

MINUTES
NVTC COMMISSION MEETING – MAY 2, 2013
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 8:16 P.M.

Members Present

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

Members Absent

Richard H. Black
Mark R. Herring
Catherine Hudgins

Staff Present

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

Minutes of the April 4, 2013 Meeting

Mr. Zimmerman moved, with a second by Mrs. Bulova, to approve the minutes. Commissioners Bulova, Comstock, Cook, Dyke, Fisette, Foust, Greenfield, Hynes, May, McKay, Reid, Rust, Snyder and Zimmerman voted in favor. Mr. Smedberg abstained.

WMATA Momentum Presentation

WMATA General Manager Richard Sarles gave a detailed presentation on WMATA's strategic plan called Momentum: The Next Generation of Metro. He explained that this is the first such transit plan for the National Capital Region in more than a decade and is designed to plan for the future to ensure that WMATA is able to deliver more than 1.6 million trips per day and continue to support the region's economic growth.

Delegate Ramadan arrived at 8:19 P.M.

Mr. Sarles stated that today's Metro customers are experiencing the effects of years of chronic underfunding and underinvestment. Recent efforts over the last three years to renew the system are helping but will only bring the system back to where it should have been all along. Considerable progress has been made in improving system safety, but there is still more to do. WMATA is spending up to \$1 billion in capital funds annually to rebuild the system and bring it to a steady "state of good repair." These funds are being used for such things as track repair/improvements, station improvements, rebuilding the signal system, and rehabilitation or replacement of escalators. Mr. Sarles reported that WMATA is beginning to see improvements in key performance indicators. For example, Metrorail on-time performance is up from 89 percent to 92 percent and escalator availability has gone from the low 80's to 90 percent.

Mr. Sarles stated that while WMATA continues rebuilding the existing Metro system to improve safety, reliability and customer service, it is important to look to the future. Over the next three decades, the Washington region is forecast to experience increased growth, including a 30 percent increase in population and a 39 percent increase in employment. The Metrorail Core (Washington, DC and into Arlington County) is close to capacity. With the first phase of the Silver Line expected to begin operation in January 2014, more trains will need to go through the Rosslyn Tunnel. The tunnel is already at full capacity at 26 trains.

Mr. Euille arrived at 8:26 P.M. and joined the discussion.

Mr. Sarles explained that if nothing is done to expand capacity in the Metrorail Core, by 2020 passengers on the Orange Line will be standing shoulder-to-shoulder. Running eight-car trains would help solve this issue, which would increase capacity by 35 percent systemwide. Currently, only one-third of WMATA's

fleet consists of eight-car trains. Part of the Momentum plan includes purchasing more railcars at an estimated FY 2025 project cost of \$2 billion so that WMATA can operate all eight-car trains during peak periods and be able to carry an additional 100,000 more passengers a day. Mr. Sarles reviewed more details of various investments and improvements planned for the Metro 2025 and Metro 2040 initiatives, the medium and long-term elements of the Momentum plan.

Mr. Zimmerman asked if there are any technical solutions that would result in a higher rate of flow through the Rosslyn Tunnel. Mr. Sarles responded that any solution would only be a marginal improvement at best. Chairman McKay observed that another impact of the Silver Line will result in extending Metrorail headways to 12 minutes during peak periods on the Blue Line, which is an unacceptable headway in transit terms. In the long-term, the Rosslyn Tunnel issue needs to be resolved and he asked if WMATA has identified any short-term measures to give commuters an alternate transit route. Mr. Sarles responded that Mrs. Hynes has been advocating for WMATA to investigate every option. Mr. Sarles stated that he believes there is no bus enhancement component that is competitive enough for people to use it compared to waiting for the 12 minute headways. Mr. Zimmerman stated that he hopes WMATA continues to look for short and long-term solutions.

Mr. Zimmerman asked about eight-car trains, traction power and yard storage. Mr. Sarles reported that there are options on the existing Kawasaki railcar contract to purchase additional railcars. WMATA has begun to exercise the first option of 90 railcars and there's a remaining option for 220 more railcars. The first order of 90 railcars will not require additional yard storage. For traction power, WMATA can make a small investment in engineering; however, WMATA does not have funding for the entire project. WMATA is in the early planning stages for additional storage, but no specific site has been identified.

Mr. Reid stated that he has several questions from his constituents. He asked how long will WMATA continue to run the 1000 Series railcars and will they run on the Silver Line. Mr. Sarles explained that beginning next year WMATA will start to replace the 1000 Series railcars with 7000 Series railcars but it will take two-three years before they are all replaced. Currently the 1000 Series railcars run throughout the entire system so they will run on the Silver Line. In response to another question, Mr. Sarles stated that there will be a combination of six-car and eight-car trains on the Silver Line. Mr. Reid asked if there is any alternative to going through the Rosslyn Tunnel so that Orange Line trains could be rerouted south through Arlington. Mr. Sarles replied that currently there is no rail connection to be able to do this but there are improvements planned in the Momentum plan that could provide an all Virginia service.

Mr. Dyke reported that the WMATA Board has formed a committee of the whole to drive the Momentum plan and Mrs. Hynes is the chair. Mrs. Hynes stated that the Priority Corridor Network is an important component of the Momentum plan. The region will have to figure out ways to move buses through Alexandria and

Arlington and across into Washington, DC, along with maximizing Metrorail service. Metro 2025 initiative focuses on these issues.

Mr. Dyke reported that at the June NVTC meeting Carol Kissal from WMATA is scheduled to give a presentation on the New Electronic Payment Program (NEPP). Chairman McKay noted that the commission will also be asked at the June meeting to take action to support the WMATA Momentum plan.

Chairman McKay thanked Mr. Sarles for coming to NVTC to give his presentation and asked him to introduce the other WMATA staff present. Mr. Sarles introduced Regina Sullivan, Director of Government Relations, and Greg Potts, Virginia Government Relations Officer.

VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mr. Allen reported that on-time performance for the month of April was 98 percent on the Manassas line and 97 percent on the Fredericksburg line. VRE ridership remains strong at an average of 19,000 daily trips. Mr. Allen also reviewed other VRE highlights, including Meet the Management events, the future Spotsylvania station, a grant application submitted for the remaining six new railcars, and VRE's marketing efforts to promote the new express bus service to Tysons from three VRE stations. In reference to Mr. Sarles' comments about future growth in this region, Mr. Allen noted that VRE plays a key role in moving people throughout the region. VRE is currently developing a system plan that will include long-range planning over the next 20 years broken down into seven-year increments.

Mrs. Bulova directed commissioners' attention to VRE's "Ride" magazine, which is periodically provided to VRE riders. The March 2013 edition highlights the Fairfax Connector express bus service to Tysons from two VRE stations as well as an article about VRE Operations Board Chairman Smedberg.

Fourth Year of the Keolis Operating and Maintenance Services Contract. Mrs. Bulova reported that the VRE Operations Board recommends that NVTC authorize the VRE CEO to modify the contract with Keolis Rail Services Virginia, LLC for operating and maintenance services by approving up to \$18,974,041 for a total contract value not to exceed \$75,481,507 for the fourth year of operations, through June 30, 2014. Resolution #2216 would provide this authority.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2216 (copy attached). The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Greenfield, Hynes, May, McKay, Ramadan, Rust, Smedberg, Snyder and Zimmerman. Mr. Reid abstained.

Mr. Snyder asked if this contract has been reviewed by legal counsel and Mrs. Bulova confirmed that it had. In response to a question from Delegate May,

Mr. Allen explained that this is the fourth-year option of a five-year contract. VRE is developing a performance evaluation process which will be in place before VRE decides if it will exercise the fifth-year option or issue a new solicitation. Delegate May noted that he is chair of the House of Delegates Joint Commission on Transportation Accountability. He invited VRE staff to make a presentation to the committee on what VRE discovers regarding what works well and what doesn't with this process.

Submission of the VRE Project List to the Northern Virginia Transportation Authority (NVTA) for FY 2014 Funding Consideration. Mrs. Bulova reported that the passage of House Bill 2313 requires NVTA to fund highway projects that have been both included in TransAction 2040 and evaluated by VDOT for reducing congestion, as well as mass transit capital projects that increase capacity. NVTA is developing a list of highway and transit projects for consideration for FY 2014 funding and have requested agencies and jurisdictions submit candidate transit projects for inclusion on the list. The VRE Operations Board recommends that NVTC approve the submission of a list of VRE projects. Resolution #2217 would accomplish this.

Mrs. Bulova reviewed the list of VRE projects:

1. VRE rolling stock purchase (nine additional railcars)
2. VRE Gainesville-Haymarket Extension project development, NEPA and preliminary engineering
3. VRE Alexandria station tunnel and platform improvements
4. VRE Crystal City platform extension
5. VRE Lorton station second platform
6. VRE Rippon station second platform

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2217. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Greenfield, Hynes, May, McKay, Ramadan, Rust, Smedberg, and Zimmerman. Commissioners Reid and Snyder abstained. (A copy of the resolution is attached.)

Northern Virginia Transportation Authority (NVTA) Update

Ms. Coyner reported that at its meeting on April 25th NVTA established Working Groups (Legal, Financial, Organizational, Project Implementation and Public Outreach) to identify and coordinate key issues. Mr. Snyder is chairing the Legal Working Group and Mr. Zimmerman is chairing the Project Implementation Working Group. Jurisdictional staff as well as NVTC staff are heavily involved in these groups. Kala Quintana is serving as NVTA's Interim Public Information Officer. NVTA will consider the list of initial projects for the first year of funding at its next meeting on May 23, 2013.

Mrs. Bulova reported that at the April 25th NVTA meeting, NVTA members reviewed the list of potential projects, which was then referred to the Project

Implementation and Legal Working Groups to make sure that the projects are consistent with the legislative requirements. Each jurisdiction was also asked to comment on the list of projects. She stated that Secretary of Transportation Connaughton attended the NVTA meeting and repeated his message that there is a strong desire to see that the funds are put to work quickly especially for this first year so that taxpayers can see that the funds are being used. Mrs. Bulova also stated that some jurisdictions have expressed interest in being able to use some of the funds for planning purposes to accelerate projects, such as the VRE Gainesville-Haymarket extension project.

Mr. Zimmerman reported that it is anticipated that NVTA will conduct a public hearing in June 2013. Since the new tax rate will go into effect July 1, 2013, it is important to show taxpayers that money is being used. Therefore, NVTA is working on a short-term list of projects that can be implemented right away, with the understanding that NVTA needs to develop a long-term comprehensive process of funding projects. Delegate May stated that he hopes that the projects selected result in congestion mitigation relief.

Mr. Smedberg moved, with a second by Mrs. Hynes, to send a letter to NVTA requesting a fair balance between roads and transit projects in the selection of projects to be funded.

Mr. Snyder stated that he will abstain from the vote. He provided an overview of the role of the Legal Working Group. The Legal Working Group is providing legal recommendations and opinions to NVTA to help make its decisions on the project list. Even as NVTA needs to quickly move forward, it is important to have a structure in place that will withstand immediate legal challenges as well as move NVTA toward a long-term future. In response to a question from Mr. Fisette, Mr. Snyder explained that he will abstain not because he opposes the motion but because of his role as chair of the Legal Working Group.

Mr. MacIsaac provided an overview of the potential legal challenges. In response to a question from Delegate Rust, Mr. MacIsaac explained that there is no deadline for litigation. Mr. Fisette asked if there is any legislative fix that could protect NVTA from this indefinite vulnerability. Mr. MacIsaac responded no; however, legislators did a good job during the Special Session to fix a number of potential problems. One option the Legal Working Group will consider is whether to institute a bond validation suit. Such a process would allow NVTA to consolidate a number of potential challenges in one proceeding and to improve certainty on ability of NVTA to proceed with projects.

Delegate Comstock inquired about the process for public comment. Ms. Coyner stated that there will be a public hearing in June and maybe other smaller gatherings will be scheduled as well. The public can also submit questions and comments on NVTA's website. She stated that she will convey to NVTA at its meeting on May 23rd the importance of providing public input into the process. Mr. Cook observed that commissioners all have ways to disseminate information to their

constituents and he requested NVTC staff provide them with information on opportunities for public comment.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Greenfield, Hynes, May, McKay, Reid, Rust, Smedberg and Zimmerman. Mr. Snyder and Delegate Ramadan abstained.

Preliminary State Aid for Transit in FY 2014

Ms. Coyner reported that the preliminary Six-Year Improvement Program (SYIP) is scheduled to be presented at the May 15th Commonwealth Transportation Board (CTB) meeting. After considering public comments, the CTB is expected to adopt its final program in June 2013. DRPT has not yet released the preliminary SYIP. Once it is available, NVTC staff will prepare testimony consistent with previous year's testimony.

On a motion by Mr. Zimmerman and a second by Mr. Euille, the commission unanimously authorized NVTC's chairman or his designee to provide NVTC's testimony at the CTB hearing on May 29, 2013. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Greenfield, Hynes, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

Request for Proposals for Collection of NTD Data

Ms. Coyner reported that the current contract with STANTEC expires June 30, 2013. A new contract is needed to comply with NTD reporting in FY 2014. As with the current contract, the RFP will seek proposals to provide all needed technical consulting services to comply with mandatory federal reporting requirements. The services include updating the sampling plans, completing data reports and preparing reports. Ms. Coyner explained that VRE is included in this contract along with the other six Northern Virginia transit systems.

Mr. Zimmerman moved, with a second by Mrs. Bulova, to authorize NVTC staff to issue the RFP for collection of NTD data. The vote in favor was cast by commissioners Bulova, Comstock, Cook, Dyke, Euille, Fisette, Foust, Greenfield, Hynes, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

FTA Title VI Compliance Report and New Requirements for Jurisdictions

Ms. Coyner reported that NVTC staff is working with the Cities of Alexandria and Falls Church and Arlington County to develop this year's FTA Civil Rights Compliance Report required by Title IV of the Civil Rights Act of 1964. In the past NVTC has developed and implemented this program and reported on compliance.

As of FY 2013, each subrecipient must adopt and submit its program to NVTC so that NVTC can report on compliance by the first week of June. Ms. Coyner stated that no action is needed at this time, but the commission will be asked to take action at its June meeting.

Legislative Items

Ms. Coyner provided an update on the Transit Service Delivery Advisory Committee (TSDAC). Following the last commission meeting, NVTC's chairman sent a letter to the Virginia Association of Counties (VACO), Virginia Municipal League (VML), Virginia Transit Association (VTA), and Virginia Department of Rail and Public Transportation (DRPT) expressing concern over the lack of representation from the largest transit systems in the Commonwealth among the TSDAC appointees. There has been no change to the membership of the committee; however, there was an acknowledgement from DRPT that this is an ongoing process and there may be opportunities for changes in representation going forward. Chairman McKay further reported that during his discussion with DRPT Director Drake she assured him that it is an open process and anyone can participate and attend the meetings.

Ms. Coyner reported that NVTC staff has had discussions with Cindy Mester and Al Harf, who are both members of TSDAC, to ensure that NVTC is attuned to the direction of TSDAC and to provide input. Cindy Mester is serving as vice chair of TSDAC and she has offered to attend a NVTC meeting to interact with commissioners to better understand NVTC's concerns and to also give a status update.

Ms. Coyner underscored the importance for technical and legislative staff from the jurisdictions to be involved, including attending the TSDAC meetings to answer questions and provide comments.

Chairman McKay reminded commissioners that DRPT has given assurances that regardless of the timeline of TSDAC, the flow of funding for existing projects will not be affected. He also asked if the comprehensive list of comments catalogued by VTA has been introduced for consideration by TSDAC. Ms. Coyner replied that VTA made a presentation at the first meeting and also submitted comments. The TSDAC chair has requested DRPT allow comments to be submitted on the TSDAC webpage. She also observed that the audio recording of the meetings and minutes are on-line. The draft minutes of the first meeting are abbreviated but Cindy Mester has noted that she anticipates that the minutes will be amended at the next meeting to fully capture the comments made by VTA and others.

DRPT Report

Mr. Dyke reported that a procurement for a consultant for the Route 1 Corridor Study is underway and the study is expected to start later in May 2013. There will be a meeting at Fort Belvoir for delegates and senators who are involved in the study on May 22nd and NVTC commissioners and staff are welcome to attend. Mr. Dyke stated that he has talked with Chairman McKay about DRPT providing a briefing on this study at a future NVTC meeting. He also reported that DRPT Director Drake and Ms. Coyner had an initial meeting and a follow-up meeting is being planned with them and Mr. Dyke and Chairman McKay to discuss ways to improve communication between NVTC and DRPT.

Regional Items

VDOT I-66 Inside the Beltway Bus on Shoulder Pilot Program. Ms. Gron reported that VDOT anticipates starting preliminary design and engineering soon with construction completed in the summer of 2014 with operations starting in the fall of 2014. This effort is part of a broader Virginia and Metropolitan Washington effort to identify locations of Bus on Shoulder (BOS) operations. The pilot will test the ability of bus on shoulder to improve the reliability of systems operating in the I-66 corridor including WMATA, Fairfax Connector, Loudoun County Transit, and PRTC OmniRide.

Mr. Snyder asked if emergency responders have been involved in the process. Mr. Zimmerman, who co-chairs the Transportation Planning Board BOS Task Force, stated that his committee has had direct participation from state police and other emergency responders.

Mr. Reid asked if there is funding to make improvements, such as adding pavement to shoulder areas along I-66. Mr. Zimmerman stated that the study analyzed sections of I-66 inside the Beltway and divided them into categories ranging from 1) minor changes at a minimal cost; 2) some investment in physical improvements; and 3) substantive investments. The pilot will cover the first category, which will cost an estimated \$2 million. Mr. Reid stated that Loudoun County supports this program, because Loudoun buses use this corridor.

Vanpool Incentive Program. Ms. Garcia-Colberg reported that this program is expected to launch at the end of summer 2013. Revenues from NTD data from this program are projected to be at least \$4 million annually within three years of inception. The vanpool service will generate \$5307 revenues that will offset local match that would otherwise be funded by the WMATA Compact Members. Ms. Garcia-Colberg stated that existing vanpool operators have already had a very positive response to this program.

VTA Conference. Chairman McKay announced that VTA's annual conference will be held May 30-31, 2013 in Alexandria. NVTC staff will be moderating panels and attending this conference which brings transit representatives and vendors together from across the Commonwealth. NVTC commissioners are encouraged to attend.

NVTC Financial Items for March 2013

The financial reports were provided to Commissioners and there were no questions.

Adjournment

Without objection, Chairman McKay adjourned the meeting at 9:35 P.M.

Approved this 6th day of June, 2013.

Jeffrey McKay
Chairman

David F. Snyder
Secretary-Treasurer