

MINUTES
NVTC COMMISSION MEETING – MARCH 3, 2016
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 8:19 P.M.

Members Present

Sharon Bulova
John Cook
Jim Corcoran
Katie Cristol
Christian Dorsey
Jay Fisette
John Foust
Catherine Hudgins
David LaRock (Participated by teleconference call from Richmond)
Matt Letourneau
Tim Lovain
Jeff McKay
David Meyer (Alternate, City of Fairfax)
J. Randall Minchew (Participated by teleconference call from Richmond)
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Phyllis Randall (Alternate, Loudoun County)
Paul Smedberg
David F. Snyder

Members Absent

Jeff Greenfield

General Assembly Members

Absent During Session

Richard Black
James LeMunyon
Jennifer Wexton

NVTC Staff Present

Karen Finucan Clarkson
Kelley Coyner
Jen Deci
Rhonda Gilchrest
Dan Goldfarb
Laurel Hammig
Patricia Happ
Scott Kalkwarf
Kate Mattice
Daito Nobuhiko
Melissa Walker
Steve MacIsaac (Legal Counsel)
Doug Allen (VRE)
Donna Boxer (VRE)
Joe Swartz (VRE)

Opening Remarks

Chairman Fisette stated Virginia Code provisions allow NVTC members of the General Assembly to participate remotely during the General Assembly Session. A teleconference line was set up since several legislative members indicated they wished to participate by phone.

Chairman Fisette noted the Agenda has been amended to change Agenda Item #6D: "Engagement Letter with Bond Counsel" from an action item to an information item and to add Resolution #2301: Integrated Transportation Solutions for I-95/I-395 to Agenda Item #7.

Chairman Fisette also distributed confidential materials to Commissioners regarding the Executive Director's performance evaluation as a follow-up from the discussion and action taken at the January meeting. Paul Smedberg, Chairman of the Governance Committee, has included information outlining the evaluation process. Chairman Fisette stated moving forward all Commissioners will be able to participate in the evaluation process.

Minutes of the January 7, 2016 NVTC Meeting

Mr. McKay moved, with a second by Mr. Corcoran, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Snyder.

Meeting Summary of the February 11, 2016 Joint NVTC/PRTC Meeting

Mr. Corcoran moved, with a second by Mrs. Bulova, to approve the meeting summary. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Lovain, McKay, Meyer, and Smedberg. Commissioners Fisette, Foust, Hudgins, Letourneau and Snyder abstained.

Consent Agenda

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

- A. Approve Resolution #2298: FY2017 State Transit Assistance Applications (copy attached)
- B. Authorize the Chairman or His Designee to Comment on the Six-Year Improvement Program (SYIP) Before the Commonwealth Transportation Board
- C. Authorize the Chairman to Send a Letter to the Northern Virginia Congressional Delegation and the Chairs and Ranking Members of the Senate and House Appropriations Committee on the FY2017 Federal Appropriations

- D. Approve Resolution #2299: Appoint Katie Cristol to Serve as an Alternate to the Virginia Transit Association Board of Directors (copy attached)

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Snyder.

Executive Director Report

Ms. Coyner introduced two new staff members. Jen Deci joined NVTC in January as a Policy Analyst. She comes from the United States Senate Banking Committee where her portfolio included the public transportation title of the FAST Act. Patricia Happ joined NVTC last week as a Transit Projects and Policy Manager, leading research and planning projects for NVTC and serving as NVTC's coordinator of VRE matters.

Ms. Coyner stated that recently she has been struck by the value of regional collaboration and technical knowledge in improving travel choices for Virginians. Here are the highlights of recent NVTC activities:

- DRPT grant applications based on \$893 million in eligible costs for WMATA, VRE and local systems.
- February's standing-room-only, joint meeting with PRTC on regional bus; VRE; WMATA safety, service and reliability; and budget and financial management issues.
- Collaboration with the jurisdictions in Planning District 8 to launch a 40-year multimodal program for the I-66 corridor.
- Emergency planning for transit at the Pentagon, assessment of quarterly ridership data, and a financial plan for new transit service on a 14.5-mile stretch of Route 7.
- The release of the Business Making the Case for Transit Report.

Ms. Coyner stated the Commission will be briefed at the April meeting on the recommended preferred alternative for Envision Route 7. The public will have an opportunity to review the recommended mode and alignment as well as the funding strategy. Ms. Coyner announced that the public meetings have been moved from April to June. She noted that this will allow for public engagement without prejudicing next steps with respect to the implementation of the studies' recommendations.

Ms. Coyner announced project submissions for the Transportation Land Use Connection (TLC) program are due April 1, 2016. The program funds small studies or projects between \$30,000 and \$60,000, such as Loudoun County's 2015 station access project. TPB and NVTC staff are available to assist the jurisdictions with applications.

Ms. Coyner stated NVTC reports on ridership data each quarter. She presented the quarterly ridership report and provided an overview of the ridership trends for Northern Virginia. Overall, transit ridership in Northern Virginia is down over five percent (-5.67 percent) over last year. This has affected all of Northern Virginia's transit systems, but

particularly Fairfax Connector (-8.1 percent), CUE Bus (-13.3 percent), and PRTC (-10.4 percent). WMATA's ridership has also declined, with Virginia ridership in bus declining by 3.4 percent and Metrorail down six percent. These declines are greater than nationwide trends where rail ridership is slightly up (+.3 percent) and bus ridership is down 2.7 percent. This reflects the challenges the region is experiencing particularly with Metro service, which have spilled over and impacted the local systems.

Report of the Chairs of the Legislative and Policy Committee

Legislative and Policy Committee Co-Chair McKay asked Ms. Coyner to give an update. Ms. Coyner stated that an up-to-date legislative tracking chart has been provided to Commissioners. Ms. Coyner noted that the Commission would receive a report on the session from Aimee Perron Siebert at the April Meeting

Ms. Coyner reported the Governor has signed HB181, which adds another member to NVTC from Loudoun County effective July 1, 2016 and she committed to working with Loudoun to ensure a smooth transition to their new member.

Ms. Coyner further noted that the House Finance Committee did not move forward on HB742 which included a floor on the regional gas tax, although there were a number of people that testified in favor of this bill with no one testifying against. This bill would have had a tremendous financial impact on NVTC as well as PRTC and Hampton Roads. Mr. Snyder noted that for smaller jurisdictions this has a huge impact with the potential of increasing the tax rate for some. Chairman Fisette agreed and stated it is important to start developing a strategy now as NVTC moves forward.

Transform 66 Multimodal Project

Ms. Coyner introduced Dan Goldfarb, from NVTC who is the technical lead on the project; Steve MacIsaac, NVTC's Counsel; and Erin Murphy from Kimley-Horn, the project consultant.

Ms. Coyner stated that the Memorandum of Agreement (MOA) between the Commonwealth Transportation Board (CTB), the Virginia Department of Transportation (VDOT) and NVTC, calls for NVTC to select and administer multimodal projects that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor. Section II.C. of the MOA establishes the criteria for "Initial Multimodal Transportation Improvements," funded through an advanced allocation of \$5 million. In addition to meeting the improvement goals and component types identified in the MOA, funding for these initial components must be capable of being obligated no later than at the time tolling begins on the facility in the summer of 2017.

Ms. Coyner stated that NVTC is being asked to approve Transform 66 Multimodal Project: Prioritization Process and Evaluation Criteria that will be used to assess each component application; to authorize her to issue a Call for Components; and to authorize her to advertise a public hearing on the Components List on May 5, 2016.

NVTC has developed a prioritization process to evaluate components submitted by eligible applicants. The proposed criteria are derived from the Improvement Goals articulated in the MOA giving the greatest weight to those components which relieve congestion as measured by person throughput, improved connectivity across types of travel, travel time, and access to jobs. The criteria were developed in coordination with jurisdictional staff and are based on a numerical scoring of three evaluation categories: congestion relief, diversion mitigation and cost effectiveness. The evaluation measures and weights are consistent with the evaluation criteria and ranking processes found in HB2 and HB599 using data that is readily available to jurisdictional staff. The results of the evaluation will be provided to the Commission.

Chairman Fisetette noted the steps being discussed and acted on tonight are consistent with the MOA. He reiterated that in order to obligate funds for the Initial Program by summer 2017, the Commission needs to move forward with implementing the program by adopting a selection process and evaluation criteria, issuing a call for components, and authorizing a hearing on the submitted components. Documents being presented for action have been created in consultation with jurisdictional staff.

Mr. Letourneau asked for clarification of diversion mitigation versus person throughput. Mr. Goldfarb explained that these categories are not mutually exclusive and a project will receive scores in all three categories.

Ms. Cristol asked for an example of a project that would score high in diversion mitigation and low in congestion relief. Ms. Coyner responded a bus project would score well in each category. Mr. Goldfarb stated that bus projects would score well, vanpool or carpool programs would score in medium range and operational improvements on the road would score low in the diversion mitigation category.

Erin Murphy, from Kimley-Horn, the project consultant, stated that these types of questions on what constitutes successful diversion mitigation were discussed at a workshop with jurisdictional staff. It means diverting trips from the I-66 corridor and not just creating easier passage on parallel routes via operational and roadway improvements. Most likely if a project scores high in diversion mitigation it will likely score medium to high in the person throughput category. Chairman Fisetette reminded Commissioners that the categories are not mutually exclusive and a project will be ranked in all three categories. He also noted there could be a distinction for certain timeframes for congestion mitigation – those periods of time where there is more congestion.

Mr. Snyder moved, with a second by Mr. Dorsey, the following:

- A. Approve the Component Prioritization Process and Evaluation Criteria
- B. Authorize the Executive Director to Issue a Call for Components
- C. Authorize the Executive Director to Advertise a Public Hearing on the Components List

The vote in favor was unanimous and cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Snyder.

Chairman Fisette noted that NVTC and VDOT staff, as well as the consultants, are working on answers to questions submitted by Delegate LeMunyon.

At 8:48 P.M., Delegate Minchew joined the discussion by phone.

Regarding #6D "Engagement Letter for Bond Counsel," Ms. Coyner stated that this agenda item is now an information item. NVTC would retain bond counsel to look at the key issues to maximize how NVTC leverages the toll revenues. Mr. MacIsaac stated that at this time it is just exploratory to see what a bond deal would look like. Currently the MOA commits some portion of the toll revenue to the widening phase of the project. It is his understanding that this will be taken out of the MOA and it will probably strengthen the credit worthiness of the MOA. He expects there will be a nominal cost initially to obtaining bond counsel. Mr. MacIsaac stated NVTC may decide in the future to retain a financial advisor to structure the bond deal.

Chairman Fisette explained that this is no longer an action item because counsel has advised NVTC that the Executive Director already has the authority to obtain bond counsel.

Ms. Mitchell arrived at 8:52 P.M.

I-395 Express Lanes Northern Extension Project

Susan Shaw, Megaprojects Director at VDOT, gave a detailed overview of the I-395 Express Lanes Northern Extension Project. A comprehensive agreement executed in 2012 with 95 Express Lanes, LLC. for the I-95 Express Lanes contemplated the potential future development of the Northern HOT Lanes along the I-395 corridor. In November 2015, VDOT and 95 Express signed a Development Framework Agreement outlining initial roles and responsibilities in developing the project. The project will provide long-term transit investment through an annual transit payment amount. The scope of the project includes converting the two existing reversible HOV lanes to HOT lanes (tolls) and constructing a third HOT lane; installing an Active Management System; installing signage and toll systems; providing sound walls; providing improved connections between the proposed I-395 Express Lanes and Eads Street; and conducting a multimodal study. VDOT expects draft proposals from 95 Express in fall 2016, with final agreements being signed in January 2017. Construction could begin spring 2017.

Mr. Lovain expressed his concern about the north end of the project where it will go from three lanes to two with no shoulders as well as additional traffic from the HOT lanes merging into those lanes. He stated that it is his understanding that the District of Columbia Department of Transportation (DDOT) is considering HOT lanes on the bridge and I-395 and I-295 in the District. He asked if there has been any coordination with VDOT. Ms. Shaw responded that there is coordination but VDOT's project is likely to

precede DDOT's project. In response to a question from Mr. Lovain, Ms. Shaw stated that the final estimates for transit payments won't be finished until December 2016 and will likely provide a range of numbers. There would still be some uncertainty regarding the total financial picture.

Mr. Lovain noted that there was a promise of transit funding for the previous I-95 project and the funding disappeared. Chairman Fisetie stated it is his understanding that the transit payment is guaranteed for this project. Ms. Shaw stated that the goal of the Commonwealth is to have a transit component. She reviewed the differences between the I-95 project and this project.

Ms. Mitchell stated that DRPT has issued a RFP for the Multimodal Study and it is expected that the award will occur by end of this month. DRPT's goal is to develop a menu of transit projects with prioritization. DRPT will be leading this study but will work closely with NVTC and PRTC, as well as local government agencies. After completion of the study, Ms. Mitchell stated the project selection will be structured similarly to the Transform 66 Inside the Beltway Multimodal Program. She stated that the goal is to increase person throughput in the I-395 corridor through the HOT lanes and transit.

Mrs. Bulova moved Resolution #2301 with the following wording change to the second resolved clause:

BE IT FURTHER RESOLVED that, as part of the I-395 Express Lanes Northern Extension Project and over the course of the agreement, NVTC and PRTC shall receive an anticipated minimum annual transit payment of approximately \$20 million per year, subject to further clarity and analysis of revenue estimates, plus a set portion of any profits from the facility in excess of the modeled projections. Such funding shall be in addition to current transit funding and shall not supplant existing funds.

Mr. Snyder seconded the motion.

Mr. Letourneau asked where the \$20 million per year number came from and if it is a percentage of the revenue. Ms. Kelley stated that it is important to put a stake in the ground and NVTC wants to make sure there is an adequate goal.

Mr. Minchew left the discussion at 9:22 P.M.

In response to a question from Chairman Fisetie, Ms. Mitchell stated that the deal with Transurban changed significantly. Currently the Commonwealth funds the transit portion of the I-95 project off the top of the Transit Capital Fund.

Chairman Fisetie stated now is the time to leverage and ensure transit funding from this project. Mrs. Bulova stated that it is hard to determine the actual total and some estimates are higher than \$20 million and some less. This is why she changed the wording of the resolution. Ms. Shaw noted the Framework Agreement states, "95 Express will fund an annual transit payment as agreed by the parties as adjusted each year based on

escalation methodology to be agreed upon by the parties until the contract termination date.” She pointed out the contraction termination date is 2087.

Mr. Foust stated that in order to be able to support this resolution, he proposes a substitute motion to amend the second resolved clause with the wording change: “...NVTC and PRTC shall receive a reasonable, guaranteed, annual transit payment, sufficient to expand transit and other travel options in the corridor...” which removes the reference to \$20 million. Mr. Corcoran seconded the motion.

Mr. Cook stated he will support this amendment because there has been no information provided to back-up the \$20 million amount included in the original resolution. Mr. Corcoran also asked where the \$298 million number was generated. Ms. Finucan Clarkson stated that the number came from the final Transit TDM Study, which was based on a 40-year period.

Mr. Lovain stated he is the chairman of the Transportation Planning Board. The Constrained Long Range Plan (CLRP) will be approved in November, which means work on the analysis will begin later this month. Ms. Cristol observed that it is a sequencing question if the numbers or at least a range will be available before the CLRP is adopted. She suggested putting a placeholder in the resolution and revisiting it in the fall when the range of numbers is available. Commissioners discussed the CLRP process and the importance of getting this project included in the CLRP.

Ms. Mitchell stated that she supports the intent of the resolution. She would like to see as much funding go to transit as possible. The Commonwealth will negotiate the best deal possible. She is concerned that if the resolution includes a specific amount it could create an expectation especially from the public; or the idea that NVTC’s support is contingent on a certain amount.

Ms. Mitchell also spoke to the last resolved clause which requested that NVTC and PRTC serve as regional leads on the planning study. Ms. Mitchell noted that it is the Commonwealth’s position that DRPT will lead the planning study and will work with NVTC and PRTC and other local government agencies. She also stated that the Commonwealth will work with NVTC and PRTC as described in the fourth resolved clause seeking designation of NVTC and PRTC to coordinate and select multimodal improvements to be made as part of the I-395 Express Lanes Northern Extension Project.

Mr. Dorsey expressed concern about including a specific amount and suggested identifying how the transit payment will be made (example: before profits). Ms. Shaw stated that it is explicit in the Framework Agreement that it comes off the top and therefore is not subject to revenue amounts. Mr. Smedberg asked Director Mitchell if the state is confident that it can get the numbers that result in a transit amount. Ms. Mitchell stated she sees this as a process unfolding. DRPT will be doing the transit study and prioritization which will come together with financial information to develop an estimate of the revenue flow.

Chairman Fisette asked Mr. Foust to restate his amendment. Mr. Foust read his amendment to the second resolve clause:

BE IT FURTHER RESOLVED that, as part of the I-395 Express Lanes Northern Extension Project and over the course of the agreement, NVTC and PRTC shall receive a reasonable, guaranteed, annual transit payment sufficient to expand transit and other travel options in the corridor, plus a set portion of any profits from the facility in excess of the modeled projections. Such funding shall be in addition to current transit funding and shall not supplant existing funds.

Mr. Smedberg asked if “to expand transit” should be changed to “to support transit”. Mrs. Bulova stated that support transit sounds like there’s an expansion. Ms. Mitchell stated that it is her understanding that the toll revenues have to be used on new services that are going to benefit essentially the toll users or toll payers in that corridor; not to support existing services that would be funded with other sources of funds. Mr. McKay stated that funding can be used for operating assistance as long as it is expanding an existing service and suggested using “expand existing service.” There were no objections.

The Commission then voted on Mr. Foust’s amendment to the main motion. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Snyder.

The Commission then voted on the new main motion to approve Resolution #2301 as amended (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, Letourneau, McKay, Meyer, Smedberg and Snyder. Mr. Lovain abstained.

Ms. Mitchell left the meeting at 9:57 P.M.

WMATA

Report from the Virginia Members of the WMATA Board of Directors. Mrs. Hudgins reported that at the last WMATA Board meeting Jack Evans from the District of Columbia was elected WMATA Board Chairman. Mr. Corcoran was appointed Second Vice-Chairman and serves on the Executive Committee.

Mr. Corcoran noted that the WMATA Board of Director’s Report included status updates on safety, budget, and financial matters. He further stated WMATA’s General Manager/CEO Paul Wiedefeld will be announcing on March 7th upcoming changes to WMATA to improve safety, service and finance.

Ms. Hudgins highlighted progress in providing cell phone service in tunnels. Specifically, WMATA has already started to install radio cable along 100 miles of tunnel walls that will improve radio coverage, as well as wireless technology coverage within the underground rail system. Mr. Corcoran stated that coverage will be available as the different stages are completed. The entire project is estimated to take five years to complete.

Mr. Corcoran reported that the FY2017 proposed operating budget maintains current fares and service levels while requiring no additional increase in overall jurisdictional operating subsidy.

WMATA ridership is down over the first half of the fiscal year. Mr. Dorsey stated that there is a significant degradation of Metrorail ridership on weekends. Mr. Corcoran agreed that ridership is down for both weekday and weekend but the 6.1 percent ridership decrease is mostly attributable to weekend ridership which is down 12 percent.

Mr. Snyder stated NVTC forwarded a letter to WMATA accompanying the findings and recommendation of the Forums on WMATA. He asked for a report from the WMATA Board Members at the next meeting addressing these points. Mr. Dorsey stated that the comprehensive report was well received by the WMATA Board and has been a valuable tool for the committees.

Mr. Snyder stated that while he agrees with no fare increase or service cuts, he asked if this puts WMATA into a deeper financial hole. Mr. Corcoran stated that this is a one-time transfer from the capital budget to the operating budget.

Mr. Snyder asked about the progress being made on the Tri-State Oversight Board. Mr. Corcoran stated that it was announced today that the Governors from Virginia and Maryland have met with the Mayor of the District of Columbia to discuss this issue. Mr. Dorsey stated that there is a framework to set up the agreement. The District is expected to act first. Virginia will likely have to wait until the next General Assembly Session and for Maryland there is a potential for some action could occur this year.

Mr. Snyder stated that as a rider, he has seen some marginal improvements in Metro service.

Mr. McKay asked if there is a formal analysis of the fare structure. Ms. Hudgins stated that there is no analysis but WMATA is looking at four different passes for a pilot program. Mr. McKay stated that the reason he asked is because parking utilization at the Huntington, West Falls Church and Franconia-Springfield stations are hovering around the 60 percent utilization rate. There is debt service on these facilities as well as parking agreements with jurisdictions that are predicated on a certain amount of revenue. He asked for WMATA consideration to implement a pilot program to reduce the parking rate to encourage usage. An empty parking space is currently resulting in no revenue, so some revenue is better than none.

New Electronic Payments Program (NEPP). Mr. Letourneau stated the \$403.4 million estimates, which have increased by over 50 percent compared to the initial contract quote, are setting off alarm bells. He asked if there has been discussion on upgrading existing equipment as an interim measure. Mrs. Hudgins stated that General Manager/CEO is conducting an analysis, which includes interim solutions, over the next 4-6 months and then making a recommendation.

Noting that Next Generation Fare Payment Program is a NVTC program, Ms. Coyner stated that NVTC continues to provide technical and procurement support for the region.

Most recently NVTC conducted a workshop with WMATA, Accenture and the local transit systems to discuss cost estimates and timeline. Accenture provided additional information on February 29th which is being analyzed now. In addition, NVTC is working on an interim solution that is of critical importance to Loudoun County Transit and the Fairfax Connector.

Virginia Railway Express

CEO Report. Mr. Allen reported overall on-time performance for the month of January was 95 percent system-wide with 98 percent on the Manassas Line and 92 percent on the Fredericksburg Line. Average Daily Ridership for January was just under 18,000. He reported in January, VRE hosted a K9 training event at the Broad Run Yard. The event, organized by the Metropolitan Washington Council of Governments, had 70 dog teams participate from the CIA, Defense Intelligence Agency, FBI, and police departments from Arlington County, Fairfax County, George Mason University, Metropolitan Washington Airports Authority, and National Institute of Health, as well as the U.S. Capitol Police and the Virginia State Police.

Mr. Allen also gave an update on the Burke Centre Station Fence Project, which should be installed in March or April depending on the weather, and the Hamilton to Crossroads third track project which is expected to be completed this month. The Gainesville-Haymarket Extension Project continues to move forward, including upcoming public meetings.

Mr. Allen gave a report on the successful conclusion to the procurement protest concerning the award of the contract to Keolis Rail Services, Virginia for life cycle maintenance of VRE rail equipment. After two days of trial this past Monday and Tuesday in the Alexandria Circuit Court, it resulted in a judgment in VRE's favor thus ending the case. The successful outcome enables VRE to proceed with award of the life cycle maintenance contract to Keolis. While RailPlan has the opportunity to note an appeal of the case within 30 days, this is not expected. He acknowledged Mr. MacIsaac's hard work.

Mr. Smedberg left at 10:11 P.M.

Mr. Allen reviewed legislation relating to VRE in the General Assembly. Delegate Minchew's bill (HB907) passed in both houses and is awaiting the Governor's signature. This legislation increases the general engineering cost threshold to \$6 million.

VRE Financial Plan: Key Findings and Strategic Direction. Mrs. Bulova stated the VRE Operations Board recommends the Commission approve Resolution #2300, which would adopt the VRE Financial Plan: Key Findings and Strategic Direction. The Operations Board recommends VRE continue with the Natural Growth service profile of providing additional service through lengthening existing trains in response to ridership growth and that VRE will continue to pursue funding to implement the service concepts included in the System Plan 2040 service profile such as additional peak period trains, the Gainesville-Haymarket extension and reverse-peak and off-peak service.

Mrs. Bulova moved, with a second by Mr. Cook, to approve Resolution #2300 (copy attached).

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Fisette, Foust, Hudgins, Letourneau, Lovain, McKay, Meyer, Smedberg and Snyder.

2016 VRE Operations Board Action Calendar. Mrs. Bulova stated that the calendar reflects VRE actions anticipated during the 2016 calendar year.

Quarterly Report on the Regional Bus Agenda

Ms. Coyner suggested deferring this report to the April meeting. There were no objections.

Mr. Snyder observed that rail usually gets all the media attention but in reality bus service may be as critical or more to the region. It is important to maintain focus on regional connectivity.

NVTC FY2016 2nd Quarter Ridership Report

Chairman Fisette noted this item was discussed during the Executive Director Report.

Department of Rail and Public Transportation (DRPT) Report

Commissioners were urged to read the written report.

Financial Items for January 2016

The Financial Report was provided to Commissioners and there were no questions.

Other Business

Mr. Letourneau asked for consideration of changing the meeting time from 8:00 P.M. to 7:00 P.M. Chairman Fisette stated currently the Executive Committee meets at 7:00 P.M. He directed staff to add this to the April agenda for further discussion. Mr. Cook observed that a good place to start is to actually start the meeting on time at 8:00 P.M. Chairman Fisette acknowledged it is a point well taken and he will do a better job in managing the length on the Executive Committee meeting.

Adjournment

Without objection, Chairman Fisette adjourned the meeting at 10:18 P.M.

Approved this 7th day of April 2016.

Jay Fisette
Chairman

Paul Smedberg
Secretary-Treasurer



RESOLUTION #2298

SUBJECT: Approval of FY2017 NVTC and VRE State Operating, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's Executive Director is authorized, for and on behalf of NVTC and as an agent for its members: 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for the FY2017 commencing July 1, 2016 in the amount of \$568.8 million in eligible operating costs to defray a portion of the public transportation cost of NVTC and its members for operations; 2) to accept from DRPT and execute grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members: 1) to file an application to DRPT for grants of public transportation assistance for FY2017 for capital expenses totaling \$192.5 million in costs (\$118.5 million non-federal) to defray the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant, with a minimum four percent local participation required; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT and execute grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and PRTC and their members: 1) to file FY2017 VRE applications to DRPT in the amount of \$51.1 million for operating costs, \$79.1 million in total costs for capital (\$30.9 million non-federal), and \$1.5 million under the Rail Enhancement Program; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT and execute grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members, to furnish to TPB, CTB and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 3rd day of March, 2016.


Jay Fisette
Chairman


Paul C. Smedberg
Secretary-Treasurer



RESOLUTION #2299

SUBJECT: Appoint Katie Cristol to Serve as an Alternate to the Virginia Transit Association Board of Directors

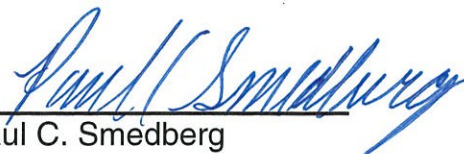
WHEREAS: NVTC is empowered to make appointments to the Board of Directors of the Virginia Transit Association (VTA);

WHEREAS: On January 7, 2016, NVTC appointed David Snyder and Kelley Coyner to serve as Principal members to VTA and Jeff McKay as an Alternate, leaving one Alternate position vacant; and

WHEREAS: Katie Cristol has been nominated to serve as an Alternate to the VTA Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints Katie Cristol to serve as an Alternate to the Virginia Transit Association (VTA) Board of Directors.

Approved this 3rd day of March, 2016.



Paul C. Smedberg
Secretary-Treasurer



Jay Fisette
Chairman



RESOLUTION #2300

SUBJECT: Adopt the VRE Financial Plan: Key Findings and Strategic Direction

WHEREAS: In February 2015, VRE staff and its consultants, PFM, began work on the development of a long-term Financial Plan to correspond to the adopted System Plan 2040;

WHEREAS: The purpose of this effort was to create a financial forecast of the varying operational and service profiles that VRE might pursue, ranging from maintaining the existing system to the implementation of system improvements and expansion initiatives;

WHEREAS: A detailed long-term strategic planning model was developed and the results and key conclusions were presented to the Operations Board in July and September 2015;


WHEREAS: The VRE Operations Board chose to further review the Natural Growth and System Plan 2040 service profiles;


WHEREAS: VRE staff recommends that VRE continue with the Natural Growth service profile, which approximates the approach taken in the past and which the Financial Plan model indicates will require additional sources of revenue and that VRE aspire towards those elements of the System Plan 2040 service profile that further review indicates should be pursued and for which funding has been identified; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission adopts the attached VRE Financial Plan: Key Findings and Strategic Direction which indicates its concurrence with the results of the Financial Plan analysis, and which will allow the VRE Chief Executive Officer to proceed with identifying additional funding sources to implement this direction.

Approved this 3rd day of March, 2016.


Paul C. Smedberg
Secretary-Treasurer


Jay Fisette
Chairman

VRE Financial Plan: Key Findings and Strategic Direction

Key Findings

1. Regardless of the service profile:
 - Operating expenses will escalate and additional revenue will be needed for VRE to be financially balanced over the long term, even assuming a 3% increase to fares and local subsidies in alternating years.
 - A significant level of capital investment is required that cannot be handled with currently identified capital funding sources.
 - NVRTA funding has created an imbalance among the VRE jurisdictions in the ability to identify funding sources for VRE related capital needs.
2. Raising fares to close the financial gap is not a viable solution on its own.
3. Higher ridership associated with enhanced service levels could defray some of the future operating and capital costs.
4. VRE needs additional dedicated revenue beyond the sources which exist today, even to maintain the status quo.

Strategic Direction

- VRE will continue to follow the Natural Growth profile of providing additional service through lengthening of existing trains in response to ridership growth over time due to regional increases in population and employment.
- VRE will continue to pursue funding to implement the service concepts included in the System Plan 2040 profile such as additional peak trains; the Gainesville-Haymarket extension and reverse-peak and off-peak service.



RESOLUTION #2301

SUBJECT: Integrated Transportation Solutions for I-95/I-395

WHEREAS: The Northern Virginia Transportation Commission (NVTC) recognizes that increasing travel options – to include transit, slugging, vanpools and carpools – is vital to the success of the I-395 Express Lanes Northern Extension Project and its goal of moving more people through the corridor more rapidly and reliably;

WHEREAS: The I-95/I-395 corridor is the region's primary north-south travel route, connecting people to jobs, schools, health care and other important venues from Fredericksburg to the District of Columbia and points in between;

WHEREAS: The Commonwealth's ability to improve travel conditions in the corridor is contingent on a diversified and integrated transportation network, including transit and transportation demand management (TDM);

WHEREAS: In 2008, the Commonwealth proposed a public-private partnership that would have converted existing high occupancy vehicle (HOV) lanes on I-95 to high occupancy toll (HOT) lanes, extended the HOT lanes to connect Spotsylvania County to the District of Columbia, and provided more than \$298 million for transit services and facilities, TDM, and park-and-ride lots;

WHEREAS: Also in 2008, the Commonwealth defined the study area as being comprised of a 56-mile stretch of I-95/I-395 with approximately five miles on either side of the facility, from U.S. 1 and I-95 near Massaponax in the south to the Potomac River in the north;

WHEREAS: In 2009, the Commonwealth eliminated transit and other multimodal improvements from its proposal;

WHEREAS: On November 30, 2015, the Commonwealth announced its intention to convert existing HOV lanes between Turkeycock Lane and Eads Street to dynamically tolled express lanes, expand the lanes to provide three through lanes without compromising bus performance, and identify improvements to transit service in cooperation with the region;

WHEREAS: The Commonwealth will collaborate with NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) to undertake a new transit and TDM study to look at how best to reduce congestion, increase person throughput, and minimize impacts associated with diversion on the I-95/I-395 facility and surrounding corridor;

WHEREAS: Successful transit operations require a reasonable and sustained financial investment;

WHEREAS: The ability to meet the Commonwealth's stated objectives – to increase travel options and person throughput in the corridor and provide a high-speed, reliable trip for transit users, carpoolers and drivers alike, now and well into the future – depends on regional decision making to ensure that toll revenues stay within the corridor and are used to benefit the toll payers and affected communities; and

WHEREAS: The Commonwealth proposes to include guaranteed funding for new and enhanced transit service and carpooling incentives, omitting the construction of a new ramp at the Shirlington interchange, maintaining HOV-only access for the new Seminary Road ramp, and conducting an environmental assessment.

NOW, THEREFORE, BE IT RESOLVED that NVTC recommends that the Metropolitan Washington Council of Government's Transportation Planning Board require, as a condition of the I-395 Express Lanes Northern Extension Project's inclusion in the Constrained Long Range Plan and its air quality conformity, that a reasonable, guaranteed, annual transit payment, sufficient to expand transit and other travel options in the corridor, be established to support multimodal improvements, as determined by NVTC and PRTC.

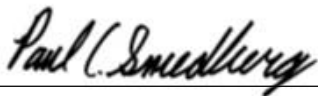
BE IT FURTHER RESOLVED that, as part of the I-395 Express Lanes Northern Extension Project and over the course of the agreement, NVTC and PRTC shall receive a reasonable, guaranteed, annual transit payment sufficient to expand existing transit and other travel options in the corridor, plus a set portion of any profits from the facility in excess of the modeled projections. Such funding shall be in addition to current transit funding and shall not supplant existing funds.

BE IT FURTHER RESOLVED that the Commonwealth define the study area as being comprised of a 56-mile stretch of I-95/I-395 with approximately five miles on either side of the facility, from U.S. 1 and I-95 near Massaponax in the south to the Potomac River in the north.

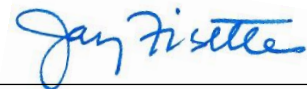
BE IT FURTHER RESOLVED that Virginia's Transportation Secretary designate NVTC and PRTC to coordinate and select multimodal improvements to be made as part of the I-395 Express Lanes Northern Extension Project. Such designation shall include the authority to plan potential multimodal improvements; select multimodal improvements for funding; coordinate with applicable agencies to ensure the efficient delivery of the projects; and report on the use of funds to help improve person throughput in the corridor.

BE IT FURTHER RESOLVED that while the Department of Rail and Public Transportation has been identified as the state's lead agency on the I-395 Express Lanes Northern Extension Project, Virginia's Transportation Secretary should designate NVTC and PRTC as the region's lead agencies in order to ensure representation of all localities in the region.

Approved this 3rd day of March 2016.



Paul C. Smedberg
Secretary-Treasurer



Jay Fisette
Chairman