



MEETING SUMMARY  
Joint Meeting of the  
Northern Virginia Transportation Commission  
and the  
Potomac and Rappahannock Transportation Commission

February 11, 2016  
Speaker's Conference Room – General Assembly Building  
Richmond, Virginia  
4:00 P.M.

**NVTC Members Present**

Sharon Bulova  
John Cook  
Jim Corcoran  
Katie Cristol  
Christian Dorsey  
David LaRock  
Jeff McKay  
Jennifer Mitchell (Alternate)  
Phyllis Randall (Alternate)  
Jennifer Wexton

**PRTC Members Present**

Ruth Anderson  
John Jenkins  
Jeanine Lawson  
Jennifer Mitchell  
Frank Principi  
Gary Skinner

**General Assembly Members Present**

Senator David Marsden  
Senator Jeremy McPike  
Senator Scott Surovell  
Senator Jennifer Wexton  
Delegate Jennifer Boysko  
Delegate David LaRock  
Delegate Mark Levine  
Delegate Mark Sickles  
Delegate Ron Villanueva  
Delegate Vivian Watts

**NVTC Staff Present**

Kelley Coyner  
Jen Deci  
Karen Finucan Clarkson  
Rhonda Gilchrest  
Kate Mattice  
Aimee Perron Seibert  
Carol Sinclair

**PRTC Staff**

Gina Altis  
Eric Marx  
Chuck Steigerwald

**VRE Staff**

Doug Allen  
Bryan Jungwirth

PRTC Chairman Frank Principi and NVTC Vice-Chairman Jeff McKay welcomed Commissioners, legislators and staff to the Joint Meeting of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission. NVTC Vice-Chairman McKay stated that since there is no jurisdictional quorum, NVTC will not conduct its business meeting following the joint meeting.

NVTC Vice-Chairman McKay announced that NVTC has released its Transit Means Business Report, which shares research by George Mason University and Virginia Tech on how transit supports economic competitiveness in Virginia and tells the stories of businesses – from national corporations to mom-and-pop shops – that value transit. It is available on NVTC's website [www.novatransit.org](http://www.novatransit.org).

PRTC Chairman Principi stated that the future of public transit in Northern Virginia and the National Capital Region is in jeopardy. PRTC faces an approximate \$9.2 million average annual shortfall over the next several years due primarily to shrinking receipts from the motor fuels tax. If this deficit cannot be resolved by July 1, 2016, transit service is at risk, which could impact 12,000 daily PRTC bus riders. PRTC Executive Director Eric Marx provided more details regarding the deficit. A video presentation was shown how the riders will be impacted by reduced bus service. PRTC Chairman Principi encouraged legislators to support the gas tax floor legislation. This is not just a PRTC problem; it is a regional issue where all jurisdictions are impacted.

Mr. Gary Skinner, Chairman of the VRE Operations Board and PRTC Commissioner, provided an overview of VRE initiatives in 2015 and what's ahead in 2016, including corridor improvements, the new Potomac Shores Station, the Gainesville-Haymarket Extension Project, and the VRE Financial Plan. He reviewed VRE's Legislative Agenda, which includes support for a regional gas tax floor. VRE has also asked for language to be included in the budget asking the Commonwealth Transportation Board to assess the impact VRE has on the I-66 and I-95/I-395 corridors. Mr. Skinner also reported that Delegate Minchew has sponsored HB907 which would amend state law on Architectural and Engineering Term Contracting (GEC Contracts) so that Transportation Commissions like NVTC and PRTC would be included in an already existing exemption to the limit. This would reduce costs for both VRE and its contractors.

Mr. Jim Corcoran, WMATA Board Member and NVTC Commissioner, gave an overview of the status of the Washington Metropolitan Area Transit Authority (WMATA). WMATA's new General Manager/CEO Paul Wiedefeld began on November 30<sup>th</sup> and his top priorities are safety, reliability and financial stability. With a new GM/CEO, a new WMATA Board Chairman, and two consultants hired to help improve efficiencies across the WMATA organization, the culture will be changed to ensure a safer, more reliable, efficient and sustainable operation to regain the trust of the riders and the region.

Mr. Christian Dorsey, WMATA Board Member and NVTC Commissioner, reflected there has been continual bad news regarding WMATA over the last year and it will be important to change the narrative. WMATA needs to look at other factors affecting transit ridership, such as ride-share usage, gas prices, change in preferences, other economic drivers, and teleworking.

Ms. Jennifer Mitchell, DRPT Director, welcomed everyone to Richmond. She reviewed key legislative initiatives of the Commonwealth and DRPT, including HB613 which would clarify DRPT's authority to acquire property and right-of-way for rail and transit development projects and HB1359 which would establish an advisory board to study the coming transit capital funding crisis. Regarding WMATA, SB710 would align Virginia with a provision of the federal FAST Act that changes the appointing authority for federal members of the WMATA Board from the purview of the General Services Administration to the Department of Transportation. She reported the companion bill HB1278 died in Transportation Subcommittee in the House, but hopefully House members will support the Senate bill once it crosses over.

Ms. Mitchell stated HJ109 would direct the Governor to work with his counterparts in Maryland and Washington, DC to review and make recommended improvements to certain aspects of the WMATA Compact. She stated that this bill may not be heard this Session, but DRPT has been collaborating with Delegate LeMunyon as the patron of the bill and has acknowledged the need to address items like WMATA's governance structure, safety oversight, and sustained funding sources. Ms. Mitchell also reviewed legislative initiatives concerning creating the Metro Safety Commission to replace the Tri-State Oversight Commission. She stated the Commonwealth is working diligently but it will be a challenge to meet the federal deadline as it is before the end of next year's legislative session and it will not be possible to act on this issue this year. She noted that the federal government has threatened to begin to withhold capital funds.

Ms. Mitchell stated DRPT supports VRE's legislation to ask CTB to assess VRE's impact on the I-66 and I-95/I395 corridors, as well as the legislation for short-term funding for financially-stressed public transportation agencies which will assist PRTC. However, DRPT would not see this as a long-term solution for agencies in financial trouble.

Mr. Nick Donohue, Deputy Secretary of Transportation, talked about the I-66 Corridor and the I-395 Managed Lanes Project. He reported that this week Governor McAuliffe announced a compromise on the I-66 Inside the Beltway Project. Transit is an integral part of both projects. The Administration plans to work with both NVTC and PRTC on the I-395 Project.

Mr. Donohue stated that the Administration understands the issues of the regional gas tax floor and will be supportive and that the General Assembly needs to take the first step addressing this issue. Gas tax revenues are also an issue for Hampton Roads.

In response to a question from Delegate Sickles, Mr. Donohue stated that there is an issue that single drivers cannot use I-66 to get to the West Falls Church Metrorail station because of the HOV requirements. The Commonwealth will look at this issue to see if there is a way for commuters to drive the one-mile segment from the Beltway to Route 7 to get off and park at the West Falls Church Metrorail Station, by either a toll reduction or toll credit. It would only be put in place to encourage transit use in that corridor. However, He noted that the federal government may have rules that could prohibit this.

In response to a question from Delegate Vivian Watts, Mr. Donohue provided some statistics about the differences between HOV usage in the I-95 and I-66 Corridors. He

gave an overview of improvements needed on I-66, including additional park-and-ride spaces, outreach, working with employers for incentives. Delegate Watts applauded the Commonwealth for including the park-and-ride lots in the project.

Mr. Corcoran asked about the change from HOV-2 to HOV-3. Mr. Donohue explained that under Virginia law, if procurement of an express lane project is through a Public Private Partnership (P3) it requires users to be HOV-3 or pay a toll. The Commonwealth has been working on a P3 partnership for I-66 Outside the Beltway and the entire corridor needs to be unified with HOV-3. There are also federal requirements with the Clean Air Act. The MPO adopted a policy that every HOV facility in the region would increase to HOV-3 in 2020.

In response to a question from Mr. Skinner about the southbound exits of the I-95 Express Lanes, Mr. Donohue reviewed two initiatives to help solve the congestion – a two-mile extension of the Express Lanes and the Southbound Rappahannock River Crossing Project, assuming it gets approved by the Commonwealth Transportation Board as part of the HB2 prioritization process.

Vice-Chairman McKay thanked Mr. Donohue for attending this meeting. Without objection, the meeting adjourned.

Approved this 3<sup>rd</sup> day of March 2016.

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Jay Fisette  
Chairman

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Paul C. Smedberg  
Secretary-Treasurer