

Transit Capital Project Revenue Advisory Board
VDOT Auditorium
1401 East Broad Street, Richmond VA
June 16, 2016
10 a.m. to 2:00 p.m.
Minutes

Members Present:

Hon. Marty Williams	Hon. Jeff McKay
Jim Spore	Hon. Tom Rust
Dr. James Toscano	Hon. Mary Katherine Greenlaw
Josh Baker	

Staff: Director Jennifer Mitchell

1. Call to order (10:11 a.m.) – DRPT Director Jennifer Mitchell called the meeting to order. Director Mitchell thanked all the committee members for volunteering for such an important review. Introductions of new advisory board members were made.
2. Motion to elect Chairman (10:14 a.m.). Jim Spore nominated Marty Williams for the position of Chairman of the Board; Mr. Williams was unanimously elected Chair of the Transit Capital Project Revenue Advisory Board. Chairman Williams proposed to elect a Vice Chairman. Former delegate Tom Rust nominated Jeff McKay. Mr. McKay was unanimously elected Vice Chair of the Transit Capital Project Revenue Advisory Board.
3. Transit Capital Project Revenue Advisory Board Overview (10:18 a.m.) - DRPT Director of Policy, Communications and Legislative Affairs, Chris Smith, gave an overview of the enabling legislation, its overall charge, deadlines to the General Assembly, and interface with the Transit Service Delivery Advisory Committee.
 - a. HB 1359
 - b. Membership and Organization Overview
 - c. Interface with TSDAC

<http://www.drpt.virginia.gov/transit/major-transit-initiatives/transit-capital-project-revenue-advisory-board-hb-1359/meetings-and-agendas-2016/>
4. State of Transit Funds (10:22 a.m.) – DRPT Chief Financial Officer, Steve Pittard, presented on the current structure of DRPT’s transit capital program, including existing

revenue sources, budget projections, as well as how they are currently prioritized by categories previously established by the TSDAC and CTB.

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Director Mitchell stated that HB 1359 contemplates a new way to allocate transit funds, and the charge of this group is to look at potential prioritization framework based on certain factors determined by HB 1359 along the lines of HB2. Additionally, In reference to annual capital funding Virginia provides to WMATA, under federal PRIIA legislation, if Virginia does not come up with its \$50 million annual obligation to WMATA, then Maryland and DC may also withhold their respective portions of funding. Should this happen, the federal government would not be obligated to allocate its \$150 million match to the jurisdictions' funding.

5. Director Mitchell introduces Nate Macek from Parsons Brinckerhoff and provides brief background (10:48 a.m.). Nate Macek, Parsons Brinckerhoff presented on the analysis of long-term trends regarding Virginia's transit capital program revenues, the impact to the capital program of the loss of CPR bonds in 2018, and the long-term capital needs of transit agencies across the state.

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6. WMATA Funding Overview (11:12 a.m.) – Northern Virginia Transportation Commission Acting Executive Director, Kate Mattice, presented an overview of how the Washington Metropolitan Area Mass Transit Authority (WMATA) is funded by state and local government in Virginia. Ms. Mattice also introduced Greg Potts WMATA government affairs staff for Virginia.

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Chairman Williams calls adjournment for lunch (11:27 a.m.)

Chairman Williams calls meeting to order (12:31 p.m.) Chairman recognizes Delegate Mark Sickles in audience.

7. Overview of HB 2 Prioritization Criteria (12:32 p.m.) – Tom Harrington, Cambridge Systematics presented on the project prioritization strategy recently adopted by the CTB and used by both DRPT and VDOT to prioritize major transportation projects based upon

defined criteria .

8. Chairman Williams opens floor to Advisory Board members for comments on next steps (12:56 a.m.)
 - James Toscano: Questioned if the states have independent rating for projects such as New Start projects and projects that are under the federal process and if so, if those ratings would be considered . Stated that the board will need to provide the General Assembly something actionable. Emphasis should be put on what was accomplished with the capital money spent.
 - Director Mitchell: Stated there may be parallels used in the FTA process that may not be needed. Criteria need to be aligned with big projects, but for smaller projects the board will need address.
 - Josh Baker: Mentioned that for every WMATA there are many small agencies with similar struggles on a smaller scale, but it doesn't make them less important. Understands the methodology has endeavors to address that, questioned the impact of this on the smaller and largest agencies. Would like to review the weighted scale.
 - Tom Rust: Stated it will not be easy to build a case, but it will be necessary to show not only how much funding the state will provide, but how much funding will come from the localities. There needs to be a cost benefit from local systems. He would like to look at what other states have done.
 - Jim Spore: Asked how many projects have already gone through the prioritization process.
 - Vice-Chair McKay: Wondered how board will quantify loss of state funds. What the range of potential cost services cuts will do to the local economies, and what the loss of state transit capital will do. Wants to put in front of the General Assembly a strong business case of what this will mean to Virginia.
 - Mary Katherine Greenlaw: Glad to hear the board will apply the methodology somewhat strategically, but understands it is not a one-size-fits-all approach. Stated that the value of transit to economic development is critical. A case must be presented to the General Assembly that one of the best things the Commonwealth can do is find a way to get commuters off the road.
 - Chairman Williams: Interested in building a preamble, which includes the reality of the constraints of the General Assembly. Making a case is not as difficult as building expectation around those constraints. He would not want to make the determination at this meeting, and expressed that there might be a need for more than four meetings. That determination will be addressed in the next meeting, with the understanding the time constraints on staff and board members involved.
 - Director Mitchell stated that the Transit Service Delivery Advisory Committee (TSDAC) will be used by this board as their advisory group. This Advisory Board

has more of a policy and legislative background, while TSDAC has more a transit and technical understanding. TSDAC will help this board understand the details of the prioritization process. DRPT will also do a lot of prioritization framework and analytical work which they will vet through TSDAC and bring back for review to this Advisory Board. This Advisory Board will focus their time and energy on revenues.

Next Steps - Chairman Williams stated the next meeting would be planned for late August/early September. He asked that information for those meetings be provided to board members as early as possible prior to the meeting.

9. Public Comment – no public comment

10. Adjourn (1:23 p.m.)