

MINUTES
NVTC COMMISSION MEETING – JULY 11, 2013
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 8:11P.M.

Members Present

Sharon Bulova
Barbara Comstock
John Cook
James Dyke
William D. Euille
Jay Fisette
John Foust
Catherine Hudgins
Mary Hynes
Joe May
Jeffrey McKay
David Ramadan
Thomas Rust
Paul Smedberg
David F. Snyder
Christopher Zimmerman

Members Absent

Richard H. Black
Jeffrey Greenfield
Mark R. Herring
Ken Reid

Staff Present

Doug Allen (VRE)
Kelley Coyner
Mariela Garcia-Colberg
Rhonda Gilchrest
Claire Gron
Scott Kalkwarf
Kala Quintana

Minutes of the June 6, 2013 Meeting

Mr. Euille moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Rust, Smedberg, Snyder and Zimmerman. Delegate Ramadan abstained.

DRPT Presentation on the Super Nova Implementation Plan Update

Amy Inman from DRPT reminded the Commission that she came last year to update NVTC about the Super NoVa Transit/TDM Vision Plan. Recommendations have been made to look at services, facilities, policies, regional hubs, TDM strategies, as well as integrating transit initiatives such as commuter bus, carpools and vanpools. Now DRPT is moving from the vision process to “achieving” by developing a Super NoVa Transit/TDM Action Plan. DRPT has put together a Regional Consortium comprised of local elected officials throughout the Super NoVa area. Ms. Inman noted that it is open to various levels of participation. There will be four meetings during the development of the Action Plan, as well as the continuation of the stakeholder meetings. The first Regional Consortium meeting was held on July 9th in Manassas.

Mr. Euille stated that he attended the kickoff meeting. He expressed his concern that NVTC and WMATA do not have a presence on the Regional Consortium. If transit connectivity is one of the goals, these organizations need to be included. Ms. Inman stated that WMATA was invited to attend and NVTC has representation through other agencies. Seven members of the Consortium are NVTA representatives and several of them also serve on NVTC. Mrs. Bulova observed that she was unaware that she is a member of the Consortium. Ms. Inman stated that she will make sure Mrs. Bulova receives the information about the meetings.

In response to a question from Chairman McKay, Ms. Inman stated that professional technical staff are also members of the Consortium. Chairman McKay asked if NVTC could have representation on the Consortium and Ms. Inman replied in the affirmative. She also explained that DRPT clearly wants policy makers to advance the recommendations. Chairman McKay stated that since there is a transit component, it is important to have technical transit expertise included in the Consortium membership. He asked if NVTC should follow-up with a letter to DRPT requesting NVTC be added to the membership. Ms. Inman stated that DRPT would welcome NVTC's involvement. Ms. Coyner stated that given there is overlap of those NVTA members on the Consortium also serving on NVTC, it would be appropriate that it be acknowledged that they are representing both organizations.

Mrs. Hynes asked if there are web links to find out more information about the Super NoVa Transit/TDM Action Plan. Ms. Inman replied that www.supernovatransitvision.com provides information and there is also a Super Nova Facebook page. Chairman McKay requested that staff send out the web link

information to Commissioners. Mrs. Hynes observed that conceptually this seems like a good plan but she is concerned that there could be policies implemented that would tie this region's hands. Therefore, she agreed that it is important to have NVTC participation on the Regional Consortium. Chairman McKay stated that NVTC will follow-up with a letter to DRPT.

NVTC Work Plan Mid-Year Review and Update

Ms. Coyner noted that in January NVTC adopted its 2013 Work Plan which identified eight goals. NVTC is now at the mid-year point in this effort. There are events that have happened since January, including naming a new executive director, passage of SB 1140 establishing TSDAC, passage of HB 2313 with new funding to the region through NVTa, the WMATA Momentum Plan, and development of VRE's new System Plan. Chairman McKay explained that individual NVTC's Executive Committee members have been asked to help facilitate the discussion of the eight goals. Since Delegate Rust needs to leave early, the Commission will begin the discussion with Goal #2: Funding.

Delegate Rust stated that in regards to Goal #2: Funding, the priority needs to be that NVTC is much more in the forefront of the funding conversation as well as being more visible in what NVTC is trying to accomplish. In regards to HB 2313, he suggests that NVTC makes sure that the General Assembly Northern Virginia delegation understands how important transit is to Northern Virginia. With 78 percent of transportation funds going to Northern Virginia, it is sometimes a struggle to explain to other legislators why Northern Virginia needs more funding. NVTC needs to emphasize the importance of transit, such as VRE, Metro and the new Silver Line. This region can't build enough roads and has to rely on transit. Delegate Rust stated that this needs to be the message to the rest of the Commonwealth and it needs to start with the delegation. NVTC needs an aggressive communications effort with state elected and appointed officials---in the short term this is not a media campaign. NVTC must convey how critical transit is to Northern Virginia so that the funding does not go away.

Delegate Rust stated that people do not necessarily understand the important role NVTC plays in transit in this region. A perfect example is NVTC unintentionally being left of the list of members for the Super NoVa Regional Consortium.

Delegate Rust noted that accountability is also important.

Mr. Fisette observed that the only planned product identified under Goal #2 is to report to MAC and NVTC about the motor fuels tax. Chairman McKay noted that this is an important technical requirement; however, in light of Delegate Rust's comments, NVTC should add language to this section.

Delegate May agreed with Delegate Rust that it has been a struggle in the General Assembly since many of their colleagues only see transportation as building roadways, but in reality transportation in Northern Virginia needs to be an integrated system of a variety of modes, including transit. Chairman McKay observed that NVTC

weighed in early in the process with NVTA for the need for a balance between roads and transit. One of NVTC's actions under Goal #2 should be to assure transit is a part of the funding allocation of NVTA.

Ms. Hynes stated that in regards to HB 2313 funding, she sees it having three tiers—funding to the localities, funding to NVTA, and state funding through the Commonwealth Transportation Board (CTB). It will be important to look at how NVTC relates to the CTB in the future and what information NVTC should convey to CTB. Delegate Rust reminded Commissioners that statewide maintenance has first priority for state funding.

Delegate Comstock asked how the standards regarding congestion relief provisions will be implemented in the HB 2313 funding process. Delegate Rust stated that within 12-18 months VDOT is suppose to have a process for ranking projects with that criteria. Mr. Rust noted that since it hasn't been completed, NVTA does not have to use those criteria yet. Mr. Zimmerman stated that the exemption is only for FY 2014, but VDOT's work will not be completed in time for the beginning of the FY 2015 process. Delegate May stated that he will ask the cosponsors of the HB 2313 legislation about this issue of what will happen if VDOT's ranking of road projects has not been completed for the FY15 cycle.

Chairman McKay stated that there is a communication strategy and related materials that need to be completed as part of Goal #2. NVTC needs to raise the profile of the importance of transit. Ms. Coyner stated that she understands that Commissioners want NVTC to better connect with the Northern Virginia General Assembly delegation and it begins with NVTC's General Assembly members.

Delegate Rust left the meeting at 8:44 P.M. and did not return.

Mr. Fisette suggested that NVTC's delegates and senators, with help from staff, schedule meetings with Northern Virginia delegation members; develop a package of materials with good talking points; and strategize an action plan of how to proceed. He stated that Mr. Dyke should be part of this effort.

Mr. Dyke stated that in regards to Mr. Fisette's comments, the Commission should discuss Goal #1: Policy and Advocacy because it relates to Goal #2 about briefing the delegation and hearing their comments. He stated that it also means indentifying other delegations (i.e. the Hampton Roads delegation, other stakeholders, business communities, other statewide organizations, state and local chambers of commerce, as well as Hampton Roads and Roanoke Chambers of Commerce) so that they understand the issues Northern Virginia faces and how they relate to the rest of the Commonwealth. NVTC should use the Virginia Transit Association (VTA) to help get the message out. Mr. Dyke stated that it is important to start doing it now, but understand it is an ongoing process. NVTC should also reach out to new General Assembly members, new administration members, other departments and agencies in Richmond, and continue ongoing regular meetings with VDOT and DRPT staff. The meeting between NVTC and DRPT on July 12th is a good start.

Chairman McKay agreed that the statewide message is important, but he looks at it in two tiers. It is important to start locally. By the next General Assembly session, at a minimum NVTC needs develop and implement a communication strategy to the Northern Virginia delegation, as well as local stakeholders in Northern Virginia. The second tier should broaden to other agencies and organizations throughout the Commonwealth.

Mr. Cook stated that the loudest communication tool will be how NVTA implements the current HB 2313 funding and makes sure it is in line with the directions that were a part of the legislation. Some of the restrictions on the funding were included in order to get the votes to pass it. The region needs to make sure it doesn't deviate from those restrictions. NVTC should communicate this on a technical level that the funds are being spent as the legislation intended. Chairman McKay stated that it is important for NVTC to advocate for transit funding, but he doesn't see its role as advocating for specific projects.

Delegate May suggested jumping ahead to Goal #7: Public Outreach as it relates to this discussion of HB 2313. He announced that the Joint Commission on Transportation Accountability is meeting on July 22nd at 6:00 P.M. at the Northern Virginia VDOT office and he invited NVTA and NVTC members to attend. House Appropriations and Senate Finance staff members Jason Powell and Ann Olman will review the actual language of HB 2313. He has also asked Delegate Albo to review the legislative intent of HB 2313. DRPT staff will discuss the hopes and expectations for transit funding to be used statewide as well as at the local level. Mr. Snyder stated that the intent of the legislation is interesting but once a law is passed, the intent does not determine how the law is applied.

Mr. Zimmerman stated that it is important to rank the projects to know that the region is getting the best "bang for the buck." It is important to identify the goals and convert that into performance metrics and then weigh everything. There are congestion relief goals, but there are other goals (as part of Transaction 2040 and the region's overall transportation priorities) as well, such as safety. The projects moving forward for initial HB 2313 funding are based on the Transaction 2040 Plan that ranked 200 different projects. It is a thoughtful, careful, deliberative, analytical ranking approach, which is what NVTA has been doing even without funding. Now that the region has the funding, it can proceed quickly because the work has already been done. He stated that no one should get the wrong impression that NVTA has less than what is needed to implement the funds correctly.

Ms. Coyner stated that it is important for NVTC to support the efforts of NVTA and provide accountability but it's not NVTC's role to oversee NVTA. Another part of that accountability is NVTC's role in funding accountability for NVTA. She also reminded the Commission that NVTC is serving as the PIO for NVTA. Staff compiled a project book with all the NVTA projects. She stated that commissioners will be provided with a more useable format of this information.

Mr. Zimmerman stated that the proposed NVTA project list for FY 2014 is 48 percent transit and 59 percent roads. In response to Delegate Comstock, Mr. Zimmerman stated that the percentages vary throughout the jurisdictions and can vary year to year. For example, the City of Alexandria has mostly transit projects and although unusual, Arlington County has more road projects for FY 2014. Delegate Comstock stated that it would be helpful to have the details. Mr. Zimmerman stated that NVTA is working towards a multi-year plan. Chairman McKay stated that NVTC's Work Plan needs to acknowledge the significant technical support NVTC is providing to NVTA.

Ms. Hynes stated that she and Mr. Zimmerman will be briefing their Arlington delegation about WMATA's Momentum Plan and NVTA. She observed that it is a good idea for the entire Northern Virginia delegation to get together, but getting them in smaller groups can also be beneficial. She encouraged other jurisdictions to do the same and reach out to their individual delegation members. She suggested including NVTC and WMATA staff in those meetings, especially since the biggest cost items are Metro projects. She also encouraged Commissioners and staff to reach out to legislators during August since their schedules get very busy after Labor Day. NVTC needs to relay confidence that Northern Virginia is proceeding on a thoughtful, respectful and accountable path regarding HB 2313 funding. Delegate Ramadan shared the struggle of getting bills passed in the Senate, so it is important to have every Northern Virginia senator understand the issues.

Chairman McKay stated that this discussion gives a clear direction that NVTC should communicate, educate and help Northern Virginia General Assembly members understand how HB 2313 moves the region forward and particularly why transit is valuable to this region, especially economically advantageous to the region and the entire Commonwealth. Staff should create a framework of how to accomplish this in the Work Plan.

Mr. Snyder reviewed Goal #4: Grants/Contracts/Trust Funds. He stated that a major objective is for NVTC to keep doing what it has been doing well in regards to accounting and financial management, which includes work for NVTA. He stated that it is important for staff to communicate if they don't have the resources to do their job to maintain accountability in strict controls of governance; and if not, NVTC needs to come up with funds to do so. This is the highest priority task NVTC does—to completely and effectively manage those funds given to the region. NVTC has an excellent reputation for doing this. Mrs. Bulova stated that this is an area that NVTC really excels at because it is a complicated process and is important to make sure the money gets to where it is suppose to go and follows the law. The Work Plan should continue to have NVTC play a major role in making sure NVTA funding is dispersed correctly. Chairman McKay stated that the language in the Work Plan can be strengthened to acknowledge that NVTC provides financial management and accountability to NVTA.

Mrs. Hynes asked if NVTa is allowed to pay NVTC for these services. Ms. Coyner explained that the current recommendation is for NVTa to wait to allocate funds until the bond validation suit is completed. Currently, NVTC's role in the financial accounting is manageable. However, when the funds start to flow, the volume of work will increase significantly. The MOU addresses these issues.

Mrs. Hudgins left the meeting at 9:18 P.M. and did not return.

Mr. Euille reviewed Goal #3: Coordination and stated that NVTC should continue its coordination efforts and enhance them, which includes avoiding overlaps with the jurisdictions and looking for gaps in coordination. Specific focus areas for coordination are the Route 1 Multimodal Alternative Analysis, Route 7 Transit Alternative Study, Super NoVa, I-66, WMATA Momentum, and the VRE System Plan. It's all about growth and expansion; economic development challenges and opportunities; and job growth. There needs to be focus and purpose with this goal.

Chairman McKay stated that NVTC's Executive Committee members have been challenged to bring ideas for topics to be discussed at NVTC meetings. He has talked with Ms. Coyner about shifting NVTC meetings to have a more consent based agenda to allow for more discussion to make sure NVTC is focusing on coordination.

Mr. Euille stated that NVTC can be a major player by beefing up coordination in the vetting process of projects to move them through the process quicker—to make sure studies, analysis, etc. has been completed.

Mrs. Hynes stated that Goal #1 includes coordinating all transit service, but she observed that WMATA is trying to take on more of this role. She stated that an argument can be made that it would be beneficial for NVTC to back away a bit from the service piece and focus on the bigger ideas and advocate transit alternatives, such as BRT, bike trails, etc. She would like to see NVTC be the voice on these issues. She suggested reducing Goal #1. Mrs. Bulova agreed and suggested combining Goal #6: Coordinate Regional Efforts with Goal #1: Coordination. They are very similar. For Goal #6, Mrs. Bulova stated that she sees it as a picture of NVTC as the connective tissue holding together a skeleton of transit—Metro, other light transit, BRT, emerging transit, etc. NVTC needs to look for ways to fit and connect all the pieces together, while looking for gaps.

Ms. Bulova stated that she would like to see NVTC meetings include an opportunity to review what jurisdictions are doing in transit and see how they connect and fit with what other jurisdictions are doing. Chairman McKay stated that the fact that NVTC does not operate transit is an advantage. NVTC can look at the big picture and encourage cooperation and regional planning between the jurisdictions. He agreed that combining Goals #1 and #6 is a good idea.

Ms. Bulova noted that the vanpool program is the only thing listed under planned products under Goal #6 on the spreadsheet. Chairman McKay observed that NVTC took the lead on this when no one else was doing anything about it. Ms. Coyner stated that the vanpool program was included as an example of a project crossing over into

multiple jurisdictions. NVTC is not operating the project, but coordinating the bridge funding and the NTD components of the project. By implementing this program, the region will receive an additional \$4 million in NTD funding for local match funding.

In regards to Goal #5: WMATA and VRE, Mrs. Hynes stated that the Commission needs to have a conversation about what NVTC's role should be in regards to Metro. Mr. Allen stated that VRE is trying to coordinate more service with WMATA and NVTC meetings are a good forum to talk about this coordination and hear about Metro issues. Chairman McKay stated that NVTC needs to be a big advocate for the Momentum Plan. Mrs. Hynes observed that there may be opportunities for NVTC to serve as a collector of information to assist WMATA. An example is working with WMATA to provide data about accessible bus stops. NVTC can also be a single point of contact for the jurisdictions and WMATA on certain issues, as well as NVTC streamlining some of the data.

Ms. Coyner stated that as NVTC looks forward to next year and the 2014 Work Plan, NVTC needs to have a discussion about what should be the focus on priorities.

Chairman McKay observed that there are things the jurisdictions can do to increase the efficiency of WMATA. NVTC should come up with ways to do this and go back and advocate them to the jurisdictions. In regards to the monthly WMATA reports provided at NVTC's meetings, he feels that they are important in order to receive regular Metro service updates as well as to have an opportunity to ask questions.

Mr. Fisette stated that for Goal #7: Public Outreach he sees it also as "communication" and "education" as well as "strategy and tools." There needs to be a focus on enhancing NVTC's website, but that should only be one piece of it. There needs to be a reason to go to the website; creating it is not sufficient. He suggested surveying MAC and related staff about the website.

Mr. Euille agreed that "communication" should be added. He also suggested adding ways to look for innovation—thinking outside of the box. Chairman McKay suggested taking out "customer service." He stated that NVTC should continue to work on refining this goal with the understanding that it will be a process.

Delegate Comstock asked if NVTC has a Facebook page, which would provide a way for the public to interact and for NVTC to hear their comments. Ms. Coyner stated that currently NVTC does not have a facebook page. She underscored that the website a tool for communication and is just one element of communication with a range of stakeholders including the public. The website is also is a tool for financial management, compliance with federal requirements, and a way to work with and provide data among other things. The website should be looked at as a tool that cuts across a variety of goals.

Mr. Fisette suggested NVTC produce a monthly package of data to distribute, which could tie into the suggestion of providing materials for General Assembly members discussed in a previous goal. Delegate Comstock asked if NVTC has an email

distribution list for sending out data. Ms. Coyner stated that NVTC does not currently have a distribution list but agreed it is a good idea. Delegate Comstock stated that NVTC could easily post data on a Facebook page. She stated that a recent study shows people get their information from TV (50%) internet (29%) and media (9%), so NVTC should focus its efforts on internet communication. Chairman McKay stated that it is important to determine what kind of information to put out there. It gets complicated with Facebook if people are asking service questions, such as routing information, which is not NVTC's role.

Mrs. Hynes observed that the landscape has changed entirely from when NVTC first began looking at a communications plan a year and a half ago. Back then the priority was to educate the public, but now that HB 2313 has passed it is more important to communicate with General Assembly members. She stated that it is critical to determine the priority order of the target audience and then make that the focus. She would like to see the need to talk to the public reduced and increase the efforts to making sure General Assembly members have good information. Delegate Comstock stated that the average customer needs to have a chance to provide feedback and she would like to see NVTC expand its role of communicating with the public. Mr. Fissette stated that it would be helpful to see the past work on NVTC's communications plan at the September 5th meeting. That plan can be refined.

Mr. Smedberg stated that this entire discussion has been very good and helpful. In regards to Goal #8: Strengthening NVTC as an Organization, NVTC is now at a stage where it needs to decide how it proceeds as an organization in light of a new executive director, the new projects moving forward with new funding, how NVTC communicates with legislators, and as Mrs. Bulova said, how NVTC serves as the connective tissue to transit. He stated that Ms. Coyner's job is to look at where she and her staff should proceed in light of this Work Plan discussion. He can really see NVTC as a true leader in transit as it moves forward in the future.

Mr. Euille noted that on a quarterly basis MWCOC's Executive Director meets with jurisdictions and makes a presentation during their legislative agenda. He encouraged NVTC to do this. Chairman McKay stated that all stakeholders need to understand NVTC's role so it will be important for staff to meet with these people too. He concluded that this discussion has been very beneficial and gives staff direction to update the Work Plan and bring it back to the Commission for its September meeting.

NVTA Update and Approval of NVTC/NVTA Memorandum of Understanding

Ms. Coyner reported that on June 20th NVTA held an open house followed by a public hearing and an NVTA meeting. There were 128 attendees with 22 speakers at the public hearing. The second and final public hearing on the proposed FY 2014 project list will be held on July 24th in the City of Fairfax. During its official meeting on June 20th, NVTA also approved the NVTC/NVTA and the NVTA/Arlington Memorandums of Understandings (MOU) to continue with financial services support for NVTA. In 2007, NVTC entered into a MOU with NVTA to provide certain accounting and financial support to NVTA on an interim basis. That MOU was recently revised by

the Financial Working Group and the Legal Working Group to update language regarding HB 2313 and to reflect the current processes. As with the 2007 MOU, there will be no impact on NVTC's budget and NVTa will not be charged for these services.

In response to a question from Mr. Snyder, Ms. Coyner stated that NVTC's legal counsel, Steve MacIsaac, has reviewed the MOU and recommends approval.

Mr. Zimmerman moved, with a second by Mr. Smedberg, to approve the revised MOU and to authorize the Executive Director to sign it on behalf of NVTC. The vote in favor was cast by Commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hynes, May, McKay, Ramadan, Smedberg, Snyder and Zimmerman.

Award of National Transit Data (NTD) Consultant Contract

Ms. Coyner reported that following a solicitation process, two teams responded and submitted proposals. A selection committee consisting of jurisdictional and agency staff met and evaluated their proposals. The selection committee recommends that the contract be awarded to Stantec, which is the current consultant. Ms. Coyner explained that VRE has decided not to participate in the contract.

Mr. Euille moved, with a second by Mrs. Hynes, to authorize the Executive Director to execute the contract with Stantec and issue the notice to proceed. The vote in favor was cast by Commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hynes, May, McKay, Ramadan, Smedberg, Snyder and Zimmerman.

Commuter Parity Benefit Legislation

Ms. Coyner reported that two pieces of legislation (HR 2288 and S 1116) are making their way through Congress that are seeking to permanently codify language that creates parity between parking and transit benefits. If legislation is not enacted by December 31, 2013, the transit benefit will drop to \$125 per month. The Commission is being asked to approve the letters drafted to the Northern Virginia congressional delegation.

Mr. Fisette moved, with a second by Mr. Zimmerman, to authorize Chairman McKay to sign and send the letters to the Northern Virginia congressional delegation. The vote in favor was cast by Commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Hynes, May, McKay, Ramadan, Smedberg, Snyder and Zimmerman.

Additional Information Items

VRE. Mr. Allen reported that on-time performance (OTP) for the month of June was slightly down due to heat restrictions and weather related incidents. However, VRE ended FY 2013 at 96 percent OTP overall, as well as serving almost five million riders during FY 2013, which is one of the highest ridership records. He announced that the

VRE Operations Board will hold a System Planning Workshop on July 19th to map out the next 20-30 years of VRE service. VRE is also working with NVTA for funding railcars. He has met with the three southern counties (Fredericksburg, Stafford and Spotsylvania, which are not part of NVTA) to discuss funding for VRE railcars as it relates to HB 2313 funding. They understand the issues and are willing to work with VRE. Mrs. Bulova noted that there are no VRE actions items.

WMATA. Mrs. Hynes reminded Commissioners that at the last NVTC meeting Chairman McKay requested information about parking utilization at Metro stations. Commissioners were provided with a parking utilization chart showing that after the parking charges were increased, parking utilization went down. Chairman McKay stated that something he has been saying for a long time is that some people consider parking costs as part of their total fare. This data proves that those areas with the largest financial need in the system resulted in the largest drop in parking utilization. He asked NVTC's WMATA members to remember this as they make decisions. For the outer stations especially where there are higher poverty rates, many of those riders don't receive transit benefits and can't afford increased parking rates.

Mr. Snyder asked WMATA Board Members to seek an explanation concerning the 1½-2 hour delay on the Orange Line on July 10th where there was minimal communication with passengers. He would like to know the cause of the delay and how WMATA can improve communications with passengers during delays. Mrs. Hynes offered to follow-up with Mr. Snyder and share the information with other NVTC members.

DRPT. Mr. Dyke announced that DRPT Project Manager Amy Inman will be back for the September 5th NVTC meeting to present a project overview and update of the Route 1 Multimodal Alternatives Analysis Project. He also reported that he and Chairman McKay, Mr. Smedberg, Mr. Snyder, Ms. Coyner, and DRPT Director Drake are meeting on July 12th to discuss ways to further develop strategies for enhancing cooperation between NVTC and DRPT.

TSDAC. Ms. Coyner reported that the Transit Service Delivery Advisory Committee (TSDAC) continues to work with DRPT on creating a performance based formula for operating allocations. NVTC staff has been working very closely with jurisdictional and other agency staff, including WMATA, on TSDAC issues. She reported that TSDAC has recommended that FY 2014 be a transition year for operating allocations. TSDAC also recommended that there be no supplemental capital allocation in FY 2014 and instead a combined "super" allocation would occur in mid-FY 2014. Mr. Fisette asked if there are any negative consequences of putting off the capital allocation. Ms. Coyner responded that one of the issues is that the allocation would happen in December when localities are not in the position to make a local match because their budgets have already been set. TSDAC is scheduled to meet again on July 15th and July 29th.

Ms. Coyner observed that there will be a point in time when NVTC should submit comments to TSDAC and participate in the public comment process. Staff will work with Commissioners to prepare comments. Mr. Snyder suggested staff also communicate directly with Cindy Mester. Ms. Coyner stated that Ms. Mester has been very engaged in communicating with NVTC and jurisdictional staff.

Final Six-Year Improvement Plan (SYIP). Ms. Coyner reported that on June 19th the Commonwealth Transportation Board (CTB) approved the final Six-Year Improvement Program (SYIP), which totals \$2,923 million over the next six years for rail and transit, a \$546 million increase (23%) over the FY 2013 program. Included in the program is the 0.125 percent addition to the general sales tax rate, with 60 percent of the new funding dedicated to transit and 40 percent dedicated to rail. Because of this new revenue, SB 1140 set a \$160 million threshold for performance based allocations from the MTTF, where amounts over the threshold are subject to performance service delivery metrics that are presently being developed by TSDAC.

Route 7 Transit Alternatives Study. The Route 7 Transit Alternatives Study will assess the travel needs of the Route 7 corridor from Tysons Corner to Alexandria. The study team will evaluate a range of transit alternatives based on local and regional objectives and evaluation criteria, including transit and roadway mobility, transit accessibility, safety, regional connectivity, development potential, environmental impacts, capital and operating costs, and potential funding resources. The recommendations for the corridor will be primarily based on input from public engagement and the results of the technical analysis. The first round of public meetings for the study has been set for July 25th at 7:00 P.M. in Falls Church to review the current conditions in the corridor and September 18th at 7:00 P.M. in Falls Church to review preliminary transit alternatives.

TIGER Grant for Priority Bus Transit Update. The U.S. Department of Transportation (USDOT) awarded the Transportation Planning Board (TPB) a \$58.8 million TIGER grant for capital improvements in priority bus transit in 2010. MWCOG is administering the grant and five agencies in the region, including the City of Alexandria and WMATA, are implementing the grant. Alexandria projects include the U.S. Route 1 Transitway/Crystal City-Potomac Yard Transitway (\$8.2 million) and the Van Dorn-Pentagon Rapid Bus (\$646,550). WMATA projects are VA 7 (Leesburg Pike) Bus Priority Improvements (\$1.3 million) and Pentagon-Franconia/Springfield Station Improvements (\$9.4 million). All grant expenditures must be completed by September 2016.

NVTC Financial Report for May 2013

The financial report was provided to Commissioners and there were no questions.

Adjournment

Without objection, Chairman McKay adjourned the meeting at 10:07 P.M.

Approved this 5th day of September, 2013.

Jeffrey McKay
Chairman

David F. Snyder
Secretary-Treasurer