



Approved March 23, 2017

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, February 9, 2017
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 7:05pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Mayor Silberberg; Chair Fissette; Mayor Parrish; Mayor-Elect Meyer; Council Member Snyder; Mayor Rishell; Delegate Minchew (electronic participation); Ms. Hynes; Mr. Kolb (arrived 7:14pm).
- Non-Voting Members: Mayor Burk; Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); Tracy Baynard (McGuireWoods Consulting); various jurisdictional staff.
- Chairman Nohe noted that this is the first time an Authority member, Delegate Minchew, is participating electronically in an Authority meeting.
- Chairman Nohe congratulated Mayor-Elect Meyer on his recent election and welcomed him to the Authority.

III. Minutes of the January 12, 2017 Meeting

- Mayor Parrish moved approval of the January 12, 2017 minutes; seconded by Chairman Bulova. Motion carried with nine (9) yeas and two (2) abstentions [with Mayor-Elect Meyer and Delegate Minchew abstaining as they were not at the January 12, 2017 meeting].

Presentations

IV. **TransAction Update: Tracking Survey** Mr. Keith Jasper, Principal Planner

- Ms. Backmon noted that in the fall of 2015, as a kick-off to the update of TransAction, the Authority conducted a Benchmark Survey to gage the public's perception of transportation needs in the region; how the region is doing in addressing these issues; and awareness of the NVTA. She stated that a year later, in December 2016, a Tracking Survey was conducted as a follow up to the Benchmark Survey.
- Mr. Jasper introduced Mr. Dee Allsop, CEO and Managing Partner of Heart+Mind Strategies, to present the survey findings.
- Mr. Allsop briefed the Authority on the key findings and results of the TransAction Tracking Survey. He noted the survey was designed to identify changes in Northern Virginians' transportation priorities; how it effects their quality of life; and awareness and familiarity of TransAction, and the NVTA in general. The findings highlight some notable trends in comparison to the Benchmark Survey including a significant increase in the number of people who are now aware of TransAction, the NVTA's long range transportation plan for Northern Virginia.

(Mr. Kolb arrived.)

- Mr. Allsop highlighted the key survey findings:
 - ✓ One-third of residents consider "reducing traffic congestion and improving transportation options" the most impactful factor on their quality of life.
 - ✓ Since 2015, significantly more Northern Virginia residents are interested in and informed about transportation issues - nearly 6 in 10 are Influencers.
 - ✓ Quality of life with regard to transportation is still seen as mediocre among Northern Virginia residents.
 - ✓ Typically, residents' maximum acceptable commute only allows for approximately 3 minutes of additional flexibility from their average commute time.
 - ✓ Similar to 2015, a quarter of respondents have heard something positive about transportation, largely related to either Metro/Wmata improvements or road projects.
 - ✓ Half of residents polled have heard something negative about transportation, focused primarily on Metro/Wmata issues.
 - ✓ Awareness of TransAction has nearly doubled since 2015, and is more likely to be recognized by those also aware of NVTA.
- Chair Randall asked whether the survey was self-reporting. Mr. Allsop responded that respondents provided their own answers to survey questions.
- Mayor Parrish noted that survey respondents indicated Northern Virginia was not performing as well with Express Lanes and dynamic tolls as it had in the previous year. He asked for clarification as to what that meant. Mr. Allsop expressed caution about over interpreting this response, adding that it is only a

2% difference. He suggested that, based on experience, the lanes may not be all that Northern Virginians had expected.

- Chair Fisetto suggested that the response indicating Northern Virginians supported “measures to incentivize less driving at peak times” correlated to transit, not roads as proposed in the analysis.
- Mayor Burk asked if towns were included in the demographics of the survey respondents. Mr. Allsop responded that town residents were included and that responses were included in the corresponding county tally.

V. Multi-Sector Working Group Update

Mr. Srikanth, Director of Transportation, TPB

- Mr. Srikanth stated that the Metropolitan Washington Council of Governments (COG) Board established the Multi-Sector Working Group (MSWG) to develop a set of strategies to help reduce regional greenhouse gas emissions. He reviewed the process the MSWG undertook to develop these strategies, as well as the analysis and the findings. Mr. Srikanth outlined the MSWG’s voluntary greenhouse gas emission reducing strategies in the Energy, Built Environment, Land Use, and Transportation sectors, noting that the COG Board had endorsed voluntary implementation of these strategies at their January meeting.
- Mr. Srikanth thanked the Authority members for allowing their technical staffs to assist with the MSWG process.
- Mr. Srikanth thanked Chairman Bulova for her support during this process. Chairman Bulova thanked Mr. Srikanth and the COG staff for their efforts and for listening to concerns about proposing strategies that were impossible and not achievable. She added that the MSWG had worked with jurisdictional staffs to ensure recommendations were realistic and achievable, noting they might be a stretch, or ambitious goals, but they are achievable. Chairman Bulova stated that these final recommendations are definitely something the region will want to follow through on.
- Chair Fisetto added that there was compromise throughout the process as to the aspirational goals versus the achievable goals. He stated that it is his aspiration that, either through incentives or federal government support, greenhouse gasses will be included as one of the required reduction areas of the Clean Air Act. He suggested that, just as we are required to meet certain air quality standards through the Fiscally Constrained Long-Range Transportation Plan (CLRP), in the future these standards include the reduction of greenhouse gasses. Chair Fisetto stated that the Environmental Protection Agency has this authority, and that the Transportation Planning Board (TPB) is not precluded from including this as a standard. He added that it is also true that not many metropolitan areas have done this. He concluded that this region has done a credible job using the COG and the Climate Policy Committee to educate, enable and support many improvements. Chair Fisetto stated while this was a good step, it will depend on how the localities use it to adjust regional plans. He added that he hopes that in the near future, jurisdictions will be required to

make certain reductions and that transportation plans will incorporate these measures in the proposed choices.

- Mr. Srikanth added that, in 2010, the TPB requested that staff, prior to the adoption of the regional long-range plan, calculate the impact of greenhouse gasses resulting from the transportation system, as represented in the CLRP. He explained that total greenhouse gasses in this region are estimated to be reduced by 24% between now and 2040, even with the anticipated growth of the region.

Action

VI. Approval of Weightings of Performance Measures for TransAction Update Chairman Nohe, Chair, Planning and Programming Committee

- Mr. Jasper briefed the Authority on the recommended weightings of the performance measures for the TransAction update. He reviewed the fifteen performance measures approved by the Authority in December 2016. Mr. Jasper stated that the performance measures and their weightings will be used to analyze and rate the projects in TransAction, incorporating the HB 599 evaluation into the process at the same time. He explained the proposed weightings for the performance measures and how they correlate to the vision and goals for the TransAction update. Mr. Jasper stated that the Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC) and the TransAction Subcommittee had each reviewed and proposed a set of weightings, independently of each other. The Planning and Programming Committee's (PPC) recommendation to the Authority on the weightings was then developed using the mean, rounded to the nearest multiple of five, from the committee recommendations. He noted that the recommendations are broadly similar and are consistent with the weightings the Authority has used in the past with TransAction 2040 and its funding programs.
- Mr. Jasper noted it is important to consider how the fifteen measures holistically support the goals, rather than focusing on individual performance measures. He stated that Goal #1 has a cumulative weighting of 60%, Goal #2 of 30% and Goal #3 of 10%. Mr. Jasper added that several measures support multiple goals, and 2 measures support all three goals.
- Mr. Jasper stated that all seven performance measures used previously in HB 599 are included among these fifteen measures and account for 45% of the total weight. He noted this is the same percentage for congestion reduction that was used in the FY2017 Program.
- Chairman Bulova moved approval of the weightings of the performance measures for the TransAction Update; seconded by Chair Fisette.
- Chairman Bulova noted there was much discussion at the PPC meeting as to how the measures worked together holistically. She expressed appreciation for

the additional explanation as to how the measures support the goals and provide a cumulative weighting. She complimented NVTA staff on making this more clear and showing how the measures overlap and contribute to the overall picture.

- Chair Randall associated herself with Chairman Bulova's comments, adding the presentation was well done. She asked for clarification as to why environmental measure 1.2.1 was not shown as also supporting Goal #3. Mr. Jasper noted that this observation was very astute, adding that NVTA staff had discussed this possibility. He stated that the measures shown to support additional goals were those they supported as a minimum, but that a case could be made that some measures could support additional goals.
- Council Member Snyder noted he has worked for two decades to get increased funding for transit and bike/pedestrian projects. He recalled the history of the NVTA and its funding. He stated that the successive layers of legislation and increasing metrics have resulted in the citizens of Falls Church paying more and getting less. He suggested that this system is no longer fundamentally functional, nor does it have a value proposition for the citizens of Falls Church. Council Member Snyder stated that, from a regional perspective, the proposed weightings are insufficiently multimodal. He suggested that when actual expenditures are compared, highways are getting a much greater proportion. He added that the NVTA is spending lots of money, and yet Metro has a deficit of multi-billions of dollars, there are bus systems that in some cases are third world, and the Virginia Railway Express (VRE) is millions of dollars short. Council Member Snyder asked where the money is going to come from to pay for all of this, if the Authority continues this spending pattern. He stated that he has a problem in that the Authority's approach has been insufficiently multi-modal. Council Member Snyder added that he believes this weighting is insufficient in protecting the environment. Council Member Snyder concluded that he respectfully disagrees with the proposed weightings. He stated that for all these reasons, he will be voting against the proposed weightings.
- Chairman Nohe expressed appreciation to the NVTA staff for their efforts in managing this process and the balancing act that it requires. He noted that, as expressed by Council Member Snyder, this process is imperfect. He suggested we will not find a perfect system, but that we are developing a system we can make work. Chairman Nohe noted this process is built largely on the HB 599 process developed thus far, with the hopes of being able to incorporate it into the NVTA analysis. He noted that this system, over the last four years, has funded \$174 million for Metro, as well as many other transit and highway investments. He concluded this is a step in the process that will lead to relative investments that are still hard to imagine, because we are still learning. Chairman Nohe added that he is very optimistic that come October we will have a product [TransAction] that represents the needs of the region.
- Motion carried with eleven (11) yeas and one (1) nay [Council Member Snyder].

VII. Authorization for Executive Director to Submit Comments on VTRANS Draft Recommendations and Draft Tier 1 Combined Summary

Ms. Backmon, Executive Director

- Ms. Backmon stated that in January the Virginia Office of Intermodal Planning and Investment (OIFI) updated the Regional Jurisdiction and Agency Coordinating Committee (RJACC) on the current status of the VTRANS process and its Statewide Transportation Needs Assessment. She noted the assessment will serve as a screen for projects applying for consideration under the Smart Scale prioritization process. Ms. Backmon added that after the RJACC presentation, there was also a public Open House. She stated that the OIFI has requested comments by the end of February on the Needs Assessment Tier 1 summary. Ms. Backmon requested authorization from the Authority to submit comments to the OIFI regarding their Statewide Transportation Needs Assessment, which will feed into the VTrans Multimodal Transportation Plan, VTrans 2040. She added that she will coordinate with the RJACC to develop NVTA comments.
- Mayor Parrish moved authorization for the Executive Director to submit comments on the draft recommendations and draft Tier 1 combined summary for the VTrans plan update to the Virginia Office of Intermodal Planning and Investment; seconded by Chairman Bulova.
- Chairman Nohe directed the Executive Director to send the draft comments, by email, for Authority member review, prior to the deadline.
- Motion carried unanimously.

VIII. Approval of CMAQ/RSTP Projects for FY2023

Ms. Backmon, Executive Director

- Ms. Backmon reviewed the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) process, noting that NVTA staff, in coordination with the RJACC, had developed the FY2023 recommendations. She explained the total funding amount of \$82,243,125 is an estimate for the region. Ms. Backmon requested Authority approval of the CMAQ/RSTP Strawman for submission to the Virginia Department of Transportation (VDOT) for final approval by the Commonwealth Transportation Board (CTB).
- Ms. Backmon noted that there are some off-the-top funding allocations. She stated that the Authority has continued to fund the COG/TPB Commuter Connections Operations Center, the VDOT/COG Metropolitan Area Transportation Operations Coordination (MATOC) and the VDOT Clean Air Partners Campaign. She noted that there was an additional \$2 million in off the top funding included this year to reimburse Fairfax County for transferring

prior year RSTP funds to the City of Falls Church for their Bike Share Program.

- Chair Randall moved approval of the recommended project list for FY2023 CMAQ and RSTP funds to be sent to the Commonwealth Transportation Board for approval and inclusion in the Six Year Improvement Program; seconded by Chairman Bulova. Motion carried unanimously.

IX. Approval of CMAQ Reallocation Request for Prince William County

Ms. Backmon, Executive Director

- Ms. Backmon stated that Prince William County is requesting a CMAQ transfer of \$49,829 from the Route 641 project, \$15,695 from the Route 234 project and \$100,059 from the Gideon Drive sidewalk project to the Powell's Creek project. She noted the Powell's Creek project has not received CMAQ funding previously, therefore it requires Authority approval.
- Chairman Nohe disclosed he is the owner of real property in the immediate vicinity of one of the subject projects, but through consultation with the County attorney, it does not rise to the level that requires he recuse himself from this issue.
- Mayor Parrish moved approval of the reallocation of Congestion Mitigation and Air Quality funds for Prince William County; seconded by Chairman Bulova. Motion carried unanimously.

X. Appointment of Technical Advisory Committee Chair and Vice-Chair for CY2017

Chairman Nohe

- Mayor Parrish moved appointment of Mr. Randy Boice as Chair and Mr. Doug Fahl as Vice-Chair of the Technical Advisory Committee for CY2017; seconded by Chairman Bulova. Motion carried unanimously.

XI. Appointment of Planning Coordination Advisory Committee Chair and Vice-Chair for CY2017

Chairman Nohe

- Chair Randall moved appointment of Supervisor Ralph Buona as Chair and Council Member Linda Colbert as Vice-Chair of the Planning Coordination Advisory Committee for CY2017; seconded by Delegate Minchew. Motion carried unanimously.

XII. Appointment/Reappointment of Two Finance Committee Members for Two Year Terms

Chairman Nohe

- Chairman Nohe reappointed Chairman Bulova and Mayor Rishell to the Finance Committee for two year terms.

XIII. Appointment/Reappointment of Two Governance and Personnel Committee Members for Two Year Terms Chairman Nohe

- Chairman Nohe reappointed Council Member Snyder and Delegate Minchew to the Governance and Personnel Committee for two year terms.
- Chairman Nohe accepted Mayor Parrish’s resignation from the Governance and Personnel Committee and appointed Council Member Meyer to replace him for the remainder of the term.
- Chairman Nohe thanked Mayor Parrish for his service to the Committee.

XIV. Appointment/Reappointment of Two Planning and Programming Committee Members for Two Year Terms Chairman Nohe

- Chairman Nohe reappointed Chair Randall and Supervisor Nohe to the Governance and Personnel Committee for two year terms.

Discussion/Information

XV. 2017 Legislative Update Ms. Hynes, Chair, Governance and Personnel

- Ms. Hynes introduced Ms. Baynard to give the legislative update.
- Ms. Baynard stated it has been a good month legislatively for the Authority. She noted a few of the Authority’s goals for this General Assembly Session:
 1. Preserve the current state of the Authority, primarily current funding levels and structure.
 2. Ensure the establishment of Metro Safety Commission.
 3. Fix the gas tax floor issue.
- Ms. Baynard noted that most of the bills regarding the state of the Authority were summarily killed in the House and the Senate. Ms. Baynard thanked Chairman Nohe for coming to Richmond to testify when needed.
- Ms. Baynard stated that HB 2137 had been amended and implementation had been delayed to July 1, 2018. The bill will require the Authority (1) report any obstacles to implementing the long range transportation plan and (2) must post any notification from governments identifying changes in their comprehensive plans that would negatively impact the long range transportation plan. She added that Delegates Minchew and Hugo were very helpful in the House Transportation Committee and in addressing bills of NVTA concern.
- Chairman Nohe suggested the need for a discussion after the General Assembly Session, to include Delegate Minchew, regarding two key points that came out of committee discussions.
 1. The NVTA needs to have a dialogue with the Town Mayors. Mayor Burk was asked to assist. Chairman Nohe stated that while we want the towns to be fully engaged in the NVTA process, we need to do it in a

manner that does not create future legal challenges. He suggested there may be some approaches to doing this that may be different than those discussed in the past. He added that Delegate Keam has agreed to participate in these discussions.

2. Legislators from outside Northern Virginia are tired of bills that try to change the structure of the NVT A. He suggested the Authority needs to have discussions with the appropriate entities to create a message that the Authority is trying to get the job done, and to please stop potential legislative changes that we have to deal with. He added that in past years, legislators from outside Northern Virginia have suggested these bills are unnecessary, but this year the same sentiments were heard from Northern Virginia legislators. Chairman Nohe stated that Senator Howell, in the Senate Rules Committee, asked why we are talking about this again.
- Ms. Baynard stated that the legislation regarding the Metro Safety Commission is proceeding. She explained the differences between the House Bill and the Senate Bill, and next steps in the process.
 - ✓ The House had more discussions regarding how to fix Metro, the current operations, concerns about how it is spending money and how to fix issues these as quickly as possible. While there were many advocates for the Metro Safety Commission, legislators outside of Northern Virginia were skeptical of the Commission and current Metro operations. Delegates Minchew, LeMunyon and Hugo worked with colleagues to make it clear in the House Bill that the region understands there are issues that need to be addressed with Metro and the current compact, but that the Metro Safety Commission must move forward. As a result the House Bill has an enactment clause that directs the Virginia Secretary of Transportation, along with the Northern Virginia Transportation Commission (NVTC), to review a series of issues to figure out how to improve and fix Metro. Ms. Baynard added that this does not interfere with the establishment of the Metro Safety Commission, but is intended to let the General Assembly know we do have these concerns.
 - ✓ The Senate Bill does not include similar language to the House Bill enactment clause.
 - ✓ Both bills have passed their respective bodies. The House Transportation Committee has added their enactment clause to the Senate Bill. The Senate has yet to take up the House Bill.
 - ✓ There are two language amendments in the House Budget that address the Metro Safety Commission.
 1. Directs Secretary Layne to reach out to his colleagues in Maryland and the District of Columbia to identify the critical issues that need to be addressed to heal Metro.
 2. Directs Secretary Layne, with the NVTC, to reach out to Maryland and the District of Columbia to review issues of concern and prepare a plan.

- Both of these language amendments require Secretary Layne to report back to the General Assembly, one on a quarterly basis and the other by November of this year and again next spring.
- ✓ Ms. Baynard suggested that the Senate has the same concerns as the House, but that the Senate was not verbal about it and did not want to include this language in the bill or the budget. The House wanted to make a statement that these issues need to be addressed.
- ✓ Ms. Baynard stated that the language in the House Metro Safety Bill has been approved by Secretary Layne and Virginia Department of Rail and Public Transportation (DRPT) Director Mitchell, so there is a good change it will remain in the bill.
- Ms. Baynard noted that the NVTC and the Hampton Roads Transportation Accountability Commission (HRTAC) have been negatively impacted by the fall in gas prices due to the lack of a Gas Tax Floor, as there is at the State level. House Bills to change this were killed in the House Finance Committee. There is a Senate Bill that was approved by the Senate and has gone to the House.
- Chair Fisette asked if the Gas Tax Floor Bill stands a chance. Ms. Baynard responded she believes it has less than a 30% chance of passing. She added many see this as a tax increase, instead of fixing an oversight in previous legislation.
- Delegate Minchew thanked Ms. Baynard for her report and her work on behalf of the Authority.
- Chair Randall thanked Delegate Minchew for his efforts on the Metro Safety Commission Bill, adding that it does need to be stated that Metro has issues and that we want to get Metro back to good. She suggested that the amendments proposed by Delegates Minchew and LeMunyon do this. Chair Randall also expressed appreciation that the Delegates included these amendments and did not stop the bill from advancing, or transit from receiving federal funds. She added that there was a very good discussion at the Virginia Association of Counties (VACO) meeting about the importance of Metro to the Commonwealth of Virginia. Chair Randall stated that she, Chairman Bulova and Supervisor McKay had discussed providing a presentation to the VACO Board of Directors in the fall, based on COG's Technical Advisory Committee's report that shows how important Metro is to revenue in the Commonwealth. She noted that if VACO's Board of Directors understands this, they can discuss it with their legislators. Chair Randall concluded that the Metro Safety Commission is important and must go forward, but that at the same time, we cannot ignore the current issues.
- Delegate Minchew agreed with Chair Randall and added that the original version of the enactment clause had cross collateralized a WMATA Compact reform with the establishment of the Metro Safety Commission. He stated this was not supported by Secretary Layne and the Administration, but it did convey the seriousness of the need to move forward with the WMATA Compact reform. He noted that Secretary Layne is very pleased with the final version of the enactment clause, adding that Secretary Layne had stated this

gives him a direct grant of authority and direction to meet with Maryland and the District of Columbia to start the process of WMATA Compact reform. Delegate Minchew concluded that everyone seemed happy with this outcome.

- Chair Randall asked for clarification that the Metro Safety Commission will continue to move forward, even if there is resistance from Maryland and the District of Columbia to reform the WMATA Compact. Delegate Minchew responded that it will.
- Chair Randall thanked Delegate Minchew for his work on this issue, noting it is nice to have the localities and the General Assembly members on the same page. She added that she would like to talk to Delegate Minchew and other Authority members about a meeting she had with Mayor Bowser regarding this issue.
- Delegate Minchew stated that the House version of the Metro Safety Commission Bill originally had an emergency clause, meaning it becomes law the day the Governor signs the bill. He noted that at the request of Secretary Layne, that clause had been removed. Delegate Minchew explained that the emergency clause was intended to show that Virginia was serious about trying to meet the February 9, 2017, Metro Safety Commission establishment deadline. However, the administration was concerned that if the emergency clause is included in the final legislation, and Maryland or the District of Columbia make any change to the agreement, Virginia would need to hold a special session of the General Assembly to make the amendment. He stated that there is nothing nefarious here, this is a friendly move to prevent a special session due to future wordsmithing by Maryland or the District of Columbia.
- Chairman Bulova thanked Delegate Minchew for providing her with an early iteration of the bill and then further explanation as to how the bill evolved. She suggested this was a good demonstration of what was needed in order to pass this critical Metro Safety Commission Bill, while injecting the common sense realities needed to address the problems with Metro. She stated the region is committed to fixing Metro. Chairman Bulova added that the language Delegate Minchew inserted in the enactment clause is excellent and that Fairfax County is in agreement. She concluded that members of the General Assembly need to know the region is committed to resolving the safety, governance and structure issues with Metro. She noted this is not the end of this issue and acknowledged that the assistance of the General Assembly and the State will be needed again.
- Council Member Snyder agreed with his Authority colleagues and thanked Delegates Minchew and LeMunyon for their work on this issue. He suggested that there is another critical element. He stated that by including coordination with NVTC there is assurance that the effected localities and key delegates will be involved at the working level.
- Ms. Baynard concluded that the General Assembly will adjourn on February 25, 2017.
- Council Member Snyder expressed appreciation to the Virginia Senate as well.

XVI. Planning and Programming Committee Report Chairman Nohe, Chair

- No verbal report.

XVII. Technical Advisory Committee Report Mr. Boice, Chair

- Ms. Backmon noted there are no quorum issues with either the TAC or the PCAC, adding that participation has been good and that input from these committees is critical to the TransAction update process.

XVIII. Planning Coordination Advisory Committee Report Mayor Foreman, Chair

- No verbal report.

XIX. Executive Director's Report Ms. Backmon, Executive Director

A. CMAQ/RSTP Reallocation Requests for Fairfax and Prince William Counties and the Town of Vienna

- Ms. Backmon noted three items in her report:
 - ✓ The media availability event, previously scheduled for February 9, 2017, had been postponed due to weather until February 15, 2017. She stated that this was due to the media outlets expressing concern about not being able to attend due to the forecasted snow.
 - ✓ The draft Smart Scale staff recommendation was released on January 17, 2017, with action scheduled for June 2017 on the final recommendations.
 - ✓ The monthly Executive Director's Report includes NVTA project status updates and now notes the percentage each project has been reimbursed. Ms. Backmon stated these updates show the projects are in various stages of completion. She added that NVTA staff will be contacting project sponsors for projects that are not advancing.

XX. Chairman's Comments

- Chairman Nohe noted that the April 13, 2017 Authority meeting is on Maundy Thursday and the fourth night of Passover. Following a brief discussion, Chairman Nohe concluded that NVTA staff will send out possible new dates for consideration. There was a suggestion to cancel the meeting if there are no required action items.
- Mayor Parrish stated that the next Finance Committee meeting will be Thursday, February 16, 2017 at 1pm.

XXI. Adjournment

- Meeting adjourned at 8:52pm.