

**ITEM 5-B
February 1, 2018
PRTC Regular Meeting
Res. No. 18-02-____**

MOTION:

SECOND:

RE: APPROVE – MINUTES – JANUARY 4, 2018

ACTION:

WHEREAS, on February 1, 2018 at 7:00 p.m. the Potomac and Rappahannock Transportation Commission (“PRTC” or the “Commission”) convened its regular meeting at the PRTC Transit Center, located at 14700 Potomac Mills Road, Woodbridge, Virginia; and

WHEREAS, PRTC conducted business in accordance with a published agenda dated February 1, 2018.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby approve the minutes of January 4, 2018.

Votes:

Ayes:

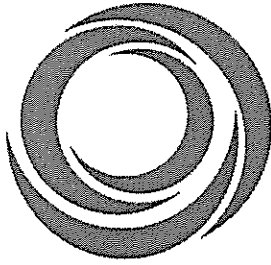
Nays:

Abstain:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:



POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

14700 POTOMAC MILLS RD • WOODBRIDGE, VA • 22192 • PRTCTRANSIT.ORG

MINUTES

PRTC Commission Meeting – January 4, 2018

Members Present

*Richard Anderson
*Ruth Anderson
*Maureen Caddigan
*George Barker
*Jeanine Lawson
*Frank Principi, Chairman
*Matt Kelly, At-Large Member
*Jackson Miller
*Jeanette Rishell, Vice Chair
*Pamela Sebesky, Secretary
*Gary Skinner
*Bob Thomas
*Paul Trampe

Jurisdiction

Virginia House of Delegates
Prince William County
Prince William County
Virginia Senate (arrived at 7:14 p.m.)
Prince William County
Prince William County
City of Fredericksburg
Virginia House of Delegates
City of Manassas Park
City of Manassas
Spotsylvania County
Stafford County
Spotsylvania County

Members Absent

John Jenkins, Immediate Past Chairman Prince William County
Jennifer Mitchell Department of Rail and Public Transportation
Marty Nohe Prince William County

Alternates Present

Hilda Barg Prince William County
*Norm Catteron Prince William County
*Margaret Franklin Prince William County (voting member @ 9:30 p.m.)
*Wendy Maurer Stafford County

Alternates Absent

Pete Candland Prince William County
Hector Cendejas City of Manassas Park
Todd Horsley Department of Rail and Public Transportation
Tim McLaughlin Spotsylvania County
Suhas Naddoni City of Manassas Park
Steve Pittard Department of Rail and Public Transportation
David Ross Spotsylvania County
Donald Shuemaker City of Manassas Park

Billy Withers
Mark Wolfe

City of Fredericksburg
City of Manassas

*Voting Member

**Delineates arrival/departure following the commencement of the PRTC Board Meeting. Notation of the exact arrival/departure time is included in the body of the minutes.

Staff and General Public

Tracy Dean – PRTC

Doug Allen – PRTC

Cozy Bailey – Citizen

Rob Dickerson – PRTC Legal Counsel

Nelson Cross – First Transit

Joyce Embrey – PRTC

Todd Johnson – First Transit

Ken Jones – PRTC

Bob Leibbrandt – Prince William County

Doris Lookabill – PRTC

Ebony Lofton – Citizen

Amber Maiden – Citizen

Jerry McIntosh – PRTC

Perrin Palistrant – PRTC

Tim Payne – Nelson/Nygaard

Christine Rodrigo – PRTC

Rhiannon Roszell – First Transit

Bob Schneider – PRTC

Markesha Smithen – PRTC

Chuck Steigerwald – PRTC

Bea Wooden – PRTC

Chairman Principi called the meeting to order at 7:00 p.m. The Pledge of Allegiance, a moment of silence, and Roll Call followed.

Approval of the Agenda –4 [RES 18-01-01]

Commissioner Rishell moved, with a second by Commissioner Kelly, to approve the agenda, as presented. There was no discussion on the motion. (RISHELL/KELLY, UNANIMOUS)

Approval of the Minutes of the December 7, 2017 PRTC Board Meeting – 5

Chairman Principi deferred the December 7, 2017 minutes to the February meeting.

Citizens' Time - 6

Chairman Principi reminded the Commission that at the December meeting, two items were tabled related to the new PRTC organization chart as well as a contract modification with First Transit. Chairman Principi reminded the Commission that the two items were tabled by the Commission in light of an open letter the Commissioner received concerning employment discrimination. The Commission asked that Prince William County's EEO Office conduct an independent review of several items. Immediately following the last meeting, Prince William County confirmed that they would perform the review and in December established that the review process will begin tomorrow.

At this time, Chairman Principi invited anyone in the audience that would like to address the Commission to step forward, introduce themselves, state whether or not they're representing an organization or themselves and to limit remarks to three minutes. A number of individuals addressed the Commission (Transcript attached).

Chairman Principi thanked everyone for their heartfelt remarks and noted that the Commission will take everyone's remarks to heart. Chairman Principi reiterated that the investigation commences tomorrow and that updates will be provided as the process progresses. The Commission anticipates closure on the particular set of issues in the March/April time frame.

Approval of the Consent Agenda –7 [RES 18-01-02]

Commissioner Caddigan moved, with a second by Commissioner Kelly, to approve the Consent Agenda, as presented. There was no discussion on the motion. [CADDIGAN/KELLY, UNANIMOUS]

- Accepted the Potomac and Rappahannock Transportation Monthly Jurisdictional Financial Report for the Period Ended October 31, 2017, as presented. [RES 18-01-03]
- Authorized the Budget and Appropriation of Spotsylvania County's Motor Fuels Tax Funds for Various FY18 Transportation Projects, as presented. [RES 18-01-04]

PRTC Executive Director's Time – 8

Dr. Schneider briefed the Board on the following item(s) of interest:

- Human Resources met with employees who had specific questions regarding the proposed reduction-in-force that was tabled at the January 4th meeting and some items were clarified for employees, as requested. Follow up was also provided by Dr. Schneider and PRTC Legal Counsel for Commissioners that had specific questions during and after the meeting.
- With regard to Commissioner Skinner's question at the January 4th meeting about fuel purchase and hedging, PRTC currently has one contract for 42,000 gallons of fuel for the months of April, May, and June of 2018 that was purchased in late July 2017. PRTC was still buying futures pre-hurricanes, so once the hurricanes hit, prices went up, but with the recent higher gas prices PRTC is not buying additional futures, but instead is relying on the MWCOG's "rack" price, as PRTC is part of the MWCOG's competitive bid package, which is currently a better price.
- A Triennial Review of PRTC's and VRE's federal compliance requirements occurred in the spring of 2017 where the Federal Transit Association (FTA) visited PRTC and conducted a review. The final report and all corrective actions have been accepted by the FTA and is included in the Board Kit for the Commissioner's perusal.
- The OmniRide Fuel Gauge is designed to inform the Commission on how PRTC is doing in terms of price. PRTC saved about \$60,000 through October 31, 2017. PRTC pumped more fuel, because it is now using the NVTC money to operate the new service out of Gainesville in the I-66 corridor, so PRTC has pumped about 12,000 more gallons, but because of the price reduction PRTC has saved money.

- A Strong Towns Article – “The Negative Consequences of Car Dependency” is included in the Board Kit for the Commission’s review. As part of the ongoing PRTC Strategic Plan goals, staff continues to provide information to the Commission about impacts regarding transit, communities, etc.
- Dr. Schneider provided a briefing regarding a bus Operator operating PRTC OmniRide Bus 348, who absconded the bus and traveled to Southampton County in southern Virginia. PRTC received a call from a motorist, who saw PRTC’s phone number on the back of Bus 348 to report that the bus was on fire. This is the second incident in the last four months where an Operator has driven a PRTC OmniRide bus out of the service area. An independent review will be conducted for both of the two incidents by Mr. Tim Collins, a former General Manager at PRTC. Mr. Collins is familiar with the region, transit contracting, operations, and safety and will perform a review of the December 2017 and August 2017 incidents. A report will be given at the Commission’s February meeting.
- Mr. Steigerwald reported on the progress of the PRTC Strategic Plan (the “Plan”) and reminded the Commission that the Plan was organized around four focus areas which include organizational, transit, transportation demand management, and future innovations. Contained within the four focus areas, are 19 recommendations for action. Progress has been made in the last several months on each of the four focus areas as well as on 12 of the 19 recommendations.

Continuing, Mr. Steigerwald noted that last month the Commission authorized the Executive Director to apply for funds through the I-66 Commuter Choice Program that NVTC is running. This action allowed PRTC to move forward in each of the four focus areas touching multiple areas of the recommendations and moved PRTC forward on seeking some new sources of funding and leveraging new opportunities to fund services. It will help to expand transit service in a high capacity corridor on I-66, help to increase the number of vanpools registered in PRTC’s Vanpool Alliance Program, and help to enable PRTC under the future innovations focus area to investigate and implement new modes of demand-based service.

Mr. Steigerwald also noted that one of the themes that runs throughout the Plan, and the recommendations is PRTC being more outward facing and in that regard PRTC has met with Prince William County DOT and will include in its regular meetings with the Prince William DOT the Cities of Manassas and Manassas Park. PRTC is participating in the FAMPO long-range transportation plan, participated in the MWCOG long-distance commuter bus study, and PRTC has an existing study on local service that recently commenced, which will help to maintain PRTC’s presence. There are also two new initiatives in the outward facing mode, for example, PRTC’s participation the Fast Ferry effort.

Virginia Railway Express Chief Executive Officer’s Time – 9

Mr. Allen briefed the Board on the following item(s) of interest:

- The perimeter fencing has been upgraded at the Broad Run Station. VRE also continues training of multiple first responders.
- Ridership for the month of November is 19,700 and On-Time Performance (OTP) is 91 percent system-wide.
- VRE's annual Operation Lifesaver Santa Trains occurred on December 9th, which supports the Toys for Tots campaign. The annual event involved 13 trains from five different stations throughout the day. Mr. Allen expressed appreciation to the City of Manassas, in particular, City Manager Pat Pate, for providing excellent security and safety from a pedestrian standpoint at the Manassas VRE station for enhanced safety during the event.
- The Lorton Station Platform Extension Project was completed and opened for full service operation on December 11th and Rolling Road is the next extension.
- Last month, VRE received a letter from a family expressing appreciation for the medical assistance that their son (who was traveling on a VRE train) received from the VRE operating Keolis crews and other passengers who assisted with first aid. The young man has fully recovered.
- Mr. Allen and others (including Chairman Principi) attended an event in Richmond to talk about various transportation priorities for incoming Governor Northam and his new cabinet. Chairman Principi asked that when the new briefing paper from the Transition Committee (given to the new VDOT Secretary) regarding transportation priorities over the next four years is released, that it be circulated to members of both Commissions.

[Commissioner Barker arrived at 7:14 p.m. during Mr. Allen's CEO Report (Item 9-A)]

Adopt and Refer the Revised FY 2018 and FY 2019 VRE Operating and Capital Budgets to the Jurisdictions – [RES 18-01-05]

Commissioner Kelly moved, with a second by Commissioner Skinner, to adopt the revised FY 2018 and recommended FY 2019 VRE Operating and Capital Budgets and forward the FY 2019 budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the VRE Master Agreement. There was no discussion on the motion. (KELLY/SKINNER, UNANIMOUS)

Recommend Approval to Refinance VRE RRIF Loan – [RES 18-01-06]

Commissioner Anderson (Ruth) moved, with a second by Commissioner Sebesky, that the Potomac and Rappahannock Transportation District Commission, as follows:

1. The VRA Loan, upon the terms and conditions set forth in the VRA Term Sheet dated December 15, 2017 (a copy of which has been provided to the Commissions), with such changes thereto as may be consented to in writing by the Chairman, Vice Chairman or Executive Director of PRTC, is hereby authorized.

2. The Chairman, Vice Chairman or Executive Director of PRTC is authorized to consent to the final details of the VRA Loan, including, without limitation, the aggregate principal amount of the VRA Loan, the interest rates on the VRA Loan, the dates (including payment dates) of the VRA Loan documents and the amounts and prices of any optional or mandatory prepayments, provided, however, that the aggregate principal amount of the VRA Loan shall not exceed \$56,000,000, its term shall not exceed 15 years from its delivery date, it shall generate net present value savings of at least 3% of the refunded principal, and its other terms and conditions shall be substantially as provided in the VRA Term Sheet described above. The VRA Loan will require that the Commissions grant the VRA security interests in the participating jurisdictions' jurisdictional payments under the Master Agreement. The consent of the Chairman, Vice Chairman or Executive Director of PRTC of such details shall be conclusively evidenced by the execution and delivery of certain of the loan documents for the VRA Loan, which VRA Loan documents shall be prepared or reviewed by VRE's bond counsel and reviewed by its general counsel, it being acknowledged and understood that the repayment obligations of the VRA Loan and the related financing covenants will be evidenced by a local bond to be issued by NVTC and a local bond sale and financing agreement to be negotiated and entered into by NVTC and VRA. The consummation of the VRA Loan shall be subject to the consent of the Participating and Contributing Jurisdictions as described in the recitals to this Resolution.

3. The Chairman, Vice Chairman or Executive Director of PRTC is authorized to approve, execute and deliver on behalf of PRTC, and, if required, the Secretary or any Assistant Secretary of PRTC is authorized to affix and attest the seal of PRTC to, the VRA Loan documents described above and such other documents, instruments or certificates as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to consent to and facilitate the VRA Loan transaction authorized by this resolution. The consent of the Chairman, Vice Chairman or Executive Director of PRTC shall be conclusively evidenced by the execution and delivery of such documents, instruments or certificates. Such officers of PRTC and the Executive Director are further authorized to do and perform such other things and acts as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to consent to and facilitate the VRA Loan transaction authorized by this resolution. All of the foregoing previously consented to, approved, executed, delivered, done or performed by such officers of PRTC or the Executive Director are in all respects hereby consented to, approved, ratified and confirmed.

There was no discussion on the motion. (ANDERSON (RUTH)/SEBESKY, UNANIMOUS)

10. Presentation

At this time, Chairman Principi introduced Mr. Tim Payne, who gave a presentation on the "M495 Corridor Fast Ferry Study and Project Update." A lengthy question and answer session followed.

Chairman Principi asked the Executive Director to return to the Commission's next meeting with a recommendation from staff as to whether or not PRTC should have a role or responsibility in some aspect of Fast Ferry going forward given PRTC's Strategic Plan and, if the recommendation is affirmative, identify specifically what functions, tasks, and roles PRTC

can take on given current staffing levels, current budget impact, etc. and docket this for discussion at the Commission's February meeting. Chairman Principi noted that VDOT is sitting on a grant, which will expire if it's not spent by A local jurisdiction or local body, so this would be the first recommendation if the Commission recommends PRTC's involvement. In the meantime, a digital copy of the presentation as well as a link to the website will be provided to Commissioners in advance of the next meeting.

11. PRTC Action Items

Authorization to Execute Funding Agreements with VDRPT for Funding Elements of the I-66 Outside the Beltway Transportation Management- [Res 18-01-07]

Commissioner Kelly moved, with a second by Commissioner Maurer, to authorize the Executive Director to execute funding agreements related to the I-66 Express Lanes Transportation Management Program. (KELLY/MAURER, UNANIMOUS)

Authorization to Execute Agreements with VDRPT for Funding Projects under the Vanpool!VA Program - [Res 18-01-08]

Commissioner Lawson moved, with a second by Commissioner Rishell, to authorize the Executive Director to execute funding agreements under the Vanpool!VA Program. There was no discussion on the motion. (LAWSON/RISHELL, UNANIMOUS)

Authorization to Enter into a Contract for Fleet Auditing Services with Transit Resource Center - [Res 18-01-09]

Commissioner Caddigan moved, with a second by Commissioner Lawson, to authorize the Executive Director to award a new contract to Transit Resource Center for one year and to exercise nine option years if, in the Executive Director's judgment, doing so would be in PRTC's interest. There was no discussion on the motion. (CADDIGAN/LAWSON, UNANIMOUS)

Approval of Legislative Agenda - [Res 18-01-10]

Commissioner Kelly moved, with a second by Commissioner Sebesky, to approve the PRTC 2018 Legislative Agenda. Following a lengthy discussion, there was no further discussion on the motion. (KELLY/SEBESKY; WITH MAJORITY VOTE ANDERSON (RICHARD), BARKER, MILLER ABSTAINED; LAWSON NAY)

Authorization to Refer the Proposed FY19 Budget to Member Jurisdictions for Consideration and Hold Public Hearings on the Proposed FY19 Budget and Federal Grant Applications - [Res 18-01-11]

Commissioner Kelly moved, with a second by Commissioner Caddigan, to authorize the Executive Director to refer the proposed FY19 PRTC budget to the jurisdictions for consideration and further authorized the Executive Director to commence a public review process (including public hearings) on the proposed FY19 budget and federal grant applications.

Commissioner Skinner asked that the Commission be provided a list at its February meeting of what professional services are cut, what PRTC is losing, and what is the impact on PRTC.

Commissioner Ruth Anderson asked if the new proposed organizational structure is built into the budget. Dr. Schneider replied yes, and noted that the vast majority of the positions are cost neutral, for example, a graphic designer would be able to help create some of the professional service reductions.

Commissioner Miller asked if there's any evidence that Uber and Lyft are part of the reason for increase in fares and asked if PRTC's riders using Uber and Lyft. Dr. Schneider replied somewhat, mainly on local bus services and noted that Uber and Lyft are picking people up at the Transit Center in the bus circle. The lion share of PRTC's passengers is traveling 25 miles into Washington, D.C., Tyson's Corner, and Gainvesville -Uber and Lyft are not picking up these passengers. Also, in a good economy there is a reduction in ridership.

Commissioner Lawson requested the Commission receive a briefing/presentation regarding Wheels-to-Wellness at a future Commission meeting.

There was no further discussion on the motion. (KELLY/CADDIGAN, UNANIMOUS)

PRTC Chairman's Time - 12

At this time, Commissioner Principi asked Commissioner Franklin to sit at the table as a voting member in Commissioner Jenkins' absence and noted the time as 9:30 p.m.

Approval of the Nominating Committee Recommendations for 2018 PRTC Officers and Concurrence with PRTC Member Jurisdiction VRE Operations Board Appointments

Chairman Principi noted that a resolution is before the Commission this evening for the Nominating Committee's proposed Slate of PRTC Officers for calendar year 2018, as follows.

Chairman	Frank Principi
Vice Chair	Jeanette Rishell
Secretary	Pamela Sebesky
Treasurer	Ruth Anderson
Immediate Past Chairman	John Jenkins
At-Large Member	Matt Kelly

Chairman Principi noted there is not closure with regard to Stafford County's appointment to the PRTC Board and the VRE Operations Board, which will resolve itself on January 9. A resolution is before the Commission to approve the proposed 2018 PRTC Slate of Officers and PRTC representatives to serve on the VRE Operations Board with the exception of the two Stafford representatives.

Chairman Principi noted that per the PRTC Bylaws, nominations from the floor were asked for at the last meeting and also noted that the PRTC Bylaws require the Commission to accept

nominations from the floor before a Slate of PRTC Officers is adopted by the Commission. At this time, Chairman Principi asked if there are any nominations from the floor for the 2018 PRTC Slate of Officers. Commissioner Caddigan nominated Commissioner Ruth Anderson to serve in the position of Chair for calendar year 2018.

Chairman Principi called on PRTC Legal Counsel Rob Dickerson for clarification regarding the main resolution presented in the board kit. Mr. Dickerson noted that the Commission did not make motion and second on the main resolution.

At this time, Chairman Principi asked Commissioner Margaret Franklin to sit at the table as a voting member in Commissioner Jenkins' absence.

Commissioner Caddigan moved to nominate Commissioner Ruth Anderson to serve as Chair of PRTC for calendar year 2018 and Commissioner Skinner seconded. A hand vote was taken of the Commissioners for either Ruth Anderson or Frank Principi to serve a Chair for calendar year 2018. The vote was 9-6 in favor of Commissioner Ruth Anderson to serve as PRTC's Chair in calendar year 2018. There was no discussion on the motion. (CADDIGAN/SKINNER, UNANIMOUS) [Res 18-01-12]

Commissioner Caddigan moved, with an opening for the Treasurer position, with a second by Commissioner Maurer, to adopt the remaining 2018 PRTC Slate of Officers positions as follows:

Vice Chair	Jeanette Rishell
Secretary	Pamela Sebesky
Treasurer	Vacant
At-Large Member	Gary Skinner
Immediate Past Chairman	Frank Principi

Chairman Principi noted that the Commission will need to revisit Stafford County's involvement at the next meeting. There was no discussion on the motion. (CADDIGAN/MAURER, UNANIMOUS) – [Res 18-01-13]

Chairman Principi noted that a list of the PRTC representatives to serve on the VRE Operations Board is not available this evening and will be before the Commission for adoption at its February meeting.

Expression of Appreciation – Delegate Richard Anderson – [Res 18-02-14]

Commissioner Thomas moved, with a second by Commissioner Maurer, to express the Potomac and Rappahannock Transportation Commission's sincere gratitude to Delegate Richard Anderson for his distinguished service as a PRTC Commissioner and continued success in all of his future endeavors. There was no discussion on the motion. (THOMAS/MAURER, UNANIMOUS)

Expression of Appreciation – Delegate Jackson Miller – [Res 18-02-15]

Commissioner Thomas moved, with a second by Commissioner Maurer, to express the Potomac and Rappahannock Transportation Commission's sincere gratitude to Delegate Jackson Miller for his distinguished service as a PRTC Commissioner and continued success in all of his future endeavors. There was no discussion on the motion. (THOMAS/MAURER, UNANIMOUS)

Other Business/Commissioners' Time – 13

There was no other business to come before the Commission.

Adjournment – 14

There being no further business to come before the Commission, Chairman Principi adjourned the meeting at 9:00 p.m.

Information Items

There were no comments.

NEXT MEETING: February 1, 2018, 7:00 p.m.

LOCATION: PRTC Transit Center
14700 Potomac Mills Road, 2nd Floor
Woodbridge, VA 22192-6811

CITIZEN'S TIME -- TRANSCRIPT

Amber Maiden, CEO of Alchemy Enterprises

I reviewed the December 7, 2017 memorandum entitled "Implementation of the Reduction-In-Force Policy, Abolishment of Vacant Monitor Position and Creation of Positions" authorized by Dr. Schneider. I'm deeply concerned about it. I feel like as citizens that we keep paying more and more and more for less and less and less. I do not like the idea of these functions being contracted out to employees, contract employees have far less responsibility to their jobs, because they are contract employees. This is serious business, running buses. I sent each and every one of you a five page letter (attached) regarding all of my concerns, but this isn't just limited to PRTC. This is something that is going on all over this country. We keep having everything watered down, we keep getting less and less and less while paying more and it's a cancer, I believe its destroying our society, and I'm very upset about it. Just a whole bigger picture, but I believe there are very serious EEO issues involved in all of this and that is my background EEO diversity and affirmative action. I worked for the Metropolitan Washington Airport Authority for seven years. Aviation is a billion dollar industry and let me tell you there were some issues, so thank you and I hope that you all read my letter and you know if you want to contact me you have my e-mail.

Cozy Bailey, President of the Prince William Community NAACP

I was here at the last meeting addressing the same issue. As we heard last time, an investigation independent has been opened, and I commend the Commission and Board for making that decision to continue to look at these issues to ensure that all of the employees are treated in an equal and more importantly an equitable manner. You know, NAACP advocates for folks who can't advocate for themselves these folks certainly can advocate for themselves and again commend you for allowing this advocacy to come forward without a feeling of acrimony. We understand the business aspects of what happens, but I want to continue to remind you that these are people who are involved here, people who in many cases have worked and labored to deliver transportation services to our community for years and years and years, so I would hope and encourage you continue to find a solution that solves some of the financial issues that are taking place, but also continue to take care of the people, these important citizens of the Prince William, and the surrounding community. Thank you very much.

Bea Wooden, PRTC Employee

Good evening my name is Beatrice Wooden. I've worked for PRTC for 13 years. Mr. Principi you stated that you work for non-profit and small business to improve the quality of life for families in our region. I am part of a family in this region and terminating my job will hurt my family and I'm not a part of what you're trying to improve in this region. I live in the Occoquan District, the

Supervisor is the Honorable Ruth Anderson. You mentioned that your goal is to create more options for transportation systems that gets people to and from destinations within the County and beyond in a safe and effective manner. You also stated that you worked as a community to achieve our vision, you cannot work by yourself nor can your staff do it. I want to say that the PRTC dispatch team on a daily basis has achieved this vision and will continue as we have been doing. I also want to add that I have a grandson that has Williams Syndrome and sometimes I have to take off to help care for him. A supervisor that is with First Transit and I know PRTC has nothing to do with this or anything like that, but she is in a situation where she had to take off. Other than taking FMLA, they would not allow her to take off. If she had called in every day, she would have lost her job. This would take like three weeks for her son to recover and everything. If I go to work for First Transit, I cannot have that on my conscience on my mind if I get a call and I need to go to help with my grandson to take care of my other grandsons and to help my son that I could possibly lose my job and in saying that I just want to say that I am part of this region and if that happens, I lose my job my family will hurt and that is what you had talked about in some of your statements. Thank you.

Ebony Lofton, former PRTC Employee

I actually live in Dumfries moved outside of Woodbridge, but I'm a former PRTC employee I actually started as a bus Operator here with First Transit, moved into Customer Service. I've worked with a number of folks here and I just wanted to, I wasn't able to make the last meeting and I understand that we all have an invested interest in the community in transportation and seeing that your constituents and our neighbors are served well, but I also have intimate experience working here at PRTC. I have been privy to bits and pieces of the letter, I guess the open letter that was issued to you all and I can say personally and unequivocally that I have experienced some difficulty and some things that were addressed in that letter. It was part of the catalyst for me ultimately leaving PRTC and going off to pursue my own passions and so I applaud you as you've been applauded previously for taking this seriously. There are sometimes where matters like this are kind of thrown around perhaps in an effort to save a job or save a situation, but I do think there is an enormous amount of validity to the claims that have been made and I think that it is very important in this day and age 2018 it's very important that a lot more consideration is given not just to the bottom line but with those to whom you effect and in giving great consideration to what difference are you really making and whose benefitting from some of these choices that you choose sitting behind a desk, so I thank you for your time.

Ken Jones, PRTC Employee

Hello everyone, I come back to you again. My name is Ken Jones and I'm the Manager of the Dispatch Department. I come back before you tonight to defend the hard work and dedication of these women and men whose positions have been targeted for elimination by the Executive Director and whose work ethic and performance has been disparaged by the words of the Executive Director in attempt to sell his plan and to justify these job cuts. I'm referencing specifically to the resolution proposed by the Executive Director and the coded language used to justify his course of action. Within this resolution he states that the dispatch function and what PRTC and First Transit are performing are creating redundancies, inefficiencies, lower performance, and accountability and as I said previously, I take issue with the notion that it's

inefficient and that they don't perform at a high level. Each and every day they come in here and their number one thing on their mind is getting our passengers to and from their destinations safely and efficiently and providing reliable transportation for them, but I say coded word purposefully, because I think these words or interchangeable words that have been used throughout history to diminish and demean work performance of people of color. The words have changed, but the meaning and intent are the same. As an African-American man in this organization, I have a moral obligation to stand up and speak against any actions that will have a desperate impact on people of color. I cannot speak for any other African-American managers here, but for me to remain silent would be unconscionable. Now I'm using the Executive Director's own words when asked by a reporter by the Potomac local news after the last meeting to give an example of inefficiencies. The Executive Director responded quote for instance you have window dispatchers who gives dispatch orders to drivers in the morning and then has fewer things to do during the day after the buses leave the lot, well the window dispatchers are First Transit employees, they're contract employees, so if there's inefficiencies currently with the contractor why would you turn over the whole operation to them? It doesn't make sense, doesn't make common sense, and it doesn't make business sense and I would just say that before you accept this plan that you do your due diligence, study it carefully because within the plan there are redundancies and I know he purports to dislike redundancies, but there are redundancies within his own plan and positions that he wants to create that are already created and I'll even take for example the Customer Service Manager, there's currently one Customer Service Manager and within his plan he wants to create a second Customer Service Manager. There's no need. If you have a confident customer service, then you only need one and there are more examples. So I'll just by saying at election time you guys come and knock on our doors asking us to vote and we respond. Tonight these people are knocking on your doors and my question is will you respond. Thank you.

Markisha Smithen, PRTC Employee

Good evening, my name is Markesha Smithen and I've been a dispatcher here for ten years and I just want to say that integrity and transparency are very important, so please pay attention and use your humanity when you decide to vote. Thank you.

Jerry McIntosh, PRTC

My name is Jerry McIntosh. I'm a homeowner, live in the Dumfries area for well over ten years. My representatives are here and all I'm saying is that I'm a voter and ask that you pay close attention to what's going on. When I hire a plumber to come to my house, I don't expect that when that plumber comes to my house to go out to eat dinner and let that plumber just have full range in my house. I say that to say monitors, QA personnel, and dispatchers we sit and we watch we have oversight on the contractor. You just don't let nobody in your house and go to inner. I am saying to ya'll, like the young man said earlier, ya'll will be coming to our churches where we worship our God and asking for our votes, we need your votes now to come down on this particular ruling to say okay we can save money in another way. Alright, thank you.



January 2, 2018

To the PRTC Commissioners:

I am extremely concerned about a December 7, 2017 memorandum entitled "Implementation of the Reduction-In-Force Policy, Abolishment of Vacant Monitor Position and Creation of Positions" authored by Dr. Robert Schneider, executive Director at PRTC.

Allow me to introduce myself. I am Amber Maiden, C.E.O. of Alchemy Enterprises, an educational consultant firm that specializes in diversity issues in education. I recently joined the NAACP, an organization that, in my twenties, I considered an antiquated organization, fighting battles that no longer needed to be fought using language and techniques that I considered far too dated for those of us born during the latter part of the 20th century.

And, yet in my forties, I joined. I became a member because sadly, quite recently it has become quite apparent to me that we dwell in a society, where hundreds of thousands, if not millions of my fellow citizens long to a return of, not only mid-twentieth century politics, but even before, well before, say the mid-nineteenth century, where people who looked like me were relegated to lives of brutality, slavery and uncompensated servitude.

I speak plainly. And for that I make no apologies.

At any rate, regardless of what anyone wishes or longs for, *this is the 21st century*; and we cannot go back. We can only go forward. Many people are waking up and wanting to go forward with authenticity, integrity, civility and decency.

However it seems in equal measures and numbers, there are just as many who want the opposite, clinging to a past that can no longer be.

There are many people high profile positions, holding valued positions of public trust, operating under the guise of progress, yet intending to move backwards with duplicity, dishonesty, brutality and immorality. This is happening in so many civic arenas. These people raid the U.S. treasury, raid pension funds, demand that police officers, teachers, nurses, and bus drivers, (essentially, the backbone of every community) consistently due more and more *with less, less, less. Enough is enough!*

The proposal of the elimination of social security is well under way; as well as the desecration of our basically functional healthcare system. As far as I can tell, this is the agenda of the modern day Republican party, mindless and complete destruction of many of the things that have made this country great. All of these efforts are underway so that all the appropriate, and appointed billionaires can revel in a fatter pay day and travel in a bigger better yacht.

Just that. Nothing more. This is beyond disgraceful.

No matter what party is primarily responsible for this, (because I give Democrats no easy pass in all of this either, all the parties are responsible for the reprehensible current state of affairs as far as I'm concerned) this mentality is a cancer that has infected several layers of our society, and has been growing and spreading for years - and must be stopped!

I'm well aware of how this beginning cycle of corruption ends, as I grew up in Cleveland, Ohio, where civic corruption was and still is rampant. I saw, firsthand, with my own two eyes, my community completely destroyed by this corruption in the 1980s when I was a teen. It was so bad, I left home, moved all the way to Virginia. I married and resettled here in Prince William County, where I believed I had found a refuge. A good and decent place to raise a family.

But sadly, I was mistaken. Twenty year later, I realize this corruption is a ***deep cancer- and cancer spreads and is spreading still***. This cancerous corruption is now infecting even Prince William County, where I have lived for well over twenty years, and have raised a family, paid taxes and voted annually. I have enjoyed being member of this community. I have always felt that all of our supervisors, (even the ones who propose legislation that draw down the ire of National Civil Rights organizations) generally do a pretty decent job of running the county, keeping it functional, safe, and generally a place where people can raise a family effectively and in peace - which sadly is no small accomplishment in this day and age, in this country of ours. Sadly, there are many places in the USA where such a task is nearly impossible.

Northern Virginia Community College, 2012

However, I am seeing signs of this very corrosive corruption impacting Prince William County. I was first impacted by the corruption, working as an adjunct at Northern Virginia Community College, on the Woodbridge campus. There in 2012, I witnessed firsthand the gutting of a very effective Developmental English Program - which primarily worked to the benefit of minority students and students with special needs. That was done in an extremely clever manner such as to not appear to be racially motivated at all. But I clearly saw how systematically, resources were being moved from programs that worked toward the empowerment and development of disadvantaged students (many of whom were minorities), and resources were then redistributed to programs that benefitted a largely white only student body.

With my background in EEO/Affirmative Action and Diversity, I know how these moves are made. I know how to *joke the stats*. I know how to discriminate against a group of people, and insist that no such action is being taken by finding that alleged nondiscriminatory reason, for taking action.

Regardless of the intent, when the Virginia Community College System (VCCS) decided to demand all these changes to both the remedial math and English programs within the community

college systems, despite the adamant protests of many of my esteemed colleagues, many of whom had built the effective developmental programming, that the VCCS gutted. I saw the devastating impact this action had on minority students, and the developmental programs themselves.

The alleged benefits of the proposed changes, as far as I could see, did nothing to assist faculty or students with teaching or learning- but ultimately fattened some software makers pockets exponentially. However, the computerized math programming- which none of the students seemed to be able to grasp, or learn *anything* of value from, cost many faculty their jobs, and costs students, thousands more dollars than the normal math classes, which had been taught by faculty who cared, as opposed to computers that clearly care less. I saw with my own two eyes, the education provided at NOVA, get watered down each semester, and at the same time become *more costly*. I witnessed how this impacted minority students the harshest; and yet I did and said nothing.

I can no longer stay quiet.

PRTC, 2017

Here we are again, same game, different organization.

Dr. Schneider contends in his December 7, 2017 memorandum, "At the October 5, 2017 Board meeting, the Commission adopted the Vision 2020: Post 100 day Plan which addresses seven focus areas, including a new staffing structure. the plan identified staffing opportunities and a need to evaluate core functions of the organization. A review of inefficiencies demonstrated a need for realignment of operational functions held by PRTC with assignment to First Transit in order to close technical and performance gaps."

First of all, having a masters in English, and having taught Composition and Literature at NOVA for ten years, all of my former students know that I despise poorly structured sentences, and poor vocabulary choices. The Dr. Scheneider's December 7, 2017 memorandum is *replete* with such heinous constructions. Reading that memo literally made my head hurt, as it should have. No one who is remotely reiterate can read such garbage without suffering a few spasms of repulsions.

It's truly sad that I have to say this, to so many so called educated people, ad nauseam, but in order to have meaning in English, **a sentence requires a subject, a verb and an object**. Unless the writer is skilled (and most writers are not) the sentence should never contain much more than that. When this should happen, (unskilled writers throwing around a vocabulary they have no real understanding of, within an ill-fitted sentence structure) all meaning is lost and the sentence is ridiculously awkward.

However, I understand all to well, the linguistical games that companies and government bureaucracies play, with their poorly structured sentences and bad word choices, used *hide* the real meaning of exactly whatever *heinously corrupt actions* government officials are proposing to undertake.

Reviewing Dr. Schneider's memorandum and supporting documentation, which I have done, several times, I fail to understand how any of the proposed changes will "close technical gaps and performance gaps" *whatever those may be*.

But perhaps if the memorandum contained sentences structured properly, my comprehension would be clearer. I'd understand that probably what's being proposed is firing people in the trenches (many of whom are minorities) to give executives bigger salaries and bonuses. If that's the plan, I just wish Dr. Schneider would speak plainly about it, and *spare us the bureaucratic gobibity-gook*.

PRTC runs buses. They are our public transportation system in the County, which is decent, not terrible, but not great either. Clearly, the system has some very real challenges, as there is a lot of land to cover in the county. But I understand, as surely **you all** must understand, (only an idiot would fail to realize) it is a lifesaver in this county, for those without cars. There is no other way for many of those individuals to get the basic necessities of life accomplished: getting to school, getting to work, getting to the doctor, without these buses.

Many of my students could only make it to NOVA via use of the PRTC system. The changes that are proposed, seem to be about, taking the boots on the ground workers, who know how to do their jobs, and take pride in their jobs, getting rid of them, and replacing them with lesser skilled and less reliable contract workers. This is efficient for the PRTC system how? Low skilled contract workers cause problems everywhere- and certainly given the complexities of public transportation, these problems have the potential to multiply liabilities exponentially. Transportation is no simple thing.

And to what end? The fattening some newly appointed executive's paychecks?

This isn't my first time at the rodeo. I understand exactly how these proposals are devised, tweaked, and made to appear as if there are appropriate business reasons for the action take and that no discriminatory action or intent was involved. However, I am doubtful that this is the case with PRTC.

I clearly understand that this is the *new* business model, (gut public funds and make the rich richer). WE can all see it being implemented everywhere, much to the detriment of all U. S. citizens, but especially the black and brown ones. I see and feel the effects of it everywhere. And I am less than pleased.

I think we all are, because as consumers of government services and any services, really we all find ourselves ***paying more and more and more, while getting less and less and less in return***; not to mention that these contract workers are often not U.S. citizens and as such a subjected to some of the most disgraceful treatment imaginable from unscrupulous employers who know that they have free reign to violate these individuals most basic human rights, precisely because of their tenuous position in our society.

Meanwhile, because these underprivileged individuals are put in charge of our services, ***the quality of our services decrease drastically***. I am seeing the effects of this all over Prince William County. It is a problem, a very, very, very serious problem. A cancer, that is spreading.

I say all of that to say this: I am not in support of any Reduction-in-Force (RIF) that doesn't consider input from all of the employees who have dutifully and successfully done their jobs and done it well - *for years*. I am not in support of an RIF that does not consider a course of action that is to the benefit of all of the citizens that utilize the services, pay taxes for the services and often desperately need the services.

What sort of studies or surveys have been done to support these proposed changes at PRTC? Who was surveyed? What sort of questions were asked? I know it is astounding to some, but this is still a democracy, not a tyranny of the most powerful and wealthy.

As citizens in this democracy, we need to be informed and queried about drastic systematic changes that will implement and impact all of us. Enough of the rogue actors, destroying systems, for their immediate gain and personal financial benefit.

I honestly do not see why a company that runs buses needs to eliminate the positions of those who actually run the buses to create eleven new positions, none of which seem to have anything to do with actually running the buses. I fail to understand what Dr. Schneider is proposing and why? To what end? How does it improve the lives of my former students who have to wait an hour for a bus, that will take an hour to deliver them from the far side of Dale Boulevard to the NOVA Woodbridge campus?

Someone has to speak up for these students, as well as all the others who rely upon this transportation system, which could be improved. These proposed changes of Dr. Schneider seem to me, to likely result in a degradation of the current system.

I am deeply unimpressed with the proposal to shift from "an on-street operations emphasis to a finance and planning oriented organization." Why would anyone do that? The goal is to operate public transportation, not only for Prince William County, but many others as well. On street operations is critical. ***PRTC runs busses not not banks.***

I am certainly not in support of any RIF that is all about some outsider coming into my community, enriching himself and his friends, by gutting all of the quality workers, bringing in lesser skilled ones, handing out bonuses to the buddies and white workers only while leaving a trail of disaster in his wake as he moves on to the next bigger and better paycheck.

And neither should you be. It's not decent. It's not right. and It's harmful to the community, where you work, live and serve.

Thank you for your time and consideration to this matter,

Sincerely,

Amber Maiden, J.D., M.A.
C.E.O of Alchemy Enterprises