

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 Euille
Mr. Marion Barry
Mr. Gordon Linton
Mr. Jeff McKay

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

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

Certification

Mrs. Hudgins moved that the Board certify that only such matters authorized for discussion 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 March 27, 2008 meeting minutes were approved as modified by Mr. Benjamin.

Action Items

A. Sale of Rosslyn Bus Alley

Mr. Zimmerman moved, seconded by Ms. Hewlett, 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 allow Arlington County to use the proceeds to partially fund enhancements at the Rosslyn Metrorail Station. The Committee unanimously voted in favor of the motion.

B. Florida Avenue Developer Selection

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

C. Royal Street Relocation Project

Staff sought concurrence from the Committee and Board approval to 1) establish a project for the replacement of the Royal Street Bus Garage; 2) establish a \$4.3M project budget; and 3) authorize tasks to P2D for the alternatives analysis and Public Hearing planning process.

Mr. Requa informed the Committee that the acceptance of federal government wording changes and legislation will affect the use of federal funds for the financing of the alternatives analysis and public hearing process. Only funds available through the grant process are being sought.

With respect to the \$4.3M budget amount, Mr. Requa added that there are grants available for construction of the new facility to replace Royal Street, and while this amount was to start the construction project, it may not be available for the alternatives analysis and Public Hearing process. Additional funds will be needed to acquire a piece of property and build the facility.

To assure that the \$4.3M does not reduce local contributions to Metro Matters, Ms. O'Keeffe recommended the Resolution be amended 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 replacement 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 moved, seconded by Mr. Zimmerman, that the Committee recommend the Board authorize 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 Committee unanimously voted in favor of the motion.

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

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

Mr. Benjamin stated that WMATA owns property that does not use federal funds, therefore, Federal Transit Administration (FTA) approval is not always required. The benefits of these transfers should be evaluated and be commensurate with the value of the land and the region at large.

Mrs. Hudgins stated that the proposed policy is not comprehensive enough to protect WMATA. Counsel will review the proposed policy to ensure that any changes made or easements allowed on WMATA property will directly benefit WMATA or transit within the region.

Mr. Graham suggested using this proposal to dispose of property not being used and with no future use. Staff stated there are established procedures for making that land available for purchase, either to local jurisdictions or to private purchasers if the public sector does not express interest. The proposed policy will not adversely affect WMATA's ability to dispose of property. Staff will provide the distinction between the different ways property is currently disposed.

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 Committee on the projected Metrorail 25 year ridership growth trends, adequacy of the system to handle the growth and the capital improvements needed to enhance system capacity.

Analysis reveals a three percent a year growth during the last ten years on daily ridership and with peak hour/peak direction at a lower growth rate. Total growth over ten years was approximately 40 percent. Mr. Zimmerman stated many of the

recommendations were the same as reported to the Board in 2002 as part of the Core Capital Study. Since that time, the region has come together to pass the Metro Matters agreement that contributed to the 50% 8-car trains and other critical projects.

Mr. Moneme pointed out that the long-term capacity improvements, such as a new rail line through Georgetown, are very expensive and new surface transit alternatives must be explored to supplement Metrorail capacity.

Mr. Benjamin requested staff evaluate the platforms for growth in detail.

The meeting adjourned at 11:10 a.m.