



MINUTES
NVTC COMMISSION MEETING – OCTOBER 1, 2015
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:06 P.M.

Members Present

Richard Black
Sharon Bulova
Jim Corcoran
Jay Fisette
John Foust
Mary Hynes
Jeff Greenfield
David LaRock
James LeMunyon
Jeff McKay
J. Randall Minchew
Thomas D. Rust
David F. Snyder
Jennifer Wexton

Members Absent

John Cook
William Euille
Catherine Hudgins
Ken Reid
J. Walter Tejada
Paul Smedberg

Staff Present

Karen Finucan Clarkson
Kelley Coyner
Rhonda Gilchrest
Dan Goldfarb
Laurel Hammig
Scott Kalkwarf
David Koch
Kate Mattice
Elizabeth Patel
Aimee Perron Siebert
Melissa Walker
Steve MacIsaac (legal counsel)
Todd Horsley (DRPT)
Bryan Jungwirth (VRE)
Joe Swartz (VRE)

Chairman's Remarks

Chairman Snyder stated he will reserve his remarks since there is a full agenda. He suggested moving the VRE Agenda Item, which includes an action item, to after the Consent Agenda since Mr. Greenfield has to leave early. There were no objections.

Minutes of NVTC's September 3, 2015 Meeting

Mr. McKay moved, with a second by Mrs. Hynes, to approve the minutes. The vote in favor was cast by Commissioners Black, Bulova, Fisette, Foust, Greenfield, Hynes, LeMunyon, McKay, Rust, Snyder and Wexton.

Consent Agenda

Mrs. Bulova moved, with a second by Mrs. Hynes to approve the following Consent Agenda:

- A. Authorization for the Chairman or His Designee to Present Testimony at the Commonwealth Transportation Board's Fall 2015 Hearing
- B. Authorization to Provide Notice of Direct Contribution to NVTC's Jurisdictions
- C. Authorization to Issue a Request for Proposals (RFP) for a Copier Lease and Maintenance Contract
- D. Approval of the 2016 Meeting Schedule

Delegate LeMunyon requested "#A: CTB Testimony" be removed from the Consent Agenda.

The Commission then voted on the amended Consent Agenda to approve B, C and D. The vote in favor was cast by Commissioners Black, Bulova, Fisette, Foust, Greenfield, Hynes, LeMunyon, McKay, Rust, Snyder and Wexton.

Authorization for the Chairman or His Designee to Present Testimony at the Commonwealth Transportation Board's Fall 2015 Hearing

Mrs. Bulova moved, with a second by Mrs. Hynes, to authorize Chairman Snyder or his designee to present testimony at the Commonwealth Transportation Board's fall 2015 hearing. The vote in favor was cast by Commissioners Bulova, Fisette, Foust, Greenfield, Hynes, McKay, Rust, Snyder and Wexton. Senator Black and Delegate LeMunyon voted no. (Delegate LeMunyon noted he objected to a position taken in the testimony.)

(Chairman's Note: The draft testimony identifies key issues for NVTC in VDOT's Six-Year Improvement Plan (FY 2017-2022). In addition, the draft testimony states, "Inside the Beltway, VDOT proposes express lanes that, when combined with consistent high-occupancy vehicle (HOV) requirements along the corridor, will maximize throughput and

ease congestion. Virginia also proposes to use toll revenues to fund multimodal improvements in the corridor, allowing more people to travel more reliably along I-66. NVTC is excited to be designated by the Commonwealth to be a part of this project's implementation." The underlined statement does not address the Commonwealth's decision to impose tolls on I-66 in HOT lanes either Inside or Outside the Beltway. Accordingly, the statement does not endorse the Commonwealth's tolling decision. It only makes reference to Secretary Aubrey Layne's designation of NVTC as a partner to oversee the Multimodal Improvement Program that is part of the I-66 Inside the Beltway Project.)

Mr. Corcoran arrived at 8:08 P.M.

Virginia Railway Express

Report from the VRE Chief Executive Officer. Mrs. Bulova noted that Mr. Swartz is filling in for Mr. Allen, who was unable to attend. Mr. Swartz reviewed highlights of recent VRE staff activity related to safety and security. VRE hosted a team of researchers from the U.S. Department of Transportation's Volpe Center Research Group who evaluated VRE as part of the development of a new pilot behavior-based safety program being sponsored by the Federal Railroad Administration (FRA); provided classroom and hands-on equipment training to the Nokesville Volunteer Fire Department; and participated in the Washington Union Station Facilities Emergency and Planning Table Talk exercise hosted by Amtrak.

Delegate LaRock arrived at 8:09 P.M.

Mr. Swartz reported on-time performance (OTP) for the month of August was 93 percent and average daily ridership was 17,600. The Spotsylvania Station is scheduled to be completed in the next few months. VRE continues to monitor congressional activity concerning the legislation extending the Positive Train Control (PTC) deadline. The House is expected to vote on a bill that would extend the deadline and the Senate is also expected to take action. Chairman Snyder asked about VRE's schedule for PTC implementation. Mr. Swartz responded that VRE will have its PTC equipment installed by the end of the year. However, since it is interoperable with the host railroads (Norfolk Southern and CSXT) full PTC implementation is dependent on their schedules.

Authorization to Refer VRE's Preliminary FY2017 Operating and Capital Budget to the Jurisdictions. Mrs. Bulova stated that Resolution #2283 would authorize the referral of the VRE preliminary FY2017 budget to the jurisdictions. The budget totals \$119.8 million and includes a proposed five percent subsidy increase with no fare increase. There is a current net unfunded amount of \$2.8 million. As in the past, VRE will submit a balanced budget to the Operations Board in December. The final version of the budget will be presented to the Commissions at their January 2016 meetings.

Mrs. Bulova moved, with a second by Mr. Foust, to approve Resolution #2283 (copy attached). The vote in favor was cast by Commissioners Black, Bulova, Corcoran, Fisette, Foust, Greenfield, Hynes, LaRock, LeMunyon, McKay, Rust, Snyder and Wexton.

VRE Financial Plan. Mrs. Bulova stated that VRE has been working on strategic financial forecasting to develop a long-term Financial Plan in order to identify ways to fund future VRE growth outlined in VRE's Strategic Plan 2040.

Executive Director Report

Ms. Coyner stated there is a handout with key dates of upcoming NVTC activities, including public meetings for the I-66 Inside the Beltway project. NVTC will participate to provide information on the multimodal portion of the proposal. She reported that the Commonwealth has proposed a draft Framework Agreement for the I-66 Inside the Beltway project and the jurisdictions have received a copy of the draft agreement. NVTC is creating a Working Group to work on the agreement. The Commission will receive an update on the agreement at the November 5th Commission meeting.

Ms. Coyner stated that in advance of next month's Route 7 public meetings, NBC4's Adam Tuss did a feature of the Envision Route 7 project. The story was broadcast on Tuesday night and Wednesday morning.

Ms. Coyner reported that NVTC and the regional partners have not received cost estimates from WMATA or its contractor for the New Electronic Payments Program (NEPP). The estimates are expected in early October. After pricing is received, there will be a regional discussion on how, or if, to move forward with the implementation of NEPP. The NEPP pilot of Metrobus and Metrorail is completed although not accepted by WMATA. A number of questions have been raised by WMATA, NVTC and regional staff regarding the cost effectiveness and regional implementation of the project.

Ms. Coyner also announced that the NVTC Emergency Preparedness Program planning group has reviewed draft plans for three stations (Rosslyn, Wiehle-East, and National Airport) and the draft schedule for completing all the Metrorail stations in Northern Virginia. Rosslyn and Wiehle-East will serve as templates for above and below ground stations. The National Airport plan will be incorporated in a full-scale "boots on the ground" exercise in March. Each plan is designed to ensure the safety and mobility of passengers evacuated from Metrorail stations.

Regional Bus Agenda

Ms. Coyner stated that the NVTC Regional Bus Agenda, a cornerstone of NVTC's Strategic Framework, envisions a Northern Virginia where a high capacity, high quality network of transit systems connects people to businesses of all types, allowing this diverse region to thrive economically. She explained that it is meant to be a tool to assist the Commission and the jurisdictions and it is not meant to step in the role of the transit service providers or the jurisdictions.

Ms. Coyner stated it is exciting that some of the work NVTC has already engaged in is leading edge in using GIS to look at where transit needs are. NVTC will be able to layer additional information as jurisdictions develop their transit plans as we look at investment opportunities for funding in order to make regional connections. The Commission will be periodically updated on the progress being made.

Mrs. Bulova moved, with a second by Mrs. Hynes, to approve the Regional Bus Agenda.

Chairman Snyder stated that the Regional Bus Agenda offers the region a great opportunity to work together to coordinate better, to provide more effective and efficient service to more people.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Black, Bulova, Corcoran, Fisette, Foust, Greenfield, Hynes, LaRock, LeMunyon, McKay, Rust, Snyder and Wexton.

Envision Route 7 Project

Dan Goldfarb, NVTC's Route 7 Project Manager, gave an overview of Phase 2 of the project, which includes looking at the projected ridership and costs associated with light rail transit (LRT) and bus rapid transit (BRT). In addition to these modes, there is an option of implementing transportation systems management (TSM), which involves non-capital intense and lower-cost strategies, such as enhancing existing bus service. Another option is "no build." At the conclusion of this phase, a preferred mode will be identified for a high quality transit option for this corridor.

Mr. Goldfarb stated that Route 7 is one of the nation's oldest and most historic thoroughfares. Today, about 553,000 people live along Route 7. The corridor's population is expected to grow by 34 percent by 2040, which will result in the need for more than 82,000 additional residential units. A 36 percent increase in jobs is expected by 2040. The phenomenal growth in Tysons is a harbinger of growth to come to the Route 7 corridor. Today the size of Tysons is equivalent to the size of the City of Miami. Within 15 years, employment in Tysons will approach 160,000, rivalling Seattle and Houston's central business districts (CBDs) today. Mr. Corcoran asked for information on land densities of the CBDs discussed.

Mike Flood, project consultant with Parsons Brinckerhoff, summarized the travel time projections. With a dedicated guideway, such as LRT or BRT, the transit travel time would be half of what it would be under the no build or Transit Service Management (TSM) options. Mr. Corcoran asked for information on what is today's current travel time. Mr. Flood stated that analysis shows this a viable corridor for transit. Regarding cost estimates, BRT's capital costs are nearly 75 percent lower than LRT and operating costs are about 40 percent below LRT. Construction of needed dedicated structures for LRT contribute to LRT's higher capital costs (\$990 million), which are nearly four times higher than BRT (\$250 million).

In response to a question from Mr. Foust, Mr. Flood stated the primary driver of ridership is travel times savings. There is not a big difference in preference between LRT and BRT.

Mr. Fisette asked if the original purchase price and replacement costs were included in the capital cost estimates. Mr. Flood responded that initial capital costs include only the purchase costs.

Mrs. Hynes asked if BRT would be used in dedicated lanes the entire corridor. Mr. Flood stated they are now testing the viability of the options. Phase 3 will include engineering. The service would operate in different types of a fixed guideway. Both BRT and LRT would operate in median lanes from Tysons to the City of Falls Church. Route 7 through the City of Falls Church is constrained in the right-of-way with buildings right next to the road. The service would operate in Business Access Transit (BAT) lanes, which would be open to buses and any vehicle making an immediate right turn. BAT lanes would be used again on US 29 between Route 7 and the East Falls Church Metrorail Station. From the Metrorail station south, it would use dedicated lanes. Along Route 7, lanes would potentially be curbside transit-only lanes. Once in the City of Alexandria, the vehicle would operate in mixed traffic.

Delegate Minchew arrived at 8:39 P.M.

Mr. Flood reviewed the alignment options that are under consideration. The service would start in Tysons near the Spring Hill Metrorail station and stop at either Mark Center or the King Street Metrorail station in Alexandria. There is some interest in connecting to the Van Dorn Metrorail Station. A mid-corridor connection to the East Falls Church Metrorail station is also being evaluated.

Senator Black asked if there are plan to connect this project to Route 7 west to Loudoun County. Mr. Flood stated that there has been interest expressed in this type of study and he believes VDOT may be considering such a study, but it is not part of this study.

Mr. Flood reviewed the next steps, which include presenting material, entering the alternative analysis phase, funding and financing analysis, and then recommending a mode choice, terminus and alignment.

Mr. Fisette observed that an alignment to the East Falls Church Metrorail station would be advantageous and is important for ridership. Mrs. Hynes asked if this alignment enters into Arlington County. Mr. Flood answered the East Falls Church Metrorail station is located in Arlington County. Mrs. Hynes asked for a clear map/diagram showing the proposed alignment as well as the impacts during the design phase.

Mr. McKay stated that the Route 1 Alternatives Analysis included an economic development component to help explain the costs and benefits to the region. He asked if a similar component is included in this study. Ms. Coyner replied that it is not part of this phase. This analysis focuses on the economic drivers that define the transportation need. It does take into account existing and anticipated development. Typically, the economic development component is done in the next phase. Mr. Fisette stated that looking at the benefits of an investment is helpful to know. He asked about what it would take to include

economic development in one of the phases of the project. Ms. Coyner stated that staff will report back on how the technical analysis would support an HB2 application.

In response to a question from Mr. Fisette, Ms. Coyner reviewed the timeline for the project. She also explained that the process calls for identifying a project champion or sponsor. The work being done will also result in a sustainable funding strategy.

Ms. Coyner explained that web-ready information will be made available to Commissioners to reach out to the community to invite them to the upcoming public meetings.

Legislative and Policy Committee Co-Chair Report

Legislative and Policy Committee Co-Chairs, Jeff McKay and Jeff Greenfield, provided an overview of the draft 2016 NVTC Federal and State Legislative and Policy Agenda. Mr. McKay stated that the Agenda was circulated to Commissioners with redlined changes. It is very similar to last year's agenda with most of the changes being editorial, with the addition of updates reflecting recent legislative and policy changes:

- The need for dedicated funding sources for operating assistance as well as capital;
- A call for a floor on the regional gas tax;
- A request that the bus on shoulder pilot be evaluated with a focus on the condition of the shoulder; and
- A new priority for safety and security items that calls for 1) authorization of the Metro Safety Commission to provide safety oversight of WMATA, 2) coordination and support of emergency planning, and 3) continued support of State of Good Repair as key to safe transit operations, especially with respect to rail.

Mr. McKay explained that the Federal and State Legislative and Policy Agenda will be presented for approval at the November meeting. Commissioners are encouraged to submit comments. The agenda has been coordinated with member jurisdictions, VRE, NVTA, WMATA and NVTC's Legislative and Policy Committee.

Mr. Greenfield reported that there are no substantive changes to the Federal portion of the Legislative and Policy Agenda. It reflects the current state of play of the Federal surface transportation authorization. The current extension expires on October 29, 2015. The Senate has passed a six-year bill and the House continues to work on legislation. Regarding Positive Train Control (PTC), which is a key issue for VRE, the House has introduced a bill to extend the deadline.

Mr. Greenfield reported that Maryland and Virginia delegation members introduced a bill that would make the Federal Transit Administration the appointing authority for the Federal member of the WMATA Board. It is anticipated that there will also be legislation introduced in the Senate.

Mr. Greenfield announced that a joint NVTC/PRTC Legislative and Policy briefing will be held on December 9th in the Springfield area. [It has subsequently been rescheduled to December 10th.] Both Federal and state legislators will be invited to attend.

Delegate LeMunyon asked if support for the in-state collection of online retail sales tax needs to stay in the Legislative and Policy Agenda since the deadline for the Federal government to enact legislation passed, which resulted in an increase if the gas tax kicked in January 1, 2015. Delegate Rust stated that it will be in effect until the Federal government enacts an on-line sales tax. Senator Black observed that the bottom line is that there is a funding source. Mr. Fisette suggested taking out the last two sentences under this item in the Federal and State Legislative and Policy Agenda. Mr. McKay agreed this is a good suggestion. There were no objections.

In response to a question from Mrs. Bulova, Mrs. Hynes explained that currently the General Services Administration (GSA) appoints the Federal member to the WMATA Board, but her opinion is that the new legislation introduced in the House to transfer that appointing authority to the Federal Transit Administration (FTA) makes sense.

Mr. McKay stated that it is important for NVTC to make a strong statement on transit safety in the Legislative and Policy Agenda among other places.

Delegate Minchew stated that yesterday the National Transportation Safety Board (NTSB) made two related safety recommendation to the U.S. Department of Transportation. It would designate WMATA as a commuter authority which would subject it to Federal Railroad Administration (FRA) oversight for WMATA's rail system. This would require a legislative change. NTSB also called for the FTA Administrator to develop and implement a plan to transition the oversight within six months. Delegate Minchew suggested it would be helpful to know the pros and cons to designating WMATA as a commuter authority.

Chairman Snyder stated that the theory is that the FRA, as a regulatory agency, already has expertise on railroads. Whether FRA would need to hire inspectors with different expertise than what they have now is the question. He believes that NVTC should make a statement on this issue and what is the best approach on safety with respect to WMATA.

Mr. Greenfield left at 9:12 P.M.

Report of the Virginia Members of the WMATA Board of Directors

Mr. Corcoran reported that the General Manager/CEO search is underway and interviews are being scheduled to begin next week. He also announced the FY2015 Audit will start on October 5th. Final bids have been accepted for a management and operations audit of WMATA. Mr. Corcoran announced that he has been named chair of the Audit and Investigations Committee. He also reported that the WMATA Board has discussed hiring another firm to serve as a corrective action consultant. He believes that things are moving in a better direction at WMATA compared to six months ago.

Mrs. Hynes reported that FTA accepted WMATA's plan to address corrective actions following a FTA safety audit. Since FTA did not have safety powers until after the last MAP-21 authorization was passed, it is difficult to know if the number of corrective actions from FTA audit are normal.

Mr. Fisette suggested that NVTC should host 2-3 sessions across Northern Virginia and invite the public to voice questions, concerns and comments about WMATA service. Mr. Corcoran reported that WMATA Board members are also trying to reach out to the riders through a series of 10 sessions at different Metrorail stations throughout the region. There may be a way to tie into these events. Mrs. Bulova agreed that Mr. Fisette's suggestion is a good idea. WMATA should participate. It is a good opportunity to hear concerns, thoughts and comments, which could culminate into a written report including recommendations. She suggested the presentation could include historical background of WMATA, where does funding come from, how the governance structure works, and what are some of the challenges WMATA is facing. Timing of these public meetings could be strategic with a new General Manager/CEO.

Delegate LeMunyon asked if the management and operations audit is looking at the Compact and WMATA's governance structure. Mr. Corcoran replied it is not part of this audit, which is strictly looking at operations. The corrective action consultant may look at those types of issues. Mrs. Hynes expressed caution about opening the Compact. It has been looked at several times and each time the conclusion that the dangers of opening the Compact outweigh the benefits.

Senator Black left at 9:26 PM.

NVTC FY2015 4th Quarter Ridership Report

Mr. Koch gave an overview of the ridership report, which is cumulative over the four quarters. All of Northern Virginia's transit systems' ridership is basically unchanged from FY2014 to FY2015. During that period, overall Metrobus ridership was down slightly and Metrorail rail ridership is slightly up. He reported that for the last three quarters Metrorail ridership has been down about one percent, which is a general trend. Riders with longer commutes and higher commuting costs are riding less, while there is an increase in ridership growth in the urban areas. There is also a continual shift in ridership from the Orange Line to the Silver Line.

Mr. Koch reviewed data for the local systems. There is an eight percent decline in Fairfax Connector ridership. Fairfax Connector staff thinks the decline is due to riders in the Herndon/Reston area shifting modes to the Silver Line. The City of Fairfax's CUE Bus has seen a six percent decline, which the City of Fairfax staff attribute to overall Metrorail ridership decline and lower gas prices.

Mr. McKay expressed concern about the ridership decline at the end of lines. He requested NVTC, as it has in the past, provide parking utilization data in the monthly meeting materials.

Commonwealth and Regional Agency Reports

Mr. Horsley gave a quick update on DRPT issues. HB2 applications were due September 30th. The projects will be screened and evaluated from October through January by Commonwealth staff. There were no questions.

NVTC General and Administrative Budget

Ms. Coyner stated that the proposed amended FY2016 G&A Budget and a preliminary FY2017 G&A Budget have been provided. A budget work session will be held on October 19 or 20.

Delegate LeMunyon asked what is the basis for the I-66 Inside the Beltway project budget numbers and how do they turn into a revenue source. Mr. Kalkwarf replied that NVTC is planning to seek funding from the Commonwealth to cover I-66 Inside the Beltway costs since toll revenues will not be available until summer 2017. Mr. Kalkwarf noted that revenue must be accounted with respect to expenditures. Delegate LeMunyon asked about the source of these funds and whether they were appropriated funds. Ms. Coyner noted that she understood that the funds would come from the Regional Toll Facilities Revolving Account.

Ms. Coyner reviewed next steps. It is anticipated that the Commission will be asked to approve the amended budget, authorize the Executive Director to apply and execute a project agreement with the Commonwealth, and possibly authorize the issuance of a RFP for any related contract work. These are all consistent with state guidelines as well as NVTC's accounting policies. The budget footnotes provide more information about how the additional funds being requested would be used. A preliminary job description for a project coordinator is also included in the budget documents.

Financial Items for August 2015

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

Adjournment

On a motion by Delegate Minchew and a second by Mrs. Hynes, the Commission unanimously voted to adjourn. Chairman Snyder adjourned the meeting at 9:35 P.M.

Approved this 5th day of November, 2015.

David F. Snyder
Chairman

Jeffrey McKay
Secretary-Treasurer



RESOLUTION #2283

SUBJECT: Referral of VRE's Preliminary FY 2017 VRE Operating and Capital Budget to the Jurisdictions

WHEREAS: The VRE Master Agreement requires the VRE Operations Board submit to the Commissions a preliminary fiscal year budget by September 30th each year;

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2017 Operating and Capital Budget;

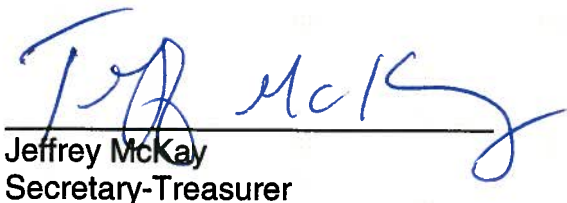
WHEREAS: At its September 18, 2015 meeting, the VRE Operations Board took action to refer the preliminary FY 2017 Operating and Capital Budget to the Commissions for their consideration; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the preliminary FY2017 VRE Operating and Capital Budget be forwarded to the jurisdictions for their formal review and comment.

BE IT FURTHER RESOLVED that NVTC directs staff to consider and address comments by the jurisdictions and to forward a final recommended budget to the VRE Operations Board at the December 2015 meeting for consideration and referral to the Commissions for adoption in January 2016.

Approved this 1st day of October 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman