

ITEM 7

(26 PAGES)

**POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION**

RESOLUTION

MOTION: _____

**RESOLUTION NO. 08-11-_____
OFFICIAL COMMISSION MEETING
NOVEMBER 6, 2008**

SECOND: _____

**RE: APPROVAL OF MINUTES FOR THE POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION MEETING OF OCTOBER 2, 2008**

WHEREAS, the Potomac and Rappahannock Transportation Commission reviews and approves the minutes of each meeting; and

WHEREAS, the minutes of the October 2, 2008 PRTC meeting have been presented for review.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby approve the minutes of the October 2, 2008 Commission meeting as presented/amended.

“PENDING BOARD APPROVAL”

**POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION (PRTC)**

OFFICIAL COMMISSION MEETING

MINUTES

DATE: October 2, 2008
TIME: 7:00 p.m.
LOCATION: PRTC Transit Center
14700 Potomac Mills Road, 2nd Floor
Woodbridge, VA 22192-6811

1. CALL TO ORDER

Chairman Jones called the meeting to order at 7:00 p.m.

2. ROLL CALL

MEMBERS PRESENT

*Maureen Caddigan	Prince William County (departed at 7:30 p.m.)
*Wally Covington	Prince William County (arrived at 7:28 p.m.)
*Corey Hill	DRPT
*John Jenkins	Prince William County
*Frank Jones, Chairman	City of Manassas Park
*Matthew Kelly, Secretary	City of Fredericksburg
*Jackson Miller	Virginia House of Delegates
*Martin Nohe	Prince William County
*Frank Principi	Prince William County
*George Schwartz	Stafford County

ALTERNATES PRESENT

Jean Benson	City of Fredericksburg
Brad Ellis	City of Fredericksburg
William Wren	City of Manassas Park

STAFF AND GENERAL PUBLIC

Gina Altis	PRTC Executive Assistant
Doris Chism	PRTC Dir., Customer Service & Dispatch
Joyce Embrey	PRTC Dir., Finance & Administration
Althea Evans	PRTC Dir., Marketing & Communications
Anthony Foster	PRTC Transportation Project Manager
F.D.R. Fox	Citizen
Shanta Garth	FT AGM-Accounting & Administration
Al Harf	PRTC Executive Director
Angela Horan	PRTC Legal Counsel
Robb Howell	FIRST TRANSIT General Manager
Todd Johnson	FIRST TRANSIT Maintenance Manager
Bill Leisen	PRTC Mgr., Contract Operations
Eric Marx	PRTC Dir., Planning & Operations
Betsy Massie	PRTC Dir., Grants & Project Management
Paul Pitchke	FIRST TRANSIT AGM-Operations
Dale Zehner	VRE Chief Executive Officer

MEMBERS ABSENT

Scott Lingamfelter	Virginia House of Delegates
Michael May	Prince William County
Paul Milde	Stafford County
Toddy Puller	Virginia Senate
Jonathan Way, Vice Chairman	City of Manassas

ALTERNATES ABSENT

Charles Badger	DRPT
Harry Crisp	Stafford County
Mark Dudenhefer	Stafford County
Peter LaMarca	City of Fredericksburg
Lorraine Lasch	Prince William County
Hal Parrish	City of Manassas
Bryan Polk	City of Manassas Park
Brian Potvin	Prince William County
Sorine Preli	Prince William County
Phillip Rodenberg	City of Fredericksburg
Corey Stewart	Prince William County
John Stirrup	Prince William County
Matthew Tucker	DRPT

*Voting Member

3. INVOCATION Led by Commissioner Jenkins.

4. PLEDGE OF ALLEGIANCE Led by Commissioner Principi.

5. CITIZENS' TIME

Mr. F.D.R. Fox, Woodbridge, Virginia, provided written comments (attached) and read said comments into the record.

No other citizens came forward.

6. PRESENTATIONS

[FTVInfo] A. First Transit General Manager Robb Howell – Employee Recognition and Operations Report.

Mr. Howell noted that the September 2008 Operator-of-the-Month Ahmed Arshad is not present this evening and will be introduced/recognized at the November meeting.

Mr. Howell reported that 21 commendations (directed to different bus operators and one supervisor) were received during the month of September. He went on to note that the accident frequency rate during the month of September was 1.3 per 100,000 miles, continuing a downward trend. He also noted that First Transit is currently on pace to meet its goal of reducing the number of accidents over the prior year by 23%.

Mr. Howell noted that the complaint rate on the OmniRide service is 6.86%, a slight increase over the month of August. He went on to say that the current year-to-date rate is 7.71% vs. a rate of 7.96% for the same period. The complaint rate increased to 5.39% on the OmniLink service and the year-to-date rate is 5.09%. Staff continues to review the complaints to identify trends and necessary countermeasures.

With regard to a spike in supervisors operating the strategic buses during the month of September, Mr. Howell noted that there is improvement in this area, because absenteeism experienced during the previous month has been curtailed.

Mr. Howell noted that staff is preparing for the vehicle maintenance audit scheduled to occur next month. Also, the "Customer Satisfaction Survey" field work was completed last week and the results are expected shortly.

Mr. Howell noted that the PRTC-First Transit Annual Bus Roadeo was held on Saturday, September 27th, at Garfield High School. Operator John Campbell was crowned the winner followed by Odise Adams and Donnell Griffin who took second and third place, respectively. All three operators will move on to compete in the Virginia State Bus Roadeo in Roanoke, Virginia – winners in Roanoke will move on to compete in the APTA-sponsored International Bus Roadeo in Seattle, Washington.

7. APPROVAL OF MINUTES

RES 08-10-01 Minutes of September 4, 2008.
[PRTC\Minutes]

Commissioner Kelly moved, with a second by Commissioner Jenkins, to approve the Minutes as presented. There was no discussion on the motion. (KELLY\JENKINS, UNANIMOUS)

8. AGENDA APPROVAL

RES 08-10-02 Agenda of October 2, 2008.
[PRTC\Agenda]

Commissioner Kelly moved, with a second by Commissioner Caddigan, to approve the Agenda as amended (Items 12-B.2 – Purchase of Electronic Fareboxes – Sole Source Authorization and 12-C.11 – Plan for Counteracting the Effects of Fuel Price Run-Up – Changing Conditions added). There was no discussion on the motion. (KELLY\CADDIGAN, UNANIMOUS)

9. CONSENT AGENDA APPROVAL

RES 08-10-03 Consent Agenda of October 2, 2008.
[PRTC\Consent Agenda]

Commissioner Jenkins moved, with a second by Commissioner Caddigan, to approve the Consent Agenda as presented. (JENKINS\CADDIGAN, UNANIMOUS)

RES 08-10-04 A. Treasurer's Report.
[PRTC\Finance]

Approved the Treasurer's Report of July 31, 2008, as presented. (JENKINS\CADDIGAN, UNANIMOUS)

RES 08-10-05 B. City of Manassas Request for \$154,600 in 2% Motor Fuels
[Manassas] Tax Funds to be Budgeted and Appropriated for Road
Improvements in the City.

Authorized the budget and appropriation of \$154,600 of the City Manassas' 2% motor fuels tax account for road improvements. (JENKINS\CADDIGAN, UNANIMOUS)

RES 08-10-06 C. City of Manassas Request for \$101,000 in 2% Motor Fuels
[Manassas] Tax Funds to be Budgeted and Appropriated for the
Centreville Road Fifth Lane Project in the City.

Authorized the budget and appropriation of \$101,000 of the City of Manassas' 2% motor fuels tax account for the Centreville Road fifth lane project. (JENKINS\CADDIGAN, UNANIMOUS)

10. VIRGINIA RAILWAY EXPRESS (VRE)

[VRE\Info] A. Operations Board Meeting Agenda and Minutes of September 19, 2008. There were no comments.

[VRE\Info] B. Chief Executive Officer's Report (Sept 08).

Mr. Zehner reported that ridership during the month of September averaged over 16,000 riders per day and ridership is 11.5% higher than for this time last year. On-time performance is 91% system-wide (89% and 92% on the Fredericksburg and Manassas Lines, respectively).

Mr. Zehner noted that public hearings were held between September 11th until September 30th to invite riders' reactions to the possibility of fare increases in January 2009 and at the beginning of FY 2010. About 30 people attended the public hearings and more than 250 written comments, e-mails, faxes, and letters were received. Comments will be accepted through October 3rd and management will be recommending a course of action for the VRE Operations Board's consideration at its October 17th meeting. The general sentiment among commenters is support for a modest fare increase in January and July and opposition to the prospective termination of the mid-day train service.

Mr. Zehner reported that VRE recently received federal "bonus obligation funds" (\$3.9 million) from DRPT, which allows VRE to purchase five locomotives instead of only two locomotives (i.e., the "bonus obligation funds" are matched by state funds that were appropriated for the locomotives earlier). The contract will be modified to account for this and a fortunate byproduct is that the unit cost of each locomotive is reduced, resulting in a savings of \$1 million for VRE. Mr. Zehner then elaborated on the genesis of the "bonus obligation funds", explaining that, as part of SAFETEA-LU, unobligated federal funds remaining at the end of a fiscal year nationwide are distributed to states that have fully obligated their federal transportation funds. The Commonwealth was positioned to take advantage of this and VRE ended up being a beneficiary.

Mr. Zehner then highlighted another recent favorable development for VRE, observing that the Governor and U.S. DOT Secretary Peters announced that FRA will allocate \$2 million to the Commonwealth for two projects, one of which is a 3.5 mile stretch of third track from Fredericksburg southward. This 3.5 mile stretch is about half the distance between Fredericksburg and the VRE maintenance facility located at the Spotsylvania Crossroads Yard. He went on to note that VRE has some funding for the other three miles of track (sufficient for preliminary engineering), noting that these funded work efforts are part of a larger "third track" obligation that VRE has by virtue of the trackage rights agreement with the CSXT. Mr. Zehner went on to say that the "third track" improvement is being done in stages and that the third track between Fredericksburg and the Crossroads Yard is a prerequisite for a future VRE station in Spotsylvania County.

On behalf of the Commission, Chairman Jones expressed appreciation to Commissioner Hill for DRPT's role in shepherding this funding outcome.

Commissioner Kelly introduced newly appointed PRTC Alternate Brad Ellis representing the City of Fredericksburg.

11. CHAIRMAN'S TIME

Chairman Jones noted that the Commissioners will receive the Executive Director's self-evaluation in mid-October and asked the Executive Committee led in this instance by Commissioner Kelly to serve as the Evaluation Committee, readying a recommendation for the full PRTC Board's consideration. To this end, Chairman Jones asked Board members to direct their reactions to Mr. Harf's self-evaluation to the Executive Committee members.

Chairman Jones also asked the Executive Committee to serve as the Nominating Committee to develop a slate of PRTC Officers and VRE Operations Board Representatives for calendar year 2009 and asked Vice Chairman Way to lead this effort. "Nominations" will be accepted from the "floor" at the Commission's November meeting with a proposed "slate" presented at the December meeting.

Chairman Jones announced that the PRTC Executive Committee will meet on Thursday, November 6th, 6:00 p.m., at the PRTC Transit Center regarding the Executive Director's evaluation, receive a presentation of the FY 2008 Audit results by PBG&H, and develop a proposed slate of officers and consider the VRE Operations Board appointments recommended by the member jurisdictions.

Commissioner Covington arrived at 7:28 p.m. during Item 11 and was absent on the vote for Items 7, 8, 9, and 9A-C.

12. EXECUTIVE DIRECTOR'S TIME

[PRTC\Info] A. Executive Director's Report.

Mr. Harf reported that the continuing resolution (CR) has been signed for the federal legislation, which will carry through March 9, 2009. This was a calculated decision to postpone the FY 2009 appropriation until the new Congress convenes.

Mr. Harf reported that an AMTRAK authorization bill is on its way to the President's desk, featuring a funding level that is significantly higher than what the Administration had proposed. The bill was passed by both the Senate and the House by a veto-proof majority and also provides \$1.5 billion in federal funds to WMATA provided that the three "states" come up with the required match. The \$1.5 billion sum is for a ten year period and requires an equivalent match from the three states combined.

Mr. Harf then went on to discuss the I-395/I-95 HOT Lanes project meeting that he and Mr. Marx attended earlier the same day to learn about the results of the Halcrow "safety" study and the "bus only lane" study. Mr. Harf said that the Halcrow findings contend that the narrowed lanes and narrowed/limited shoulders will not introduce added risk exposure provided that the facility is well-designed. Mr. Harf reminded the Commissioners that PRTC has previously urged the Commonwealth Transportation Board (CTB) to see to it that some form of indemnification protection is provided for the transit operators in the corridor if the project proceeds as proposed, so that there's no need to debate whether Halcrow's contention is well-reasoned. Mr. Harf went on to say if VDOT is persuaded by the Halcrow findings that narrowed lanes and narrowed/limited shoulders can be designed in a way that will not introduce added risk exposure, the indemnification protection PRTC seeks should not be hard to provide. Mr. Harf concluded this part of the discussion by noting that the Commission may want to incorporate a provision providing for this protection in its legislative agenda as a further means of safeguarding PRTC's interests.

Moving onto other facets of the project, Mr. Harf reported on the schedule for the project disclosed at the meeting. He noted that VDOT expects to receive NEPA approval on the northerly segment in November 2008, followed by design public hearings in early December, a financial closing in September 2009, and the commencement of construction immediately thereafter. The northerly segment is envisioned to be completed in a 2011 time frame. NEPA approval for the southerly segment is expected in February 2010, a financial closing in December 2010, and the commencement of construction thereafter. Mr. Harf pledged to keep the Commission informed as things progress.

Mr. Harf then made a PowerPoint presentation updating the Commission on the evolving nature of the effects of the run-up on fuel prices, indicating that the ridership surge is much greater than management had envisioned when it produced the plan that the Commission provisionally approved back in July. Mr. Harf highlighted changes to that plan that are required to alleviate overcrowding, including still more hours of service and fleet supplementation. The presentation concluded by summarizing actions that management would be asking the Commission to consider, beginning with an action to purchase seven more electronic fareboxes at tonight's meeting.

A question and answer discussion followed the presentation, as summarized below.

Commissioner Nohe observed that the unbudgeted fuel expense lessened by \$240,000 represents good news (or to state this more accurately, news that is less bad). Mr. Harf concurred.

Commissioner Jenkins asked about the trips already added to relieve overcrowding, and more particularly whether these trips required the addition of buses. Mr. Harf replied that some trips can be added without additional buses and those that have been added already were that type.

Director's execution of the MOA on PRTC's behalf. There was no discussion on the motion. (NOHE\CADDIGAN, UNANIMOUS)

RES 08-10-08 2. Purchase of Electronic Fareboxes – Sole Source
[PRTC\Fareboxes] Authorization.

Commissioner Caddigan moved, with a second by Commissioner Jenkins, to authorize award of a contract to Cubic Corporation for the purchase of seven electronic fareboxes at a cost of \$12,025 per farebox or a total of \$84,175. There was no discussion on the motion. (CADDIGAN\JENKINS, WITH MAJORITY VOTE, COVINGTON NAY)

[PRTC\Info C. Information Items:
Items]

1. Discussion about Prospective Content of this Year's PRTC Legislative Agenda.

Mr. Harf noted that there are several policy issues that staff is seeking direction for the purpose of preparing next month's Legislative Agenda.

1) Consolidate the state and federal legislative agendas and embrace the APTA Reauthorization Proposal as PRTC's federal legislative agenda.

Commissioner Jenkins expressed his concern about combining the state and federal legislative agendas, because the Commission specifically looks at transportation projects and projects have a tendency to get lost when they are included with the federal projects. He expressed a preference for separation in the interest of clarity.

Mr. Harf suggested that the two agendas could be packaged so that there is one action but structured in a way that makes it easy to separate them for communication to their respective audiences. Commissioner Jenkins agreed as long as they are not dependent upon one another.

Commissioner Schwartz noted that the Stafford Board of County Supervisors is scheduled to meet with its legislative delegation on Tuesday and this issue will be presented at that time. He went on to say that as an interim step in attaining the Commonwealth's goal to provide 95% of eligible transit and operating costs, Stafford County requests budget legislation such that the Commonwealth provides annual funding to offset VRE operational costs attributed to persons using VRE services who reside in non-VRE member localities.

Amplifying on Stafford County's proposal, Mr. Harf explained that the Stafford County provision is a pragmatic recognition that achieving the long-standing aim of state transit assistance amounting to 95% of eligible transit expenses is not likely to be attainable in this particular General Assembly session, so there is a greater prospect of success by seeking a lesser amount. Mr. Harf went on to say this is among the policy issues discussed later in the information item – does the

Commission want to reiterate its call for 95% participation or urge something less as Stafford is proposing as a first step?

On the federal side, Commissioner Jenkins observed that PRTC should be seeking additional support as required in the wake of the BRAC decision, referencing in particular the VRE needs arising from this decision. Mr. Harf explained the Commission's practice to adopt a PRTC legislative agenda separate from the VRE legislative agenda. The VRE legislative agenda will be presented to the VRE Operations Board at its October meeting and presented to the Commission at its November meeting. Mr. Harf also noted that it has been VRE's long-standing practice to consolidate its state and federal legislative agendas.

Distilling the prior discussion, Chairman Jones concluded that the sense of the Commission on this issue is that the "topical" material should remain as it is, structured to clearly differentiate state and federal aims. With regard to federal aims, endorsement of the APTA position as has been done in years past was deemed sensible.

2) Should PRTC be heard on the question of roads or should PRTC continue to confine its legislative advocacy to transit-only?

Chairman Jones expressed sympathy for a broader agenda, noting (for example) that PRTC cannot operate bus services efficiently without an adequately-sized roadway network.

Commissioner Kelly observed that transportation regions are fighting for every transportation dollar including Fredericksburg and Stafford and cautioned that PRTC must not embrace on road transportation positions that conflict with regional goals.

Commissioner Jenkins noted that PRTC has always concentrated on transit issues because VDOT and the Commonwealth's member governments have been quite capable of doing what needs to be done advocacy-wise in relation to roads. He opined that to change PRTC's orientation at this time would not be fruitful.

Chairman Jones expressed his concern that PRTC may sacrifice planning considerations that will impact the safety of bus operation.

Commissioner Nohe noted that the dynamics have changed and VDOT is quickly becoming a road maintenance agency instead of a road building agency. There is a joint interest in safety issues because of the effects on transit.

Mr. Harf assured the Commissioners that, if the Commission concludes that there would be value in having PRTC venture beyond public transit, management would take pains to confer closely with the member jurisdictions so PRTC's proposed legislative agenda is not at cross purposes with what each jurisdiction or region desires roadway-wise.

Delegate Miller expressed concern about a loss of focus if the legislative agenda is broadened to encompass roads. He opined that PRTC currently has a recognizable transit “voice” that could be compromised by a broader legislative agenda.

Commissioner Nohe suggested that perhaps the way to bridge these disparate views would be for PRTC to simply signal its support for the NVTA legislative agenda, which encompasses both road and transit issues.

Mr. Harf reminded the Commission that, given the uniqueness of PRTC’s geography, it needs to be mindful of the two regions it straddles – NOVA and FAMPO. Mr. Harf then suggested that, in light of all that was said, his impression is that the majority sentiment is to confine the PRTC legislative agenda to transit issues, possibly supplemented by parenthetical references to neighboring regional body legislative agendas that encompass road issues. This did not prompt any negative reaction.

3) PRTC’s practice has been to confine itself on transit issues that it operates directly (i.e. VRE or PRTC bus services), but there are some jurisdictions who have opted to provide bus services by other means. Does PRTC want to broaden the legislative agenda so that it accounts for the interest of PRTC’s non-bus sponsoring member jurisdictions?

Mr. Harf recommended that the Commission be supportive of transit so long as there aren’t any conflicts with the transit interests that go beyond what PRTC operates directly. There were no objections.

4) On the state side, does PRTC ask for a more measured approach that is consistent with the long term aim?

Commissioner Nohe explained that over the past few years the Prince William County Chamber of Commerce has taken positions that combine long-term and shorter-term objectives, and suggested that PRTC do likewise.

Commissioner Kelly recommended providing the general public with concrete information about what PRTC is seeking which might spark more interest and involvement by the public.

Chairman Jones summarized the prior discussion by indicating there is consensus about the agenda having ultimate and shorter-term aims. In that context, support was expressed for the Stafford suggestion pertaining to VRE. There were no objections.

5) Is PRTC for or against earmarking?

Unanimous support for earmarking was expressed.

6) Should PRTC support Metrorail's legislative aims?

Commissioner Nohe noted that PRTC's member jurisdictions have more residents who ride Metro than residents who ride VRE, characterizing Metro's well being as something that should matter to more than just the Metro Compact jurisdictions.

Chairman Jones questioned whether Virginia's interests in solving Virginia Metro problems could be safeguarded, so that Virginia's advocacy does not result in facility investments in Maryland or DC at Virginia's expense. He went on to suggest that it may be prudent to leave Metro advocacy to those that have a more direct stake in Metro's well-being.

Delegate Miller recommended that the Commission not include Metro in its legislative agenda. He noted that the metro system is a regional plan between Maryland, Washington, D.C., and Virginia understanding that people who reside in PRTC's member jurisdictions ride Metro more than the PRTC bus service and VRE. Metro is not a part of PRTC and PRTC will dilute its focus if it supports Metro.

Commissioner Kelly observed that whether its transit, roads, ferries or Metro, there is a finite amount of money for transportation investment, and he expressed the view that Metro support could divert available funds that might otherwise be used to endow the Fredericksburg MPO's extensive needs as described in its transportation plan.

Commissioner Jenkins offered a different perspective, noting that the NOVA region's plans have repeatedly called for a Metrorail extension to Prince William County. He expressed concern about distancing PRTC from Metro extension desires, contending that such an extension could be 80% federally borne and that it is consequently in Prince William County's interest to collaborate with the Metro Compact member governments to aid Metro.

Delegate Jackson reiterated that expressed Metro support could have an adverse effect on PRTC because available funds are in short supply and Metro's gains could be other transit providers' (like PRTC's) loss. He went on to cite the Dulles extension as an example of a major Metro project that he for one does not assign a high importance to.

Commissioner Kelly noted that the transportation dynamic has shifted drastically in the last few years such that everyone is fighting for fewer and fewer dollars, suggesting that Fredericksburg would not want to see the PRTC agenda encompass Metro for fear that this could delay funding for higher priority investments sought by the PRTC member governments.

Commissioner Ellis noted that he is a VRE rider and sees relatively little dependency on Metro by VRE riders. While acknowledging that there surely are

some, his paramount concern is in insuring that VRE's needs are adequately funded, highlighting the fact that VRE is experiencing chronic standees.

Mr. Harf observed that roughly 25% of PRTC's commuter bus riders and VRE's riders transfer to Metrorail, prompting Chairman Jones to note the importance of insuring that the interfaces between PRTC/VRE services and Metrorail work well and are well-maintained.

Commissioner Hill noted that an important issue among the federal issues coming up in the reauthorization is the need to insure that assets remain in a "state of good repair". He went on to say that operators like Metro and other major systems around the country (e.g., Chicago, New York, and Los Angeles) are commonly grappling with this issue. Perhaps, Mr. Hill reasoned, it would be in PRTC's interest to incorporate a "state of good repair" element in its federal legislative agenda as a narrower form of Metro support, seeing this as a possible way of walling off federal program funding that PRTC is targeting for itself. Mr. Hill went on to say that taking care of Metro's needs from program sources other than those PRTC covets might actually better PRTC's position.

This led to a further discussion of the \$1.5 billion Metro stipend in the AMTRAK authorization bill and the associated need for an equal local match from the three "states". Mr. Harf noted that the Maryland and DC pieces are already in place, so Virginia is the only missing piece.

Commissioner Nohe explained the differences in how the three "states" contribute to Metro, noting that in Virginia, localities are responsible while Maryland bears this responsibility on behalf of the Maryland Compact jurisdictions.

Commissioner Hill observed that the funding Metro gets from Maryland, DC, local governments, and the state government in Virginia that enters a pool of local funds which are then used to match federal grants. Chairman Jones responded by asking whether the separate funding sources lose their identity by geography once they're pooled, to which Commissioner Hill replied that Virginia does need to watch carefully to ensure that Virginia dollars are invested in Virginia projects.

Delegate Miller asked whether advocacy that goes beyond PRTC's services is within the authority of the Commission. Mr. Harf and PRTC Legal Counsel Angela Horan replied that it is so long as there is a nexus between the things that PRTC advocates and PRTC's/PRTC's member governments' transportation interests.

Summarizing the discussion, Mr. Harf suggested that explicit advocacy of Metro's interests be left out of the agenda in light of the fact that there isn't a consensus to include it. There was no disagreement.

6) Does the Commission want to take a legislative position on the HOT Lanes project assuming it advances?

Chairman Jones observed that the Commission has for some time expressed concern about the increased risk exposure associated with narrowed lanes and narrowed or absent shoulders, expressing the view that it would be in the Commission's interest to seek a statutory solution to this problem if the project advances.

Commissioner Kelly agreed with the precaution that the position included in the legislative agenda be confined to only transit-related issues.

Mr. Harf pledged to work with PRTC Legal Counsel Angela Horan on language for inclusion in the proposed agenda to address this concern.

Commissioner Caddigan departed at 7:30 p.m. following Item 12-C.1

2. 9-15-08 NVRTA Letter re Appreciation for Jurisdictional and Agency Support. There were no comments.
3. PRTC Service Performance Reports. There were no comments.
4. PRTC Budget-to-Actual Comparison. Item not available.
5. Presentation – Metrobus Priority Corridor Network (9/17/08). There were no comments.
6. Surface Transportation Innovations, Issue No. 59 (9/08). There were no comments.
7. Stop Bad Road Privatization (9/5/08). There were no comments.
8. Communications:
 - a. Related to Funding. There were no comments.
 - b. Related to Jurisdiction. There were no comments.
 - c. General Interest. There were no comments.
9. The Revenue Outlook for the Highway Maintenance and Operating Fund (9-18-08). There were no comments.
10. Federal Transportation Revenue Situation (9-17-08). There were no comments.
11. Plan for Counteracting the Effects of Fuel Price Run-Up – Changing Conditions.

Was discussed as part of the 12-A agenda item. See account of this presentation appearing in that segment of the minutes.

13. OTHER BUSINESS/COMMISSIONERS' TIME

There was no other business to come before the Commission.

14. ADJOURNMENT

There being no further business to come before the Commission, Chairman Jones adjourned the meeting at 8:55 p.m.

NEXT MEETING: Thursday, November 6, 2008, 7:00 p.m.

LOCATION: PRTC Transit Center
14700 Potomac Mills Road, 2nd Floor
Woodbridge, VA 22192-6811
Main # (703) 583-7782
Fax #: (703) 583-1377

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October 2, 2008

Statement to Potomac River Transportation Commission (PRTC)
October 2008 Meeting

Commissioners, Fellow PRTC Bus Patrons, Supporters of Common Sense, Logic and Friends-

Good Evening.

I am F.D.R. Fox and I approve this message and resolution.

I include by reference my previous May 21, 2008 Budget Hearing testimony, and September 3, 2008 Proposed Fuel Fare Increase, Indexing Testimony and Resolution X 2008 here by reference.

I submit two corrections for September 3, 2008

Statement to Potomac River Transportation Commission (PRTC)
Proposed Fuel Fare Increase

- Mid way page 1 in the sentence that begins **The September 1, 2008** ... I include a decimal point preceding 85%, and
- on the first page, in the fourth line from the bottom of the page strike the words *lack of* preceding a required second.

I have two courses of action:

My first course of action is to speak in opposition to the **Proposed Fare Increase** with simple logic.

In real estate considerations the phrase: "Location, Location, Location" is apropos.

In consideration of action(s) to take away an individuals rights or to add a financial burden to an individual "Timing, Timing, Timing" is the human cry.

This is the worst time in our lifetime to impose an increase; of any amount, any kind for any reason.

Please recall that the US Presidential candidates suspended campaigning during the turmoil of the devastating hurricanes.

The world is in financial turmoil as I speak.

F.D.R. Fox, M.S., M.S.
October 2, 2008
Page two

PRTC should in good consciousness, good public relations, public affairs, and table **consideration of the Proposed Fuel Fare Increase** in consideration:

1. The per barrel crude oil prices has been in steady decline beginning on the day of the PRTC publication of the Proposed Fuel Fare Increase,
2. The United States economy and in turn the worlds economy is in the worst state of affairs since the Herbert Hoover Depression of the late 1920's. I was born in proximity to that depression and experienced rationing of sugar, rice, food supplies, shoes' fuel, and the population used food stamps and other forms of cardboard currency, and
3. Economists and prognosticators provide that we are as near as one week from repeating the conditions of President Hoovers Depression.

To avoid panic for those with an absence of historical knowledge I will not identify the political party of President Hoover. Conversely let the record reflect that at the completion of his second term, President William Jefferson Clinton, affectionately known as President Bill Clinton left office with Bill Clinton left us with a \$3 Trillion surplus.

Simple logic prescribes that the unfathomable current 14 to 15-figure deficit accrued during the past seven years term of George W. Bush. Banks are failing, businesses have and are closing, and individuals are losing employment, retirement, investments, and insurance coverage, Immediate and "fire sale" business buyouts in lieu of leveraged buyouts is the September, 2008 orders of the day. Did I include income hourly wages? The dollar is declining in value and we could see a switch to the Euro as currency. Simple logic provides that the loss of income would likely create an absence of ability to pay the current or increased bus fares.

My second course of action is to submit listed items 1, 2 and 3 as a friendly amendment to Resolution X 2008 and rise to a Point of Parliamentary Procedure and request deliberation and a vote on Resolution X 2008 as a Main Motion.

I am available to answer questions.

F.D.R. Fox, M.S., M.S.
PO Box 11004
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September 3, 2008

Statement to Potomac River Transportation Commission (PRTC)
Proposed Fuel Fare Increase

Commissioners, Fellow PRTC Bus Patrons, Supporters of Logic and Friends
Good Evening. I am F.D.R. Fox and I approve this message and resolution. I am not a candidate for office. I was elected to public office in the Nations Capitol 20 plus years ago. My experience as an Elected Official in the Nations Capitol provides me the foundation to speak to you in your language.

I am taught to assess my audience and speak in a language that they can understand.

I have two courses of action; **1.** to speak to you as politicians and with simple logic, and **2.** to present a resolution on behalf of the intelligent reasonable thinking PRTC bus Patron population.

I include my previous budget hearing testimony here by reference.

Approximately two weeks ago I became aware of the proposed "Fare increase because of the increased fuel costs." This was during a period that the advertised public premium gas price was \$3.99 per gallon. We are aware that PRTC can purchase gasoline in bulk at a greater reduced price than the public can purchase.

That was then, two weeks ago. Lets look at now.

The September 1, 2008 advertised premium gas price was \$3.39 per gallon. Simple mathematics provides a comparative two-week 85 % gas price reduction subsequent to PRTC published proposed gasoline related fare increase and indexing.

My original plan and preparation for this testimony was to gather one thousand names and or signatures in support of a resolution. Divine guidance provided a different paradigm shift.

One intelligent and reasonable thinking bus patron can use simple logic and speak truthfully, and represent the thousands of other similar individuals. This reasoning provided the formulation of my statement and the attached resolution. In consideration of the resolution presentation and the lack of a required second, I request that the resolution be accorded great weight and unanimous consent.

Please remember the power of the vote, results of strikes, and the possibility of retaliatory action that may result from unfair fare increases.

For consideration of a proposed PRTC fare increase, PRTC bus patrons have a reasonable expectation of improved and increased bus service that is observable and measurable. Please excuse the personal pronoun I. I have traveled the breadth of these contiguous United States of America since 1955 and the world since 1958 and am not privy to similar truncated public transportation. I purchased my home in Prince William County Virginia in 1998 with two automotive vehicles. My attempt to use public transportation revealed a bus service with routes that operated approximately 30-45 mins. apart during morning and afternoon hours Monday through Friday and 90 mins. apart after 7:30 p.m. until 9:55 p.m. as it does today. Only recently has a half schedule OmniLink route been implemented on Saturdays and the absence of Sunday or federal holiday service continues. This produces a land locked public transportation user population. PRTC discriminates and does not recognize and accord reduced fares during all hours of operation as ***all other public regional transportation system members.***

The US Department of Transportation one of my former employers and the governing transportation entity has published plans for a uniform transportation system especially for the challenged population in the United States of America.

My good fortune prior to, during, and subsequent to my elected office experience was a seat at the table representing my fellow challenged citizens with White House, US President and District of Columbia Mayor appointments. I continue that focus and marathon and include the senior population with the challenged population.

Parenthetically, you can join the change I cited and that we are witnessing or be swept away by it.

RESOLUTION X, 2008

Whereas, The Potomac River Transportation Commission (PRTC) has proposed an increase in fares related to increase in fuel costs;

Whereas, There was the absence of a published deficit with the proposed increase in bus fares;

Whereas, There has been the continued absence of PRTC research or publication of research for alternative lower cost fuels;

Whereas, There has been the continued absence of publication of research of more fuel efficient buses and a proposed plan and timetable for their acquisition a consideration of due diligence for the bus riding public;

Whereas, The bus patrons are cognizant of advertised fuel costs at the time of publication of the proposed fare increase;

Whereas, The bus patrons are cognizant that current advertised fuel costs are 85% lower than they were at the time of the PRTC publication of the proposed fare increase for stated reasons "of increase in fuel costs;"

Whereas, Broadcast media announced September 1, 2008, that the cost of fuel tumbled in spite of the shut down of drilling for the expectation of Hurricane Gustav;

Whereas, There is the absence of a predictor or formula to estimate future fuel costs; Research;

Whereas, The use of the current national decrease in fuel costs, if used as a predictor would provide logic for a decrease in bus fare increase or in the alternative move for reconsideration and tabling of the proposed fare increase;

Whereas, The proposed increased bus fare on OmniRide bus would be by 71% higher than the cost of a current commercial gallon of gasoline;

Whereas, The national political party candidate announced during the August 2008 convention "salaries have decreased \$2,000 during the past seven years";

Whereas, The Commonwealth of Virginia including Prince William County is a "Right To Work State" with an inference to the absence of collective bargaining for a Living Wage versus the current Minimum Wage;

Whereas, The introduction and enforcement of immigration legislation coupled with the Prime Rate Mortgage debacle has resulted in 2 million nationally and numerous vacant and foreclosure homes in Prince William County Virginia;

Whereas, The broadcast media has attributed the reduction of numerous state services including road construction to the Virginia Governors remarks;

Whereas, Broadcast media announced September 1, 2008, that “ local wages have not kept up with the 5.7% inflation;”

Whereas, The bus patrons are not privy that PRTC bus operators receive wages comparative to other operators in the Washington Metropolitan Statistical Area or Regional Transportation systems, or that PRTC Operators would benefit from the proposed fare increase;

Whereas, The remaining Prince William County Virginia residents can expect an increase in taxes to pay for the loss of revenue in consideration of the resident exodus; vacant properties resulting in unplanned loss of PWC revenue;

Whereas, The September 3, 2008 12 noon ABC news analyst said that the cost of a barrel of crude oil has dropped \$6.00 and predicted that the public will soon experience \$3.00 per gallon at the pumps;

Whereas, The September 3, 2008 12 noon WAMU Public Radio news broadcast made reference to an increase in the homeless immigrant school population;

Whereas, The timing of the proposed increase is unfortunate and unpalatable;

Whereas, The unpredictable and untold hardships caused by the proposed PRTC fare increase and retaliatory bus patron actions can have a devastating effect on Prince William County residents and the associated economy ; and

Whereas, The implementation of a fare increase is permanent and the proposed fare increase would provide PRTC unjust enrichment a defined prohibition of law;

Resolved, That there is the absence of a logical reason to approve and implement the proposed bus fare increase; and

Resolved, That the PRTC reconsider and table the published proposed fare increase and indexing at the scheduled October 2008 PRTC meeting.

Signed

Maker of Main Motion-----

September 3, 2008

Signed

Maker of Second-----

September 3, 2008

F.D.R. FOX, M.S., M.S.
PO Box 11004
Washington, D.C. 20008
E mail:fdr_fox2002@yahoo.com

May 21, 2008

Budget Committee
Commission Members
Potomac and Rappahannock Transportation Commission (PRTC)
14700 Potomac Mills Road
Woodbridge, VA 22192

Dear Transit/Transportation Officials:

Thank you for the opportunity to provide my considered input concerning the FY2009 Proposed Budget.

Disclosure: Accomplishments;

Traveled and participated as a passenger on bus systems on three continents,
Participated as a passenger on the "most efficient bus system"
Employed as a civilian on the staff of the US Department of Transportation,
Recently completed a cursory survey of Northern Virginia Transit Systems and transit
Systems in the Washington Metropolitan Area,
Recipient of Whitehouse, Presidential and Mayoral appointments to committees or as
a consultant beginning with President Richard M. Nixon concerning the
military, disabled-challenged.
Submitted and defended budgets to the District of Columbia Council and
congressional committees

My review of Northern Virginia Transportation Commission' Potomac and
Rappahannock Transportation Commission and Washington Metropolitan Area
Transit Authority and participating transit and paratransit systems and services
revealed

**"Most area city and county governments have implemented, and are continuing
to enhance, paratransit services for their residents based on the Americans with
Disabilities Act (ADA) of 1990."**

**Complementary local and regional transportation services are provided for the
disabled community**

**To further emphasize our commitment and also provide a variety of services,-----
-----has encouraged local taxi fleets to purchase accessible/lift-equipped
vehicles through a variety of programs, and there are now about 20 such vehicles
in the County**

**Virginia Medical Transportation Company Free transportation to doctor visits for
people who have a Medicaid card**

Elder/disabled fares are valid at all times for riders in possession of an official WMATA ID or a Medicare Card. Senior citizens can obtain an ID card at Reston/Herndon library branches. Riders with disabilities can arrange to obtain an ID card at WMATA headquarters

The service is FREE. The buses follow a five-mile circular route from 6 a.m. to 7 p.m. Monday through Friday, arriving every 15 minutes. All buses are equipped with wheelchair lifts. Phone: (703) 971-7727

A reduced fare of 25 cents is charged to all persons with disabilities and senior citizens age 60 and older possessing a City or Metro ID.

Fare Wheels serves City of Falls Church residents. It uses private taxicabs and lift-equipped vehicles to provide rides. Participants must be residents of the City of Falls Church, at least 62 years of age, or permanently and totally disabled, with annual incomes not exceeding \$30,000. An application, proof of disability and income are required to become eligible for service. Once approved, the individual receives 2 coupon books, an identification card and a reorder form. Maximum value of coupons is \$35.00 per month.

. One personal care attendant may ride for free

OmniRide is PRTC's (Potomac and Rappahannock Transportation Commission) commuter bus service. OmniRide offers convenient weekday (Monday - Friday) service (excluding holidays) from locations throughout Prince William County along the I-95 corridor and Manassas area along the I-66 corridor to destinations that include the Vienna, West Falls Church and Franconia/Springfield Metrorail Stations, the Pentagon Transit Center (Lower Level Bays 1 and 2), Crystal City, downtown Washington, D.C., Capitol Hill, and the Washington Navy Yard.

Priority seating is available for mobility-impaired passengers who have been issued a Priority Seating Pass. These seats are located in the front of each bus and are clearly marked. Applications for Priority Seating Passes may be obtained by mail or by calling (703) 730-OMNI

OmniLink is a local weekday bus service operated by PRTC in Eastern Prince William County and the Manassas area. It was designed to meet the transportation needs of the entire community, including individuals who may have difficulty walking to established bus stops

Reduced Fare (senior/disabled) Peak Hour \$0.75, Reduced Fares for Seniors and persons with disabilities are —: Peak, \$0.75 and Off Peak (9:00 a.m. - 2:00 p.m.), \$0.50

is one of the best in the country. It consists of RIDE ON, Metrobus, and Metrorail, carrying more than 1.5 million seniors and disabled passengers annually. Other special programs include Paratransit (MetroAccess) and Call 'N' Ride. Special identification cards for persons with disabilities are issued by the Washington Metropolitan Area Transit Authority (WMATA)

provides subsidized taxi trips for low-income persons with disabilities and seniors. To be eligible for the Call 'N' Ride Program, you must be at least 68 years of age. If you are less than 68 years of age, you must show proof of disability. Clients are provided a \$50 monthly coupon book (each coupon in the book is valued at \$1) at discounts according to income. You may use the coupons on taxicabs from companies under contract with the County. Coupons may be used to pay for the full cost of the fare or may be combined with cash to pay for your trip.

Complimenting the transit system in Montgomery County, MetroAccess provides curb-to-curb service for disabled persons who are unable to use the regular transit systems and have been certified eligible to use paratransit service. Montgomery County has fully implemented MetroAccess with service hours mirroring those of the transit system, 5:30 a.m. - 12 midnight, 7 days a week. If you think you are eligible, complete an application and have it certified. For an application call MetroAccess headquarters at: (301) 562-5360 or TDD (301) 588-7835. Or call the Washington Metropolitan Area Transit Authority (WMATA) at: (202) 962-2700 or TDD (202) 962-2033. MetroAccess Fare: \$2.20 rush hour; \$1.80 non-rush hour.

a Prince Georges County bus service meeting your local transportation needs. Call-A-Bus is a demand response curb-to-curb service. Service is available to all residents of Prince George's County who are not served by or cannot use existing bus or rail services. However, priority is given to senior and disabled persons. Disabled persons must provide their own escort if needed. Service animals are allowed for the visually impaired.

Call-A-Cab is a transportation assistance program that provides mobility at a reduced cost for senior (age 55 and over) and/or disabled County residents. This program allows eligible residents to purchase coupon books that can be used to pay for rides with participating cab companies when Metrobus, Metrorail, and/or Call-A-Bus are not available.

MetroAccess is the trade name for the regional Americans with Disabilities Act (ADA) paratransit system coordinated by the Washington Metropolitan Area Transit Authority (WMATA). MetroAccess includes WMATA and all the local bus systems and major jurisdictional paratransit services in the region. The development of this service is guided by the ADA Paratransit Plan for the WMATA region. For more information from WMATA

Select Transit System	OR	Select Location	
ART-Arlington Transit		Virginia	Maryland
CUE - City of Fairfax		Alexandria	Montgomery Co.
DASH-Alexandria Transit Co.		Arlington	Prince George's Co.
Fairfax Connector		Fairfax City	
Falls Church GEORGE		Fairfax Co.	Washington D.C.

Loudoun County Transit

Falls Church

Northeast

Metrobus: VA | DC | MD |
All

Fredericksburg

Northwest

PRTC OmniRide/OmniLink

Loudoun Co.

Southeast

VRE-Virginia Railway
Express

Prince William Co.

Southwest

Stafford Co