

MINUTES
NVTC COMMISSION MEETING – OCTOBER 3, 2013
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 8:18 P.M.

Members Present

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

Members Absent

Barbara Comstock
John Cook
Jeffrey Greenfield
Mark R. Herring

Staff Present

Donna Boxer (VRE)
Kelley Coyner
Mariela Garcia-Colberg
Rhonda Gilchrest
Claire Gron
Christine Hoeffner (VRE)
Scott Kalkwarf
Steve MacIsaac (VRE)
Kala Quintana

Recognition of NVTC Staff Member Mariela Garcia-Colberg

Chairman McKay announced that Mariela Garcia-Colberg is leaving NVTC to join the American Public Transit Association as the Director of International Programs. Ms. Garcia-Colberg has been key staff member since October 2011 working on NVTC's civil rights program and oversight; the recompetes of the National Transit Data contract; oversight of FTA grants to NVTC jurisdictions; involvement with NVRTA, JACC and the Project Implementation Working Group; leading the Route 7 Alternatives Analysis–Phase I; and monitoring WMATA's New Electronic Payment Program (NEPP). On behalf of the Commission, Chairman McKay presented Ms. Garcia-Colberg with a framed letter of recognition and thanked her for her service at NVTC.

Minutes of the September 6, 2013 NVTC Meeting

On a motion by Mr. Zimmerman and a second by Mr. Smedberg, the Commission approved the minutes. The vote in favor was cast by Commissioners Black, Bulova, Dyke, Fisette, Foust, Hudgins, Hynes, May, McKay, Rust, Smedberg and Zimmerman. Commissioners Euille, Ramadan, Reid and Snyder abstained.

Change to the Agenda

Chairman McKay stated that Mr. Dyke asked that Agenda Item #11 be moved to the beginning of the agenda so that he can give the DRPT Report before he leaves. There were no objections.

Department of Rail and Public Transportation (DRPT) Report

Mr. Dyke urged Commissioners to read the written DRPT Report for more details about the activities and projects being conducted by DRPT. He stated that at tonight's NVTC meeting there will be a presentation about the Route 1 Alternative Analysis Study and an update on the Transit Service Advisory Committee (TSDAC).

Chairman McKay noted that NVTC has implemented DRPT's requirement to process state funding agreements in a new way. Agreements now have to be approved by the jurisdictions first. In Fairfax County, the Board of Supervisors has had to approve more than 20 individual agreements compared to approving one agreement before the change was made. DRPT's rationale for the change was for the process to be more efficient and transparent, but the changes have been a significant burden on jurisdictional and NVTC staff. He requested that Mr. Dyke take this concern back to DRPT.

Mr. Kalkwarf reviewed some of the changes and challenges NVTC and the jurisdictions now face because of the new procedures. Currently there are 75 different agreements compared to the previous total of five agreements with NVTC's WMATA jurisdictions. Also, project agreements used to have one signature page for several agreements and now each agreement has its own signature page. The project

agreement review process is also slowed down because of the additional information now required to be included in each agreement. Mr. Dyke observed that the new process also creates an extra burden on DRPT staff so he will bring these issues back to DRPT. Chairman McKay noted that because this process is new, it is expected that there would be an adjustment period, but there could be ways to improve the process.

NVTC Financial Report for August 2013

Mr. Kalkwarf stated that the report is provided for Commissioners' information. He stated that for most years, jurisdictions receive capital and operating funds from DRPT by August, but these funds have not yet been received. It is his understanding that some of the project agreements are still being reviewed and approved by the jurisdictions. Ms. Coyner further stated that NVTC cannot draw on capital and operating assistance until the project agreements are in place. This not only means that the projects cannot move forward, but a major portion of NVTC's operating support is affected.

Mr. Fisette asked if this delay is having any practical impact. Mr. Kalkwarf stated that as of September 30th had the project agreements been in place, \$26-28 million of funding would have flowed to the jurisdictions. Some jurisdictions keep sufficient reserves in their Trust Fund Account, but it usually has more of a significant impact on the smaller jurisdictions. If delays continue into the next fiscal quarter, there could be significant issues. WMATA's next quarterly payment is due January 1, 2014.

Mr. Fisette asked staff to continue to monitor this and inform Commissioners if there is any tangible negative impact. Chairman McKay noted that there already is a tangible impact to the process component, but he agreed that it is also important to monitor the cash flow component. Mr. Fisette stated that it would be useful for staff to quantify the impact on the process and cash flow so Mr. Dyke has information to take back to DRPT.

Work Session: Update on Key Planning Activities

Ms. Gron reviewed her role as NVTC's Public Transit Policy Analyst. She explained that NVTC staff monitors or participates in more than 30 regional transportation studies and planning activities. She explained that the principal objective of this work session is to provide brief updates on five planning activities.

Route 1 Alternatives Analysis Study. Amy Inman, DRPT's Acting Planning & Mobility Programs Administrator, gave a presentation on the Route 1 Multimodal Alternatives Analysis Study, which is being led by DRPT in consultation with Fairfax County, Prince William County, VDOT and the Office of Intermodal Planning and Investment. The study area consists of a 14-mile section of Route 1 from the Beltway through Fairfax County to Route 123 at Woodbridge in Prince William County. The study is currently developing purpose and needs, project goals and objectives, and multimodal alternatives development and evaluation. The study is considering

alternative strategies for the corridor to include Bus Rapid Transit (BRT), Light Rail Transit (LRT), heavy rail, monorail, roadway widening, and restructured pedestrian/bicycle pathways and facilities. Ms. Inman explained that this study will also confirm the recommendations that were identified in the VDOT Route 1 Centerline Study.

Ms. Inman explained that a very robust organizational structure has been implemented for this study, including an Executive Steering Committee, a Technical Advisory Committee, and a Community Involvement Committee. Innovative outreach is being conducted through back-to-school nights, farmers markets, and career fairs to educate people and target the diverse population along this corridor. The first of three public meetings will be held on October 9th at the South County Government Center at 6:00 P.M. The study is expected to continue through June 2014.

Mr. Reid observed that a monorail option is a very expensive fixed guideway system. Chairman McKay explained that Fairfax County's old comprehensive plan language included monorail and that is why it was included in this study. Mr. Fisette stated that that he is interested in how Fairfax County sees this study integrating into their land use plans. Chairman McKay responded that Fairfax County expects to have one or more amendments to its comprehensive plan following the completion of this study. The economic development component is an important part of this study. The reason to do the economic analysis is two part—one to know in the future what development will be needed to support it and secondly, it is a reality check for those people living in that corridor. There is a strong advocacy for extending Metrorail and the public needs to understand the costs and issues associated with such a plan.

Mr. Fisette stated that it is fundamentally important to have transit options driving land use development. He stated that the most important thing is that Fairfax County is not only looking at transit options for today but also for 20-40 years down the road and determining what the investments will drive. Chairman McKay stated that the current redevelopment activities in this corridor cry out for a transit alternative so it's hard to determine if it is land use that is driving it or if it is the other way around. The Route 1 corridor is already the most heavily used bus transit corridor in Fairfax County.

Mr. Fisette asked if there is an existing right-of-way for a 14-mile section of dedicated transit lane. Chairman McKay replied that there is not enough space in the existing right-of-way but the Route 1 Road Widening Project at Fort Belvoir, which is a federally funded project, will be built with the necessary right-of-way for a transit component that is consistent with what will be included in Fairfax County's plan.

Delegate May suggested that before any construction begins, the multimodal alternatives evaluation include some optimization modeling where the proposed system is mathematically built, which allow analysis of incorporating a variety of options to see what works best. It is fairly inexpensive process. Delegate May noted that George Mason University has some expertise in this area.

Route 7 (Phase I of Alternatives Analysis). Ms. Garcia-Colberg gave a presentation on the Route 7 Alternatives Analysis Study, which includes a study area from Tysons to Alexandria. This is a prime corridor for transit, since it connects people from the Falls Church area to Tysons, Baileys Crossroads and Seven Corners areas. The corridor will also connect the Orange, Silver and Blue Metrorail Lines, the Columbia Pike Streetcar and the Beauregard Corridor in Alexandria.

Ms. Garcia-Colberg stated that the study consultant has done density analysis, market research, demographic analysis, as well as outreach to the public to find out what types of transit they want in that corridor. Phase I of the study is almost complete and the study recommendations include transportation system management, BRT and LRT. Moving forward, Phase II will look at alignments and modal options, as well as environmental and funding issues. Funding has been approved by NVTa for Phase II of the study. She stated that it will also be important to look at the physical constraints of the corridor.

In response to a question from Delegate Rust, Ms. Garcia-Colberg stated that the alternatives that were eliminated include streetcar, monorail, commuter rail and heavy rail. Chairman McKay and Mr. Zimmerman observed that the estimated capital costs for BRT are listed as a range from \$3.5 to \$30 million. This is a quite a significant span. Ms. Garcia-Colberg stated that the cost estimates are mostly driven by right-of-way issues.

Mr. Snyder observed that this corridor offers some great opportunities to relieve congestion and improve the economics and quality of life. This corridor represents a snapshot of America—from the earliest part of our country's history to the current day where virtually dozens of ethnic groups live and have businesses along the corridor. However, in its current congested state it is an embarrassment to the entire region. Mr. Fissette agreed and reinforced that this corridor will connect different transit networks. Building a transit network around a corridor like this (not going into the Core) will provide much access and activity.

Mrs. Hynes observed that parts of the Route 7 corridor are very developed while others areas are not and the corridor is a mix of areas between residential and business. She asked how the three recommended options relate to land use. Mrs. Hynes stated that transit will not work if jurisdictions do not plan ahead to provide a framework for higher density. She asked if this study connects to other regional corridor studies, such as the Route 1 study. Ms. Inman stated that the Route 7 and Route 1 studies do not connect. Mrs. Hynes stated that the different corridors need to support and connect with each other. Mr. Zimmerman agreed and stated that it should be a fundamental rule that corridors should connect. He stated that the screening process does not screen out heavy or light rail. It's the other way around-- what's remaining is that the light rail alternative is heavier than streetcar. Light rail is included because it is a heavier capacity. Even with the current land use pattern this corridor has a lot of density and a lot of volume on the road. The only other alternative is basically "a do nothing alternative." He strongly urged the study to select a real alternative and actually test it. It is his opinion that for future development, any alternative needs to be a transit alternative with its own dedicated right-of-way.

Senator Black asked about the western terminus of the study area. Ms. Garcia-Colberg responded that it is Route 267 which is basically near the Metrorail station in Tysons. Senator Black noted that there are over 100,000 cars a day that flow from Loudoun County through this corridor. Mrs. Hudgins stated that the question is if the corridor should be defined up to the Metrorail station or beyond farther west to the perimeter. The road widening that have been defined are also looking at the transit alternatives that can exist, such as BRT.

Mr. Dyke left the meeting at 8:59 P.M. and did not return.

Fairfax County Countywide Transit Network Study. Tom Burke, Senior Transportation Planner for the Fairfax County Department of Transportation, explained that Fairfax County initiated this study in July 2012 to develop a long-range 2050 plan to accommodate growth in Fairfax County by improving transit usage. The final study recommendations are being completed during the fall of 2013. In July 2013 the Proposed Transit Concept was introduced to the public. The concept builds upon the existing and Constrained Long Range Plan (CLRP) transit investments to create an interconnected network of commuter corridors and destination corridors, supported by a system of express bus routes. The draft plan identifies eight corridor where enhanced public transportation, including Metrorail extensions, Light Rail Transit (LRT), Bus Rapid Transit (BRT), or express bus in managed lanes. These corridors include I-66, Route 28, Route 7, and Route 1. The goals of the plan include providing transportation choices and regional connectivity, supporting local and regional economic development, and strengthening quality of life through transit-friendly, sustainable investments.

In response to a question from Mr. Zimmerman about a future extension on the Metrorail Blue Line, Mr. Burke stated that the 10-mile extension would run from Franconia-Springfield to Potomac Mills, with stations at Newington, Lorton (using VRE's existing station), and Potomac Mills. Mr. Zimmerman asked why a Metrorail extension is being recommended compared to enhancing VRE commuter rail service that already serves this corridor. Mr. Burke responded that this recommendation is part of the "beyond 2040 vision" and so it is long-range planning. Fairfax staff sees value in enhancing the longer trips of VRE as well as extending Metrorail. Chairman McKay stated that another major influence on the Fairfax Study is what the results of the Route 1 Alternatives Analysis Study will be because it will play a major role in whether recommendations would go forward. They are parallel corridors serving the same population. Mr. Zimmerman stated that it doesn't make sense to put people on a train that will take longer than other routes. If the goal is to develop new areas along the way, it doesn't make sense until capacity is maximized at the existing stations. Mr. Reid observed that if it doesn't make sense to build stations in outer locations, then the region should not have supported Dulles Rail. In his opinion what Fairfax County is doing is great. It is a process of thinking outside the box and looking at long-term issues. In regards to the Route 28 corridor, he thanked Fairfax for including Loudoun County, since the county has several proposals to build residential, retail, and office development on the northside of the proposed Route 28 Metrorail station. Mr. Burke noted that LRT was included in the TransAction 2030 and 2040 plans, especially the Route 28 corridor. Fairfax County is looking at land use development in the Route 28

Corridor and the Dulles Urban area where there could be sufficient demand for LRT running parallel to Route 28.

Mr. Burke stated that one more public meeting will be held, but Fairfax County will delay completing this study until the Route 1 Alternatives Analysis Study can be completed to learn of those recommendations before decisions are made concerning this study.

Chairman McKay stated that this study is one of the most important initiatives Fairfax County has done and the depth of analysis is significant. The biggest challenge is to make connections through the county and neighboring jurisdictions.

Delegate May stated that there are people advocating for BRT or express bus service from Manassas to the Dulles Airport area. MWAA has the authority to initiate some of this kind of service. As a short-term solution, Delegate May noted that it would be a fraction of the cost of rail. Mr. Burke stated that express bus service in the Route 28 corridor is already included in the plan, as well as parallel LRT service.

Ms. Hudgins talked about the challenges of not having a land use development initiative. The community needs to understand the economic value added of the land use that is created.

Delegate Ramadan asked if Fairfax County is coordinating this plan with Loudoun County staff because there are more than 100,000 cars coming from Loudoun County through Fairfax County on the way to their work each day. He stated that if there is no input, the study will be flawed. Mr. Burke answered that there has been coordination on a staff level between the counties but agreed to have a more comprehensive discussion with Loudoun County staff.

Jim Snyder, Planning Director for Falls Church, stated that Falls Church is working closely with the Seven Corners Revitalization Task Force and it would be helpful to have maps showing the connectivity between the jurisdictions and their plans, including transit and land use.

VRE System Plan. Christine Hoeffner, Planning Manager for VRE, provided an overview of the VRE System Plan, which is an update on the 2004 Strategic Plan and will provide a framework for growing the VRE system through 2040. Following a day-long work session by the VRE Operations Board in July, the following initiatives were chosen to be analyzed:

- Near-term focus to achieve service increases within the existing railroad operating agreements, such as adding and lengthening trains.
- Medium-term focus to expand service and operations, within the existing VRE core territory, to take advantage of new markets and potential operating efficiencies. This may include the Gainesville-Haymarket extension, reverse trains, express trains, off-peak trains and other infrastructure improvements.

- Long-term focus on more complex projects that could build off of investments recommended in earlier stages of the System Plan and begins to form the foundation for a Washington, DC regional commuter rail network. VRE-MARC run-through service would be an initial step towards such a network.

Ms. Coyner stated that this is just a preview of the VRE System Plan since NVTC will be briefed again on this at future meetings. Ms. Hoeffner stated that System Plan recommendations will be presented to the VRE Operations Board at its October meeting and VRE will finalize the System Plan in January 2014.

Following a question from Delegate Ramadan, there was a discussion of the benefits of reverse commute service. Mr. Zimmerman noted that expanding VRE service may be more economical than spending billions of dollars to extend the Metrorail system. Mr. Reid asked if the future plans for run-through service into Maryland would include Loudoun County. Ms. Hoeffner stated that VRE is only looking at ways to utilizing existing railroad right-of-ways which do not go into Loudoun County. The Gainesville-Haymarket extension could provide connectivity with other transit modes, which could provide a way to extend transit into areas not currently being served. This project is still in the planning phase but it is considered a priority project for VRE.

MWCOG Regional Transportation Priorities Plan (RTPP). Ms. Coyner stated that the Transportation Planning Board's RTPP identifies and prioritizes strategies for addressing transportation challenges in the region. The RTPP is intended to inform what projects should be funded and included in the Constrained Long-Range Transportation Plan (CLRP). During the public comment period in August, NVTC submitted staff comments, which included noting the absence of a strong commuter rail strategy in the RTPP. TPB staff is revising the draft plan in response to comments received and the revised plan will be presented to the TPB in October and released for a second public comment period. NVTC staff will work with the Management Advisory Committee members to draft comments for the second comment period.

Mr. Zimmerman moved, with a second by Mr. Smedberg, to authorize NVTC staff to work with jurisdictional staff to draft comments for NVTC's Chairman to send to TPB on behalf of the Commission. The vote if favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Ramadan, Rust, Smedberg, Snyder and Zimmerman. Mr. Reid abstained.

Preliminary Projections of NVTC's General and Administrative Direct Contributions for FY 2015

Ms. Coyer stated that each fall, NVTC staff proposes a preliminary budget for the next fiscal year to be used by its member jurisdictions in planning their own budgets. While the FY 2015 budget is still under development, the need to notify the jurisdictions of their expected direct local contributions still exists. The FY 2015 proposed budget will be presented at a future meeting.

Mr. Euille moved, with a second by Mrs. Bulova, to authorize staff to forward the preliminary FY 2015 direct contribution requirements to the NVTC member jurisdictions for planning purposes. The vote in favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

DRPT Grant Revenue Reconciliation

Mr. Kalkwarf explained that NVTC staff is seeking authorization to provide a letter showing the net impact of the reallocation of state assistance by NVTC's SAM to the NVTC WMATA jurisdictions' Boards and their individual Board members. Mr. Kalkwarf reviewed the two charts that were provided to Commissioners. Mr. Snyder observed that wording is needed in the footnote showing that this is not net total of the budget allocation. Mr. Kalkwarf agreed that the chart is strictly state aid funding. Gas tax revenue is allocated on the prior year's point of sale. Mr. Snyder requested that this information be included in the footnote so it mentions both the SAM allocation and gas tax revenue.

Mr. Euille moved, with a second by Mrs. Bulova, to authorize NVTC staff to provide letters showing the impact of the reallocation of state assistance by NVTC's SAM to the NVTC WMATA jurisdictions' Boards and their individual Board members. The vote in favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Ramadan, Rust, Smedberg, Snyder and Zimmerman. Mr. Reid abstained.

CTB Fall 2013 Pre-Allocation Hearing

Ms. Coyner reported that the Commonwealth Transportation Board's (CTB) fall 2013 Pre-Allocation hearing is anticipated to be held at the Northern Virginia VDOT offices in Fairfax, Virginia on October 22, 2013. The purpose of the hearing is to allow jurisdictions and the public to provide additional comments on the current FY 2014-2019 Six-Year Program and the development of the FY 2015-2020 Six-Year Program. This is also an opportunity to remind CTB of the important role of NVTC and transit in Northern Virginia.

Mrs. Bulova moved, with a second by Delegate Rust, to authorize NVTC's Chairman or his designee to testify at the CTB Pre-Allocation Hearing. The vote in favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hudgins, Hynes, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

TSDAC Update

Ms. Coyner reported that over the past month DRPT has moved forward with public review of its Performance-Based Operating Assistance Allocation Plan. The comment period closed on October 1st. NVTC's Chairman submitted comments on behalf of the Commission. She also reported that NVTC staff attended presentations on TSDAC to the House Appropriations Committee, the Senate Finance Committee and the Commonwealth Transportation Board (CTB) during the last month.

Ms. Coyner reminded Commissioners of the continued concern regarding how ridership is proposed to be calculated for WMATA. There is a significant amount of funding at stake. At the September 9th TSDAC meeting, the committee discussed DRPT's decision to use jurisdiction of residence for determining Virginia unlinked trips for WMATA Metrorail. TSDAC acknowledged that unlinked trips for WMATA Metrorail are being treated differently than unlinked trips for other agencies throughout the Commonwealth.

Ms. Coyner reported that although TSDAC was scheduled to review and finalize plans for the capital funding allocation on September 9th, this has been postponed until the next TSDAC meeting on October 11th. The main issue still unresolved is DRPT's proposal to change the state contribution to net of federal share instead of gross cost of an asset, which is of particular concern for NVTC jurisdictions because they do not accept federal formula funds for transit. Based on the most recent DRPT model, NVTC estimates that the shift from net to gross costs alone would result in an increase in local contributions for NVTC jurisdictions of \$6 million for FY 2014. Ms. Coyner stated that a 45-day public comment period for the capital allocation is set to begin on October 11th and end November 24th. The Commonwealth Transportation Board is anticipated to take action on TSDAC's capital recommendation on December 4, 2013. Mr. Smedberg observed that this is a significant issue and NVTC needs to monitor this closely. Chairman McKay expressed his concern that this region could lose millions of dollars under the proposed capital allocation model. Those systems that run efficiently and cost effectively would be penalized.

Mrs. Hudgins left the meeting at 9:41 P.M. and did not return.

Mr. Reid raised concerns about requiring Loudoun County to shift federal funds from WMATA to local jurisdictions. He asked for NVTC assistance in helping draft language for the county's Legislative Agenda. Chairman McKay stated that NVTC's Legislative Committee is also working to include language for its NVTC's Legislative Agenda.

Vanpool Incentive Program

Ms. Coyner reported that the Vanpool Incentive Program will be marketed under the name Vanpool Alliance. The signing ceremony was held tonight at PRTC. A separate launch event is being planned for a future date. Ms. Coyner explained that the program requires bridge funding in an estimated amount of \$85,000 for FY 2015 and

\$1,350,000 for FY 2016. The program anticipates net earnings of about \$4 million annually within three years. The program's net earnings are dependent on receipt of Section 5307 funds, which are received two years after initial NTD reporting. The bridge funding is needed to cover expenses for the initial two to three year period. Since the Section 5307 funds go directly to WMATA, NVTC has proposed a method to credit the jurisdictions' advance of funds. WMATA is reviewing this proposal.

VRE

Report from VRE. Mrs. Bulova announced that Donna Boxer, VRE's Director of Finance, is filling in for Mr. Allen, who is out of town. Ms. Boxer provided a briefing on the impact of the federal government shutdown. VRE has experienced a 30 percent reduction in ridership. If that was reflected in revenue, it would be a decrease of a \$1 million a day. However, since October monthly tickets were purchased prior to the shutdown, VRE does not expect much of a budget impact right now. For now, VRE is running a full schedule, but is ready to reduce service if needed.

Ms. Boxer also reported on an incident that happened yesterday with Train #311, which struck an unoccupied vehicle stopped on the tracks in the Cherry Hill area. In response to a question from Mrs. Bulova, Ms. Boxer explained that the accident was caused by driver error and fortunately there were no injuries.

Auditor of Public Accounts (APA) Report. Mrs. Bulova reported that following the release of the APA final report titled "Review of the Governance Structure over the Virginia Railway Express," the VRE Operations Board recommends that a Joint Audit Committee be established by PRTC and NVTC consisting of the VRE Operations Board to review the subject Report and define a course of action for the Commissions' consideration. The VRE Operations Board also called for a VRE management audit to be conducted under the direction of the Audit Committee.

Chairman McKay explained that Resolution #2223 would appoint Mr. Smedberg and Mr. Cook, as officers of the VRE Operations Board, and Mr. Zimmerman, as the sixth appointment to the Joint Audit Committee. The sixth appointment will rotate between the two commissions. Ms. Coyner also explained that the resolution also authorizes the development of a response to DRPT Director Drake's letter included in the Report; a separate action is not needed.

Mr. Smedberg stated that as VRE Operations Board Chairman, he appreciates the cooperation between Ms. Coyner, Mr. Harf and Mr. Allen as they have coordinated responses to the APA Report.

On a motion by Mrs. Bulova and a second by Mr. Euille, the Commission approved Resolution #2223 (copy attached). The vote in favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hynes, May, McKay, Ramadan, Rust, Smedberg, Snyder and Zimmerman. Mr. Reid abstained.

Preliminary FY 2015 VRE Operating and Capital Budget. Mrs. Bulova reported that the VRE Operations Board recommends Commission approval of Resolution #2224, which would authorize NVTC staff to send the Preliminary FY 2015 VRE budget to its contributing and participating jurisdictions for use in preparing their own FY 2015 budgets.

Mrs. Bulova reported that the most significant budget projection at this time is the impact on VRE of the provision of MAP-21, the new federal transportation funding legislation. The current estimate is that VRE will receive an additional \$9.7 million of program funds annually (80 percent federal plus required match), compared to the amount received in FY 2013 under the prior Fixed Guideway Program. At the state level, the state is in the process of finalizing TSDAC recommendations for altering statewide funding formulas for both operating and capital allocations. Mrs. Bulova stated that the Preliminary FY 2015 budget totals \$118.3 million with the addition of an eight-car train on the Fredericksburg Line in July 2014 and the completion of the L'Enfant storage track. Assuming no change in either fares or subsidy, the budget reflects a current unfunded total of \$2.5 million. As in the past, the final VRE FY 2015 budget is expected for action by the Commissions in January 2014.

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

Sole Source Contract for Positive Train Control Equipment and Installation Services. Mrs. Bulova reported that the VRE Operations Board recommends that the Commission approve Resolution #2225, which would authorize VRE's CEO to execute a sole source contract for positive train control equipment and installation services to Wabtec Corporation, the only practically available source of this equipment, in an amount not to exceed \$7,023,969, plus a five percent contingency of \$351,198, for a total amount not to exceed \$7,375,167.

Mr. Foust asked about the documentation justifying the sole source procurement referred to in the VRE memorandum. Ms. Boxer explained that it is referring to internal documentation in accordance with VRE purchasing policy and FTA requirement. Mr. Zimmerman explained that positive train control is a federal mandate and the host railroads have determined the type of equipment to install and Wabtec Corporation is the only practically available source of this equipment at this time. Documentation for meeting the sole source requirement must be on file.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #2225 (copy attached). The vote in favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hynes, May, McKay, Rust, Smedberg, Snyder and Zimmerman. Mr. Reid and Delegate Ramadan abstained.

VRE and PRTC 2013 Total Compensation Market Study Final Report. Mrs. Bulova stated that Segal Company, VRE's consultant for this study, presented its findings and recommendations to the VRE Operations Board on September 20th. The Operations Board recommends PRTC approve an amendment to the PRTC/VRE Personnel Policy to modify the PRTC/VRE General Payscale to be modified to create three higher grades and to notify NVTC of the recommendation. No action is required by NVTC.

WMATA

WMATA Budget Development. Ms. Hynes reported that WMATA's budget development process begins next week and it is anticipated that the General Manager will present the FY 2015 budget to the WMATA Board in November.

New Electronic Payments Program (NEPP) Procurement and Implementation. Ms. Coyner reported that as requested by its member jurisdictions, NVTC has taken the lead in working with WMATA on the New Electronic Payments Program (NEPP) procurement, in coordinating and convening the working group, and in requesting and achieving a unified pricing structure for the Northern Virginia transit systems. NVTC will formalize its role, responsibilities and authorities in an agreement with the transit systems, VRE and PRTC. Ms. Coyner explained that currently NEPP is not included in NVTC's work plan.

Mrs. Hynes moved, with a second by Mr. Foust, to confirm that NEPP is a priority under the 2013 NVTC Work Plan and to direct the Executive Director to report back to the Commission on the resources required to complete this new work plan item. The vote in favor was cast by Commissioners Black, Bulova, Euille, Fisette, Foust, Hynes, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

Northern Virginia Transportation Authority (NVTa)

Mr. Zimmerman announced that on October 1, 2013 the Fairfax County Circuit Court ruled in favor of NVTa's Bond Validation suit. The final order is due to be signed October 11, 2013.

Information Items

Bus on Shoulder (BOS): Final Reports of the I-66 Inside the Beltway BOS Pilot Project and the TPB BOS Task Force. VDOT released the final report of the I-66 inside the Beltway Bus on Shoulder Pilot Program. The engineering analysis resulted in the extension of the length of two pilot locations. Loudoun County Transit (LCT) assisted VDOT with a trial run in May. Construction will occur between March and October 2014.

MWCOG Economy Forward: One Year of Progress Event. Key stakeholders from government, business and philanthropy met on September 27th to discuss Economy Forward with a focus on activity centers as well as proposed regional transportation priorities.

MAP-21: USDOT's Schedule for Implementing Performance Measures. MWCOG TPB staff prepared a memorandum detailing USDOT's proposed schedule for implementing MAP-21's performance provisions. USDOT released the proposed rules in September 2013.

Other NVTC Business

Delegate Ramadan stated that during the last General Assembly session he introduced a bill that would have provided a tax credit for people who telework. The bill had bi-partisan support from the Northern Virginia delegation and it passed both houses but died in conference committee. He plans to introduce an identical bill during this session. He strongly recommended that NVTC include support of this legislation in its Legislative Agenda. Chairman McKay stated that he will refer it to the Legislative Committee for their review.

Mr. Reid asked if NVTC could have some of its meetings in Fairfax County, since some Commissioners have to travel a far distance for these meetings. Ms. Coyner stated that staff has looked at meeting alternatives but the challenge is that this space is part of NVTC's lease and there would be a financial impact if NVTC changed locations.

Adjournment

Without objection, Chairman McKay adjourned the meeting at 10:08 PM.

Approved this 7th day of November, 2013.

Jeff McKay
Chairman

David F. Snyder
Secretary-Treasurer