



MINUTES
NVTC COMMISSION MEETING – NOVEMBER 5, 2015
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:13 P.M.

Members Present

Richard Black
Sharon Bulova
John Cook
Jay Fisette
John Foust
Catherine Hudgins
Mary Hynes
David LaRock
Jeff McKay
David Meyer (Alternate, City of Fairfax)
J. Randall Minchew
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Ken Reid
Paul Smedberg
David F. Snyder
J. Walter Tejada
Jennifer Wexton

Members Absent

Jim Corcoran
William Euille
Jeff Greenfield
James LeMunyon
Thomas D. Rust

Staff Present

Karen Finucan Clarkson
Kelley Coyner
Rhonda Gilchrest
Dan Goldfarb
Scott Kalkwarf
David Koch
Kate Mattice
Melissa Walker
Steve MacIsaac (legal counsel)
Todd Horsley (DRPT)
Doug Allen (VRE)
Joe Swartz (VRE)

Chairman's Remarks

Chairman Snyder stated the Executive Committee, serving as the Nominating Committee, is seeking nominations for 2016. Appointments to NVTC's Executive Committee, WMATA Board of Directors and VRE Operations Board will be presented for consideration at the January 7, 2016 meeting. He also highlighted several recent NVTC events, including a P3 policy forum three Envision Route 7 public meetings. NVTC held an informal roundtable at George Mason University on November 4th to discuss public private partnership (P3) concerns with national experts and Virginia transportation leaders in the General Assembly, business, and state and local governments. He also noted that last night NVTC held the first of three public meetings of the Envision Route 7 Project. Both Channel 4 and 7 ran brief stories. The next two public meetings will be held on November 10th and 18th.

Minutes of the October 1, 2015 NVTC Meeting and the Meeting Summary of the October 19, 2015 Budget Work Session

Chairman Snyder requested that the Minutes of the October 1, 2015 meeting be amended for clarification regarding the CTB Testimony by adding the following text on Page 2:

(Chairman's Note: The draft testimony identifies key issues for NVTC in VDOT's Six-Year Improvement Plan (FY 2017-2022). In addition, the draft testimony states, "Inside the Beltway, VDOT proposes express lanes that, when combined with consistent high-occupancy vehicle (HOV) requirements along the corridor, will maximize throughput and ease congestion. Virginia also proposes to use toll revenues to fund multimodal improvements in the corridor, allowing more people to travel more reliably along I-66. NVTC is excited to be designated by the Commonwealth to be a part of this project's implementation." The underlined statement does not address the Commonwealth's decision to impose tolls on I-66 in HOT lanes either Inside or Outside the Beltway. Accordingly, the statement does not endorse the Commonwealth's tolling decision. It only makes reference to Secretary Aubrey Layne's designation of NVTC as a partner to oversee the Multimodal Improvement Program that is part of the I-66 Inside the Beltway Project.)

Mr. Foust moved, with a second by Mrs. Hynes, to approve the amended Minutes of the October 1, 2015 NVTC Meeting as well as the Meeting Summary of the October 19, 2016 Budget Work Session. The vote in favor was cast by Commissioners Bulova, Fisette, Foust, Hudgins, Hynes, McKay, Minchew, Snyder, Tejada and Wexton. Commissioners Black, Cook, Reid and Smedberg abstained.

Consent Agenda

In introducing the Consent Agenda, Ms. Coyner clarified the status of the Federal and State Legislative and Policy Agenda, the Congressional letter regarding the

reauthorization of the surface transportation programs, and the written comments to the Commonwealth Transportation Board (CTB) on the FY2015 SYIP:

- The Federal and State Legislative and Policy Agenda was amended to delete an explanatory statement about the Marketplace Fairness Act of 2013. The change is editorial and does not reflect a change in NVTC's position.
- The congressional letter was updated to reflect the recent actions taken by Congress regarding the surface transportation reauthorization.
- The written comments to the Commonwealth Transportation Board (CTB) are for the record and replace the testimony voted on last month. The CTB will not receive testimony at the public forums scheduled across the Commonwealth in November, but will receive written comments. There is no reference to the I-66 Multimodal Project or project tolling in the draft comments for submission to the CTB.

Mrs. Hynes moved, with a second by Mr. Smedberg to approve the following Consent Agenda:

- A. Approve the 2016 Federal and State Legislative and Policy Agenda
- B. Authorize the Chairman to Send Letters to the Virginia Congressional Delegation Regarding the Reauthorization of the Surface Transportation Programs
- C. Authorize the Chairman to Submit Written Comments to the Commonwealth Transportation Board on the FY2015 SYIP

The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Minchew, Reid, Smedberg, Snyder, Tejada and Wexton. Senator Black abstained.

Delegate LaRock arrived at 8:22 P.M.

Executive Director Report

Ms. Coyner reviewed recent and upcoming events. NVTC is working to schedule two Regional Public Forums on WMATA for December 16th at Wakefield High School and December 17 at the Wiehle-Reston Station/Comstock Plaza. Commissioner participation is needed to help facilitate the roundtable discussions.

Ms. Coyner reported that NVTC staff has worked closely with VRE, PRTC, WMATA and congressional staff on several pieces of federal legislation, including the reauthorization of the surface transportation legislation and other key transit safety issues. On October 29, 2015 the Surface Transportation Act became law, which includes a three year Positive Train Control (PTC) extension to 2018.

Mr. Meyer arrived at 8:24 P.M.

Ms. Coyner gave an update on the status of the I-66 Multimodal Project Framework Agreement. At the request of Chairman Snyder, jurisdiction's mayors and chairs were asked to appoint a senior level program staff member and an attorney to the I-66 Working Group. On November 6th, the group will review a red-lined version of the Framework Agreement provided by the Commonwealth. It is anticipated that NVTC will consider the Framework Agreement at its December 3rd meeting and the Commonwealth Transportation Board will consider the Agreement on December 9th. In addition, the CTB will receive a recommendation on the financing of the I-66 Outside the Beltway Project and will hold a public hearing at George Mason High School the evening of December 8th.

Ms. Coyner reported that the Transportation Planning Board (TPB) adopted the 2015 Amendment to the Constrained Long Range Plan (CLRP) and its accompanying Air Quality Conformity Analysis. The amendment includes the addition of the I-66 Multimodal Project Inside the Beltway, the I-66 Outside the Beltway Corridor Improvements, and the U.S. Route 1 Bus Rapid Transit Project. As part of that action it includes the following whereas clause:

Whereas, the Commonwealth of Virginia will only implement the Transform 66, Inside the Beltway Project if the Commonwealth Transportation Board adopts a policy that: 1) ensures toll revenues are used to support multimodal improvements that benefit the users of the corridor; and 2) that the widening component of such project would only take place after an evaluation of the effectiveness of the tolling and multimodal components, and the performance of the facility including parallel roadways, to be conducted no sooner than two years after conversion to HOV-3.

Ms. Coyner stated that VDOT committed to further refining these projects and will present an update to the TPB at its January meeting.

WMATA

Mrs. Hudgins announced that today the WMATA Board named Paul Wiedefeld as WMATA's new General Manager/Chief Executive Officer. He will be formally appointed at the next WMATA Board of Directors meeting on November 19th.

Mrs. Hudgins also reported that today the Safety Operations Committee received a report on the traction power issue. Repairs continue to move forward and by the end of the year the traction power issue is expected to be resolved. Following a substation fire on September 21st WMATA currently only allows Blue Line trains to stop at the Stadium Armory station during peak periods on weekdays. Orange and Silver line trains pass through the station without stopping to reduce strain on the electrical system. Starting Monday, November 9th, WMATA will resume normal service at the Stadium-Armory station following power system upgrades. Mrs. Hudgins also called attention to the Vital Signs report provided in the meeting materials.

Mrs. Hynes reported that the WMATA Board has hired McKinsey and Company, supported by a team from Ernst & Young, to conduct an efficiency study that will provide a road map for the WMATA Board and the new GM/CEO moving forward. She also stated that the preliminary audit results for FY2015 are expected by the end of the calendar year.

Chairman Snyder observed that NVTC will host Regional Forums on WMATA to seek public input. Mrs. Hudgins noted that WMATA Board Members have also been doing station visits to speak with riders. Mr. Fisette stated that he has heard a strong message from the public to “do whatever it takes” to fix the problems. He also observed that the business community needs to play an enhanced role.

Mr. Reid asked if there is a reason some stations on the Silver Line only have escalators that only go up to the platform and escalators that only go down, thus requiring passengers to walk up or down from the platform via steps at least one way. The elevators seem to be underutilized and there are no benches. He asked if there is anything can be done to put funding for this in the Capital Funding Agreement. Mrs. Hudgins stated the correct place would be to seek funding through the project agreement. However, many benches throughout the system have been removed due to safety issues and the escalators are reversible. In response to another question from Mr. Reid about headways on the Silver Line, Mrs. Hudgins stated that headways will not be reduced until there are enough railcars and the traction power issue is resolved. Passengers will see more 7000 Series railcars as the eight-car trains are implemented. Mrs. Hynes reviewed details regarding the implementation of the eight-car trains.

Chairman Snyder stated that the Commission is being asked to approve Resolution #2284 which articulates NVTC’s interest in immediately addressing the safety and investment needs of WMATA. The resolution urges WMATA to prioritize investment in State of Good Repair projects and safety improvements and to enact policies and procedures that support and prioritize safety; supports the action of U.S. Department of Transportation to assume direct oversight of WMATA; urges the Commonwealth of Virginia to expedite the authorizing legislation required to establish the Metro Safety Commission; and requests that the U.S. Department of Transportation and the U.S. Congress provide resources required to complete its commitment to the PRIIA and renew the federal commitment to fund WMATA capital projects.

Mr. Smedberg moved, with a second by Mrs. Hynes, to approve Resolution #2284 (copy attached). The vote in favor was unanimous and cast by Commissioners Black, Bulova, Cook, Fisette, Foust, Hudgins, Hynes, LaRock, McKay, Meyer, Minchew, Reid, Smedberg, Snyder, Tejada and Wexton.

Virginia Railway Express

Report from the VRE Chief Executive Officer. Mr. Allen reviewed recent VRE safety and security measures, including training for first responders in Spotsylvania County. This is important since the new Spotsylvania Station will open on September 16th. Commissions are invited to attend the ribbon cutting ceremony at 10:00 A.M. He also stated that an additional train will be added to the Fredericksburg line before the end of the year. VRE’s

new Mobile Ticketing App has had just over 10,000 downloads, which is a large percentage of riders. The Gainesville-Haymarket Extension Project continues to pick up speed, with four levels of involvement: Policy Advisory Committee, Executive Committee, Technical Advisory Committee and Public Information meetings. VRE will continue to work with Norfolk Southern regarding this extension since it owns the right-of-way.

Ms. Mitchell arrived at 8:41 P.M.

In a response to a question from Chairman Snyder about the PTC deadline extension, Mr. Allen explained that it is a three-year extension to December 2018, with two additional one-year extensions available with approval from the Federal Rail Administration. VRE is not anticipating needing an extension beyond the three-year period. Chairman Snyder stated that it is important for VRE and the freight railroads to continue to make progress and not use the extension as an excuse to slow down. Mr. Allen agreed and stated that VRE is continuing with the implementation of PTC equipment on its locomotives and the host railroads are continuing with testing and implementation. CSX is currently testing PTC on a 20-mile segment of track. Mr. Cook commended VRE for taking the lead on the PTC issue and working hard to help get this extension legislation passed.

VRE 2016 Legislative Agenda. Mr. Cook moved, with a second by Mrs. Bulova, to approve Resolution #2285, which would approve VRE's 2016 Legislative Agenda. The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Meyer, Minchew, Mitchell, Smedberg, Snyder and Tejada. Commissioners Black, LaRock, Reid and Wexton abstained.

Amendment to the CSX Operating Access Agreement and Master Facilities Agreement. Mr. Cook explained that the CSX agreements need amending to add the Spotsylvania Station and an additional train on the CSX line and to execute a Completion Agreement with CSX regarding completion of the third track project. Resolution #2286 would authorize the execution of these agreements.

Mr. Cook, moved with a second by Mrs. Bulova, to approve Resolution #2286. The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Meyer, Minchew, Mitchell, Smedberg, Snyder, Tejada and Wexton. Commissioners Black, LaRock and Reid abstained.

Amendment to the Norfolk Southern Operating Access Agreement. Mr. Cook stated that Resolution #2287 would authorize VRE's CEO to execute an agreement to the Norfolk Southern Operating Access Agreement to reflect schedule changes for the VRE Manassas and Fredericksburg line trains due to the opening of the Spotsylvania Station and the addition of one roundtrip Fredericksburg line train.

Mr. Cook moved, with a second by Mrs. Bulova, to approve Resolution #2286 (Copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Meyer, Minchew, Mitchell, Smedberg, Snyder, Tejada and Wexton. Commissioners Black, LaRock and Reid abstained.

Amendment to the Amtrak Access and Storage Agreement. Mr. Cook reported that Resolution #2288 would authorize VRE's CEO to execute an amendment to the Amtrak Access and Storage Agreement to reflect schedule changes for the VRE Manassas and Fredericksburg line trains due to the opening of the Spotsylvania Station.

Mr. Cook, moved with a second by Mrs. Bulova, to approve Resolution #2288. The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Meyer, Minchew, Mitchell, Smedberg, Snyder, Tejada and Wexton. Commissioners Black, LaRock and Reid abstained.

Submission of a Request for Funding for Final Design for Parking Expansion at the Manassas Park VRE Station to NVTa for FY2017 Funding Consideration. Mr. Cook stated Resolution #2289 would approve the submission of a request for funding (FY2017 program) to NVTa for final design for parking expansion at the Manassas Park station.

Mr. Cook moved, with a second by Mrs. Bulova, to approve Resolution #2289. The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Meyer, Minchew, Mitchell, Smedberg, Snyder, Tejada and Wexton. Commissioners Black, LaRock and Reid abstained.

VRE Personnel Item. Mr. Cook stated that the VRE Operations Board concluded an evaluation of Doug Allen for the second year of his service as VRE's Chief Executive Officer and the Board recommends that the Commissions approve an amendment to Mr. Allen's employment contract. Resolution #2290 would accomplish this. A copy of the amendment and resolution were handed out to Commissioners.

Mr. Cook moved, with a second by Mrs. Bulova, to approve Resolution #2290 (copy attached). The vote in favor was cast by Commissioners Black, Bulova, Cook, Fisette, Foust, Hudgins, Hynes, LaRock, McKay, Meyer, Minchew, Mitchell, Reid, Smedberg, Snyder, Tejada and Wexton.

Mr. McKay asked about two projects for the Lorton Station platform extension and second platform. Mr. Allen explained that the platform extension is on hold while VRE works through how the second platform and related track work would interface with the platform extension project. Mr. McKay asked about the timeline for completion. Mr. Allen replied that it would be approximately a year. He offered to provide more specifics to Commissioners. Mr. McKay explained that these questions came from Ft. Belvoir and he would like to give them the most accurate information.

NVTC Proposed FY2016 Amended and Proposed FY2017 General and Administrative Budgets

Ms. Coyner reviewed the budget process, which includes the key budget issues being presented in July, the proposed budgets being presented at the October meeting, a budget work session being conducted on October 19th, as well as a new jurisdictional staff committee being formed. She explained that the proposed FY2017 budget and the amendment to the FY2016 budget are current service budgets with the exception of

additional resources that will allow NVTC to move forward with the implementation and management of the Commission's responsibilities with respect to the I-66 Multimodal Funding Program pursuant to a 40-year agreement with the Commonwealth. Budget authority for these I-66 expenditures is contingent upon approval of the Framework Agreement. A copy of the new staff position was provided in the budget materials.

Mr. McKay moved, with a second by Mrs. Hynes, to approve the FY2016 Amended and FY2017 General and Administrative Budgets.

Delegate Minchew asked about the timing and questioned if action should wait until after the CTB votes on whether to move forward with the I-66 Multimodal Project. Ms. Coyner replied that the footnotes in the budget specify that until the Framework Agreement is approved by both the CTB and NVTC, this line item does not go forward. Delegate Minchew stated he does not agree with this course of action. A regular budget could be approved now and then a "supplemental budget item" could be brought to the Commission for action if the I-66 Multimodal Project is approved. Ms. Coyner stated that after consulting with legal counsel as well as the Chief Financial Officers of the jurisdictions, NVTC is following the approach consistent with the way the jurisdictions do it. Chairman Snyder observed that the I-66 line item is a placeholder in the budget and it is clear that it does not presume approval of the Framework Agreement and project.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Foust, Hudgins, Hynes, McKay, Meyer, Mitchell, Smedberg, Snyder and Tejada. Commissioners Black, LaRock, Minchew, Reid and Wexton voting in opposition.

High Speed Rail Update

Ms. Coyner introduced Emily Stock, Project Manager of the High Speed Rail (DC2RVA) project. Ms. Stock provided an update on the Tier II Environmental Impact Statement (EIS) process currently underway for this 123-mile corridor. The corridor begins just south of Richmond and runs to the Long Bridge. This Tier II EIS was initiated in 2014 and is expected to be completed by 2017. Goals for this corridor are to relieve congestion, improve reliability of intercity passenger rail and other rail services, add service, and lower travel times.

Mr. Reid asked about funding for the EIS. Ms. Stock explained that 80 percent of the funding comes from a Federal Railroad Administration Rail Enhancement Grant (\$44 million), with the remainder coming from the Commonwealth (\$11 million) and CSX (\$3 million). Mr. Reid asked about cost estimates for alignments. Ms. Stock stated that this will be part of the study in the future.

Mr. Reid expressed his opinion that he would rather see the money put into freight railroad service because he doesn't see a lot of people using this service. Mrs. Bulova observed that it is a part of a larger rail network. Ms. Stock explained that this 123-miles is part of the southeast rail corridor. The entire east coast corridor goes from New York to Florida. The ultimate goal is to connect the entire corridor with High Speed Rail service. Mr. Reid

stated that there are other ways to relieve congestion on I-95. This will cost billions of dollars and he is not sure the federal government has that kind of money. Ms. Stock stated that it would certainly be a partnership with federal, state, Amtrak and CSX. She explained some of the benefits to Virginia, including that it is a key corridor serving the Port of Virginia.

Senator Black asked about the projected station stops. Ms. Stock stated that the study is looking at the following stations: Alexandria, Quantico, Fredericksburg, Ashland, Staples Mill, and Main Street Richmond. Also in response to a question from Senator Black, Ms. Stock stated that part of the study will analyze congestion relief. In response to a question from Mr. Fisette, Ms. Stock explained that the high speed service will be a premium service and the expectation is to run four daily trains.

Ms. Stock announced that DRPT will be holding three public meetings December 8th (Fredericksburg), December 9th (Springfield) and December 10th (Richmond) to solicit public comment on the screened alternatives.

NVTC FY2016 1st Quarter Ridership Report

Mr. Reid asked about what the numbers represent in the chart. Mr. Koch explained that the numbers are entries and exits added together for each station. Mr. Reid requested NVTC provide information on daily boardings and alightings for each station as well as average daily boardings.

Commonwealth and Regional Agency Reports

Ms. Mitchell encouraged Commissioners to read the written DRPT report. There were no questions or comments.

Financial Items for September 2015

The financial reports were provided to Commissioners and there were no questions.

Adjournment

On a motion by Mr. Fisette and a second by Mrs. Hynes, the Commission unanimously voted to adjourn. Chairman Snyder adjourned the meeting at 9:16 P.M.

Approved this 3rd day of December, 2015.

David F. Snyder
Chairman

Jeffrey McKay
Secretary-Treasurer



RESOLUTION #2284

SUBJECT: WMATA Safety Oversight and Compliance

WHEREAS: NVTC recognizes that independent oversight and enforcement combined with strong safety practices and regular dependable investment in ongoing maintenance and replacement of Metrorail's physical assets are essential to providing safe and reliable rail service;

WHEREAS: Effectively addressing required corrective action plans associated with recent events including the L'Enfant Plaza tunnel fire, the derailment of a non-revenue service train, the fire in the Stadium-Armory power substation, and continued operational issues with the original Series 1000 as well as 4000 train cars is essential to the Agency's future;

WHEREAS: In 2012, the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) provided the Federal Transit Administration (FTA) with greatly enhanced, independent safety oversight authority over rail transit and required the FTA to strengthen the authority of all State Safety Oversight Agencies (SSOA) including the existing WMATA body, the Tri-State Oversight Committee (TOC);

WHEREAS: In 2014, the Governors of Maryland and Virginia and the Mayor of the District of Columbia directed the creation of an independent Metro Safety Commission (MSC) as a legal entity - independent from the three jurisdictions and WMATA - fully authorized to provide independent WMATA safety oversight and enforcement in compliance with MAP-21 to replace TOC;

WHEREAS: On October 16, 2015, the United States Secretary of Transportation directed the FTA to assume temporary independent safety oversight authority of WMATA Metrorail and provide leadership direction to TOC until the new MSC is fully operational;

WHEREAS: The safe and reliable operation of Metrorail depends upon WMATA to prioritize funding for State of Good Repair projects in the FY2017 budget, expeditiously implement needed upgrades, and address all systemic operational issues that jeopardize safety and reliability;

WHEREAS: Under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Congress committed to appropriate \$150 million each year for ten years towards improving the state of good repair on the existing Metrorail system, provided that the region matches this contribution; and

WHEREAS: Passage of federal legislation that reauthorizes and increases the federal commitment to maintenance and expansion of the nation's surface transportation infrastructure is critically needed by all transit systems in the nation.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby urges WMATA to prioritize investments in State of Good Repair projects and safety improvements including addressing as priorities the corrective actions identified by the FTA, the National Transportation Safety Board, and the TOC, as these projects are fundamental to averting future safety problems.

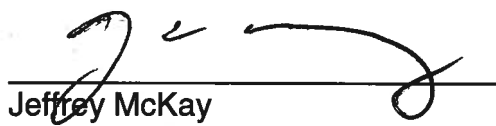
BE IT FURTHER RESOLVED that NVTC hereby urges WMATA to enact policies and procedures, at each level of the agency, that support and prioritize safety.

BE IT FURTHER RESOLVED that NVTC supports the action of U.S. Department of Transportation Secretary Anthony Foxx to assume direct oversight of WMATA Metrorail from the TOC until such time that the MSC has been established, as required by federal law.

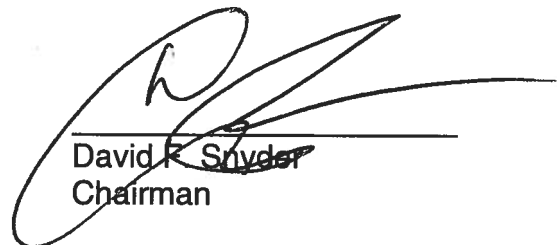
BE IT FURTHER RESOLVED that NVTC, unless Congress provides appropriate funding to the FTA to execute fully the responsibilities for oversight of WMATA's Metrorail, hereby urges the Commonwealth of Virginia to expedite the authorizing legislation required to establish the MSC in order to create an independent entity, separate from the three jurisdictions and WMATA, with the power to conduct and enforce safety oversight; and with the ability to secure federal formula funds required to conduct a bona fide safety oversight program.

BE IT FURTHER RESOLVED that the U.S. Department of Transportation and the U.S. Congress provide resources required to complete its commitment to PRIIA and renew the federal commitment to fund projects in order to provide a long-term, stable source of funding so that WMATA can safely and reliably serve all the riders in the Nation's Capital.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David R. Snyder
Chairman



RESOLUTION #2285

SUBJECT: Approve VRE's 2016 Legislative Agenda

WHEREAS: VRE is an essential part of the regional transportation network for the Northern Virginia and DC Metropolitan region;

WHEREAS: VRE serves residents throughout the Commonwealth to provide a meaningful public transportation option;

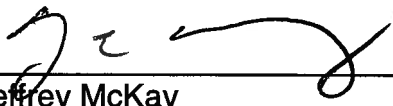
WHEREAS: It is essential for VRE to advocate its funding needs and legislative concerns with members and staff in Congress, in the Virginia General Assembly and with the Governor;

WHEREAS: VRE has coordinated its Legislative Agenda with the staffs of the Commissions and member jurisdictions; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED THAT, the Northern Virginia Transportation Commission hereby approves the 2016 VRE Legislative Agenda and authorizes the VRE Chief Executive Officer to actively pursue the elements set forth in the document.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



RESOLUTION #2286

SUBJECT: Authorize the Execution of Amendments to the CSX Operating Access Agreement and Master Facilities Lease Agreement

WHEREAS: VRE's current Operating Access Agreement with CSX was executed in July of 2011;

WHEREAS: The current Operating Access Agreement defines the train schedules and physical characteristics of the rail corridor in which VRE operates;

WHEREAS: The current train schedules and physical characteristics of the rail corridor need to be modified to include revised train schedules, the addition of a roundtrip train and update the physical characteristics due to adding the Spotsylvania Station to VRE's service corridor;

WHEREAS: VRE has a Master Facilities Lease Agreement with CSX for all stations on the CSX right of way;

WHEREAS: The Master Facilities Lease Agreement needs to be updated to include the Spotsylvania Station platform located in the CSX right of way and update the VRE Crossroads lead track lease;

WHEREAS: VRE is currently constructing a third track between Hamilton and Crossroads interlocks;

WHEREAS: VRE anticipates the third track project to be substantially completed by December 31, 2015;

WHEREAS: Before service to the Spotsylvania Station begins, CSX requires a Completion Agreement to outline a contingency plan if the third track project is not completed within a reasonable time after December 31, 2015; and

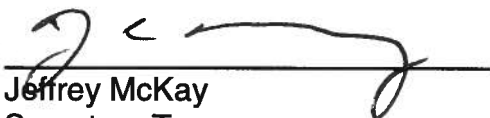
WHEREAS: The VRE Operations Board recommends the following Commission action.

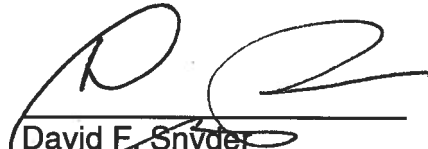
NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Amendment to the current CSX Operating Access Agreement in a form approved by legal counsel to 1) revise the current train schedules; 2) add track maintenance responsibilities; and 3) update the physical characteristics of the rail corridor.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to execute an Amendment to the current CSX Master Facilities Lease Agreement in a form approved by legal counsel to 1) include the Spotsylvania Station platform; and 2) update the lease of the VRE Crossroads lead track.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to execute a Completion Agreement with CSX outlining a contingency plan if the Hamilton to Crossroads third track improvements are not completed within a reasonable time beyond December 31, 2015, in a form approved by legal counsel.

Approved this 5th day of November 2015.


Jeffrey McKay
Secretary-Treasurer


David F. Snyder
Chairman



RESOLUTION #2287

SUBJECT: Authorize the Execution of an Amendment to the Norfolk Southern Operating Access Agreement

WHEREAS: VRE has an Operating Access Agreement with Norfolk Southern Railway Company dated April of 2014 for a term of five years;

WHEREAS: The Operating Access Agreement, in part, identifies train schedules for the VRE Manassas line trains that intersect with CSX Transportation at the AF interlock;

WHEREAS: VRE will modify the train schedules with CSX Transportation to add an additional round trip Fredericksburg line train;

WHEREAS: The modified train schedules with CSX Transportation will directly affect the VRE Manassas line trains;

WHEREAS: In order to eliminate train schedule conflicts the VRE Manassas Line trains schedules need to be modified; and


WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby authorizes the Chief Executive Officer to execute an Amendment to the Operating Access Agreement with Norfolk Southern Railway Company to modify the VRE Manassas Line train schedules in a form approved by legal counsel.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



RESOLUTION #2288

SUBJECT: Authorize the Execution of an Amendment to the Amtrak Access and Storage Agreement

WHEREAS: VRE has an Operating Access Agreement with Amtrak dated July 1, 2015;

WHEREAS: The Access and Storage Agreement, in part, identifies train schedules for the VRE Manassas and Fredericksburg line trains;

WHEREAS: VRE will modify the train schedules with CSX Transportation and Norfolk Southern Railway Company to add an additional round trip Fredericksburg line train;

WHEREAS: The modified train schedules will directly affect the arrival and departure schedules into and out of Washington Union Terminal;

WHEREAS: In order to incorporate the modified train schedules into the current Agreement an Amendment is required; and


WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Amendment to the Access and Storage Agreement with Amtrak to modify the VRE Manassas and Fredericksburg Line train schedules in a form approved by legal counsel.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



RESOLUTION #2289

SUBJECT: Approve the Submission of a Request for Funding for Final Design for Parking Expansion at the Manassas Park VRE Station to NVTa for FY2017 Funding Consideration

WHEREAS: The passage of House Bill (HB) 2313 requires the Northern Virginia Transportation Authority (NVTa) to fund highway projects that have been both included in TransAction 2040 and evaluated for congestion relief and emergency evacuation by VDOT or mass transit capital projects that increase capacity;

WHEREAS: As NVTa approved \$500,000 to initiate study of the Manassas Park parking expansion as part of its Fiscal Year (FY) 2015-16 program in April 2015;

WHEREAS: An estimated additional \$2 million is needed to advance the full project development phase of the project through final design;

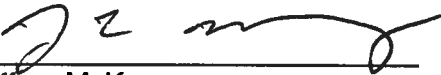
WHEREAS: NVTa has issued a Call for Projects to agencies and jurisdictions for consideration for funding with expected FY 2017 revenues; and

WHEREAS: The VRE Operations Board recommends the following action.

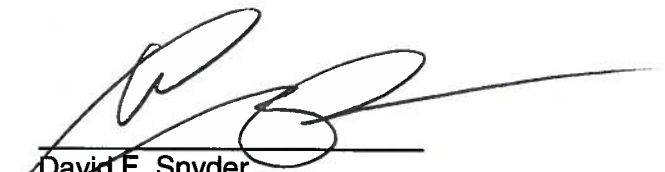
NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby approves the submission of the Manassas Park parking expansion project, final design phase in the amount of \$2 million, to the NVTa for consideration for funding in FY 2017.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to submit the approved project for funding, to make any necessary corrections to project amounts or descriptions, and to execute all project agreements on behalf of the Commissions.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



Resolution #2290

SUBJECT: Approve an Amendment to the VRE Chief Executive Officer's Employment Agreement.

WHEREAS: The Virginia Railway Express (VRE) Operations Board has concluded an evaluation of the VRE Chief Executive Officer's performance for the second year of his service;

WHEREAS: The VRE Operations Board is recommending an amendment to the VRE Chief Executive Officer's employment agreement ("the Second Amendment") based on its assessment of Mr. Allen's second year performance, and

WHEREAS: The Northern Virginia Transportation Commission has reviewed the VRE Operations Board recommendation and concurs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the Second Amendment to the employment agreement with Mr. Allen, and authorizes NVTC's Chairman to execute it on behalf of the Commission.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman