

MINUTES
NVTC COMMISSION MEETING – DECEMBER 5, 2013
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 8:20 P.M.

Members Present

Richard Black
Sharon Bulova
John Cook
James Dyke
William Euille
Jay Fisette
Catherine Hudgins
Mary Hynes
Jeffrey McKay
David Ramadan
Thomas Rust
Paul Smedberg
Christopher Zimmerman

Members Absent

Barbara Comstock
John Foust
Jeffrey Greenfield
Mark R. Herring
Joe May
Ken Reid
David F. Snyder

Staff Present

Kelley Coyner
Rhonda Gilchrest
Claire Gron
Scott Kalkwarf
Kala Quintana
Melissa Walters
Doug Allen (VRE)

Chairman McKay welcomed everyone to the meeting, with a special welcome to the Northern Virginia legislators. He explained that NVTC is waiting on Mr. Reid's arrival to reach jurisdictional quorum. He suggested beginning the meeting with discussion items and there were no objections.

Executive Director's Report

In addition to her written report Ms. Coyner highlighted several things. She announced that Melissa Walker transitioned to full-time as NVTC's Technology and Information Resources Coordinator and will be serving as the System Administrator and will lead the redesign and relaunch of NVTC's website.

Ms. Coyner also announced that NVTC will hold a Planning Session on Saturday, December 7th to identify the most important targets of opportunity for strengthening Northern Virginia's transit network and to agree on best ways for NVTC to contribute to reaching those goals. The session will be held "on-site" at a transit facility at the Alexandria Transit Company (DASH) Headquarters in Alexandria. Joshua Schank, Executive Director of the Eno Center for Transportation, will serve as the facilitator.

Ms. Coyner also stated that the Transportation Planning Board (TPB) issued a new working draft of the Regional Transportation Priorities Program (RTPP). A number of NVTC's concerns have been addressed in this updated version. The draft will be finalized and released for comment in the next few weeks.

State and Federal Legislative and Policy Agenda

Chairman McKay introduced the legislators in attendance starting with NVTC's legislative members: Senator Richard Black, Delegate Tom Rust and Delegate David Ramadan. He then acknowledged Senator David Marsden, Delegate Robert Brink, Delegate Eileen Filler-Corn, Delegate Vivian Watts, and Delegate Dave Albo, as well as several legislative staff including Mike Collins from U.S. Representative Gerry Connolly's office, Fred Clarke from Delegate Kaye Kory's office, and Muriel LaMois from Delegate Rob Krupicka's office. Chairman McKay thanked everyone for attending and stated that NVTC looks forward to having a dialogue with them about NVTC's Legislative and Policy Agenda.

Chairman McKay observed that NVTC's Legislative and Policy Agenda is organized around five principles that address ways in which NVTC can work with the General Assembly, VDOT and DRPT to strengthen Northern Virginia's transit network.

Delegate Rust welcomed the legislators and gave a brief overview of the history of NVTC. He highlighted the long standing relationship between NVTC and the General Assembly beginning with the founding of NVTC in 1964. NVTC is a tremendous resource for members of the General Assembly and has benefitted by having many delegates and senators serve on NVTC over the years.

Building on one-on-one meetings with legislators over the summer and the fall, NVTC invited all the legislators from the region to this meeting to get more interaction in a group setting. In addition to reviewing NVTC's Legislative and Policy Agenda, this meeting is a chance to understand what NVTC does as an organization including how NVTC and its partners are working to make the case for transit on a statewide basis.

Delegate Rust pointed out that NVTC's Legislative and Policy Agenda focuses on the maximization of existing facilities and technology and innovation. Delegate Rust made special note of NVTC's commitment to the full implementation of HB2313. NVTC is committed to making sure HB2313 funds remain in the region, that the funds are used appropriately, and that transit gets its fair share of the funding.

Delegate Rust cautioned that there are efforts already underway to overturn HB2313 during the 2014 General Assembly Session. There was a joint meeting yesterday of the Senate and House Transportation Committees where they discussed HB2313, TSDAC and DMV's work to increase and provide better services. Delegate Rust noted that Marty Nohe, Chairman of the Northern Virginia Transportation Authority (NVTA), gave an outstanding presentation on the work of NVTA.

Ms. Coyner reviewed in detail NVTC's Legislative and Policy Agenda. The agenda was prepared under the guidance of NVTC's Legislative Committee. Kala Quintana coordinated with the jurisdictions and NVTC's sister organizations in the region. The state legislative agenda frames a set of five principles that parallel key strategies for improving and expanding Northern Virginia's innovative transit network. Ms. Coyner then reviewed the five central principles:

- 1) Maintain and expand opportunities for dedicated and sustainable funding, with a main objective of ensuring the full implementation of HB2313.
- 2) Use performance metrics to promote efficiency and maximize capital investments.
- 3) Promote and strengthen regional cooperation and accountability, with a central focus on ensuring that regional bodies (i.e., NVTC, VRE, NVTA) have the ability to make decisions at the local level.
- 4) Maximize use of existing facilities to enhance transit performance and safety.
- 5) Foster innovation and technology integration that improves transit operations and expands service.

Ms. Coyner stated that NVTC sees this as a framework to work with the Northern Virginia General Assembly delegation as well with state agencies including the Virginia Department of Transportation & DRPT. NVTC is a technical resource for delegation members.

Mr. Fisette observed that these are more philosophical principles and asked if it would be helpful for NVTC to also discuss practical ways to fix, to protect and promote these principles during the General Assembly Session.

Ms. Coyner stated that this would be a good time to discuss TSDAC issues. She explained that SB1140 was passed last General Assembly Session and directed the Department of Rail and Public Transportation (DRPT) and the Transit Services Delivery Advisory Committee (TSDAC) to look at performance metrics and how they affect state capital and operating allocation assistance. TSDAC developed an operating formula that NVTC believes is worth testing. However, there is an administrative issue that concerns NVTC as to how ridership on Metrorail is counted. NVTC believes that the standard should be applied to Metrorail the same way it is applied to other transit systems. The difficulty is that Metrorail encompasses three states (MD, VA and DC). NVTC wants any trip that touches Virginia to be counted, whether it is by a Virginia resident or not. Mrs. Bulova stated that NVTC also believes that trips should be counted of any passenger getting on or off at a Virginia Metrorail station. Mrs. Hynes stated that under the new TSDAC recommendation, if a person comes from a non-NVTC jurisdiction it does not count. That means trips taken by anyone commuting from outlying jurisdictions like Prince William County, Manassas or farther out, do not count. Trips originating at the airport also don't count to the calculation of the size of Metrorail ridership in Virginia.

Ms. Coyner explained that it is within DRPT's administrative discretion to deal with this issue. NVTC is hopeful that a solution to this issue will be worked out with DRPT. However, NVTC is seeking support from the delegation.

Ms. Coyner stated that in regards to the allocation of capital assistance, NVTC has concerns about how the state and local contributions are calculated. There is no dispute that everyone will get more total funding under this new process because of HB2313 increases the total amount of assistance available. NVTC's concern is that its jurisdictions which already contribute more proportionately and in absolute terms will have to increase their local contributions to an even higher level. This results from changes in the way that state share is calculated and not from changes in the way that performance metrics are used. Based on available information, over the next five year period NVTC jurisdictions will have to contribute an additional \$17 million. The analysis of the total amount of state assistance to Northern Virginia as well as the amount of local contribution needed to bring that down is likely to change once a new Six Year Improvement Plan is developed.

Ms. Coyner stated that NVTC requested that the Commonwealth Transportation Board (CTB) postpone action at yesterday's CTB meeting so a solution could be found. CTB did not postpone action and instead approved the TSDAC recommendations. The resolution did include a provision that asked DRPT in conjunction with the Advisory Committee to look at this issue in June 2014 after the allocation is made. A report will be brought back to the CTB.

Delegate Albo asked about DRPT's reasons for changing the calculation of state assistance and why their analysis shows Northern Virginia as receiving more funds. Mr.

Dyke stated that one of the reasons is the increased cost of projects. Ms. Coyner stated that DRPT has focused on the absolute level of state assistance provided to all of the Northern Virginia district, that they make no distinction with respect to NVTC jurisdictions, and that they include other funding in addition to state capital assistance. Since Northern Virginia has more projects they are investing in, the region has more assets and the local contribution goes up. Ms. Coyner noted that NVTC's objection is that the change in the formula requires this region to make an even higher local contribution both in absolute terms and proportionally. Ms. Coyner stated that the essence of the Director of DRPT's rationale is that NVTC can bear greater local contribution because of the regional gas tax and the additional revenue for regional and local projects provided by HB2313.

Chairman McKay stated that in a letter from DRPT responding to a letter from the Chairman of the Fairfax County Board of Supervisors, DRPT specifically said that the state needs to distribute more money around to other parts of the state to improve chances in the future of getting legislative support for transit. Also, Northern Virginia has the luxuries of all these revenue sources that other parts of the state do not have and therefore, Northern Virginia should be paying more.

Mrs. Bulova stated that the additional revenues in Northern Virginia are funds that the region is raising itself. It's not that the region has the luxury of additional revenue sources; it is taxing its own residents. Delegate Albo stated that if that is the explanation, then this is in violation of HB2313 because none of the revenues raised can be used to affect any other allocation (i.e., transportation, education).

Mr. Zimmerman stated that DRPT's argument ignores the fundamental fact of the legislative history of transportation in Virginia, which goes back to 1986 and beyond. Historically, Northern Virginia paid an increasing share of the taxes in transportation and got a smaller share back. Northern Virginia objected to this and in 1986, part of the deal that was crafted was that there was more money for transit and rewarded those areas who put more money into transit because the region wasn't getting as much road money.

Senator Black stated that it is important to remember the structure of HB2313, which is basically in two layers—a statewide layer and a region-specific layer. This later layer needs to be protected and insulated from these pressures. "That's our money; we raise it" was the premise behind HB2313. Delegate Albo agreed that this was the entire premise of the legislation. Delegate Watts suggested NVTC include a fourth bullet on page 2 of the Legislative Agenda "that Northern Virginia is not penalized in any way in the statewide allocation of the state [assistance]."

Mr. Fisette asked the fundamental question of what legislators can do to help solve this issue. Delegate Watts stated that no one wants to see HB2313 legislation rescinded and she suggested trying to resolve it outside of a legislative solution. She stated that in no way did the intent of HB2313 dictate what is happening with the TSDAC recommendation.

Chairman McKay noted that as a result of NVTC and jurisdictional staff's hard work prior to CTB action, there was a provision that will allow review and possible changes with improvements.

Mr. Dyke stated that the focus needs to be on looking ahead. Secretary of Transportation Designee Aubrey Layne has expressed interest in looking at some of these issues. NVTC should reach out to him and other members of the transition team. He agreed that it is important to not open up the legislative process unless absolutely necessary. Chairman McKay stated that we need to be all on the same page and convey the same message.

Chairman McKay acknowledged the arrival of Senator Barbara Favola, Senator George Barker, and Delegate-Elect Marcus Simon.

Senator Marsden asked if there is a differentiation between previous levels of effort and the new funding. Ms. Coyner responded that it applies to both. Ms. Hynes stated that the pot is bigger and there may be maintenance of effort in terms of absolute dollars but as a percentage of the pot this region is taking a financial hit. It is the long-term perspective of losing \$17 million that is the most troubling. The other parts of the state are capped at four percent.

Mrs. Hudgins observed that the DRPT letter responding to Chairman Bulova's letter provides a detailed response which reflects DRPT's position. She believes that most of the legislators should have received a copy of the letter and encouraged them to read it carefully because it really shows DRPT's reasoning for the capital allocation methodology.

Chairman McKay stated that during the operating allocation discussions there was a lot of movement from TSDAC to recognize the concerns of all parts of the Commonwealth, particularly Northern Virginia. On the capital allocation process, this issue has not changed throughout the process with no movement or acknowledgement except the CTB provision to revisit the issue in June 2014. He observed that there is a narrow window of time to resolve this. All the jurisdictions and legislative members should be weighing in on this issue.

Chairman McKay thanked legislators for participating in this discussion and invited them to stay for the remainder of the NVTC meeting. Since Mr. Reid still hasn't arrived, NVTC will continue with other discussion items. Meanwhile staff is working on a solution regarding the quorum issue.

WMATA

Mrs. Hudgins reported that the Metro budget for FY 2015 was presented to the WMATA Board today. The capital budget has a strong commitment to State of Good Repair as well as long-term growth of the system. Metro 2025 is still unfunded and requires the region to figure out how to fund it. She also reported that WMATA is working on a Customer Pledge Value Statement. The WMATA Board also agreed to

defer a NVTA matter as to how HB 2313 funding will come to WMATA. WMATA wants to make sure the process is under compliance with HB2313 and that it is a consistent policy with state, federal and local funding requirements.

Mr. Zimmerman stated that as he mentioned at the last meeting, he is concerned about the infrequent off-peak Metrorail service and how it could ultimately impact ridership. Chairman McKay agreed and also expressed concern about the Blue/Yellow Line realignment which will result in parts of the system getting even less service. WMATA needs to look at these issues, especially in light of a potential fare increase. Mrs. Hudgins also observed that the system improvements being made are not readily visible to the customer. It is important to help people see the investments that are being made.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mr. Allen reported that On-Time Performance (OTP) has been excellent at 97 percent for the month of November and ridership remains strong. He announced that Santa Trains will run on Saturday, December 14th in conjunction with the Marine Corps Toys for Tots Campaign. Commissioners requesting tickets should contact VRE staff.

Mr. Allen reported that the Joint Audit Committee, chaired by John Cook, met on November 15th and reviewed a draft scope of work for a VRE management audit. The committee is scheduled to meet again on December 20th and will review the final version and the VRE Operations Board is expected to take action at its meeting that day.

Mr. Allen reported that work on the VRE System Plan is winding down and should be finalized in January 2014. The plan will guide system investments through 2040. VRE and DRPT are discussing the return of train slots borrowed from VRE by DRPT. With new railcars calculated into the plan and the additional train slots returned from DRPT, VRE ridership could increase over 25 percent over the next several years. Longer-term goals include adding more capacity to the tracks, reverse flow service, mid-day service and expansion to Gainesville-Haymarket. VRE received NVTA funding to begin the study on the Gainesville-Haymarket extension. Delegate Ramadan asked if VRE has any internal projections of this extension. Mr. Allen stated that the target is to have it operational within five years.

Delegate Rust left the meeting at 9:36 P.M. and did not return.

NVTC Financial Items.

Mike Garber of PB Mares LLP (formerly known as PBGH, LLP), NVTC's auditor, gave a brief presentation on NVTC's FY 2014 audit. He reported that he and Dwight Buraker met prior to this meeting with the Executive Committee and gave them a more detailed briefing. He stated that all three opinions are unmodified, which is new

terminology for “unqualified.” He stated that NVTC’s financial statements, in all material respects, fairly and accurately present the financial position of the organization. A clean report was also issued on the internal control of NVTC’s financial reporting, compliance and other matters. Because NVTC received federal assistance during FY 2013, PB Mares also issued a report on the compliance with requirements and internal control related to those federal funds. There were no findings identified in that report. A management letter was not provided, and there were no internal control or other findings as a result of the audit. Mr. Garber also reported that he and Mr. Buraker made a similar presentation at the last VRE Operations Board meeting to discuss the VRE Financial Audit, which also received an unmodified (favorable) opinion.

Mr. Zimmerman left the meeting at 9:39 P.M. and did not return.

Mr. Kalkwarf pointed out the gas tax revenue chart and provided some explanation for the discrepancies. There are two main reasons, including a large audit for Loudoun County that was completed. Also in September, DMV began administering the gas tax and there were some cut-off issues during the transition.

Chairman McKay acknowledged the arrival of Delegate Michael Futrell and welcomed him to the meeting.

Northern Virginia Transportation Authority (NVTA)

Ms. Coyner reported that NVTC, NVTA, VRE and the jurisdictions all coordinated their legislative agendas. Ms. Quintana reported that there are common messages flowing through all these legislative agendas, including promoting the full implementation of HB2313. She then reviewed in more detail NVTA’s Legislative Agenda, which expresses a steadfast appreciation for support from those members of the General Assembly who voted for HB2313 and NVTA looks forward to working with those members again during the upcoming Session. Much of NVTA’s Legislative Agenda mirrors NVTC’s agenda. Ms. Coyner reported that NVTA and NVTC continue to work with VDOT on the Project Selection Model (PSM). Claire Gron of NVTC staff is a member of the Project Implementation Working Group working on PSM. NVTC is monitoring this closely as it moves forward.

Ms. Coyner announced that on December 12, 2013 NVTA will make a call for projects. NVTC has been working with the Project Implementation Working Group on whether NVTC will look at projects similar to the Route 7 Study. This will be discussed on Saturday at the Planning Session as it fits into NVTC’s overall goals. There have been initial discussions on how NVTC might support the development of the Six-Year Plan with respect to the transit projects, especially for projects of regional significance.

DRPT Report

Mr. Dyke stated that it is his understanding that the mid-cycle grant application has been submitted to DRPT for the NEPP project. He hopes NVTC will hear back

regarding the grant by next week. Ms. Coyner stated that would be excellent timing to have that in place as the procurement goes forward.

Mr. Dyke stated that work continues to resolve the VRE track access funding issue. In response to a question from Mr. Dyke, Mr. Allen confirmed he has a phone call scheduled with DRPT Director Drake in the morning to discuss this issue. Mr. Smedberg stated that he also has a call scheduled with Director Drake.

Information Items

Commissioners had no questions.

Other NVTC Business

Chairman McKay stated that following consultation with legal counsel, he announced publicly that NVTC will take up action on this meeting's action items at the previously noticed NVTC meeting on Saturday, December 7, 2013 at 8:30 A.M. at the Alexandria Transit Company (DASH) Headquarters in Alexandria. He encouraged Commissioners to attend because there are critical issues that need to be acted on, including several important VRE action items.

Adjournment

Without objection, Chairman McKay adjourned the meeting at 9:47 P.M.

Approved this 9th day of January, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer

MINUTES
NVTC COMMISSION MEETING – DECEMBER 7, 2013
ALEXANDRIA TRANSIT COMPANY (DASH) CONFERENCE ROOM
ALEXANDRIA, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 9:12 A.M.

Members Present

Richard Black
Sharon Bulova
John Cook
Phil Duncan, alternate Falls Church
James Dyke
Jay Fisette
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Thomas Rust
Paul Smedberg
Christopher Zimmerman

Members Absent

Barbara Comstock
William D. Euille
John Foust
Jeffrey Greenfield
Mark R. Herring
Joe May
David Ramadan
Ken Reid
David F. Snyder

Staff Present

Kelley Coyner
Rhonda Gilchrest
Scott Kalkwarf
Colethia Quarles
Kala Quintana

Chairman McKay welcomed Commissioners and staff, with a special acknowledgment to Mr. Duncan who graciously agreed to attend so NVTC could achieve jurisdictional quorum to take action on several important issues.

Minutes of the November 7, 2013 NVTC Meeting

On a motion by Mrs. Bulova and a second by Mr. Smedberg, the Commission approved the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Fisette, Hudgins, Hynes, McKay, Smedberg and Zimmerman. Delegate Rust abstained.

NVTC FY 2013 Financial Audit

Chairman McKay reported that NVTC's auditors, Mike Garber and Dwight Buracker from PB Mares LLP, gave presentations on the results of the audit to the NVTC Executive Committee and full Commission on December 5, 2013. The auditors have issued an unmodified (favorable) opinion. Their opinion letter states that NVTC's financial statements, in all material respects, fairly and accurately present the financial position of the organization.

Mr. Zimmerman moved, with a second by Chairman McKay, to accept and distribute the FY 2013 NVTC Financial Audit. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman.

State and Federal Legislative and Policy Agenda

NVTC 2014 and Policy Agenda. Chairman McKay moved to approve the NVTC 2014 State and Federal Legislative and Policy Agenda. In response to a question Mrs. Hynes, Chairman McKay stated that his motion also directs the Executive Director to make changes to the Legislative and Policy Agenda based on the discussion at the December 5th NVTC meeting, primarily in regards to CTB action involving TSDAC. Mr. Zimmerman seconded the motion. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman. Mr. Dyke abstained.

VRE 2014 Legislative Agenda. Mr. Smedberg moved, with a second by Mrs. Bulova, to approve the VRE 2014 Legislative Agenda. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman. Mr. Dyke abstained.

VRE Items

FY 2013 Audited VRE Financial Statements and Auditor's Report. Mrs. Bulova reported that the FY 2013 VRE audit was conducted by the firm of PB Mares, LLP. The VRE Audit Committee and the VRE Operations Board received a report from the auditors on November 15, 2013. Mr. Smedberg reported that the auditors have issued an unmodified (favorable) opinion. Their opinion letter states that VRE's financial statements, in all material respects, fairly and accurately present the financial position of the organization.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2229, which would accept and authorize the distribution of the FY 2013 VRE Financial Statements and Auditor's Report. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman.

Authorization to Amend the Contract for New Passenger Railcars. Mrs. Bulova reported that VRE was recently notified of a substantial increase in the level of federal funding for FY 2014, primarily from the additional funds that came to the Washington region through the MAP-21 new State of Good Repair program. VRE has now received \$14.9 million. The VRE Operations Board recommends that the Commissions authorize the VRE CEO to amend the contract with Sumitomo Corporation of America to place an option order for seven additional railcars. This purchase will allow VRE to retire the remaining Legacy railcars. The contract with Sumitomo will be increased by \$14,805,714, from \$21,240,000 to \$36,045,714, plus a contingency of \$501,786, for a total not to exceed the amount of \$36,547,500. Mr. Smedberg stated that if VRE orders the railcars by the January 2014 deadline, it will save VRE over \$1 million.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2230, which authorizes the VRE CEO to amend the contract with Sumitomo Corporation of America for new passenger railcars. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman.

Authorization to Extend the Amended Operating Access Agreement with Norfolk Southern. Mrs. Bulova reported that VRE has an Operating Access Agreement with Norfolk Southern (NS) for VRE operations in the Manassas to Washington corridor. The agreement, dated as of May 5, 2000, has been amended and extended several times, and the most current extension will expire on December 31, 2013. The agreement needs another extension to continue negotiations with Norfolk Southern. This authorization would extend the Operating Agreement with NS to June 30, 2014.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2231, which authorizes the VRE CEO to extend the Amended Operating Access Agreement with Norfolk Southern. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman.

Northern Virginia Transportation Authority (NVTA)

Mr. Smedberg moved, with a second by Mrs. Bulova, to authorize NVTC's Chair to submit comments on behalf of the Commission regarding the Project Selection Model. The vote in favor was cast by Commissioners Black, Bulova, Cook, Duncan, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg and Zimmerman.

Other NVTC Business

Delegate Rust requested that during the General Assembly Session, NVTC's minutes note the excused absence for NVTC's members of the General Assembly who are in Richmond for the Session. Ms. Coyner noted that NVTC's February meeting is scheduled to be held in Richmond to allow NVTC's General Assembly members to participate.

Senator Black arrived at 9:23 A.M.

Planning Session

The report on the outcomes of the session includes notes from the planning session discussion.

Senator Black and Mr. Dyke left the meeting during the discussion at 11:19 A.M.

Adjournment

Without objection, Chairman McKay adjourned the meeting at 12:00 P.M.

Approved this 9th day of January, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer