



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, July 14, 2016
7:00 pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 7:15pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Board Member Fisette; Mayor Silberberg; Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Council Member Snyder; Delegate Hugo; Delegate Minchew; Senator Black; Ms. Hynes; Mr. Kolb.
- Non-Voting Members: Ms. Hamilton; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the June 9, 2016 Meeting

- Chairman Bulova moved approval of the June 9, 2016 minutes; seconded by Chair Randall. Motion carried with nine (9) yeas and five (5) abstentions [with Council Member Snyder; Senator Black; Delegate Hugo; Ms. Hynes; Mr. Kolb abstaining as they were not at the June 9, 2016 meeting].
- Chairman Nohe recognized and welcomed the two new citizen Authority members appointed by Governor McAuliffe; Ms. Hynes, who is the new Commonwealth Transportation Board member, and Mr. Kolb

Consent Agenda

IV. Approval of CMAQ/RSTP Transfer Request for Prince William County
A. Approval of RSTP Transfer Request for Fairfax County

- Mayor Parrish moved approval of the consent agenda to include the specific motions in items IV – IV.A; seconded by Chairman Bulova. Motion carried unanimously.

Action

V. **Adoption of the FY2017 Program** Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority on the recommended FY2017 Program. She highlighted:
 - ✓ Call for projects was issued September 2015; projects submissions were due November 2015; 25 projects were submitted; 24 candidate projects recommended for analysis.
 - ✓ Last funding program under current long range transportation plan, TransAction 2040.
 - ✓ Total requested amount for all 24 projects was \$667,843,951, with available Pay-Go revenues of \$266,763,236.
 - ✓ Finance Committee recommended a funding cap of \$475 million for this Program.
 - ✓ Projects were evaluated and ranked based on Congestion Reduction Relative to Cost (CRRC) and NVTA Quantitative Scores (which includes the HB 599 evaluation).
 - ✓ NVTA staff recommended 10 projects for funding at a total cost of \$434,443,951.
 - ✓ Public comment period ran from May 13 – June 17, 2016, with a Public Hearing on June 9, 2016 and several Town Hall Meetings hosted by member localities. A total of 346 comments were received to include 200 written comments, 29 Public Hearing speakers, 117 comments from Senator Surovell with his support letter, support letters from Supervisor McKay and other elected officials. Additional comments, including those from Senator Surovell and Supervisor McKay were received after the end of the public comment period and were included in the public comments. All public comments are available on the NVTA website.
 - ✓ Technical Advisory Committee (TAC) reviewed the candidate project evaluations and recommended 10 projects for FY2017 Program funding at a total cost of \$434.4 million. The TAC expressed concern about funding the Metrorail Blue Line Traction Power Upgrades based on the Federal Transit Administration (FTA) directives, wanting to ensure that there is no conflict with the FTA directives should the Authority advance this project. The Committee also expressed concern regarding the I-66/Route 28 Interchange Improvements with regard to the use of NVTA regional revenues for a project that is part of the interstate system, however, there was an understanding that the Authority is funding an interchange that is included in TransAction 2040, and that the project was evaluated as such.
 - ✓ Planning and Programming Committee (PPC) endorsed the TAC and NVTA staff recommendations, which were the same, for the FY2017

Program. Committee requested supplemental information on one of the recommended projects (Metro 8-car traction power upgrades for the Blue line) and five additional projects.

- ✓ Based on the CRRC rankings, nine of the top twelve projects were recommended for funding, with one project recommended based on its high Qualitative Score as the Authority is charged to give priority to projects that provide the greatest level of Congestion Reduction Relative to Cost. The remaining three of the top twelve projects were not recommended for funding for these reasons listed below:
 - Manassas Sudley Road – funded in full through the State’s HB 2 process.
 - Falls Church Bikeshare project – funded through the RSTP action this evening.
 - Fairfax County Connector Bus project – low Quantitative Score.
- ✓ Supplementary information on the Washington Metropolitan Area Transit Authority’s (WMATA) Blue Line Traction Power Upgrades Project:
 - Letter dated June 27, 2016, from WMATA Chairman to NVTA Chairman stated no conflict between FTA Safety Directive 16-3 and NVTA requirements. NVTA Policy 17 requires that the first drawdown for all FY2017 Program projects must occur prior to June 30, 2019, or must show project activation.
 - Letter dated July 6, 2016, from WMATA Chief Safety Officer to NVTA Executive Director provided additional information that the Blue Line segment (Pentagon to Franconia-Springfield) is not defined as a ‘High Risk Area’ by FTA, and therefore not in conflict with FTA’s Directive.
- ✓ PPC requested additional information on five projects:
 - Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church (Falls Church)
 - Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements (Arlington County)
 - East Falls Church Regional Connections and Access Project (Arlington County)
 - West End Transitway (Alexandria)
 - Route 7 (East Market Street)/Battlefield Parkway Interchange (Leesburg)
- ✓ Supplemental information was included in the meeting packet and the total additional cost for these five projects is \$64.1 million.
- ✓ Available Pay-Go funds for this Program are \$266.7 million. Should the Authority choose to fund the ten recommended projects, this results in a gap of \$167.7 million. Finance Committee recommended a funding cap of \$475 million, leaving an unexpended difference of \$40.6 million.
- Chairman Nohe recognized and welcomed Virginia Secretary of Transportation Layne and Deputy Secretary Donohue. Secretary Layne addressed the Authority regarding the I-66/Route 28 Interchange project,

noting that it is a large request in the FY2017 Program. He reviewed several points regarding the Authority's consideration of this project:

- ✓ The Authority is being asked to fund the I-66/Route 28 Interchange, not the larger Transform I-66 Outside the Beltway project.
 - ✓ Project was scored based on the total funding for the interchange at \$370 million, but the State anticipates the Authority's contribution being no more than \$300 million.
 - ✓ The Authority's contribution to this interchange will allow the State to leverage this money in a broader scope to bring the Transform I-66 Outside the Beltway project to fruition.
 - ✓ There will be no risk to the Authority. The State is not asking the Authority to take any risk on this project.
 - ✓ If the negotiated contract requires less than \$300 million from the NVTVA, the State will still split the public contribution amount 50/50 with the Authority, so the request could be less than \$300 million and still deliver the interchange based on project specifications.
 - ✓ The Transform I-66 Outside the Beltway project anticipates that over the 50 year term \$350 million of net present value toll revenues will come to the Authority to be used for other projects in this corridor. This return will be based on the final contract with the concessionaire.
 - ✓ The State is not looking for the absolute lowest cost contract. This is a mistake the State has made before in negotiating deals, and paid a high price through other provisions like HOV restrictions and alternative facilities limitations.
 - ✓ Cash flows will work based on how the contract is negotiated and the State will negotiate to move those monies up as quickly as possible.
 - ✓ The State will also work with the concessionaires and the Virginia Department of Transportation (VDOT) to complete the Transform I-66 Outside the Beltway project as quickly as possible and work to expedite this interchange toward the front end of the construction period.
- Secretary Layne concluded that this is what the State is asking for and prepared to team with the Authority on. He noted that there was concern that the federal government or the State should fund the interstate, adding that this would be his wish as well, however, there are no more programs that exist to fund this. The responsibility has been delegated down to the states. He added that the State had about \$7 billion in funding requests for the FY2017-2022 Six Year Improvement Program for the \$1.7 billion available this year. Of this amount, \$300 million is allocated to the Transform I-66 Outside the Beltway project. Secretary Layne stated that the State does not have the money to complete this project without the region participating. He added that the State is doing the same thing in Hampton Roads on I-64, where the State is participating at 40%. He reiterated that the State is hopeful to contract this project at an amount less than the \$300 million ask of the Authority, but cannot guarantee that.
 - Delegate Minchew asked if there would be a Memorandum of Agreement (MOA) for this project [related to the \$350 million net present value referenced by the State] that would contain the funding proposal, as well as

cooperative understandings between the Commonwealth and the Authority, to be worked out with the NVTA's Council of Counsels. He asked for additional clarification that this MOA would be in place prior to the approval of the Standard Project Agreement (SPA) for this project. Secretary Layne responded that this would be the State's intent, adding that they have a Memorandum of Understanding (MOU) with Hampton Roads that details each party's responsibilities. He noted the duty of this arrangement is to build the interchange, the rest would be contingent. He added the risk of construction of the interchange will be on the State and they will have to deliver the interchange. No other risk in the projects being negotiated with the potential concessionaires would accrue at all, the only thing would be that the revenues from this will come back to the NVTA. He added that there is over \$700 million from I-66 that is going to transit for the corridor, in present value terms. That is not included in the \$350 million coming to the NVTA for corridor improvements. Secretary Layne suggested there are substantial benefits in the corridor. He added that although many are saying that all the monies are going to pay the concessionaires, that is not true in this case. Based on the term sheet for this project, the concessionaires should make a lot of money, as long as they meet the term sheet.

- Chairman Nohe added that, presuming we move forward tonight, the adoption of an MOU can be a contingency for the approval of the SPA.
- Delegate Hugo suggested the revenue return to the Authority be lessened from 50 years to 10-20 years. He asked for clarification of the NVTA's voting requirements. Chairman Nohe responded that approval of all Authority actions requires 2/3 of all voting members present, plus 2/3 of the jurisdictional representatives present, and jurisdictional representatives whose populations equal more than 2/3 of the population of the region must vote in the affirmative.
- Delegate Hugo inquired about the preliminary discussions with the concessionaires and how many the State is negotiating with. Secretary Layne confirmed that three concessionaires met the term sheet and negotiations are continuing with two of those concessionaires. He stated that the final proposal is anticipated to be complete in about two weeks, with bids due in September. He added that discussions have been ongoing regarding technical and financial changes and suggestions to make the final proposal work best for the State and the concessionaires.
- Delegate Hugo thanked Secretary Layne, noting that he appreciates that the State is not just looking for the lowest bid.
- Chairman Nohe noted that the PPC had endorsed the ten projects on the NVTA staff recommended list and to recommend consideration of five additional projects, based on additional information. He stated that he has spoken to most of the Authority members over the last few days, and based on these discussions he proposed an alternate project list for the FY2017 Program. He noted the alternative proposed list includes the 10 recommended projects on the staff list and adds two others:

- ✓ \$11.6 million for the Arlington County Crystal City Streets Project, which fully funds this request.
- ✓ \$20 million for the Leesburg Route7/Battlefield Parkway Interchange, which does not fully fund this project, but provides a significantly substantial amount for VDOT, who is constructing the project, to continue moving forward with the project. He added that there are some additional details to be worked out to fully fund this request.
- Chairman Nohe stated that this alternative proposed project list represents a total funding request of \$466 million and is still almost \$9 million less than the proposed Finance Committee funding cap.
- Chair Randall moved adoption of the alternate proposed project list to be funded by the Authority in the FY2017 Program; seconded by Board Member Fisette.
- Chair Randall stated that as both a member of the Finance and the Planning and Programming Committees, there have been many good discussions about these proposed projects. She noted that the Authority does have a formulaic process by which to evaluate projects and we don't want to upend this process. She added that we do want to ensure there is a diversity of projects, uses and geographic areas represented. Chair Randall concluded that the alternate proposed project list does this. She added it is important to her to move the Route 7/Battlefield Parkway project forward, noting that with this addition we are still under the Finance Committee funding cap. She suggested this project provides the diversity of project sources and geographic locations that the NVRTA would like have.
- Council Member Rishell agreed with Chair Randall's comments and added that this project selection process was a very nuanced approach. She concluded that the list is a "real keeper".
- Council Member Snyder thanked Chairman Nohe for his amazing efforts to bring the group to consensus. He also thanked NVRTA and jurisdictional staff for this coordination. He stated that this project selection process was worked on by people of good will trying to reach a compromise and an approach that is in the public's best interest. He noted that moving forward it is important to keep diversity in types of projects and jurisdictional equity, for both small and large jurisdictions. He expressed a hope that in the future there will be more balance with transit, bike and other modes. He recognized that roads are a critical part of getting people to and from where they need to go. Council Member Snyder stated it is important to continue to work on our criteria, adding that cost benefit analysis is important and if applied appropriately can have an application for both large and small projects. He expressed concern about the long term, noting he had the opportunity to serve on the predecessor to the NVRTA. He suggested we have made amazing progress and thanked the members of the General Assembly who made this funding possible. Council Member Snyder stated that in the future we need to keep air quality requirements in mind for project approvals. He noted these requirements are

not going to get easier, but will likely get tougher and we will really need to find ways to reduce our reliance on single occupancy vehicles. He added that, otherwise, we are creating a big problem for this region that will need to be dealt with in the future. Council Member Snyder concluded that he plans to abstain from the vote, but if his vote is necessary to pass the package tonight, he will vote for it. He complimented the members present and the staffs for an incredible amount of work that is very much in the public interest.

- Delegate Minchew expressed appreciation that staff and Chairman Nohe worked with Chair Randall and the Mayor of Leesburg, and listened to the concerns about the Route 7/Battlefield Parkway Interchange. He noted that when the interchange is complete, there will be no traffic lights on Route 7 after passing the Dulles Town Center until after you are over the Blue Ridge Mountains. He added that removing this last traffic signal will make Route 7 a well moving road. Delegate Minchew stated that at the last meeting he was financially skeptical about the I-66/Route 28 Interchange project for a couple of reasons, adding he was wondering whether we were approving an interchange or making a capital contribution toward a new venture with the Commonwealth. He acknowledged that he liked the former, but was not comfortable with the latter. Delegate Minchew stated that this is a large interchange, but it is a discreet project. He added that he recently drove through this area to get an idea of the current traffic situation in this interchange. He noted that there is a major inland port of Virginia that will become more active and those containers will likely travel to Dulles Airport by way of the I-66/Route 28 Interchange. Delegate Minchew stated that these are the reasons he will be supporting this project, as big as it.
- Senator Black expressed appreciation for the work that was done, particularly the work to get the Route 7/Battlefield Parkway Interchange added to the alternate proposed project list. He stated that many years ago he got funding for Route 7 in the Six Year Plan, but then it was stripped out. It has been many years in the process, but the due to the County's and other funding sources the project has managed to move forward. This particular interchange is going to be the last bottleneck on Route 7. In reference to the I-66/Route 28 Interchange, Senator Black stated that many years ago he put in the legislation that extended the Route 28 tax district with a plan to initially build ten interchanges and we just continue to improve this corridor. He noted this is a big intersection along the way and this improvement will serve to increase the utility of that valuable freeway. Senator Black added he has misgivings about the way the whole I-66 project is being done, but he does very much support the I-66/Route 28 Interchange improvements.
- Chairman Bulova stated that the discussion so far indicates this motion is going to pass. She thanked Chairman Nohe for his work with all the Authority members. She added that she appreciated this process, noting that a question had been raised as to whether it matters if we have a public hearing on the FY2017 Program and will it really matter; or is this solely an academic exercise and only the project scoring matters in the funding decision, therefore, there is no real value to people speaking at the public hearing. Chairman

Bulova stated she thought there was a lot of value in the public comment process. She added that she had not had much appreciation for the Route 7/Battlefield Parkway Interchange before people spoke at the public hearing. She suggested that the project had been added to the alternate proposed project list not because a number of people came to testify, but because things were brought to our attention that we were not necessarily aware of. She stated that it changed her opinion from just looking at the project scoring, to also looking at other information that needed to be taken into consideration. Chairman Bulova concluded that the process has been very good, respectful of larger jurisdictions and smaller jurisdictions, and working together to try to accommodate all needs. She thanked the jurisdictional staffs and Ms. Backmon, adding that this was well done.

- Mayor Silberberg echoed Chairman Bulova's sentiments and added that she had also been unaware of the concerns about the Route 7/Battlefield Parkway Interchange. She stated that the funding of the Potomac Yard Metrorail Station is a huge influx of funding for the City of Alexandria and is critical to being able to build this Metro station. She added that this is truly a regional Metro station, that she is grateful for the funding and that the City is working very hard to ensure the funds are handed very well. Mayor Silberberg acknowledged that the jurisdictions cannot get everything they want on the project list. She thanked Chair Randall for expressing herself so well for her community's needs; Chairman Nohe for his leadership in this process; and NVTA staff for keeping the members informed and for their hard work.
- Mayor Parrish stated that he takes a different tact than what he has heard tonight. He stated that the vote tonight is difficult for him for many reasons. He acknowledged that he had not contacted members to discuss this issue, as he did not see it as his effort to try to get votes. He thanked Secretary Layne and Deputy Secretary Donohue for their kindness. He also thanked Chairman Bulova, adding that she is a good friend. Mayor Parrish stated that Chairman Nohe had done an outstanding job. He added that it is obvious that this body is going to vote for the motion at hand. He stated that he has significant concerns and shared some of his concerns.
 - ✓ Federal government is not investing heavily and substantially in this project, particularly the I-66/Route 28 Interchange.
 - ✓ Commonwealth should invest more in the Transform I-66 Outside the Beltway project.
 - ✓ Major concern about turning our roadways over to the private sector, acknowledging that he comes from the private sector, so this is difficult to say. He added that he does believe in the private sector.
 - ✓ TAC expressed concerns, as noted earlier.
 - ✓ When I-66 is built, as planned by the Commonwealth, it will be another cost our citizens bear and there will be another toll road – I-66 Inside the Beltway.
 - ✓ Largest concern is turning our roads over to the private sector.
 - ✓ Suggested it is a good value to always save some from your paycheck and pay yourself first. We could do that.

- ✓ If you own a piece of property that is valuable, you don't sell it, and he is afraid that is what we are doing.
- Mayor Parrish thanked Chairman Nohe for the opportunity to express his thoughts. He added that he is mindful of his friends around the table who have come to the conclusion that this is the right thing to do. He concluded that he hopes we all think that is the case for 50 years.
- Delegate Minchew expressed appreciation for Mayor Parrish's comments. He stated that in light of Secretary Layne's comment about the federal government getting out of the road business for the Eisenhower Interstate System, they might want to consider taking the 18.4 cents/gallon federal gas tax and the 24.4 cents/gallon diesel tax and turn this money back to the states, if they are going to stop maintaining the Eisenhower Interstate System.
- Delegate Hugo agreed with Mayor Parrish on some of his issues, noting that he makes a point and he hopes everyone listens to it. He suggested this is a dangerous precedent. He stated that when this program was set up, it was to fund ancillary roads, not to fund interstates. Delegate Hugo suggested this is a challenging precedent we are beginning. He added that the federal government support for roads has devolved over the years and funding has lessened. He stated the Authority has to be careful, adding that the perfect is the mortal enemy of the good on this one. Delegate Hugo reiterated that Mayor Parrish made good points and the Authority is right to listen to him. He stated that his overwhelming concern is that this is the number one congestion project in Northern Virginia and it impacts the entire region, from Arlington to Loudoun. He added that he hopes everyone takes this very seriously. Delegate Hugo stated that a number of members of the General Assembly have contacted him to make the point that the NVRTA should not be funding interstate roads, and they are absolutely right, adding that he hopes this is the exception to the rule and that this does not become a precedent. Delegate Hugo stated that if this becomes habitual, it will be dangerous for the program long-term. He urged the Authority members to take Mayor Parrish's words to heart and added that many members of the House and Senate have voiced the same concerns.
- Senator Black agreed with Mayor Parrish's two main points. He stated that there are a handful of things that government does and that government should do exclusively, and one of them is to run the roads. He added that Loudoun has the preeminent example of a problem caused by privatizing a road, the Greenway. The Greenway has been a nightmare for everyone who has dealt with it and that the County is stuck contractually. Senator Black stated that it concerns him that I-95 has a vast expanse of right-of-way and we have segmented the road so that the main part down the center is a limousine highway, if you can pay for it. He expressed hope that over time we can begin to move away from this model, adding that everyone ought to be equal on the highway, whether rich or poor because it is a public roadway. Senator Black concluded that he supports Mayor Parrish's comments, however, he believes the projects as proposed have been done in a very thorough way.
- Board Member Fisette thanked Mayor Parrish for his philosophical conversation, adding that he expects the Authority may grapple with these

issues over time, especially if other projects like this arise. He expressed appreciation to the State for making it known early on that this project was not just going to automatically happen, adding they were incredibly diligent in informing the Authority. He suggested that from what we know, this is a different approach to this kind of a Public-Private Partnership project than in the past. He added that it behooves us all to be aware of the points made by Delegate Hugo and Mayor Parrish. Board Member Fisette thanked Ms. Backmon, Chairman Nohe and the State. He noted that the conversation at last month's PPC meeting was very good. He stated that the evolution of the alternate proposed project list validates that this complicated, multifaceted formula that is the scoring system is valuable and has been honored by what we are doing today. He added that it also validates that scoring systems are not perfect and cannot be purely applied, therefore it is important that the Authority retain some of the judgment and flexibility to apply to the backbone that comes through the scoring system. Board Member Fisette stated that he had always heard that the NVTAs worked by consensus, to a large degree, and today's action proves this is true, adding this was a collaborative effort throughout with many effective partners making it happen. He concluded that he is happy to support the motion.

- Chairman Nohe recalled the process after the FY2014 Program was adopted and the steps necessary for bond funding. He asked about the next steps in the FY2017 Program funding process. Mr. Longhi responded that NVTAs staff will begin working with the project sponsors to determine their cash flow demands and will build a plan of finance this fall. The plan will work through the Finance Committee and come back to the Authority with a plan of finance in late fall.
- Chairman Nohe requested that the maker and seconder of the motion consider two friendly amendments. He stated that it had been suggested that we need more information about the potential excess toll revenues and that we enter into the MOU with the State prior to the adoption of the SPA. He suggested including in the motion the distinction that this needs to happen. Chairman Nohe also noted that there are some additional issues that need to be smoothed out in terms of when project funding will be needed and will begin to drawdown. He stated that one example was the Metro Blue Line Power Traction Upgrades, where we have most of the answers from WMATA, but there are still some concerns. He added that the project applications include an Appendix B that lays out the timeline and expected cash flows of each project. He suggested including in the motion that prior to the adoption of any SPAs, the sponsoring agencies and jurisdictions will revisit that Appendix B with staff to ensure that if a project falls apart, we do not allocate money through the SPA and then not be able to pay it out. Chair Randall stated these amendments are not only reasonable, but will help the member jurisdictions stay on track, adding that she agrees with the friendly amendments. Board Member Fisette agreed as well.

- **Amended motion:** Chair Randall moved adoption of the alternate proposed project list to be funded by the Authority in the FY2017 Program, with the contingencies that the Memorandum of Understanding (MOU) with the State on the I-66/Route 28 Interchange project be complete prior to the approval of the Standard Project Agreement (SPA) and that project sponsors revisit their funding requests to ensure projects will stay on track prior to SPA approvals; seconded by Board Member Fisette.
- Chairman Nohe stated that NVTa staff has worked very hard over the last ten months, thanking Ms. Backmon, Mr. Longhi and all the NVTa staff. He noted the staff is comprised of six members and this is a body of work that in many places would require a team of 40 people. Chairman Nohe add that there are truly countless jurisdictional and agency staff that have worked on this process as well and thanked all the staff who have worked so hard to meet deadlines and get this done. He added that when he does NVTa presentations, he describes the NVTa as the premiere regional planning, programming and funding transportation agency, noting this has set a gold standard for what we do for regionalism here in Northern Virginia. Chairman Nohe added that he has often heard that we do not work well together as a region. He stated that the next time he hears this, he will point to this process and program list and will state that no one in the state is working as well as a region as Northern Virginia.
- Chairman Nohe called for a roll call vote.

Chairman Nohe	yea
Mayor Silverthorne	yea
Chairman Bulova	yea
Chair Randall	yea
Board Member Fisette	yea
Mayor Silberberg	yea
Council Member Snyder	abstain
Council Member Rishell	yea
Mayor Parrish	yea
Senator Black	yea
Delegate Hugo	yea
Delegate Minchew	yea
Ms. Hynes	yea
Mr. Kolb	yea
- Motion carried with thirteen (13) yeas and one (1) abstention.

VI. Adoption of Revised Policy 17 - FY2017 Program First Drawdown Commitment

Mr. Longhi, CFO

- Mr. Longhi briefed the Authority on the Revised Policy 17 – FY2017 Program First Drawdown Commitment. He noted that this revised policy has been

coordinated with all of the NVTA Committees, as well as the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Council of Counsels. He highlighted the key points:

- ✓ Applies to the FY2017 Program only.
- ✓ Current policy sets a three year benchmark and when combined with Policy 16, offers the Authority two milestones with which to check-in on projects. Policy 16 check-in is at six months and Policy 17 is at three years.
- ✓ Revisions to Policy 17 allow for a monthly check-in through communications with the jurisdictions on project activation and progress. These findings will be reported through the Executive Director's monthly report to the Authority.

- Chairman Bulova moved adoption of the revisions to Policy 17 – FY2017 Program First Drawdown Commitment; seconded by Council Member Rishell.
- Chairman Nohe stated he is pleased with the revisions to Policy 17, adding that he almost wishes they were more aggressive. He warned that this year and in coming years, it will be very important that when the Authority funds projects, those projects actually get built. Chairman Nohe noted the NVTA has cash in the bank from FY2014 and FY2015-16 projects that are moving along, but the credibility of our region hinges on knowing that when we approve a project we know when it is going to start.
- Motion carried unanimously.

Discussion/Information

VII. Finance Committee Report

Mayor Parrish, Chairman

- Mayor Parrish stated that he missed the last Finance Committee meeting and thanked Council Member Rishell for taking the lead as Vice-Chairman.
- Council Member Rishell briefed the Authority on the June 16, 2016 Finance Committee Meeting. She noted:
 - ✓ Mr. Garber with PBMares introduced himself to the Committee to ensure a direct and open line of communication between the Committee and the NVTA's audit firm.
 - ✓ The Committee had several meetings prior to unanimously agreeing to the FY2017 Program funding recommendation not to exceed \$475 million, which would require project fund financing of approximately \$208 million. She noted this number was revised earlier in this evening's meeting.
 - ✓ The Committee unanimously recommended the adoption of the revisions to Policy 17 – FY2017 Program First Drawdown Commitment in order to ensure project progress.

VIII. Planning Coordination Advisory Committee Report Mayor Foreman, Chairman

- No verbal report.

IX. Technical Advisory Committee Report Mr. Boice, Chairman

- No verbal report.

X. Monthly Revenue Report Mr. Longhi, CFO

- Mr. Longhi advised the Authority that the Authority's revenues continue to perform above their estimates, despite what we are hearing from the broader state level.

XI. Operating Budget Report Mr. Longhi, CFO

- No verbal report.

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

A. Approval of Fairfax County CMAQ/RSTP Reallocation Request

- Ms. Backmon stated that at the Authority's next meeting she will present the draft vision and goals for the Five Year Strategic Plan. She noted that the input from the Authority members' Work Session in April has been fine-tuned working with the RJACC. Final drafts of the vision and goals are anticipated to come to the Authority for adoption at the next meeting.
- Ms. Backmon added that the next Thursday's Finance Committee meeting has been cancelled, as well as next Wednesday's TAC meeting. The Planning Coordination Advisory Committee is scheduled to meet on Wednesday, July 27, 2016.

XIII. Chairman's Comments

- Chairman Nohe noted that with Ms. Bushue's departure from the Authority, there is a vacancy on the Governance and Personnel Committee (GPC).
- Chairman Nohe appointed Ms. Hynes to the Governance and Personnel Committee.
- Chairman Nohe stated that currently there are presentations planned for the September Authority meeting and asked for confirmation that are not any time-sensitive action items for that meeting. Ms. Backmon confirmed that there are not. Chairman Nohe stated that he may be out of town in September, but suggested that the Authority should not meet if there are no action items.

- Delegate Minchew moved to authorize the NVTAs Chairman to cancel the September Authority meeting if it is not necessary; seconded by Chairman Bulova. Motion carried unanimously.
- Chairman Nohe thanked NVTAs and jurisdictional staff for their work.
- Council Member Snyder stated that in view of the virtually unanimous vote on the FY2017 Program he respectfully requested the permission of the Authority to change his vote to be in support of the Program, in order to provide a united front for Northern Virginia in dealing with Richmond. Chairman Nohe suggested there could be a motion to suspend the rules and allow a member to change their recorded vote.
- Council Member Rishell moved to suspend the standing rules to reopen the vote on the FY2017 Program adoption; seconded by Chair Randall. Motion carried unanimously.
- Council Member Snyder changed his vote on the adoption of the FY2017 Program from abstention to yea. That motion, as recorded previously, carried unanimously.
- Delegate Hugo stated that there are no General Assembly members on the PPC. He suggested it might be useful to have a General Assembly member on the Committee and asked the Chairman to consider this in the future. He suggested Delegate Minchew would be an able candidate. Chair Randall stated she believes this is a good idea, but questioned whether this would be practical if issues are time sensitive and General Assembly members are not available to attend meetings. Delegate Minchew added that he attended the last PPC meeting, sat at the table, fully participated and was recognized by the Chair. Chairman Nohe responded that he will take this under consideration with the GPC Chair.

XIV. Adjournment

- Meeting adjourned at 8:24 pm.