

Minutes
Planning, Development and Real Estate Committee
April 24, 2008

The meeting was called to order at 9:07 a.m. Present were:

Committee Members:

Mrs. Catherine Hudgins, Chair
Mr. Emeka Moneme, Vice Chair
Mr. Christopher Zimmerman
Mr. Jim Graham
Mr. Peter Benjamin
Ms. Elizabeth Hewlett
Mr. William Eulle
Mr. Marion Barry
Mr. Gordon Linton
Mr. Jeff McKay

The Committee meeting was called to order at 9:07 am. Mr. Benjamin moved, seconded by Ms. Hewlett, that the Committee convene to Executive Session at 9:09 am. The Committee voted in favor of the motion; the vote was unanimous.

The Committee meeting reconvened at 10:05 a.m.

Certification

Mrs. Hudgins moved that the Board certify, to the best of each member's knowledge, and with no individual member dissenting, that, at the just-concluding Executive Session, only such matters as are authorized for discussion in Executive Session under Board Procedure VI, and only those matters identified in the motion by which the Executive Session was convened, were heard, discussed or considered by the Board. The motion was seconded by Mr. Benjamin. The Committee unanimously voted in favor of the motion.

Approval of Agenda

The agenda was approved.

Approval of Minutes

The minutes from the March 27, 2008 meeting were approved with changes as modified by Mr. Peter Benjamin.

Action Items

A. Sale of Rosslyn Bus Alley

Mr. Zimmerman moved that the Committee recommend the Board approve authorization for staff to enter into a sales agreement with The JBG Companies ("JBG") for purchase of Rosslyn Bus Alley at the Rosslyn Metrorail Station and to allow Arlington County to use the proceeds from the sale of the bus alley to partially fund enhancements to the Rosslyn Metrorail Station. Motion was seconded by Ms. Hewlett. The Committee voted in favor of the motion; the vote was unanimous.

B. Florida Avenue Developer Selection

Mr. Graham moved that this matter be deferred for a period of not less than 60 days. The motion was seconded by Ms. Hewlett. The Committee unanimously voted in favor of the motion.

C. Royal Street Relocation Project

Staff sought to obtain concurrence from the Planning, Development and Real Estate Committee and Board approval to 1) establish a project for the replacement of the Royal Street Bus Garage; 2) establish a \$4.3 million project budget; and to 3) authorize tasks to P2d for the alternatives analysis and Public Hearing planning process.

Mr. Requa informed the Committee that whether or not the financing of the alternatives analysis and public hearing process can be completed with federal funds is in question and, even though this project is being recommended, the acceptance of federal government wording changes and legislation will apply to the use of these funds for this project. Also, there is no intent to find other funds at this time not available through the grant process.

Mr. Zimmerman asked Mr. Requa from where the \$4.3M was coming and what the \$4.3M would buy. Mr. Requa responded there are grants available for construction of the new facility to replace Royal Street. He also responded the \$4.3M was to start the construction project but is questioning if it can also be used for the alternatives analysis and public hearing process. Mr. Zimmerman then asked if more money would be needed to acquire a piece of property and build the facility. Mr. Requa responded yes additional funds would be needed.

Mr. Benjamin sought assurance that the \$4.3M does not offset Metro Matters. Ms. O'Keeffe recommended to amend the Resolution to read, "That the Board of Directors amend the Capital Budget to establish a Reimbursable Project, separate from Metro Matters to fund an alternatives analysis, preliminary engineering, WMATA management

and the public hearing process for the replace of the Royal Street Bus Garage, subject to the availability of funding from FTA grants in the amount of \$3.41M plus the required local match of \$0.85M from the Virginia Department of Rail and Public Transportation.”

Mr. Euille motioned that the Board approve staff to establish a project for the replacement of the Royal Street Bus Garage; establish a \$4.3m project budget; and authorize tasks to P2d for an alternatives analysis and Public Hearing planning process. The motion was seconded by Mr. Zimmerman. The Committee unanimously voted in favor of the motion.

D. Policy Concerning Use of WMATA Property for Non-WMATA Transit Projects

Staff sought to obtain Board approval of a proposed policy allowing the no-cost transfer of WMATA-owned real property to local jurisdictions and state governments for reimbursable and other transit projects and to apply any sale proceeds from land transfers with non-governmental entities in connection with these projects to the particular reimbursable or transit project.

Mr. Benjamin stated that the Authority owns property that does not use federal funds, therefore, Federal Transit Administration (FTA) approval is not always required. He also stated there should be a positive statement that states that the benefits of this transfer would be evaluated and would be commensurate with the value of the land and the value to the region at large.

Mrs. Hudgins stated that the proposed policy is not comprehensive enough to protect the Authority. Mr. Catoe responded that Counsel will review the proposed policy to ensure that any change we make or any easement that we allow on our property or use of the land owned by Metro would be to the benefit either of Metro directly or Transit within the region.

Mr. Bottigheimer stated that there is flexibility to make transactions that are being proposed when something is operationally excessive to make it available and it may not be necessary to include in this policy.

Mr. Graham asked, if adopted, would this policy adversely affect our ability to dispose of property. Mr. Bottigheimer responded that it would not.

Mr. Zimmerman requested staff to prepare the distinction between the different ways property is disposed now. He then mentioned that the Joint Development Policy also has an excess property clause. Mr. Catoe agreed that staff would comply with this request.

Mr. Benjamin moved, seconded by Mr. Linton, that this item be deferred to a later date. The Committee unanimously voted in favor of the motion.

Information Item

A. Future Metrorail Capacity Needs

Mr. Harrington briefed the Board on Metrorail ridership growth trends over the next 25 years, discussed the adequacy of system and station capacity to handle projected ridership growth, and described capital improvements needed to enhance system capacity.

Mr. Zimmerman asked what was the growth in the last ten years. Mr. Harrington responded that over the last five years there has been under three percent a year growth on daily ridership and from analysis shows that peak hour-peak direction had a lower growth rate. Mr. Zimmerman then asked what has the accumulative growth rate been over the last ten years. Mr. Catoe stated it was a little higher than 30 percent and that staff was still working out the numbers.

Mr. Bottigheimer stated ridership associated with Dulles was ridership from the core out to Tysons, transfers coming from Vienna onto the new line inbound, riders from Loudon County into Tysons and being replaced at Tysons coming inbound. He also stated infrastructure associated with the Dulles corridor is really supporting the Dulles corridor's ridership so the conclusions are largely the same whether Dulles is built or not.

Mr. Zimmerman noted that Rosslyn was not in the presentation and asked why Courthouse was included. Mr. Harrington responded that from the ridership forecast Courthouse has high growth. Mr. Zimmerman stated that there is growth anticipated there but there was more growth anticipated in Clarendon. Mr. Bottigheimer replied that the analysis model is much stronger on the grouping of stations forecast than on an individual basis.

Mr. Benjamin asked if staff has evaluated the platforms for growth. Mr. Harrington responded that platforms were not studied in detail but it is something that will be looked at further, particularly for the core stations.

The meeting was adjourned at 11:10 a.m.