leasing LLC. Mrs. Bulova stated that VRE's Operations Board recommends approval of Resolution #1050, which would authorize VRE's CEO to modify an existing lease with RailWorld Locomotive Leasing LLC to add one locomotive at a price not to exceed \$76,650 annually for a term of two years plus an option for two additional years. This transaction will provide a replacement for a locomotive that suffered a "catastrophic failure" on August 27, 2004. Funds are available in VRE's FY 2005 operating budget.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved Resolution #1050 (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

GEC IV Task Order for Fleet Maintenance Strategy and Yard Requirements. Mrs. Bulova stated that VRE's Operations Board recommends approval of Resolution #1051. This resolution would authorize VRE's CEO to award a task order to Parsons Brinckerhoff Quade and Douglas under VRE's fourth General Engineering Contract to develop a detailed fleet maintenance strategy. The strategy will include the necessary associated physical improvements at VRE's yards. The cost will not exceed \$279,400 of CIP federal grant funds, including a 10 percent contingency.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve the resolution. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Mr. Staton observed a typographical error in the resolution, which lists the amount as \$729,400 instead of \$279,400. There was unanimous consent to amend the resolution to reflect the correct amount.

Amended Award of Contract for Quantico Creek Bridge Construction Support. Mrs. Bulova reported that the VRE Operations Board recommends

approval of Resolution #1052. This resolution would amend a previous action to increase a new contract up to \$1.2 million from \$1 million. Since the original contract is being closed out with unexpended funds, there is no change to the total budget for the combined contracts.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Task Order for General Fleet Maintenance. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #1053. This resolution would authorize a task order to STV, Inc. for general fleet maintenance from January 1 through July 31, 2005. The amount would not exceed \$533,720, including a 10 percent contingency. After July 31st, Amtrak is expected to assume these responsibilities using subcontractors. Funds are available in VRE's FY 2005 operating budget.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Task Order for Administrative Services Related to Rolling Stock. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #1054, which would authorize a task order to STV for general and administrative services related to rolling stock. Activities within this task order must be specifically requested by VRE staff and cannot be billed by STV without such requests. VRE's Audit and Finance Committee has requested quarterly reports from staff on such G&A activities. The task order amount in this case is \$438,103, including contingency, with grant funds designated for this purpose in VRE's approved CIP.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve the resolution (copy attached).

Mr. Snyder asked what kind of administrative services would be included in this task order. Mr. Zehner replied that it would include such tasks as attending meetings, generating special reports and analysis of equipment. STV is an engineering firm and VRE staff doesn't have this type of expertise. It's more cost effective to have STV perform these duties.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Emergency Procurement Policy. Mrs. Bulova explained that the VRE Operations Board recommends commission approval of Resolution #1055. This

resolution would authorize a policy to be followed when emergency procurements are required. It establishes conditions that must be met by VRE's CEO to justify any action under this policy. For example, advance notice must be given to VRE's Chairman and his/her concurrence received after consultation with VRE's legal counsel, in addition to after the fact action by the full board or commissions.

In response to a question from Mrs. McConnell, Mr. Zehner explained that if the VRE Chairman were not available, the Vice Chair would be contacted. Mr. Kauffman explained that the VRE Operations Board discussed this item at length and requested that legal counsel also be consulted. Mrs. Bulova stated that this policy will give VRE's CEO more flexibility in the event of an emergency.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved the resolution. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Gaines, Husick, Kauffman, McConnell, Reese, Snyder and Staton.

Interim Report on NVTC's Metrorail Station Area Emergency Response Planning Sessions

Jana Lynott gave a presentation on the progress of a series of workshops at which transit operators, police, fire, EMT and others have examined key Metrorail station areas in Northern Virginia and cooperatively developed specific response plans. The monthly workshops have proven to be very valuable in introducing key personnel to each other and in solidifying communications channels. Results are being shared with the regionwide transit operators group meeting at WMATA, with MWCOC staff and with attendees at the annual regional emergency response conference each fall.

Ms. Lynott explained that the focus of the group's work has been to develop emergency responses to day-to-day incidents (i.e. fires, service disruptions, track failures, suicides) as opposed to the major catastrophic events, such as terrorism. TPB has been working on responses to these types of events.

Ms. Lynott gave an overview of the multi-pronged emergency response for the Rosslyn Metrorail station. An incident could impact 20,000 riders during the rush hour period. For Rosslyn, besides providing bus service, passenger would be encouraged to walk from the Foggy Bottom Metrorail station to the Courthouse Metrorail station. Mr. Connolly asked how many people would realistically be capable of walking this distance. Ms. Lynott agreed that this three-mile walk is not an easy walk, but it does provide an alternative. If there is traffic congestion around the station and enough buses can't get in to form an effective bus bridge, people would have to wait over an hour for a bus. Instead, they could walk. Jim Hamre of Arlington County staff reminded commissioners that the emergency responses are designed to provide alternatives (bus bridges,

pedestrian access, etc) since 20,000 people may be affected by an incident and there will need to be many alternatives. Mr. Snyder stated in the event of a major incident, the only way people will be able to move is to walk because traffic will be so congested. It is important that people understand that the transportation system will break down very quickly in the event of a major incident. That's why it's so important to have many alternatives.

Mrs. McConnell stated that it is very important that VRE have a place at the table of the new communications center. In the event of a terrorist attack, riders will need to be rerouted to other forms of transit.

Mr. Kauffman asked if there is an agency in charge of dealing with victim's families in the event of multiple fatalities. Ms. Lynott explained that these workshops have steered away from death incidents and focused on day-to-day operational incidents.

In response to a question from Mr. Connolly, Mr. Snyder stated that work is being done at the regional level at MWCOG on how to educate the public beforehand on what to do in the event of an emergency. It is important to develop communication among the different agencies during the event, as well. Mr. Hamre stated that WMATA staff will be the primary spokespersons on behalf of transit in the event of an emergency.

Mrs. McConnell expressed her opinion that the region is not prepared for nuclear incidents, such as suitcase bombs, where the damage can impact a wide radius (up to 20 miles). There's only a small amount of time to move people out of the area. Fallout is a major problem, as well as cleanup. The region hasn't really prepared for this type of attack. All agencies need to be involved in response initiatives.

Delegate Albo observed that it is important that these response plans aren't distributed to the public so that terrorists can disrupt responses. They should be available to the staff and officials that need them. Ms. Lynott answered that there are no plans to post these plans publicly.

In response to a question from Vice Chairman Ferguson, Ms. Lynott stated that these emergency response plans are being prepared for eight key Metrorail station in Northern Virginia, including Rosslyn, Pentagon, Ballston, King Street, Huntington, Franconia/Springfield, Vienna and West Falls Church.

Mr. Snyder stated that this is very valuable work. Major catastrophes are being addressed at the regional level. TPB just approved a "24/7" coordinating entity to make sure agencies are coordinating and functioning together. Public education is still a major issue.

FY 2004 Northern Virginia Transit Ridership

Mr. Taube reported that overall transit ridership has shown a healthy increase in Northern Virginia of three percent with some systems displaying sharp growth (e.g. VRE 10 percent; Loudoun County Transit 43 percent; and ART 170 percent).

Mr. Connolly observed that total annual Metrorail passenger trips for Virginia were almost 88 million. He stated that he hopes that NVTC's General Assembly members convey this information in Richmond.

Transit Funding Fact Sheet

Mr. Taube explained that information is compiled by staff to support legislative advocacy for additional funding. For FY 2004, of the approximately \$400 million spent on transit (both operating and capital) in Northern Virginia, local funds, including fare revenues, comprised 56 percent of the total. When NVTC's gas tax revenues are added it brings it to over 60 percent. The federal share is 13.9 percent, leaving the state with 24 percent. Mr. Connolly asked, by way of contrast, how this would compare to Maryland. Mr. Taube replied that it would basically be reversed because Maryland pays almost the entire amount. Mr. Connolly stated that the distinction between Maryland and Virginia will become important as the region looks at the recommendations made by the Blue Ribbon Panel.

WMATA Items

Metro Matters. On October 21, 2004, the WMATA Board approved the Metro Matters jurisdictional funding agreements and provided authority to exercise the option for 120 series 6000 railcars.

Improving Service Reliability and Customer Service. WMATA staff presented a paper to the Board's Operations and Safety Committee. It generated substantial board discussion. The Board asked staff to return to ING to negotiate free rush hour bus and MetroAccess fares as well as the free rail fares the company had offered as a special promotion.

WMATA's Improved Website. There's a new look at www.MetroOpensDoors.com, which emphasizes the improved Metro Trip Planner and ability to download schedules to web-enabled PDA's or wireless phones.

Request for Report on the Metrorail Collision of November 3, 2004. Mr. Taube explained that Mr. Snyder has requested a report from NVTC's WMATA Board members on the actions of the Board and management with respect to the events of November 3rd and related operational issues. Mr. Kauffman stated that

the NTSB is investigating and nothing can be reported at this time. Mr. Snyder stated that it would be helpful to have a report when it's convenient, including the recent management changes at WMATA.

Blue Ribbon Panel on Dedicated Sources of WMATA Funding. Mr. Taube reported that the panel has discussed its draft final report. The panel hasn't issued its report yet. Jurisdictions and agencies will have a chance to comment on the report.

Delegate Reese observed that if one does examine the incidence by jurisdiction, almost half of the tax (48 percent) would be collected in Virginia, whereas Virginia's allocated share of the costs is less than 25 percent. Mr. Connolly speculated that Loudoun and Prince William counties might have been included, although they are not part of the Metro Compact. It has surprised some in the region as to how powerful the retail presence is in Northern Virginia, with Tysons Center and Potomac Mills among others. There needs to be an equitable formulation of the burden that reflects the level of service Northern Virginia is getting.

Delegate Reese asked if WMATA has undergone performance-based and budget management evaluations before justifying any recommendations. Mr. Kauffman stated that WMATA is bringing in outside operational experts to audit the Metro organization. He also stated that the District of Columbia is unified in the concept that they think they are paying too much. Mr. Connolly responded that Fairfax County, with the largest population in the region (twice the District's population), has five Metrorail stations while the District has 38 stations.

In response to a question from Mr. Staton, Mr. Taube stated that the panel assumed that the federal government would pay half of the gap, since federal employees comprise almost half of the peak period Metrorail riders. Since existing federal transit programs do not provide for such payments, such a contribution would come from general revenues and per capita federal income tax payments in Northern Virginia probably exceed those of Maryland and the District, again raising the issue of the relative impact of the panel's recommendations on each jurisdiction. Mr. Staton wanted to make sure this was not a payroll tax. Mr. Kauffman stated that this is one alternative being considered.

Mr. Snyder stated that local officials and General Assembly members need to work closely together on this issue. The current funding situation is not acceptable because the system is falling apart. The system needs to be adequately funded, otherwise it will not only impact transit riders but those using the highways as well. Northern Virginia is projected to add 600,000-650,000 new jobs between 2000 and 2030 and they need to be supported by an adequate transit infrastructure. Due to the funding formulas, jobs in the Northern Virginia area result in a tremendous amount of tax revenues for the rest of the commonwealth. He hoped that the case could be made to the rest of the state as well as locally that Metro needs funding for its infrastructure.

Delegate Reese stated that those urban centers, such as Tysons Corner and Dulles Corridor, are currently unserved by transit and these needs should be addressed. Mr. Connolly observed that Fairfax County's recent transportation bond referendum had the highest percentage of votes in favor (78 percent) with the majority of the funds being used for Metro. Polling data countywide had rail to Dulles as the single most popular transportation project in the county (70 percent public approval rating).

Delegate Albo stated that we might want to reserve a certain percentage of the income generated from a new job in a locality and leave it in that locality for a certain amount of time. This could be added to the mix when talking about funding Metro.

Regional Transportation Items

Forecast Effects of Alternative Fuels and Better Efficiency on Gas Tax Receipts. Research by Cambridge Systematics for the Transportation Research Board [as reported in Roads and Bridges (Oct. 15, 2004)] concluded that alternative fueled vehicles powered by fuels such as hydrogen, electricity and natural gas have a very low probability of capturing appreciable shares of the U.S. automobile fleet by 2020. Regarding fuel efficiency increases, if Congress were to act to reverse the current trend (a gradual decrease), the effect would be gradual because it takes about 12 years for the current fleet to turn over. The report also notes that gasoline consumption will increase by 19 percent between 2000 and 2010 and by 37 percent from 2000 to 2020.

A different study by Booz Allen Hamilton, as reported in the Wall Street Journal (October 14, 2004 at D-3), concluded that hybrid automobiles will reach 20 percent of the market by 2010. This is because the \$3-5,000 extra cost will be offset in only five years by gas savings (at prices near \$2 per gallon) and tax rebates. If these hybrid engines grow as fast as air bags and anti-lock brakes when they were introduced, hybrids could capture 80 percent of the market by 2015.

Wendell Cox and LOWER: Washington Metro After a Quarter Century: Billions for Transit and More Congestion. Wendell Cox has issued another report blaming growing traffic congestion on Metrorail and offers the unsupported assertion that "the problem in Washington is that so many planned freeways were cancelled." He opines, "...transit is about down town and the core—the pre-automobile city and nothing more." He ignores heavy reverse commuting on Metrorail, (32,000 weekday morning peak trips to Northern Virginia's non-core stations) effective neighborhood feeder bus service in the suburbs, and heavy current use of BRT-level bus service in the Dulles Corridor (15,000 person trips each weekday). He states that at the metropolitan level, Metro's impact is virtually absent. NVTC's own study by KPMG Peat Marwick reports on the economic benefits of Metrorail, and nowhere does Mr. Cox mention the clean air or fuel savings benefits attributable to Metrorail, nor the \$1.2 billion annual

reduced costs for auto drivers from congestion relief as calculated by the Texas Transportation Institute.

Rail Transit in America: A Comprehensive Evaluation of Benefits. Mr. Taube stated that Todd Litman of the Victoria Transport Policy Institute has completed a report that evaluates rail transit performance in major U.S. cities. In cities, including the Washington, D.C. area, that have large rail systems, there are significantly higher per capita transit ridership, lower per capita auto ownership and mileage, less traffic congestion (reduced by half), lower traffic death rates, lower consumer expenditures on transportation, all compared to cities without rail transit service.

Paying the Price for Inadequate Roads in Virginia. The report examines the cost to motorists in reduced safety, lost time and increased vehicle wear, and was completed by The Road Information Program (TRIP) in October, 2004. TRIP estimates statewide losses due to the lack of desirable safety features, inadequate highway and bridge capacity and poor pavement conditions totaling \$4.4 billion statewide each year. This averages \$2,131 per driver in the Washington, D.C. area. Of this amount \$1.5 billion statewide is due to congestion delays, or \$1,278 per driver in this region.

While this study does not address transit needs, it does reinforce the findings of the Texas Transportation Institute's 2004 Urban Mobility Report that determined congestion-related costs to automobile drivers in the Washington, D.C. metropolitan area would be \$3.5 billion annually, but are reduced by a third to about \$2.3 billion due to this region's investments in an effective transit system. The remaining congestion costs per peak auto traveler are \$1,212 (very close to the \$1,278 calculated by TRIP).

Transportation Statistics Annual Report (September, 2004). The Bureau of Transportation Statistics (USDOT) has just released its annual STAR document. It contains a wide variety of informative national transportation performance indicators.

Report to the Governor of the Commission on Rail Enhancement for the 21st Century in the Commonwealth of Virginia. The commission, chaired by Sharon Bulova, met in Richmond on November 16, 2004 to review its draft final report. NVTC has provided detailed comments to the rail commission, which were due on December 1st. NVTC's draft legislative agenda reiterates the position of NVTC, primarily with respect to the need to avoid diverting existing transit resources to benefit private freight railroads. NVTC's legislative agenda also emphasizes the responsibilities of those freight railroads to protect the public interest if they are to benefit from new state funding.

Mrs. Bulova stated that the final recommendations were very supportive of multimodalism. Among the many goals for the rail system cited by the commission are increases in capacity along interstate corridors, expansion of VRE and establishing the Trans Dominion Express intercity passenger service.

Recommendations include the use of DRPT and CTB to initiate the recommendations while creating a new Rail Advisory Board; including freight and passenger rail in state and regional planning processes; and pursuing dedicated funding for rail enhancements.

In response to a question from Delegate Reese, Mrs. Bulova explained that the rail commission has recommended seeking an amendment to provide a matching requirement or in-kind contribution for partnerships with private railroads on rail preservation projects.

VTrans 2025. This final report makes a very clear call for more revenues and greater support of public transit.

Senate Finance Committee Staff Transportation Presentation. A detailed 107-page briefing was provided to the committee by its staff. The material is packed with information, much of it from VTrans 2025, about the shortfalls of transportation funding and what that means for the future.

NVTC Financial Reports for September and October, 2004

The financial reports were provided and commissioners had no comments.

NVTC's Nominating Committee for 2005 Officers

Vice Chairman Ferguson stated that Chairman Euille has asked the Executive Committee to serve as the Nominating Committee. The slate of nominees will be provided to commissioners in advance of the January 6, 2005 meeting at which the election of officers will occur.

NVTC's 40th Anniversary Time Capsule

Kala Quintana announced that to wrap up NVTC's commemoration of its 40th anniversary, commissioners, transit systems and staffs were invited to submit items for a time capsule. Commissioners were asked to write a prediction for the year 2044 regarding transit to put in the capsule.

Adjournment

Without objection, Vice Chairman Ferguson adjourned the meeting at 9:55 P.M.

Approved this sixth day of January, 2005.

Paul Ferguson
Chairman

David F. Snyder
Secretary-Treasurer